Federal Aviation Administration

TM

# U.S. Terminal Procedures Publication

## Southeast (SE) Vol 2 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




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# TERMINAL PROCEDURES TABLE OF CONTENTS



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

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## 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†<br>To RVR 4500* |
| TDZL or RCLS | To RVR 2400# |
| RVR | To ½ mile |

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# TERMS/LANDING MINIMA DATA

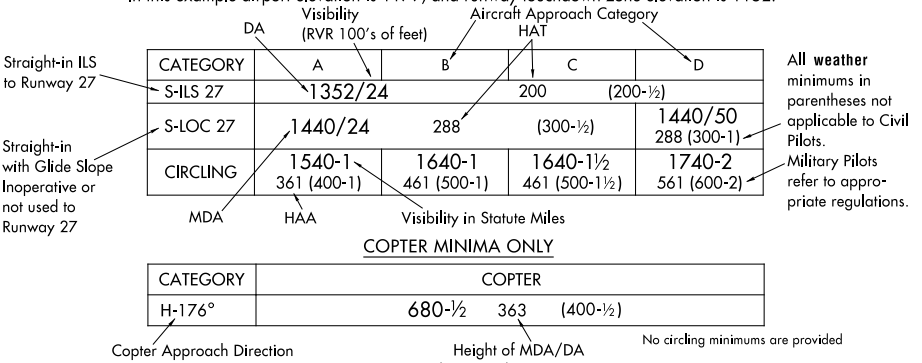


## IFR LANDING MINIMA

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

### LANDING MINIMA FORMAT

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




### COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

### COLD TEMPERATURE AIRPORTS

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

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

### AIRCRAFT APPROACH CATEGORIES

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

### MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

20142





SE-2, 03 SEP 2026 to 29 OCT 2026

# TERMS/LANDING MINIMA DATA





SE-2, 03 SEP 2026 to 29 OCT 2026

## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

### CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

### Comparable Values of RVR and Visibility

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

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

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

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

## RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

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

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

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

TERMS/LANDING MINIMA DATA

25275

SE-2, 03 SEP 2026 to 29 OCT 2026

# GENERAL INFORMATION

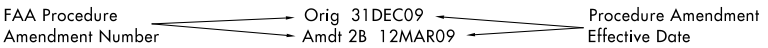
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse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

SE-2, 03 SEP 2026 to 29 OCT 2026

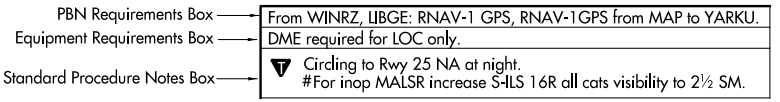
## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

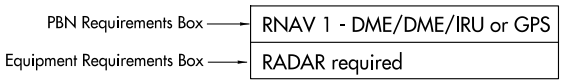
## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box




RNAV STAR and DP PBN/Equipment Requirements Notes Box




## PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

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

# ABBREVIATIONS

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





SE-2, 03 SEP 2026 to 29 OCT 2026

# ABBREVIATIONS

26246

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

ABBREVIATIONS

26246



SE-2, 03 SEP 2026 to 29 OCT 2026

# ABBREVIATIONS



| | |
|---|---|
| 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





SE-2, 03 SEP 2026 to 29 OCT 2026

# PLANVIEW SYMBOLS

## ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

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

## HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

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

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

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

## FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT Intersection

MYLES I-LVF 14.9 (Distance From Facility)

DME

Flyover Point

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

R-198 Radial line and value

LR-198 Lead Radial

LB-198 Lead Bearing

## ALTITUDES

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

## INDICATED AIRSPEED

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

## RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

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

Primary NAVAID

LIMA
114.5 LIM
Chan 92

Secondary NAVAID

LOM
AKRON
362 AK

TACAN or DME NAVAID

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency



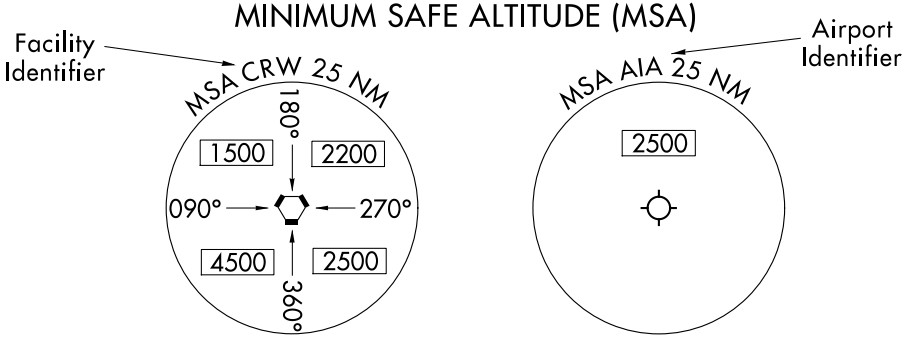
SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

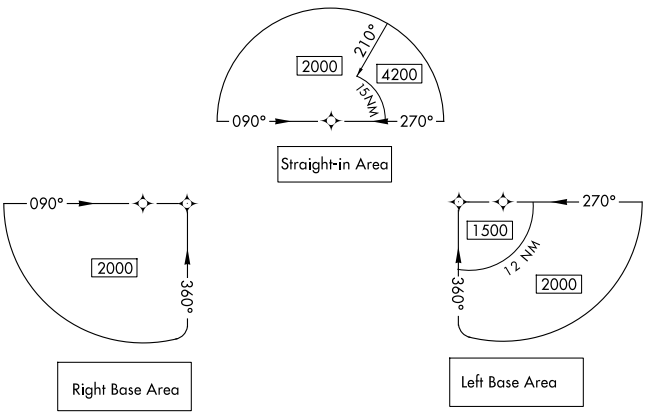
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

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

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

### OBSTACLES

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

## PROFILE VIEW

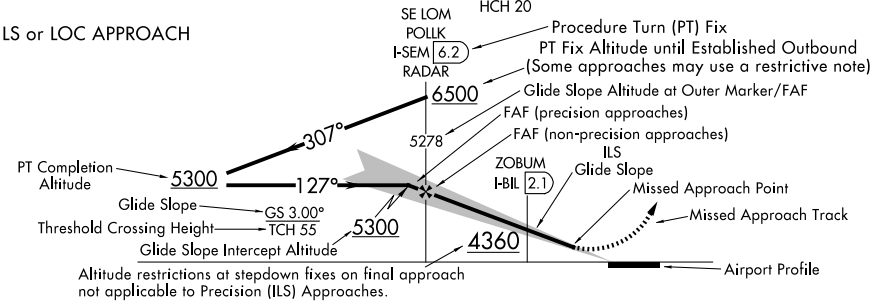
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

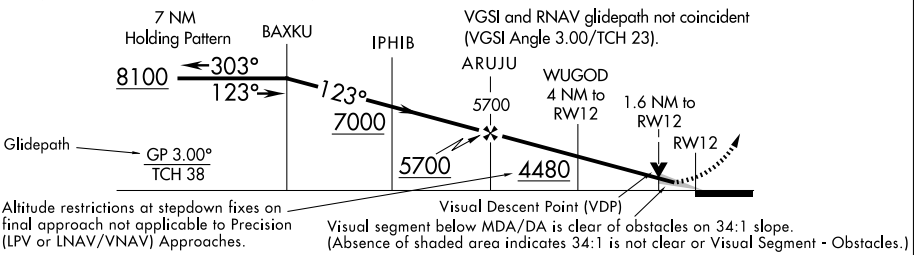
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

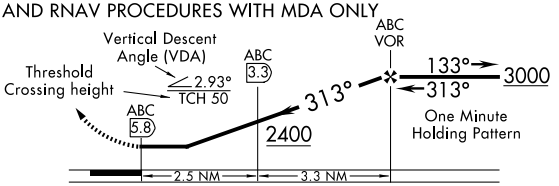
### ILS or LOC APPROACH



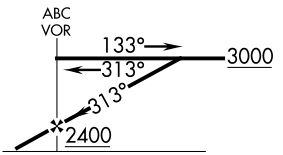

### RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



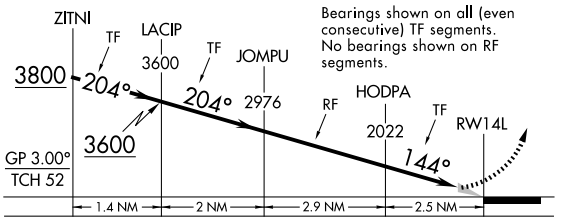

### NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY




### DESCENT FROM HOLDING PATTERN




### RNP APPROACH WITH TF AND RF SEGMENTS




### ALTITUDES

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

### PROFILE SYMBOLS

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

▼ Visual Descent Point (VDP)

- - - Visual Flight Path







SE-2, 03 SEP 2026 to 29 OCT 2026

# LEGEND

## STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

### RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

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

### FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

### AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

### ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

### SPECIAL USE AIRSPACE

R-352

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

### ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

### INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

### MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier

23334

LEGEND





SE-2, 03 SEP 2026 to 29 OCT 2026

# LEGEND

## DEPARTURE PROCEDURE (DP) CHARTS

26190

### RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

### FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

### MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Frequency Sectorization Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

### ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

### SPECIAL USE AIRSPACE

R-352

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

### ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

### INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

### AIRPORTS

Heliport

Civil · Military · Joint (Civil-Military)

### MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

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

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

26190

LEGEND





SE-2, 03 SEP 2026 to 29 OCT 2026

## AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

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

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold

Hot Spot

Runway Holding Position Markings

Buildings

Self-Serve Fuel ##

Tanks

Obstructions

Airport Beacon #

Runway Radar Reflectors

Bridges

Control Tower # TWR

| | Unlit | Lit |
|---|---|---|
| Wind Cone | | |
| Landing Tee | | |
| Tetrahedron | | |

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

## See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

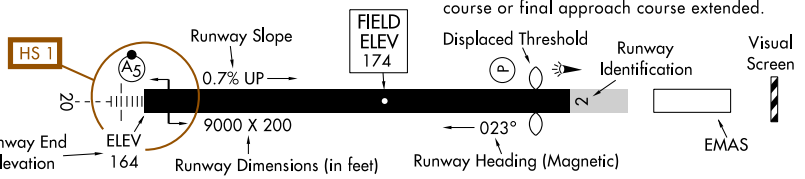
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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




### SCOPE

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



SE-2, 03 SEP 2026 to 29 OCT 2026

# LEGEND

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

25331

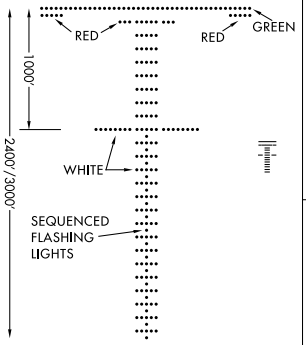
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

## CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

**ALSF-1**

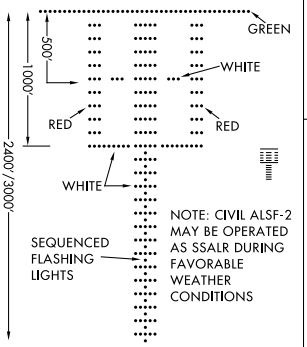



(High Intensity)
LENGTH 2400/3000 FEET

## CATEGORY II APPROACH LIGHTING SYSTEM

(A)

**ALSF-2**

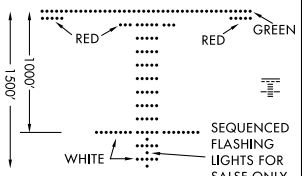



(High Intensity)
LENGTH 2400/3000 FEET

## SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

**SALS/SALSF**

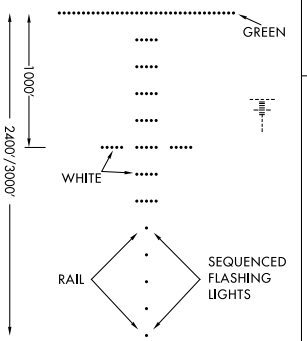



(High Intensity)
LENGTH 1500 FEET

## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A3)

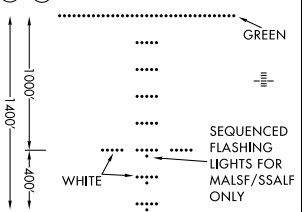
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)

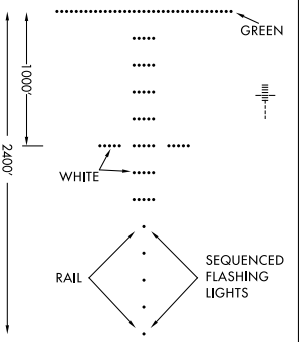



LENGTH 1400 FEET

## MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

**MALSR**

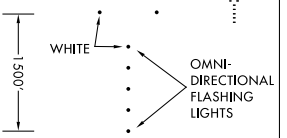



LENGTH 2400 FEET

## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(A)

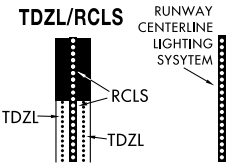
**ODALS**




LENGTH 1500 FEET

## RUNWAY TOUCHDOWN ZONE LIGHTS AND RUNWAY CENTERLINE LIGHTING SYSTEMS

**TDZL/RCLS**




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

LEGEND

25331





SE-2, 03 SEP 2026 to 29 OCT 2026

# LEGEND

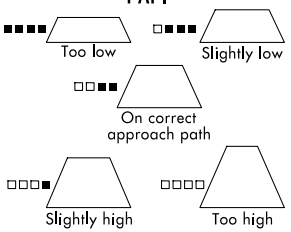


Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V), etc.

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

## (P) PRECISION APPROACH PATH INDICATOR

**PAPI**



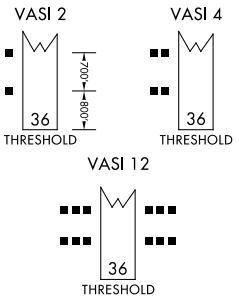

Legend: □ White ■ Red

## (V) VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

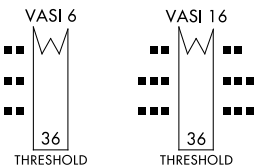
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

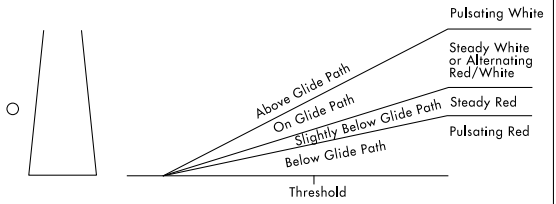
**VASI**

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




## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

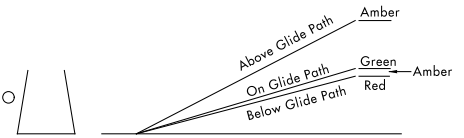
**PVASI**




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

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

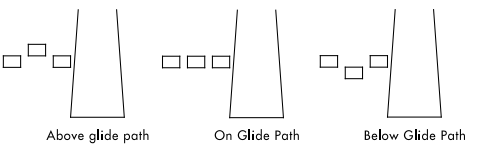
**TRCV**




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

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# SUPPLEMENTAL TABLES 25107

## FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107





SE-2, 03 SEP 2026 to 29 OCT 2026

# SUPPLEMENTAL TABLES

25107

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

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

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

25107

SUPPLEMENTAL TABLES



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# SUPPLEMENTAL TABLES

25107

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

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

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

25107

SUPPLEMENTAL TABLES





SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**AHOSKIE, NC**
**TRI-COUNTY AT HENRY JOYNER FLD(ASJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 ..... 1
RNAV (GPS) RWY 19 ..... 2

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

**ALBEMARLE, NC**
**STANLY COUNTY(VUJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
STARS .... JOOLS FOUR (RNAV) ..... Z24
KABEE THREE (RNAV) ..... Z26
NASCR ONE (RNAV) ..... Z31
IAPS ..... ILS OR LOC RWY 22L ..... 12
RNAV (GPS) RWY 04R ..... 13
RNAV (GPS) RWY 22L ..... 14
AIRPORT DIAGRAM ..... 15
DPS ..... BATTA ONE (RNAV) ..... 16
BEAVY NINE (RNAV) ..... 17
BOBZY EIGHT (RNAV) ..... 18
CHARLOTTE SIX ..... 19
DURST ONE (RNAV) ..... 20
ESTRR EIGHT (RNAV) ..... 21
ICONS EIGHT (RNAV) ..... 22
IRVVV ONE (RNAV) ..... 23
JOJJO EIGHT (RNAV) ..... 24
KRITR NINE (RNAV) ..... 25
KWEEN EIGHT (RNAV) ..... 26
LILLS SIX (RNAV) ..... 27
WEAZL EIGHT (RNAV) ..... 28

**ALBERT J ELLIS**
**---SEE JACKSONVILLE, NC**

**ALLENDALE, SC**
**ALLENDALE COUNTY(AQX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 ..... 29
RNAV (GPS) RWY 35 ..... 30
VOR-A ..... 31

**ANDERSON, SC**
**ANDERSON RGNL(AND)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 32
RNAV (GPS) RWY 05 ..... 33
RNAV (GPS) RWY 17 ..... 34
RNAV (GPS) RWY 23 ..... 35
RNAV (GPS) RWY 35 ..... 36
VOR RWY 05 ..... 37

**ANDREWS, NC**
**WESTERN CAROLINA RGNL(RHP)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 08 ..... 38

**ANDREWS, SC**
**ROBERT F SWINNIE(PHH)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 39

**ANSON COUNTY/JEFF CLOUD FLD**
**---SEE WADESBORO, NC**

**ASHE COUNTY**
**---SEE JEFFERSON, NC**

**ASHEBORO, NC**
**ASHEBORO RGNL(HBI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 40
RNAV (GPS) RWY 21 ..... 41

**ASHEVILLE, NC**
**ASHEVILLE RGNL(AVL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 17 ..... 42
ILS OR LOC RWY 35 ..... 43
RNAV (GPS) RWY 17 ..... 44
RNAV (GPS) RWY 35 ..... 45
AIRPORT DIAGRAM ..... 46
DPS ..... ASHEVILLE SEVEN ..... 47

**BAMBERG, SC**
**BAMBERG COUNTY(99N)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 05 ..... 48
RNAV (GPS) RWY 23 ..... 49

**BARNWELL, SC**
**BARNWELL RGNL(BNL)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 17 ..... 50
RNAV (GPS) RWY 35 ..... 51



SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**BEAUFORT, NC**
**MICHAEL J SMITH FLD(MRH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 52
RNAV (GPS) RWY 08 ..... 53
RNAV (GPS) RWY 14 ..... 54
RNAV (GPS) RWY 21 ..... 55
RNAV (GPS) RWY 26 ..... 56
RNAV (GPS) RWY 32 ..... 57

**BEAUFORT, SC**
**BEAUFORT EXEC(ARW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
IAPS ..... RNAV (GPS) RWY 07 ..... 58
RNAV (GPS) RWY 25 ..... 59

**BEAUFORT MCAS (MERRITT FLD)(KNBC)**
**BEAUFORT, SC**
TAKEOFF MINIMUMS ..... L
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC Y RWY 23 ..... 60
ILS OR LOC Z RWY 23 ..... 61
RNAV (GPS) RWY 05 ..... 62
RNAV (GPS) RWY 14 ..... 63
RNAV (GPS) RWY 23 ..... 64
RNAV (GPS) RWY 32 ..... 65
TACAN RWY 05 ..... 66
TACAN RWY 14 ..... 67
TACAN RWY 23 ..... 68
TACAN RWY 32 ..... 69
AIRPORT DIAGRAM ..... 70

**BENNETTSVILLE, SC**
**MARLBORO COUNTY JETPORT/H E AVENT FLD(BBP)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 71
RNAV (GPS) RWY 25 ..... 72

**BERKELEY COUNTY**
**---SEE MONCKS CORNER, SC**

**BILLY MITCHELL**
**---SEE HATTERAS, NC**

**BURLINGTON, NC**
**BURLINGTON/ALAMANCE RGNL(BUY)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 06 ..... 73
ILS Z OR LOC Z RWY 06 ..... 74
RNAV (GPS) RWY 06 ..... 75
RNAV (GPS) RWY 24 ..... 76
VOR/DME-A ..... 77

**CAMDEN, SC**
**WOODWARD FLD(CDN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 ..... 78
RNAV (GPS) RWY 24 ..... 79
VOR/DME-A ..... 80

**CAMP MACKALL, NC**
**---SEE MACKALL AAF**

**CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD**
**---SEE OAK ISLAND, NC**

**CHARLESTON, SC**
**CHARLESTON AFB/INTL(CHS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... AMYLU THREE (RNAV) ..... Z3
BAGGY THREE (RNAV) ..... Z5
OSPRI SEVEN (RNAV) ..... Z32
IAPS ..... ILS OR LOC RWY 15 ..... 81
ILS OR LOC RWY 33 ..... 82
ILS RWY 15 (SA CAT I) ..... 83
ILS RWY 15 (CAT II) ..... 84
RNAV (RNP) Z RWY 03 ..... 85
RNAV (RNP) Z RWY 15 ..... 86
RNAV (RNP) Z RWY 21 ..... 87
RNAV (RNP) Z RWY 33 ..... 88
RNAV (GPS) Y RWY 03 ..... 89
RNAV (GPS) Y RWY 15 ..... 90
RNAV (GPS) Y RWY 21 ..... 91
RNAV (GPS) Y RWY 33 ..... 92
VOR/DME OR TACAN RWY 03 ..... 93
VOR/DME OR TACAN RWY 21 ..... 94
VOR/DME OR TACAN RWY 33 ..... 95
VOR Y OR TACAN Y RWY 15 ..... 96
AIRPORT DIAGRAM ..... 97
DPS ..... LGRHD THREE (RNAV) ..... 98
MLTRE THREE (RNAV) ..... 99
PLMTO THREE (RNAV) ..... 100
STUNO ONE (RNAV) ..... 101
SWPFX THREE (RNAV) ..... 102
**CHARLESTON EXEC(JZI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... AMYLU THREE (RNAV) ..... Z3
BAGGY THREE (RNAV) ..... Z5
OSPRI SEVEN (RNAV) ..... Z32
IAPS ..... ILS OR LOC RWY 09 ..... 103
RNAV (GPS) RWY 04 ..... 104
RNAV (GPS) RWY 09 ..... 105
RNAV (GPS) RWY 27 ..... 106
DPS ..... EXECUTIVE ONE (RNAV) ..... 107
KIAWAH TWO (RNAV) ..... 108



SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## CHARLOTTE, NC

### CHARLOTTE/DOUGLAS INTL(CLT)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS .... BANKR EIGHT (RNAV) ..... Z7
BTSEY ONE (RNAV) ..... Z12
CHSLY NINE (RNAV) ..... Z14
FILPZ SEVEN (RNAV) ..... Z19
JONZE EIGHT (RNAV) ..... Z22
JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
MLLET SIX (RNAV) ..... Z30
PARQR SEVEN (RNAV) ..... Z34
RASLN ONE (RNAV) ..... Z36
STOCR SEVEN (RNAV) ..... Z38
IAPS ..... ILS OR LOC RWY 01L ..... 109
ILS OR LOC RWY 01R ..... 110
ILS OR LOC RWY 18 ..... 111
ILS OR LOC RWY 19L ..... 112
ILS OR LOC RWY 19R ..... 113
ILS OR LOC RWY 36 ..... 114
ILS RWY 01L (SA CAT I) ..... 115
ILS RWY 19R (SA CAT I) ..... 116
ILS RWY 36 (SA CAT I) ..... 117
ILS RWY 01L (CAT II - III) ..... 118
ILS RWY 01R (CAT II - III) ..... 119
ILS RWY 19R (CAT II - III) ..... 120
ILS RWY 36 (CAT II - III) ..... 121
RNAV (RNP) Z RWY 01R ..... 122
RNAV (RNP) Z RWY 19L ..... 123
RNAV (GPS) Y RWY 01L ..... 124
RNAV (GPS) Y RWY 01R ..... 125
RNAV (GPS) Y RWY 18 ..... 126
RNAV (GPS) Y RWY 19L ..... 127
RNAV (GPS) Y RWY 19R ..... 128
RNAV (GPS) Y RWY 36 ..... 129
AIRPORT DIAGRAM ..... 130
DPS ..... RNAV DP AAUP ..... 131
BATTA ONE (RNAV) ..... 133
BEAVY NINE (RNAV) ..... 135
BOBZY EIGHT (RNAV) ..... 137
CHARLOTTE SIX ..... 139
DURST ONE (RNAV) ..... 140
ESTRR EIGHT (RNAV) ..... 141
ICONS EIGHT (RNAV) ..... 143
IRVVV ONE (RNAV) ..... 145
JOJJO EIGHT (RNAV) ..... 146
KRITR NINE (RNAV) ..... 148
KWEEN EIGHT (RNAV) ..... 150
LILLS SIX (RNAV) ..... 152
WEAZL EIGHT (RNAV) ..... 153

### CHARLOTTE/MONROE EXEC

**---SEE MONROE, NC**

## CHERAW, SC

### CHERAW MUNI/LYNCH BELLINGER FLD(CQW)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 ..... 155
RNAV (GPS) RWY 26 ..... 156
VOR/DME RWY 08 ..... 157

NAME PROC SECT PG

## CHERRY POINT MCAS (CUNNINGHAM FLD)(KNKT)

### CHERRY POINT, NC

TAKEOFF MINIMUMS ..... L
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC/DME RWY 23R ..... 158
RNAV (GPS) RWY 05R ..... 159
RNAV (GPS) RWY 14L ..... 160
RNAV (GPS) RWY 23R ..... 161
RNAV (GPS) RWY 32L ..... 162
TACAN Z RWY 05R ..... 163
TACAN Z RWY 14L ..... 164
TACAN Z RWY 32L ..... 165
COPTER TACAN RWY 23R ..... 166
AIRPORT DIAGRAM ..... 167

## CHESTER, SC

### CHESTER CATAWBA RGNL(DCM)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... RNAV (GPS) RWY 17 ..... 168
RNAV (GPS) RWY 35 ..... 169

## CLEMSON, SC

### OCONEE COUNTY RGNL(CEU)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 170
RNAV (GPS) RWY 25 ..... 171

## CLINTON, NC

### CLINTON-SAMPSON COUNTY(CTZ)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 ..... 172
RNAV (GPS) Y RWY 24 ..... 173
RNAV (GPS) Z RWY 24 ..... 174
VOR/DME-A ..... 175

### COASTAL CAROLINA RGNL

**---SEE NEW BERN, NC**



SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**COLUMBIA, SC**
**COLUMBIA METRO(CAE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 05 ..... 176
ILS OR LOC RWY 11 ..... 177
ILS OR LOC RWY 29 ..... 178
ILS RWY 11 (CAT II - III) ..... 179
RNAV (GPS) RWY 05 ..... 180
RNAV (GPS) RWY 11 ..... 181
RNAV (GPS) RWY 23 ..... 182
RNAV (GPS) RWY 29 ..... 183
VOR-A ..... 184
AIRPORT DIAGRAM ..... 185
**JIM HAMILTON L B OWENS(CUB)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 13 ..... 186
RNAV (GPS) RWY 31 ..... 187
LOC RWY 31 ..... 188

**COLUMBUS COUNTY RGNL**
**---SEE WHITEVILLE, NC**

**CONCORD, NC**
**CONCORD-PADGETT RGNL(JQF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
KABEE THREE (RNAV) ..... Z26
NASCR ONE (RNAV) ..... Z31
IAPS ..... ILS OR LOC RWY 20 ..... 189
RNAV (GPS) RWY 02 ..... 190
RNAV (GPS) RWY 20 ..... 191
AIRPORT DIAGRAM ..... 192
DPS ..... BATTA ONE (RNAV) ..... 193
BEAVY NINE (RNAV) ..... 194
BOBZY EIGHT (RNAV) ..... 195
CHARLOTTE SIX ..... 196
DURST ONE (RNAV) ..... 197
ESTRR EIGHT (RNAV) ..... 198
ICONS EIGHT (RNAV) ..... 199
IRVVV ONE (RNAV) ..... 200
JOJJO EIGHT (RNAV) ..... 201
KRITR NINE (RNAV) ..... 202
KWEEN EIGHT (RNAV) ..... 203
LILLS SIX (RNAV) ..... 204
WEAZL EIGHT (RNAV) ..... 205

**CONWAY, SC**
**CONWAY-HORRY COUNTY(HYW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 206
RNAV (GPS) RWY 22 ..... 207

**CURRITUCK, NC**
**CURRITUCK COUNTY RGNL(ONX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 208
RNAV (GPS) RWY 23 ..... 209
VOR/DME-A ..... 210

**CURTIS L BROWN JR FLD**
**---SEE ELIZABETHTOWN, NC**

**DARE COUNTY RGNL**
**---SEE MANTEO, NC**

**DARLINGTON, SC**
**DARLINGTON COUNTY(UDG)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 211
RNAV (GPS) RWY 23 ..... 212
VOR-A ..... 213

**DAVIDSON COUNTY EXEC**
**---SEE LEXINGTON, NC**

**DILLON, SC**
**DILLON COUNTY(DLC)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 214

**DONALDSON FLD**
**---SEE GREENVILLE, SC**

**DUPLIN COUNTY**
**---SEE KENANSVILLE, NC**

**EASTOVER, SC**
**---SEE MC ENTIRE JNGB**

**EDENTON, NC**
**NORTHEASTERN RGNL(EDE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 19 ..... 215
RNAV (GPS) RWY 01 ..... 216
RNAV (GPS) RWY 19 ..... 217

**ELIZABETH CITY, NC**
**ELIZABETH CITY CG AIR STATION/RGNL(ECG)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 10 ..... 218
RNAV (GPS) RWY 01 ..... 219
RNAV (GPS) RWY 10 ..... 220
RNAV (GPS) RWY 19 ..... 221
RNAV (GPS) RWY 28 ..... 222
VOR/DME RWY 10 ..... 223
VOR/DME RWY 19 ..... 224
VOR/DME RWY 28 ..... 225
NDB RWY 10 ..... 226
AIRPORT DIAGRAM ..... 227

**ELIZABETHTOWN, NC**
**CURTIS L BROWN JR FLD(EYF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 15 ..... 228
RNAV (GPS) RWY 33 ..... 229
VOR/DME RWY 15 ..... 230



SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**ELKIN, NC**
**ELKIN MUNI(ZEF)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 07 ..... 231
RNAV (GPS) RWY 25 ..... 232

**ENGELHARD, NC**
**HYDE COUNTY(7W6)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 ..... 233

**ERWIN, NC**
**HARNETT RGNL JETPORT(HRJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 234
RNAV (GPS) RWY 23 ..... 235
LOC RWY 05 ..... 236

**FAIRFIELD COUNTY**
**---SEE WINNSBORO, SC**

**FAYETTEVILLE, NC**
**FAYETTEVILLE RGNL/GRANNIS FLD(FAY)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 04 ..... 237
RNAV (GPS) RWY 04 ..... 238
RNAV (GPS) RWY 10 ..... 239
RNAV (GPS) RWY 22 ..... 240
RNAV (GPS) RWY 28 ..... 241
VOR RWY 04 ..... 242
VOR RWY 22 ..... 243
VOR RWY 28 ..... 244
AIRPORT DIAGRAM ..... 245
DPS ..... MOUNTY FIVE ..... 246

**FIRST FLIGHT**
**---SEE KILL DEVIL HILLS, NC**

**FLORENCE, SC**
**FLORENCE RGNL(FLO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 09 ..... 247
RNAV (GPS) RWY 01 ..... 248
RNAV (GPS) RWY 09 ..... 249
RNAV (GPS) RWY 19 ..... 250
RNAV (GPS) RWY 27 ..... 251
VOR OR TACAN-A ..... 252
AIRPORT DIAGRAM ..... 253

**FOOTHILLS RGNL**
**---SEE MORGANTON, NC**

**FORT BRAGG, NC**
**---SEE POPE AAF**

**FORT BRAGG, NC**
**---SEE SIMMONS AAF (FORT BRAGG)**

**FRANKLIN, NC**
**MACON COUNTY(1A5)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A ..... 254

**GASTONIA, NC**
**GASTONIA MUNI(AKH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... RNAV (GPS) RWY 03 ..... 255
RNAV (GPS) RWY 21 ..... 256
DPS ..... BATTA ONE (RNAV) ..... 257
BEAVY NINE (RNAV) ..... 258
BOBZY EIGHT (RNAV) ..... 259
CHARLOTTE SIX ..... 260
DURST ONE (RNAV) ..... 261
ESTRR EIGHT (RNAV) ..... 262
ICONS EIGHT (RNAV) ..... 263
IRVVV ONE (RNAV) ..... 264
JOJJO EIGHT (RNAV) ..... 265
KRITR NINE (RNAV) ..... 266
KWEEN EIGHT (RNAV) ..... 267
LILLS SIX (RNAV) ..... 268
WEAZL EIGHT (RNAV) ..... 269

**GEORGETOWN, SC**
**GEORGETOWN COUNTY(GGE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 270
RNAV (GPS) RWY 23 ..... 271

**GOLDSBORO, NC**
**WAYNE EXEC JETPORT(GWW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 23 ..... 272
RNAV (GPS) RWY 05 ..... 273
RNAV (GPS) RWY 23 ..... 274
RNAV (GPS)-A ..... 275

**GOLDSBORO, NC**
**---SEE SEYMOUR JOHNSON AFB**

**GRAND STRAND**
**---SEE NORTH MYRTLE BEACH, SC**




SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **GREENSBORO, NC** | | |
| **PIEDMONT TRIAD INTL(GSO)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| STARS | BLOCC TWO | Z9 |
| | HENBY ONE (RNAV) | Z21 |
| | TRAKS FOUR (RNAV) | Z43 |
| IAPS | ILS OR LOC RWY 05L | 276 |
| | ILS OR LOC RWY 05R | 277 |
| | ILS OR LOC RWY 23L | 278 |
| | ILS OR LOC RWY 23R | 279 |
| | ILS Y OR LOC Y RWY 32 | 280 |
| | ILS Z OR LOC Z RWY 32 | 281 |
| | ILS RWY 23L (CAT II) | 282 |
| | ILS RWY 05L (CAT II - III) | 283 |
| | ILS RWY 05R (SA CAT II) | 284 |
| | RNAV (GPS) RWY 05L | 285 |
| | RNAV (GPS) RWY 05R | 286 |
| | RNAV (GPS) RWY 14 | 287 |
| | RNAV (GPS) RWY 23L | 288 |
| | RNAV (GPS) RWY 23R | 289 |
| | RNAV (GPS) RWY 32 | 290 |
| | VOR/DME RWY 23L | 291 |
| AIRPORT DIAGRAM | | 292 |
| DPS | HOPRZ ONE (RNAV) | 293 |
| | JEANY ONE (RNAV) | 294 |
| | TRIAD NINE | 295 |
| | TRSHA ONE (RNAV) | 296 |
| **GREENVILLE, NC** | | |
| **PITT-GREENVILLE(PGV)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | ILS Y OR LOC Y RWY 20 | 297 |
| | ILS Z OR LOC Z RWY 20 | 298 |
| | RNAV (GPS) RWY 02 | 299 |
| | RNAV (GPS) RWY 08 | 300 |
| | RNAV (GPS) RWY 20 | 301 |
| | RNAV (GPS) RWY 26 | 302 |
| AIRPORT DIAGRAM | | 303 |
| **GREENVILLE, SC** | | |
| **DONALDSON FLD(GYH)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | JUNNR FOUR (RNAV) | Z25 |
| | MCHLN TWO (RNAV) | Z29 |
| | RCTOR THREE (RNAV) | Z37 |
| | WORXS TWO (RNAV) | Z44 |
| IAPS | ILS OR LOC RWY 05 | 304 |
| | RNAV (GPS) RWY 05 | 305 |
| | RNAV (GPS) RWY 23 | 306 |
| AIRPORT DIAGRAM | | 307 |
| DPS | BIMMR THREE (RNAV) | 308 |
| | BWALL TWO (RNAV) | 309 |
| **GREENVILLE DOWNTOWN(GMU)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| STARS | JUNNR FOUR (RNAV) | Z25 |
| | MCHLN TWO (RNAV) | Z29 |
| | RCTOR THREE (RNAV) | Z37 |
| | WORXS TWO (RNAV) | Z44 |
| IAPS | ILS OR LOC RWY 01 | 310 |
| | RNAV (GPS) RWY 01 | 311 |
| | RNAV (GPS) RWY 10 | 312 |
| | RNAV (GPS) RWY 19 | 313 |
| | RNAV (GPS) RWY 28 | 314 |
| AIRPORT DIAGRAM | | 315 |
| DPS | BIMMR THREE (RNAV) | 316 |
| | BWALL TWO (RNAV) | 317 |
| **GREENVILLE SPARTANBURG INTL** | | |
| **---SEE GREER, SC** | | |
| **GREENWOOD, SC** | | |
| **GREENWOOD COUNTY(GRD)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 09 | 318 |
| | RNAV (GPS) RWY 27 | 319 |
| **GREER, SC** | | |
| **GREENVILLE SPARTANBURG INTL(GSP)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | JUNNR FOUR (RNAV) | Z25 |
| | MCHLN TWO (RNAV) | Z29 |
| | RCTOR THREE (RNAV) | Z37 |
| | WORXS TWO (RNAV) | Z44 |
| IAPS | ILS OR LOC RWY 04 | 320 |
| | ILS OR LOC RWY 22 | 321 |
| | ILS RWY 04 (SA CAT I) | 322 |
| | ILS RWY 04 (CAT II - III) | 323 |
| | RNAV (GPS) RWY 04 | 324 |
| | RNAV (GPS) RWY 22 | 325 |
| AIRPORT DIAGRAM | | 326 |
| DPS | BIMMR THREE (RNAV) | 327 |
| | BWALL TWO (RNAV) | 328 |
| **HALIFAX/NORTHAMPTON RGNL** | | |
| **---SEE ROANOKE RAPIDS, NC** | | |
| **HARNETT RGNL JETPORT** | | |
| **---SEE ERWIN, NC** | | |




SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**HARTSVILLE, SC**
**HARTSVILLE RGNL(HVS)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 03 ..... 329
RNAV (GPS) RWY 21 ..... 330
VOR-A ..... 331

**HATTERAS, NC**
**BILLY MITCHELL(HSE)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 07 ..... 332
RNAV (GPS) RWY 25 ..... 333

**HENDERSON/OXFORD**
**---SEE OXFORD, NC**

**HICKORY, NC**
**HICKORY RGNL(HKY)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 24 ..... 334
RNAV (GPS) RWY 06 ..... 335
RNAV (GPS) RWY 24 ..... 336
AIRPORT DIAGRAM ..... 337
DPS ..... HICKORY ONE ..... 338

**HILTON HEAD ISLAND, SC**
**HILTON HEAD(HXD)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 339
RNAV (GPS) RWY 21 ..... 340
LOC RWY 21 ..... 341
VOR-A ..... 342
BROAD CREEK VISUAL RWY 03 ..... 343
AIRPORT DIAGRAM ..... 344

**HYDE COUNTY**
**---SEE ENGELHARD, NC**

**JAARS-TOWNSEND**
**---SEE WAXHAW, NC**

**JACKSON COUNTY**
**---SEE SYLVA, NC**

**JACKSONVILLE, NC**
**ALBERT J ELLIS(OAJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 345
RNAV (GPS) RWY 05 ..... 346
RNAV (GPS) RWY 23 ..... 347
AIRPORT DIAGRAM ..... 348

**JACKSONVILLE, NC**
**---SEE NEW RIVER MCAS (MCCUTCHEON FLD)**

**JEFFERSON, NC**
**ASHE COUNTY(GEV)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 28 ..... 349
LOC RWY 28 ..... 350
AIRPORT DIAGRAM ..... 351

**JIM HAMILTON L B OWENS**
**---SEE COLUMBIA, SC**

**JOHNSTON RGNL**
**---SEE SMITHFIELD, NC**

**KENANSVILLE, NC**
**DUPLIN COUNTY(DPL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 352
RNAV (GPS) RWY 23 ..... 353

**KILL DEVIL HILLS, NC**
**FIRST FLIGHT(FFA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 354
RNAV (GPS) RWY 21 ..... 355

**KINGSTREE, SC**
**WILLIAMSBURG RGNL(CKI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 14 ..... 356
RNAV (GPS) RWY 32 ..... 357

**KINSTON, NC**
**KINSTON RGNL JETPORT AT STALLINGS FLD(ISO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 358
RNAV (GPS) RWY 05 ..... 359
RNAV (GPS) RWY 23 ..... 360
AIRPORT DIAGRAM ..... 361

**LAKE CITY, SC**
**LAKE CITY MUNI/CJ EVANS FLD(51J)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 01 ..... 362
RNAV (GPS) RWY 19 ..... 363

**LAKE NORMAN AIRPARK**
**---SEE MOORESVILLE, NC**



SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**LANCASTER, SC**
**LANCASTER COUNTY-MC WHIRTER FLD(LKR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... RNAV (GPS) RWY 06 ..... 364
RNAV (GPS) RWY 24 ..... 365
DPS ..... BATTA ONE (RNAV) ..... 366
BEAVY NINE (RNAV) ..... 367
BOBZY EIGHT (RNAV) ..... 368
CHARLOTTE SIX ..... 369
DURST ONE (RNAV) ..... 370
ESTRR EIGHT (RNAV) ..... 371
ICONS EIGHT (RNAV) ..... 372
IRVVV ONE (RNAV) ..... 373
JOJJO EIGHT (RNAV) ..... 374
KRITR NINE (RNAV) ..... 375
KWEEN EIGHT (RNAV) ..... 376
LILLS SIX (RNAV) ..... 377
WEAZL EIGHT (RNAV) ..... 378

**LAURENS, SC**
**LAURENS COUNTY(LUX)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 08 ..... 379
RNAV (GPS) RWY 26 ..... 380

**LAURINBURG/MAXTON**
**---SEE MAXTON, NC**

**LEXINGTON, NC**
**DAVIDSON COUNTY EXEC(EXX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 06 ..... 381
RNAV (GPS) RWY 06 ..... 382
RNAV (GPS) RWY 24 ..... 383
AIRPORT DIAGRAM ..... 384

**LEXINGTON COUNTY**
**---SEE PELION, SC**

**LINCOLNTON, NC**
**LINCOLN COUNTY RGNL(IPJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... ILS Y OR LOC Y RWY 23 ..... 385
ILS Z OR LOC Z RWY 23 ..... 386
RNAV (GPS) RWY 05 ..... 387
RNAV (GPS) RWY 23 ..... 388
DPS ..... BATTA ONE (RNAV) ..... 389
BEAVY NINE (RNAV) ..... 390
BOBZY EIGHT (RNAV) ..... 391
CHARLOTTE SIX ..... 392
DURST ONE (RNAV) ..... 393
ESTRR EIGHT (RNAV) ..... 394
ICONS EIGHT (RNAV) ..... 395
IRVVV ONE (RNAV) ..... 396
JOJJO EIGHT (RNAV) ..... 397
KRITR NINE (RNAV) ..... 398
KWEEN EIGHT (RNAV) ..... 399
LILLS SIX (RNAV) ..... 400
WEAZL EIGHT (RNAV) ..... 401

**LORIS, SC**
**TWIN CITY(5J9)**
TAKEOFF MINIMUMS ..... L
IAPS ..... GPS RWY 26 ..... 402

**LOUISBURG, NC**
**TRIANGLE NORTH EXEC(LHZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 403
RNAV (GPS) RWY 05 ..... 404
RNAV (GPS) RWY 23 ..... 405
VOR-A ..... 406

**LOWCOUNTRY RGNL**
**---SEE WALTERBORO, SC**

**LUMBERTON, NC**
**LUMBERTON RGNL(LBT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 407
RNAV (GPS) RWY 05 ..... 408
RNAV (GPS) RWY 13 ..... 409
RNAV (GPS) RWY 23 ..... 410

**MACKALL AAF(KHFF)**
**CAMP MACKALL, NC**
TAKEOFF MINIMUMS ..... L
HOT SPOT ..... P
IAPS ..... RNAV (GPS) RWY 12 ..... 411
RNAV (GPS) RWY 30 ..... 412
AIRPORT DIAGRAM ..... 413

**MACON COUNTY**
**---SEE FRANKLIN, NC**



SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**MANNING, SC**
**SANTEE COOPER RGNL(MNI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 20 ..... 414

**MANTEO, NC**
**DARE COUNTY RGNL(MQI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 415
RNAV (GPS) RWY 17 ..... 416
RNAV (GPS) RWY 23 ..... 417
AIRPORT DIAGRAM ..... 418

**MARION, SC**
**MARION COUNTY(MAO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 419
RNAV (GPS) RWY 22 ..... 420

**MARLBORO COUNTY JETPORT/H E AVENT FLD**
**---SEE BENNETTSVILLE, SC**

**MARTIN COUNTY**
**---SEE WILLIAMSTON, NC**

**MAXTON, NC**
**LAURINBURG/MAXTON(MEB)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 421
RNAV (GPS) RWY 05 ..... 422
RNAV (GPS) RWY 23 ..... 423

**MC ENTIRE JNGB(KMMT)**
**EASTOVER, SC**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC/DME RWY 32 ..... 424
TACAN RWY 14 ..... 425
TACAN RWY 32 ..... 426
AIRPORT DIAGRAM ..... 427

**MEADOW BROOK FLD**
**---SEE WALNUT COVE, NC**

**MICHAEL J SMITH FLD**
**---SEE BEAUFORT, NC**

**MID-CAROLINA RGNL**
**---SEE SALISBURY, NC**

**MOCKSVILLE, NC**
**TWIN LAKES(8A7)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 09 ..... 428

**MONCKS CORNER, SC**
**BERKELEY COUNTY(MKS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 429
RNAV (GPS) RWY 23 ..... 430
VOR/DME-A ..... 431

**MONROE, NC**
**CHARLOTTE/MONROE EXEC(EQY)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... ILS OR LOC RWY 05 ..... 432
RNAV (GPS) RWY 05 ..... 433
RNAV (GPS) RWY 23 ..... 434
DPS ..... BATTA ONE (RNAV) ..... 435
BEAVY NINE (RNAV) ..... 436
BOBZY EIGHT (RNAV) ..... 437
CHARLOTTE SIX ..... 438
DURST ONE (RNAV) ..... 439
ESTRR EIGHT (RNAV) ..... 440
ICONS EIGHT (RNAV) ..... 441
IRVVV ONE (RNAV) ..... 442
JOJJO EIGHT (RNAV) ..... 443
KRITR NINE (RNAV) ..... 444
KWEEN EIGHT (RNAV) ..... 445
LILLS SIX (RNAV) ..... 446
WEAZL EIGHT (RNAV) ..... 447

**MONTGOMERY COUNTY**
**---SEE STAR, NC**

**MOORE COUNTY**
**---SEE PINEHURST/SOUTHERN PINES, NC**

**MOORESVILLE, NC**
**LAKE NORMAN AIRPARK(14A)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 14 ..... 448

**MORGANTON, NC**
**FOOTHILLS RGNL(MRN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 449
RNAV (GPS) RWY 21 ..... 450
LOC RWY 03 ..... 451

**MOUNT AIRY, NC**
**MOUNT AIRY/SURRY COUNTY(MWK)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 ..... 452
RNAV (GPS) RWY 36 ..... 453
AIRPORT DIAGRAM ..... 454



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**MOUNT OLIVE, NC**
**MOUNT OLIVE MUNI(W40)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 455
RNAV (GPS) RWY 23 ..... 456

**MOUNT PLEASANT, SC**
**MT PLEASANT RGNL-FAISON FLD(LRO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 ..... 457
RNAV (GPS) RWY 35 ..... 458

**MT PLEASANT RGNL-FAISON FLD**
**---SEE MOUNT PLEASANT, SC**

**MYRTLE BEACH, SC**
**MYRTLE BEACH INTL(MYR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 18 ..... 459
ILS OR LOC RWY 36 ..... 460
ILS RWY 18 (SA CAT I - II) ..... 461
RNAV (GPS) RWY 18 ..... 462
RNAV (GPS) RWY 36 ..... 463
RNAV (GPS)-A ..... 464
VOR-A ..... 465
AIRPORT DIAGRAM ..... 466

**NEW BERN, NC**
**COASTAL CAROLINA RGNL(EWN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 04 ..... 467
RNAV (GPS) RWY 04 ..... 468
RNAV (GPS) RWY 22 ..... 469
VOR RWY 22 ..... 470
AIRPORT DIAGRAM ..... 471

**NEW RIVER MCAS (MCCUTCHEON FLD)(KNCA)**
**JACKSONVILLE, NC**
TAKEOFF MINIMUMS ..... L
RADAR MINIMUMS ..... N
IAPS ..... RNAV (GPS) RWY 01 ..... 472
RNAV (GPS) RWY 05 ..... 473
RNAV (GPS) RWY 19 ..... 474
RNAV (GPS) RWY 23 ..... 475
TACAN RWY 01 ..... 476
TACAN RWY 05 ..... 477
TACAN RWY 19 ..... 478
TACAN RWY 23 ..... 479
AIRPORT DIAGRAM ..... 480

**NEWBERRY, SC**
**NEWBERRY COUNTY(EOE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 481
RNAV (GPS) RWY 22 ..... 482

**NORTH AF AUX(KXNO)**
**NORTH, SC**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 06 ..... 483
RNAV (GPS) RWY 24 ..... 484
VOR OR TACAN-A ..... 485
AIRPORT DIAGRAM ..... 486

**NORTH MYRTLE BEACH, SC**
**GRAND STRAND(CRE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 23 ..... 487
RNAV (GPS) RWY 05 ..... 488
RNAV (GPS) RWY 23 ..... 489
VOR RWY 05 ..... 490
VOR RWY 23 ..... 491
AIRPORT DIAGRAM ..... 492

**NORTH WILKESBORO, NC**
**WILKES COUNTY(UKF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 01 ..... 493
ILS Z OR LOC Z RWY 01 ..... 494
RNAV (GPS) RWY 01 ..... 495
RNAV (GPS) RWY 19 ..... 496

**NORTHEASTERN RGNL**
**---SEE EDENTON, NC**

**OAK ISLAND, NC**
**CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD(SUT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 497
RNAV (GPS) RWY 23 ..... 498

**OCONEE COUNTY RGNL**
**---SEE CLEMSON, SC**

**OCRACOKE, NC**
**OCRACOKE ISLAND(W95)**
IAPS ..... RNAV (GPS) RWY 06 ..... 499
RNAV (GPS) RWY 24 ..... 500

**ORANGEBURG, SC**
**ORANGEBURG MUNI(OGB)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 501
RNAV (GPS) RWY 17 ..... 502
RNAV (GPS) RWY 23 ..... 503
RNAV (GPS) RWY 35 ..... 504



SE-2, 03 SEP 2026 to 29 OCT 2026

26246

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**OXFORD, NC**
**HENDERSON/OXFORD(HNZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 ..... 505
RNAV (GPS) RWY 24 ..... 506
LOC RWY 06 ..... 507

**P K AIRPARK**
**---SEE RAEFORD, NC**

**PAGELAND, SC**
**PAGELAND(PYG)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 06 ..... 508
RNAV (GPS) RWY 24 ..... 509

**PELION, SC**
**LEXINGTON COUNTY(6J0)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 510
RNAV (GPS) RWY 36 ..... 511
VOR-A ..... 512

**PICKENS, SC**
**PICKENS COUNTY(LQK)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 05 ..... 513
RNAV (GPS) RWY 23 ..... 514

**PIEDMONT TRIAD INTL**
**---SEE GREENSBORO, NC**

**PINEHURST/SOUTHERN PINES, NC**
**MOORE COUNTY(SOP)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 05 ..... 515
ILS Z OR LOC Z RWY 05 ..... 516
RNAV (GPS) RWY 05 ..... 517
RNAV (GPS) RWY 23 ..... 518

**PITT-GREENVILLE**
**---SEE GREENVILLE, NC**

**PLYMOUTH, NC**
**PLYMOUTH MUNI(PMZ)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 03 ..... 519
RNAV (GPS) RWY 21 ..... 520

**POPE AAF(KPOB)**
**FORT BRAGG, NC**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
IAPS ..... ILS OR LOC RWY 23 ..... 521
RNAV (GPS) RWY 23 ..... 522
TACAN RWY 23 ..... 523
TACAN-A ..... 524
AIRPORT DIAGRAM ..... 525

**RAEFORD, NC**
**P K AIRPARK(5W4)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 526
VOR-A ..... 527

**RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY**
**---SEE SANFORD, NC**

**RALEIGH RGNL AT PERSON COUNTY**
**---SEE ROXBORO, NC**

**RALEIGH/DURHAM, NC**
**RALEIGH-DURHAM INTL(RDU)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS .... ALDAN FOUR (RNAV) ..... Z1
BLOGS THREE (RNAV) ..... Z10
BRADE SIX ..... Z11
BUZZY ONE ..... Z13
DMSTR TWO (RNAV) ..... Z17
TAQLE THREE (RNAV) ..... Z41
IAPS ..... ILS OR LOC RWY 05L ..... 528
ILS OR LOC RWY 05R ..... 529
ILS OR LOC RWY 23L ..... 530
ILS OR LOC RWY 23R ..... 531
ILS RWY 05R (SA CAT I - II) ..... 532
ILS RWY 23R (CAT II - III) ..... 533
RNAV (RNP) Z RWY 05L ..... 534
RNAV (RNP) Z RWY 05R ..... 535
RNAV (RNP) Z RWY 23L ..... 536
RNAV (RNP) Z RWY 23R ..... 537
RNAV (GPS) RWY 32 ..... 538
RNAV (GPS) Y RWY 05L ..... 539
RNAV (GPS) Y RWY 05R ..... 540
RNAV (GPS) Y RWY 23L ..... 541
RNAV (GPS) Y RWY 23R ..... 542
AIRPORT DIAGRAM ..... 543
DPS ..... BEXGO FIVE (RNAV) ..... 544
HOOKZ FIVE (RNAV) ..... 545
HURIC FOUR (RNAV) ..... 546
LWOOD FIVE (RNAV) ..... 547
OXFRD FIVE (RNAV) ..... 548
PACKK NINE ..... 549
RALEIGH ONE ..... 551
ROZBO FIVE (RNAV) ..... 553
SHPRD FOUR (RNAV) ..... 554

**REIDSVILLE, NC**
**ROCKINGHAM COUNTY NC SHILOH(SIF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 555
RNAV (GPS) RWY 31 ..... 556
VOR-A ..... 557

**RICHMOND COUNTY**
**---SEE ROCKINGHAM, NC**




SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**ROANOKE RAPIDS, NC**
**HALIFAX/NORTHAMPTON RGNL(IXA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 02 ..... 558
RNAV (GPS) RWY 20 ..... 559

**ROBERT F SWINNIE**
**---SEE ANDREWS, SC**

**ROCK HILL, SC**
**ROCK HILL/YORK COUNTY/BRYANT FLD(UZA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... ILS OR LOC RWY 02 ..... 560
RNAV (GPS) RWY 02 ..... 561
RNAV (GPS) RWY 20 ..... 562
DPS ..... BATTA ONE (RNAV) ..... 563
BEAVY NINE (RNAV) ..... 564
BOBZY EIGHT (RNAV) ..... 565
CHARLOTTE SIX ..... 566
DURST ONE (RNAV) ..... 567
ESTRR EIGHT (RNAV) ..... 568
ICONS EIGHT (RNAV) ..... 569
IRVVV ONE (RNAV) ..... 570
JOJJO EIGHT (RNAV) ..... 571
KRITR NINE (RNAV) ..... 572
KWEEN EIGHT (RNAV) ..... 573
LILLS SIX (RNAV) ..... 574
WEAZL EIGHT (RNAV) ..... 575

**ROCKINGHAM, NC**
**RICHMOND COUNTY(RCZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 32 ..... 576

**ROCKINGHAM COUNTY NC SHILOH**
**---SEE REIDSVILLE, NC**

**ROCKY MOUNT, NC**
**ROCKY MOUNT/WILSON RGNL(RWI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 04 ..... 577
RNAV (GPS) RWY 04 ..... 578
RNAV (GPS) RWY 22 ..... 579

**ROXBORO, NC**
**RALEIGH RGNL AT PERSON COUNTY(TDF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 06 ..... 580
RNAV (GPS) RWY 06 ..... 581
RNAV (GPS) RWY 24 ..... 582

**RUTHERFORDTON, NC**
**RUTHERFORD COUNTY/MARCHMAN FLD(FQD)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 ..... 583
RNAV (GPS) RWY 19 ..... 584

**ST GEORGE, SC**
**ST GEORGE(6J2)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 05 ..... 585

**SALISBURY, NC**
**MID-CAROLINA RGNL(RUQ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
KABEE THREE (RNAV) ..... Z26
NASCR ONE (RNAV) ..... Z31
IAPS ..... ILS OR LOC RWY 20 ..... 586
RNAV (GPS) RWY 02 ..... 587
RNAV (GPS) RWY 20 ..... 588
NDB RWY 20 ..... 589
AIRPORT DIAGRAM ..... 590
DPS ..... BATTA ONE (RNAV) ..... 591
BEAVY NINE (RNAV) ..... 592
BOBZY EIGHT (RNAV) ..... 593
CHARLOTTE SIX ..... 594
DURST ONE (RNAV) ..... 595
ESTRR EIGHT (RNAV) ..... 596
ICONS EIGHT (RNAV) ..... 597
IRVVV ONE (RNAV) ..... 598
JOJJO EIGHT (RNAV) ..... 599
KRITR NINE (RNAV) ..... 600
KWEEN EIGHT (RNAV) ..... 601
LILLS SIX (RNAV) ..... 602
WEAZL EIGHT (RNAV) ..... 603

**SALUDA, SC**
**SALUDA COUNTY(6J4)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 01 ..... 604
RNAV (GPS) RWY 19 ..... 605

**SANFORD, NC**
**RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY(TTA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 03 ..... 606
ILS Z OR LOC Z RWY 03 ..... 607
RNAV (GPS) RWY 03 ..... 608
RNAV (GPS) RWY 21 ..... 609

**SANTEE COOPER RGNL**
**---SEE MANNING, SC**




SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**SEYMOUR JOHNSON AFB(KGSB)**
**GOLDSBORO, NC**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC Y RWY 08 ..... 610
ILS OR LOC Y RWY 26 ..... 611
RNAV (GPS) RWY 08 ..... 612
RNAV (GPS) RWY 26 ..... 613
TACAN Y RWY 08 ..... 614
TACAN Y RWY 26 ..... 615
TACAN-A ..... 616
AIRPORT DIAGRAM ..... 617
DPS ..... SEYMOUR FOUR ..... 618

**SHAW AFB(KSSC)**
**SUMTER, SC**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC Y RWY 04L ..... 619
ILS OR LOC Y RWY 22R ..... 620
TACAN Y RWY 04L ..... 621
TACAN Y RWY 22R ..... 622
AIRPORT DIAGRAM ..... 623
DPS ..... GABLE FOUR ..... 624
PINIE FOUR ..... 625

**SHELBY, NC**
**SHELBY-CLEVELAND COUNTY RGNL(EHO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JOOLS FOUR (RNAV) ..... Z24
LIINN ONE (RNAV) ..... Z27
MAJIC ONE (RNAV) ..... Z28
RASLN ONE (RNAV) ..... Z36
IAPS ..... RNAV (GPS) RWY 05 ..... 626
RNAV (GPS) RWY 23 ..... 627

**SILER CITY, NC**
**SILER CITY MUNI(SCR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 628
RNAV (GPS) RWY 22 ..... 629

**SIMMONS AAF (FORT BRAGG)(KFBG)**
**FORT BRAGG, NC**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 10 ..... 630
RNAV (GPS) RWY 28 ..... 631
AIRPORT DIAGRAM ..... 632

**SMITH REYNOLDS**
**---SEE WINSTON SALEM, NC**

**SMITHFIELD, NC**
**JOHNSTON RGNL(JNX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 03 ..... 633
ILS Z OR LOC Z RWY 03 ..... 634
RNAV (GPS) RWY 03 ..... 635
RNAV (GPS) RWY 21 ..... 636

**SPARTANBURG, SC**
**SPARTANBURG DOWNTOWN MEML/SIMPSON FLD(SPA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... JUNNR FOUR (RNAV) ..... Z25
MCHLN TWO (RNAV) ..... Z29
RCTOR THREE (RNAV) ..... Z37
WORXS TWO (RNAV) ..... Z44
IAPS ..... ILS OR LOC RWY 05 ..... 637
RNAV (GPS) RWY 05 ..... 638
RNAV (GPS) RWY 23 ..... 639
DPS ..... BIMMR THREE (RNAV) ..... 640
BWALL TWO (RNAV) ..... 641

**STANLY COUNTY**
**---SEE ALBEMARLE, NC**

**STAR, NC**
**MONTGOMERY COUNTY(43A)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 03 ..... 642
RNAV (GPS) RWY 21 ..... 643

**STATESVILLE, NC**
**STATESVILLE RGNL(SVH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS .... KABEE THREE (RNAV) ..... Z26
IAPS ..... ILS OR LOC RWY 28 ..... 644
RNAV (GPS) RWY 10 ..... 645
RNAV (GPS) RWY 28 ..... 646

**SUMMERVILLE, SC**
**SUMMERVILLE(DYB)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 ..... 647
RNAV (GPS) RWY 24 ..... 648

**SUMTER, SC**
**SUMTER(SMS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 23 ..... 649
RNAV (GPS) RWY 05 ..... 650
RNAV (GPS) RWY 23 ..... 651

**SUMTER, SC**
**---SEE SHAW AFB**

**SYLVA, NC**
**JACKSON COUNTY(24A)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 33 ..... 652

**TARBORO, NC**
**TARBORO-EDGECOMBE(ETC)**
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR/DME OR GPS RWY 27 ..... 653



SE-2, 03 SEP 2026 to 29 OCT 2026

# INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **TRIANGLE NORTH EXEC** | | |
| **---SEE LOUISBURG, NC** | | |
| **TRI-COUNTY AT HENRY JOYNER FLD** | | |
| **---SEE AHOSKIE, NC** | | |
| **TWIN CITY** | | |
| **---SEE LORIS, SC** | | |
| **TWIN LAKES** | | |
| **---SEE MOCKSVILLE, NC** | | |
| **UNION, SC** | | |
| **UNION COUNTY, TROY SHELTON FLD(35A)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 654 |
| | RNAV (GPS) RWY 23 | 655 |
| **WADESBORO, NC** | | |
| **ANSON COUNTY/JEFF CLOUD FLD(AFP)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | JOOLS FOUR (RNAV) | Z24 |
| | LIINN ONE (RNAV) | Z27 |
| | MAJIC ONE (RNAV) | Z28 |
| | RASLN ONE (RNAV) | Z36 |
| IAPS | ILS OR LOC RWY 34 | 656 |
| | RNAV (GPS) RWY 16 | 657 |
| | RNAV (GPS) RWY 34 | 658 |
| **WALLACE, NC** | | |
| **WALLACE-PENDER(ACZ)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 09 | 659 |
| | RNAV (GPS) RWY 27 | 660 |
| **WALNUT COVE, NC** | | |
| **MEADOW BROOK FLD(N63)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | VOR/DME OR GPS RWY 34 | 661 |
| **WALTERBORO, SC** | | |
| **LOWCOUNTRY RGNL(RBW)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | ILS Y OR LOC Y RWY 23 | 662 |
| | ILS Z OR LOC Z RWY 23 | 663 |
| | RNAV (GPS) RWY 05 | 664 |
| | RNAV (GPS) RWY 17 | 665 |
| | RNAV (GPS) RWY 23 | 666 |
| | RNAV (GPS) RWY 35 | 667 |
| **WASHINGTON, NC** | | |
| **WASHINGTON-WARREN(OCW)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 668 |
| | RNAV (GPS) RWY 23 | 669 |
| | RNAV (GPS) RWY 35 | 670 |
| | LOC RWY 05 | 671 |
| **WAXHAW, NC** | | |
| **JAARS-TOWNSEND(N52)** | | |
| TAKEOFF MINIMUMS | | L |
| STARS | JOOLS FOUR (RNAV) | Z24 |
| | LIINN ONE (RNAV) | Z27 |
| | MAJIC ONE (RNAV) | Z28 |
| | RASLN ONE (RNAV) | Z36 |
| IAPS | RNAV (GPS) RWY 04 | 672 |
| | RNAV (GPS) RWY 22 | 673 |
| **WAYNE EXEC JETPORT** | | |
| **---SEE GOLDSBORO, NC** | | |
| **WESTERN CAROLINA RGNL** | | |
| **---SEE ANDREWS, NC** | | |
| **WHITEVILLE, NC** | | |
| **COLUMBUS COUNTY RGNL(CPC)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 06 | 674 |
| | RNAV (GPS) RWY 24 | 675 |
| **WILKES COUNTY** | | |
| **---SEE NORTH WILKESBORO, NC** | | |
| **WILLIAMSBURG RGNL** | | |
| **---SEE KINGSTREE, SC** | | |
| **WILLIAMSTON, NC** | | |
| **MARTIN COUNTY(MCZ)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 03 | 676 |
| | RNAV (GPS) RWY 21 | 677 |
| **WILMINGTON, NC** | | |
| **WILMINGTON INTL(ILM)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| IAPS | ILS Y OR LOC RWY 06 | 678 |
| | ILS Y OR LOC RWY 24 | 679 |
| | ILS Y OR LOC RWY 35 | 680 |
| | ILS Z RWY 06 | 681 |
| | ILS Z RWY 24 | 682 |
| | ILS Z RWY 35 | 683 |
| | ILS Y RWY 24 (SA CAT I - II) | 684 |
| | RNAV (GPS) RWY 06 | 685 |
| | RNAV (GPS) RWY 17 | 686 |
| | RNAV (GPS) RWY 24 | 687 |
| | RNAV (GPS) RWY 35 | 688 |
| | TACAN-A | 689 |
| AIRPORT DIAGRAM | | 690 |




SE-2, 03 SEP 2026 to 29 OCT 2026

## INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **WILSON, NC** | | |
| **WILSON INDUSTRIAL AIR CENTER(W03)** | | |
| | TAKEOFF MINIMUMS | L |
| IAPS | RNAV (GPS) RWY 03 | 691 |
| | RNAV (GPS) RWY 09 | 692 |
| | RNAV (GPS) RWY 15 | 693 |
| | RNAV (GPS) RWY 21 | 694 |
| | RNAV (GPS) RWY 33 | 695 |
| **WINNSBORO, SC** | | |
| **FAIRFIELD COUNTY(FDW)** | | |
| | TAKEOFF MINIMUMS | L |
| | ALTERNATE MINIMUMS | M |
| IAPS | RNAV (GPS) RWY 04 | 696 |
| | RNAV (GPS) RWY 22 | 697 |
| **WINSTON SALEM, NC** | | |
| **SMITH REYNOLDS(INT)** | | |
| | TAKEOFF MINIMUMS | L |
| | ALTERNATE MINIMUMS | M |
| | LAHSO | O |
| STARS | BLOCC TWO | Z9 |
| | HENBY ONE (RNAV) | Z21 |
| | TRAKS FOUR (RNAV) | Z43 |
| IAPS | ILS OR LOC RWY 33 | 698 |
| | RNAV (GPS) RWY 15 | 699 |
| | RNAV (GPS) RWY 33 | 700 |
| | AIRPORT DIAGRAM | 701 |
| DPS | HOPRZ ONE (RNAV) | 702 |
| | JEANY ONE (RNAV) | 703 |
| | TRIAD NINE | 704 |
| | TRSHA ONE (RNAV) | 705 |
| **WOODWARD FLD** | | |
| **---SEE CAMDEN, SC** | | |




SE-2, 03 SEP 2026 to 29 OCT 2026

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

Civil Airports and Selected Military Airports

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

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

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

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

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



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

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

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

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

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

SE-2, 03 SEP 2026 to 29 OCT 2026

## AHOSKIE, NC

### TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## AIKEN, SC

AIKEN RGNL (AIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## ALBEMARLE, NC

STANLY COUNTY (VUJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4L, 22R,** NA - VFR runway.
**Rwy 4R,** 300-1¾ or std w/min climb of 315'/NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 4R,** light poles 10' from DER, 29' right of centerline, 1' AGL/578' MSL.
Tree 441' from DER, 602' left of centerline, 19' AGL/592' MSL.
Tree 639' from DER, 263' left of centerline, 594' MSL.
Railroad 1162' from DER, 798' left of centerline, 616' MSL.
Tree 1252' from DER, 826' right of centerline, 622' MSL.
Railroad, tree beginning 1323' from DER, 641' left of centerline, up to 617' MSL.
Railroad 1495' from DER, 674' left of centerline, 619' MSL.
Tree 1542' from DER, 836' right of centerline, 630' MSL.
Railroad beginning 1569' from DER, 627' left of centerline, up to 620' MSL.
Trees beginning 1666' from DER, 789' right of centerline, up to 633' MSL.
Railroad beginning 1676' from DER, 596' left of centerline, up to 621' MSL.
Trees beginning 1797' from DER, 814' right of centerline, up to 641' MSL.
Tree 1863' from DER, 981' right of centerline, 642' MSL.
Tree 2699' from DER, 1121' right of centerline, 657' MSL.
Trees beginning 2778' from DER, 1105' right of centerline, up to 674' MSL.
Tree 2779' from DER, 1177' left of centerline, 657' MSL.
Tree, terrain beginning 3181' from DER, 1086' left of centerline, up to 16' AGL/665' MSL.
Trees beginning 3301' from DER, 892' right of centerline, up to 679' MSL.
Tree 3394' from DER, 983' left of centerline, 38' AGL/671' MSL.
Trees beginning 3408' from DER, 839' left of centerline, up to 688' MSL.
Tree 3446' from DER, 1372' right of centerline, 682' MSL.
Trees beginning 3446' from DER, on centerline, up to 95' AGL/685' MSL.
Trees beginning 3583' from DER, 655' left of centerline, up to 695' MSL.
Trees beginning 3736' from DER, 1054' left of centerline, up to 704' MSL.
Trees beginning 3888' from DER, 1126' left of centerline, up to 69' AGL/705' MSL.
Trees beginning 3917' from DER, 1095' left of centerline, up to 721' MSL.
Trees beginning 3981' from DER, 34' left of centerline, up to 732' MSL.
Trees beginning 4139' from DER, 269' right of centerline, up to 93' AGL/701' MSL.
Tree 5835' from DER, 2003' left of centerline, 743' MSL.
Pole, trees beginning 1 NM from DER, 1762' left of centerline, up to 80' AGL/804' MSL.
Trees beginning 1.1 NM from DER, 1910' left of centerline, up to 808' MSL.
Trees beginning 1.2 NM from DER, 1809' left of centerline, up to 820' MSL.
**Rwy 22L,** tree 10' from DER, 471' right of centerline, 614' MSL.
Trees beginning 155' from DER, 495' right of centerline, up to 40' AGL/641' MSL.
Tree, railroad beginning 191' from DER, 404' right of centerline, up to 47' AGL/647' MSL.
Trees beginning 557' from DER, 324' right of centerline, up to 55' AGL/654' MSL.
Tree 832' from DER, 707' right of centerline, 61' AGL/655' MSL.
Tree 853' from DER, 719' right of centerline, 66' AGL/658' MSL.
Tree 872' from DER, 693' right of centerline, 72' AGL/664' MSL.
Trees beginning 881' from DER, 97' right of centerline, up to 93' AGL/684' MSL.
Tree 1007' from DER, 755' left of centerline, 643' MSL.
Trees beginning 1551' from DER, 801' left of centerline, up to 659' MSL.
Trees beginning 1742' from DER, 944' left of centerline, up to 660' MSL.
Tree 1931' from DER, 860' left of centerline, 669' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

**ALBEMARLE, NC (CON'T)**
STANLY COUNTY (VUJ) (CON'T)
**Rwy 22L (CON'T),** trees beginning 2363' from DER, 287' right of centerline, up to 96' AGL/685' MSL.
Trees beginning 2370' from DER, 483' right of centerline, up to 100' AGL/688' MSL.
Trees beginning 2389' from DER, 50' right of centerline, up to 102' AGL/690' MSL.

**ALLENDALE, SC**
ALLENDALE COUNTY (AQX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17OCT13 (13290) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** trees beginning 11' from DER, 366' right of centerline, up to 100' AGL/222' MSL.
Vehicles on roadway beginning 293' from DER, 558' left of centerline, up to 15' AGL/164' MSL.
Trees 342' from DER, 577' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 1962' from DER, 603' left of centerline, up to 100' AGL/246' MSL.
**Rwy 35,** trees beginning 38' from DER, 306' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 95' from DER, 324' left of centerline, up to 100' AGL/289' MSL.

**ANDERSON, SC**
ANDERSON RGNL (AND)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (07018) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees beginning 1282' from DER, 172' right of centerline, up to 93' AGL/879' MSL.
Multiple trees beginning 85' from DER, 299' left of centerline, up to 89' AGL/878' MSL.
**Rwy 17,** multiple trees beginning 1017' from DER, 25' right of centerline, up to 73' AGL/800' MSL.
Multiple trees beginning 3' from DER, 47' left of centerline, up to 77' AGL/820' MSL.
**Rwy 23,** transmission line tower and multiple trees beginning 1186' from DER, 552' left of centerline, up to 100' AGL/890' MSL.
**Rwy 35,** multiple trees beginning 131' from DER, 279' right of centerline, up to 87' AGL/854' MSL.
Ceilometer and tree beginning 257' from DER, 319' left of centerline, up to 73' AGL/820' MSL.

**ANDREWS, NC**
WESTERN CAROLINA RGNL (RHP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
**Rwys 8, 26,** maximum 180K 3900-3, maximum 210K 4000-3, maximum 250K 4200-3 for VCOA.
VCOA:
**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Western Carolina Rgnl airport at or above 5700 before proceeding on course.
NOTE: VCOA NA at night.

**ANDREWS, SC**
ROBERT F SWINNIE (PHH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03OCT02 (25275) (FAA)
TAKEOFF MINIMUMS:
**Rwy 18,** 300-1.
**Rwy 36,** 400-1.
DEPARTURE PROCEDURE:
**Rwys 18, 36,** climb runway heading to 500 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** tower 165' from DER, 500' right of centerline, 118' AGL/145' MSL.
Tree 630' from DER, 350' left of centerline, 87' AGL/114' MSL.
Water tank 340' from DER, 1040' right of centerline, 129' AGL/156' MSL.
**Rwy 36,** tree 60' from DER, 500' left of centerline, 67' AGL/85' MSL.
Tree 10' from DER, 210' right of centerline, 55' AGL/73' MSL.
Tree 10' from DER, 190' left of centerline, 32' AGL/50' MSL.
Tree 720' from DER, 265' right of centerline, 34' AGL/61' MSL.

**ASHEBORO, NC**
ASHEBORO RGNL (HBI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 28NOV02 (02332) (FAA)
TAKEOFF MINIMUMS:
**Rwy 3,** std. with a min. climb of 230' per NM to 1200.
**Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.
DEPARTURE PROCEDURE:
**Rwy 21,** climb runway heading to 1500 before turning southeast.

**ASHEVILLE, NC**

ASHEVILLE RGNL (AVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

**NOTE,** VCOA NA at night.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, lighting 1' from DER, 74' left of centerline, 2111' MSL.
Vehicle on road 141' from DER, 294' left of centerline, 2122' MSL.
**Rwy 35,** trees beginning 544' from DER, 539' left of centerline, up to 2194' MSL.
Trees beginning 954' from DER, 612' left of centerline, up to 2200' MSL.
Trees, antenna beginning 1199' from DER, 641' left of centerline, up to 2203' MSL.

**BAMBERG, SC**

BAMBERG COUNTY (99N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 50' from DER, 167' right of centerline, up to 100' AGL/327' MSL.
Trees beginning 94' from DER, 16' left of centerline, up to 100' AGL/327' MSL.
Trees beginning 445' from DER, 142' right of centerline, up to 100' AGL/330' MSL.
Trees beginning 489' from DER, 41' left of centerline, up to 100' AGL/330' MSL.
Trees beginning 1016' from DER, 17' right of centerline, up to 100' AGL/333' MSL.
Trees beginning 2069' from DER, 7' left of centerline, up to 100' AGL/333' MSL.
Power lines 2527' from DER, crossing centerline, up to 100' AGL/319' MSL.
Tower 1.9 NM from DER, 2682' right of centerline, 386' AGL/633' MSL.
**Rwy 23,** trees beginning 35' from DER, 14' left of centerline, up to 100' AGL/310' MSL.
Tree 211' from DER, 160' right of centerline, 100' AGL/310' MSL.
Trees beginning 387' from DER, 10' right of centerline, up to 100' AGL/314' MSL.

**BARNWELL, SC**

BARNWELL RGNL (BNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 1959' from DER, 506' right of centerline, up to 100' AGL/329' MSL.
Trees beginning 2458' from DER, 440' left of centerline, up to 100' AGL/359' MSL.
**Rwy 17,** trees beginning 3225' from DER, 1092' right of centerline, up to 100' AGL/ 339' MSL.
Tower 1.9 NM from DER, 3064' left of centerline, 366' AGL/544' MSL.
**Rwy 23,** trees beginning 717' from DER, 237' right of centerline, up to 100' AGL/339' MSL.
Trees beginning 971' from DER, 254' left of centerline, 100' AGL/349' MSL.
Tree 2933' from DER, 559' left of centerline, 100' AGL/319' MSL.
**Rwy 35,** trees beginning 948' from DER, 570' left of centerline, up to 100' AGL/349' MSL.
Trees beginning 2805' from DER, 440' right of centerline, up to 100' AGL/359' MSL.

**BEAUFORT, NC**

MICHAEL J SMITH FLD (MRH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (22167) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**BEAUFORT, SC**

BEAUFORT EXEC (ARW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL03 (22195) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**BEAUFORT MCAS (MERRITT FLD) (KNBC)**

BEAUFORT, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (24193) (USN)

TAKEOFF OBSTACLE NOTES:

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

**BENNETTSVILLE, SC**

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**BURLINGTON, NC**

BURLINGTON/ALAMANCE RGNL (BUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06FEB14 (21336) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 060° to 1500 before turning.
**Rwy 24,** climb heading 240° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees, antenna, transmission towers, communications towers, tank and poles left and right of centerline beginning 158' from DER, 482' right of centerline up to 163' AGL/785' MSL.
**Rwy 24,** trees, pole and runway 6 REILs left and right of centerline beginning 10' from DER, 125' left and right of centerline up to 100' AGL/676' MSL.

**CAMDEN, SC**

WOODWARD FLD (CDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (21140) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**CHARLESTON, SC**

CHARLESTON AFB/INTL (CHS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

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

CHARLESTON EXEC (JZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07JAN16 (21168) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**CHARLOTTE, NC**

CHARLOTTE/DOUGLAS INTL (CLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9B 03SEP26 (26246) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1L,** climb on heading 003° to 1800 before turning left.
**Rwy 1R,** climb on heading 003° to 1400 before turning left.
**Rwy 19L,** climb on heading 183° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1L**, light poles 9' from DER, 3' left of centerline, 2' AGL/745' MSL.
Tree 1357' from DER, 544' left of centerline, 790' MSL.
**Rwy 1R,** light poles 5' from DER, 11' left of centerline, 1' AGL/743' MSL.
Trees beginning 1590' from DER, 532' right of centerline, up to 827' MSL.
Tree 1911' from DER, 617' left of centerline, 793' MSL.
Trees beginning 1937' from DER, 383' left of centerline, up to 823' MSL.
Trees beginning 2045' from DER, 538' left of centerline, up to 827' MSL.
Trees beginning 2751' from DER, 911' right of centerline, up to 830' MSL.
Trees beginning 2765' from DER, 877' right of centerline, up to 832' MSL.
**Rwy 18,** light poles 9' from DER, 1' left of centerline, 3' AGL/726' MSL.
Sign, fence beginning 58' from DER, 365' right of centerline, up to 6' AGL/725' MSL.
Pole 980' from DER, 709' left of centerline, 64' AGL/763' MSL.
Tower 980' from DER, 709' left of centerline, 765' MSL.
Trees beginning 1055' from DER, 688' right of centerline, up to 766' MSL.
Tree 1234' from DER, 795' right of centerline, 773' MSL.
Trees beginning 1460' from DER, 705' right of centerline, up to 781' MSL.
Trees beginning 2162' from DER, 626' right of centerline, up to 786' MSL.
Tree 2266' from DER, 712' right of centerline, 789' MSL.
Tree 2845' from DER, 1176' right of centerline, 798' MSL.
Tower 3847' from DER, 1320' left of centerline, 113' AGL/821' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

**CHARLOTTE, NC (CON'T)**

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

**Rwy 19L,** light poles 11' from DER, 85' left of centerline, 4' AGL/695' MSL.
Tree 1934' from DER, 971' left of centerline, 750' MSL.
Tree 2038' from DER, 1024' left of centerline, 771' MSL.
Trees beginning 2057' from DER, 924' left of centerline, up to 776' MSL.
Trees beginning 2634' from DER, 1113' left of centerline, up to 777' MSL.
Trees beginning 2722' from DER, 57' left of centerline, up to 781' MSL.
Tree 3185' from DER, 247' right of centerline, 50' AGL/776' MSL.
Tree 3196' from DER, 292' right of centerline, 53' AGL/778' MSL.
Trees beginning 3199' from DER, 269' right of centerline, up to 782' MSL.
Tree 3314' from DER, 703' right of centerline, 788' MSL.
Tree 3322' from DER, 887' right of centerline, 792' MSL.
Trees beginning 3359' from DER, 417' right of centerline, up to 796' MSL.
Tree 3498' from DER, 1135' left of centerline, 801' MSL.
Trees beginning 3547' from DER, 1009' left of centerline, up to 803' MSL.
Trees beginning 4107' from DER, 807' right of centerline, up to 811' MSL.
Trees beginning 4242' from DER, 779' right of centerline, up to 815' MSL.
**Rwy 19R,** light poles 10' from DER, 4' left of centerline, 3' AGL/746' MSL.
Terrain 145' from DER, 522' left of centerline, 748' MSL.
Antenna 181' from DER, 446' right of centerline, 21' AGL/754' MSL.
Terrain 192' from DER, 493' left of centerline, 749' MSL.
Tree 1749' from DER, 914' right of centerline, 797' MSL.
Tree 1879' from DER, 724' left of centerline, 796' MSL.
Tree 2160' from DER, 697' right of centerline, 800' MSL.
**Rwy 36,** trees beginning 471' from DER, 345' right of centerline, up to 767' MSL.
Tree 604' from DER, 528' right of centerline, 768' MSL.
Trees, railroad, poles beginning 644' from DER, 93' right of centerline, up to 787' MSL.
Trees, poles beginning 942' from DER, 586' left of centerline, up to 788' MSL.
Tree 1616' from DER, 931' right of centerline, 823' MSL.
Tree, pole beginning 1657' from DER, 718' right of centerline, up to 824' MSL.
Trees beginning 1727' from DER, 555' right of centerline, up to 825' MSL.
Trees, building beginning 1875' from DER, on centerline, up to 829' MSL.
Trees beginning 2022' from DER, 1' left of centerline, up to 55' AGL/804' MSL.
Tree 2036' from DER, 59' left of centerline, 58' AGL/805' MSL.
Tree 2054' from DER, 90' left of centerline, 59' AGL/807' MSL.
Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL.
Trees beginning 2137' from DER, 359' left of centerline, up to 824' MSL.
Tree 2458' from DER, 919' left of centerline, 830' MSL.
Tree 3601' from DER, 1437' right of centerline, 838' MSL.
Tree 3652' from DER, 505' right of centerline, 842' MSL.
Trees, tower beginning 3685' from DER, 533' right of centerline, up to 851' MSL.
Tree 3739' from DER, 398' left of centerline, 91' AGL/844' MSL.
Trees beginning 3742' from DER, 350' left of centerline, up to 850' MSL.
Tree 3760' from DER, 538' left of centerline, 851' MSL.
Trees beginning 3769' from DER, 353' left of centerline, up to 862' MSL.
Trees beginning 3777' from DER, 577' right of centerline, up to 852' MSL.
Trees beginning 4201' from DER, 177' left of centerline, up to 84' AGL/865' MSL.
Trees beginning 4385' from DER, 137' left of centerline, up to 94' AGL/867' MSL.



SE-2, 03 SEP 2026 to 29 OCT 2026

**CHERAW, SC**

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15MAR07 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)**

CHERRY POINT, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02NOV23 (23306) (USN)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**CHESTER, SC**

CHESTER CATAWBA RGNL (DCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**CLEMSON, SC**

OCONEE COUNTY RGNL (CEU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17NOV11 (11321) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**CLINTON, NC**

CLINTON-SAMPSON COUNTY (CTZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**COLUMBIA, SC**

COLUMBIA METRO (CAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JIM HAMILTON L B OWENS (CUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19NOV09 (09323) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL.
Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL.
Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL.
**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**COLUMBIA, SC (CON'T)**

JIM HAMILTON L B OWENS (CUB) (CON'T)

**Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL.
Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL.
Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL.
Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

**CONCORD, NC**

CONCORD-PADGETT RGNL (JQF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20,** 300-1¾ or std w/min climb of 203'/NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 2,** climb on a heading between 005° CW to 090° from DER.
**Rwy 20,** climb on a heading between 225° CW to 005° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** light poles 13' from DER, 5' right of centerline, 2' AGL/705' MSL.
Trees beginning 1778' from DER, 931' right of centerline, up to 772' MSL.
Tree, vehicles on road, pole beginning 2108' from DER, 575' right of centerline, up to 783' MSL.
Tree, vehicles on road, fences, tramway, signs beginning 2233' from DER, on centerline, up to 786' MSL.
Vehicle on road 2390' from DER, 56' left of centerline, 766' MSL.
Tree 2391' from DER, 1028' left of centerline, 767' MSL.
Building, trees, fence beginning 2432' from DER, 63' right of centerline, up to 794' MSL.
Tree, pole beginning 2454' from DER, 389' left of centerline, up to 772' MSL.
Trees beginning 2526' from DER, 767' left of centerline, up to 773' MSL.
Trees beginning 2535' from DER, 3' right of centerline, up to 805' MSL.
Trees, poles beginning 2558' from DER, 81' left of centerline, up to 12' AGL/785' MSL.
Trees beginning 2730' from DER, 198' left of centerline, up to 788' MSL.
Trees, building, general utility building, elevator, tank beginning 2804' from DER, on centerline, up to 807' MSL.
Tree 2830' from DER, 842' left of centerline, 790' MSL.
Trees beginning 2859' from DER, 349' left of centerline, up to 793' MSL.
Trees beginning 2911' from DER, 226' left of centerline, up to 53' AGL/796' MSL.
Tree, poles beginning 3003' from DER, 352' left of centerline, up to 803' MSL.
Pole 3086' from DER, 1188' left of centerline, 806' MSL.
Trees, tank, terrain beginning 3099' from DER, 17' left of centerline, up to 813' MSL.
Poles, trees general utility building, beginning 3230' from DER, 5' left of centerline, up to 818' MSL.
Tree 3563' from DER, 204' right of centerline, 81' AGL/814' MSL.
**Rwy 20,** tree 4' from DER, 469' right of centerline, 15' AGL/646' MSL.
Tree 419' from DER, 581' left of centerline, 659' MSL.
Trees beginning 740' from DER, 8' right of centerline, up to 678' MSL.
Trees beginning 760' from DER, 29' left of centerline, up to 688' MSL.
Trees beginning 902' from DER, 2' left of centerline, up to 693' MSL.
Trees beginning 1085' from DER, 3' right of centerline, up to 683' MSL.
Trees beginning 1349' from DER, 1' right of centerline, up to 98' AGL/684' MSL.
Trees beginning 1518' from DER, 38' right of centerline, up to 93' AGL/685' MSL.
Trees beginning 1546' from DER, 8' right of centerline, up to 709' MSL.
Trees beginning 1680' from DER, 47' right of centerline, up to 712' MSL.
Trees beginning 1845' from DER, 254' left of centerline, up to 86' AGL/696' MSL.
Pole 2667' from DER, 148' left of centerline, 103' AGL/715' MSL.
Poles beginning 3047' from DER, 197' right of centerline, up to 108' AGL/744' MSL.
Pole 3228' from DER, 163' left of centerline, 102' AGL/723' MSL.
Electrical system 1.3 NM from DER, 484' right of centerline, 140' AGL/852' MSL.

**CONWAY, SC**

CONWAY-HORRY COUNTY (HYW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**CURRITUCK, NC**

CURRITUCK COUNTY RGNL (ONX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 045° to 1300 before proceeding on course.

**Rwy 23,** climb heading 240° to 4000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL.
Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL.

**Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL.
Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

**DARLINGTON, SC**

DARLINGTON COUNTY AIRPORT (UDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 28APR16 (16119) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** multiple trees beginning 11' from DER, 241' left of centerline, up to 97' AGL/246' MSL.
Multiple trees beginning 72' from DER, 29' right of centerline, up to 97' AGL/236' MSL.

**Rwy 23,** antenna 18' from DER, 263' left of centerline, 9' AGL/194' MSL.
Trees beginning 241' from DER, 394' left of centerline, up to 70' AGL/249' MSL.
Tree 732' from DER, 427' right of centerline, 33' AGL/212' MSL.

**DILLON, SC**

DILLON COUNTY (DLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 7,** climb heading 070° to 1400 before turning south.

**Rwy 25,** climb heading 250° to 1900 before turning south.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 77' from DER, 158' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 162' from DER, 494' right of centerline, up to 100' AGL/209' MSL.
Tower 2.3 NM from DER, 2100' left of centerline, 370' AGL/510' MSL.

**Rwy 25,** vehicles beginning 17' from DER, 313' left of centerline, up to 15' AGL/149' MSL.
Vehicles beginning 28' from DER, 163' right of centerline, up to 15' AGL/149' MSL.
Trees beginning 42' from DER, 256' left of centerline, up to 100' AGL/234' MSL.
Trees beginning 182' from DER, 75' right of centerline, up to 100' AGL/244' MSL.
Vehicles beginning 765' from DER, left and right of centerline, up to 17' AGL/156' MSL.

**EDENTON, NC**

NORTHEASTERN RGNL (EDE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUL09 (09211) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL.

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

**ELIZABETH CITY, NC**

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24MAY18 (21168) (FAA)

DEPARTURE PROCEDURE:

When tethered balloon located 2.6 NM south east of airport is flying:

**Rwy 1,** climb on a heading between 194° CW 110° from DER.

**Rwy 10,** climb on a heading between 284° CW 110° from DER.

**Rwy 19,** climb on a heading between 160° CW 014° from DER.

**Rwy 28,** climb on a heading between 170° CW 103° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** pole 53' from DER, 314' right of centerline, 6' AGL/13' MSL.
Traverse way 515' from DER, 572' right of centerline, 23' MSL.
Tree 1030' from DER, 660' left of centerline, 48' MSL.
Trees beginning 1147' from DER, 641' left of centerline, up to 52' MSL.
Trees beginning 1265' from DER, 765' left of centerline, up to 63' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

**ELIZABETH CITY, NC (CON'T)**

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

**Rwy 10,** building 7' from DER, 442' right of centerline, 16' MSL.
Tree 108' from DER, 474' right of centerline, 66' AGL/72' MSL.
Trees, traverse way beginning 201' from DER, 148' right of centerline, up to 80' MSL.
NAVAID, traverse way beginning 292' from DER, 330' left of centerline, up to 24' MSL.
Tree 939' from DER, 340' left of centerline, 35' MSL.
Tree 2091' from DER, 485' left of centerline, 71' MSL.
Tree 2139' from DER, 390' left of centerline, 79' MSL.
Trees beginning 2185' from DER, 367' left of centerline, up to 82' MSL.
**Rwy 19,** traverse way, vegetation, fence beginning 19' from DER, right of centerline, up to 25' MSL.
Terrain 20' from DER, 15' left of centerline, 10' MSL.
Sign 64' from DER, 144' left of centerline, 12' MSL.
Traverse way 478' from DER, 20' left of centerline, 24' MSL.
Pole 961' from DER, 708' left of centerline, 47' MSL.
Poles beginning 1031' from DER, 552' left of centerline, up to 50' MSL.
Poles beginning 1259' from DER, 513' left of centerline, up to 55' MSL.
Spire, tree beginning 1745' from DER, 931' left of centerline, up to 65' MSL.
Tree 1989' from DER, 897' left of centerline, 75' MSL.
Trees beginning 1997' from DER, 699' left of centerline, up to 84' MSL.
Tree 2542' from DER, 1147' left of centerline, 87' MSL.
Tree 2641' from DER, 1039' left of centerline, 91' MSL.
Tree 2642' from DER, 1160' left of centerline, 92' MSL.
Trees beginning 2676' from DER, 1077' left of centerline, up to 101' MSL.
Trees beginning 2747' from DER, 991' left of centerline, up to 106' MSL.
Trees beginning 3202' from DER, 1146' left of centerline, up to 107' MSL.
**Rwy 28,** lighting 25' from DER, 130' left and right of centerline, 3' AGL/12' MSL.
Traverse way beginning 394' from DER, 393' right of centerline, up to 23' MSL.
Tree 2902' from DER, 881' right of centerline, 87' MSL. x
Tree 2961' from DER, 1199' right of centerline, 88' MSL.
Tree 3124' from DER, 812' right of centerline, 91' MSL.
Tree 3475' from DER, 1339' right of centerline, 103' MSL.
Tree 3541' from DER, 1437' right of centerline, 105' MSL.

**ELIZABETHTOWN, NC**

CURTIS L BROWN JR FLD (EYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (22195) (FAA)

DEPARTURE PROCEDURE:
**Rwy 15,** climb heading 152° to 2100 before turning left.
**Rwy 33,** climb heading 332° to 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL.
**Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL.
Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

**ELKIN, NC**

ELKIN MUNI (ZEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
**Rwy 7,** climb heading 074° to 2000 before turning north.
**Rwy 25,** climb heading 255° to 2600 before turning north.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning 2' from DER, 133' left of centerline, up to 61' AGL/1120' MSL.
Trees beginning 10' from DER, 64' right of centerline, up to 49' AGL/1048' MSL.
Vehicles on road 169' from DER, 388' left of centerline, up to 15' AGL/1074' MSL.
Trees beginning 665' from DER, 24' right of centerline, up to 50' AGL/1089' MSL.
Trees beginning 931' from DER, 33' left of centerline, up to 93' AGL/1132' MSL.
Trees beginning 1137' from DER, 249' right of centerline, up to 78' AGL/1097' MSL.
Tower 1781' from DER, 452' right of centerline, 83' AGL/1082' MSL.
Trees beginning 3265' from DER, 397' right of centerline, up to 100' AGL/1199' MSL.
Tower 5075' from DER, 1290' left of centerline, 100' AGL/1179' MSL.
**Rwy 25,** trees beginning 41' from DER, 125' left of centerline, up to 119' AGL/1138' MSL.
Trees beginning 45' from DER, 92' right of centerline, up to 78' AGL/1137' MSL.
Trees beginning 1217' from DER, 13' left of centerline, up to 99' AGL/1178' MSL.
Trees beginning 1235' from DER, 55' right of centerline, up to 100' AGL/1219' MSL.


SE-2, 03 SEP 2026 to 29 OCT 2026

**ENGELHARD, NC**

HYDE COUNTY (7W6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07AUG25 (25219) (FAA)

DEPARTURE PROCEDURE:

**Rwy 11,** obtain ATC approval when requesting IFR clearance.

**Rwy 29,** climb on heading 289° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** vegetation 2' from DER, 238' left of centerline, 8' MSL.
Vegetation 24' from DER, 349' left of centerline, 9' MSL.
Tree 751' from DER, 666' right of centerline, 27' MSL.
Tree 866' from DER, 688' right of centerline, 45' MSL.
Tree 993' from DER, 484' right of centerline, 49' MSL.
Trees beginning 1037' from DER, 172' right of centerline, up to 50' MSL.
Tree 1283' from DER, 89' left of centerline, 40' MSL.
Tree 1341' from DER, 37' left of centerline, 41' MSL.
Trees beginning 1371' from DER, 204' right of centerline, up to 51' MSL.
Tree 1383' from DER, 78' left of centerline, 47' MSL.
Tree 1408' from DER, 47' left of centerline, 51' MSL.
Trees beginning 1465' from DER, 196' right of centerline, up to 53' MSL.
Trees beginning 1546' from DER, 68' left of centerline, up to 52' MSL.
Trees beginning 1778' from DER, 16' right of centerline, up to 64' MSL.
Trees beginning 1821' from DER, 92' left of centerline, up to 59' MSL.
Tree 1974' from DER, 231' left of centerline, 60' MSL.
Trees beginning 1982' from DER, 89' left of centerline, up to 67' MSL.
Tree 2145' from DER, 993' left of centerline, 68' MSL.
**Rwy 29,** vegetation 111' from DER, 173' right of centerline, 10' MSL.

**ERWIN, NC**

HARNETT RGNL JETPORT (HRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**FAYETTEVILLE, NC**

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

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



SE-2, 03 SEP 2026 to 29 OCT 2026

**FLORENCE, SC**

FLORENCE RGNL (FLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** sign 59' from DER, 242' left of centerline, 145' MSL.
Tower, trees beginning 341' from DER, 488' left of centerline, up to 47' AGL/190' MSL.
Tree, poles, sign beginning 1077' from DER, 256' left of centerline, up to 200' MSL.
Poles beginning 1539' from DER, 137' right of centerline, up to 187' MSL.
Tree 1771' from DER, 466' right of centerline, 189' MSL.
Tree 1772' from DER, 361' right of centerline, 221' MSL.
Trees beginning 1786' from DER, 375' right of centerline, up to 223' MSL.
Trees beginning 1876' from DER, 29' left of centerline, up to 220' MSL.
Trees beginning 1971' from DER, 289' right of centerline, up to 234' MSL.
Tree 2015' from DER, 890' left of centerline, 227' MSL.
Trees beginning 2034' from DER, 24' left of centerline, up to 230' MSL.
Trees beginning 2132' from DER, 239' right of centerline, up to 237' MSL.
Tree 2154' from DER, 492' right of centerline, 244' MSL.
Trees beginning 2178' from DER, 62' right of centerline, up to 250' MSL.
Trees beginning 2786' from DER, 182' left of centerline, up to 234' MSL.
Pole, trees beginning 3262' from DER, 140' left of centerline, up to 109' AGL/246' MSL.
**Rwy 9,** vegetation 32' from DER, 294' right of centerline, 138' MSL.
Tree 121' from DER, 255' right of centerline, 148' MSL.
Vegetation 161' from DER, 289' left of centerline, 126' MSL.
Tree 2247' from DER, 742' right of centerline, 184' MSL.
Trees beginning 3015' from DER, 636' left of centerline, up to 212' MSL.
**Rwy 19,** trees beginning 2' from DER, 132' left of centerline, up to 186' MSL.
Vegetation 21' from DER, 338' right of centerline, 125' MSL.
Tree 103' from DER, 449' right of centerline, 130' MSL.
Trees beginning 415' from DER, 319' right of centerline, up to 165' MSL.
Trees beginning 1093' from DER, 279' right of centerline, up to 181' MSL.
Trees beginning 1286' from DER, 23' right of centerline, up to 185' MSL.
Trees beginning 1693' from DER, 124' right of centerline, up to 191' MSL.
Tree 1898' from DER, 4' left of centerline, 188' MSL.
Trees beginning 1931' from DER, 208' left of centerline, up to 193' MSL.
Tree 2345' from DER, 821' left of centerline, 194' MSL.
Trees beginning 2438' from DER, 961' left of centerline, up to 202' MSL.
Tree 2763' from DER, 503' right of centerline, 194' MSL.
Tree 3532' from DER, 809' left of centerline, 205' MSL.
**Rwy 27,** tree 102' from DER, 389' left of centerline, 159' MSL.

**FRANKLIN, NC**

MACON COUNTY (1A5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL.
Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL.
Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL.
Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL.
Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL.
**Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL.
Terrain 1000' from DER, on centerline, 2061' MSL.
Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL.
Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

**GASTONIA, NC**

GASTONIA MUNI (AKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 03SEP26 (26246) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3,** climb on a heading between 025° CW to 210° from DER.
**Rwy 21,** climb on a heading between 035° CW to 335° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 13' from DER, 253' right of centerline, up to 113' AGL/837' MSL.
Tree 43' from DER, 382' left of centerline, 71' AGL/791' MSL.
Trees beginning 158' from DER, 234' left of centerline, up to 85' AGL/810' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

**GASTONIA, NC (CON'T)**

GASTONIA MUNI (AKH) (CON'T)

**Rwy 3 (CON'T),** trees beginning 171' from DER, 376' right of centerline, up to 116' AGL/842' MSL.
Trees beginning 396' from DER, 240' right of centerline, up to 114' AGL/852' MSL.
Tree 1045' from DER, 733' left of centerline, 85' AGL/834' MSL.
Trees beginning 1204' from DER, 603' left of centerline, up to 841' MSL.
Trees beginning 1508' from DER, 594' left of centerline, up to 102' AGL/859' MSL.
Trees beginning 1754' from DER, 430' left of centerline, up to 96' AGL/863' MSL.
Trees beginning 2016' from DER, 771' left of centerline, up to 92' AGL/867' MSL.
Trees beginning 2108' from DER, 390' left of centerline, up to 98' AGL/876' MSL.
Trees beginning 2647' from DER, 173' left of centerline, up to 137' AGL/891' MSL.
Tree 2764' from DER, 967' right of centerline, 111' AGL/857' MSL.
Trees beginning 2804' from DER, 249' right of centerline, up to 117' AGL/865' MSL.
Trees beginning 2961' from DER, 1134' right of centerline, up to 134' AGL/866' MSL.
Tree 3070' from DER, 1212' right of centerline, 138' AGL/874' MSL.
Trees beginning 3643' from DER, 356' right of centerline, up to 136' AGL/879' MSL.
Trees beginning 3739' from DER, 441' right of centerline, up to 139' AGL/882' MSL.
Tree 3819' from DER, 657' right of centerline, 885' MSL.
**Rwy 21,** pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Vehicles on roads beginning 286' from DER, 50' right of centerline, up to 824' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Vehicles on roads beginning 289' from DER, 4' left of centerline, up to 819' MSL.
Trees, vehicles on roads, utility pole beginning 294' from DER, 190' left of centerline, up to 54' AGL/845' MSL.
Tower, trees beginning 513' from DER, 166' left of centerline, up to 59' AGL/847' MSL.
Trees beginning 580' from DER, 478' left of centerline, up to 856' MSL.
Trees beginning 722' from DER, 23' left of centerline, up to 116' AGL/895' MSL.
Vertical structure 773' from DER, 485' right of centerline, 36' AGL/829' MSL.
Trees beginning 1245' from DER, 156' right of centerline, up to 878' MSL.
Trees beginning 1846' from DER, 203' right of centerline, up to 102' AGL/885' MSL.
Trees beginning 2767' from DER, 36' right of centerline, up to 119' AGL/895' MSL.
Tree 4101' from DER, 986' right of centerline, 143' AGL/905' MSL.

**GEORGETOWN, SC**

GEORGETOWN COUNTY (GGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**GOLDSBORO, NC**

WAYNE EXEC JETPORT (GWW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17NOV11 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 184' from DER, 494' right of centerline, 41' AGL/174' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## GOLDSBORO, NC (CON'T)

WAYNE EXEC JETPORT (GWW) (CON'T)

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

## GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5L,** poles beginning 9' from DER, 14' right of centerline, up to 5' AGL/856' MSL.
Pole 9' from DER, 35' left of centerline, 9' AGL/856' MSL.
Tree 1098' from DER, 662' left of centerline, 41' AGL/884' MSL.
Tree 1267' from DER, 642' left of centerline, 68' AGL/890' MSL.
Tree 1327' from DER, 689' left of centerline, 72' AGL/898' MSL.
Trees beginning 1373' from DER, 543' left of centerline, up to 88' AGL/912' MSL.
Tree 2879' from DER, 1242' left of centerline, 54' AGL/927' MSL.
Tree 2901' from DER, 1122' left of centerline, 58' AGL/931' MSL.
Tree 2933' from DER, 1277' left of centerline, 81' AGL/950' MSL.
Tree 3081' from DER, 1314' left of centerline, 72' AGL/952' MSL.
Tree 3487' from DER, 1165' left of centerline, 82' AGL/958' MSL.
Tree 3554' from DER, 927' left of centerline, 122' AGL/972' MSL.
Trees beginning 3564' from DER, 831' left of centerline, up to 104' AGL/992' MSL.
Tree 4181' from DER, 1499' left of centerline, 113' AGL/993' MSL.
Trees beginning 4215' from DER, 1235' left of centerline, up to 124' AGL/996' MSL.
Tree 4240' from DER, 1102' right of centerline, 116' AGL/963' MSL.
Tree 4376' from DER, 1291' right of centerline, 119' AGL/975' MSL.
Tree 4482' from DER, 1505' right of centerline, 116' AGL/981' MSL.
Tree 4486' from DER, 1421' right of centerline, 121' AGL/982' MSL.
Trees beginning 4555' from DER, 838' right of centerline, up to 126' AGL/989' MSL.
**Rwy 5R,** terrain 3' from DER, 499' right of centerline, 891' MSL.
Poles beginning 6' from DER, 4' left of centerline, up to 1' AGL/887' MSL.
Terrain 261' from DER, 535' right of centerline, 894' MSL.
Pole 325' from DER, 546' right of centerline, 5' AGL/895' MSL.
Pole 386' from DER, 558' right of centerline, 5' AGL/898' MSL.
Tree 1125' from DER, 478' right of centerline, 68' AGL/915' MSL.
Tree 1366' from DER, 526' right of centerline, 57' AGL/923' MSL.
Tree 1889' from DER, 914' right of centerline, 69' AGL/950' MSL.
Tree 1957' from DER, 791' right of centerline, 68' AGL/951' MSL.
Trees beginning 2017' from DER, 754' right of centerline, up to 95' AGL/966' MSL.
Trees beginning 2256' from DER, 581' right of centerline, up to 109' AGL/988' MSL.
Tree 2638' from DER, 1088' left of centerline, 57' AGL/952' MSL.
Tree 2690' from DER, 1130' left of centerline, 65' AGL/962' MSL.
Trees beginning 2744' from DER, 1195' left of centerline, up to 69' AGL/967' MSL.
**Rwy 14,** trees beginning 182' from DER, 478' left of centerline, up to 29' AGL/908' MSL.
Trees beginning 212' from DER, 546' left of centerline, up to 42' AGL/909' MSL.
Tree, poles beginning 566' from DER, 550' right of centerline, up to 44' AGL/933' MSL.
Electrical system 1102' from DER, 715' right of centerline, 48' AGL/940' MSL.
Tank 2599' from DER, 1089' right of centerline, 67' AGL/968' MSL.
Tree 2890' from DER, 570' right of centerline, 83' AGL/978' MSL.
Tree 3035' from DER, 643' right of centerline, 88' AGL/988' MSL.
Trees beginning 3067' from DER, 362' right of centerline, up to 87' AGL/991' MSL.
Trees beginning 3120' from DER, 519' right of centerline, up to 91' AGL/996' MSL.
Trees beginning 4577' from DER, 1320' left of centerline, up to 108' AGL/1024' MSL.
Trees beginning 4647' from DER, 1312' left of centerline, up to 115' AGL/1028' MSL.
**Rwy 23L,** tree 475' from DER, 533' left of centerline, 33' AGL/914' MSL.
Trees beginning 775' from DER, 516' left of centerline, up to 70' AGL/938' MSL.
Trees beginning 828' from DER, 676' left of centerline, up to 72' AGL/940' MSL.
Tree 1032' from DER, 584' right of centerline, 48' AGL/928' MSL.
Tree 1269' from DER, 803' right of centerline, 58' AGL/943' MSL.
Tree 1646' from DER, 471' left of centerline, 79' AGL/945' MSL.
Tree 1917' from DER, 338' right of centerline, 89' AGL/949' MSL.
**Rwy 23R,** poles beginning 9' from DER, 4' right of centerline, up to 14' AGL/918' MSL.
Poles beginning 9' from DER, 24' left of centerline, up to 14' AGL/917' MSL.
Pole 171' from DER, 539' left of centerline, 33' AGL/936' MSL.
Tree 753' from DER, 620' right of centerline, 35' AGL/937' MSL.
Trees beginning 855' from DER, 484' right of centerline, up to 53' AGL/951' MSL.
Trees beginning 1196' from DER, 673' left of centerline, up to 90' AGL/960' MSL.
Tree 1312' from DER, 665' left of centerline, 95' AGL/964' MSL.
Trees beginning 1317' from DER, 616' left of centerline, up to 79' AGL/967' MSL.
Trees beginning 1346' from DER, 573' left of centerline, up to 82' AGL/970' MSL.
Tree 1669' from DER, 861' right of centerline, 61' AGL/961' MSL.
**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**GREENSBORO, NC (CON'T)**

PIEDMONT TRIAD INTL (GSO) (CON'T)

**Rwy 32,** tree 10' from DER, 318' left of centerline, 37' AGL/926' MSL.
Vegetation 32' from DER, 278' right of centerline, 13' AGL/926' MSL.
Tree 113' from DER, 291' left of centerline, 39' AGL/929' MSL.
Tree 2602' from DER, 862' right of centerline, 107' AGL/991' MSL.
Tree 2629' from DER, 941' right of centerline, 105' AGL/993' MSL.
Trees beginning 2701' from DER, 618' right of centerline, up to 98' AGL/995' MSL.
Trees beginning 2735' from DER, 701' right of centerline, up to 102' AGL/1000' MSL.
Trees beginning 2874' from DER, 638' right of centerline, up to 89' AGL/1002' MSL.
Trees beginning 3687' from DER, 290' right of centerline, up to 118' AGL/1024' MSL.

**GREENVILLE, NC**

PITT-GREENVILLE (PGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 04FEB16 (16035) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** ground beginning 50' from DER, 50' left of centerline, up to 31' MSL.
Ground beginning 86' from DER, 291' right of centerline, up to 29' MSL.
Trees beginning 975' from DER, 688' right of centerline, up to 86' AGL/124' MSL.
Trees beginning 1779' from DER, 653' right of centerline, up to 96' AGL/125' MSL.
Tree 1910' from DER, 989' left of centerline, 63' AGL/89' MSL.
Trees beginning 2224' from DER, 655' right of centerline, up to 115' AGL/142' MSL.
Trees beginning 2562' from DER, 583' left of centerline, up to 82' AGL/134' MSL.
Trees beginning 3164' from DER, 719' left of centerline, up to 107' AGL/138' MSL.
**Rwy 8,** building, poles, road and trees beginning 79' from DER, 298' left of centerline, up to 87' AGL/113' MSL.
Trees and road beginning 144' from DER, 456' right of centerline, up to 44' AGL/66' MSL.
Building, poles and trees beginning 795' from DER, 65' right of centerline, up to 59' AGL/71' MSL.
Trees and poles beginning 1009' from DER, 14' left of centerline, up to 90' AGL/119' MSL.
Building, poles and trees beginning 1538' from DER, 279' right of centerline, up to 62' AGL/88' MSL.
Trees beginning 2334' from DER, 307' right of centerline, up to 88' AGL/110' MSL.
Trees beginning 2336' from DER, 7' left of centerline, up to 101' AGL/127' MSL.
Trees beginning 3324' from DER, 646' right of centerline, up to 99' AGL/125' MSL.
**Rwy 20,** runway lighting 40' from DER, 148' right of centerline, 6' AGL/25' MSL.
Runway lighting and sign beginning 40' from DER, 149' left of centerline, up to 5' AGL/25' MSL.
Vehicles on road, bridge/overpass, and trees beginning 230' from DER, 245' left of centerline, up to 26' AGL/42' MSL.
NAVAID 491' from DER, 280' right of centerline, 35' AGL/44' MSL.
Trees beginning 1133' from DER, 745' left of centerline, up to 103' AGL/115' MSL.
Trees beginning 1354' from DER, 751' right of centerline, up to 113' AGL/125' MSL.
Transmission line towers and trees beginning 2412' from DER, crossing left to right of centerline, up to 112' AGL/122' MSL.
Trees beginning 2673' from DER, crossing centerline, up to 100' AGL/159' MSL.
Trees beginning 3930' from DER, 432' left of centerline, up to 102' AGL/162' MSL.
Trees beginning 5002' from DER, 706' left of centerline, up to 93' AGL/164' MSL.
**Rwy 26,** airport sign 40' from DER, 199' left of centerline, 4' AGL/26' MSL.
Runway end identifier light, 41' from DER, 150' right of centerline, 2' AGL/26' MSL.
Trees beginning 152' from DER, 354' right of centerline, up to 86' AGL/117' MSL.
Trees beginning 336' from DER, 504' left of centerline, up to 25' AGL/38' MSL.
Trees beginning 573' from DER, 229' left of centerline, up to 106' AGL/109' MSL.
Trees beginning 1330' from DER, 170' left of centerline, up to 109' AGL/112' MSL.
Trees beginning 1625' from DER, crossing centerline, up to 127' AGL/130' MSL.
Trees beginning 2122' from DER, crossing centerline, up to 131' AGL/134' MSL.

**GREENVILLE, SC**

DONALDSON FLD (GYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (21168) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## GREENVILLE, SC (CON'T)

### GREENVILLE DOWNTOWN (GMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** 300-1 or std. w/min. climb of 355' per NM to 1300.

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

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 006° to 2800 before turning west or northwest.

**Rwy 10,** climb heading 096° to 1800 before turning west or northwest.

**Rwy 19,** climb heading 186° to 1800 before turning north.

**Rwy 28,** climb heading 276° to 2300 before turning north or northwest.

TAKEOFF OBSTACLE NOTES:

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

### REENWOOD COUNTY (GRD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 387' from DER, 289' right of centerline, 100' AGL/629' MSL.
**Rwy 9,** trees beginning 215' from DER, 493' left of centerline, up to 643' MSL.
Tree 444' from DER, 554' left of centerline, 647' MSL.
Trees beginning 568' from DER, 253' left of centerline, up to 651' MSL.
Trees beginning 627' from DER, 545' right of centerline, up to 646' MSL.
Trees beginning 780' from DER, 265' left of centerline, up to 663' MSL.
Tree and pole beginning 899' from DER, 308' left of centerline, up to 668' MSL.
Tree 2090' from DER, 1000' right of centerline, 109' AGL/691' MSL.
Tree 2692' from DER, 1038' left of centerline, 86' AGL/699' MSL.
Trees beginning 2096' from DER, 512' left of centerline, up to 100' AGL/719' MSL.
Trees beginning 3359' from DER, 546' right of centerline, 100' AGL/709' MSL.
Trees beginning 3773' from DER, 550' right of centerline, up to 100' AGL/719' MSL.
**Rwy 23,** trees beginning 812' from DER, 571' left of centerline, up to 657' MSL.
Tree 963' from DER, 516' left of centerline, 670' MSL.
Trees, beginning 1037' from DER, 291' left of centerline, up to 61' AGL/681' MSL.
Trees, beginning 1323' from DER, 10' left of centerline, up to 100' AGL/719' MSL.
Tree 1761' from DER, 413' right of centerline, 673' MSL.
Tree 1933' from DER, 244' right of centerline, 86' AGL/677' MSL.
Trees, beginning 2581' from DER, 72' right of centerline, up to 100' AGL/719' MSL.
Trees, beginning 3865' from DER, 1179' right of centerline, up to 100' AGL/729' MSL.
**Rwy 27,** bush 11' from DER, 274' left of centerline, 3' AGL/634' MSL.
Tree 264' from DER, 550' left of centerline, 641' MSL.
Tree 300' from DER, 549' right of centerline, 652' MSL.
Trees beginning 424' from DER, 543' left of centerline, up to 649' MSL.
Tree 467' from DER, 587' right of centerline, 669' MSL.
Tree 562' from DER, 639' right of centerline, 680' MSL.
Trees beginning 670' from DER, 10' right of centerline, up to 85' AGL/716' MSL.
Trees beginning 725' from DER, 588' left of centerline, up to 653' MSL.
Trees beginning 966' from DER, 594' left of centerline, up to 686' MSL.
Trees beginning 1087' from DER, 657' left of centerline, up to 695' MSL.
Trees beginning 1681' from DER, 695' left of centerline, up to 707' MSL.
Trees beginning 1864' from DER, 34' left of centerline, up to 714' MSL.
Trees beginning 2764' from DER, 159' left of centerline, up to 718' MSL.
**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

**GREENVILLE, SC (CON'T)**

REENWOOD COUNTY (GRD) (CON'T)

**Rwy 27 (CON'T),** trees beginning 2959' from DER, 119' right of centerline, up to 726' MSL.
Trees beginning 2965' from DER, 11' left of centerline, up to 727' MSL.
Trees beginning 3332' from DER, 561' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 3477' from DER, 572' left of centerline, 100' AGL/729' MSL.
Trees beginning 3724' from DER, 550' left of centerline, 100' AGL/739' MSL.
Trees beginning 3746' from DER, 790' right of centerline, 100' AGL/749' MSL.

**GREER, SC**

GREENVILLE SPARTANBURG INTL(GSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**HARTSVILLE, SC**

HARTSVILLE RGNL (HVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** buildings, tank beginning 5' from DER, 336' right of centerline, up to 368' MSL.
Bushes, tree beginning 31' from DER, 127' left of centerline, up to 384' MSL.
Pole, tank, building beginning 68' from DER, 380' right of centerline, up to 385' MSL.
Bushes beginning 381' from DER, 501' left of centerline, up to 385' MSL.
Trees beginning 410' from DER, 507' right of centerline, up to 430' MSL.
Trees, poles, buildings beginning 541' from DER, 244' left of centerline, up to 444' MSL.
Trees, poles beginning 541' from DER, 13' right of centerline, up to 432' MSL.
Tree 786' from DER, 632' left of centerline, 462' MSL.
Trees beginning 900' from DER, 11' left of centerline, up to 467' MSL.
Trees, poles beginning 1042' from DER, 2' left of centerline, up to 471' MSL.
Trees, poles beginning 1402' from DER, 3' right of centerline, up to 436' MSL.
Trees beginning 2040' from DER, 616' right of centerline, up to 437' MSL.
Trees beginning 2119' from DER, 6' right of centerline, up to 440' MSL.
Trees beginning 2251' from DER, 103' right of centerline, up to 443' MSL.
Trees beginning 2355' from DER, 105' right of centerline, up to 445' MSL.
Trees beginning 2363' from DER, 47' right of centerline, up to 450' MSL.
Trees beginning 2455' from DER, 97' right of centerline, up to 453' MSL.
Trees beginning 2534' from DER, 13' right of centerline, up to 454' MSL.
Trees, pole beginning 2662' from DER, 14' right of centerline, up to 460' MSL.
Trees, poles beginning 2756' from DER, 78' left of centerline, up to 473' MSL.
Trees beginning 3076' from DER, 655' left of centerline, up to 475' MSL.
Trees, pole beginning 3102' from DER, 16' left of centerline, up to 478' MSL.
Trees beginning 3200' from DER, 27' right of centerline, up to 465' MSL.
Trees beginning 3456' from DER, 758' right of centerline, up to 466' MSL.
Trees beginning 3505' from DER, 12' left of centerline, up to 480' MSL.
Trees beginning 3532' from DER, 652' right of centerline, up to 469' MSL.
Trees beginning 3580' from DER, 197' right of centerline, up to 471' MSL.
Trees beginning 3619' from DER, 490' right of centerline, up to 473' MSL.
Trees beginning 3625' from DER, 103' right of centerline, up to 480' MSL.
Trees beginning 3720' from DER, 208' right of centerline, up to 487' MSL.
Trees beginning 3809' from DER, 117' right of centerline, up to 489' MSL.
Trees beginning 4023' from DER, 204' right of centerline, up to 493' MSL.
Trees beginning 4139' from DER, 251' right of centerline, up to 495' MSL.
Trees, transmission tower beginning 4249' from DER, 55' left of centerline, up to 485' MSL.
**Rwy 21,** trees beginning 21' from DER, 459' left of centerline, up to 402' MSL.
Buildings beginning 95' from DER, 440' right of centerline, up to 360' MSL.
Pole, building, tree beginning 263' from DER, 410' right of centerline, up to 365' MSL.

**HATTERAS, NC**

BILLY MITCHELL (HSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## HICKORY, NC

HICKORY RGNL (HKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 24,** std w/min climb of 275'/NM to 2900, or 1400-3 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 60' from DER, 307' left of centerline, up to 31' AGL/1209' MSL.
Tree 1269' from DER, 782' right of centerline, 1241' MSL.
Trees beginning 1428' from DER, 765' right of centerline, up to 1259' MSL.
**Rwy 24,** trees, vehicle on road and pole beginning 17' from DER, 398' left of centerline, up to 1193' MSL.
Trees beginning 153' from DER, 337' right of centerline, up to 1158' MSL.
Tree 303' from DER, 478' left of centerline, 1217' MSL.
Trees and NAVAID beginning 558' from DER, on centerline, up to 1161' MSL.
Trees beginning 645' from DER, 459' left of centerline, up to 1227' MSL.
Trees beginning 868' from DER, 562' left of centerline, up to 1229' MSL.
Trees beginning 1040' from DER, 425' left of centerline, up to 1232' MSL.
Trees beginning 1101' from DER, 559' right of centerline, up to 1180' MSL.
Trees and transmission line beginning 1248' from DER, 38' right of centerline, up to 1181' MSL.
Trees and pole beginning 1311' from DER, 4' left of centerline, up to 1243' MSL.
Tree 1732' from DER, 193' right of centerline, 83' AGL/1183' MSL.
Trees and pole beginning 1741' from DER, 3' right of centerline, up to 98' AGL/1208' MSL.
Trees beginning 2162' from DER, 1' right of centerline, up to 101' AGL/1221' MSL.
Trees beginning 2227' from DER, on centerline, up to 95' AGL/1225' MSL.
Trees beginning 2262' from DER, 130' right of centerline, up to 98' AGL/1230' MSL.
Trees beginning 2301' from DER, 28' right of centerline, up to 1243' MSL.
Trees, power lines and pole beginning 2501' from DER, 1' left of centerline, up to 1245' MSL.
Trees beginning 2525' from DER, 31' right of centerline, up to 102' AGL/1248' MSL.
Trees and poles beginning 2596' from DER, 1' left of centerline, up to 1254' MSL.
Trees beginning 2671' from DER, on and right of centerline, up to 119' AGL/1255' MSL.
Trees beginning 3062' from DER, 171' left of centerline, up to 1260' MSL.
Trees beginning 3272' from DER, 42' left of centerline, up to 1263' MSL.
Trees and poles beginning 3394' from DER, 8' left of centerline, up to 1270' MSL.

## HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**JACKSONVILLE, NC**

ALBERT J ELLIS (OAJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**JEFFERSON, NC**

ASHE COUNTY (GEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**KENANSVILLE, NC**

DUPLIN COUNTY (DPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

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


SE-2, 03 SEP 2026 to 29 OCT 2026

**KILL DEVIL HILLS, NC**

FIRST FLIGHT (FFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**KINGSTREE, SC**

WILLIAMSBURG RGNL (CKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** tree 23' from DER, 159' right of centerline, 6' AGL/66' MSL.
Parking lot beginning 199' from DER, 478' left of centerline, up to 77' MSL.
Building 359' from DER, 578' left of centerline, 81' MSL.
Tree, pole beginning 880' from DER, 473' left of centerline, up to 142' MSL.
Trees beginning 1083' from DER, 548' right of centerline, up to 130' MSL.
Trees beginning 1181' from DER, 680' left of centerline, up to 145' MSL.
Trees beginning 1574' from DER, 631' left of centerline, up to 152' MSL.
Trees beginning 1918' from DER, 590' right of centerline, up to 138' MSL.
Trees beginning 2175' from DER, 633' right of centerline, up to 142' MSL.
Trees beginning 2701' from DER, 874' right of centerline, up to 151' MSL.
Trees beginning 2896' from DER, 551' left of centerline, up to 159' MSL.
Tree 3483' from DER, 1366' right of centerline, 160' MSL.
Trees beginning 3483' from DER, 597' right of centerline, up to 163' MSL.
Tree 3805' from DER, 596' right of centerline, 165' MSL.
Tower 2.2 NM from DER, 2801' right of centerline, 330' AGL/404' MSL.
**Rwy 32,** trees beginning 62' from DER, 325' left of centerline, up to 107' MSL.
Trees beginning 126' from DER, 507' right of centerline, up to 86' AGL/150' MSL.
Trees beginning 140' from DER, 427' left of centerline, up to 123' MSL.
Tree 1024' from DER, 733' left of centerline, 143' MSL.
Trees beginning 1138' from DER, 634' left of centerline, up to 147' MSL.
Trees beginning 1249' from DER, 723' right of centerline, up to 158' MSL.
Trees beginning 1472' from DER, 614' right of centerline, up to 162' MSL.
Trees beginning 1877' from DER, 621' left of centerline, up to 148' MSL.
Trees beginning 2328' from DER, 580' left of centerline, up to 153' MSL.
Trees beginning 2541' from DER, 572' left of centerline, up to 155' MSL.
Tree 3442' from DER, 1019' left of centerline, 157' MSL.


SE-2, 03 SEP 2026 to 29 OCT 2026

**KINSTON, NC**

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14MAY26 (26134) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb on heading 050° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 132' from DER, 329' right of centerline, 90' MSL.
Trees beginning 182' from DER, 350' left of centerline, up to 102' MSL.
Trees beginning 352' from DER, 296' left of centerline, up to 103' MSL.
Tree 430' from DER, 582' left of centerline, 106' MSL.
Pole 1522' from DER, 471' right of centerline, 52' AGL/129' MSL.
Pole, tree beginning 1568' from DER, 13' right of centerline, up to 60' AGL/137' MSL.
Pole 1625' from DER, 54' left of centerline, 51' AGL/128' MSL.
Tree 1877' from DER, 119' right of centerline, 149' MSL.
Tree 2826' from DER, 890' left of centerline, 159' MSL.
Tree 2856' from DER, 458' right of centerline, 163' MSL.
Trees beginning 2859' from DER, 1075' left of centerline, up to 166' MSL.
Trees beginning 2891' from DER, 106' right of centerline, up to 173' MSL.
Tree 2977' from DER, 806' left of centerline, 167' MSL.
Tree 3032' from DER, 755' right of centerline, 178' MSL.
Trees beginning 3042' from DER, 721' left of centerline, up to 170' MSL.
**Rwy 23,** tree 56' from DER, 291' right of centerline, 99' MSL.
Tree 120' from DER, 278' left of centerline, 99' MSL.
Tree, pole beginning 260' from DER, on and right of centerline, up to 103' MSL.
Tree 771' from DER, 696' left of centerline, 127' MSL.
Tree 895' from DER, 602' left of centerline, 136' MSL.
Trees beginning 1093' from DER, 110' right of centerline, up to 137' MSL.
Tree 1720' from DER, 913' left of centerline, 147' MSL.
Tree 2081' from DER, 686' right of centerline, 148' MSL.
Tree 2744' from DER, 1104' right of centerline, 170' MSL.
Trees beginning 2863' from DER, 129' left of centerline, up to 193' MSL.
Trees beginning 2923' from DER, 1135' right of centerline, up to 192' MSL.
Trees beginning 3294' from DER, 215' right of centerline, up to 195' MSL.
Trees beginning 3525' from DER, 1284' right of centerline, up to 198' MSL.
Trees beginning 3783' from DER, 115' left of centerline, up to 195' MSL.
Trees beginning 3962' from DER, 606' left of centerline, up to 198' MSL.

**LAKE CITY, SC**

LAKE CITY MUNI/CJ EVANS FLD (51J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (26246) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**LANCASTER, SC**

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 300-1¼ or std w/min climb of 268'/NM to 700.
**Rwy 24,** 300-1¼ or std w/min climb of 275'/NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees 4862' from DER, 1786' right of centerline, 100' AGL/642' MSL.
Trees beginning 5322' from DER, 1843' left of centerline, up to 100' AGL/645' MSL.
Trees beginning 5661' from DER, 1920' right of centerline, up to 100' AGL/655' MSL.
**Rwy 24,** trees beginning 4854' from DER, 1794' right of centerline, up to 100' AGL/619' MSL.
Trees 5315' from DER, 1835' left of centerline, 100' AGL/596' MSL.
Trees 5866' from DER, 2059' right of centerline, 100' AGL/622' MSL.



SE-2, 03 SEP 2026 to 29 OCT 2026

**LAURENS, SC**

LAURENS COUNTY (LUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**LEXINGTON, NC**

DAVIDSON COUNTY EXEC (EXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (23222) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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



**LINCOLNTON, NC**

LINCOLN COUNTY RGNL (IPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** 300-1⅛ or std w/min climb of 308'/NM to 1200.

DEPARTURE PROCEDURE:

**Rwy 5,** climb on a heading between 064° CW to 094° from DER.
**Rwy 23,** climb on a heading between 220° CW to 050° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 1912' from DER, 330' left of centerline, up to 954' MSL.
**Rwy 23,** pole 2225' from DER, 303' left of centerline, 20' AGL/934' MSL.
Tree 2376' from DER, 42' left of centerline, 986' MSL.
Tree 2423' from DER, 479' right of centerline, 987' MSL.
Trees beginning 4561' from DER, 1718' left of centerline, up to 100' AGL/1039' MSL.
Trees beginning 4730' from DER, 238' right of centerline, up to 100' AGL/1052' MSL.

**LORIS, SC**

TWIN CITY (5J9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**LOUISBURG, NC**

TRIANGLE NORTH EXEC (LHZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21280) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**LUMBERTON, NC**

LUMBERTON RGNL (LBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 16OCT14 (14289) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** utility 29' from DER, 117' left of centerline, 3' AGL/124' MSL.
Trees beginning 93' from DER, 335' right of centerline, up to 55' AGL/180' MSL.
Trees beginning 1780' from DER, left and right of centerline, up to 93' AGL/219' MSL.
**Rwy 13,** vehicles on roadway beginning 29' from DER, 392' right of centerline, up to 15' AGL/139' MSL.
Vehicles on roadway beginning 340' from DER, 123' left of centerline, up to 15' AGL/139' MSL.
Trees beginning 486' from DER, left and right of centerline, up to 100' AGL/219' MSL.
**Rwy 23,** trees beginning 59' from DER, 119' right of centerline, up to 107' AGL/233' MSL.
Trees beginning 3274' from DER, 31' left of centerline, up to 91' AGL/217' MSL.
**Rwy 31,** vehicles on roadway beginning 258' from DER, 532' left of centerline, up to 15' AGL/139' MSL.
Building 510' from DER, 612' left of centerline, 40' AGL/164' MSL.
Trees beginning 436' from DER, left and right of centerline, up to 100' AGL/224' MSL.
Tower 5168' from DER, 1713' right of centerline, 150' AGL/286' MSL.

**MACKALL AAF (KHFF)**

CAMP MACKALL, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**MANNING, SC**

SANTEE COOPER RGNL (MNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02OCT25 (25275) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree 5' from DER, 334' left of centerline, 58' AGL/152' MSL.
Trees beginning 16' from DER, 310' left of centerline, up to 67' AGL/161' MSL.
Pole 131' from DER, 417' right of centerline, 35' AGL/138' MSL.
Trees, poles, buildings beginning 342' from DER, 310' right of centerline, up to 52' AGL/159' MSL.
Tree 471' from DER, 435' left of centerline, 70' AGL/175' MSL.
Tree 659' from DER, 565' left of centerline, 83' AGL/176' MSL.
Trees, poles, catenary wires beginning 670' from DER, 4' left of centerline, up to 4' AGL/180' MSL.
Trees, poles, catenary wires beginning 731' from DER, 296' right of centerline, up to 74' AGL/173' MSL.
Tree, pole beginning 975' from DER, 261' right of centerline, up to 80' AGL/180' MSL.
Tree 1011' from DER, 482' right of centerline, 83' AGL/182' MSL.
Trees beginning 1016' from DER, 372' right of centerline, up to 86' AGL/185' MSL.
Trees beginning 1196' from DER, 296' right of centerline, up to 88' AGL/187' MSL.
Trees beginning 1944' from DER, 411' right of centerline, up to 89' AGL/195' MSL.
Trees beginning 2079' from DER, 97' right of centerline, up to 96' AGL/200' MSL.
Trees beginning 2258' from DER, 19' left of centerline, up to 84' AGL/190' MSL.
Trees beginning 3052' from DER, 145' right of centerline, up to 93' AGL/202' MSL.
Tree 3177' from DER, 692' right of centerline, 95' AGL/205' MSL.
Trees beginning 3328' from DER, 628' right of centerline, up to 106' AGL/216' MSL.
Tree 3617' from DER, 20' left of centerline, 89' AGL/200' MSL.
Tree 3873' from DER, 637' left of centerline, 90' AGL/203' MSL.
Tree 4389' from DER, 911' left of centerline, 96' AGL/216' MSL.
Tree 4637' from DER, 1679' right of centerline, 89' AGL/220' MSL.
Tree 4746' from DER, 1081' left of centerline, 92' AGL/222' MSL.

**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**MANNING, SC (CON'T)**

SANTEE COOPER RGNL (MNI) (CON'T)

**Rwy 20,** terrain 10' from DER, 100' right of centerline, 3' AGL/95' MSL.
Terrain 19' from DER, 11' left of centerline, 2' AGL/96' MSL.
Pole 62' from DER, 397' right of centerline, 19' AGL/103' MSL.
Trees, poles, tank beginning 111' from DER, 129' left of centerline, up to 73' AGL/165' MSL.
Tree 125' from DER, 412' right of centerline, 67' AGL/147' MSL.
Trees beginning 129' from DER, 299' right of centerline, up to 76' AGL/161' MSL.
Trees beginning 958' from DER, 393' right of centerline, up to 73' AGL/163' MSL.
Trees beginning 1530' from DER, 717' right of centerline, up to 73' AGL/164' MSL.
Tree 1530' from DER, 407' left of centerline, 77' AGL/167' MSL.
Trees beginning 1616' from DER, 287' left of centerline, up to 96' AGL/181' MSL.
Trees beginning 1708' from DER, 160' right of centerline, up to 81' AGL/167' MSL.

**MANTEO, NC**

DARE COUNTY RGNL (MQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** 300-1½ or std w/min climb of 256'/NM to 300.
**Rwy 35,** 300-1½ or std w/min climb of 260'/NM to 300.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicle on road, fence, vertical structure, vegetation, utility building beginning 4' from DER, 68' right of centerline, up to 27' MSL.
Tree, fences, electrical system, vehicle on road, vehicle in parking lot, pole, buildings, sign beginning 94' from DER, on centerline, up to 41' MSL.
Vegetation 183' from DER, 15' left of centerline, 22' MSL.
Tree, vegetation, vehicle on road beginning 258' from DER, 66' left of centerline, up to 29' MSL.
Trees, building beginning 379' from DER, 206' right of centerline, up to 93' MSL.
Poles, vehicle on road beginning 392' from DER, 217' left of centerline, up to 34' AGL/47' MSL.
Tree 402' from DER, 557' left of centerline, 77' MSL.
Trees beginning 409' from DER, 74' left of centerline, up to 78' MSL.
Trees, poles, buildings beginning 479' from DER, 67' left of centerline, up to 100' MSL.
Trees, pole beginning 501' from DER, 40' right of centerline, up to 94' MSL.
Trees, poles beginning 750' from DER, 53' left of centerline, up to 103' MSL.
Trees, pole beginning 807' from DER, 25' right of centerline, up to 95' MSL.
Trees beginning 931' from DER, on and right of centerline, up to 96' MSL.
Trees beginning 1148' from DER, 17' left of centerline, up to 105' MSL.
Trees beginning 1568' from DER, 49' left of centerline, up to 107' MSL.
Trees beginning 1744' from DER, 13' right of centerline, up to 101' MSL.
Trees beginning 1811' from DER, 35' left of centerline, up to 108' MSL.
Trees beginning 1891' from DER, 54' right of centerline, up to 108' MSL.
Trees beginning 1988' from DER, 56' right of centerline, up to 109' MSL.
Trees beginning 2896' from DER, 8' right of centerline, up to 114' MSL.
**Rwy 17,** tree, vehicle in parking lot beginning 14' from DER, 197' left of centerline, up to 23' MSL.
Tree 84' from DER, 38' right of centerline, 60' AGL/70' MSL.
Tree 132' from DER, 497' right of centerline, 84' MSL.
Trees beginning 162' from DER, 28' left of centerline, up to 82' MSL.
Trees beginning 162' from DER, 133' right of centerline, up to 85' MSL.
Tree 200' from DER, 491' right of centerline, 87' MSL.
Trees beginning 204' from DER, 36' right of centerline, up to 88' MSL.
Trees beginning 287' from DER, 238' left of centerline, up to 92' MSL.
Trees beginning 358' from DER, 17' left of centerline, up to 95' MSL.
Trees beginning 620' from DER, 246' left of centerline, up to 99' MSL.
Trees beginning 713' from DER, 6' left of centerline, up to 103' MSL.
Trees, building beginning 968' from DER, 20' left of centerline, up to 104' MSL.
Tree 1151' from DER, 273' right of centerline, 94' MSL.
Trees beginning 1160' from DER, 135' right of centerline, up to 97' MSL.
Trees beginning 1218' from DER, 33' right of centerline, up to 105' MSL.
Trees beginning 1343' from DER, 431' left of centerline, up to 109' MSL.
Trees beginning 1421' from DER, 79' left of centerline, up to 111' MSL.
Tower, antenna beginning 1.1 NM from DER, 2226' left of centerline, 224' AGL/230' MSL.
Tree 1.1 NM from DER, 2141' right of centerline, 208' AGL/208' MSL.
**Rwy 23,** terrain 2' from DER, 108' left of centerline, 10' MSL.
Vegetation beginning 21' from DER, 79' left of centerline, up to 13' MSL.
Vegetation 35' from DER, 50' right of centerline, 11' MSL.
Ship 372' from DER, 22' right of centerline, 65' AGL/65' MSL.
**Rwy 35,** tree 2' from DER, 449' right of centerline, 106' MSL.
Trees, buildings, pole beginning 6' from DER, 65' right of centerline, up to 107' MSL.
Trees 72' from DER, 504' left of centerline, 60' AGL/70' MSL.
Trees beginning 261' from DER, 48' left of centerline, up to 60' AGL/74' MSL.
Tree 844' from DER, 676' right of centerline, 108' MSL.
Trees beginning 854' from DER, 53' right of centerline, up to 109' MSL.
Trees beginning 901' from DER, 163' left of centerline, up to 102' MSL.
**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**MANTEO, NC (CON'T)**

DARE COUNTY RGNL (MQI) (CON'T)

**Rwy 35 (CON'T),** trees beginning 965' from DER, 498' left of centerline, up to 108' MSL.
Trees beginning 988' from DER, 26' left of centerline, up to 112' MSL.
Trees beginning 1266' from DER, 63' right of centerline, up to 110' MSL.
Trees beginning 1340' from DER, 164' left of centerline, up to 114' MSL.
Trees beginning 1684' from DER, 51' left of centerline, up to 116' MSL.
Trees beginning 1832' from DER, 56' right of centerline, up to 111' MSL.
Trees beginning 1865' from DER, 159' right of centerline, up to 113' MSL.
Trees beginning 1942' from DER, 66' right of centerline, up to 114' MSL.
Trees beginning 1979' from DER, 252' right of centerline, up to 117' MSL.
Trees beginning 2051' from DER, 62' right of centerline, up to 118' MSL.
Trees beginning 3915' from DER, 1026' right of centerline, up to 120' MSL.
Tree 3977' from DER, 1079' right of centerline, 121' MSL.
Trees 4010' from DER, 1086' right of centerline, 60' AGL/133' MSL.

**MARION, SC**

MARION COUNTY (MAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4,** climb on heading 058° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** road with vehicle 89' from DER, 241' left of centerline, 15' AGL/103' MSL.
Trees and bushes beginning 8' from DER, 301' left of centerline, up to 15' AGL/92' MSL.
Buildings beginning 271' from DER, 385' left of centerline up to 25' AGL/114' MSL.
Trees and poles beginning 297' from DER, 401' left of centerline, up to 51' AGL/140' MSL.
Trees beginning 1311' from DER, 411' left of centerline, up to 107' AGL/201' MSL.
Trees and bushes beginning 14' from DER, 258' right of centerline, up to 67' AGL/154' MSL.
Trees, buildings, and poles beginning 511' from DER, 216' right of centerline, up to 125' AGL/214' MSL.
Trees beginning 2026' from DER, 7' right of centerline, up to 91' AGL/188' MSL.
**Rwy 22,** road with vehicle 96' from DER, 489' left of centerline, 15' AGL/104' MSL.
Trees beginning 226' from DER, 302' left of centerline, up to 48' AGL/136' MSL.
Trees beginning 1019' from DER, 372' left of centerline, up to 47' AGL/135' MSL.
Bush 4' from DER, 354' right of centerline, 12' AGL/101' MSL.
Trees beginning 2624' from DER, 811' right of centerline, up to 109' AGL/197' MSL.



**MAXTON, NC**

LAURINBURG/MAXTON (MEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

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

SE-2, 03 SEP 2026 to 29 OCT 2026

**MC ENTIRE JNGB (MMT)**

EASTOVER, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** Helicopters parked from 198' to 552' from DER, 306' to 618' left of centerline, up to 19' AGL/274' MSL.
Multiple trees left of centerline, beginning 2390' out to 1.5 NM from DER, 93' to 2082' left of centerline, 0' AGL/385' MSL up to 551' MSL.
Multiple trees right of centerline, beginning 2207' out to 4124' from DER, 232' to 905' right of centerline, 0' AGL/377' MSL up to 399' MSL.
**Rwy 14,** Multiple trees left of centerline, beginning 2316' out to 4208' from DER, 774' to 1107' left of centerline, 0' AGL/325' MSL up to 359' MSL.
Pylon 3282' from DER, 1553' left of centerline, 79' AGL/288' MSL.
Multiple trees right of centerline, beginning 2202' out to 3374' from DER, 989' to 1139' right of centerline, 0' AGL/339' MSL up to 349' MSL.
Aircraft parked 42' from DER, 544' right of centerline, 0' AGL/255' MSL.
Pylon 2668' from DER, 1714' right of centerline, 79' AGL/286' MSL.

**MC ENTIRE JNGB (MMT) (CON'T)**

EASTOVER, SC (CON'T)

**Rwy 23,** Multiple trees left of centerline, beginning 2482' out to 3574' from DER, 186' to 1423' left of centerline, 130' AGL/351' MSL up to 363' MSL.
Wind sensor 500' from DER, 495' left of centerline, 33' AGL/275' MSL.
Multiple trees right of centerline, beginning 2470' out to 3968' from DER, 419' to 1200' right of centerline, 0' AGL/343' MSL up to 367' MSL.
Light pole 2172' from DER, 615' to 791' right of centerline, 26' AGL/274' MSL.
**Rwy 32,** Multiple trees left of centerline, beginning 2267' out to 5053' from DER, 68' to 1650' left of centerline, 0' AGL/335' MSL up to 381' MSL.
Multiple trees right of centerline, beginning 1774' out to 2207' from DER, 475' to 820' right of centerline, 0' AGL/343' MSL up to 355' MSL.

**MOCKSVILLE, NC**

TWIN LAKES (8A7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:
**Rwy 27,** 300-1

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

**MONCKS CORNER, SC**

BERKELEY COUNTY (MKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

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

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

**MONROE, NC**

CHARLOTTE/MONROE EXEC (EQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** terrain 7' from DER, 175' right of centerline, 663' MSL.
Tree 20' from DER, 461' right of centerline, 69' AGL/730' MSL.
Trees, utility pole beginning 38' from DER, 5' right of centerline, up to 74' AGL/738' MSL.
Tree 75' from DER, 421' left of centerline, 697' MSL.
Trees, poles beginning 130' from DER, 197' left of centerline, up to 708' MSL.
Tree 1616' from DER, 20' left of centerline, 59' AGL/716' MSL.
Trees beginning 1649' from DER, 4' left of centerline, up to 63' AGL/719' MSL.
Tree 1928' from DER, 911' left of centerline, 720' MSL.
Trees beginning 1934' from DER, 27' left of centerline, up to 752' MSL.
**Rwy 23,** light poles 8' from DER, 30' left of centerline, 2' AGL/684' MSL.
Trees beginning 1707' from DER, 760' left of centerline, up to 734' MSL.
Trees beginning 1708' from DER, 840' left of centerline, up to 736' MSL.
Tree 1822' from DER, 649' left of centerline, 748' MSL.
Trees beginning 1839' from DER, 272' left of centerline, up to 751' MSL.
Trees beginning 2033' from DER, 390' left of centerline, up to 753' MSL.
Tree 2152' from DER, 338' right of centerline, 88' AGL/737' MSL.
Tree 2362' from DER, 772' right of centerline, 94' AGL/755' MSL.


SE-2, 03 SEP 2026 to 29 OCT 2026

**MOORESVILLE, NC**

LAKE NORMAN AIRPARK (14A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course.

**Rwy 32,** climb heading 324° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** terrain and multiple trees beginning 197' from DER, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from DER, 258' right of centerline, up to 100' AGL/979' MSL.

**Rwy 32,** tree 559' from DER, on centerline, 42' AGL/851' MSL.

Multiple trees beginning 47' from DER, 34' left of centerline, up to 101' AGL/890' MSL.

Multiple trees beginning 526' from DER, 31' right of centerline, up to 97' AGL/886' MSL.

**MORGANTON, NC**

FOOTHILLS RGNL (MRN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 3,** climbing left turn direct FIQ NDB, thence ...

**Rwy 21,** climb direct FIQ NDB, thence ...

… continue climbing in holding pattern (Southwest, left turns, 031° inbound) to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 167' from DER, 388' right of centerline, up to 100' AGL/1379' MSL.

Rising terrain beginning 138' from DER, 3' right of centerline, up to 1280' MSL.

Trees beginning 1180' from DER, 421' left of centerline, up to 68' AGL/1327' MSL.

Rising terrain beginning 39' from DER, 223' left of centerline, up to 1277' MSL.

**Rwy 21,** trees beginning 2329' from DER, 1061' right of centerline, up to 100' AGL/1339' MSL.

Trees beginning 1681' from DER, 883' left of centerline, up to 100' AGL/1379' MSL.

**MOUNT AIRY, NC**

MOUNT AIRY/SURRY COUNTY (MWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** vehicles on road beginning 50’ from DER, 378’ right of centerline, up to 1222’ MSL.

Trees beginning 72’ from DER, 365’ left of centerline, up to 1254’ MSL.

Tree 189’ from DER, 498’ right of centerline, 1231’ MSL.

Tree 219’ from DER, 528’ right of centerline, 1249’ MSL.

Trees beginning 318’ from DER, 328’ right of centerline, up to 1252’ MSL.

Trees beginning 495’ from DER, 354’ left of centerline, up to 1259’ MSL.

Trees beginning 593’ from DER, 170’ right of centerline, up to 1253’ MSL.

Trees beginning 1365’ from DER, 329’ right of centerline, up to 1263’ MSL.

Building, tree beginning 1841’ from DER, 96’ left of centerline, up to 47’ AGL/1260’ MSL.

Trees beginning 2091’ from DER, 151’ left of centerline, up to 73’ AGL/1270’ MSL.

Trees beginning 2110’ from DER, 166’ left of centerline, up to 77’ AGL/1271’ MSL.

Trees beginning 2134’ from DER, 95’ left of centerline, up to 81’ AGL/1272’ MSL.

Tree 2668’ from DER, 367’ left of centerline, 56’ AGL/1276’ MSL.

Tree 2680’ from DER, 140’ left of centerline, 71’ AGL/1278’ MSL.

Tree 2683’ from DER, 306’ left of centerline, 61’ AGL/1280’ MSL.

Trees beginning 2684’ from DER, 120’ left of centerline, up to 1290’ MSL.

Trees beginning 2716’ from DER, 265’ left of centerline, up to 1304’ MSL.

Trees beginning 2849’ from DER, 53’ left of centerline, up to 89’ AGL/1316’ MSL.

Tree 3196’ from DER, 40’ right of centerline, 98’ AGL/1289’ MSL.

**Rwy 36**, terrain 34’ from DER, 428’ left of centerline, 1279’ MSL.

Terrain 35’ from DER, 325’ right of centerline, 1277’ MSL.

Terrain beginning 94’ from DER, 312’ right of centerline, up to 1285’ MSL.

Terrain beginning 116’ from DER, 390’ left of centerline, up to 1287’ MSL.

Fence beginning 170’ from DER, 465’ right of centerline, up to 4’ AGL/1289’ MSL.

Vehicles on road, pole, tree beginning 537’ from DER, 451’ left of centerline, up to 1332’ MSL.

Tree 820’ from DER, 580’ left of centerline, 1344’ MSL.

**CON’T**



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

**MOUNT AIRY, NC (CON'T)**

MOUNT AIRY/SURRY COUNTY (MWK) (CON'T)

**Rwy 36 (CON'T)**, building 941' from DER, 520' right of centerline, 1321' MSL.
Trees beginning 987' from DER, 455' left of centerline, up to 1345' MSL.
Tree 1151' from DER, 724' right of centerline, 1327' MSL.
Trees beginning 1157' from DER, 51' left of centerline, up to 1348' MSL.
Trees beginning 1193' from DER, 14' right of centerline, up to 1339' MSL.
Trees, pole beginning 2211' from DER, 69' right of centerline, up to 69' AGL/1340' MSL.
Tree 2251' from DER, 201' right of centerline, 74' AGL/1345' MSL.

**MOUNT OLIVE, NC**

MOUNT OLIVE MUNI (W40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:
**Rwy 23,** 300-1 or std. w/ min. climb of 334' per NM to 500.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 971' from DER, 27' left of centerline, up to 100' AGL/267' MSL.
Trees beginning 2209' from DER, 25' right of centerline, up to 100' AGL/262' MSL.
Pole 454' from DER, 407' left of centerline, 17' AGL/191' MSL.
Vehicle on road 363' from DER, 115' left of centerline, 15' AGL/179' MSL.
Vehicle on road 321' from DER, 106' right of centerline, 15' AGL/181' MSL.
GND 14' from DER, 107' right of centerline, 167' MSL.
**Rwy 23,** tower 4535' from DER, 445' right of centerline, 196' AGL/355' MSL.
Trees beginning 185' from DER, 108' left of centerline, up to 100' AGL/253' MSL.
Trees beginning 865' from DER, 226' right of centerline, up to 100' AGL/259' MSL.
Buildings beginning 110' from DER, 323' left of centerline, up to 25' AGL/181' MSL.
Poles beginning 279' from DER, 43' left of centerline, up to 20' AGL/184' MSL.



**MOUNT PLEASANT, SC**

MT PLEASANT RGNL-FAISON FLD (LRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (21140) (FAA)

DEPARTURE PROCEDURE:
**Rwy 17,** climb heading 174° to 1400 before proceeding on course.
**Rwy 35,** climb heading 354° to 1900 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL.
**Rwy 35,** tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL.
Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

**MYRTLE BEACH, SC**

MYRTLE BEACH INTL (MYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

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

**NEW BERN, NC**

COASTAL CAROLINA RGNL (EWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:
**Rwy 14,** 300-1 or std. w/ min. climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.
**Rwy 32,** std. w/ min. climb of 215' per NM to 800, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 4,** climb heading 039° to 600 before turning north.
**Rwy 32,** climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** signs beginning 9' from DER, 429' right of centerline, up to 45' AGL/61' MSL.
Vehicles on road beginning 87' from DER, 499' left of centerline, up to 17' AGL/27' MSL.
Trees, sign and vertical structure beginning 648' from DER, left and right of centerline, up to 91' AGL/104' MSL.
**Rwy 14,** trees beginning 92' from DER, 257' left of centerline, up to 77' AGL/92' MSL.
Trees and pole beginning 226' from DER, 146' right of centerline, up to 98' AGL/118' MSL.
Trees and tower beginning 3335' from DER, 118' left of centerline, up to 120' AGL/145' MSL.
Antenna 5034' from DER, 1239' left of centerline, up to 147' AGL/170' MSL.
**Rwy 22,** bush beginning 101' from DER, 288' left of centerline, up to 6' AGL/16' MSL.
Trees beginning 803' from DER, 56' left of centerline, up to 115' AGL/116' MSL.
Trees beginning 809' from DER, 87' right of centerline, up to 134' AGL/139' MSL.
Trees beginning 2977' from DER, left and right of centerline, up to 115' AGL/122' MSL.

**CON'T**

**NEW BERN, NC (CON'T)**

COASTAL CAROLINA RGNL (EWN) (CON'T)

**Rwy 32**, bush and trees beginning 141' from DER, 236' left of centerline, up to 68' AGL/78' MSL.
Trees beginning 718' from DER, right of centerline, up to 101' AGL/111' MSL.
Trees and transmission tower 744' from DER, 31' left of centerline, up to 116' AGL/126' MSL.

**NEWBERRY, SC**

NEWBERRY COUNTY (EOE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** multiple trees beginning 1895' from DER, left and right of centerline, up to 100' AGL/659' MSL.
**Rwy 22,** multiple trees beginning 500' from DER, left and right of centerline, up to 100' AGL/629' MSL.

**NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)**

JACKSONVILLE, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03SEP26 (26246) (USAF)

TAKEOFF MINIMUMS:

**Rwy 5,** std w/ min climb of 208'/NM to 300 or 300-1½. Alternatively, with std takeoff mins and a std 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.
**Rwy 19,** std w/ min climb of 240'/NM to 300 or 300-1½. Alternatively, with std takeoff mins and a std 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
**Rwy 23**, std w/ min climb of 210'/NM to 300 or 300-1¼. Alternatively, with std takeoff mins and a std 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** terrain 1.1 NM from DER, 732' right of centerline, 197' MSL.
**Rwy 19,** terrain 1 NM from DER, 1750' right of centerline, 213' MSL.
Terrain 1.1 NM from DER, 2000' right of centerline, 223' MSL.
**Rwy 23,** terrain 1 NM from DER, 1304' left of centerline, 187' MSL.

**NORTH AF AUX (KXNO)**

NORTH, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAR17 (17061)

CAUTION:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** possible C-5 on taxiway B, 687' from DER, 535' right of centerline, 65' AGL/ 386' MSL.
Pylon 2363' from DER, 1572' left of centerline, 79' AGL/403' MSL.
Multiple towers 2450' to 2821' from DER, 922' to 1127' left of centerline, 53' AGL/381' MSL.
Trees 1409' to 3007' from DER, 162' to 1002' left of centerline, 104' AGL/408' MSL.
**Rwy 24,** pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.
Trees 1092' to 2049' from DER, 344' to 885' right of centerline, 91' AGL/335' MSL.

**NORTH MYRTLE BEACH, SC**

GRAND STAND (CRE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JAN10 (10014) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**NORTH WILKESBORO, NC**

WILKES COUNTY (UKF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 2' from DER, 309' right of centerline, up to 1344' MSL.
Tree 44' from DER, 447' left of centerline, 1351' MSL.

**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## NORTH WILKESBORO, NC (CON'T)

WILKES COUNTY (UKF) (CON'T)

**Rwy 1 (CON'T),** tree 65' from DER, 501' left of centerline, 1352' MSL.
Trees beginning 171' from DER, 495' left of centerline, up to 1364' MSL.
Trees beginning 294' from DER, 468' left of centerline, up to 1367' MSL.
Trees, building beginning 324' from DER, 263' right of centerline, up to 1358' MSL.
Tree 425' from DER, 405' right of centerline, 1367' MSL.
Tree 484' from DER, 491' right of centerline, 1378' MSL.
Trees beginning 520' from DER, 263' right of centerline, up to 1379' MSL.
Trees, pole beginning 587' from DER, 188' left of centerline, up to 1370' MSL.
Trees beginning 760' from DER, 263' right of centerline, up to 1381' MSL.
Trees beginning 1014' from DER, 146' right of centerline, up to 1389' MSL.
Tree 1417' from DER, 537' left of centerline, 1374' MSL.
Tree 1452' from DER, 641' left of centerline, 1384' MSL.
Trees beginning 1528' from DER, 1' left of centerline, up to 1403' MSL.
Trees, poles beginning 2154' from DER, 423' left of centerline, up to 1421' MSL.
Trees, pole beginning 2369' from DER, 357' left of centerline, up to 1423' MSL.
Trees beginning 2784' from DER, 497' right of centerline, up to 1393' MSL.
Trees beginning 3436' from DER, 726' right of centerline, up to 1406' MSL.
Trees beginning 3646' from DER, 1115' right of centerline, up to 1413' MSL.
Tree 4982' from DER, 1807' left of centerline, 1428' MSL.
Trees beginning 5360' from DER, 187' right of centerline, up to 1443' MSL.
Tree 5510' from DER, 363' right of centerline, 1448' MSL.
Tree 5558' from DER, 430' right of centerline, 1451' MSL.
Trees beginning 5517' from DER, 290' right of centerline, up to 1460' MSL.
**Rwy 19,** trees beginning 33' from DER, 321' right of centerline, up to 1262' MSL.
Trees beginning 135' from DER, 475' left of centerline, up to 1298' MSL.
Trees beginning 173' from DER, 326' right of centerline, up to 1266' MSL.
Tree 990' from DER, 652' left of centerline, 1304' MSL.
Tree 1037' from DER, 469' right of centerline, 1274' MSL.

## OAK ISLAND, NC

CAPE FEAR RGNL JETPORT / HOWIE FRANKLIN FLD (SUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

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

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

## ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25APR19 (19115) (FAA)

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

DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 049° to 1000 before turning left.
**Rwy 35,** climb heading 354° to 800 before turning right.

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


SE-2, 03 SEP 2026 to 29 OCT 2026

**OXFORD, NC**

HENDERSON/OXFORD (HNZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**PAGELAND, SC**

PAGELAND (PYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**PELION, SC**

LEXINGTON COUNTY (6J0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**PICKENS, SC**

PICKENS COUNTY (LQK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**PINEHURST/SOUTHERN PINES, NC**

MOORE COUNTY (SOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18AUG16 (16231) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**PLYMOUTH, NC**

PLYMOUTH MUNI (PMZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**POPE AAF (KPOB)**

FORT BRAGG, NC

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 22JAN26 (26022) (USAF)

**Rwy 5,** hdg as assigned by ATC.
**Rwy 23,** hdg as assigned by ATC; requires min climb of 259'/NM to 618.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 15MAY25 (25219) (USAF)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees 1474' from DER, 776' right of centerline, 231' MSL, 40' above DER.
Trees 1651' from DER, 711' left of centerline, 244' MSL, 53' above DER.
Trees 2004' from DER, 995' left of centerline, 285' MSL, 94' above DER.
Trees 2321' from DER, 1000' right of centerline, 253' MSL, 62' above DER.
Trees 3437' from DER, 1311' right of centerline, 290' MSL, 99' above DER.
**Rwy 23,** trees 1250' from DER, 55' left of centerline, 323' MSL, 105' above DER.
Trees 1707' from DER, 504' right of centerline, 283' MSL, 65' above DER.
Trees 2258' from DER, 155' right of centerline, 339' MSL, 121' above DER.
Trees 2639' from DER, 231' left of centerline, 327' MSL, 109' above DER.
Trees 3005' from DER, 158' right of centerline, 360' MSL, 142' above DER.
Trees 3163' from DER, 388' left of centerline, 338' MSL, 120' above DER.
Trees 4002' from DER, 120' right of centerline, 358' MSL, 140' above DER.
Trees 4009' from DER, 130' left of centerline, 360' MSL, 142' above DER.
Trees 5329' from DER, 121' left of centerline, 368' MSL, 150' above DER.

**RAEFORD, NC**

P K AIRPARK (5W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

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





SE-2, 03 SEP 2026 to 29 OCT 2026

**RALEIGH/DURHAM, NC**

RALEIGH-DURHAM INTL (RDU)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 22JUN17 (17173) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 06OCT22 (22279) (FAA)

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

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

TAKEOFF OBSTACLE NOTES:
**Rwy 5L,** lighting 10' from DER, 4' left of centerline, 2' AGL/410' MSL.
Tree 1903' from DER, 986' right of centerline, 467' MSL.
Tree 1926' from DER, 1003' left of centerline, 483' MSL.
Trees beginning 2010' from DER, 912' right of centerline, up to 476' MSL.
Tree 2126' from DER, 1051' left of centerline, 489' MSL.
Trees beginning 3507' from DER, 1269' left of centerline, up to 519' MSL.
Tree 3652' from DER, 1327' left of centerline, 524' MSL.
Trees beginning 3662' from DER, 1372' left of centerline, up to 536' MSL.
Water tower, tank beginning 4044' from DER, 1577' right of centerline, up to 144' AGL/547' MSL.
Tree 5171' from DER, 1748' left of centerline, 541' MSL.
**Rwy 5R,** lighting beginning 1' from DER, 5' left of centerline, up to 1' AGL/432' MSL.
Lighting beginning 1' from DER, 4' right of centerline, up to 1' AGL/432' MSL.
Tree 1215' from DER, 791' right of centerline, 466' MSL.
Tree 1350' from DER, 760' right of centerline, 471' MSL.
Trees beginning 1480' from DER, 846' right of centerline, up to 481' MSL.
**Rwy 14,** lighting 10' from DER, 29' right of centerline, 2' AGL/427' MSL.
Lighting 10' from DER, 29' left of centerline, 2' AGL/427' MSL.
Trees beginning 1160' from DER, 758' right of centerline, up to 499' MSL.
Trees beginning 1397' from DER, 856' left of centerline, up to 539' MSL.
Tree 1489' from DER, 772' right of centerline, 510' MSL.
Trees beginning 1602' from DER, 871' right of centerline, up to 528' MSL.
Tree 2033' from DER, 1044' left of centerline, 544' MSL.
Tree 2130' from DER, 968' right of centerline, 540' MSL.
Trees beginning 2271' from DER, 881' left of centerline, up to 546' MSL.
Tree 2328' from DER, 1013' right of centerline, 555' MSL.
Tree 2485' from DER, 876' right of centerline, 556' MSL.
Tree 2560' from DER, 1101' right of centerline, 563' MSL.
Tree 2751' from DER, 1132' right of centerline, 570' MSL.
Tree 3693' from DER, 391' right of centerline, 572' MSL.
Trees beginning 3913' from DER, 154' left of centerline, up to 568' MSL.
Tree 4055' from DER, 657' right of centerline, 578' MSL.
**Rwy 23L,** lighting 1' from DER, 5' left of centerline, 1' AGL/399' MSL.
Lighting 2' from DER, 5' right of centerline, 1' AGL/399' MSL.
Vegetation 18' from DER, 259' left of centerline, 400' MSL.
Tree 1029' from DER, 757' left of centerline, 431' MSL.
Tree 1361' from DER, 793' left of centerline, 433' MSL.
Tree 1372' from DER, 862' left of centerline, 439' MSL.
Pole 1457' from DER, 878' right of centerline, 105' AGL/452' MSL.
Trees beginning 1469' from DER, 817' left of centerline, up to 451' MSL.
**Rwy 23R,** lighting 10' from DER, 5' right of centerline, 1' AGL/368' MSL.
**Rwy 32,** lighting 9' from DER, 29' left of centerline, 2' AGL/433' MSL.
Lighting 9' from DER, 29' right of centerline, 2' AGL/433' MSL.
Pole 1170' from DER, 618' left of centerline, 55' AGL/485' MSL.
Poles beginning 1186' from DER, 626' left of centerline, up to 54' AGL/486' MSL.
Building 1242' from DER, 753' right of centerline, 38' AGL/473' MSL.
Control tower 2228' from DER, 898' right of centerline, 231' AGL/659' MSL.

**REIDSVILLE, NC**

ROCKINGHAM COUNTY NC SHILOH (SIF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31OCT24 (24305) (FAA)

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

DEPARTURE PROCEDURE:
**Rwy 31,** climb on heading 312° to 1200 before proceeding on course.
**CON'T**


SE-2, 03 SEP 2026 to 29 OCT 2026

## REIDSVILLE, NC (CON'T)

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

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** trees beginning 27' from DER, 284' left of centerline, up to 51' AGL/703' MSL.
Fences beginning 43' from DER, 490' right of centerline, up to 6' AGL/671' MSL.
Fence 180' from DER, 476' right of centerline, 8' AGL/674' MSL.
Trees beginning 194' from DER, 277' left of centerline, up to 43' AGL/704' MSL.
Trees beginning 295' from DER, 292' left of centerline, up to 60' AGL/727' MSL.
Tree, traverse way beginning 311' from DER, 484' right of centerline, up to 71' AGL/738' MSL.
Trees beginning 438' from DER, 2' left of centerline, up to 65' AGL/734' MSL.
Tree, traverse way beginning 530' from DER, 460' right of centerline, up to 81' AGL/750' MSL.
Trees, pole, building beginning 660' from DER, 7' right of centerline, up to 93' AGL/758' MSL.
Trees beginning 1465' from DER, 29' right of centerline, up to 93' AGL/759' MSL.
Trees beginning 1542' from DER, 2' right of centerline, up to 101' AGL/762' MSL.
Trees beginning 1768' from DER, 122' left of centerline, up to 79' AGL/741' MSL.
Tree 1913' from DER, 519' left of centerline, 76' AGL/744' MSL.
Trees beginning 1960' from DER, 76' left of centerline, up to 79' AGL/745' MSL.
Trees beginning 1981' from DER, 21' left of centerline, up to 105' AGL/771' MSL.
**Rwy 31,** tree 37' from DER, 454' right of centerline, 33' AGL/714' MSL.
Terrain 64' from DER, 282' left of centerline, 697' MSL.
Pole 117' from DER, 414' left of centerline, 729' MSL.
Trees beginning 165' from DER, 346' right of centerline, up to 24' AGL/729' MSL.
Trees, fence, traverse way, terrain, buildings beginning 191' from DER, 21' left of centerline, up to 93' AGL/788' MSL.
Trees beginning 324' from DER, 370' right of centerline, up to 52' AGL/736' MSL.
Trees beginning 499' from DER, 217' right of centerline, up to 48' AGL/738' MSL.
Trees beginning 678' from DER, 270' right of centerline, up to 51' AGL/749' MSL.
Tree 806' from DER, 494' right of centerline, 49' AGL/751' MSL.
Trees beginning 852' from DER, 15' right of centerline, up to 57' AGL/755' MSL.
Trees beginning 891' from DER, 84' right of centerline, up to 68' AGL/760' MSL.
Trees, traverse way beginning 1000' from DER, 8' right of centerline, up to 88' AGL/781' MSL.
Trees beginning 1151' from DER, 68' left of centerline, up to 108' AGL/791' MSL.
Trees, traverse way, poles, building beginning 1166' from DER, 1' right of centerline, up to 97' AGL/799' MSL.
Trees, pole beginning 1244' from DER, 25' left of centerline, up to 122' AGL/799' MSL.
Trees, building beginning 1834' from DER, 176' right of centerline, up to 80' AGL/803' MSL.
Trees, building, poles, antenna beginning 1920' from DER, 124' right of centerline, up to 89' AGL/815' MSL.
Trees, buildings, poles, antenna, terrain beginning 2013' from DER, 18' right of centerline, up to 103' AGL/835' MSL.
Trees beginning 2017' from DER, 16' left of centerline, up to 91' AGL/806' MSL.
Trees beginning 2113' from DER, 62' left of centerline, up to 90' AGL/809' MSL.
Trees, terrain beginning 2216' from DER, 10' right of centerline, up to 101' AGL/848' MSL.
Trees, terrain, vegetation beginning 2233' from DER, 2' left of centerline, up to 101' AGL/831' MSL.
Trees beginning 2404' from DER, 4' right of centerline, up to 113' AGL/851' MSL.
Trees, terrain, poles, vegetation, traverse way, sign, buildings beginning 2447' from DER, on and right right of centerline, up to 105' AGL/863' MSL.
Trees, pole beginning 2620' from DER, 6' left of centerline, up to 99' AGL/835' MSL.
Trees, poles, traverse way, building beginning 2687' from DER, 1' left of centerline, up to 102' AGL/844' MSL.
Trees beginning 4097' from DER, 84' left of centerline, up to 97' AGL/846' MSL.
Trees beginning 4120' from DER, 193' left of centerline, up to 96' AGL/848' MSL.
Trees beginning 4130' from DER, 78' left of centerline, up to 104' AGL/849' MSL.
Trees beginning 4145' from DER, 134' left of centerline, up to 111' AGL/850' MSL.
Trees beginning 4151' from DER, 1' left of centerline, up to 101' AGL/851' MSL.
Trees, pole, building beginning 4253' from DER, on centerline, up to 101' AGL/878' MSL.
Trees beginning 4437' from DER, 1' left of centerline, up to 112' AGL/852' MSL.
Trees beginning 5289' from DER, 165' left of centerline, up to 123' AGL/853' MSL.
Trees beginning 5376' from DER, 197' left of centerline, up to 107' AGL/857' MSL.
Trees beginning 5419' from DER, 32' left of centerline, up to 99' AGL/865' MSL.
Trees beginning 5548' from DER, 5' left of centerline, up to 92' AGL/877' MSL.
Trees beginning 5600' from DER, on and left of centerline, up to 79' AGL/879' MSL.
Trees beginning 5626' from DER, 34' left of centerline, up to 85' AGL/888' MSL.
Trees beginning 5641' from DER, 5' left of centerline, up to 87' AGL/894' MSL.
Trees beginning 5654' from DER, 22' left of centerline, up to 91' AGL/900' MSL.
Trees beginning 5737' from DER, 63' left of centerline, up to 84' AGL/906' MSL.
Trees beginning 5826' from DER, 32' left of centerline, up to 89' AGL/910' MSL.
Trees beginning 5865' from DER, 155' left of centerline, up to 110' AGL/928' MSL.
Trees beginning 5966' from DER, 288' left of centerline, up to 90' AGL/941' MSL.
Tree 6066' from DER, 1939' left of centerline, 88' AGL/944' MSL.
Trees beginning 6068' from DER, 373' left of centerline, up to 88' AGL/950' MSL.
Trees beginning 1 NM from DER, 11' left of centerline, up to 91' AGL/965' MSL.
Tree 1.1 NM from DER, 451' right of centerline, 98' AGL/879' MSL.
Trees beginning 1.1 NM from DER, 3' right of centerline, up to 106' AGL/923' MSL.
Trees beginning 1.2 NM from DER, 4' right of centerline, up to 95' AGL/970' MSL.
Trees, poles, building, traverse way beginning 1.2 NM from DER, 112' left of centerline, up to 100' AGL/969' MSL.
Trees, poles beginning 1.3 NM from DER, 7' right of centerline, up to 118' AGL/975' MSL.
Trees beginning 1.3 NM from DER, 1' left of centerline, up to 91' AGL/970' MSL.
Trees, poles beginning 1.4 NM from DER, 10' right of centerline, up to 94' AGL/1004' MSL.
Trees, pole, tank beginning 1.6 NM from DER, 10' right of centerline, up to 101' AGL/1013' MSL.
Tree 1.8 NM from DER, 2909' right of centerline, 102' AGL/977' MSL.


SE-2, 03 SEP 2026 to 29 OCT 2026

**ROANOKE RAPIDS, NC**

HALIFAX/NORTHAMPTON RGNL (IXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**ROCK HILL, SC**

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree 107' from DER, 492' right of centerline, 739' MSL.
Tree 231' from DER, 555' right of centerline, 740' MSL.
Trees beginning 617' from DER, 77' right of centerline, up to 750' MSL.
Trees beginning 2095' from DER, 3' left of centerline, up to 721' MSL.
Trees beginning 2275' from DER, 126' left of centerline, up to 723' MSL.
**Rwy 20,** vegetation 153' from DER, 470' right of centerline, 673' MSL.
Tree 3231' from DER, 41' left of centerline, 749' MSL.

**ROCKINGHAM, NC**

RICHMOND COUNTY (RCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** trees beginning 3' from DER, 442' right of centerline, up to 62' AGL/412' MSL.
Vehicle on road, fence beginning 5' from DER, 178' left of centerline, up to 371' MSL.
Tree, vehicle on road, pole beginning 100' from DER, 5' left of centerline, up to 58' AGL/402' MSL.
Trees beginning 521' from DER, 604' right of centerline, up to 83' AGL/424' MSL.
Trees beginning 927' from DER, 660' left of centerline, up to 70' AGL/418' MSL.
Tree 1054' from DER, 715' right of centerline, 79' AGL/430' MSL.
Tree, crane, pole, catenary wires beginning 1249' from DER, 21' right of centerline, up to 86' AGL/441' MSL.
Tree, pole beginning 1275' from DER, 224' left of centerline, up to 64' AGL/420' MSL.
Trees beginning 2140' from DER, 21' left of centerline, up to 71' AGL/428' MSL.
Tree 2469' from DER, 197' right of centerline, 82' AGL/442' MSL.
Trees beginning 2476' from DER, 159' right of centerline, up to 83' AGL/443' MSL.
Trees beginning 2497' from DER, 128' right of centerline, up to 85' AGL/445' MSL.
Trees beginning 2531' from DER, 219' right of centerline, up to 86' AGL/446' MSL.
Trees beginning 2535' from DER, 74' right of centerline, up to 88' AGL/448' MSL.
Tree 2767' from DER, 216' left of centerline, 68' AGL/430' MSL.
Trees beginning 4081' from DER, 970' left of centerline, up to 95' AGL/466' MSL.
**Rwy 32,** trees beginning 9' from DER, 359' left of centerline, up to 31' AGL/367' MSL.
Tree 33' from DER, 479' right of centerline, 43' AGL/368' MSL.
Tree 41' from DER, 345' right of centerline, 48' AGL/387' MSL.
Trees beginning 86' from DER, 15' left of centerline, up to 31' AGL/379' MSL.
Trees beginning 145' from DER, 2' right of centerline, up to 71' AGL/392' MSL.
Trees beginning 266' from DER, 87' left of centerline, up to 61' AGL/383' MSL.
Trees beginning 328' from DER, 14' left of centerline, up to 63' AGL/391' MSL.
Trees beginning 434' from DER, 2' right of centerline, up to 81' AGL/395' MSL.
Trees beginning 604' from DER, 2' right of centerline, up to 87' AGL/401' MSL.
Trees beginning 772' from DER, 314' left of centerline, up to 100' AGL/397' MSL.
Trees beginning 810' from DER, 12' left of centerline, up to 107' AGL/406' MSL.
Trees beginning 893' from DER, 2' right of centerline, up to 70' AGL/403' MSL.
Trees beginning 1007' from DER, 1' right of centerline, up to 72' AGL/405' MSL.
Trees beginning 1010' from DER, 3' left of centerline, up to 107' AGL/407' MSL.
Trees beginning 1209' from DER, 2' left of centerline, up to 114' AGL/418' MSL.
Trees beginning 1399' from DER, 1' left of centerline, up to 110' AGL/419' MSL.
Trees beginning 1431' from DER, 38' right of centerline, up to 100' AGL/411' MSL.
Trees beginning 1452' from DER, 10' right of centerline, up to 106' AGL/416' MSL.
Trees beginning 1914' from DER, 3' right of centerline, up to 76' AGL/418' MSL.
Tree 2182' from DER, 499' right of centerline, 87' AGL/428' MSL.
Trees beginning 2187' from DER, 515' right of centerline, up to 82' AGL/430' MSL.





SE-2, 03 SEP 2026 to 29 OCT 2026

**ROCKY MOUNT, NC**

ROCKY MOUNT/WILSON RGNL (RWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**ROXBORO, NC**

RALEIGH RGNL AT PERSON COUNTY (TDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**RUTHERFORDTON, NC**

RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 28FEB19 (22195) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 1,** climbing right turn heading 180° to 4000 before proceeding on course.
**Rwy 19,** climb heading 189° to 3600 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** tree, NAVAID beginning 6' from DER, 250' left of centerline, up to 1139' MSL.
Tree 315' from DER, 478' right of centerline, 1151' MSL.
Tree 1985' from DER, 988' right of centerline, 1166' MSL.
**Rwy 19,** tree 28' from DER, 329' left of centerline, 1080' MSL.
Tree 489' from DER, 455' right of centerline, 26' AGL/1088' MSL.

**ST GEORGE, SC**

ST GEORGE (6J2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 3021' from DER, 186' left of centerline, 100' AGL/175' MSL.
**Rwy 23,** tree 1401' from DER, 259' right of centerline, 100' AGL/178' MSL.

**SALISBURY, NC**

MID-CAROLINA RGNL (RUQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20,** 400-2¾ or std w/min climb of 203'/NM to 1300. Alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 20,** climb on a heading between 025° CW to 220° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree 105' from DER, 475' right of centerline, 791' MSL

**Rwy 20,** light poles 24' from DER, 124' left of centerline, 770' MSL.

Trees beginning 154' from DER, 478' right of centerline, up to 800' MSL.

Pole, buildings beginning 459' from DER, 360' left of centerline, up to 796' MSL.

Tree 779' from DER, 569' right of centerline, 813' MSL.

Trees beginning 780' from DER, 267' right of centerline, up to 819' MSL.

Trees beginning 855' from DER, 364' left of centerline, up to 806' MSL.

Tree 984' from DER, 572' right of centerline, 822' MSL.

Trees beginning 1036' from DER, 237' right of centerline, up to 836' MSL.

Tree 1158' from DER, 605' right of centerline, 838' MSL.

Trees beginning 1177' from DER, 58' right of centerline, up to 869' MSL.

Trees beginning 1264' from DER, 278' left of centerline, up to 829' MSL.

Trees beginning 1376' from DER, 441' left of centerline, up to 836' MSL.

Tree 2292' from DER, 950' left of centerline, 843' MSL.

Trees beginning 2312' from DER, 101' left of centerline, up to 854' MSL.

Trees beginning 2586' from DER, 680' left of centerline, up to 860' MSL.

Tree 2853' from DER, 1219' left of centerline, 868' MSL.

Trees beginning 2856' from DER, 47' left of centerline, up to 870' MSL.

Tree 3279' from DER, 87' right of centerline, 878' MSL.

Trees beginning 3320' from DER, 370' right of centerline, up to 887' MSL.

Trees beginning 3354' from DER, 308' left of centerline, up to 875' MSL.

Tree 3695' from DER, 293' left of centerline, 881' MSL.

Trees beginning 3903' from DER, 49' left of centerline, up to 894' MSL.

Trees beginning 3911' from DER, 141' right of centerline, up to 893' MSL.

Trees beginning 4230' from DER, 51' right of centerline, up to 894' MSL.

Trees beginning 4286' from DER, 70' right of centerline, up to 898' MSL.

Tree 4651' from DER, 967' right of centerline, 901' MSL.

Trees beginning 4739' from DER, 116' right of centerline, up to 906' MSL.

Tower 2.2 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

**SALUDA, SC**

SALUDA COUNTY (6J4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL.

Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL.

**Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL.

Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

**SANFORD, NC**

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22195) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

**SEYMOUR JOHNSON AFB (KGSB)**

GOLDSBORO, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (USAF)

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees 3015' from DER, 950' left of centerline, 80' AGL/194' MSL.





SE-2, 03 SEP 2026 to 29 OCT 2026

**SHAW AFB (KSSC)**

SUMTER, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16OCT14 (14289)

TAKEOFF OBSTACLE NOTES:

**Rwy 4R,** terrain 500' left of centerline, at the threshold, 236' MSL.
Surveyed terrain 500' left of centerline, 234' MSL.
**Rwy 22L,** radio tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.
Glideslope antenna 563' from DER, 500' right of centerline, 40' AGL/273' MSL.
Terrain 0' inward of DER, 500' right of centerline, 236' MSL.
**Rwy 22R,** terrain beginning at 255' from DER, 500' right of centerline to 568' right of centerline, up to 246' MSL.
Trees 4651' from DER, 832' right of centerline, 65' AGL/337' MSL.

**SHELBY, NC**

SHELBY-CLEVELAND COUNTY RGNL (EHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 74' from DER, 394' left of centerline, up to 99' AGL/899' MSL.
Trees beginning 2018' from DER, 804' right of centerline, up to 100' AGL/919' MSL.
**Rwy 23,** trees beginning 186' from DER, 148' left of centerline, up to 93' AGL/903' MSL.

**SILER CITY, NC**

SILER CITY MUNI (SCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 300-1¾ or std. w/min. climb of 236' per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 25' from DER, 25' right of centerline, up to 96' AGL/855' MSL.
Poles beginning 158' from DER, 364' left of centerline, up to 34' AGL/643' MSL.
Trees beginning 275' from DER, 3' left of centerline, up to 96' AGL/825' MSL.
**Rwy 22,** trees beginning 8' from DER, 3' left of centerline, up to 77' AGL/736' MSL.
Vehicles on road beginning 86' from DER, 330' right of centerline, up to 15' AGL/612' MSL.
Trees beginning 154' from DER, 5' right of centerline, up to 100' AGL/749' MSL.
Bldg 374' from DER, 466' right of centerline, 20' AGL/619' MSL.
Pole 490' from DER, 357' right of centerline, 26' AGL/625' MSL.
Pole 580' from DER, 481' right of centerline, 18' AGL/617' MSL.
Bldg 591' from DER. 427' right of centerline, 16' AGL/615' MSL.
Pole 769' from DER, 314' right of centerline, 19' AGL/618' MSL.
Pole 1188' from DER, 253' right of centerline, 23' AGL/632' MSL.

**SIMMONS AAF (FORT BRAGG) (KFBG)**

FORT BRAGG, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02OCT25 (25303) (USA)

TAKOFF MINIMUMS:

**Rwy 10,** std w/min climb of 400'/NM to 700.
**Rwy 28,** std w/min climb of 400'/NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** tree 138' from DER, 278' left of centerline, 262' MSL.
Tree 1248' from DER, 414' left of centerline, 268' MSL.
Tree 1625' from DER, 609' left of centerline, 295' MSL.
Tree 2031' from DER, 61' right of centerline, 288' MSL.
Tree 2262' from DER, 466' right of centerline, 300' MSL.
Tree 2323' from DER, 669' right of centerline, 300' MSL.
**Rwy 28,** power pole 679' from DER, 492' left of centerline, 284' MSL.
Tree 752' from DER, 519' left of centerline, 312' MSL.
Railroad 1075' from DER, 1' right of centerline, 270' MSL.
Tree 1626' from DER, 198' left of centerline, 329' MSL.


SE-2, 03 SEP 2026 to 29 OCT 2026

**SMITHFIELD, NC**

JOHNSTON RGNL (JNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 35' from DER, 380' right of centerline, up to 96' AGL/276' MSL.
Terrain 99' from DER, 364' right of centerline, 171' MSL.
Poles beginning 1236' from DER, 30' left and right of centerline, up to 44' AGL/234' MSL.
Trees beginning 2317' from DER, 103' left of centerline, up to 100' AGL/349' MSL.
Building 2610' from DER, 244' left of centerline, 36' AGL/231' MSL.
Tank 2732' from DER, 6' left of centerline, 45' AGL/238' MSL.
Tree 1 NM from DER, 251' right of centerline, 131' AGL/301' MSL.
**Rwy 21,** trees beginning 1' from DER, 338' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 21' from DER, 366' left of centerline, up to 62' AGL/232' MSL.
Terrain 1374' from DER, 589' left of centerline, 187' MSL.
Pole 1409' from DER, 816' left of centerline, 27' AGL/210' MSL.
Tower 2.6 NM from DER, 2887' right of centerline, 378' AGL/613' MSL.

**SPARTANBURG, SC**

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28FEB19 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 622' from DER, 608' left of centerline, up to 830' MSL.
Tree 2352' from DER, 996' left of centerline, 856' MSL.
**Rwy 23,** trees beginning 122' from DER, 444' left of centerline, up to 825' MSL.
Tree 3391' from DER, 1033' right of centerline, 897' MSL.
Tree 3478' from DER, 208' left of centerline, 884' MSL.
Trees beginning 3504' from DER, 360' right of centerline, up to 901' MSL.

**STAR, NC**

MONTGOMERY COUNTY (43A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** tank 6188' from DER, 1619' left of centerline, 145' AGL/793' MSL.
Trees beginning 7' from DER, 169' left of centerline, up to 100' AGL/739' MSL.
Trees beginning 250' from DER, 334' right of centerline, up to 100' AGL/739' MSL.
Power line beginning 123' from DER, 38' right of centerline, 40' AGL/670' MSL.
**Rwy 21,** trees beginning 184' from DER, 407' left of centerline, up to 100' AGL/729' MSL.
Trees beginning 24' from DER, 259' right of centerline, up to 100' AGL/719' MSL.

**STATESVILLE, NC**

STATESVILLE RGNL (SVH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**STATESVILLE, NC (CON'T)**

STATESVILLE RGNL (SVH) (CON'T)

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

**SUMMERVILLE, SC**

SUMMERVILLE (DYB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**SUMTER, SC**

SUMTER (SMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**SYLVA, NC**

JACKSON COUNTY (24A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**SYLVA, NC (CON'T)**

JACKSON COUNTY (24A) (CON'T)

TAKEOFF OBSTACLE NOTES:

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

**TARBORO, NC**

TARBORO-EDGECOMBE (ETC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30DEC21 (21364) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**UNION, SC**

UNION COUNTY, TROY SHELTON FLD (35A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**WADESBORO, NC**

ANSON COUNTY/JEFF CLOUD FLD (AFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** trees beginning 3' from DER, 297' left of centerline, up to 26' AGL/321' MSL.
Tree 62' from DER, 270' right of centerline, 306' MSL.
Terrain 89' from DER, 477' right of centerline, 311' MSL.
Vegetation, terrain, tree beginning 103' from DER, 328' right of centerline, up to 315' MSL.
Trees beginning 331' from DER, 460' left of centerline, up to 350' MSL.
**CON'T**



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## WADESBORO, NC (CON'T)

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

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

## WALLACE, NC

WALLACE-PENDER (ACZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 300-1⅛ or std w/min climb of 239'/NM to 300.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 11' from DER, 442' left of centerline, up to 44' AGL/70' MSL.
Tree 287' from DER, 553' left of centerline, 110' MSL.
Trees beginning 382' from DER, 461' right of centerline, up to 82' MSL.
Tree 473' from DER, 511' left of centerline, 117' MSL.
Trees, transmission line, antenna beginning 552' from DER, 30' left of centerline, up to 121' MSL.
Tree 557' from DER, 538' right of centerline, 101' MSL.
Trees beginning 634' from DER, 269' right of centerline, up to 109' MSL.
Trees beginning 1068' from DER, 223' right of centerline, up to 112' MSL.
Trees beginning 1112' from DER, 46' right of centerline, up to 119' MSL.
Trees beginning 2241' from DER, 29' left of centerline, up to 95' AGL/122' MSL.
Trees beginning 2683' from DER, 25' right of centerline, up to 97' AGL/123' MSL.
Trees beginning 3210' from DER, 795' left of centerline, up to 124' MSL.
Trees beginning 3549' from DER, 51' left of centerline, up to 110' AGL/131' MSL.
Tree 3751' from DER, 1187' right of centerline, 124' MSL.
Antenna 5208' from DER, 1046' left of centerline, 151' AGL/184' MSL.
Tower 5209' from DER, 1052' left of centerline, 150' AGL/182' MSL.
**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

## WALLACE, NC (CON'T)

WALLACE-PENDER (ACZ) (CON'T)

**Rwy 27,** transmission lines, building, traverse way, tree beginning 39' from DER, 10' right of centerline, up to 29' AGL/66' MSL.
Vegetation 114' from DER, 312' left of centerline, 43' MSL.
Trees, transmission line beginning 725' from DER, 39' left of centerline, up to 72' MSL.
Trees beginning 817' from DER, 128' left of centerline, up to 97' MSL.
Trees, poles beginning 942' from DER, 161' left of centerline, up to 100' MSL.
Trees, pole beginning 1217' from DER, 33' left of centerline, up to 101' MSL.
Pole 1382' from DER, 203' right of centerline, 36' AGL/74' MSL.
Trees beginning 1455' from DER, 481' left of centerline, up to 106' MSL.
Trees beginning 1590' from DER, 606' left of centerline, up to 107' MSL.
Trees beginning 1660' from DER, 452' right of centerline, up to 101' MSL.
Trees beginning 1684' from DER, 634' left of centerline, up to 110' MSL.
Trees beginning 1728' from DER, 510' right of centerline, up to 119' MSL.
Trees beginning 1875' from DER, 497' left of centerline, up to 113' MSL.
Trees beginning 1903' from DER, 400' right of centerline, up to 132' MSL.
Trees beginning 2467' from DER, 101' left of centerline, up to 114' MSL.
Trees beginning 2799' from DER, 149' left of centerline, up to 90' AGL/130' MSL.
Tree 3559' from DER, 309' left of centerline, 97' AGL/139' MSL.
Tree 4128' from DER, 1567' left of centerline, 143' MSL.

## WALNUT COVE, NC

MEADOW BROOK FLD (N63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15NOV12 (21252) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16,** 500-3 or std. w/ min. climb of 324' per NM to 2000.
**Rwy 34,** 600-3 w/ min. climb of 229' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 16,** climb heading 166° to 1400 before proceeding on course.
**Rwy 34,** climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Fld airport at or above 2300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

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

## WALTERBORO, SC

LOW COUNTRY RGNL (RBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**WASHINGTON, NC**

WASHINGTON-WARREN (OCW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicles on road 223' from DER, 397' left of centerline, 53' MSL.
Tree 650' from DER, 322' left of centerline, 136' MSL.
Trees beginning 954' from DER, 575' left of centerline, up to 146' MSL.
Tree 1825' from DER, 634' right of centerline, 155' MSL.
**Rwy 17,** trees beginning 19' from DER, 374' right of centerline, up to 108' MSL.
Tree 1774' from DER, 409' left of centerline, 103' MSL.
Tree 1885' from DER, 382' left of centerline, 112' MSL.
Tree 4174' from DER, 1230' left of centerline, 159' MSL.
**Rwy 23,** tree 32' from DER, 474' left of centerline, 63' MSL.
Tree 353' from DER, 391' right of centerline, 60' MSL.
Tree 529' from DER, 408' right of centerline, 61' MSL.
Trees beginning 1455' from DER, 88' left of centerline, up to 77' MSL.
Tree 1698' from DER, 625' left of centerline, 87' MSL.
Tree 1711' from DER, 853' right of centerline, 101' MSL.
Tower 5339' from DER, 580' left of centerline, 157' AGL/170' MSL.
**Rwy 35,** vehicles on road 287' from DER, 393' right of centerline, 51' MSL.
Tree 345' from DER, 437' right of centerline, 121' MSL.
Tree 799' from DER, 420' left of centerline, 106' MSL.
Trees beginning 1206' from DER, 161' left of centerline, up to 145' MSL.
Trees beginning 1622' from DER, 37' left of centerline, up to 148' MSL.
Tree 2134' from DER, 565' right of centerline, 137' MSL.
Tree 2839' from DER, 335' right of centerline, 143' MSL.

**WAXHAW, NC**

JAARS-TOWNSEND (N52)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

**WHITEVILLE, NC**

COLUMBUS COUNTY RGNL (CPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**WILLIAMSTON, NC**

MARTIN COUNTY (MCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 5' from DER, 400' right of centerline, up to 118' MSL.
Tree 748' from DER, 640' left of centerline, 109' MSL.
Trees beginning 819' from DER, 519' left of centerline, up to 114' MSL.
Trees beginning 877' from DER, 384' left of centerline, up to 122' MSL.
Tree 1412' from DER, 530' left of centerline, 127' MSL.
Trees beginning 1600' from DER, 573' right of centerline, up to 127' MSL.
Tree 1940' from DER, 996'left of centerline, 147' MSL.
Tree 1994' from DER, 1017' right of centerline, 129' MSL.
Trees beginning 2017' from DER, 924' left of centerline, up to 149' MSL.
Trees beginning 2023' from DER, 492' right of centerline, up to 152' MSL.
Tree 3058' from DER, 123' left of centerline, 154' MSL.
Trees beginning 3075' from DER, 62' left of centerline, up to 158' MSL.
Trees beginning 3255' from DER, 23' left of centerline, up to 172' MSL.
**CON'T**





SE-2, 03 SEP 2026 to 29 OCT 2026

**WILLIAMSTON, NC (CON'T)**

MARTIN COUNTY (MCZ) (CON'T)

**Rwy 3 (CON'T),** tree 3283' from DER, 15' right of centerline, 169' MSL.
Trees beginning 3443' from DER, 206' left of centerline, up to 174' MSL.
Tree 3787' from DER, 408' right of centerline, 172' MSL.
Trees beginning 3900' from DER, 427' right of centerline, up to 174' MSL.
Tree 4018' from DER, 396' right of centerline, 178' MSL.
**Rwy 21,** tree 3' from DER, 338' right of centerline, 86' MSL.
Tree 37' from DER, 374' left of centerline, 82' MSL.
Tree, traverse way beginning 88' from DER, 157' left of centerline, up to 132' MSL.
Trees beginning 92' from DER, 222' right of centerline, up to 109' MSL.
Tree 148' from DER, 367' right of centerline, 154' MSL.
Trees beginning 171' from DER, 311' right of centerline, up to 157' MSL.
Tree, building, pole beginning 357' from DER, 25' right of centerline, up to 165' MSL.
Trees beginning 1148' from DER, 4' left of centerline, up to 137' MSL.
Trees beginning 2478' from DER, 754' left of centerline, up to 147' MSL.

**WILMINGTON, NC**

WILMINGTON INTL(ILM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAY07 (07130) (FAA)

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

**WILSON, NC**

WILSON INDUSTRIAL AIR CENTER (W03)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

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

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 140' from DER, 425' right of centerline, up to 174' MSL.
Trees beginning 503' from DER, 487' right of centerline, up to 177' MSL.
Vegetation 575' from DER, 577' left of centerline, 176' MSL.
Trees beginning 600' from DER, 534' right of centerline, up to 178' MSL.
Trees beginning 808' from DER, 515' right of centerline, up to 189' MSL.
Tree 908' from DER, 724' left of centerline, 196' MSL.
Trees beginning 1031' from DER, 605' left of centerline, up to 199' MSL.
Trees beginning 1101' from DER, 658' left of centerline, up to 206' MSL.
Trees beginning 1182' from DER, 564' left of centerline, up to 209' MSL.
Tree 1699' from DER, 687' left of centerline, 211' MSL.
Trees beginning 1719' from DER, 568' left of centerline, up to 222' MSL.
Trees beginning 1856' from DER, 619' left of centerline, up to 233' MSL.
Tree 2194' from DER, 1073' right of centerline, 211' MSL.
Tree 2251' from DER, 884' left of centerline, 236' MSL.
Tree 2615' from DER, 1103' left of centerline, 243' MSL.
Tree 2615' from DER, 400' right of centerline, 222' MSL.
Trees beginning 2651' from DER, 549' left of centerline, up to 249' MSL.
**Rwy 9,** tree 9' from DER, 473' left of centerline, 169' MSL.
Tree 17' from DER, 265' left of centerline, 170' MSL.
Trees beginning 50' from DER, 257' left of centerline, up to 173' MSL.
Tree, pole beginning 69' from DER, 70' right of centerline, up to 197' MSL.
Tree 283' from DER, 291' left of centerline, 176' MSL.
Tree 318' from DER, 534' left of centerline, 177' MSL.
Trees beginning 328' from DER, 317' left of centerline, up to 178' MSL.
**CON'T**

## WILSON, NC (CON'T)

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

**Rwy 9 (CON'T),** trees beginning 414' from DER, 90' left of centerline, up to 182' MSL.
Trees beginning 418' from DER, 68' left of centerline, up to 184' MSL.
Trees beginning 490' from DER, 174' left of centerline, up to 185' MSL.
Trees beginning 533' from DER, 9' left of centerline, up to 188' MSL.
Trees beginning 611' from DER, 81' left of centerline, up to 189' MSL.
Trees beginning 670' from DER, 35' left of centerline, up to 195' MSL.
Trees beginning 679' from DER, 35' right of centerline, up to 208' MSL.
Trees beginning 720' from DER, 23' left of centerline, up to 199' MSL.
Tree 863' from DER, 422' left of centerline, 203' MSL.
Trees beginning 872' from DER, 22' left of centerline, up to 215' MSL.
Trees beginning 919' from DER, 126' left of centerline, up to 225' MSL.
Trees beginning 1004' from DER, 60' right of centerline, up to 231' MSL.
Trees beginning 1006' from DER, 30' left of centerline, up to 236' MSL.
Trees beginning 1104' from DER, 12' right of centerline, up to 239' MSL.
Trees beginning 1281' from DER, 113' right of centerline, up to 254' MSL.
Trees beginning 2121' from DER, 527' right of centerline, up to 258' MSL.
**Rwy 15,** trees beginning 4' from DER, 253' right of centerline, up to 178' MSL.
Trees beginning 126' from DER, 466' left of centerline, up to 179' MSL.
Trees beginning 150' from DER, 247' right of centerline, up to 190' MSL.
Trees beginning 179' from DER, 325' left of centerline, up to 188' MSL.
Trees beginning 287' from DER, 304' left of centerline, up to 190' MSL.
Trees beginning 317' from DER, 68' left of centerline, up to 197' MSL.
Trees beginning 463' from DER, 39' left of centerline, up to 200' MSL.
Trees beginning 513' from DER, 19' right of centerline, up to 192' MSL.
Trees beginning 516' from DER, 42' left of centerline, up to 203' MSL.
Trees beginning 552' from DER, 3' right of centerline, up to 202' MSL.
Trees beginning 555' from DER, 2' left of centerline, up to 205' MSL.
Tree 1115' from DER, 434' left of centerline, 206' MSL.
Tree 1310' from DER, 356' left of centerline, 211' MSL.
Tree 2460' from DER, 565' right of centerline, 245' MSL.
Tree 3075' from DER, 642' left of centerline, 258' MSL.
**Rwy 21,** trees beginning 33' from DER, 422' right of centerline, up to 174' MSL.
Trees beginning 98' from DER, 355' right of centerline, up to 192' MSL.
Tree 204' from DER, 523' left of centerline, 178' MSL.
Trees beginning 371' from DER, 448' left of centerline, up to 190' MSL.
Trees beginning 705' from DER, 468' right of centerline, up to 199' MSL.
Trees beginning 924' from DER, 515' right of centerline, up to 207' MSL.
Trees beginning 1214' from DER, 378' left of centerline, up to 195' MSL.
Trees beginning 1269' from DER, 536' right of centerline, up to 213' MSL.
Trees beginning 1316' from DER, 574' left of centerline, up to 196' MSL.
Tree 1420' from DER, 613' left of centerline, 201' MSL.
Trees beginning 1537' from DER, 546' right of centerline, up to 239' MSL.
Trees beginning 1638' from DER, 483' right of centerline, up to 257' MSL.

## WINNSBORO, SC

### FAIRFIELD COUNTY (FDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

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


SE-2, 03 SEP 2026 to 29 OCT 2026

**WINSTON SALEM, NC**

SMITH REYNOLDS (INT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15JAN09 (23166) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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



SE-2, 03 SEP 2026 to 29 OCT 2026

## IFR ALTERNATE AIRPORT MINIMUMS

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

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

**Alternate Minima (ref: 14 CFR 91.169)**

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

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

NAME — ALTERNATE MINIMUMS

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

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

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

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

NAME — ALTERNATE MINIMUMS

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

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

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

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


SE-2, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

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

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

**CAMDEN, SC**
WOODWARD FLD (CDN)…....**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

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

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

**CHARLOTTE, NC**
CHARLOTTE/DOUGLAS
INTL (CLT)……..**ILS or LOC Rwy 1L**[1]
**ILS or LOC Rwy 1R**[1]
**ILS or LOC Rwy 19L**[1]
**ILS or LOC Rwy 36**[1]
**RNAV (GPS) Y Rwy 1L**[2]
**RNAV (GPS) Y Rwy 1R**[2]
**RNAV (GPS) Y Rwy 18**[2]
**RNAV (GPS) Y Rwy 19L**[2]
**RNAV (GPS) Y Rwy 19R**[2]
**RNAV (GPS) Y Rwy 36**[2]
[1]LOC Cat C 800-2¼, Cat D 800-2½.
[2]Cat C 800-2¼, Cat D 800-2½.

NAME ALTERNATE MINIMUMS

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

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

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

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

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

**CONCORD, NC**
CONCORD-PADGETT
RGNL (JQF)..……**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**[1]
Cat C 800-2¼, Cat D 800-2½.
[1]NA when local weather not available.

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


SE-2, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

**GASTONIA, NC**
GASTONIA
MUNI (AKH).....**RNAV (GPS) Rwy 21**
NA when local weather not available.

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

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


SE-2, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

**JACKSONVILLE, NC**
ALBERT J ELLIS (OAJ)..... **ILS or LOC Rwy 5[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
[1]ILS NA when local weather not available; LOC NA.
[2]NA when local weather not available.

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

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

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

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

NAME ALTERNATE MINIMUMS

**KINSTON, NC**
KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)..... **ILS or LOC Rwy 5[12]**
**RNAV (GPS) Rwy 5[3]**
**RNAV (GPS) Rwy 23[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat E 800-2½.
[3]Cat E 800-2½.

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

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

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

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

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

**MANNING, SC**
SANTEE COOPER RGNL (MNI)..... **RNAV (GPS) Rwy 20**
NA when local weather not available.

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

NAME ALTERNATE MINIMUMS

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

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

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

**MONROE, NC**
CHARLOTTE/MONROE EXEC (EQY)..... **ILS or LOC Rwy 5[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
NA when local weather not available.
[1]LOC Cat D 800-2½.
[2]Cat D 800-2½.

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

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

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

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

| NAME | ALTERNATE MINIMUMS |
|---|---|

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

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

**NEWBERRY, SC**
NEWBERRY COUNTY (EOE)
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

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

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

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

| NAME | ALTERNATE MINIMUMS |
|---|---|

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

**ROCK HILL, SC**
ROCK HILL/YORK COUNTY/
BRYANT FLD (UZA)…..……..**ILS or LOC Rwy 2**[1]
**RNAV (GPS) Rwy 2**[2]
**RNAV (GPS) Rwy 20**[2]
NA when local weather not available.
[1]LOC Cat D 800-2¼.
[2]Cat D 800-2¼.

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

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

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

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

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

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

**SHELBY, NC**
SHELBY-CLEVELAND
COUNTY RGNL (EHO)……..…**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

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

| NAME | ALTERNATE MINIMUMS |
|---|---|

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

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

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

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

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

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

## ALBEMARLE, NC

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

### STANLY COUNTY (VUJ)

**RADAR-1** 128.325 307.8 T

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

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

## BEAUFORT, SC

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

### BEAUFORT EXEC (ARW)

**RADAR-1** 125.125 292.125 T A

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

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

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## RADAR INSTRUMENT APPROACH MINIMUMS

# BEAUFORT MCAS (MERRITT FLD) (KNBC)

Beaufort, SC Amdt 8 25DEC25 (25359) (USN) ELEV **37**

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

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 5[2 3] | 3.0°/38/778 | ABCDE | **137**-¼ | 100 | (100-¼) |
| | 23[2 4] | 3.0°/43/818 | ABCDE | **116**-¼ | 100 | (100-¼) |
| | 14[5] | 3.0°/40/766 | ABCDE | **232**-¾ | 200 | (200-¾) |
| | 32[6] | 3.0°/41/785 | ABCDE | **225**-¾ | 200 | (200-¾) |
| PAR W/O GS[1] | 23[7] | | ABCDE | **360**-⅝ | 344 | (400-⅝) |
| | 14 | | ABCDE | **400**-1⅛ | 368 | (400-1⅛) |
| | 5[8] | | ABCDE | **440**-¾ | 363 | (400-¾) |
| | 32 | | ABCDE | **440**-1⅛ | 415 | (500-1⅛) |
| ASR[1] | 23[7] | | AB | **360**-½ | 344 | (400-½) |
| | | | CDE | **360**-⅝ | 344 | (400-⅝) |
| | 14 | | AB | **420**-1 | 388 | (400-1) |
| | | | CDE | **420**-1⅛ | 388 | (400-1⅛) |
| | 5[9] | | AB | **480**-¾ | 443 | (500-¾) |
| | | | CDE | **480**-1 | 443 | (500-1) |
| | 32 | | AB | **500**-1 | 475 | (500-1) |
| | | | CDE | **500**-1⅜ | 475 | (500-1⅜) |
| CIR | 5, 14, 23, 32 | | AB | **560**-1 | 523 | (600-1) |
| | | | C | **580**-1½ | 543 | (600-1½) |
| | | | D | **600**-2 | 563 | (600-2) |
| | | | E | **740**-2½ | 703 | (800-2½) |

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

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

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

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

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

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

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


SE-2, 03 SEP 2026 to 29 OCT 2026

## NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Jacksonville, NC Amdt 5 03SEP26 (26246) (USN) ELEV **26**

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

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 1[1] | 3.0°/46/879 | ABCDE | **124**-¼ | 100 | (100-¼) |
| | 5[2] | 3.0°/37/808 | ABCDE | **126**-½ | 100 | (100-½) |
| | 19[3] | 3.0°/41/759 | ABCDE | **123**-½ | 100 | (100-½) |
| | 23[2] | 3.0°/37/672 | ABCDE | **124**-½ | 100 | (100-½) |
| ASR | 19[4] | | AB | **460**-1 | 437 | (500-1) |
| | | | CDE | **460**-1¼ | 437 | (500-1¼) |
| | 23[5] | | AB | **460**-1 | 436 | (500-1) |
| | | | CDE | **460**-1¼ | 436 | (500-1¼) |
| | 5[6] | | AB | **480**-1 | 454 | (500-1) |
| | | | CDE | **480**-1⅜ | 454 | (500-1⅜) |
| CIR | All Rwys | | AB | **540**-1 | 514 | (600-1) |
| | | | C | **700**-2 | 674 | (700-2) |
| | | | D | **700**-2¼ | 674 | (700-2¼) |
| | | | E | **700**-2½ | 674 | (700-2½) |

[1]When ALS inop, increase vis to ½ mile.
[2]CAUTION: TCH (37') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[3]CAUTION: TCH (41') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[4]Step Down Fix 2 NM from thld, 560 min.
[5]Step Down Fix 2 NM from thld, 640 min.
[6]Step Down Fix 2 NM from thld, 600 min.

23166

## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

23166

26246

## 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* |
|---|---|---|
| CAMP MACKALL, NC | | |
| MACKALL AAF (HFF) | HS 1 | Concurrent fixed-wing, rotary-wing, hot refuel, and parachute pax ops. |
| CHARLESTON, SC | | |
| CHARLESTON AFB/INTL (CHS) | HS 1 | Twy A and Twy F and Rwy 15-33 confusing int. |
| | HS 2 | Maint vigilance when crossing Rwy 21 to Twy A or Twy A1 fr Twy E. |
| CHARLOTTE, NC | | |
| CHARLOTTE/DOUGLAS INTL (CLT) | HS 1 | Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island. |
| | HS 2 | Pilots exiting Rwy 1R-19L on Twy S for either Twy E or Twy F mistakenly turn left on Twy E6 and re-enter the rwy. |
| | HS 3 | Maintain vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36 at Twy C10. |
| COLUMBIA, SC | | |
| COLUMBIA METRO (CAE) | HS 1 | Rwy 23 departures miss the turn from Twy A eastbound to Twy C. |
| | HS 2 | Maintain vigilance due to twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D. |
| FLORENCE, SC | | |
| FLORENCE RGNL (FLO) | HS 1 | Be aware, when taxing eastbound on Twy B3, pilots sometimes miss turn onto Twy B and enter Rwy 01/19 without authorization. |
| GREENSBORO, NC | | |
| PIEDMONT TRIAD INTL (GSO) | HS 1 | Maintain vigilance confusing twy, turn right onto Twy K6, only cargo N of Twy K6. |
| GREENVILLE, SC | | |
| GREENVILLE DOWNTOWN (GMU) | HS 1 | Maint vigilance complex rwy and twy int. |
| RALEIGH/DURHAM, NC | | |
| RALEIGH-DURHAM INTL (RDU) | HS 1 | Maintain vigilance at Rwy 23L-05R and Twy C. Hold short of Rwy 23L-05R until air traffic issues clearance to cross Rwy 23L-05R. |
| WILMINGTON, NC | | |
| WILMINGTON INTL (ILM) | HS 1 | Maintain vigilance confusing int, close proximity to rwy. |

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

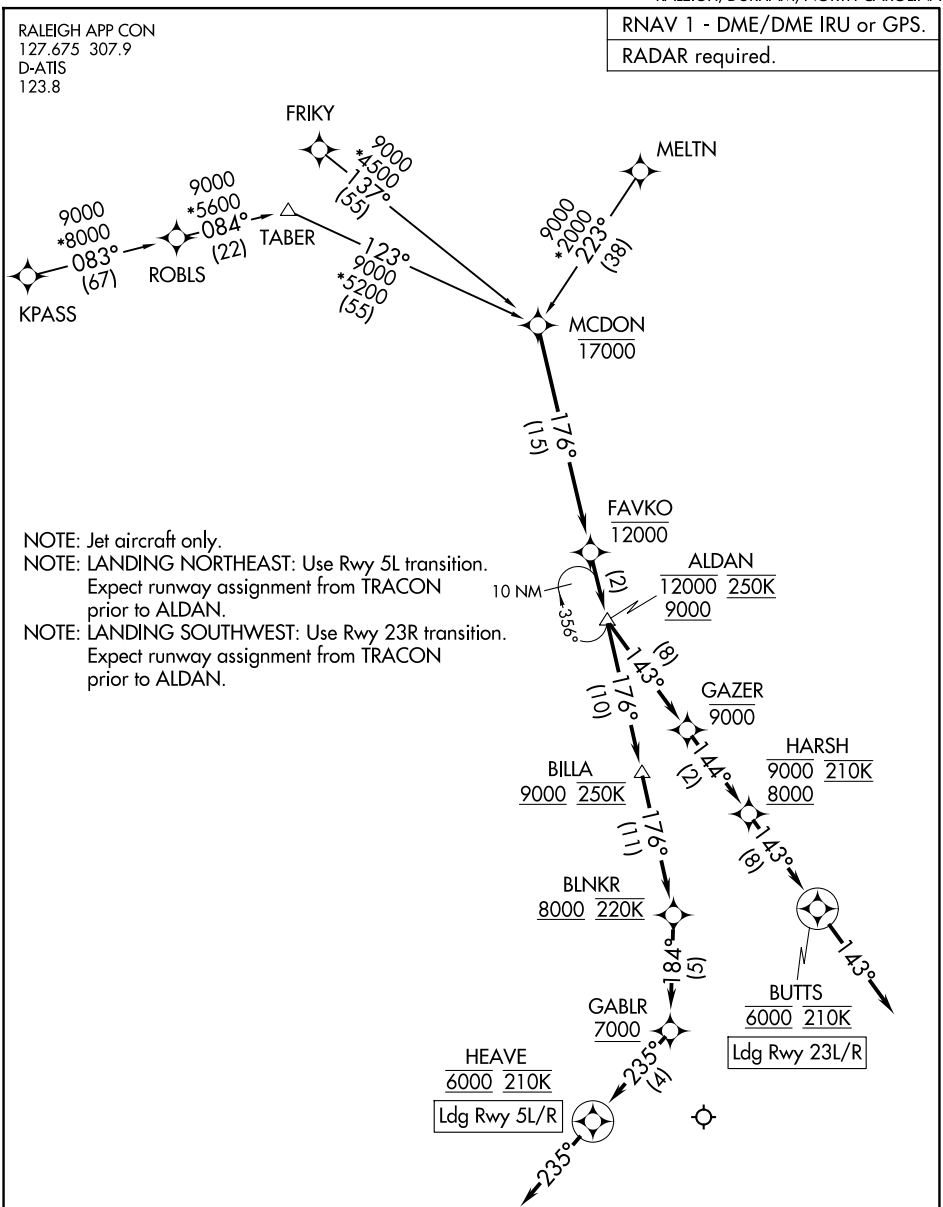
26246





SE-2, 03 SEP 2026 to 29 OCT 2026

# ALDAN FOUR ARRIVAL (RNAV)




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

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

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

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

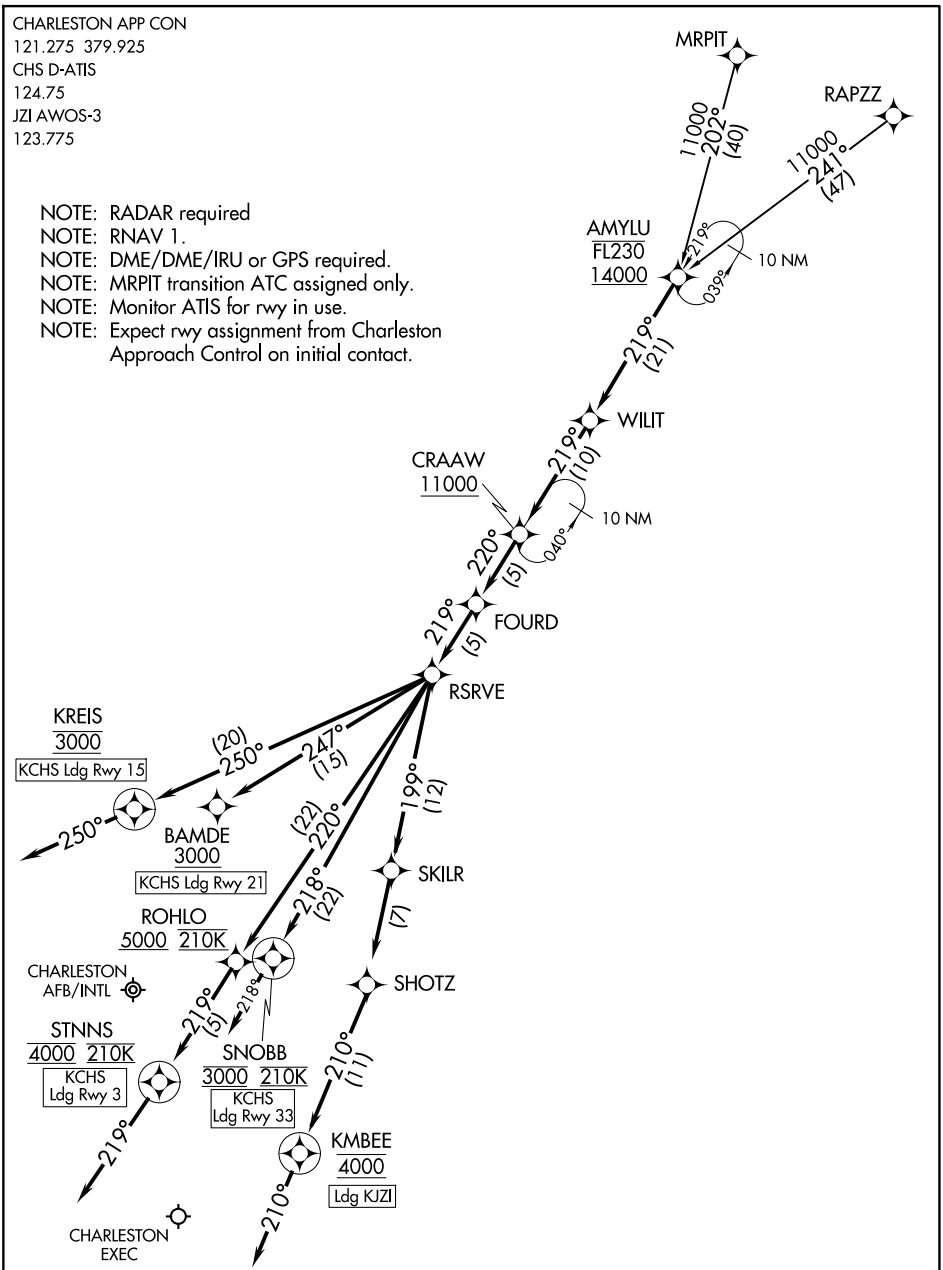
LANDING RUNWAYS 23L/R: From ALDAN on track 143° to cross GAZER at or below 9000, then on track 144° to cross HARSH between 8000 and 9000 and at 210K, then on track 143° to cross BUTTS at 6000 and at 210K, then on track 143°. Expect ILS or RNAV Rwy 23L or Rwy 23R approach.

SE-2, 03 SEP 2026 to 29 OCT 2026

# AMYLU THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA






(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AMYLU THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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


SE-2, 03 SEP 2026 to 29 OCT 2026

# BAGGY THREE ARRIVAL (RNAV)








SE-2, 03 SEP 2026 to 29 OCT 2026

BAGGY THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

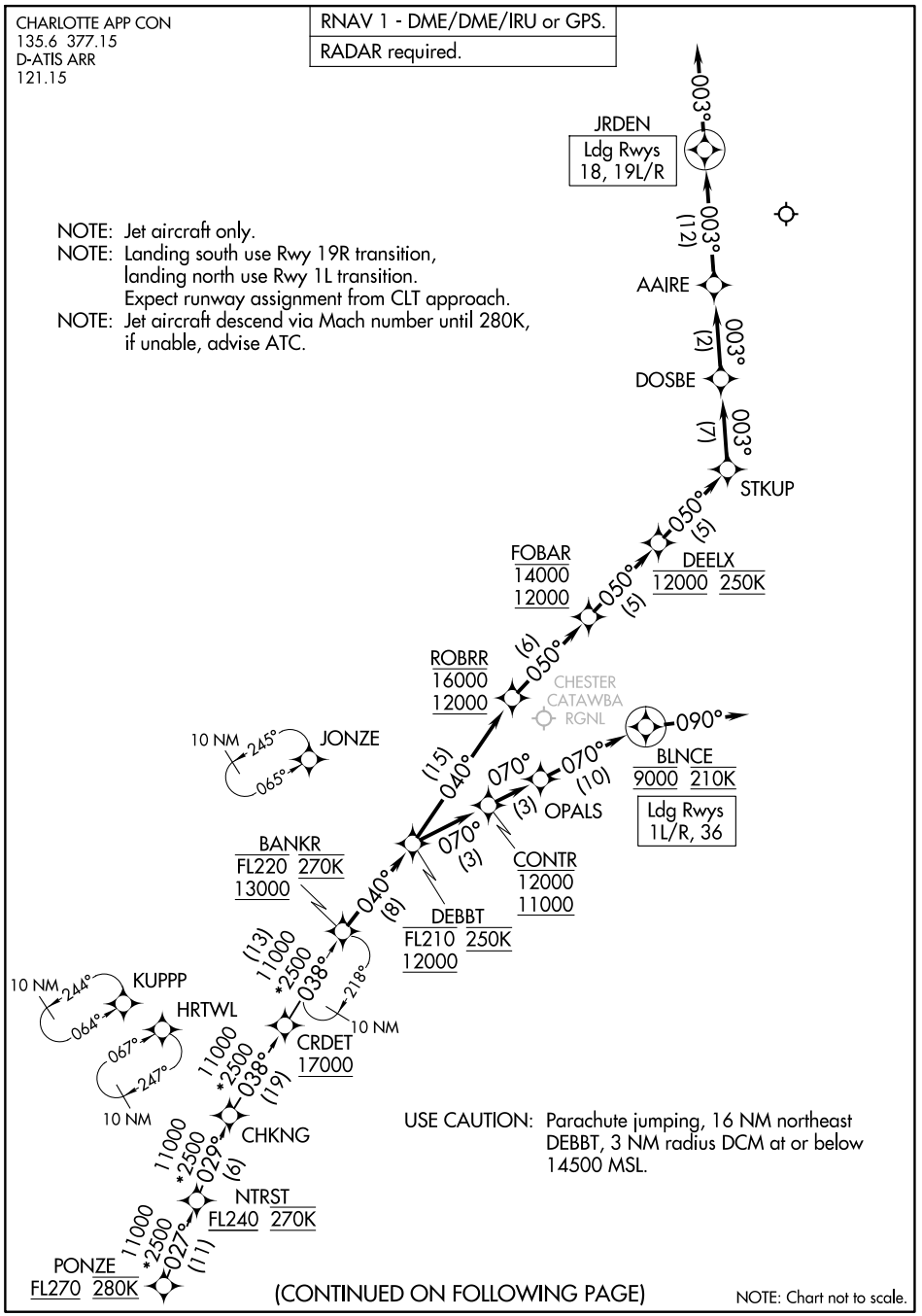
LANDING KCHS RUNWAY 33: From DDENA on track 077° to cross CZSAR at 3000, then on heading 077°. Expect RNAV (RNP) RWY 33 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

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

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

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BANKR EIGHT ARRIVAL (RNAV)




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

PONZE TRANSITION (PONZE.BANKR8)

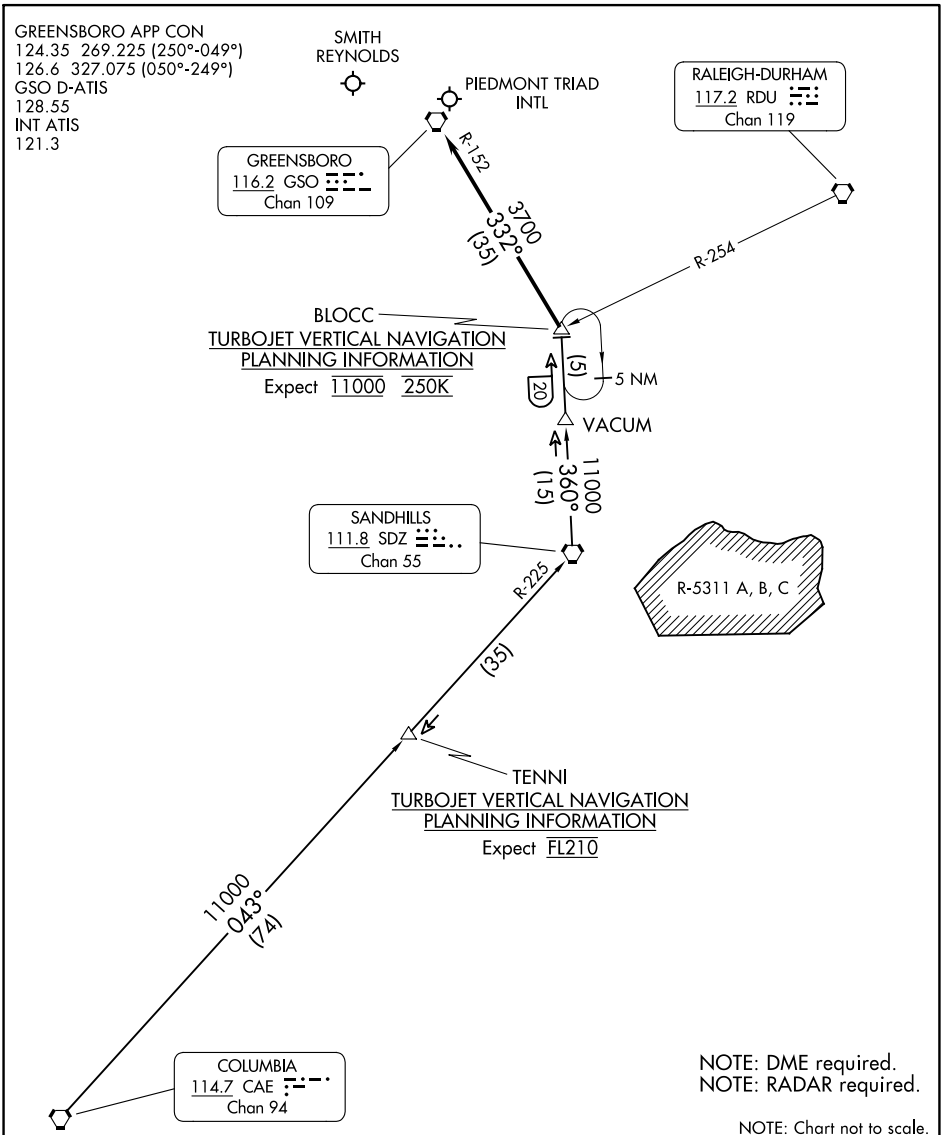
From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING RUNWAYS 1L/R, 36: From DEBBT on track 070° to cross CONTR between 11000 and 12000, then on track 070° to OPALS, then on track 070° to cross BLNCE at 9000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.



SE-2, 03 SEP 2026 to 29 OCT 2026




## ARRIVAL ROUTE DESCRIPTION

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AL-516 (FAA)

(BLOGS.BLOGS3) 21056

# BLOGS THREE ARRIVAL (RNAV)

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

SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH APP CON
124.95 318.2
D-ATIS
123.8

TIBIA
6000 210K

OCHRE
7000

STINT
6000 210K

Ldg Rwys 5L/R

ORLAC
8000 220K

SULIE

AGOLE
8000

CABED
9000
8000

BLOGS
12000 250K
11000

VEJAY

FEEBZ

TILTZ

CHKLZ

GARIC

UNCUT

Ldg Rwys 23L/R

N

10 NM

ARRIVAL ROUTE DESCRIPTION

CHKLZ TRANSITION (CHKLZ.BLOGS3)
FEEBZ TRANSITION (FEEBZ.BLOGS3)
GARIC TRANSITION (GARIC.BLOGS3)
TILTZ TRANSITION (TILTZ.BLOGS3)

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

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

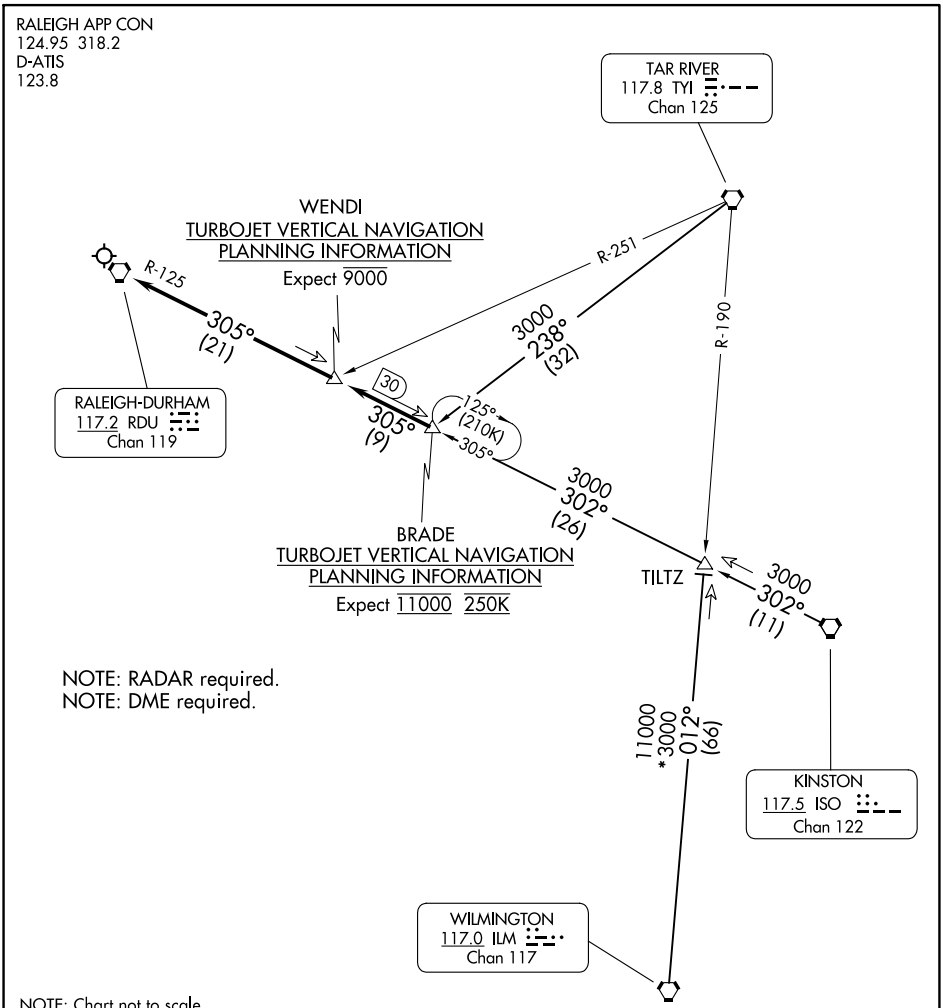
LANDING RUNWAYS 23L/R: From CABED on track 319° to cross AGOLE at or above 8000, then on track 319° to SULIE, then on track 340° to cross TIBIA at 6000 and at 210K, then on track 054° to UNCUT, then on track 054°. Expect RADAR vectors to final approach course.

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

NOTE: Chart not to scale.



BLOGS THREE ARRIVAL (RNAV)
(BLOGS.BLOGS3) 25FEB21
RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)




## ARRIVAL ROUTE DESCRIPTION

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

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

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

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



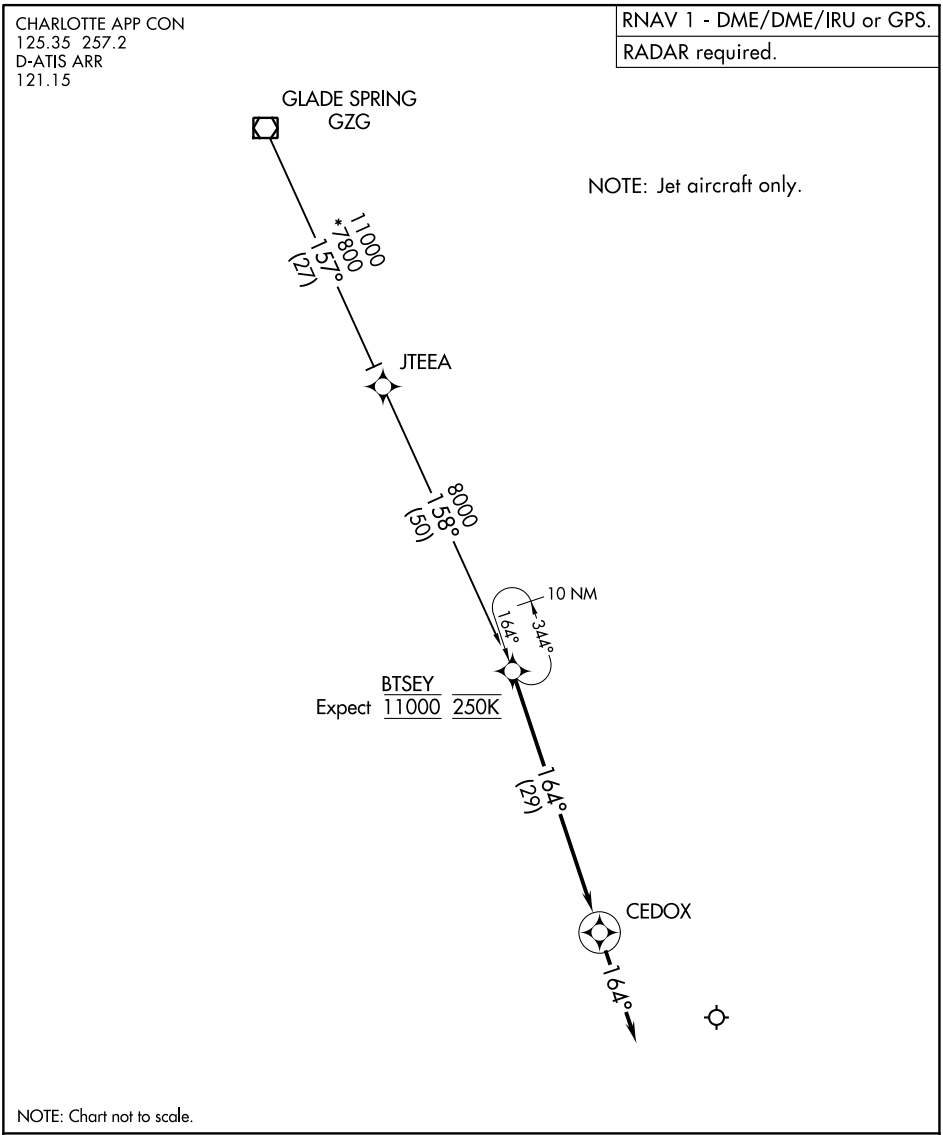
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(BTSEY.BTSEY1) 26246

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

# BTSEY ONE ARRIVAL (RNAV)




## ARRIVAL ROUTE DESCRIPTION

GLADE SPRING TRANSITION (GZG.BTSEY1)

From BTSEY on track 164° to CEDOX, then on track 164°. Expect RADAR vectors to final approach course.

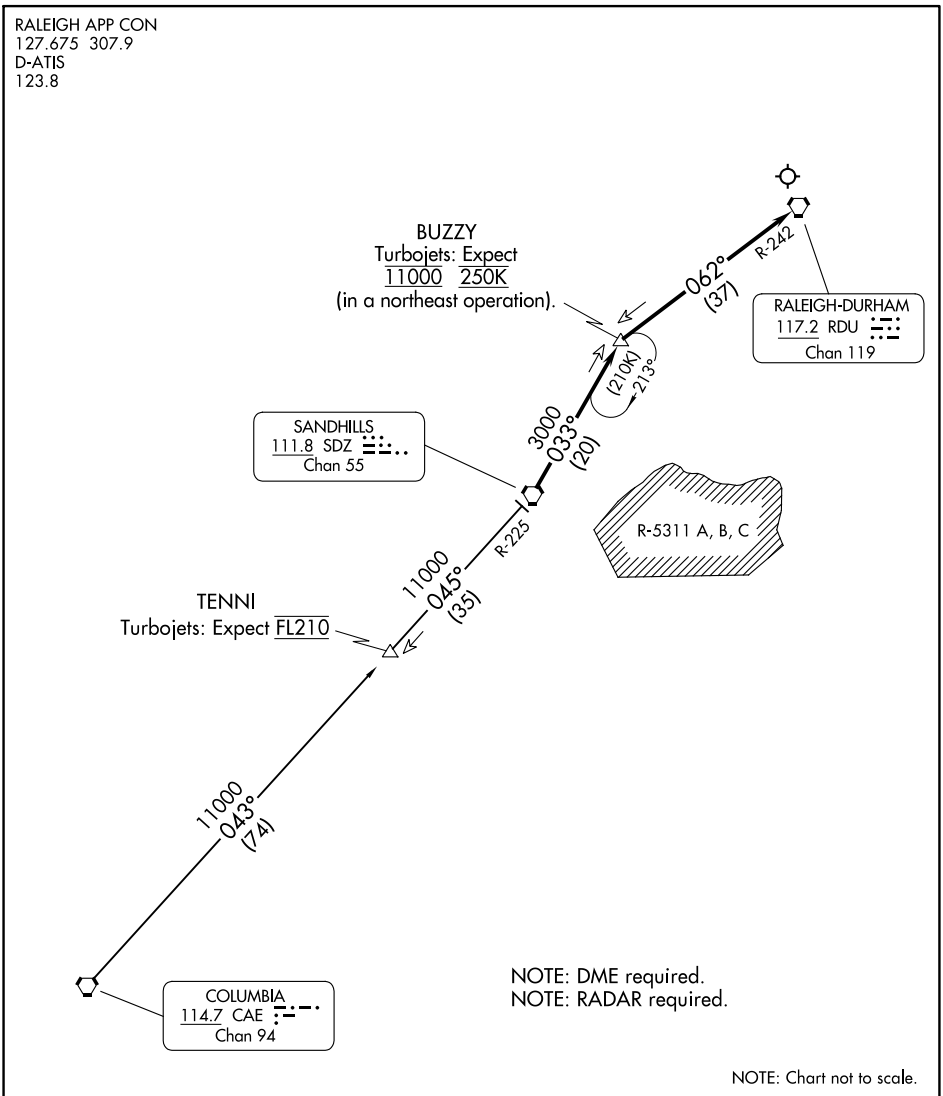
BTSEY ONE ARRIVAL (RNAV)

(BTSEY.BTSEY1) 03SEP26

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026




## ARRIVAL ROUTE DESCRIPTION

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026

(CHSLY.CHSLY9) 26246 AL-78 (FAA)

# CHSLY NINE ARRIVAL (RNAV) Transition Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR
121.15

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

USE CAUTION: Parachute jumping 3 NM south SLPOH, 5 NM radius RUQ, at or below 14500 MSL (SR-SS).

AIROW TRANSITION (AIROW.CHSLY9)
COUPN TRANSITION (COUPN.CHSLY9)
NUUMN TRANSITION (NUUMN.CHSLY9)
SDAIL TRANSITION (SDAIL.CHSLY9)

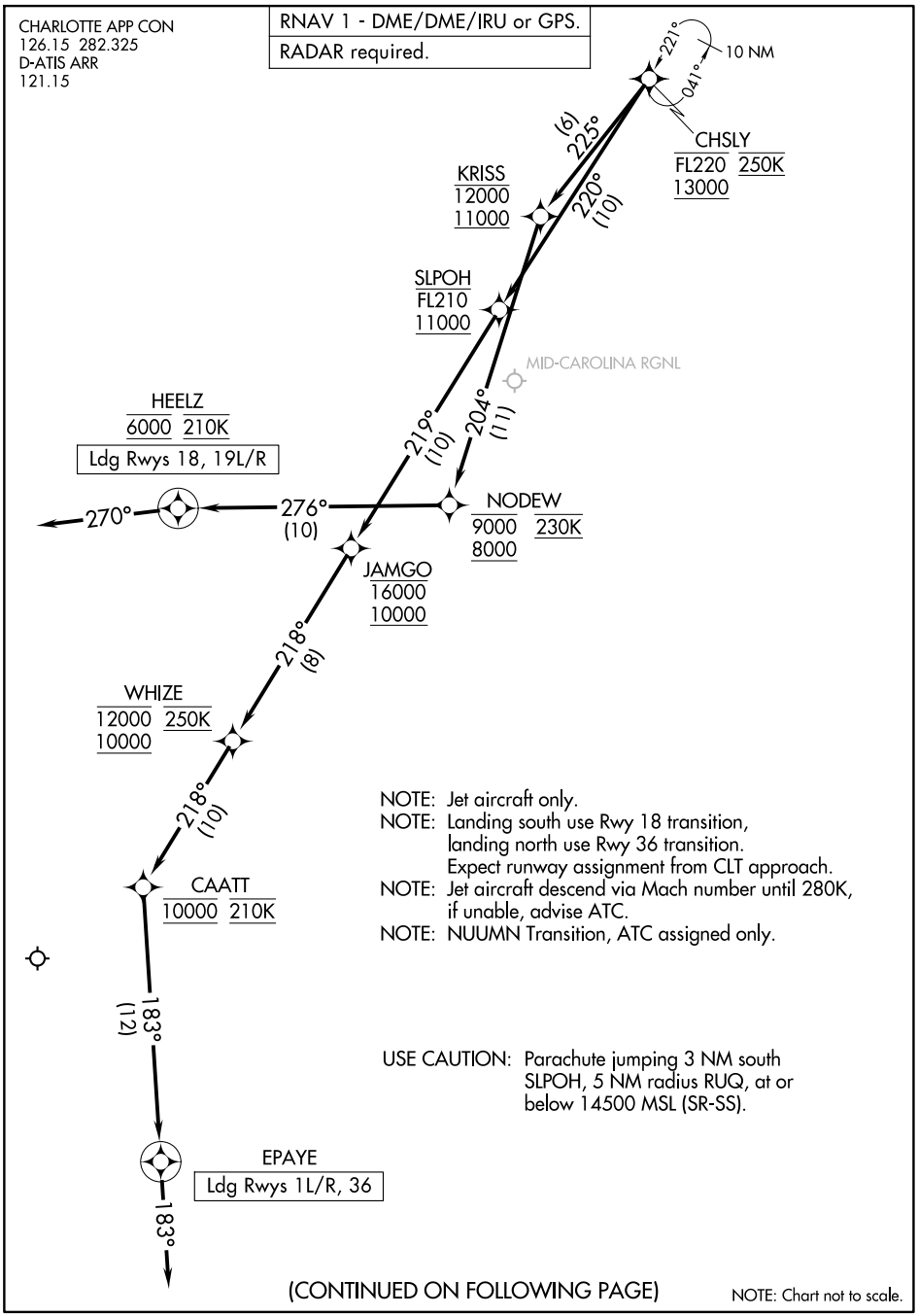
NOTE: Jet aircraft only.
NOTE: Landing south use Rwy 18 transition, landing north use Rwy 36 transition. Expect runway assignment from CLT approach.
NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.
NOTE: NUUMN Transition, ATC assigned only.

AIROW
10 NM 043° 223°
FL180 *4000 223° (17)
BEMOH
FL180 *4000 221° (16)
10 NM 041°
WRLLD
17000 *4000 221° (22)
10 NM 041°
BLUEJ
FL270
15000 *3800 221° (12)
BURRZ
FL270 280K
FL240
13000 *3500 221° (6)
SKLES
FL220 280K
13000 *3500 221° (20)
DENTT
16000 270K
13000 *3400 221° (8)
BOOTS
FL230
13000
13000 *3400 221° (3)
10 NM 041°
CHSLY
FL220 250K
13000
See following page for arrival routes.
259° 13000 *3400 (11)
WLLSH
16000 270K
13000 *3400 265° (19)
SDAIL
FL230 280K
17000
13000 *3400 246° (24)
NUUMN
13000 *3400 272° (6)
SHANZ
15000 *3400 272° (4)
10 NM 091°
FEDOX
16000 *3400 271° (8)
10 NM 087°
PELTS
16000 *3400 267° (63)
ARGAL
COUPN
16000 *3400 247° (65)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 03 SEP 2026 to 29 OCT 2026





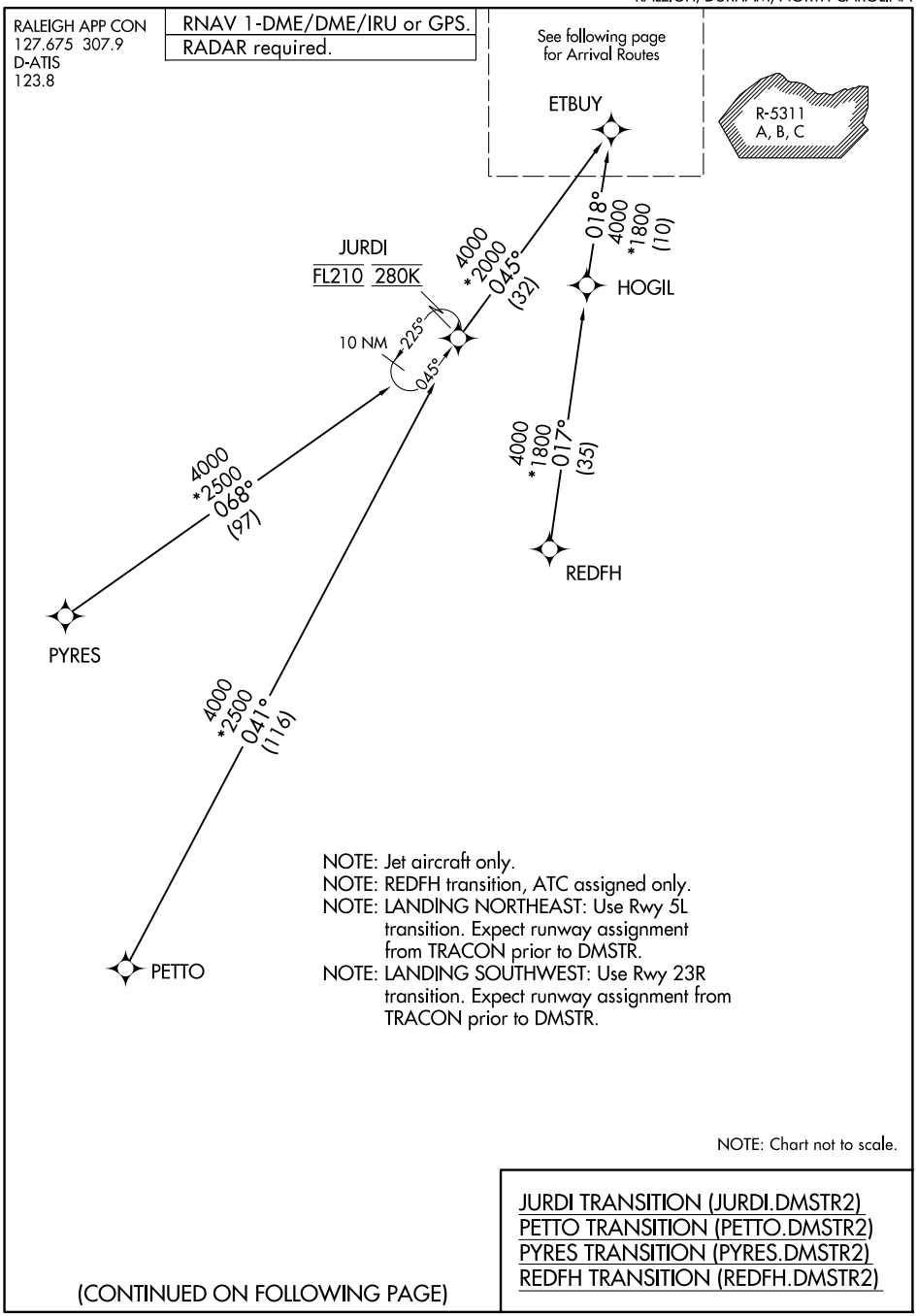

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 1L/R, 36: From CHSLY on track 220° to cross SLPOH between 11000 and FL210, then on track 219° to cross JAMGO between 10000 and 16000, then on track 218° to cross WHIZE between 10000 and 12000 and at 250K, then on track 218° to cross CAATT at 10000 and at 210K, then on track 183° to EPAYE, then on track 183°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From CHSLY on track 225° to cross KRISS between 11000 and 12000, then on track 204° to cross NODEW between 8000 and 9000 and at 230K, then on track 276° to cross HEELZ at 6000 and at 210K, then on track 270°. Expect RADAR vectors to final approach course.


SE-2, 03 SEP 2026 to 29 OCT 2026




(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

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

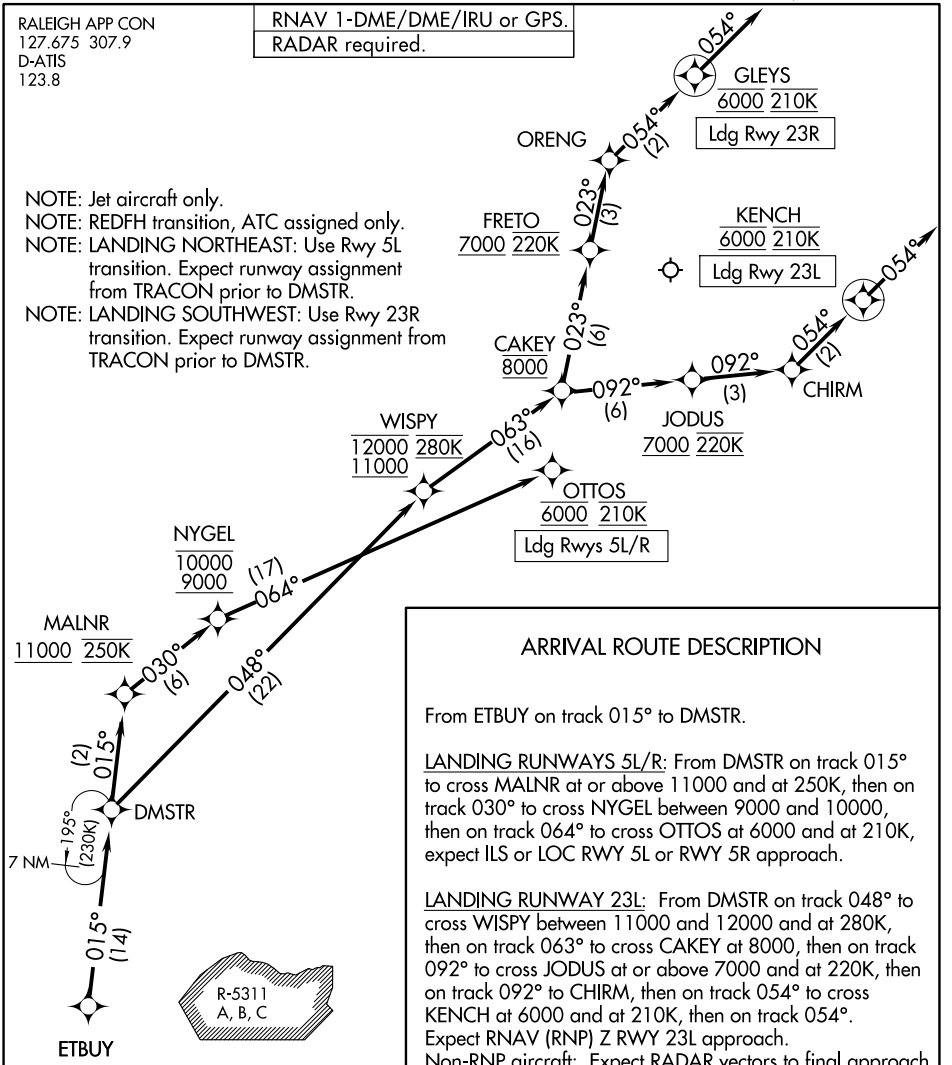
# DMSTR TWO ARRIVAL(RNAV) Arrival Routes

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

RALEIGH APP CON
127.675 307.9
D-ATIS
123.8

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

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




## ARRIVAL ROUTE DESCRIPTION

From ETBUY on track 015° to DMSTR.

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

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

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

NOTE: Chart not to scale.




SE-2, 03 SEP 2026 to 29 OCT 2026

# FILPZ SEVEN ARRIVAL (RNAV)




(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

COMDY TRANSITION (COMDY.FILPZ7)
SKYWA TRANSITION (SKYWA.FILPZ7)
TAZZA TRANSITION (TAZZA.FILPZ7)

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

LANDING RUNWAYS 1L/R, 36: From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250K, then on track 116° to cross INWAL between 11000 and 15000 and at 250K, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 10000 and at 210K, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From FILPZ on track 109° to cross GLAXI between 12000 and 14000 and at 250K, then on track 110° to cross JOBOT at 11000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.


SE-2, 03 SEP 2026 to 29 OCT 2026

# HENBY ONE ARRIVAL (RNAV)

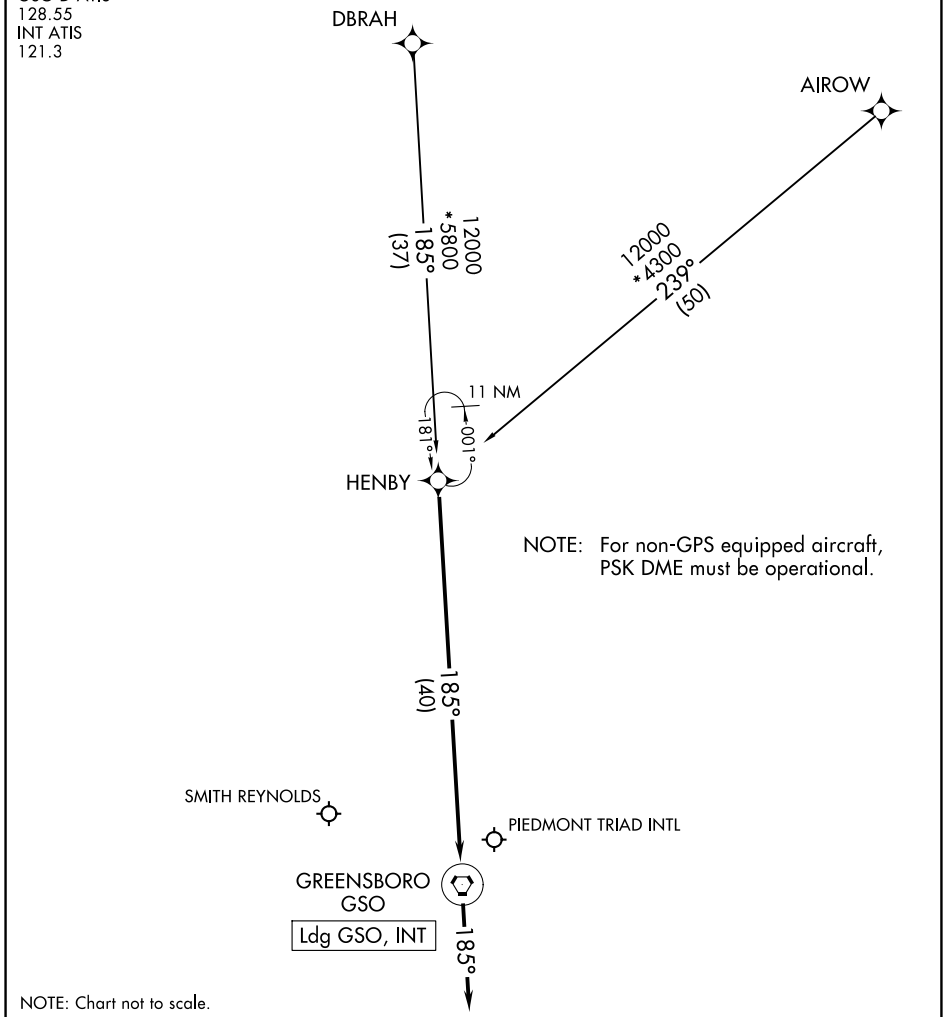
GREENSBORO, NORTH CAROLINA



SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO APP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)
GSO D-ATIS
128.55
INT ATIS
121.3

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




## ARRIVAL ROUTE DESCRIPTION

AIROW TRANSITION (AIROW.HENBY1)
DBRAH TRANSITION (DBRAH.HENBY1)

LANDING ALL AIRPORTS: From HENBY on track 185° to GSO VORTAC, then on track 185°. Expect RADAR vectors to final approach course.

(JONZE.JONZE8) 26246

AL-78 (FAA)

# JONZE EIGHT ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.JONZE8)
CNTLR TRANSITION (CNTLR.JONZE8)

LANDING RUNWAYS 1L/R, 36: From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 10000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 10000 and at 210K, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.


SE-2, 03 SEP 2026 to 29 OCT 2026

# JOOLS FOUR ARRIVAL (RNAV)

(JOOLS.JOOLS4) 03SEP26

CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
135.6 377.15
CLT D-ATIS ARR
121.15
JQF ATIS
133.675

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

USE CAUTION: Parachute jumping 17 NM northeast of CHPTR, 3 NM radius DCM (Chester Catawba Rgnl), at or below 14500 MSL.

N

THRSR
11000 *3300 090° (60)
PENFI
11000 *2300 068° (63)
HRTWL
11000 *2200 067° (13)
ZELLE
11000 *2200 067° (18)
JOOLS
10 NM 247° 067° (10)
CHPTR
067° (4)
041° (17)
WHDRW 4000
050°
KEGGG 4000
070°

10 NM 067° 247°
JEENI
11000 *2300 008° (25)
WANSA
11000 *2300 008° (8)

CLT Ldg Rwys 18, 19L/R
Ldg AKH/EHO/
IPJ/JQF/RUQ

CLT Ldg Rwys 1L/R, 36
Ldg AFP/DCM/EQY/
LKR/N52/UZA/VUJ

LINCOLN COUNTY RGNL
CONCORD-PADGETT RGNL
MID-CAROLINA RGNL
SHELBY-CLEVELAND COUNTY RGNL
GASTONIA MUNI
CHARLOTTE/ DOUGLAS INTL
STANLY COUNTY
ROCK HILL/YORK COUNTY/ BRYANT FLD
ANSON COUNTY/ JEFF CLOUD FLD
CHESTER CATAWBA RGNL
CHARLOTTE/MONROE EXEC
JAARS-TOWNSEND
LANCASTER COUNTY-MC WHIRTER FLD

## ARRIVAL ROUTE DESCRIPTION

THRSR TRANSITION (THRSR.JOOLS4)
WANSA TRANSITION (WANSA.JOOLS4)

CLT: From JOOLS on track 067° to CHPTR.
LANDING RUNWAYS 1L/R, 36: From CHPTR on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 18, 19L/R: From CHPTR on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.
LANDING DCM/EQY/UZA/AFP/N52/VUJ/LKR: From JOOLS on track 067° to CHPTR, then on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.
LANDING AKH/RUQ/EHO/JQF/IPJ: From JOOLS on track 067° to CHPTR, then on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

JOOLS FOUR ARRIVAL (RNAV)

(JOOLS.JOOLS4) 26246

CHARLOTTE, NORTH CAROLINA

Z24

AL-78 (FAA)

# JUNNR FOUR ARRIVAL (RNAV)

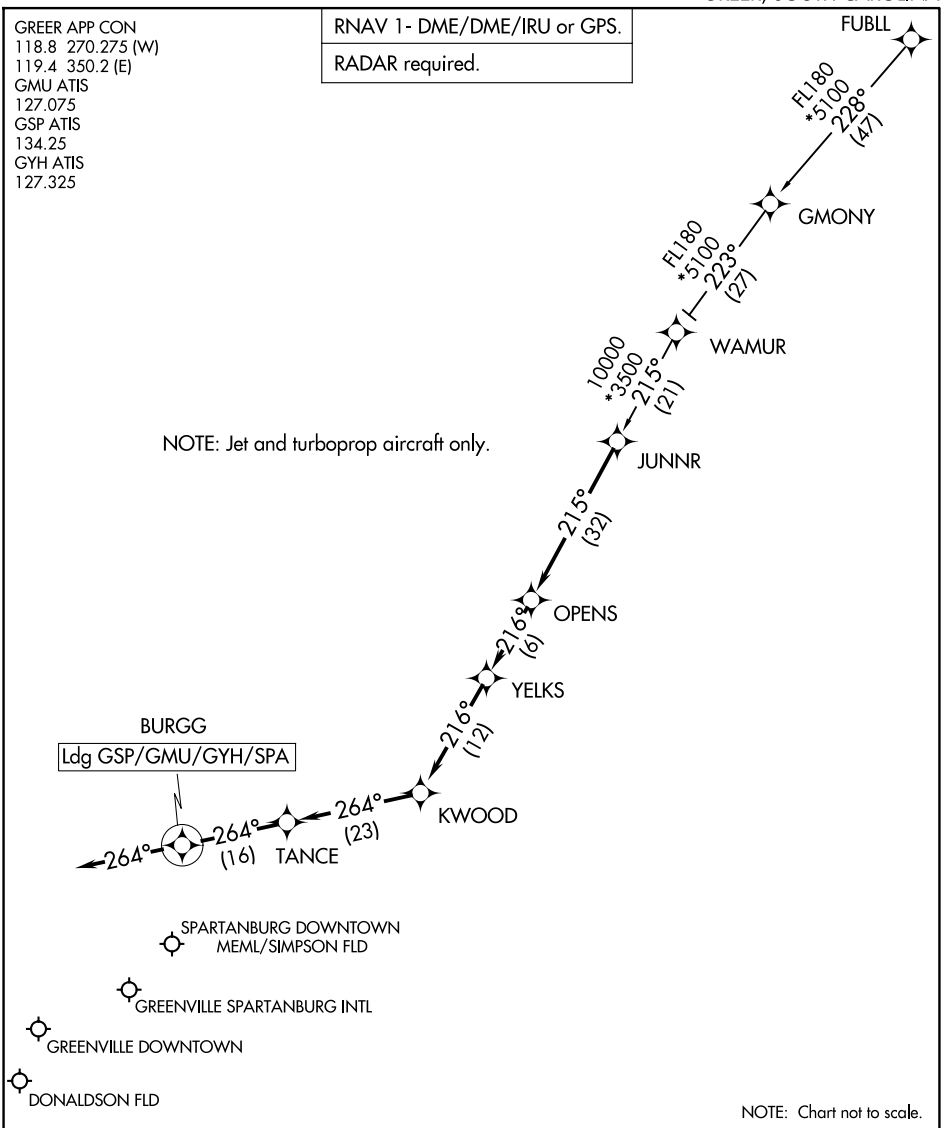
GREER, SOUTH CAROLINA



SE-2, 03 SEP 2026 to 29 OCT 2026

GREER APP CON
118.8 270.275 (W)
119.4 350.2 (E)
GMU ATIS
127.075
GSP ATIS
134.25
GYH ATIS
127.325

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




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FUBLL TRANSITION (FUBLL.JUNNR4)

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

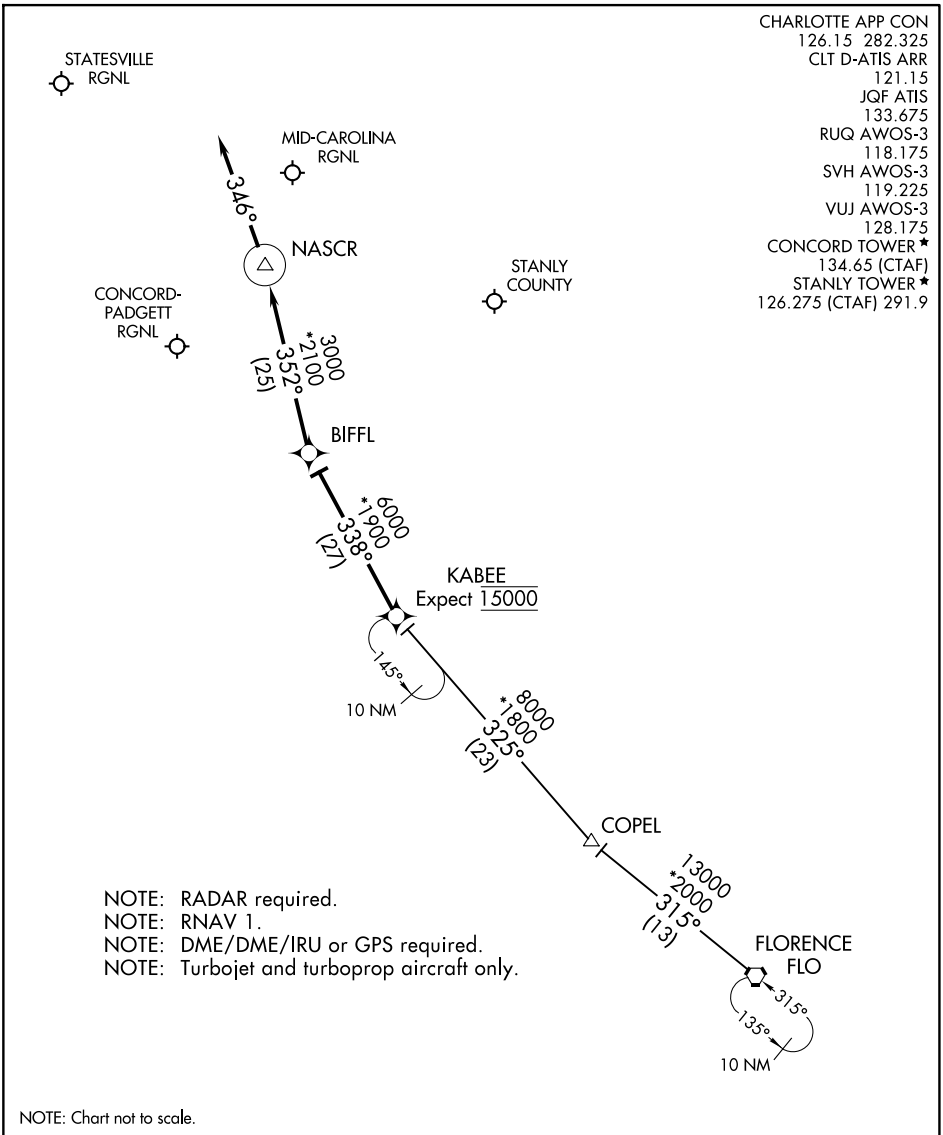
JUNNR FOUR ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

(KABEE.KABEE3) 25051 AL-9155 (FAA)

# KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.KABEE3)

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

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

(KABEE.KABEE3) 03JAN19

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# LIINN ONE ARRIVAL (RNAV)

(LIINN.LIINN1) 03SEP26

CHARLOTTE, NORTH CAROLINA

Z27

LIINN ONE ARRIVAL (RNAV)

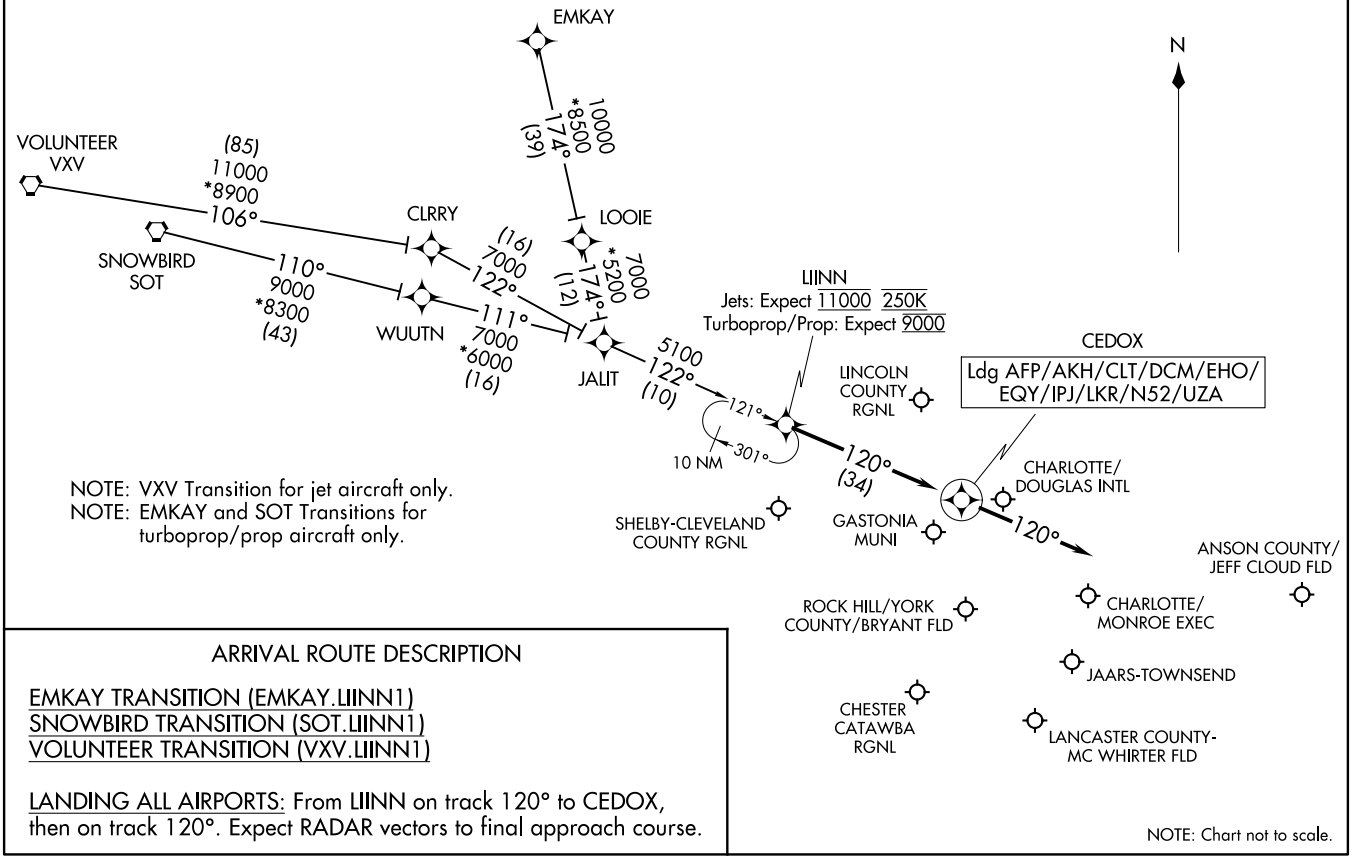
(LIINN.LIINN1) 26246

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

CHARLOTTE APP CON
125.35 257.2
CLT D-ATIS ARR
121.15

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




NOTE: VXV Transition for jet aircraft only.
NOTE: EMKAY and SOT Transitions for turboprop/prop aircraft only.

## ARRIVAL ROUTE DESCRIPTION

EMKAY TRANSITION (EMKAY.LIINN1)
SNOWBIRD TRANSITION (SOT.LIINN1)
VOLUNTEER TRANSITION (VXV.LIINN1)

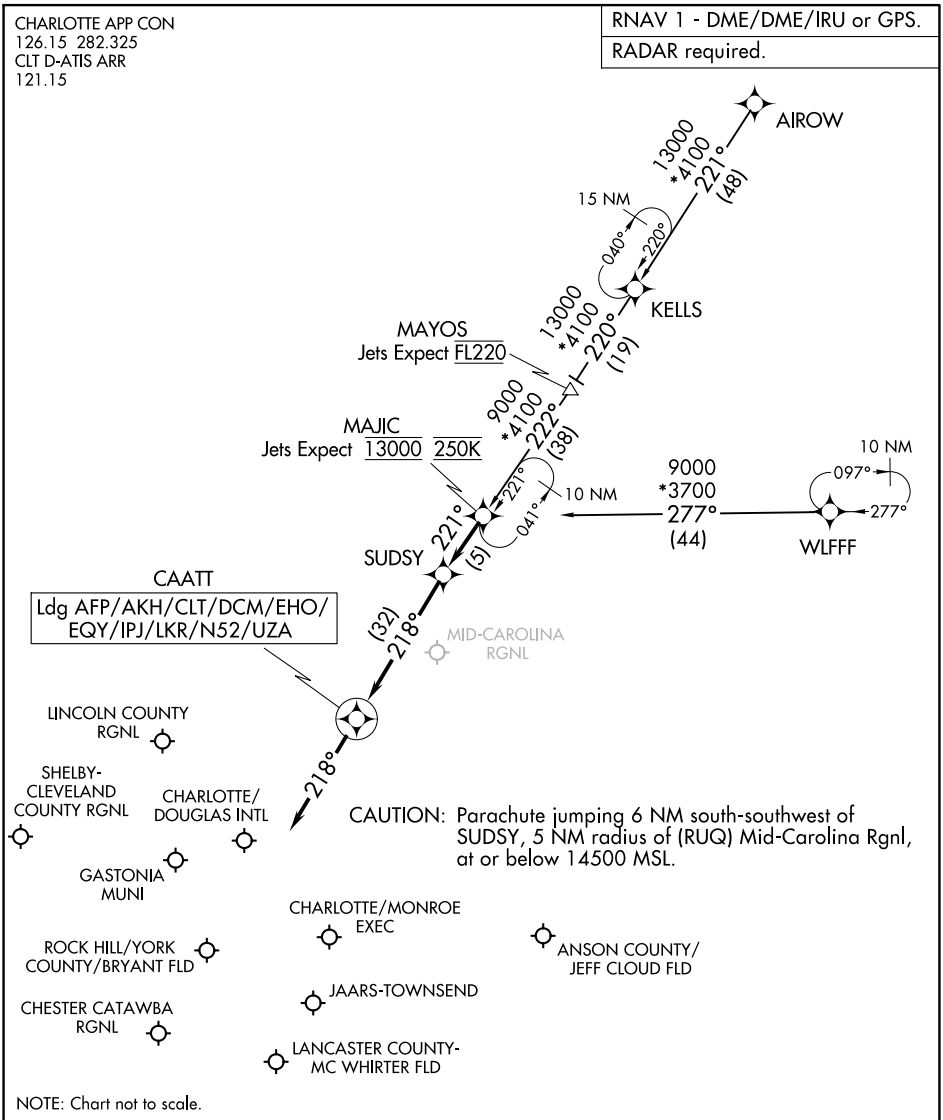
LANDING ALL AIRPORTS: From LIINN on track 120° to CEDOX, then on track 120°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

(MAJIC.MAJIC1) 26246 AL-78 (FAA)

# MAJIC ONE ARRIVAL (RNAV)

CHARLOTTE, NORTH CAROLINA



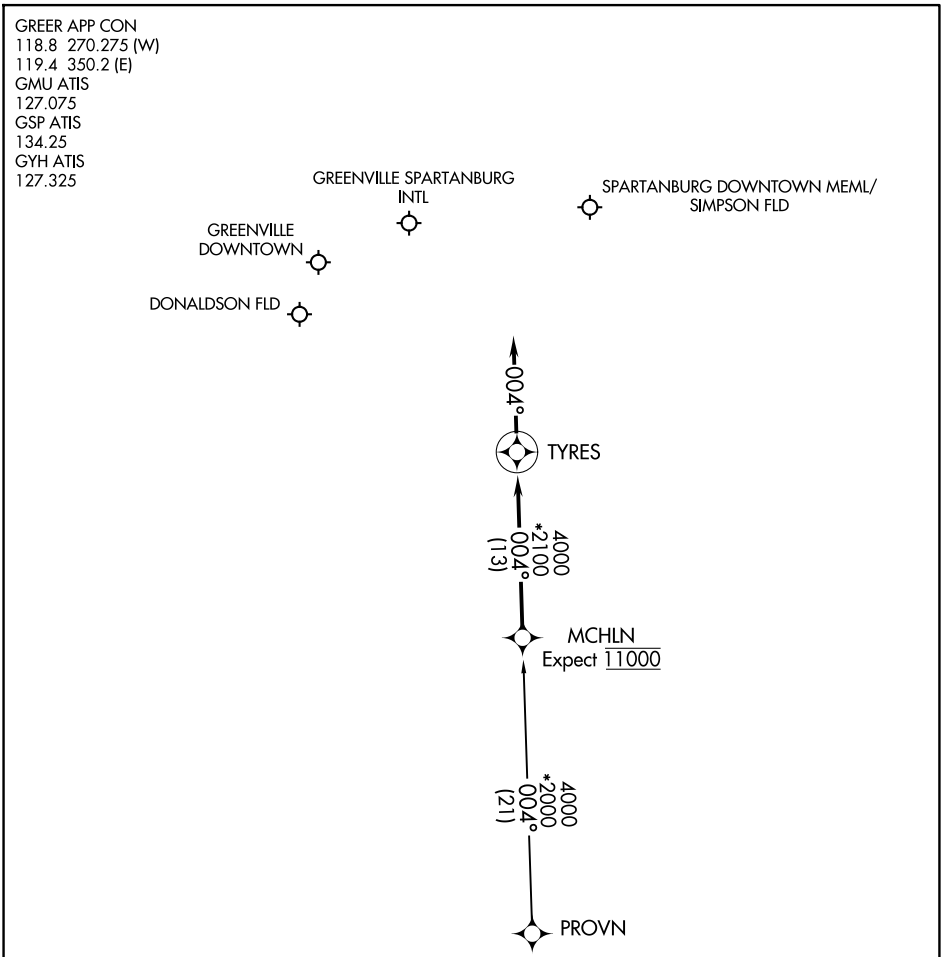

## ARRIVAL ROUTE DESCRIPTION

AIROW TRANSITION (AIROW.MAJIC1)
WLFFF TRANSITION (WLFFF.MAJIC1)

LANDING ALL AIRPORTS: From MAJIC on track 221° to SUDSY, then on track 218° to CAATT, then on track 218°. Expect RADAR vectors to final approach course.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026




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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PROVN TRANSITION (PROVN.MCHLN2)

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# MLLET SIX ARRIVAL (RNAV)

(RYFLE.MLLET6) 03SEP26

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

(RYFLE.MLLET6) 26246

MLLET SIX ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

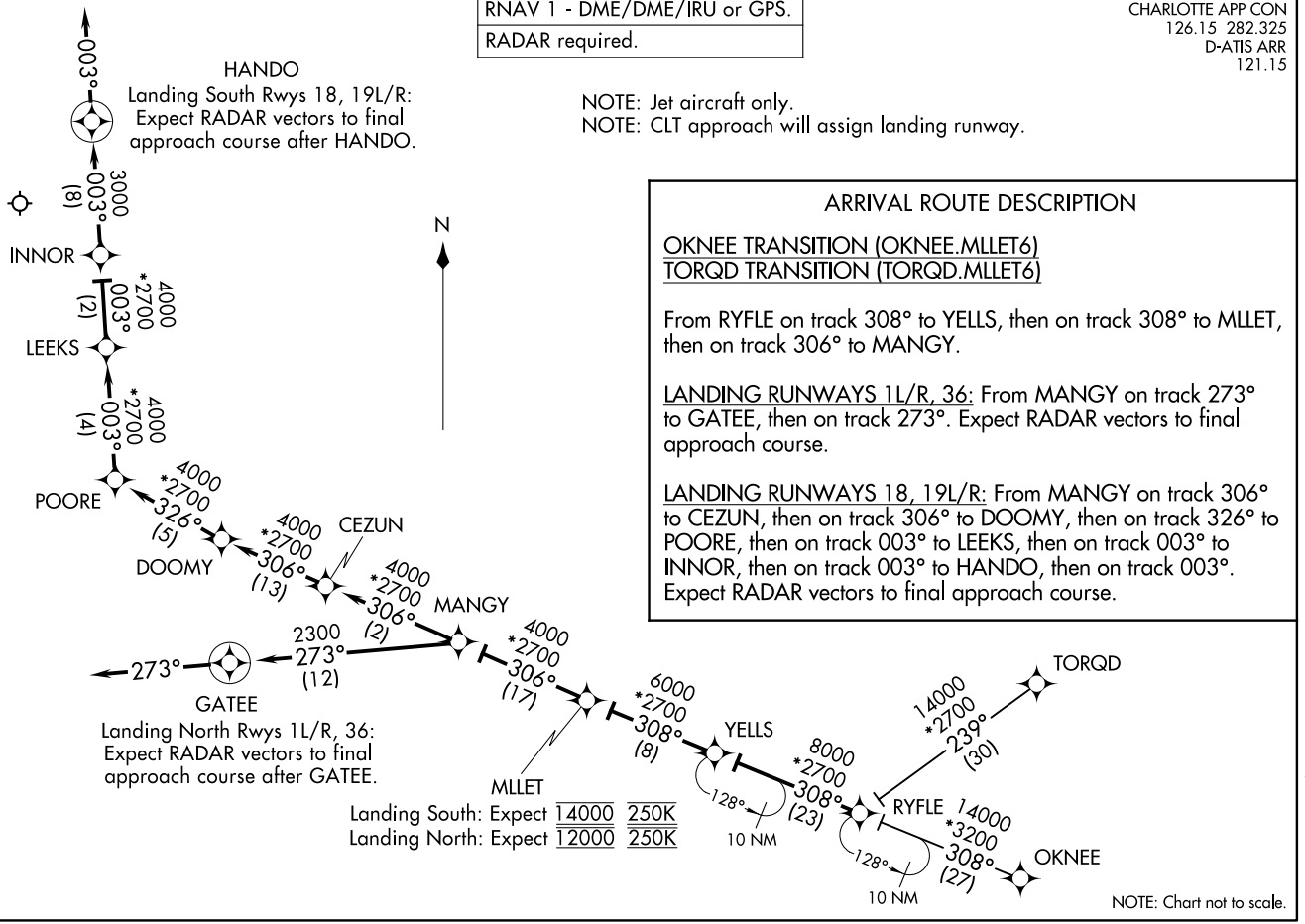
Z30

AL-78 (FAA)

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

CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR
121.15

NOTE: Jet aircraft only.
NOTE: CLT approach will assign landing runway.




## ARRIVAL ROUTE DESCRIPTION

OKNEE TRANSITION (OKNEE.MLLET6)
TORQD TRANSITION (TORQD.MLLET6)

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

LANDING RUNWAYS 1L/R, 36: From MANGY on track 273° to GATEE, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.

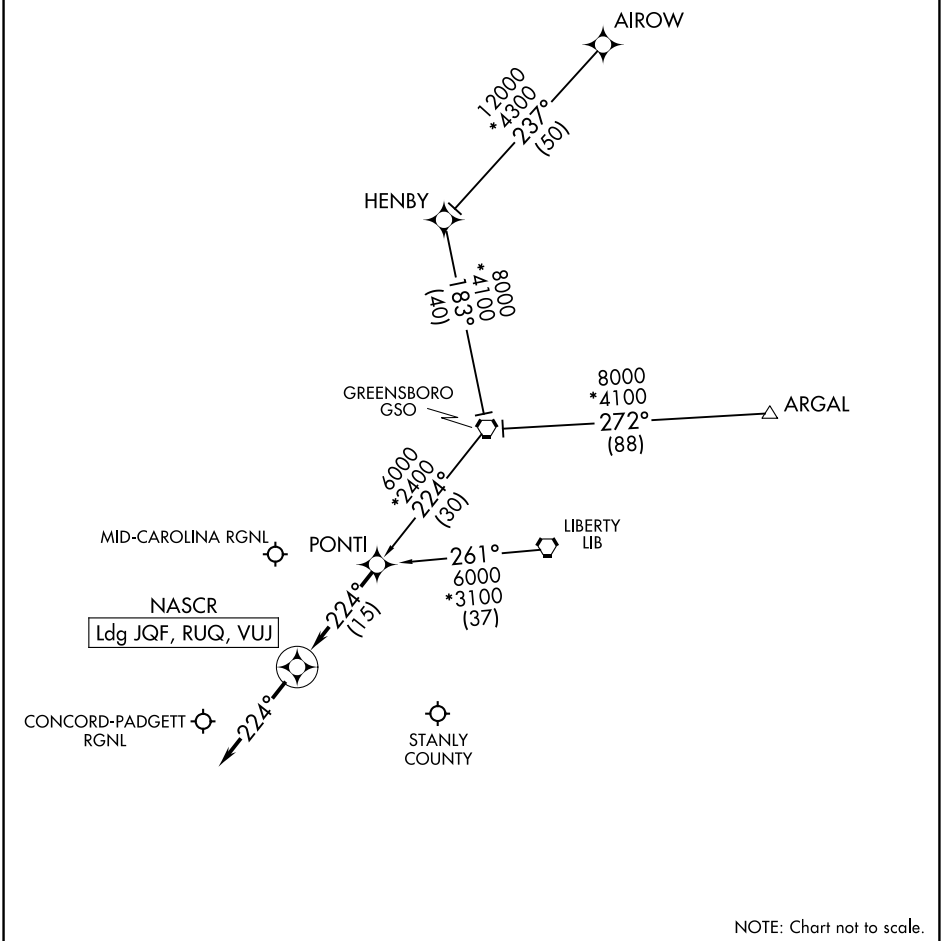
NOTE: Chart not to scale.

# NASCR ONE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

CHARLOTTE APP CON
128.325
JQF ATIS
133.675

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




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(TRTLS.OSPRI7) 23110

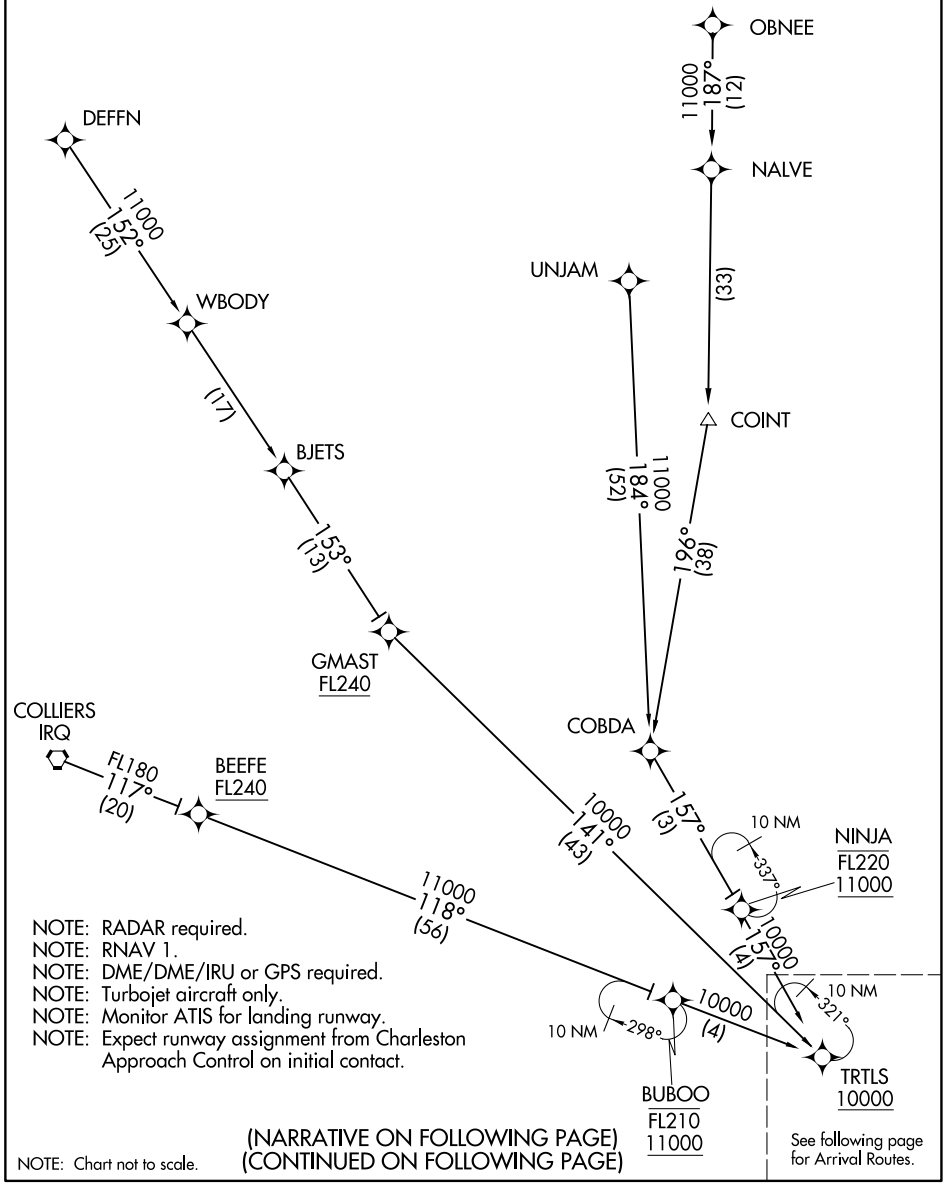
# OSPRI SEVEN ARRIVAL (RNAV) Transition Routes

CHARLESTON, SOUTH CAROLINA



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

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




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

NOTE: Chart not to scale.

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

See following page for Arrival Routes.

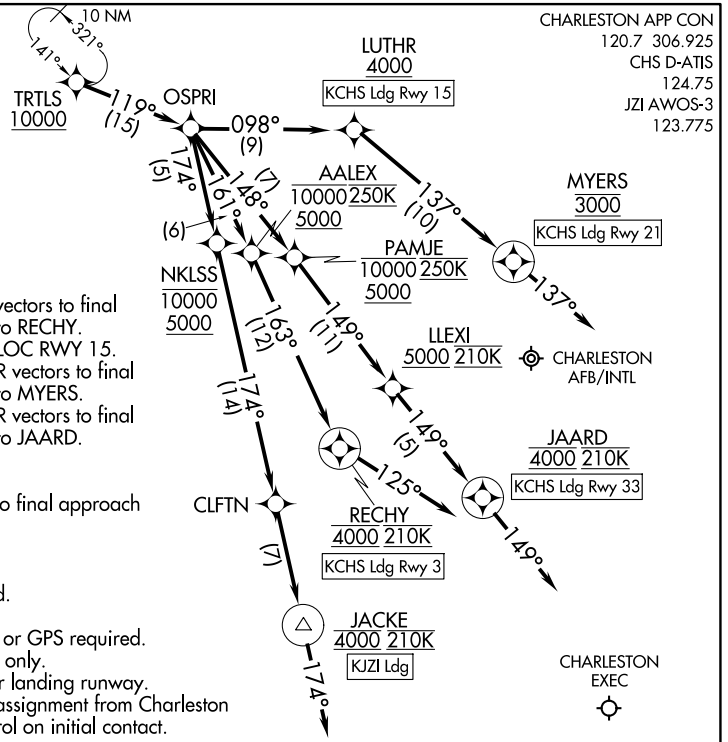
OSPRI SEVEN ARRIVAL (RNAV) Transition Routes
CHARLESTON, SOUTH CAROLINA



SE-2, 03 SEP 2026 to 29 OCT 2026

# OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA




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

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

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

## ARRIVAL ROUTE DESCRIPTION

KCHS: From TRTLS on track 119° to OSPRI.

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

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

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA



SE-2, 03 SEP 2026 to 29 OCT 2026

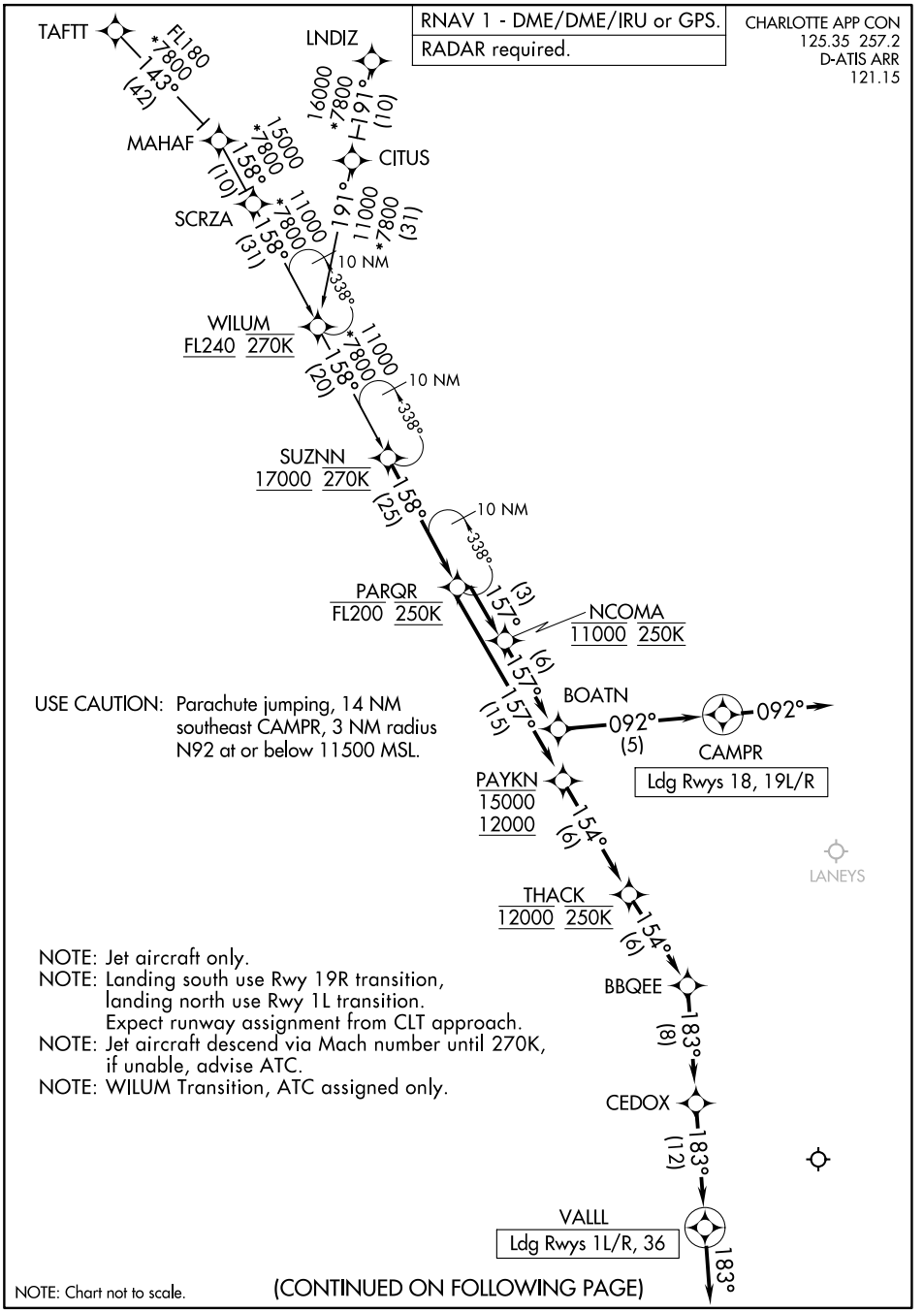
SE-2, 03 SEP 2026 to 29 OCT 2026

(SUZNN.PARQR7) 26246

AL-78 (FAA)

# PARQR SEVEN ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




(CONTINUED ON FOLLOWING PAGE)

PARQR SEVEN ARRIVAL (RNAV)
(SUZNN.PARQR7) 03SEP26
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



SE-2, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

LNDIZ TRANSITION (LNDIZ.PARQR7)
TAFTT TRANSITION (TAFTT.PARQR7)
WILUM TRANSITION (WILUM.PARQR7)

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

LANDING RUNWAYS 1L/R, 36: From PARQR on track 157° to cross PAYKN between 12000 and 15000, then on track 154° to cross THACK at 12000 and at 250K, then on track 154° to BBQEE, then on track 183° to CEDOX, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From PARQR on track 157° to cross NCOMA at 11000 and at 250K, then on track 157° to BOATN, then on track 092° to CAMPR, then on track 092°. Expect RADAR vectors to final approach course.


SE-2, 03 SEP 2026 to 29 OCT 2026

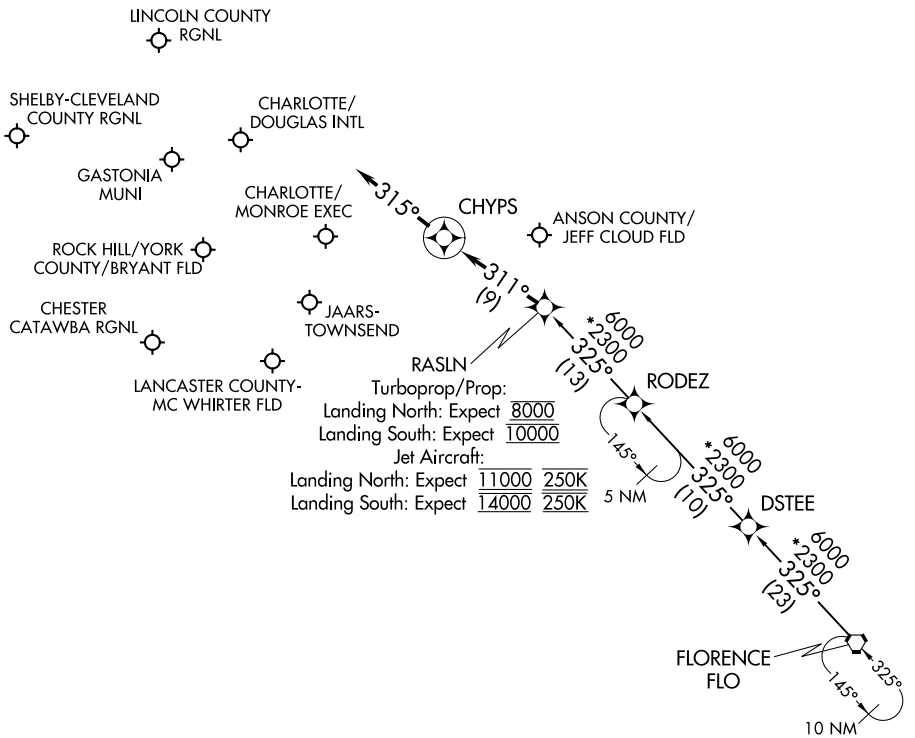
(RASLN.RASLN1) 26246 AL-78 (FAA)

# RASLN ONE ARRIVAL (RNAV)

CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
126.15 282.325
CLT D-ATIS ARR
121.15

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




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.RASLN1)

LANDING ALL AIRPORTS: From RASLN on track 311° to CHYPS, then on track 315°. Expect RADAR vectors to final approach course.



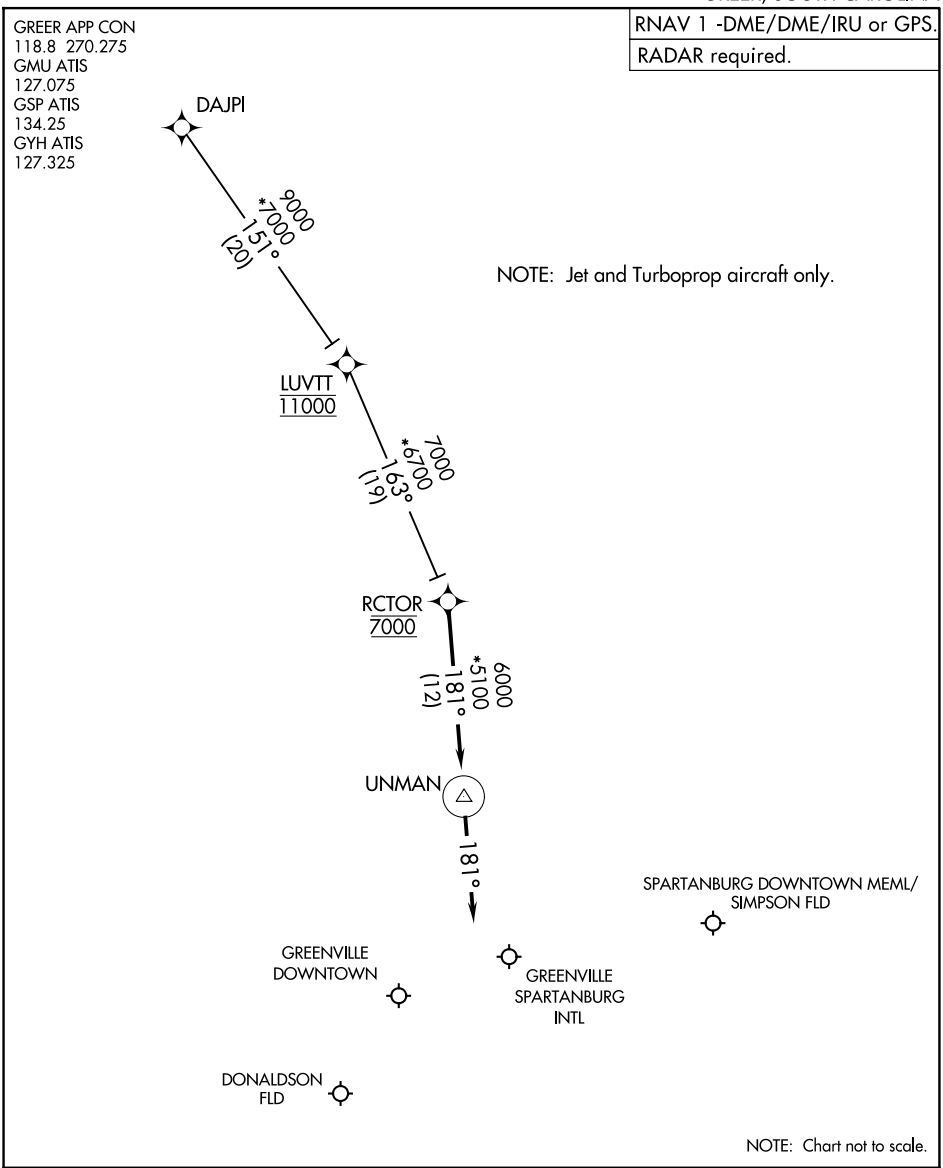
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RCTOR THREE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA



SE-2, 03 SEP 2026 to 29 OCT 2026




## ARRIVAL ROUTE DESCRIPTION

DAJPI TRANSITION (DAJPI.RCTOR3)

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

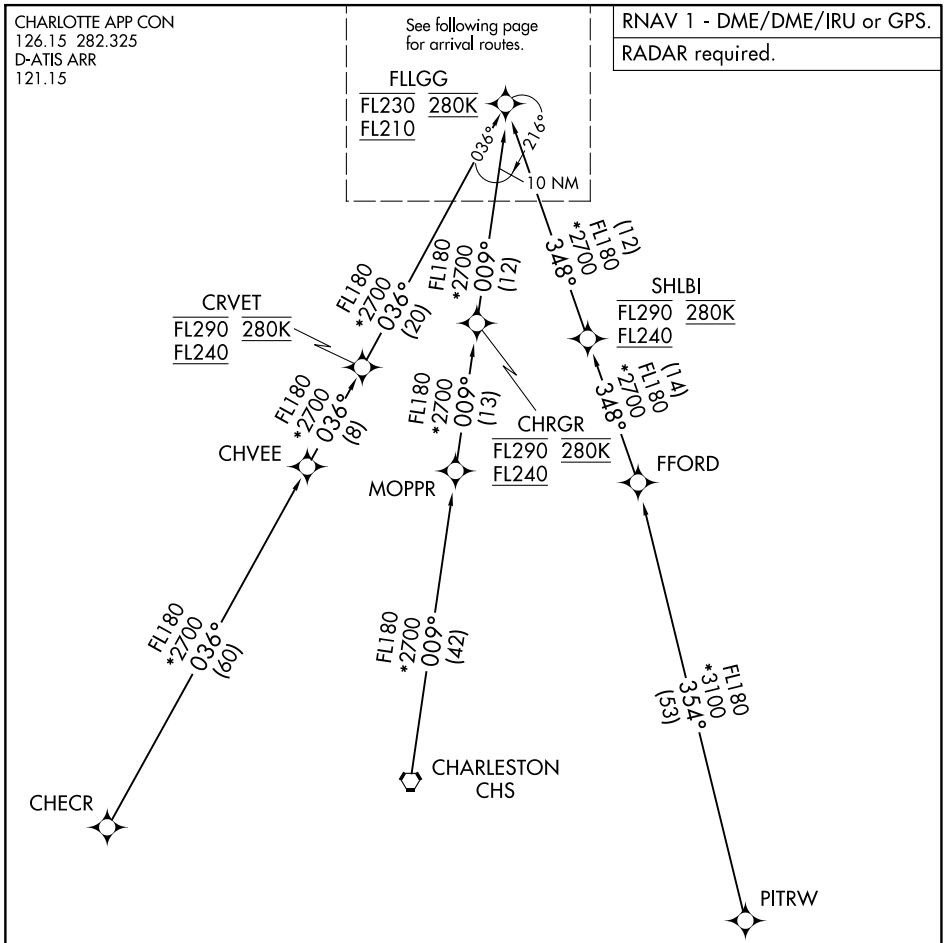
GREER, SOUTH CAROLINA

RCTOR THREE ARRIVAL (RNAV)

(FLLGG.STOCR7) 26246 AL-78 (FAA)

# STOCR SEVEN ARRIVAL (RNAV) Transition Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




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

NOTE: Chart not to scale.

CHARLESTON TRANSITION (CHS.STOCR7)
CHECR TRANSITION (CHECR.STOCR7)
PITRW TRANSITION (PITRW.STOCR7)

(CONTINUED ON FOLLOWING PAGE)

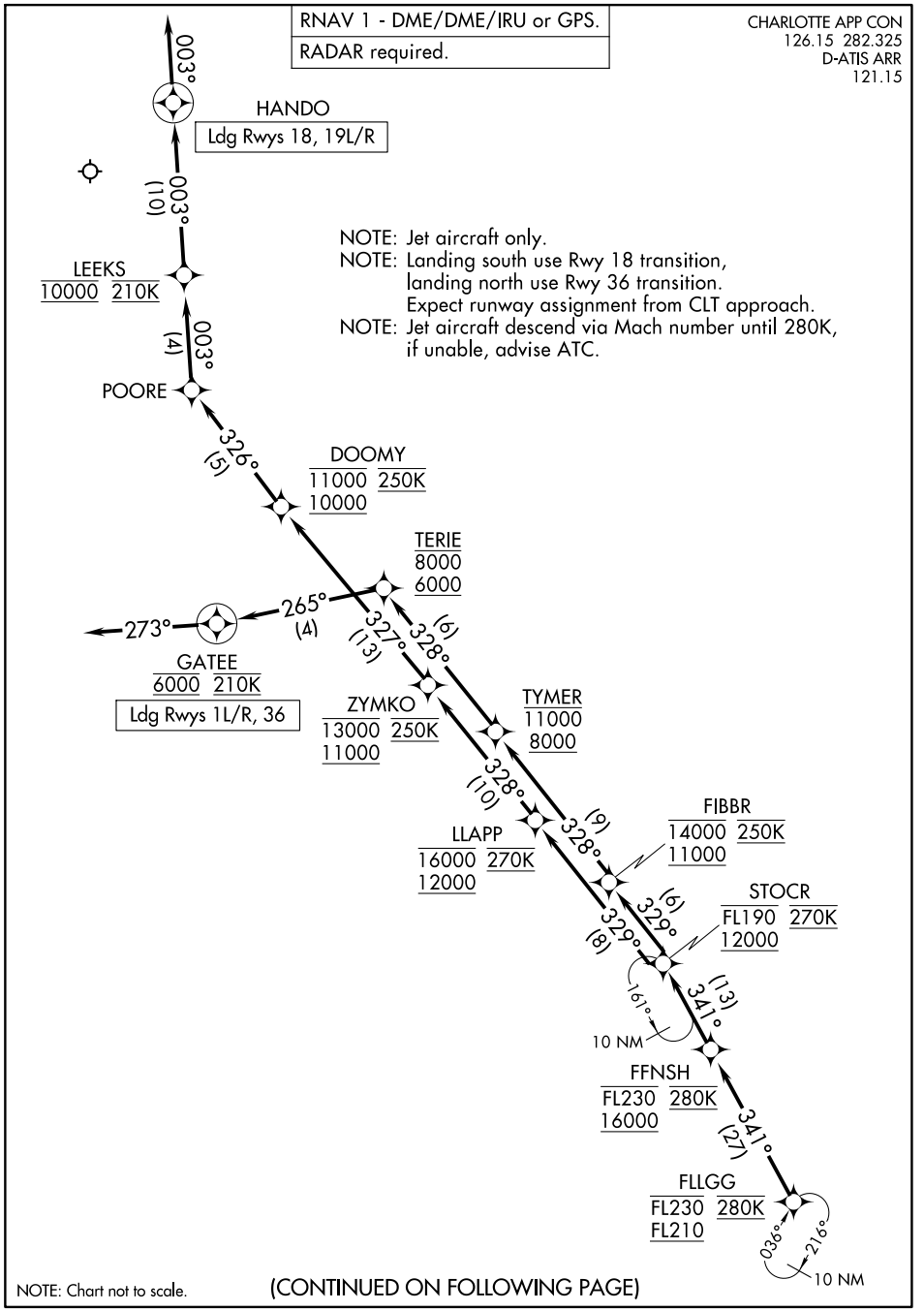
STOCR SEVEN ARRIVAL (RNAV) Transition Routes
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(FLLGG.STOCR7) 03SEP26

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# STOCR SEVEN ARRIVAL (RNAV) Arrival Routes







SE-2, 03 SEP 2026 to 29 OCT 2026

## ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAYS 1L/R, 36: From STOCR on track 329° to cross FIBBR between 11000 and 14000 and at 250K, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 265° to cross GATEE at 6000 and at 210K, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18, 19L/R: From STOCR on track 329° to cross LLAPP between 12000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 10000 and 11000 and at 250K, then on track 326° to POORE, then on track 003° to cross LEEKS at 10000 and at 210K, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.


SE-2, 03 SEP 2026 to 29 OCT 2026

# TAQLE THREE ARRIVAL (RNAV) Transition Routes

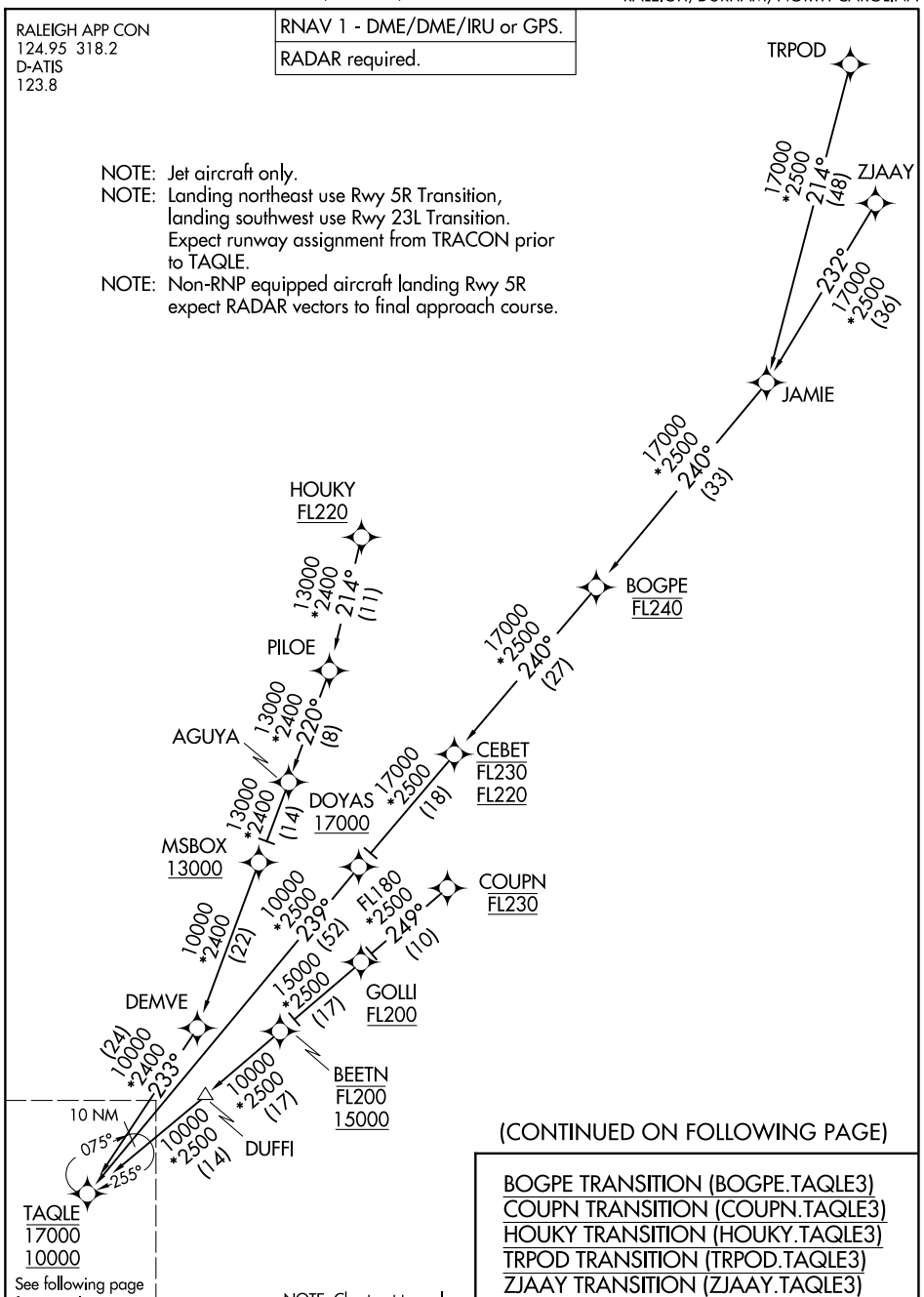




RALEIGH APP CON
124.95 318.2
D-ATIS
123.8

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

NOTE: Jet aircraft only.
NOTE: Landing northeast use Rwy 5R Transition, landing southwest use Rwy 23L Transition. Expect runway assignment from TRACON prior to TAQLE.
NOTE: Non-RNP equipped aircraft landing Rwy 5R expect RADAR vectors to final approach course.




(CONTINUED ON FOLLOWING PAGE)

BOGPE TRANSITION (BOGPE.TAQLE3)
COUPN TRANSITION (COUPN.TAQLE3)
HOUKY TRANSITION (HOUKY.TAQLE3)
TRPOD TRANSITION (TRPOD.TAQLE3)
ZJAAY TRANSITION (ZJAAY.TAQLE3)

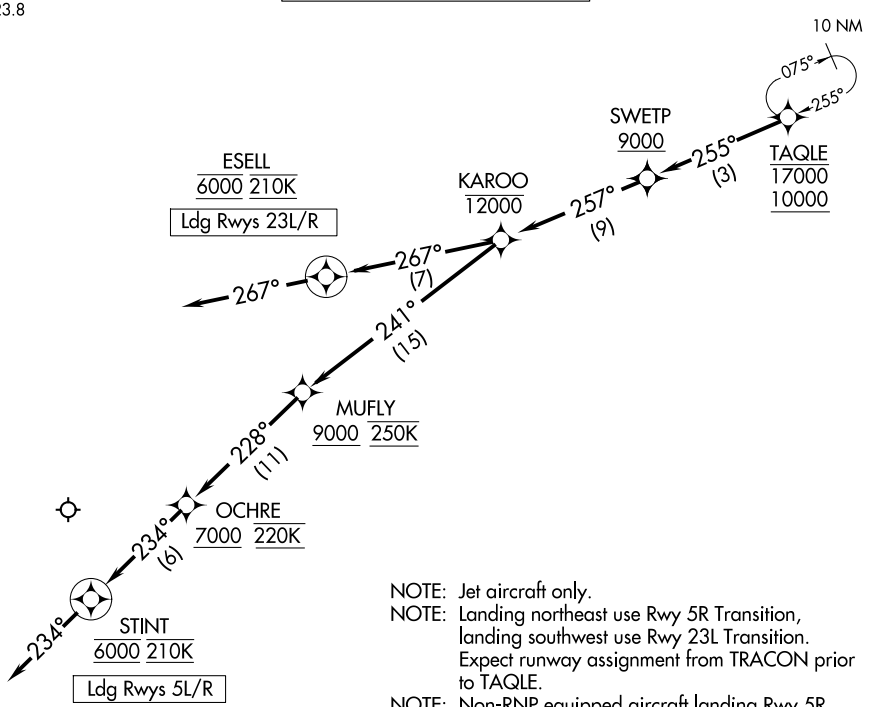
(TAQLE.TAQLE3) 26022 AL-516 (FAA)

# TAQLE THREE ARRIVAL (RNAV) Arrival Routes

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

RALEIGH APP CON
124.95 318.2
D-ATIS
123.8

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




NOTE: Jet aircraft only.
NOTE: Landing northeast use Rwy 5R Transition, landing southwest use Rwy 23L Transition. Expect runway assignment from TRACON prior to TAQLE.
NOTE: Non-RNP equipped aircraft landing Rwy 5R expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

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

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

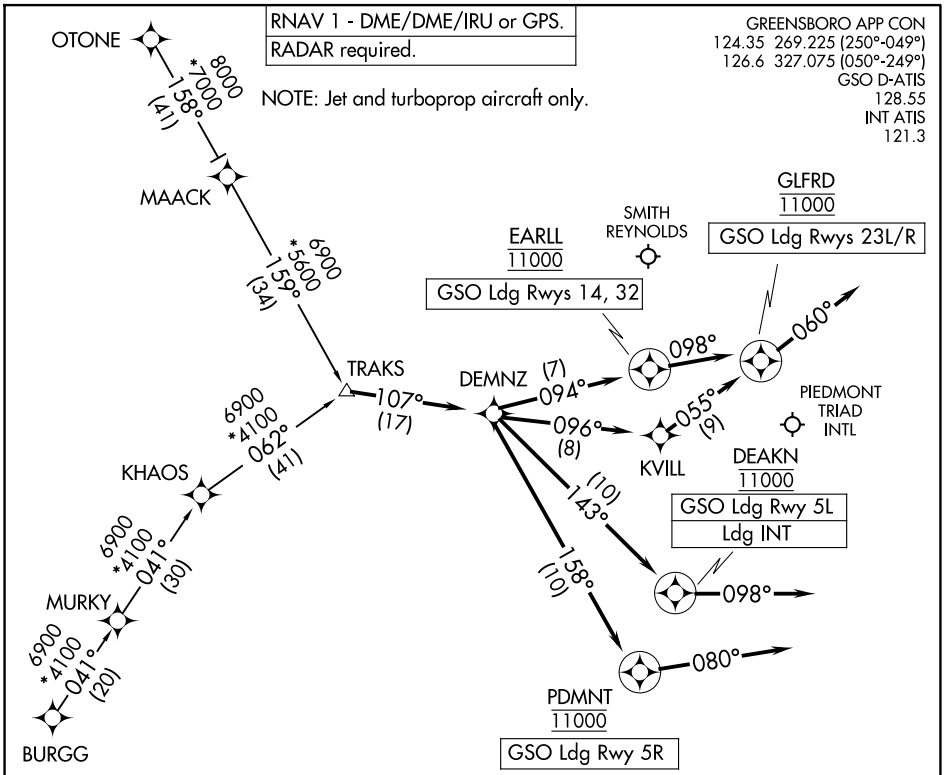
LANDING RUNWAYS 23L/R: From KAROO on track 267° to cross ESELL at 6000 and at 210K, then on track 267°. Expect ILS or RNAV RWY 23L/R approach or RADAR vectors to Rwy 23L/R final approach course.




SE-2, 03 SEP 2026 to 29 OCT 2026

# TRAKS FOUR ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA




## ARRIVAL ROUTE DESCRIPTION

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

GSO: From TRAKS on track 107° to DEMNZ.

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(WORXS.WORXS2) 26022 AL-5124 (FAA)

# WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

GREER APP CON
118.8 270.275 (W)
119.4 350.2 (E)
GMU ATIS
127.075
GSP ATIS
134.25
GYH ATIS
127.325

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: CNTLR transition for KATL departures only.

BESTT
14000
*2400
080°
(16)

CNTLR
12000
*2200
096°
(20)

EVRRR
10000
*2300
063°
(15)

WORXS
9000
*2100
043°
(28)

ANGRI
Expect 11000
4000
*2200
043°
(16)

TDAAY
043°

DONALDSON FLD

GREENVILLE DOWNTOWN

GREENVILLE SPARTANBURG INTL

SPARTANBURG DOWNTOWN MEML/ SIMPSON FLD

N

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.WORXS2)
CNTLR TRANSITION (CNTLR.WORXS2)

From WORXS on track 043° to ANGRI, then on track 043° to TDAAY, then on heading 043°. Expect RADAR vectors to final approach course.

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

WORXS TWO ARRIVAL (RNAV)
GREER, SOUTH CAROLINA

(WORXS.WORXS2) 25APR19

# RNAV (GPS) RWY 1

## TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

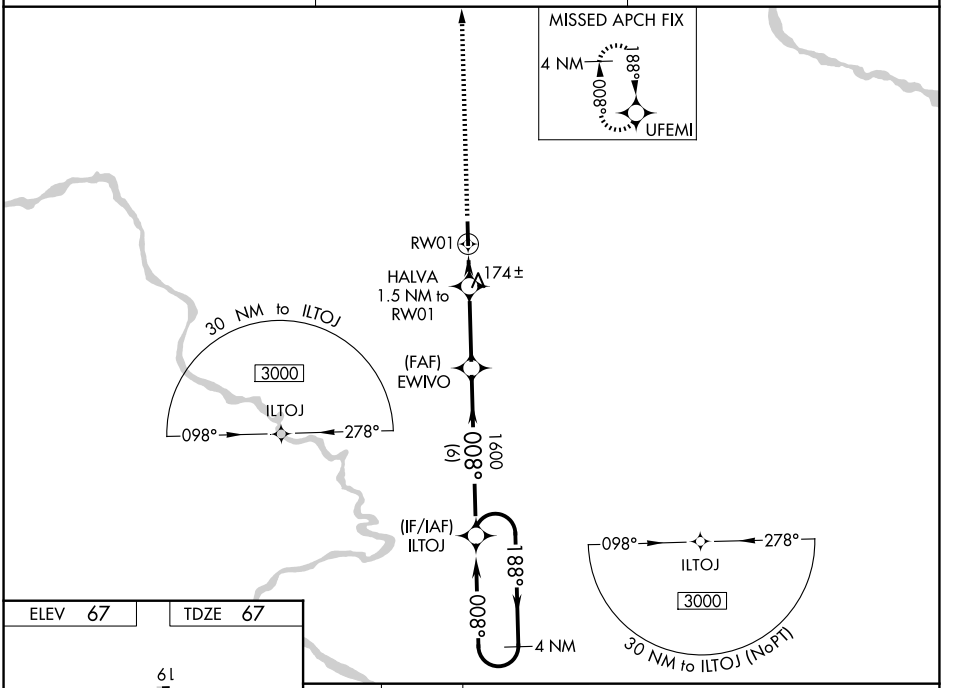
| WAAS | APP CRS | Rwy Ldg | 4501 |
|---|---|---|---|
| CH 70637 | 008° | TDZE | 67 |
| W01A | | Apt Elev | 67 |

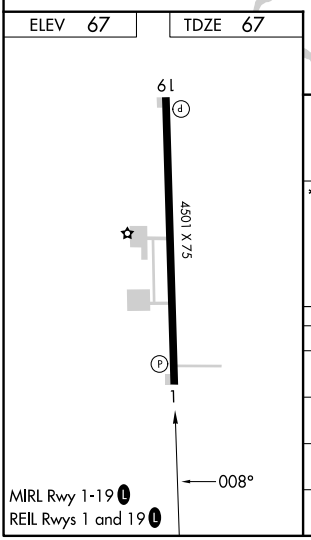
TA

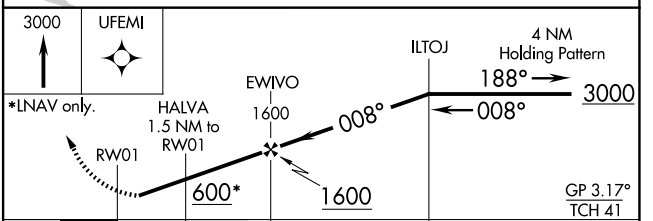
DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅜ mile and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using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

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

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




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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AHOSKIE, NORTH CAROLINA AL-5898 (FAA) 26022

# RNAV (GPS) RWY 19

TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

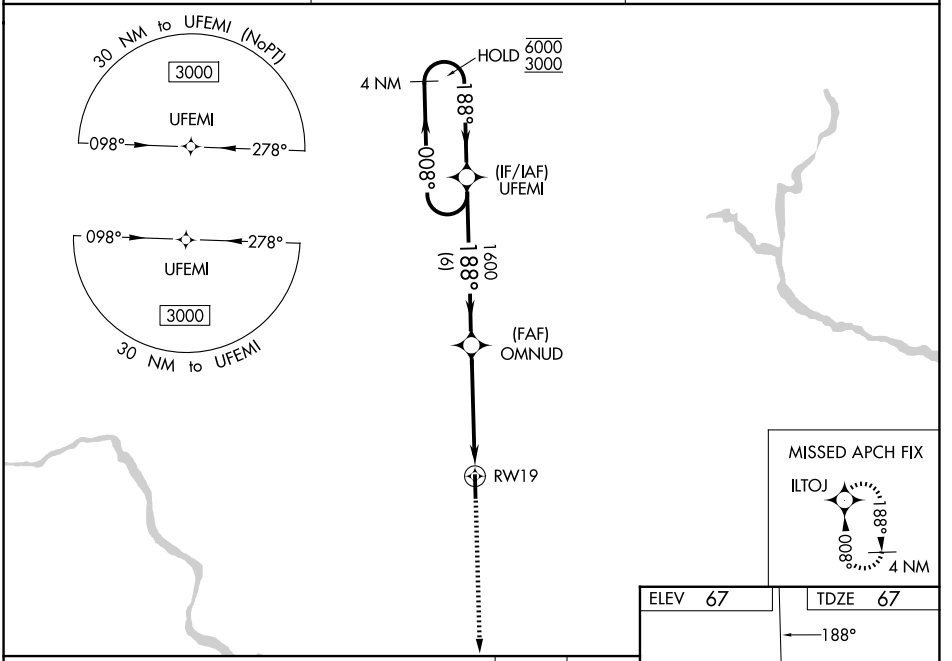
| WAAS | APP CRS | Rwy Ldg | 4501 |
|---|---|---|---|
| CH 77837 | 188° | TDZE | 67 |
| W19A | | Apt Elev | 67 |

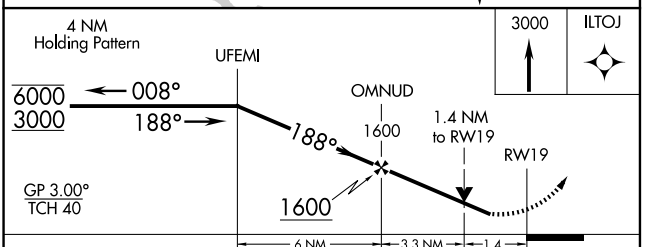
RNP APCH - GPS.

Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using FKN altimeter setting. When local altimeter setting not received, use FKN altimeter setting and increase LPV DA to 434 feet; increase LNAV/VNAV DA to 515 feet and all visibilities ⅜ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

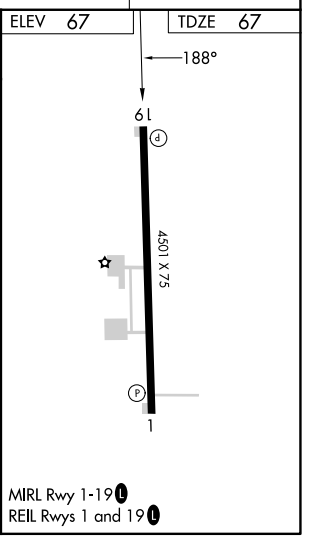
MISSED APPROACH: Climb to 3000 direct ILTOJ and hold, continue climb-in-hold to 3000.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 365-1 298 (300-1) | | | |
| LNAV/VNAV DA | 446-1 379 (400-1) | | | |
| LNAV MDA | 540-1 473 (500-1) | | 540-1⅜ 473 (500-1⅜) | |
| CIRCLING | 540-1 473 (500-1) | | 540-1½ 473 (500-1½) | 820-2½ 753 (800-2½) |




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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

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

# ILS or LOC/DME RWY 7

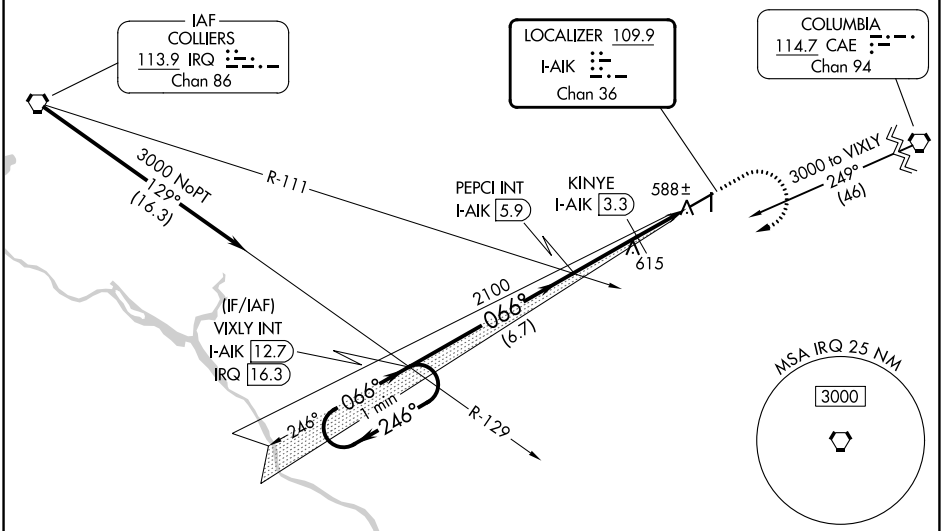
AIKEN RGNL (AIK)

T NA VDP NA with Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase S-ILS 7 all Cats DAs to 819 feet and all Cats visibility ¼ SM; increase all MDAs 120 feet and S-LOC 7 Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM. Circling Rwy 1, 19 NA at night.

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

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

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




ELEV 529 TDZE 515

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 41).

One Minute Holding Pattern

VIXLY INT I-AIK 12.7

PEPCI INT I-AIK 5.9

3000 ←246° 066°→

066°

2100

2100

*1100

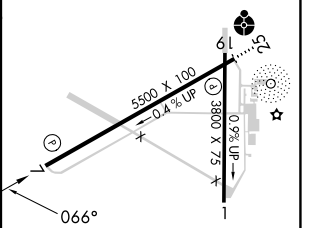
GS 3.00° TCH 45

| 1100 | 3000 hdg 276° | I-AIK SW crs | VIXLY INT |
|---|---|---|---|

# Min Alt 1160 when using Augusta Rgnl at Bush Field altimeter setting.

#KINYE I-AIK 3.3 *I-AIK 2.1 *LOC only. I-AIK 1.1

6.7 NM 2.6 NM 1.3 NM 1.0




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

REIL Rwy 25
MIRL Rwy 7-25 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

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

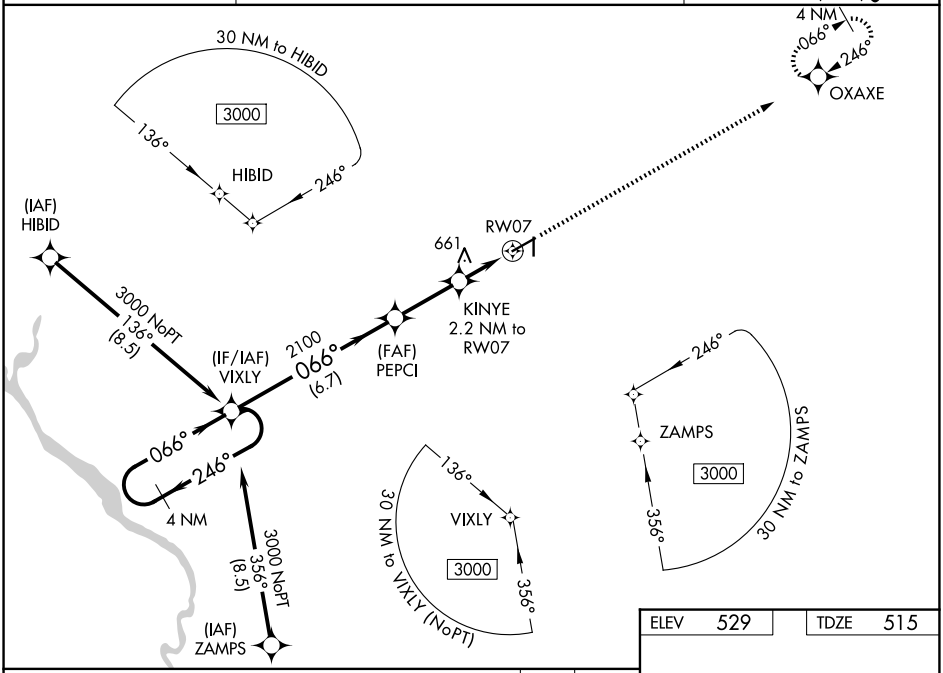
# RNAV (GPS) RWY 7

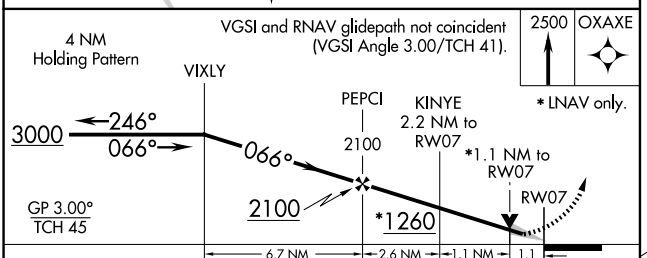
AIKEN RGNL (AIK)

Baro-VNAV NA when using Augusta Rgnl at Bush Fld altimeter setting. For uncompensated Baro-VNAV NA systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase LPV all Cats DAs to 819 feet and all Cats visibility ¼ SM, increase LNAV/VNAV all Cats DAs to 890 feet and all Cats visibility ⅜ SM; increase all MDAs 120 feet and LNAV Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM. Circling Rwy 1, 19 NA at night.

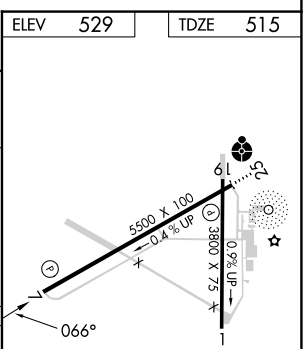
MISSED APPROACH: Climb to 2500 direct OXAXE and hold.

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




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




REIL Rwy 25
MIRL Rwy 7-25 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

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

# RNAV (GPS) RWY 25

## AIKEN RGNL (AIK)

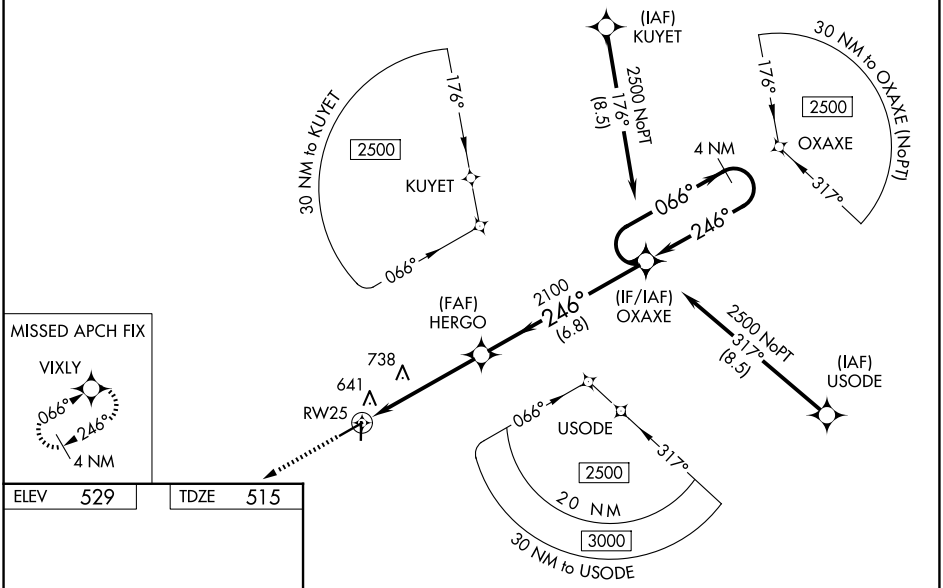
RNP APCH.

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

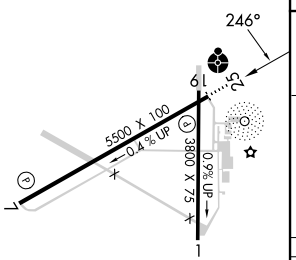
ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

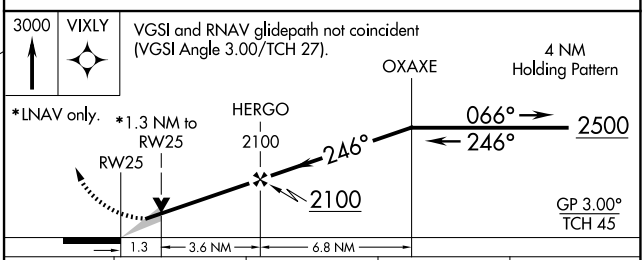
| AWOS-3PT | AUGUSTA APP CON★ | UNICOM |
|---|---|---|
| **118.025** | **119.15 284.625** | **122.8** (CTAF) L |




| ELEV 529 | TDZE 515 |
|---|---|




REIL Rwy 25
MIRL Rwy 7-25 L




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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# CHATT SIX DEPARTURE (RNAV)

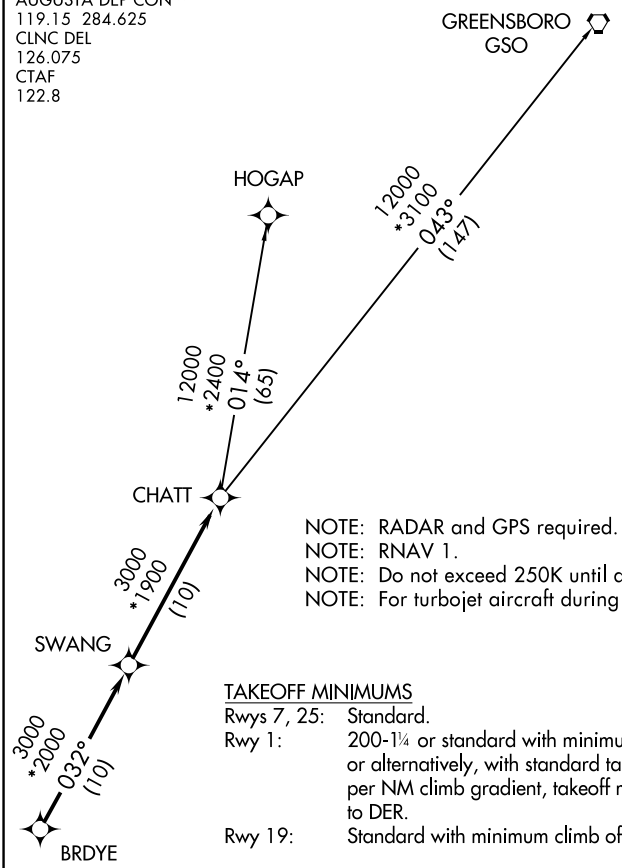




SE-2, 03 SEP 2026 to 29 OCT 2026

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojet aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . . .
. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

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

# DOVER FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**

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




NOTE: Chart not to scale.

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

DEPARTURE ROUTE DESCRIPTION

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

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

SE-2, 03 SEP 2026 to 29 OCT 2026



SE-2, 03 SEP 2026 to 29 OCT 2026

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

AIKEN RGNL (AIK)

# JUNPR SIX DEPARTURE (RNAV)

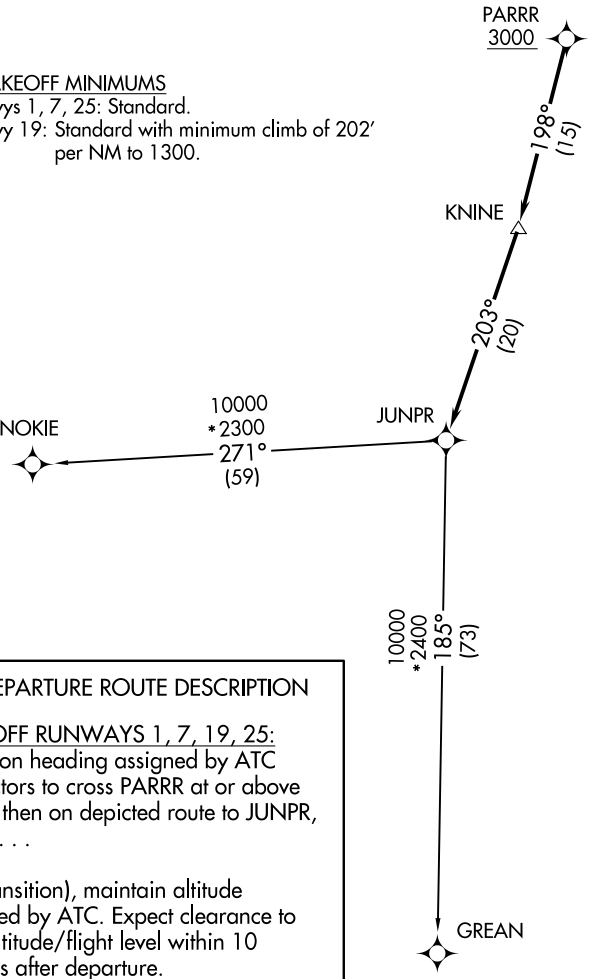
AIKEN, SOUTH CAROLINA

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**

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

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



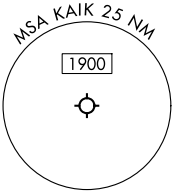

TAKEOFF MINIMUMS
Rwys 1, 7, 25: Standard.
Rwy 19: Standard with minimum climb of 202' per NM to 1300.

DEPARTURE ROUTE DESCRIPTION

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

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

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




NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# KAOLN SIX DEPARTURE (RNAV)






SE-2, 03 SEP 2026 to 29 OCT 2026

KAOLN SIX DEPARTURE (RNAV)
(KAOLN6.KAOLN) 28FEB19
AIKEN, SOUTH CAROLINA
AIKEN RGNL (AIK)

(RDBUD5.RDBUD) 26246 AL-5197 (FAA)

# RDBUD FIVE DEPARTURE (RNAV)

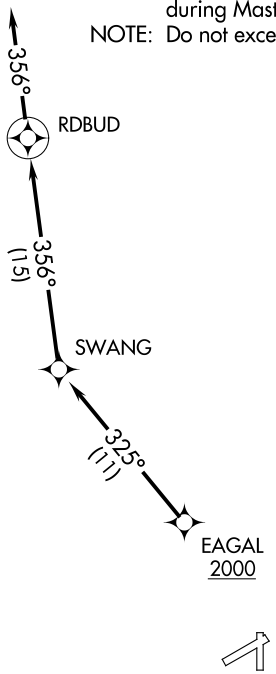
AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA

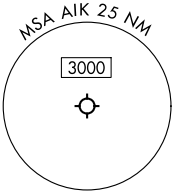
AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

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

**TOP ALTITUDE: ASSIGNED BY ATC**

NOTE: For prop aircraft and jet aircraft filed below 10000 during Masters Golf Tournament week only.
NOTE: Do not exceed 250K until advised by ATC.




NOTE: Chart not to scale

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy1: 300-1¼ or standard with minimum climb of 216'/NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 19: Standard with minimum climb of 203'/NM to 1000.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 7, 19, 25: Climb on assigned heading for vectors to EAGAL, thence. . .

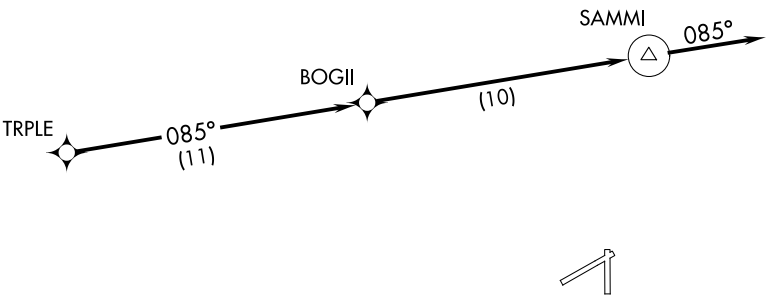
. . .cross EAGAL at or above 2000, then on depicted route to RDBUD, then on heading 356° for vectors. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**




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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA) 26190

# ILS or LOC RWY 22L
STANLY COUNTY (VUJ)

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

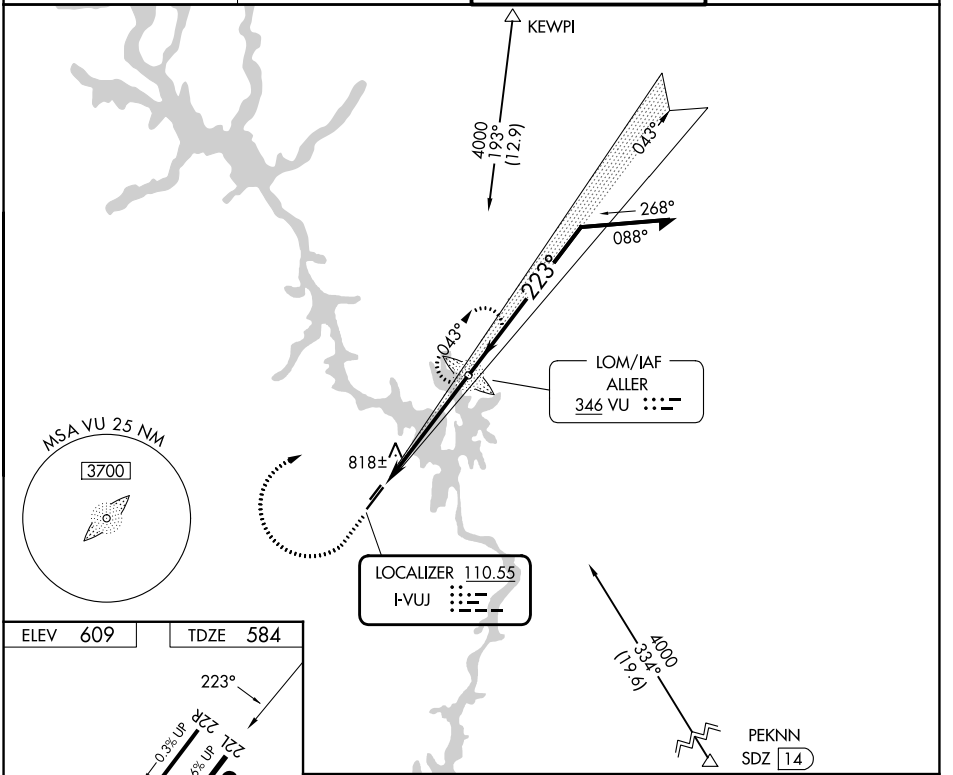
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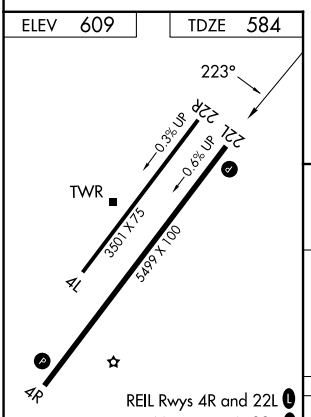
PAR

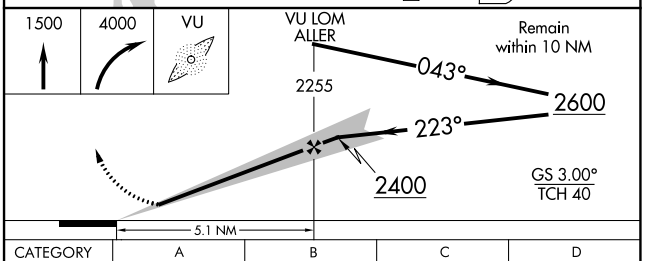
Circling Rwy 4L, 22R NA at night.
Rwy 22L helicopter visibility reduction below ¾ SM NA.

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

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER★ | GND CON |
|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 |




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | | 916-1 | 332 (400-1) | |
| S-LOC 22L | 1100-1 516 (500-1) | | 1100-1⅜ 516 (500-1⅜) | |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1380-2½ 771 (800-2½) |

ALBEMARLE, NORTH CAROLINA
Amdt 1D 08SEP22

35°25′N-80°09′W

STANLY COUNTY (VUJ)
ILS or LOC RWY 22L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH **49117** **W04A** | APP CRS **043°** | Rwy Ldg **5499** TDZE **609** Apt Elev **609** |
|---|---|---|

# RNAV (GPS) RWY 4R

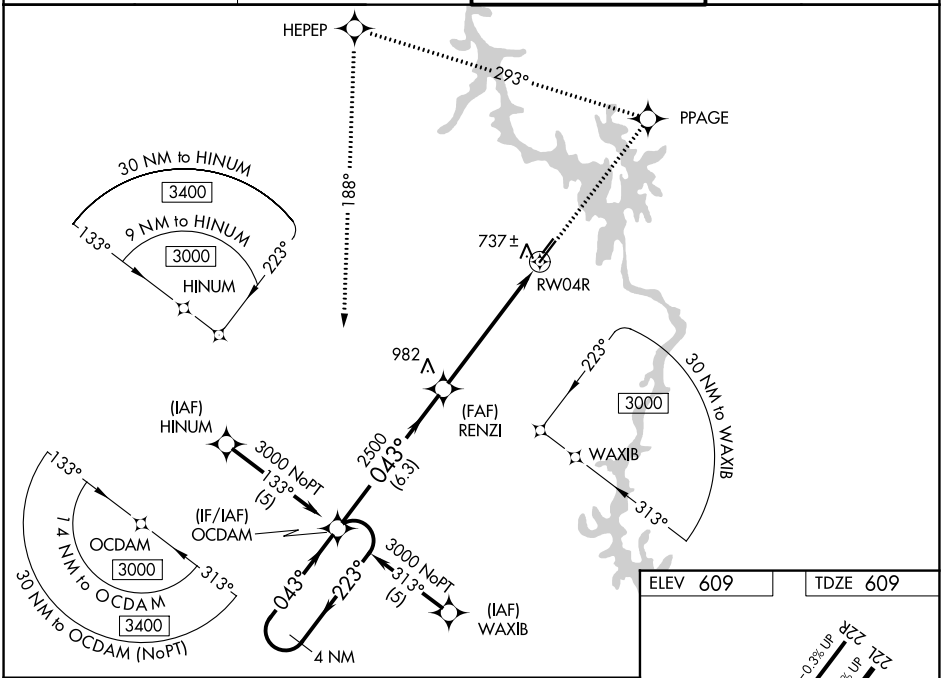
STANLY COUNTY (VUJ)

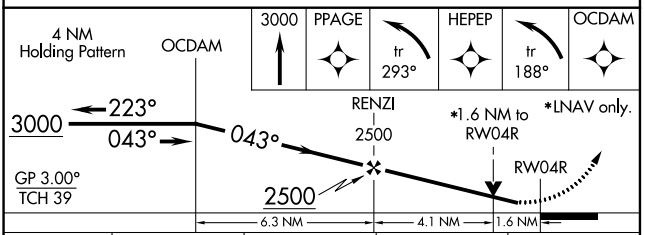
PAR

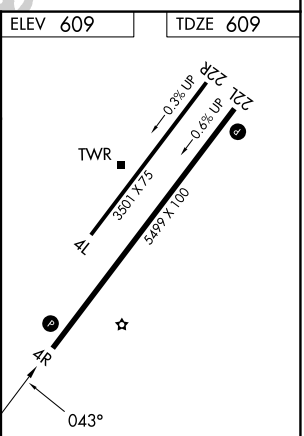
Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER★ | GND CON |
|---|---|---|---|
| **128.175** | **128.325 307.8** | **126.275** (CTAF) **L 291.9** | **121.75 254.375** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 876-1 267 (300-1) | | | |
| LNAV/VNAV DA | 1030-1½ 421 (500-1½) | | | |
| LNAV MDA | 1160-1 551 (600-1) | | 1160-1½ 551 (600-1½) | 1160-1¾ 551 (600-1¾) |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1380-2½ 771 (800-2½) |

REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22L

STANLY COUNTY (VUJ)

| WAAS | APP CRS | Rwy Ldg | 5499 |
|---|---|---|---|
| CH 78317 | 223° | TDZE | 584 |
| W22A | | Apt Elev | 609 |

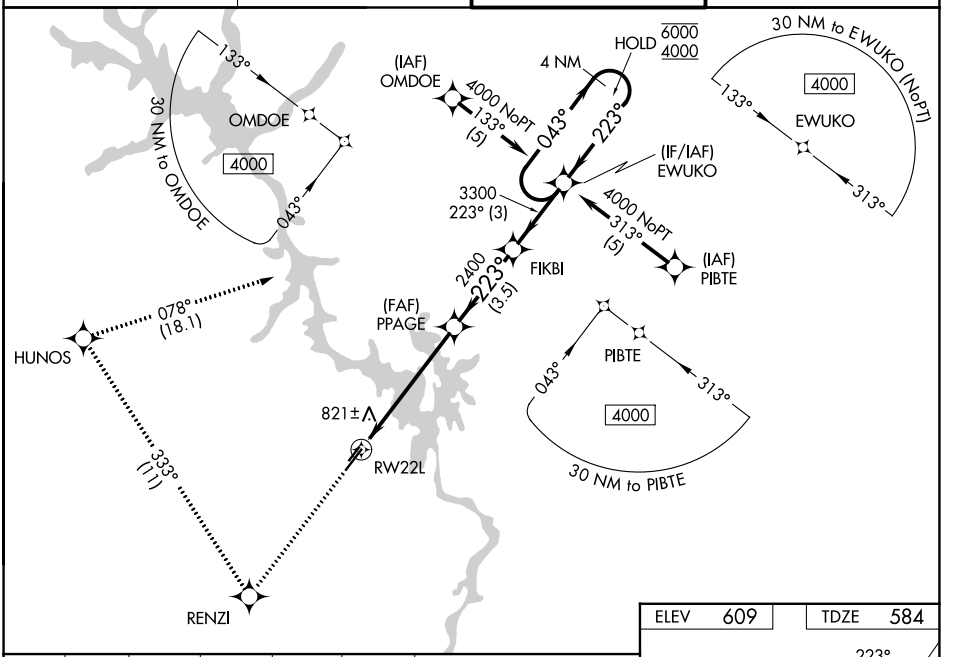
RNP APCH-GPS.

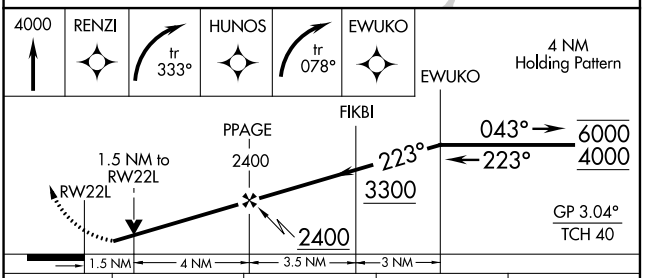
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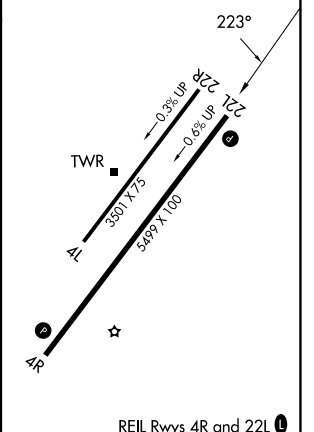
Circling Rwy 4L, 22R NA at night.
Rwy 22L helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER★ | GND CON |
|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 |



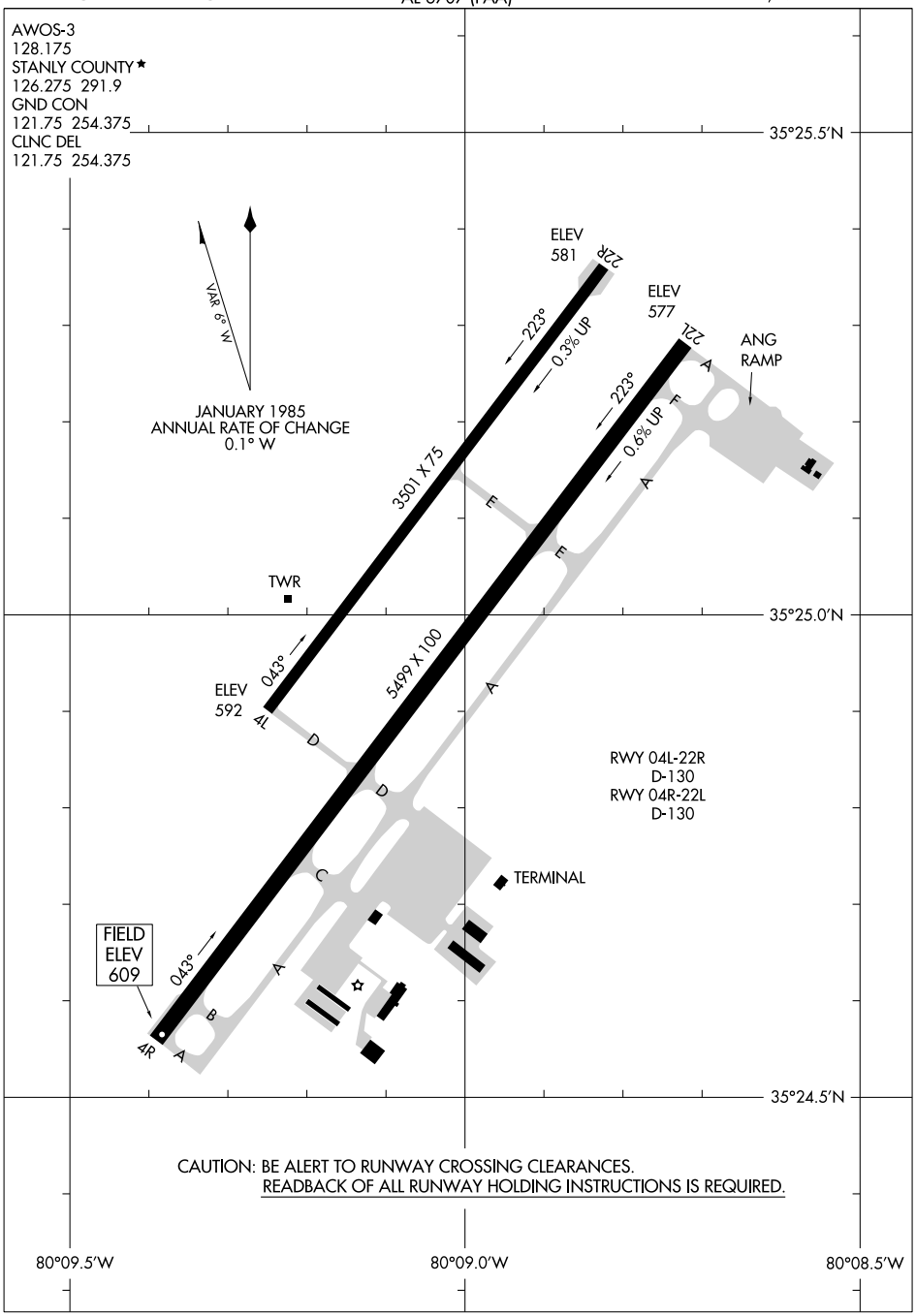




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 919-1 | 335 (400- 1) | |
| LNAV/VNAV DA | | 1272-2 | 688 (700-2) | |
| LNAV MDA | 1100-1 516 (500-1) | | 1100-1⅜ | 516 (500-1⅜) |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1380-2½ 771 (800-2½) |

REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BATTA ONE DEPARTURE (RNAV)

(BATTA1.BATTA) 03SEP26

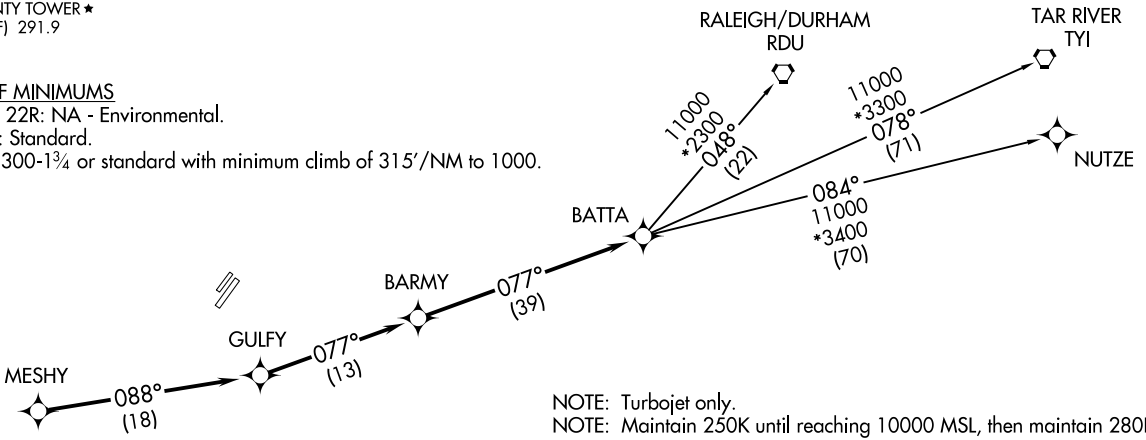
ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

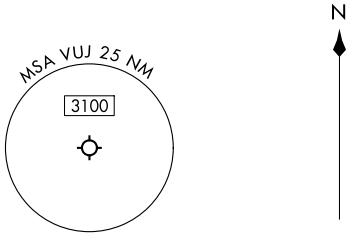
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.







NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MESHY, then on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

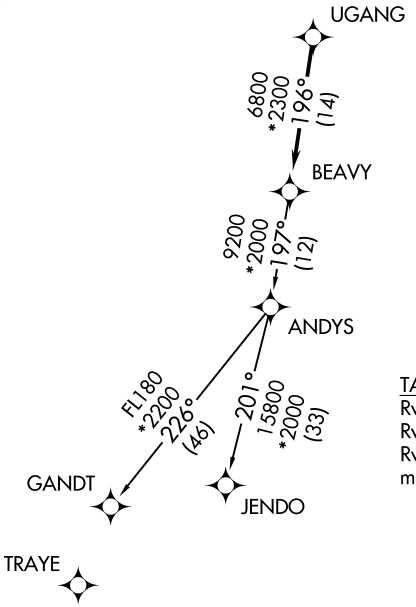
(BATTA1.BATTA) 26246
BATTA ONE DEPARTURE (RNAV)
AL-6707 (FAA)
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

# BEAVY NINE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

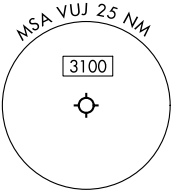
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

ALBEMARLE, NORTH CAROLINA

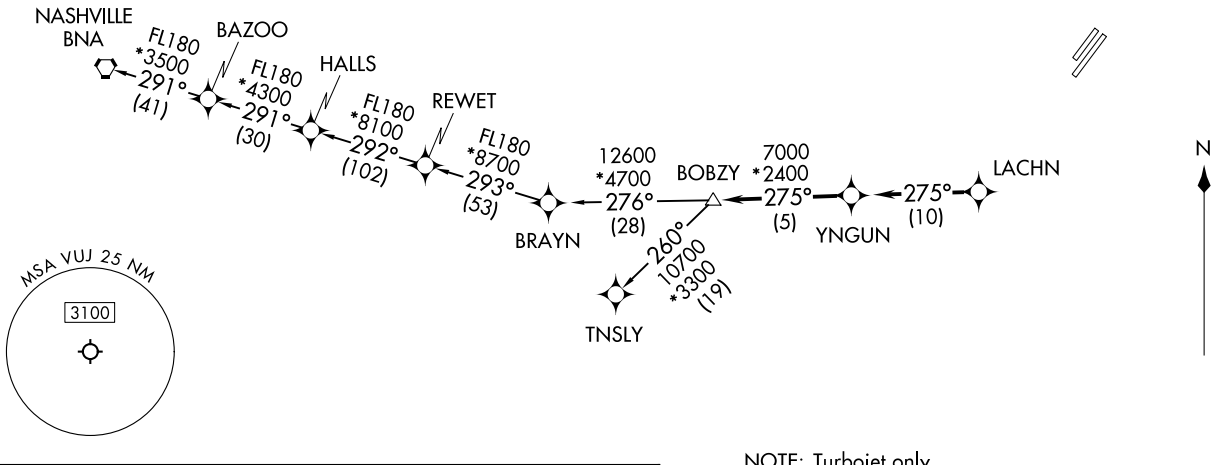
STANLY COUNTY (VUJ)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 26246

ALBEMARLE, NORTH CAROLINA

STANLY COUNTY (VUJ)

AL-6707 (FAA)

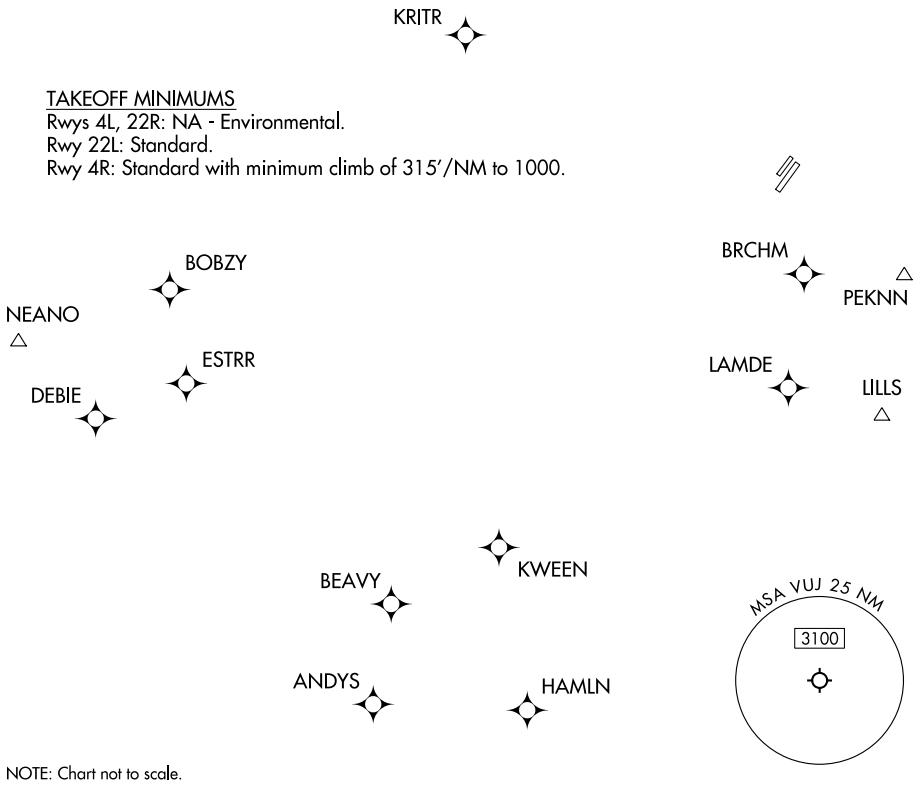
# CHARLOTTE SIX DEPARTURE

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

RADAR and DME required.

**TOP ALTITUDE: 3000**

NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: Standard with minimum climb of 315'/NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(DURST1.DURST) 26246

AL-6707 (FAA)

# DURST ONE DEPARTURE (RNAV)

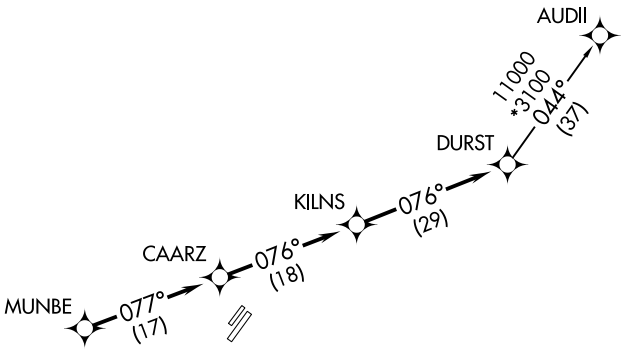
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

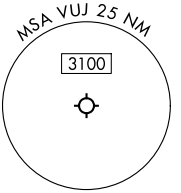
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



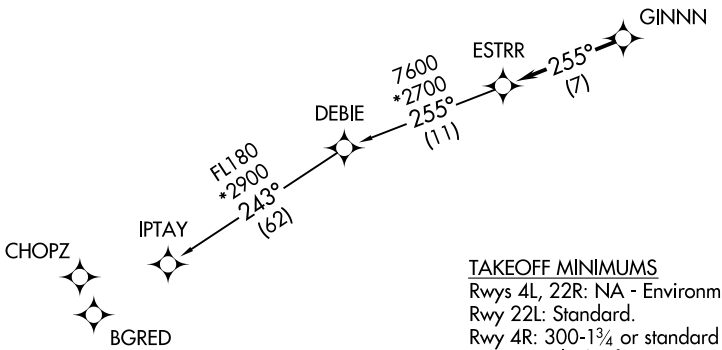
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ESTRR EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

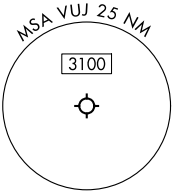
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(ICONS8.ICONS) 26246 AL-6707 (FAA)

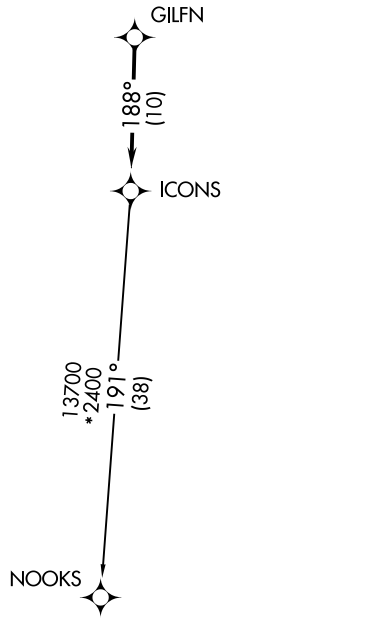
# ICONS EIGHT DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

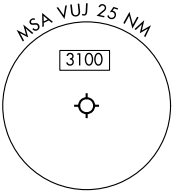
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GILFN, then on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

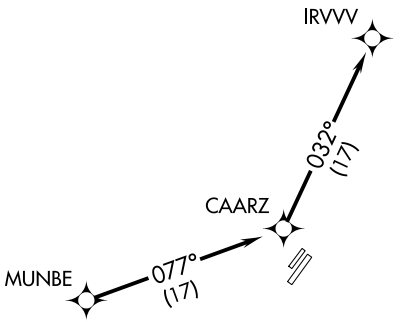
# IRVVV ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

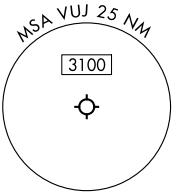
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# JOJJO EIGHT DEPARTURE (RNAV)

(JOJJO8.JOJJO) 03SEP26

ALBEMARLE, NORTH CAROLINA

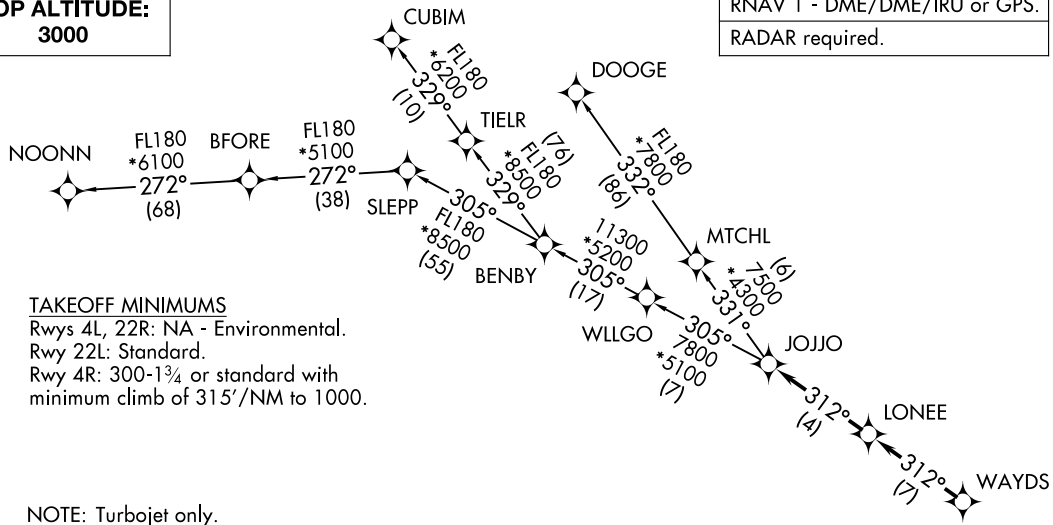
STANLY COUNTY (VUJ)

**TOP ALTITUDE: 3000**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

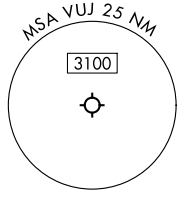
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER
126.275 (CTAF) 291.9




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.

NOTE: Turbojet only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

N




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)

(JOJJO8.JOJJO) 26246
JOJJO EIGHT DEPARTURE (RNAV)

AL-6707 (FAA)

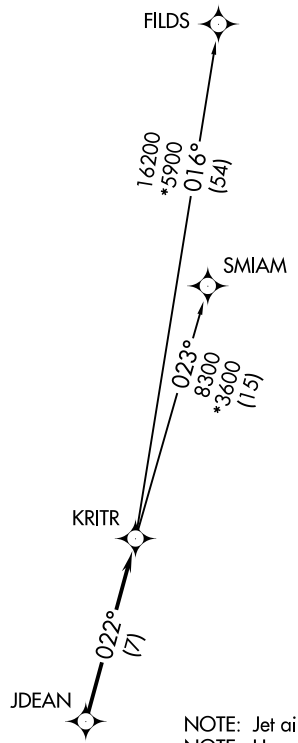
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

# KRITR NINE DEPARTURE (RNAV)

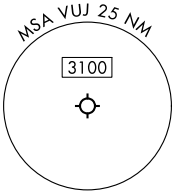
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

**TOP ALTITUDE: 3000**

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




NOTE: Jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to JDEAN, then on depicted route to KRITR. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(KWEEN8.KWEEN) 26246 AL-6707 (FAA)

# KWEEN EIGHT DEPARTURE (RNAV)

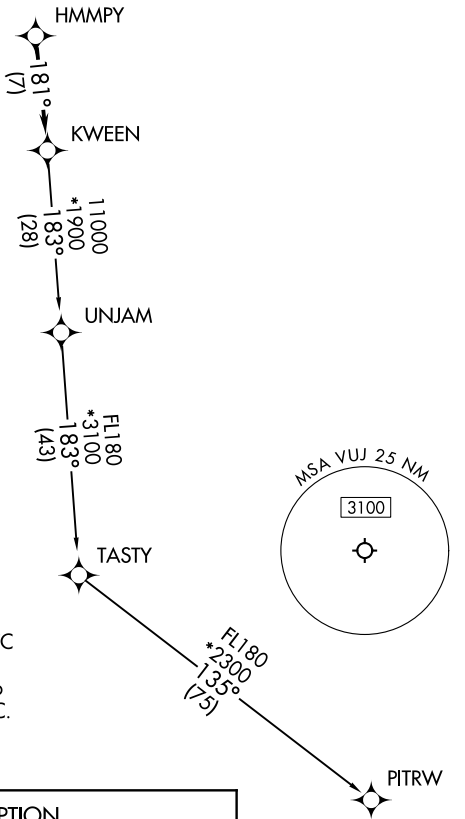
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to HMMPY, then on depicted route to KWEEN, then on transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

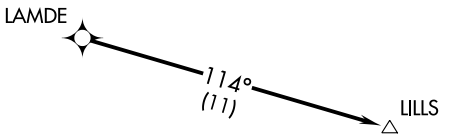
# LILLS SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

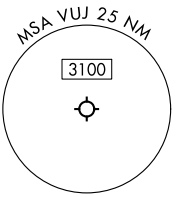
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM to 1000.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(WEAZL8.WEAZL) 26246 AL-6707 (FAA)

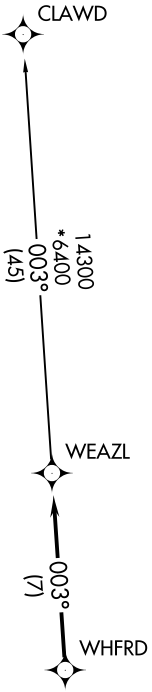
# WEAZL EIGHT DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

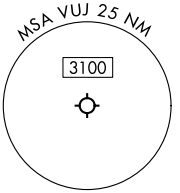
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

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

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315'/NM 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to WHFRD, then on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 17

ALLENDALE COUNTY (AQX)

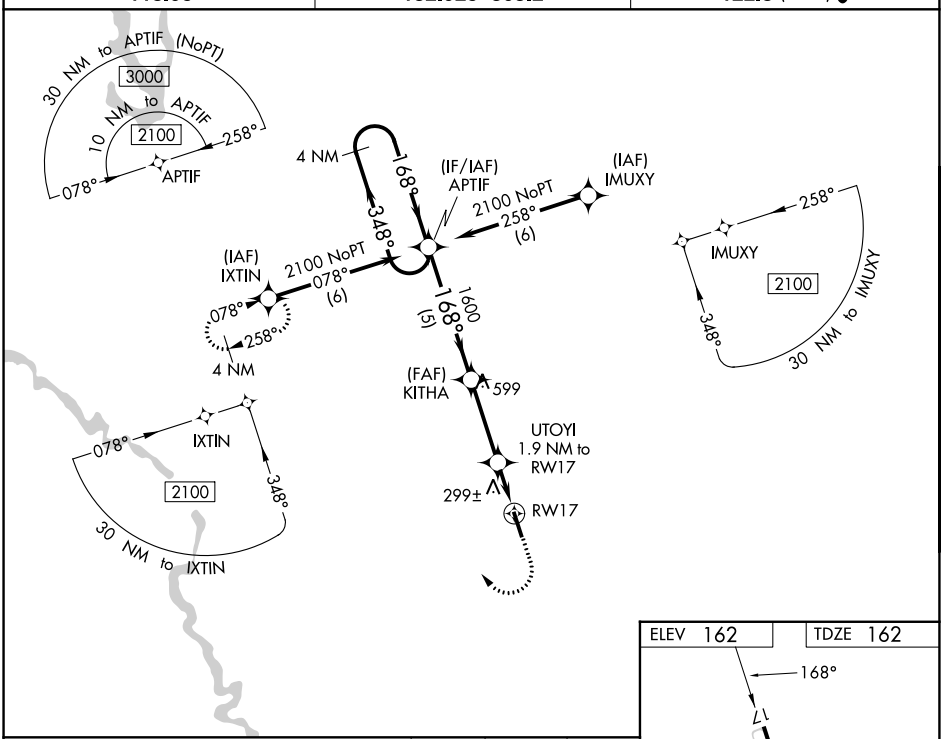
| WAAS | APP CRS | Rwy Ldg | 4990 |
|---|---|---|---|
| CH 45733 | 168° | TDZE | 162 |
| W17A | | Apt Elev | 162 |

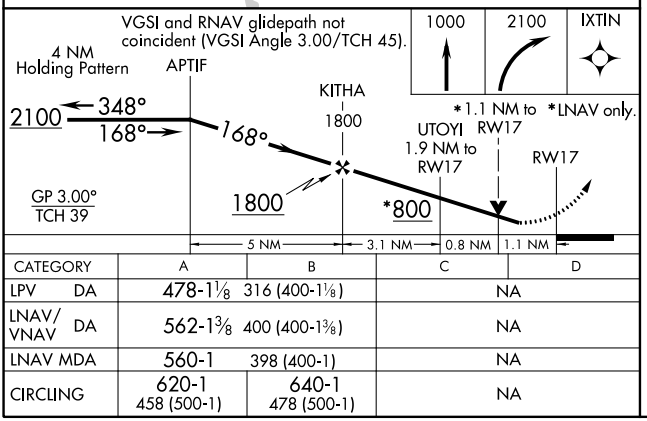
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ⅜ mile.

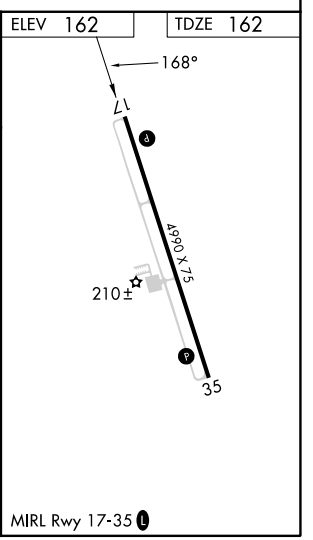
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.

| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478-1⅛ | 316 (400-1⅛) | NA | |
| LNAV/VNAV DA | 562-1⅜ | 400 (400-1⅜) | NA | |
| LNAV MDA | 560-1 | 398 (400-1) | NA | |
| CIRCLING | 620-1<br>458 (500-1) | 640-1<br>478 (500-1) | NA | |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ALLENDALE, SOUTH CAROLINA AL-5769 (FAA) 26246

# RNAV (GPS) RWY 35

ALLENDALE COUNTY (AQX)

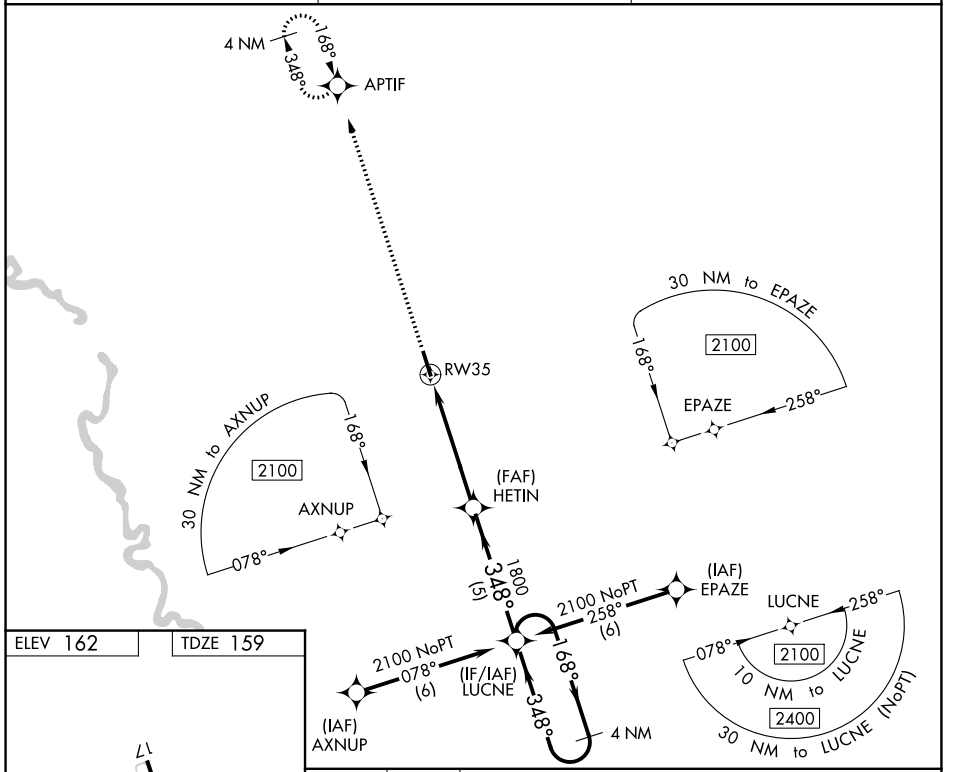
| WAAS | APP CRS | Rwy Ldg | 4990 |
|---|---|---|---|
| CH 77733 | 348° | TDZE | 159 |
| W35A | | Apt Elev | 162 |

RNP APCH.

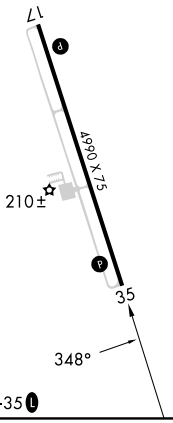
V A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV, LNAV/VNAV all Cats visibility ⅜ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting.

MISSED APPROACH: Climb to 2100 direct APTIF and hold.

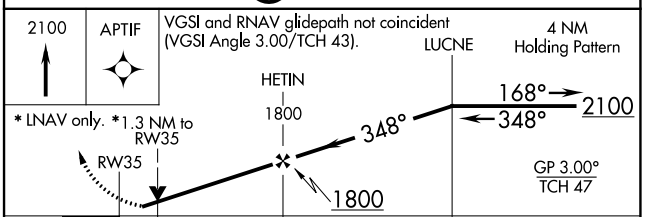
| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |




ELEV 162 TDZE 159




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 409-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 591-1½ | 432 (500-1½) | NA | |
| LNAV MDA | 600-1 | 441 (500-1) | NA | |
| CIRCLING | 620-1 458 (500-1) | 640-1 478 (500-1) | NA | |

ALLENDALE, SOUTH CAROLINA Orig-D 27JAN22

33°00'N-81°16'W

ALLENDALE COUNTY (AQX)

RNAV (GPS) RWY 35

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR ALD | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.7 | 140° | TDZE | N/A |
| | | Apt Elev | 162 |

# VOR-A

ALLENDALE COUNTY (AQX)

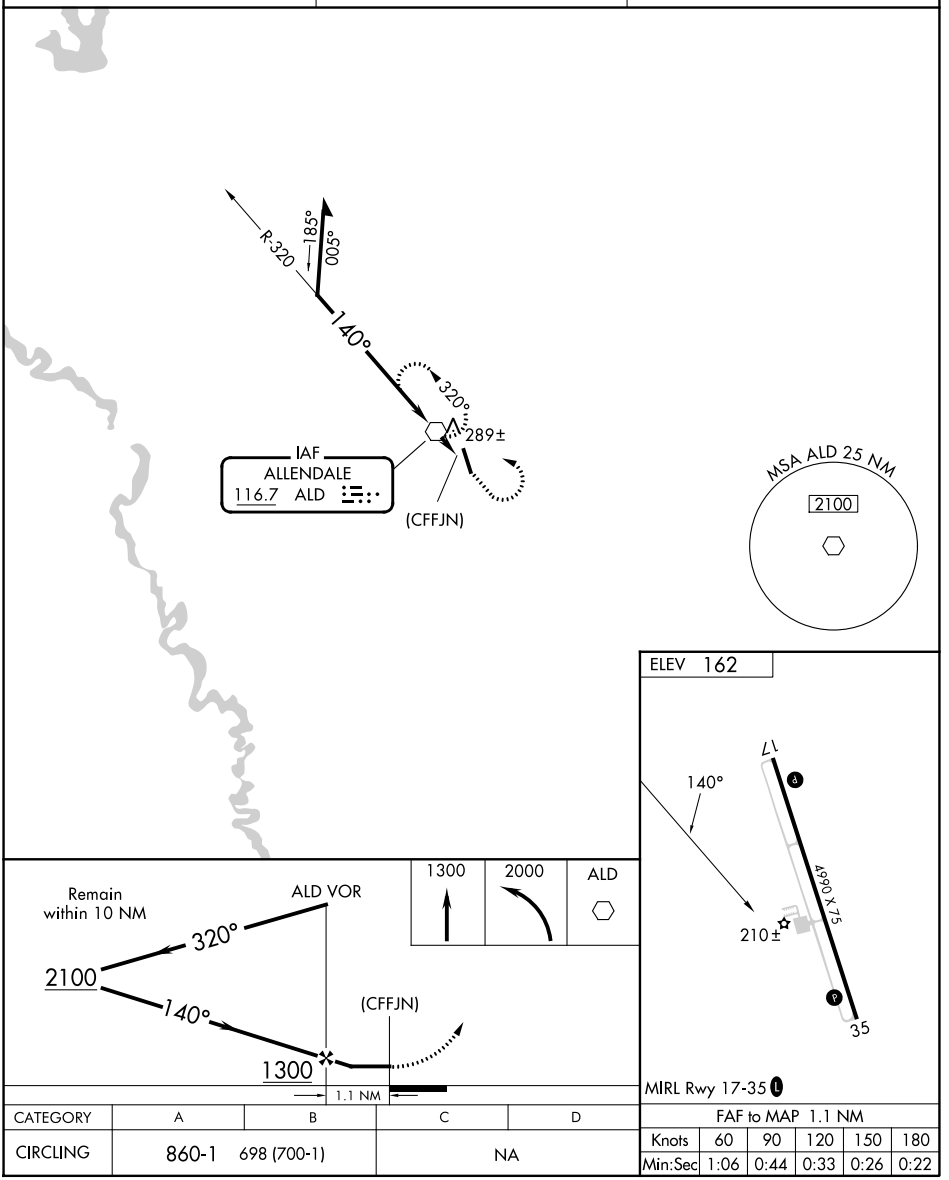
When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting.

MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 direct ALD VOR and hold.

| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |



SE-2, 03 SEP 2026 to 29 OCT 2026




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 | 698 (700-1) | NA | |

| FAF to MAP 1.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 26246

# ILS or LOC RWY 5

ANDERSON RGNL (AND)

| LOC/DME I-AND | APP CRS | Rwy Ldg | 6002 |
|---|---|---|---|
| 111.9 | 051° | TDZE | 759 |
| Chan 56 | | Apt Elev | 782 |

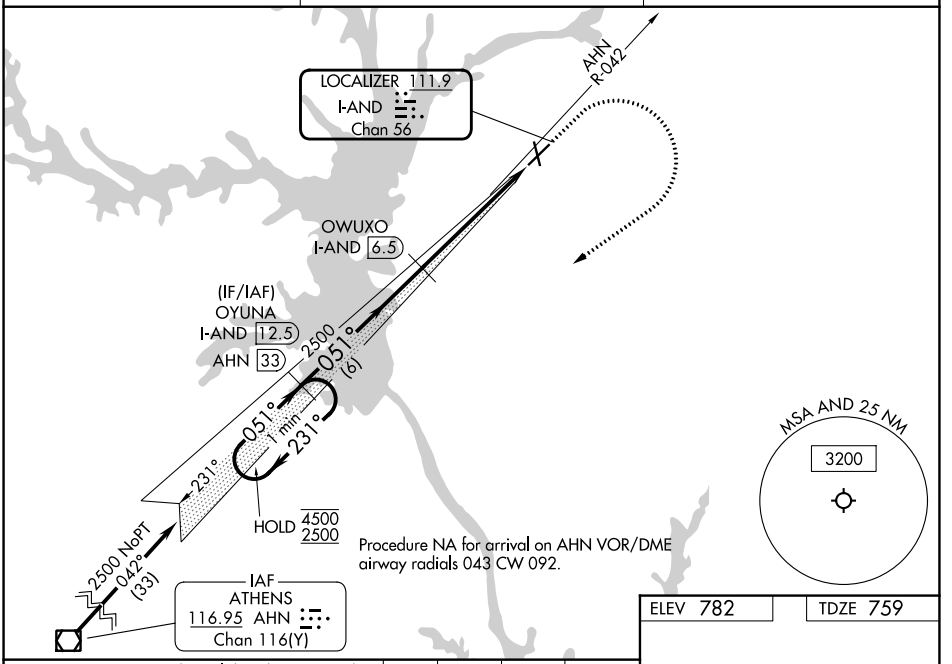
DME required.

When local altimeter setting not received, use Clemson altimeter setting and increase S-ILS 05 DA to 1006 feet; increase all MDAs 60 feet and Circling visibility Cat C/D ¼ SM. VDP NA when using Clemson altimeter setting. Circling Rwy 17, 35 NA at night. For inop ALS increase S-LOC 05 visibility Cat C/D to 1⅜ SM.

MALSR

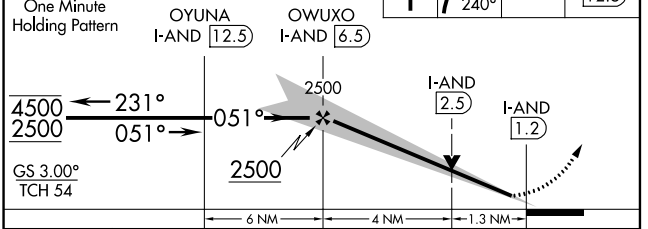
MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on heading 240° and on AHN VOR/DME R-042 to OYUNA/I-AND 12.5 DME and hold.

| ASOS | GREER APP CON★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |



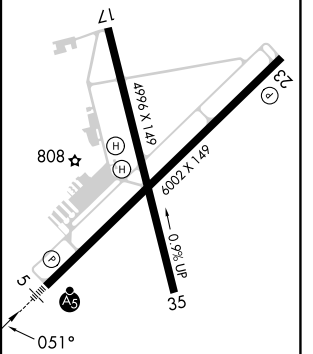

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).

1600 2500 hdg 240° AHN R-042 OYUNA I-AND 12.5




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 959-½ 200 (200-½) | | | |
| S-LOC 5 | 1220-½ 461 (500-½) | | 1220-1 461 (500-1) | |
| CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

ELEV 782 TDZE 759




HIRL Rwy 5-23 L

ANDERSON, SOUTH CAROLINA
Amdt 2 29DEC22

34°30'N-82°43'W

ANDERSON RGNL (AND)

ILS or LOC RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

| WAAS | APP CRS | Rwy Ldg | 6002 |
|---|---|---|---|
| CH 62901 | 051° | TDZE | 759 |
| W05A | | Apt Elev | 782 |

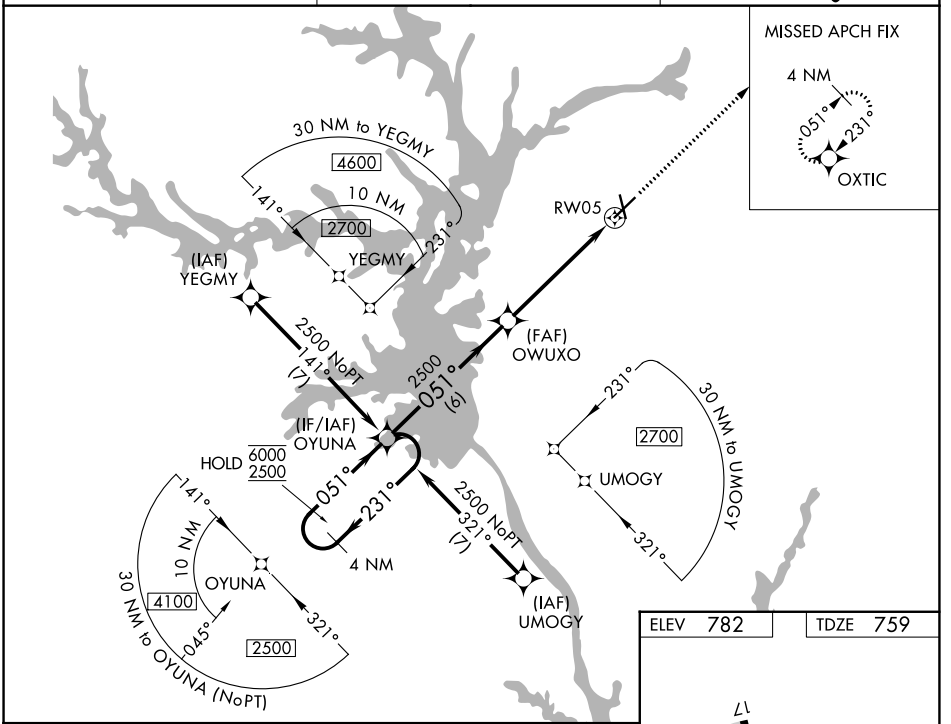
RNP APCH - GPS.

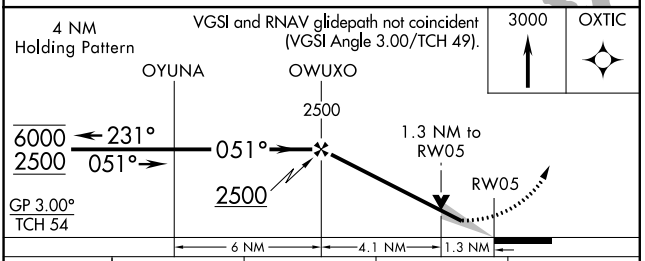
VDP NA when using Clemson altimeter setting. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1006 feet; increase all MDAs 60 feet and LNAV visibility Cats C/D ⅛ SM, Circling visibility Cats C/D ¼ SM. Circling Rwy 17, 35 NA at night. For inop ALS when using Clemson altimeter setting, increase LNAV visibility Cats C/D to 1⅜ SM.

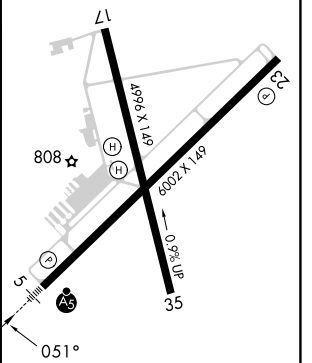
MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

| ASOS | GREER APP CON★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 959-½ | 200 (200-½) | | |
| LNAV MDA | 1200-½ | 441 (500-½) | 1200-⅞ | 441 (500-⅞) |
| CIRCLING | 1260-1<br>478 (500-1) | 1320-1<br>538 (600-1) | 1440-1¾<br>658 (700-1¾) | 1500-2¼<br>718 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

26190

# RNAV (GPS) RWY 17

ANDERSON RGNL (AND)

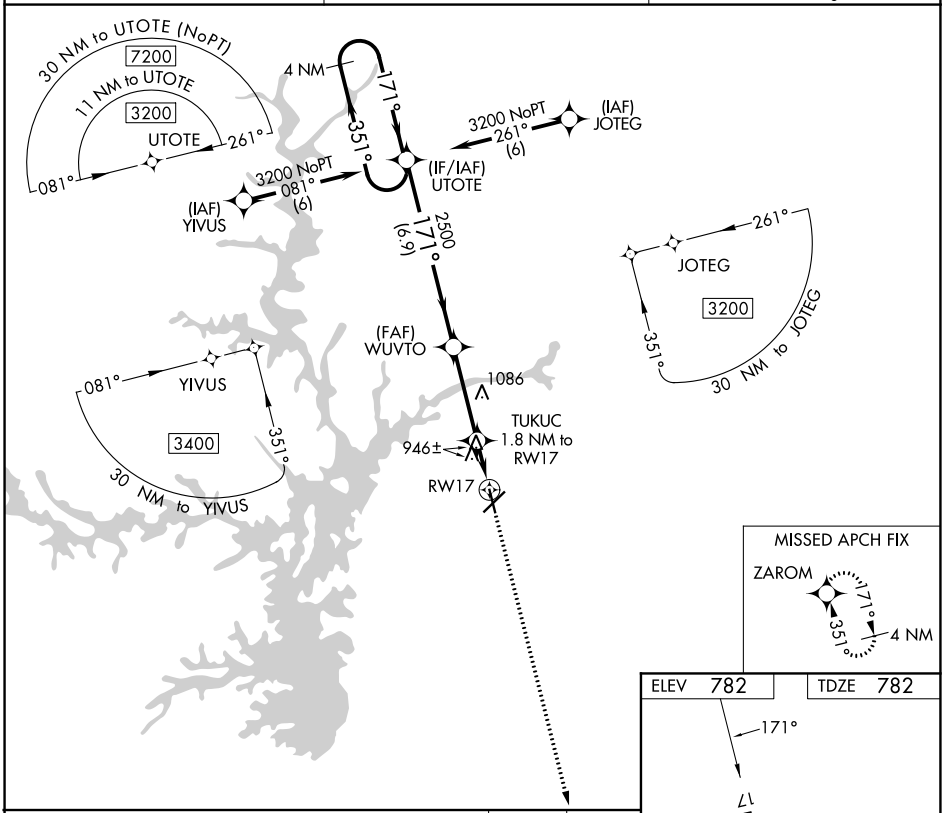
| WAAS | APP CRS | Rwy Ldg | 4996 |
|---|---|---|---|
| CH 49034 | 171° | TDZE | 782 |
| W17A | | Apt Elev | 782 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cats C/D visibility ¼ mile.

Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

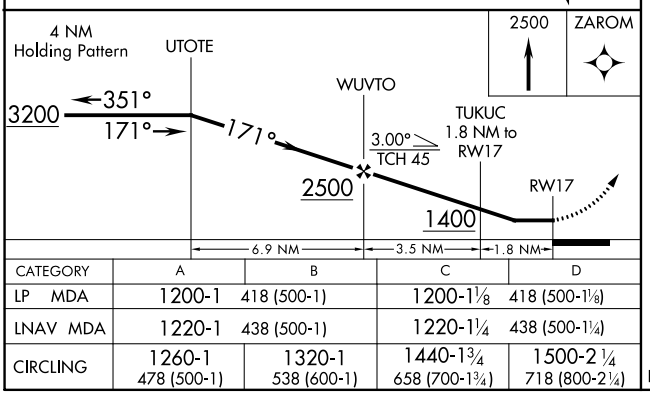
MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

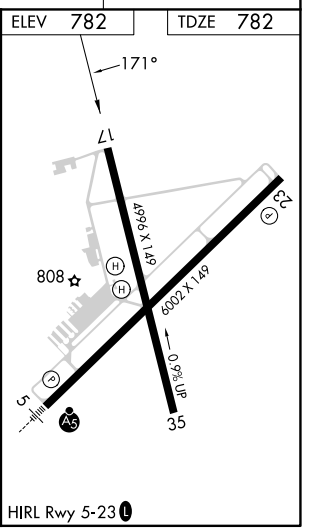
| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 | 418 (500-1) | 1200-1⅛ | 418 (500-1⅛) |
| LNAV MDA | 1220-1 | 438 (500-1) | 1220-1¼ | 438 (500-1¼) |
| CIRCLING | 1260-1<br>478 (500-1) | 1320-1<br>538 (600-1) | 1440-1¾<br>658 (700-1¾) | 1500-2¼<br>718 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

ANDERSON RGNL (AND)

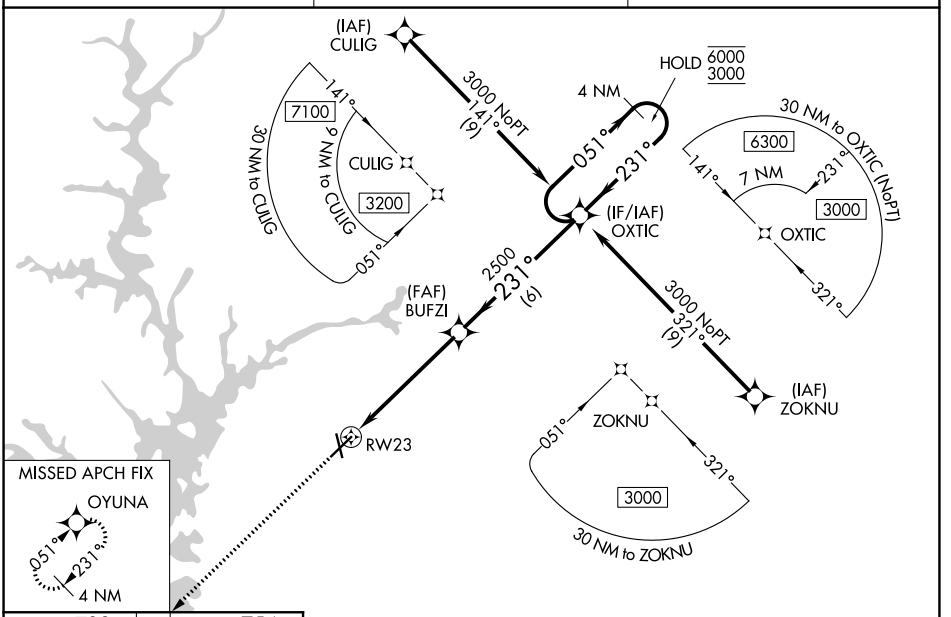
| WAAS CH 90540 W23A | APP CRS 231° | Rwy Ldg 6002 TDZE 754 Apt Elev 782 |
|---|---|---|

RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. Baro-VNAV and VDP NA when using Clemson altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1149 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1267 feet; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

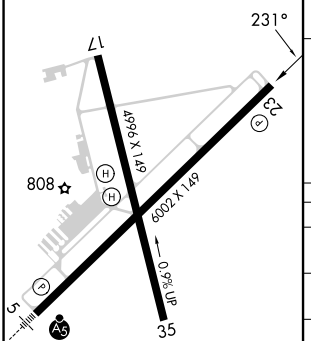
| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 (L) |

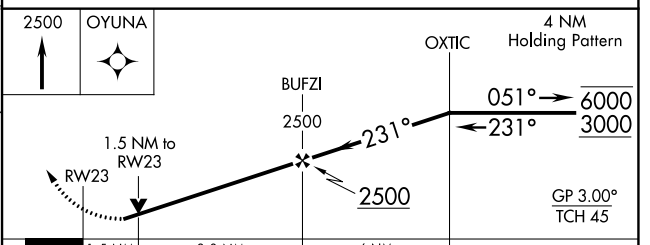



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| ELEV 782 | TDZE 754 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1102-1 348 (400-1) | | | |
| LNAV/VNAV DA | 1220-1⅜ 466 (500-1⅜) | | | |
| LNAV MDA | 1280-1 526 (500-1) | | 1280-1½ 526 (500-1½) | |
| CIRCLING | 1280-1 498 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 26190

# RNAV (GPS) RWY 35

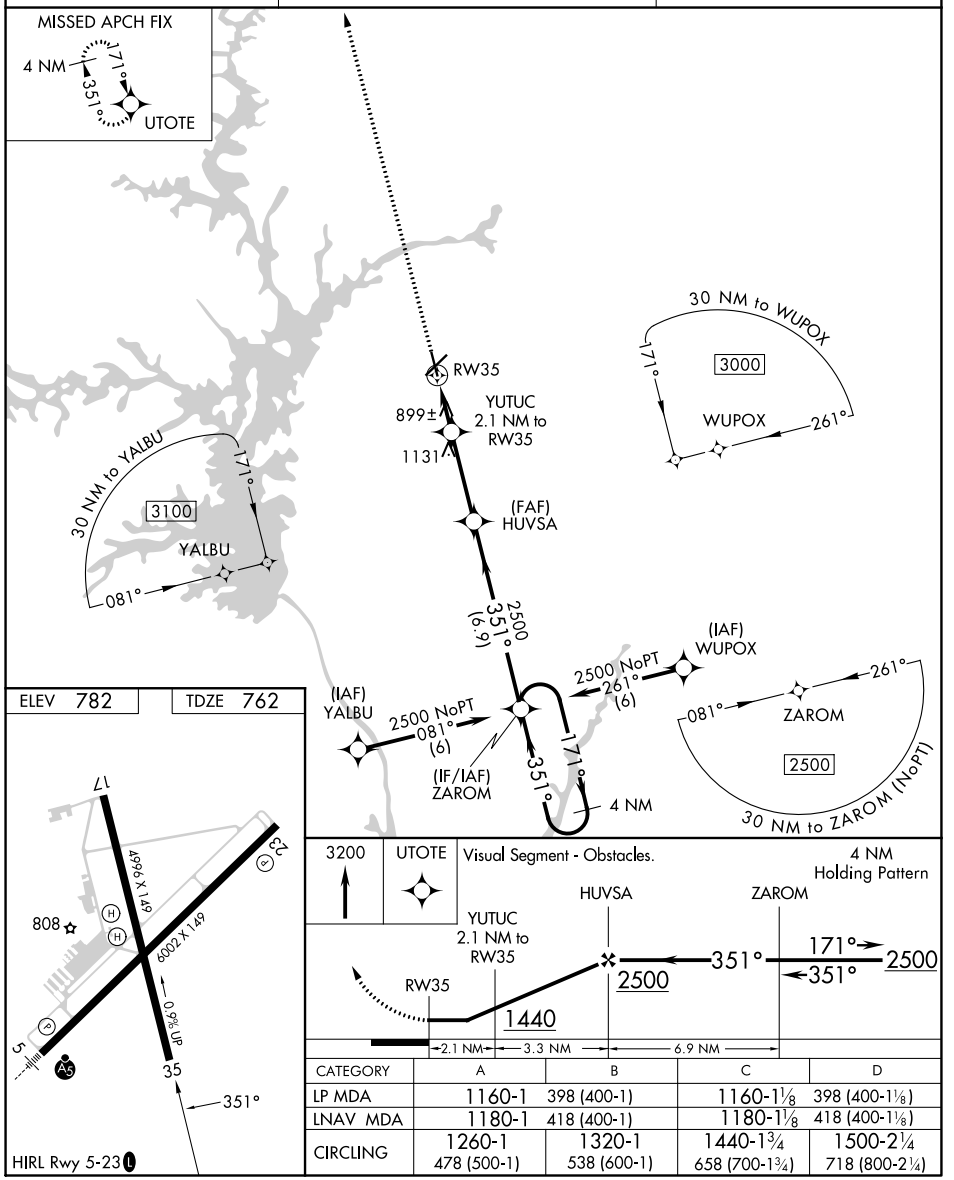
ANDERSON RGNL (AND)

| WAAS | APP CRS | Rwy Ldg | 4996 |
|---|---|---|---|
| CH 93734 | 351° | TDZE | 762 |
| W35A | | Apt Elev | 782 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet; increase all Cats C and D visibility ¼ mile. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night. Rwy 17, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 direct UTOTE and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 | 398 (400-1) | 1160-1⅛ | 398 (400-1⅛) |
| LNAV MDA | 1180-1 | 418 (400-1) | 1180-1⅛ | 418 (400-1⅛) |
| CIRCLING | 1260-1<br>478 (500-1) | 1320-1<br>538 (600-1) | 1440-1¾<br>658 (700-1¾) | 1500-2¼<br>718 (800-2¼) |

ANDERSON, SOUTH CAROLINA
Amdt 1B 07DEC17

34°30'N-82°43'W

ANDERSON RGNL (AND)

RNAV (GPS) RWY 35


SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC ELW | APP CRS | Rwy Ldg 6002 |
|---|---|---|
| 108.6 | 039° | TDZE 759 |
| Chan 23 | | Apt Elev 782 |

# VOR RWY 5

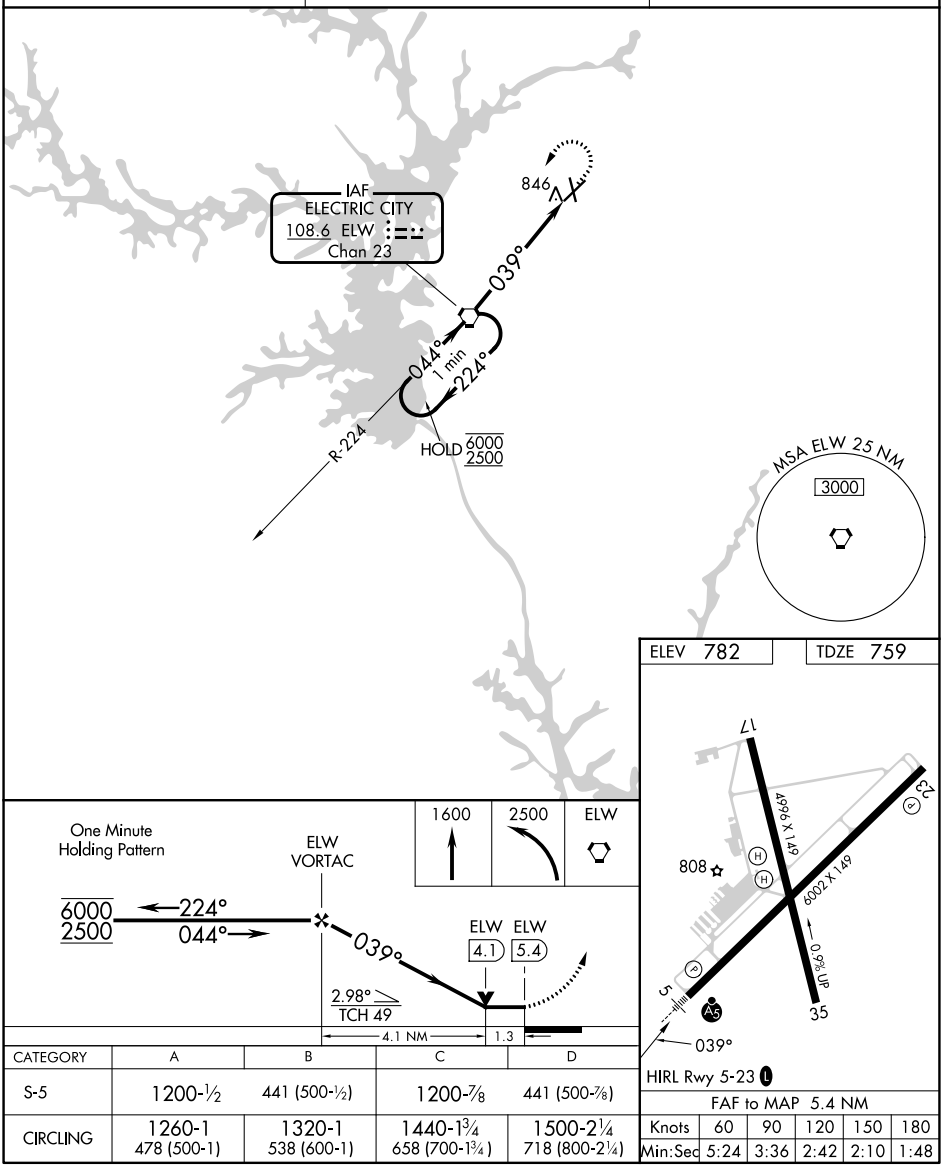
## ANDERSON RGNL (AND)

T A Rwy 17, 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CEU altimeter setting and increase all MDAs 60 feet and S-5 visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using CEU altimeter setting. Circling Rwy 17, 35 NA at night.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1200-½ | 441 (500-½) | 1200-⅞ | 441 (500-⅞) |
| CIRCLING | 1260-1<br>478 (500-1) | 1320-1<br>538 (600-1) | 1440-1¾<br>658 (700-1¾) | 1500-2¼<br>718 (800-2¼) |

FAF to MAP 5.4 NM

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ANDREWS, NORTH CAROLINA AL-9527 (FAA) 26190

# RNAV (GPS) RWY 8

## WESTERN CAROLINA RGNL (RHP)

| WAAS CH 86932 W08A | APP CRS 061° | Rwy Ldg 5285 / TDZE 1682 / Apt Elev 1699 |
|---|---|---|

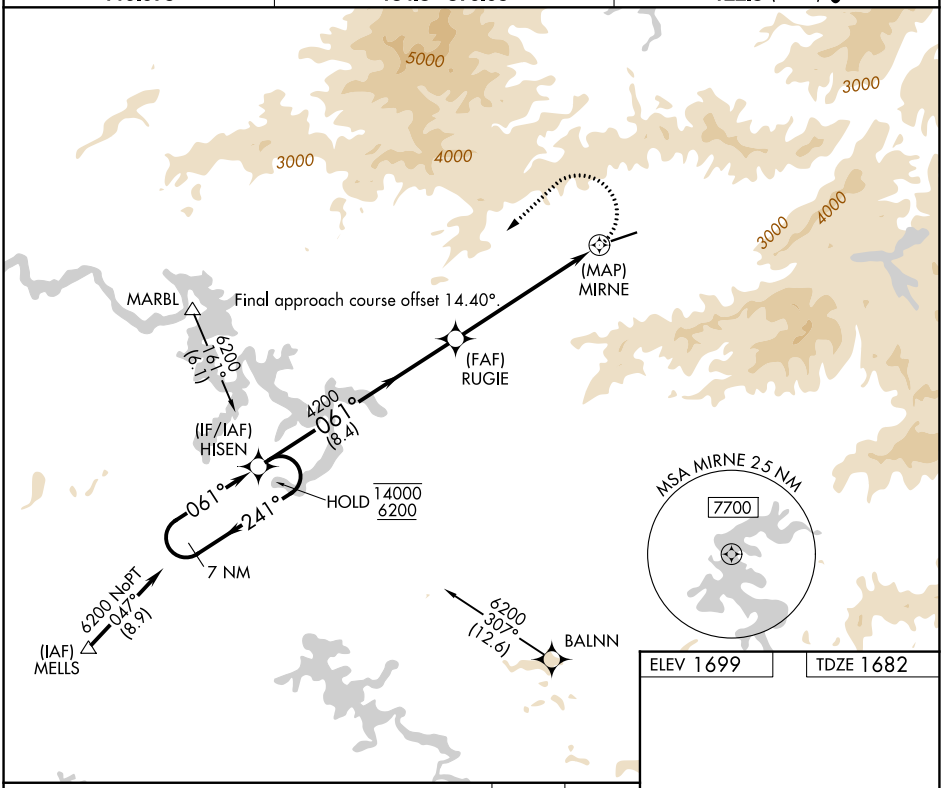
RNP APCH - GPS.

T NA -4°C

Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 6200 direct HISEN and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.675 | 134.8 379.95 | 122.8 (CTAF) L |

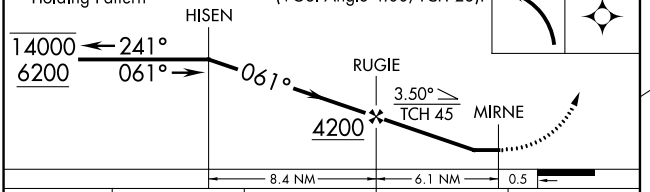


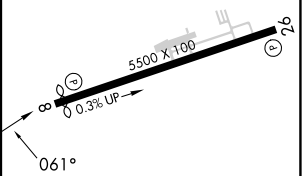

ELEV 1699 TDZE 1682

7 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 28).

6200 HISEN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3980-1¼ 2298 (2300-1¼) | 3980-1½ 2298 (2300-1½) | 3980-3 2298 (2300-3) | NA |
| LNAV MDA | 4160-1¼ 2478 (2500-1¼) | 4160-1½ 2478 (2500-1½) | 4160-3 2478 (2500-3) | NA |
| CIRCLING | 4160-1¼ 2461 (2500-1¼) | 4160-1½ 2461 (2500-1½) | NA | |

REIL Rwy 8 L
MIRL Rwy 8-26 L

ANDREWS, NORTH CAROLINA
Amdt 2 10AUG23

35°12'N-83°52'W

WESTERN CAROLINA RGNL (RHP)
RNAV (GPS) RWY 8

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS)-A
## ROBERT F SWINNIE (PHH)

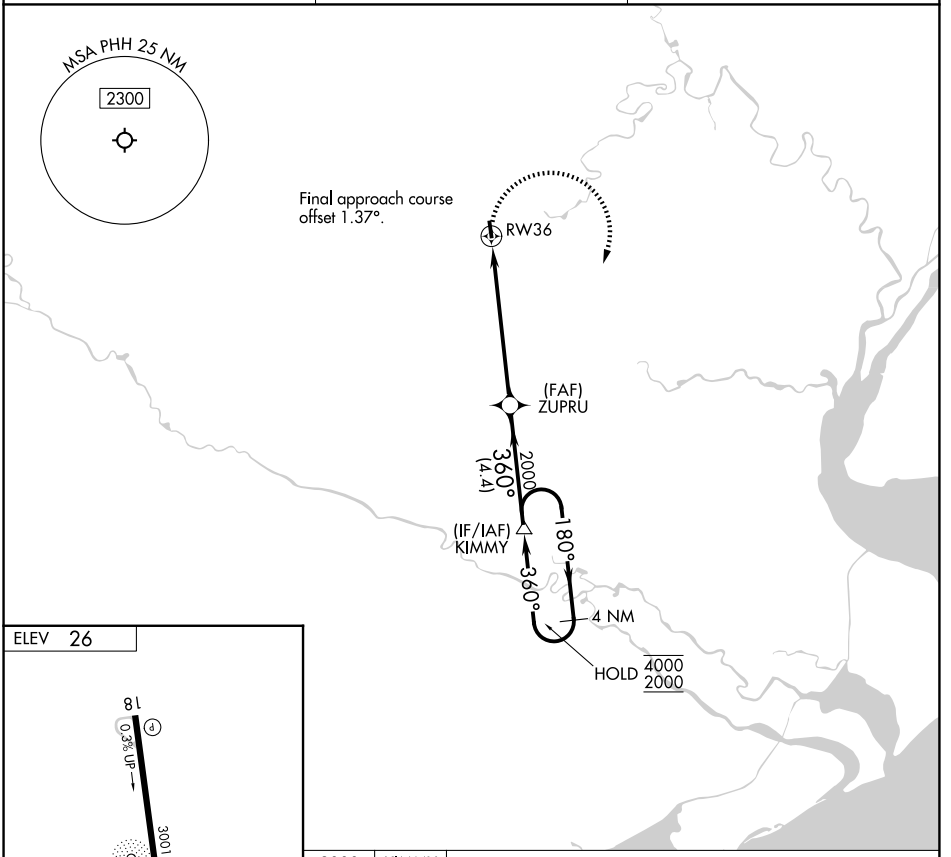
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 360° | TDZE | N/A |
| | Apt Elev | 26 |

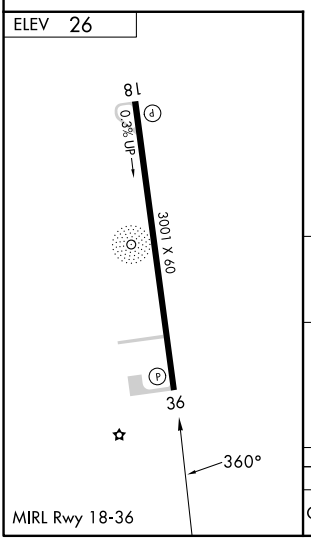
RNP APCH - GPS.

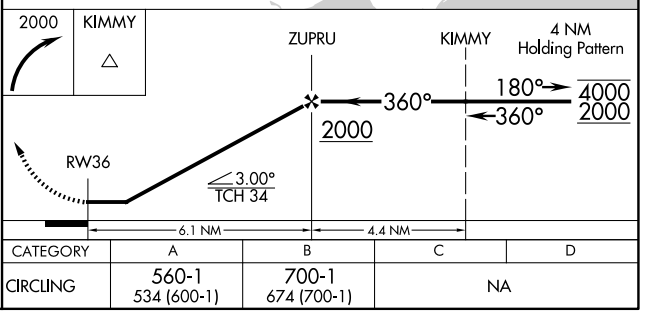
Procedure NA at night.
Rwy 18, 36 helicopter visibility reduction below 1 SM NA.
Use Myrtle Beach altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct KIMMY and hold.

| MYR AWOS-3PT | MYRTLE BEACH APP CON ★ | CTAF |
|---|---|---|
| 123.925 | 127.4 257.95 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1<br>534 (600-1) | 700-1<br>674 (700-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

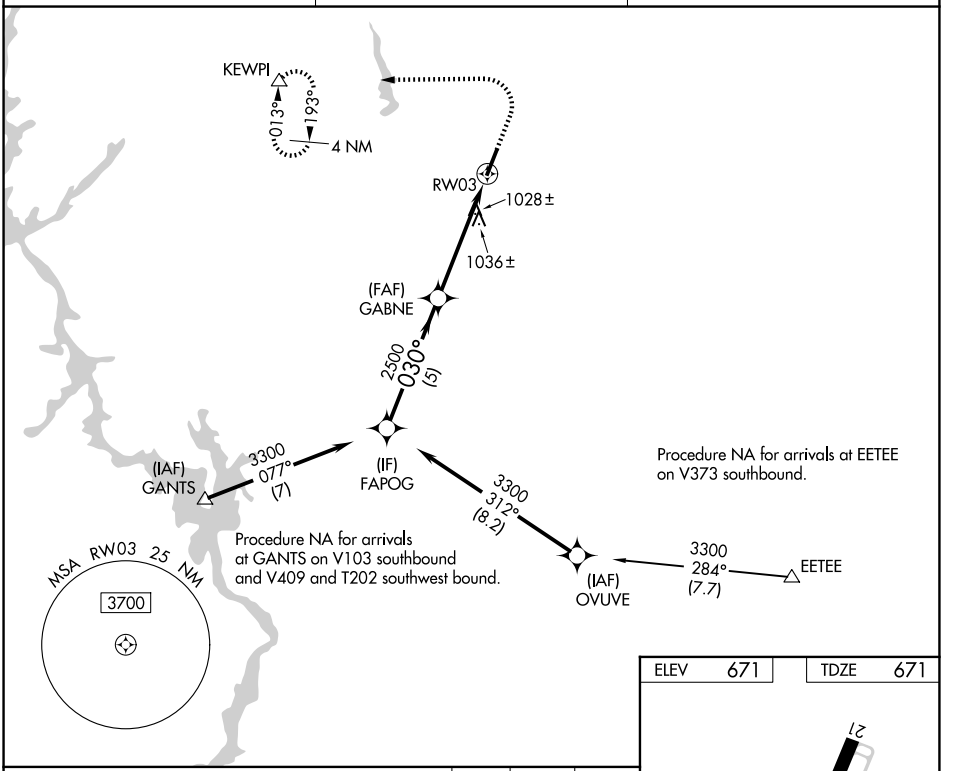
## ASHEBORO RGNL (HBI)

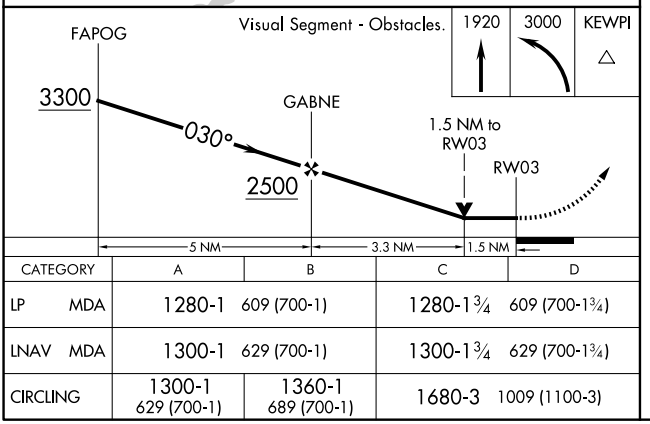
| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 86740 | 030° | TDZE | 671 |
| W03A | | Apt Elev | 671 |

Rwy 3 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

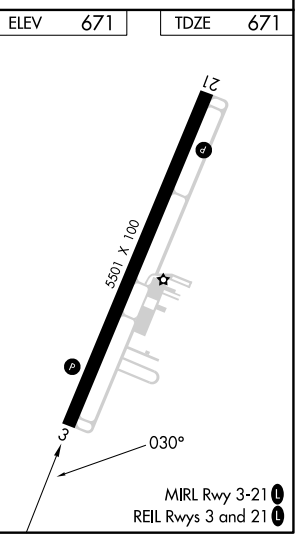
MISSED APPROACH: (Do not exceed 250K until KEWPI) Climb to 1920 then climbing left turn to 3000 direct KEWPI and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.6 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 609 (700-1) | | 1280-1¾ 609 (700-1¾) | |
| LNAV MDA | 1300-1 629 (700-1) | | 1300-1¾ 629 (700-1¾) | |
| CIRCLING | 1300-1 629 (700-1) | 1360-1 689 (700-1) | 1680-3 1009 (1100-3) | |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 21

## ASHEBORO RGNL (HBI)

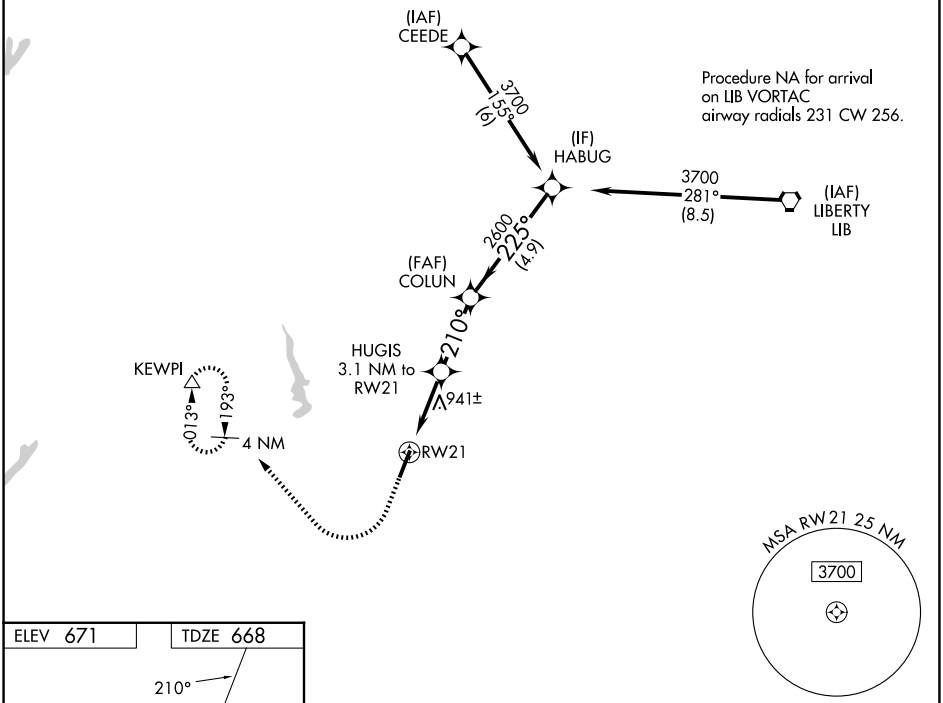
| WAAS CH 53739 W21A | APP CRS 210° | Rwy Ldg 5501 TDZE 668 Apt Elev 671 |
|---|---|---|

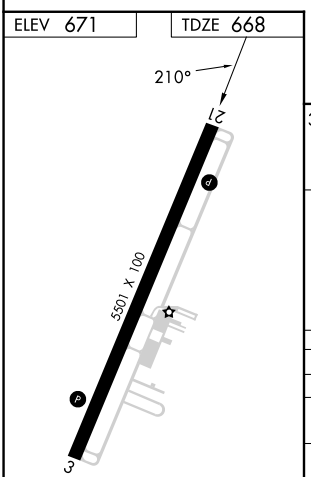
RNP APCH-GPS.

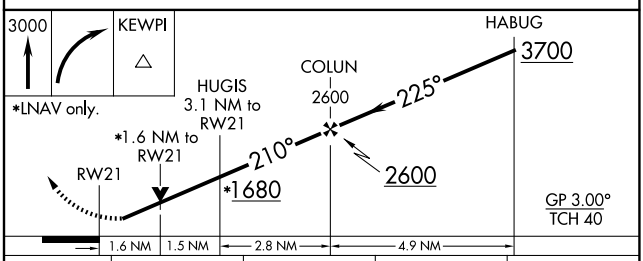
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct KEWPI and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.6 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 918-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1069-1⅛ 401 (400-1⅛) | | | |
| LNAV MDA | 1220-1 552 (600-1) | | 1220-1⅝ 552 (600-1⅝) | |
| CIRCLING | 1300-1 629 (700-1) | 1360-1 689 (700-1) | 1680-3 1009 (1100-3) | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ASHEVILLE, NORTH CAROLINA | AL-5061 (FAA) | 26190

# ILS or LOC RWY 17

ASHEVILLE RGNL (AVL)

| LOC/DME I-IMO | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| 110.9 | 167° | TDZE | 2164 |
| Chan 46 | | Apt Elev | 2164 |

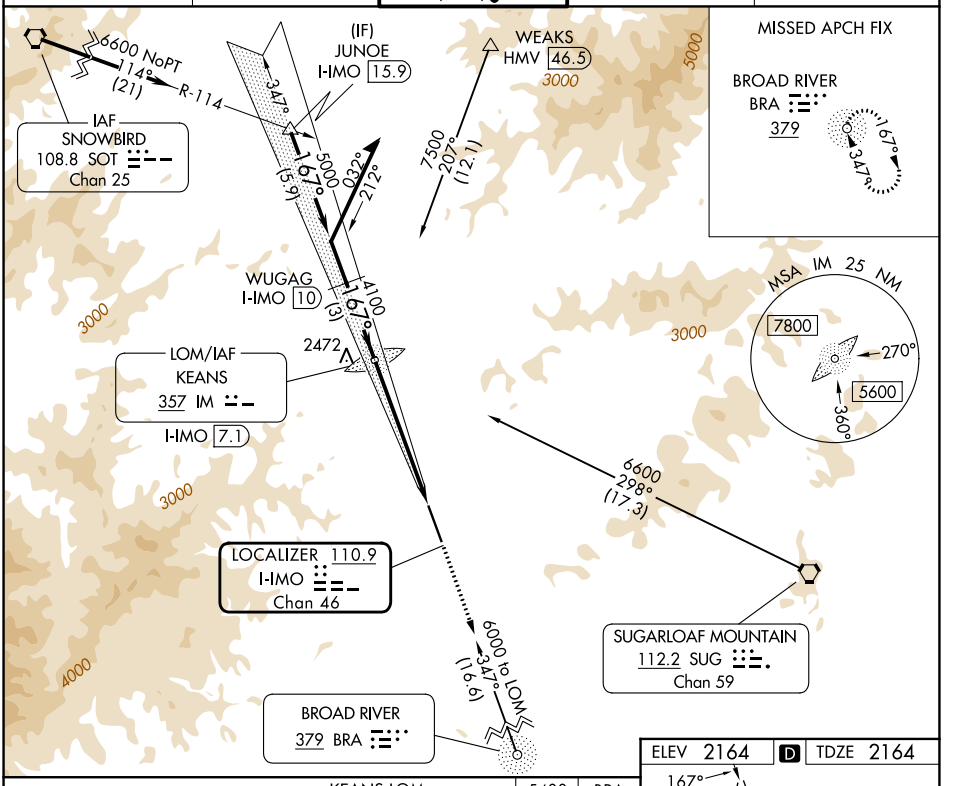
ADF and DME required.

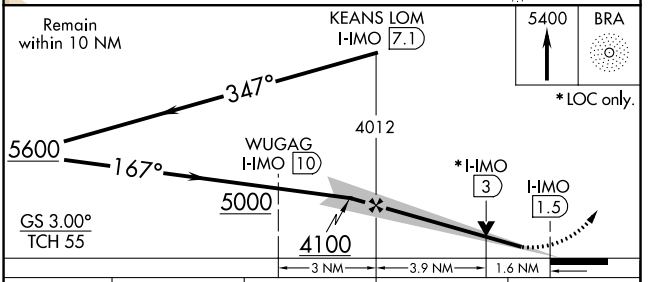
Circling NA west of Rwy 17-35.

MALSR

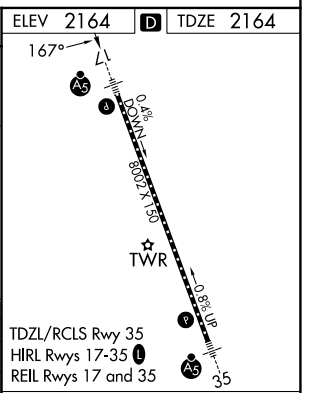
MISSED APPROACH: Climb to 5400 direct BRA NDB and hold. Continue climb-in-hold to 5400.

| ATIS | ASHEVILLE APP CON★ | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 351.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 2364-½ | | 200 (200-½) | |
| S-LOC 17 | 2720-½ | 556 (600-½) | 2720-1⅛ | 556 (600-1⅛) |
| CIRCLING | 2800-1<br>636 (700-1) | 2880-1<br>716 (800-1) | 3540-3<br>1376 (1400-3) | 3720-3<br>1556 (1600-3) |




FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

ASHEVILLE, NORTH CAROLINA | 35°26'N-82°33'W | ASHEVILLE RGNL (AVL)

Orig 25FEB21

ILS or LOC RWY 17

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 35

ASHEVILLE RGNL (AVL)

| LOC/DME I-AVL | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| 110.5 | 347° | TDZE | 2141 |
| Chan 42 | | Apt Elev | 2164 |

T A Circling NA west of Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 2700 then climbing right turn to 6800 on heading 020° and on SUG VORTAC R-313 to JUNOE INT/SUG 24.5 DME and hold, continue climb-in-hold to 6800.
* Missed approach requires minimum climb of 340 feet per NM to 4200.

| ATIS | ASHEVILLE APP CON ★ | ASHEVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 351.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |

MISSED APCH FIX
R-313
114.6 HMV Chan 93
JUNOE
SUG 24.5
108.8 SOT R-114 Chan 25
313°
133°
R-213
112.2 SUG Chan 59

LOCALIZER 110.5
I-AVL
Chan 42

UMUXE INT
I-AVL 7.3
RADAR

BROAD RIVER
379 BRA

(IF/IAF)
NURUE INT
I-AVL 11.4

FREEZ
SUG 18.4

HOLD 6600 5100

R-313
3000
MSA BRA 25 NM
7600

R-251
6200
232°
(12.7)

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

R-232
4000
347°
(4.2)
1 min
167°
347°
R-205
6200
052°
(5.7)

Procedure NA for arrivals at SUG VORTAC on V185 northbound.

Procedure NA for arrival on SPA VORTAC airway radials 231 CW 325.

5100 NoPT
347°
(8.3)
R-287
(IAF)
TUXDO
I-AVL 19.8
167°
5700
287°
(24.6)

SPARTANBURG
115.7 SPA
Chan 104

4000
3000

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 2164 D TDZ 2141

0.4% DOWN
8002 X 150
TWR
0.8% UP
35
347°

TDZL/RCLS Rwy 35
HIRL Rwys 17-35 L
REIL Rwys 17 and 35

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

2700 | 6800 hdg 020° | SUG R-313 | JUNOE

UMUXE INT
I-AVL 7.3
RADAR

NURUE INT
I-AVL 11.4

One Minute Holding Pattern

I-AVL 1.5
I-AVL 4.7
4000
347°
4000
167° → 6600
347° ← 5100
GS 3.00°
TCH 56

3.2 NM | 2.5 NM | 4.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35* | 2360/24 219 (200-½) | | | |
| S-ILS 35 | 3019-4 878 (900-4) | | | |
| S-LOC 35 | 3200/40 1059 (1100-¾) | 3200/55 1059 (1100-1) | 3200-2½ 1059 (1100-2½) | |
| CIRCLING | 3200-1¼ 1036 (1100-1¼) | 3200-1½ 1036 (1100-1½) | 3460-3 1296 (1300-3) | 3720-3 1556 (1600-3) |

# RNAV (GPS) RWY 17

## ASHEVILLE RGNL (AVL)

| WAAS | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| CH 93641 | 167° | TDZE | 2164 |
| W17A | | Apt Elev | 2164 |

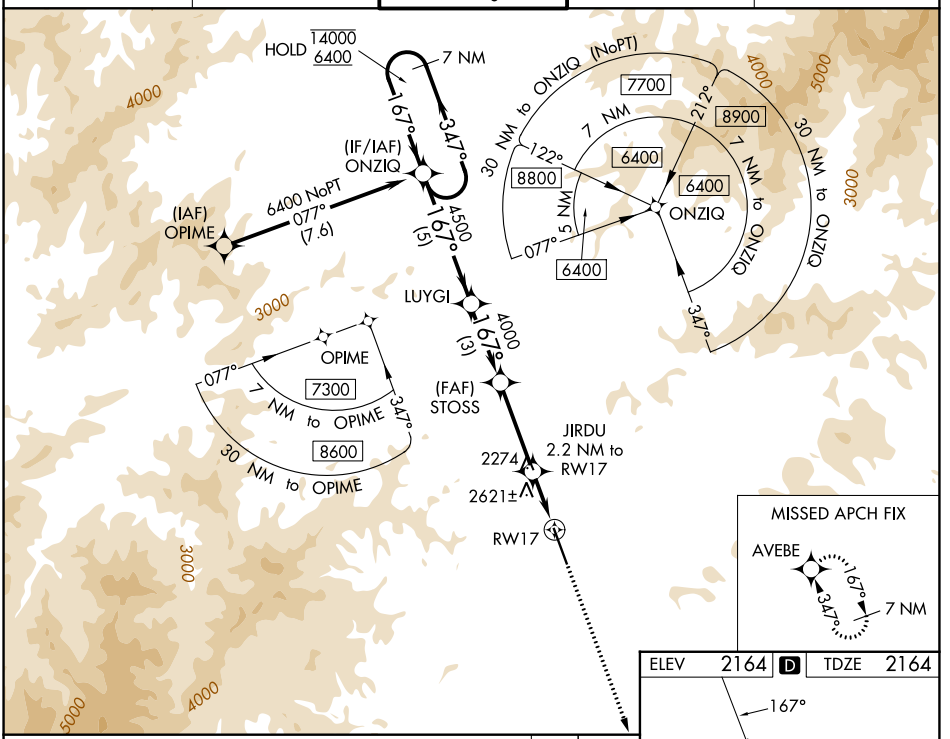
RNP APCH.

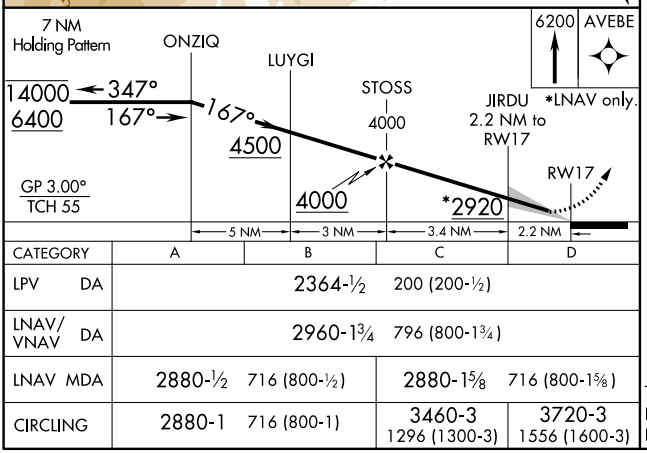
Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and increase LNAV Cats C/D visibility to 2 SM.

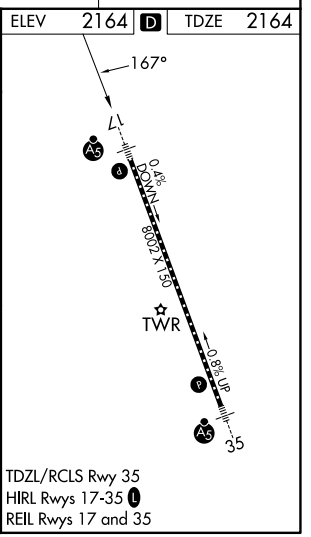
MALSR

MISSED APPROACH: Climb to 6200 direct AVEBE and hold, continue climb-in-hold to 6200.

| ATIS | ASHEVILLE APP CON★ | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 351.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2364-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2960-1¾ 796 (800-1¾) | | | |
| LNAV MDA | 2880-½ 716 (800-½) | | 2880-1⅝ 716 (800-1⅝) | |
| CIRCLING | 2880-1 716 (800-1) | | 3460-3 1296 (1300-3) | 3720-3 1556 (1600-3) |

TDZL/RCLS Rwy 35
HIRL Rwys 17-35 L
REIL Rwys 17 and 35



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 35

## ASHEVILLE RGNL (AVL)

| WAAS CH 48941 W35A | APP CRS 347° | Rwy Ldg 8002 TDZE 2141 Apt Elev 2164 |
|---|---|---|

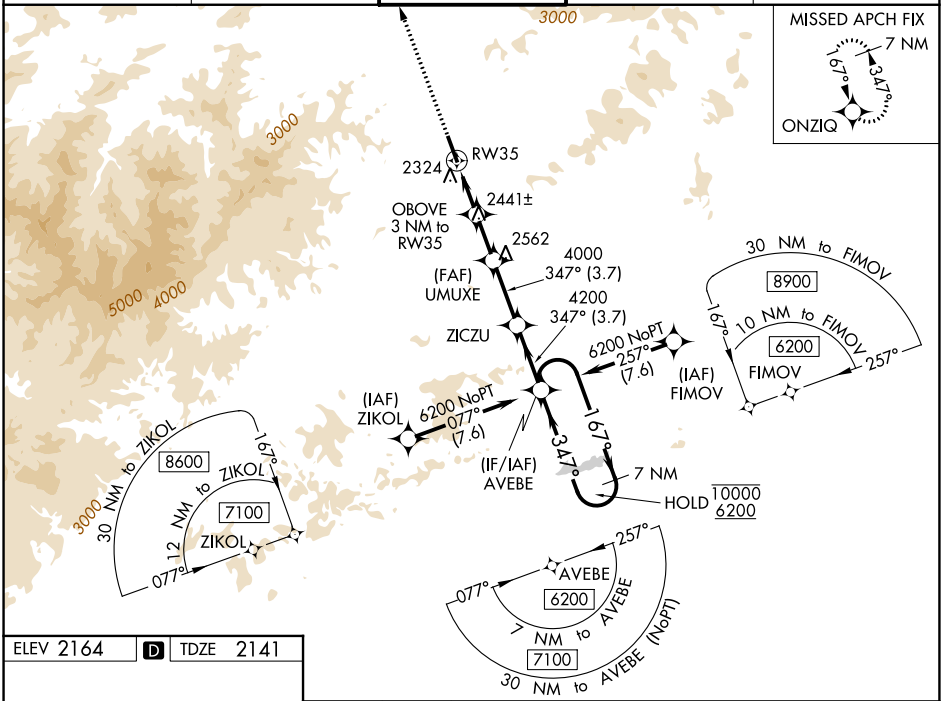
RNP APCH.

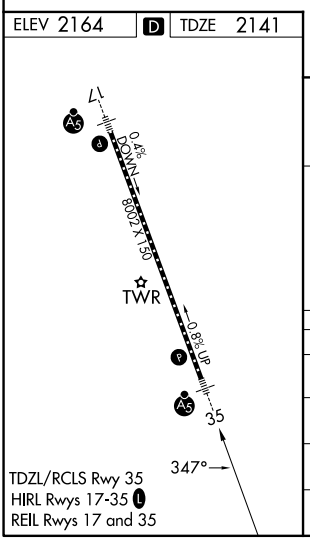
Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

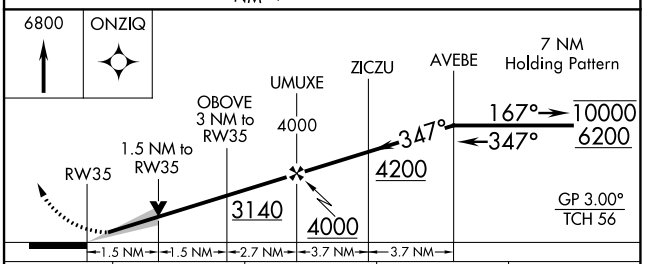
MALSR

MISSED APPROACH: Climb to 6800 direct ONZIQ and hold, continue climb-in-hold to 6800.

| ATIS | ASHEVILLE APP CON★ | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 351.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2342/40 | 201 (200-¾) | | |
| LNAV/VNAV DA | 2577/40 | 436 (500-¾) | | |
| LNAV MDA | 2660/40 | 519 (500-¾) | 2660/55 519 (500-1) | 2660/50 519 (500-1) |
| CIRCLING | 2800-1 636 (700-1) | 2880-1 716 (800-1) | 3460-3 1296 (1300-3) | 3720-3 1556 (1600-3) |



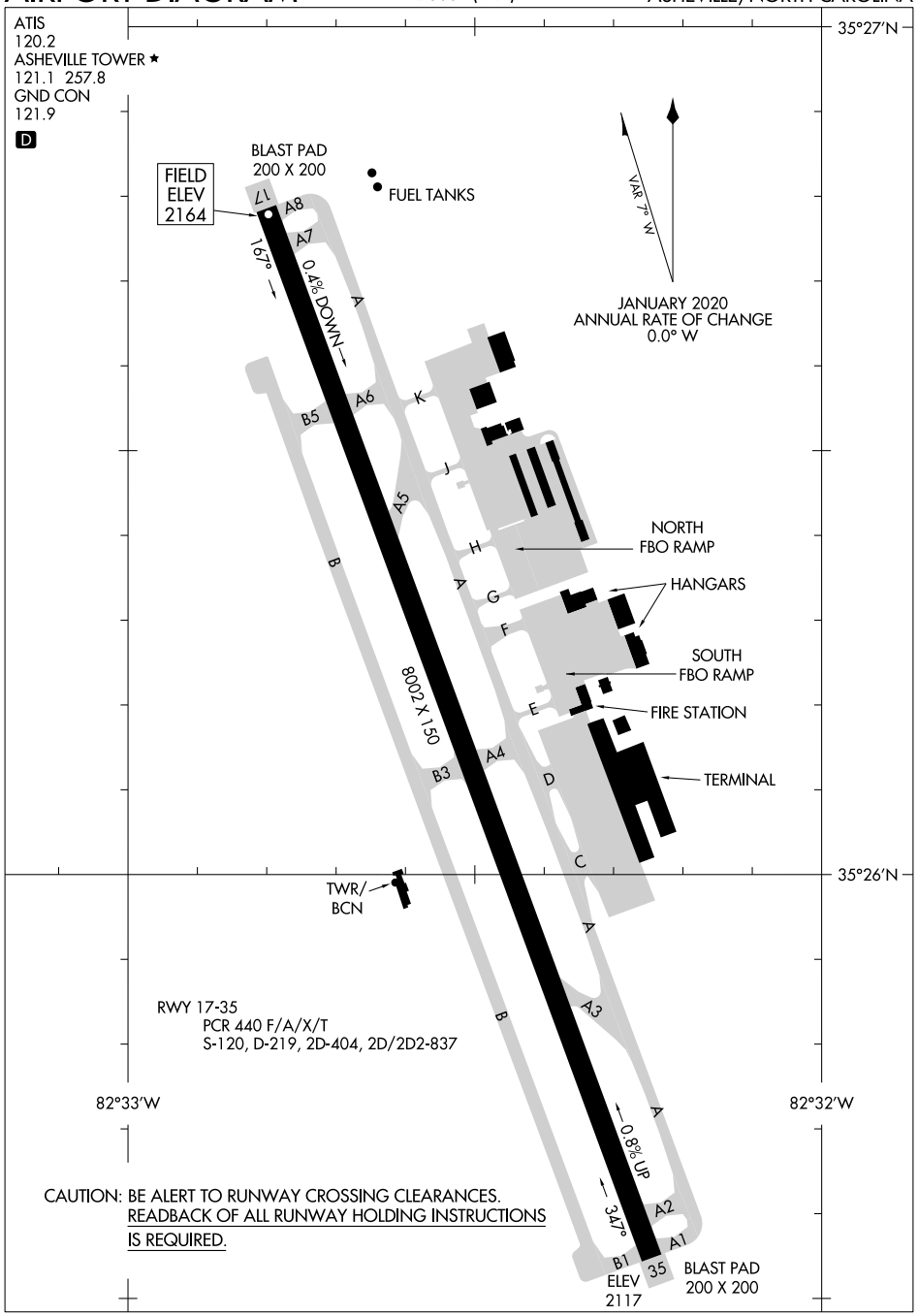
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26190

# AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

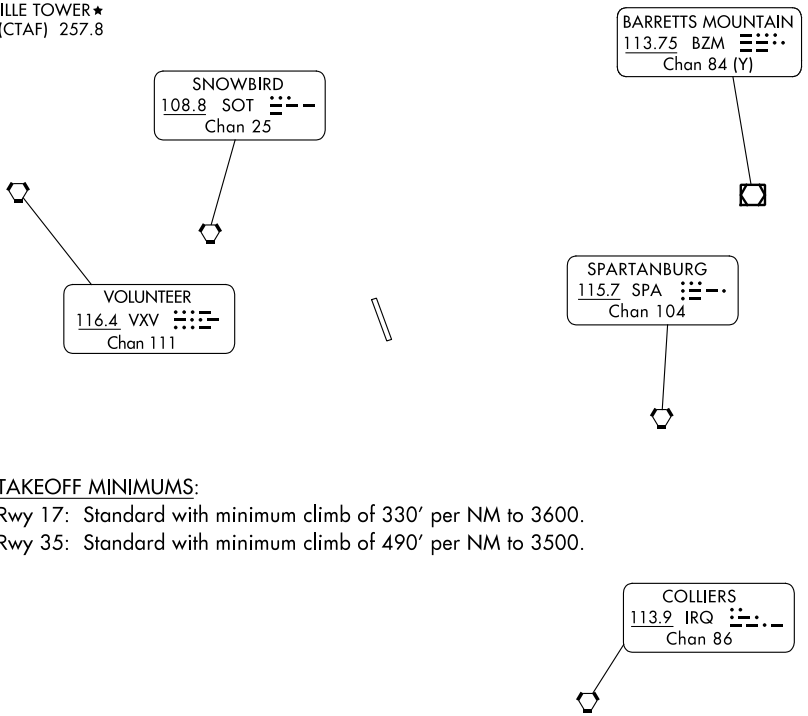
SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26190

ASHEVILLE, NORTH CAROLINA
ASHEVILLE RGNL (AVL)

ASHEVILLE DEP CON★
124.65 351.8 (Rwy 17)
125.8 269.575 (Rwy 35)
ATLANTA CENTER DEP CON
132.625 353.625 (when twr closed)
ATIS
120.2
GND CON
121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8

**TOP ALTITUDE: 8000**




TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 330′ per NM to 3600.
Rwy 35: Standard with minimum climb of 490′ per NM to 3500.

NOTE: RADAR required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on a heading between 147° CW to 187° from DER as assigned by ATC (When tower closed, climb heading 167°) thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 332° CW to 002° from DER as assigned by ATC (When tower closed, climb heading 347°) thence. . . .

. . . .On RADAR vectors to intercept filed route/fix. Maintain 8000 or lower filed altitude. Expect filed altitude/flight level within 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BAMBERG, SOUTH CAROLINA

AL-9818 (FAA)

26106

# RNAV (GPS) RWY 5

BAMBERG COUNTY (99N)

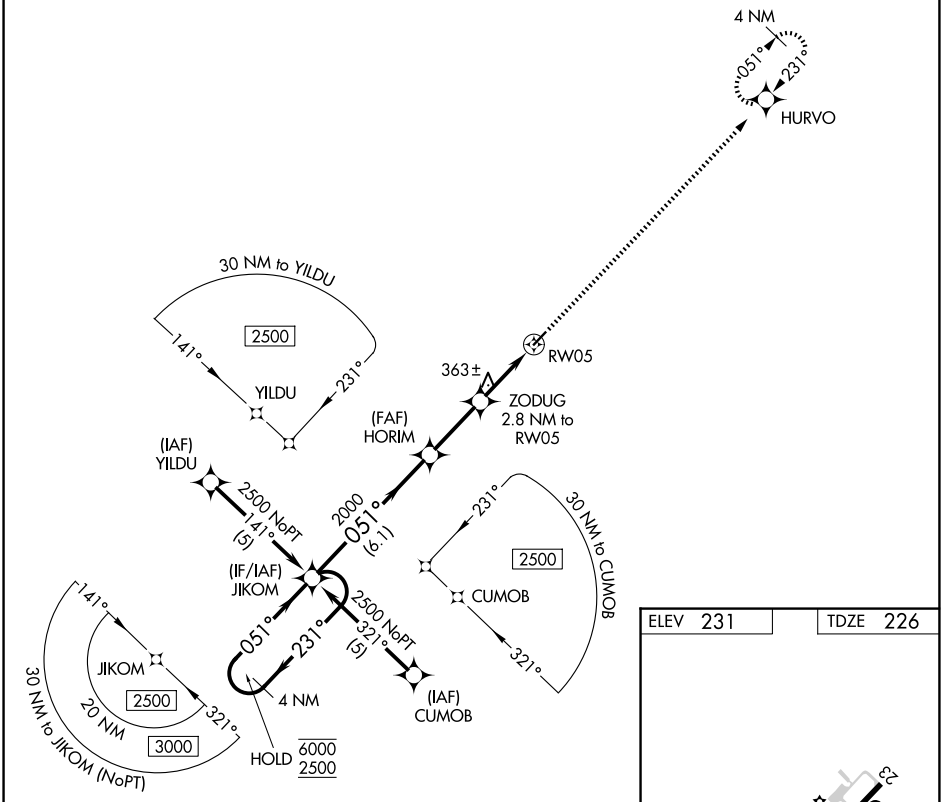
| APP CRS | Rwy Ldg | 3603 |
|---|---|---|
| 051° | TDZE | 226 |
| | Apt Elev | 231 |

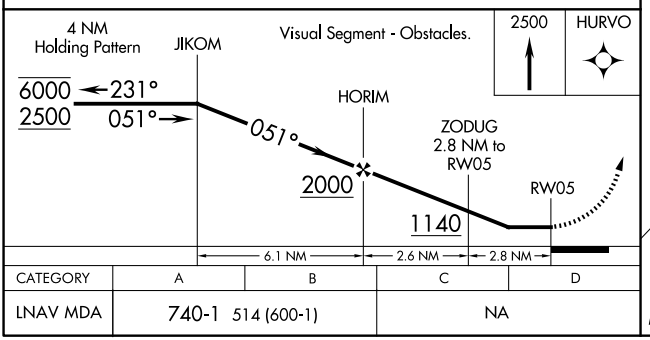
RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use OGB altimeter setting; when not received, procedure NA.

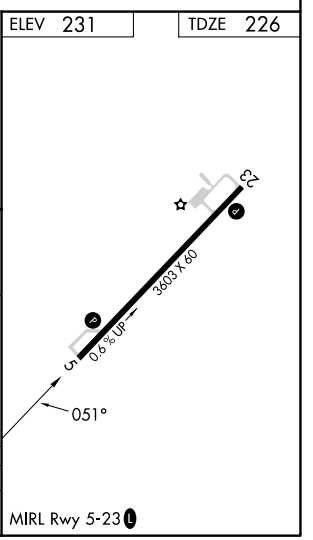
MISSED APPROACH: Climb to 2500 direct HURVO and hold.

| OGB ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 118.525 | 124.15 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 514 (600-1) | | NA | |




BAMBERG, SOUTH CAROLINA

Orig-D 19MAR26

33°18'N-81°07'W

BAMBERG COUNTY (99N)

RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | 3603 |
|---|---|---|
| 231° | TDZE | 231 |
| | Apt Elev | 231 |

# RNAV (GPS) RWY 23

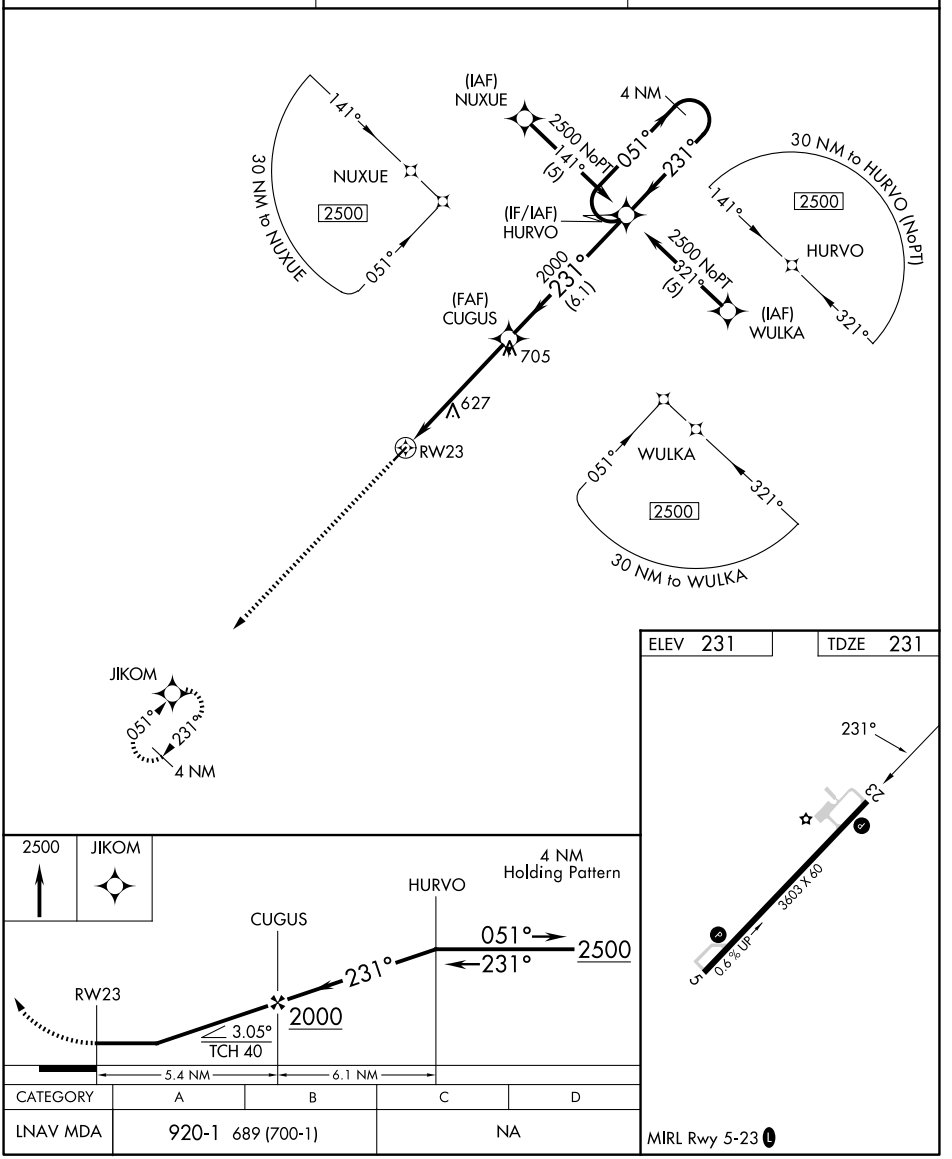
BAMBERG COUNTY (99N)

RNP APCH.

T NA Procedure NA at night.
Rwy 23 helicopter visibility reduction below 1 SM NA.
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct JIKOM and hold.

| OGB ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 118.525 | 124.15 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 689 (700-1) | | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BARNWELL, SOUTH CAROLINA AL-5808 (FAA) 25219

# RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

| WAAS | APP CRS | Rwy Ldg | 5119 |
|---|---|---|---|
| CH 90418 | 165° | TDZE | 246 |
| W17A | | Apt Elev | 246 |

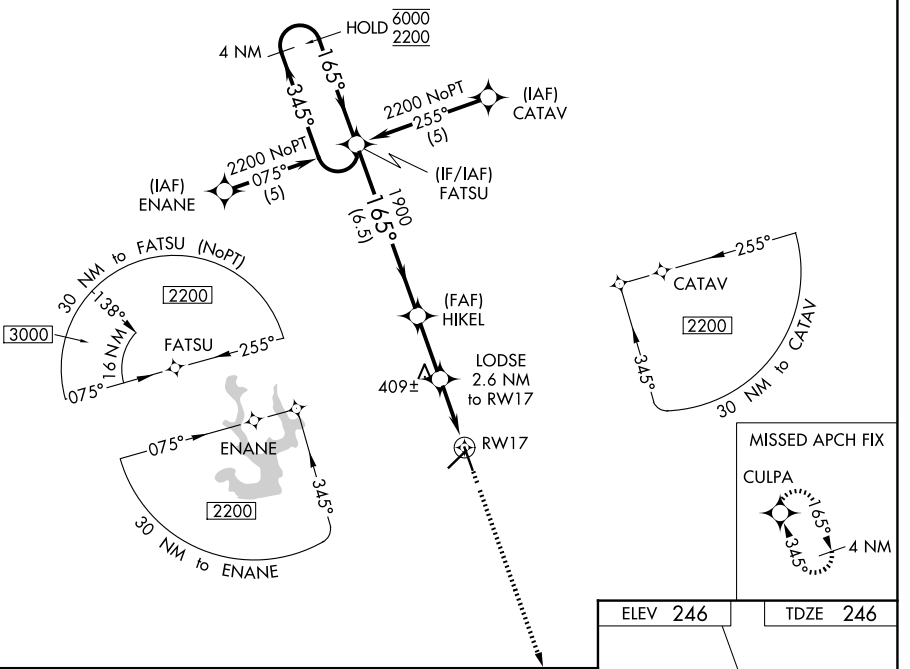
RNP APCH.

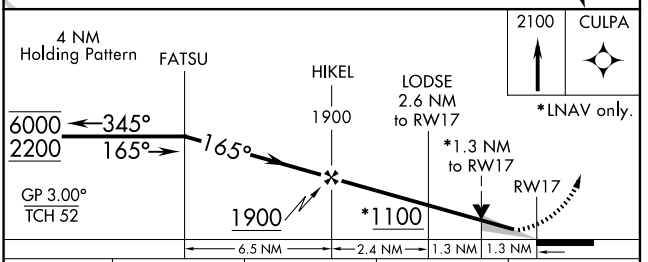
Circling Rwy 5, 23 NA at night. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

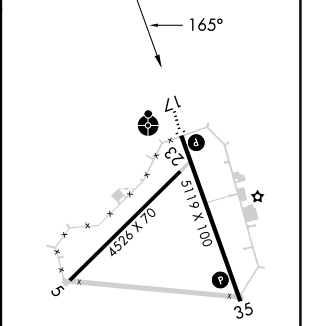
MISSED APPROACH: Climb to 2100 direct CULPA and hold.

| AWOS-3PT | JACKSONVILLE CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.775 | 132.925 363.2 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 496-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 604-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 700-¾ 454 (500-¾) | | 700-1¼ 454 (500-1¼) | 700-1½ 454 (500-1½) |
| CIRCLING | 700-1 454 (500-1) | | 900-1¾ 654 (700-1¾) | 900-2 654 (700-2) |




MIRL Rwy 17-35 L

BARNWELL, SOUTH CAROLINA
Amdt 2B 30DEC21

33°15'N-81°23'W

BARNWELL RGNL (BNL)

RNAV (GPS) RWY 17

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 35

BARNWELL RGNL (BNL)

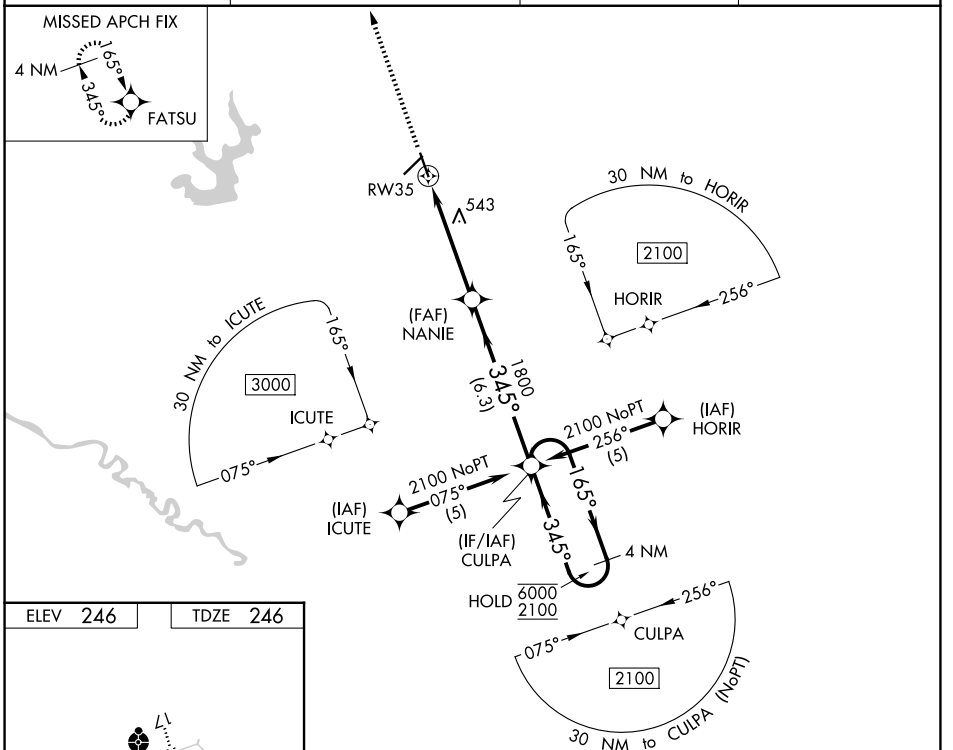
| APP CRS | Rwy Ldg | 5119 |
|---|---|---|
| 345° | TDZE | 246 |
| | Apt Elev | 246 |

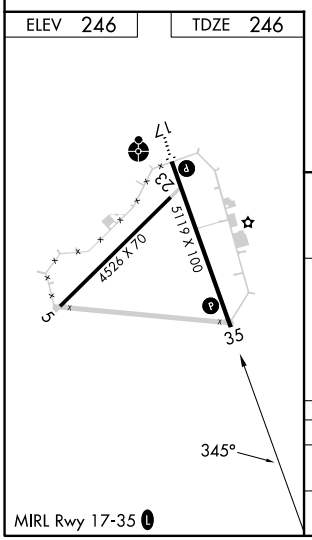
RNP APCH - GPS.

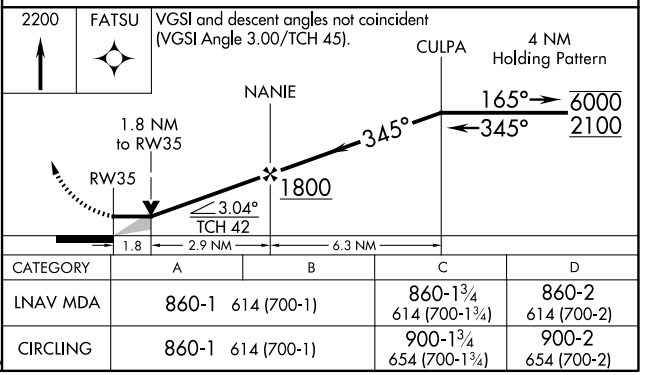
VDP NA when using AGS altimeter setting. When local altimeter setting not received, use AGS altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

| AWOS-3PT | JACKSONVILLE CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.775 | 132.925 363.2 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 614 (700-1) | | 860-1¾ 614 (700-1¾) | 860-2 614 (700-2) |
| CIRCLING | 860-1 614 (700-1) | | 900-1¾ 654 (700-1¾) | 900-2 654 (700-2) |

MIRL Rwy 17-35 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

MICHAEL J SMITH FLD (MRH)

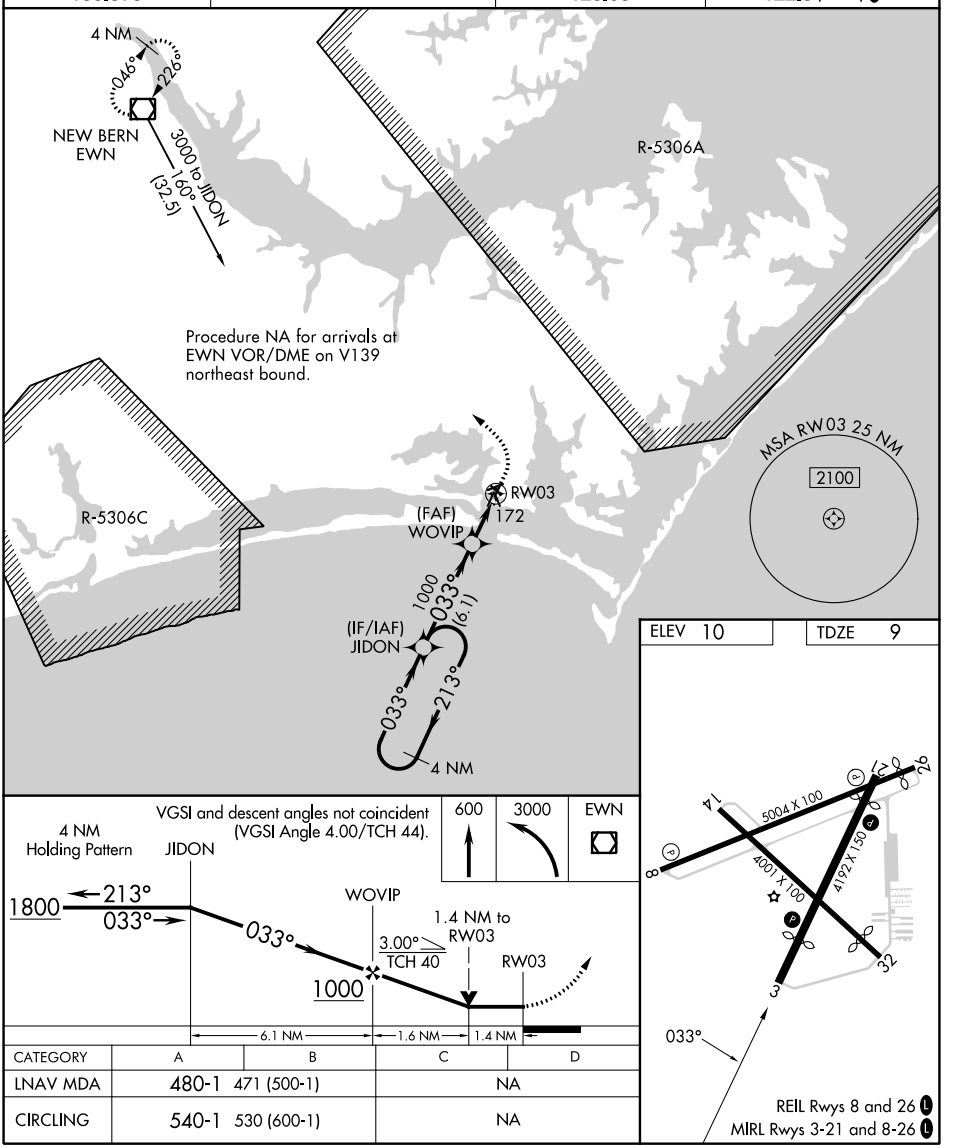
| APP CRS | Rwy Ldg | 3328 |
|---|---|---|
| 033° | TDZE | 9 |
| | Apt Elev | 10 |

T A

Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet. Rwy 3 helicopter visibility reduction below ¾ SM NA. VDP NA when using Cherry Point MCAS (Cunningham Fld) altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 471 (500-1) | | NA | |
| CIRCLING | 540-1 530 (600-1) | | NA | |





SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 8

MICHAEL J SMITH FLD (MRH)

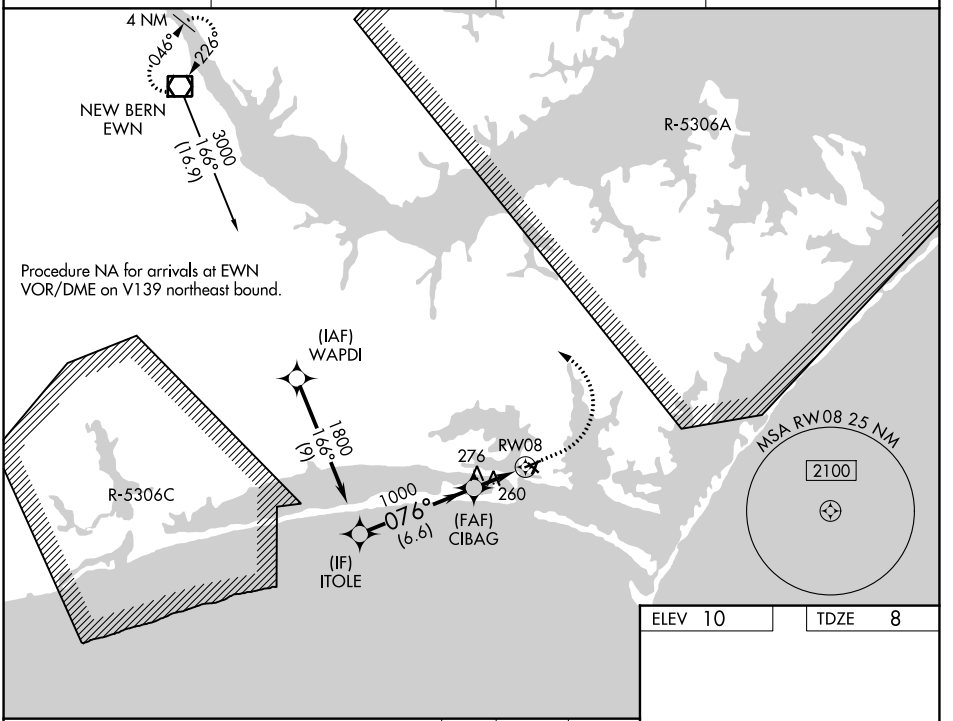
| WAAS | APP CRS | Rwy Ldg | 5004 |
|---|---|---|---|
| CH 97727 | 076° | TDZE | 8 |
| W08A | | Apt Elev | 10 |

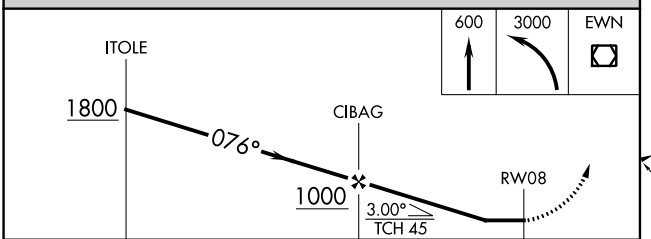
RNP APCH.

ATC clearance required to penetrate R-5306A and R-5306C.
Rwy 8, helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

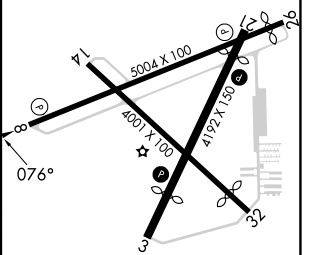
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 512 (600-1) | | 520-1⅜ 512 (600-1⅜) | |
| LNAV MDA | 540-1 532 (600-1) | | 540-1½ 532 (600-1½) | |
| CIRCLING | 540-1 530 (600-1) | | 580-1½ 570 (600-1½) | 620-2 610 (700-2) |




REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 26190

# RNAV (GPS) RWY 14

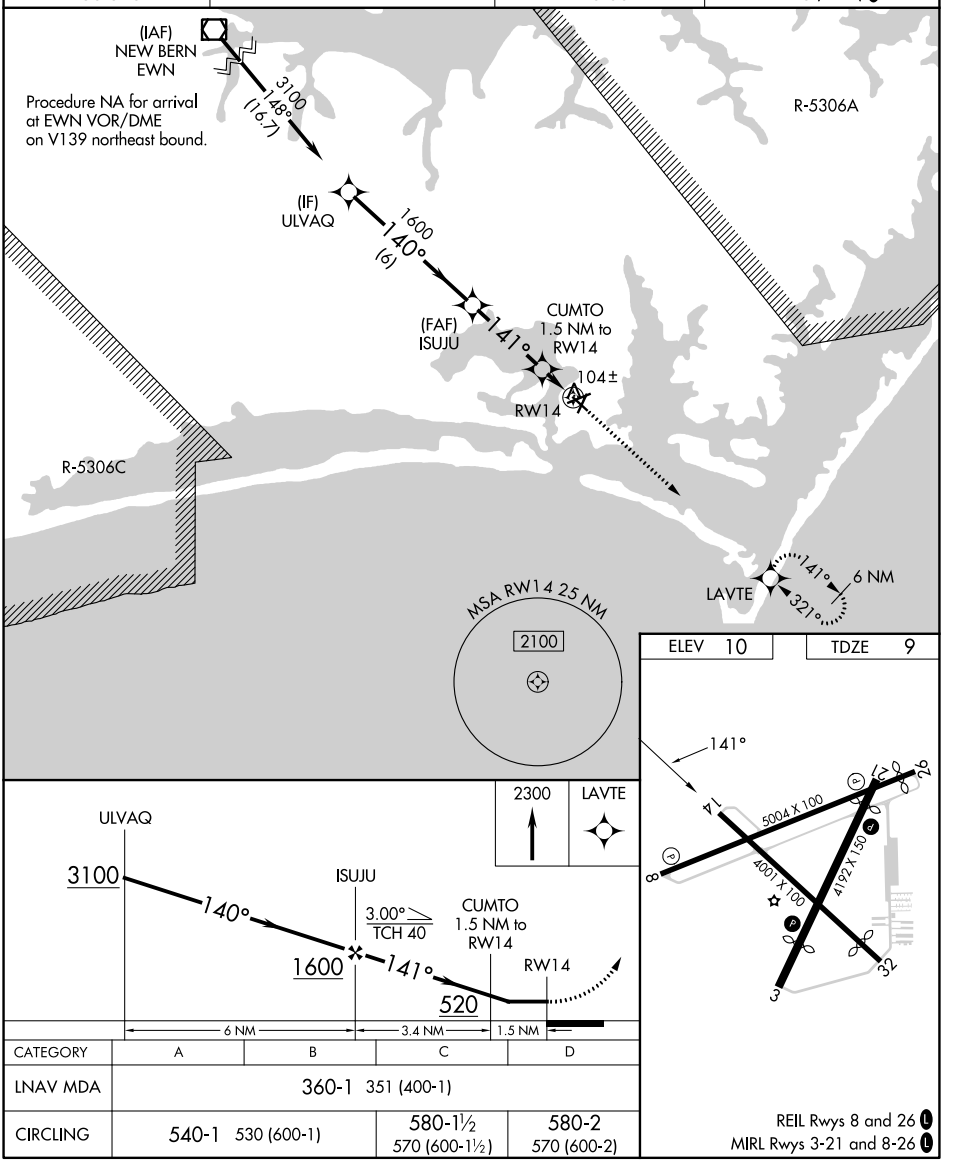
MICHAEL J SMITH FLD (MRH)

| APP CRS | Rwy Ldg | 4001 |
|---|---|---|
| 141° | TDZE | 9 |
| | Apt Elev | 10 |

DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility ⅛ mile. Straight-in Rwy 14 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct LAVTE and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 360-1 351 (400-1) | | | |
| CIRCLING | 540-1 530 (600-1) | | 580-1½ 570 (600-1½) | 580-2 570 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

BEAUFORT, NORTH CAROLINA
Amdt 1B 16JUN22

34°44'N-76°40'W

MICHAEL J SMITH FLD (MRH)

RNAV (GPS) RWY 14

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | | |
|---|---|---|
| 213° | Rwy Ldg | 3676 |
| | TDZE | 9 |
| | Apt Elev | 10 |

# RNAV (GPS) RWY 21

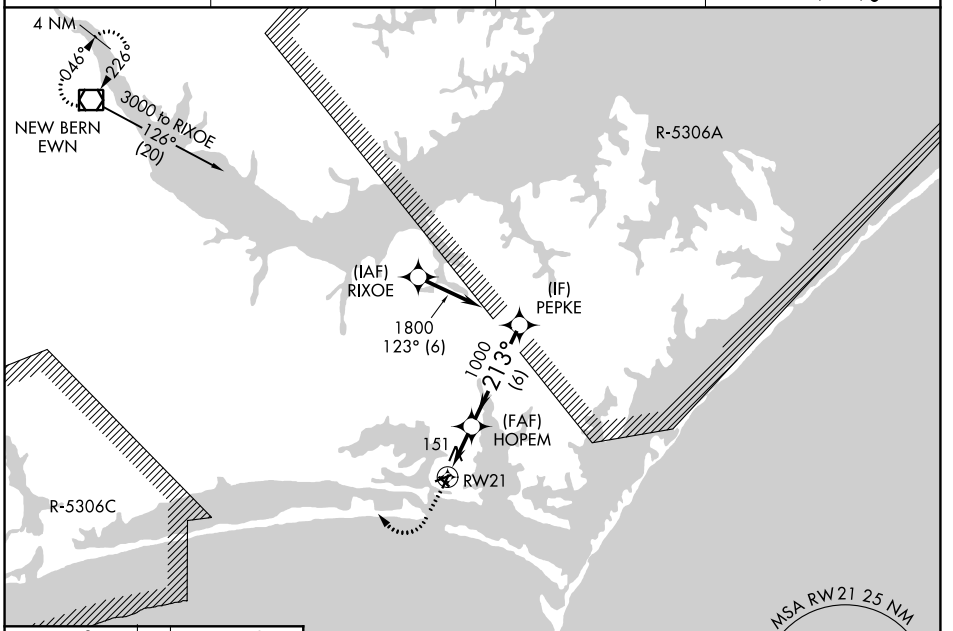
MICHAEL J SMITH FLD (MRH)

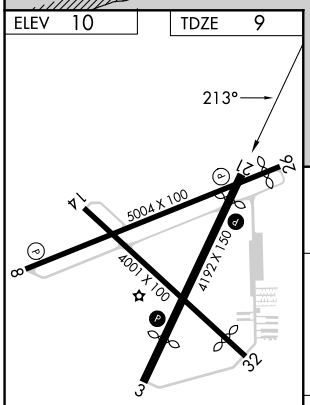
RNP APCH - GPS.

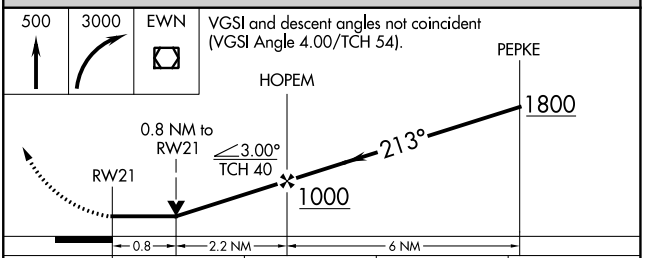
Circling Rwy 8, 14, 32 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 411 (500-1) | | NA | |
| CIRCLING | 540-1 530 (600-1) | | NA | |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, NORTH CAROLINA

AL-5095 (FAA)

26190

# RNAV (GPS) RWY 26

MICHAEL J SMITH FLD (MRH)

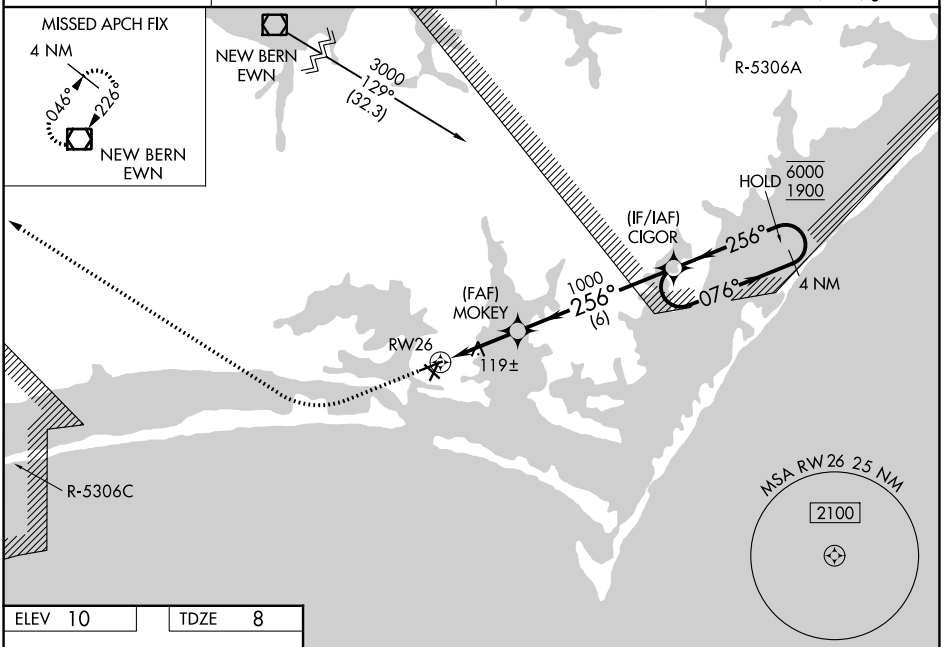
| WAAS | APP CRS | Rwy Ldg | 4715 |
|---|---|---|---|
| CH 40338 | 256° | TDZE | 8 |
| W26A | | Apt Elev | 10 |

RNP APCH - GPS.

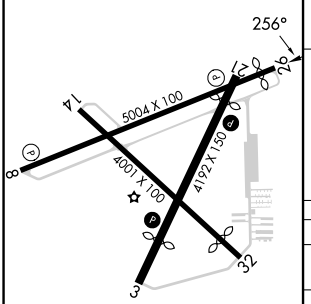
Circling Rwy 8, 14, 32 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. ATC clearance required to penetrate R-5306A and R-5306C.

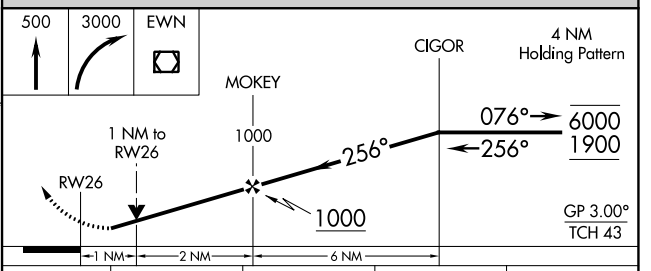
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| ELEV 10 | TDZE 8 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 266-¾ 258 (300-¾) | | | |
| LNAV/VNAV DA | 394-1⅛ 386 (400-1⅛) | | | |
| LNAV MDA | 380-1 372 (400-1) | | | |
| CIRCLING | 540-1 530 (600-1) | | 580-1½ 570 (600-1½) | 580-2 570 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 32

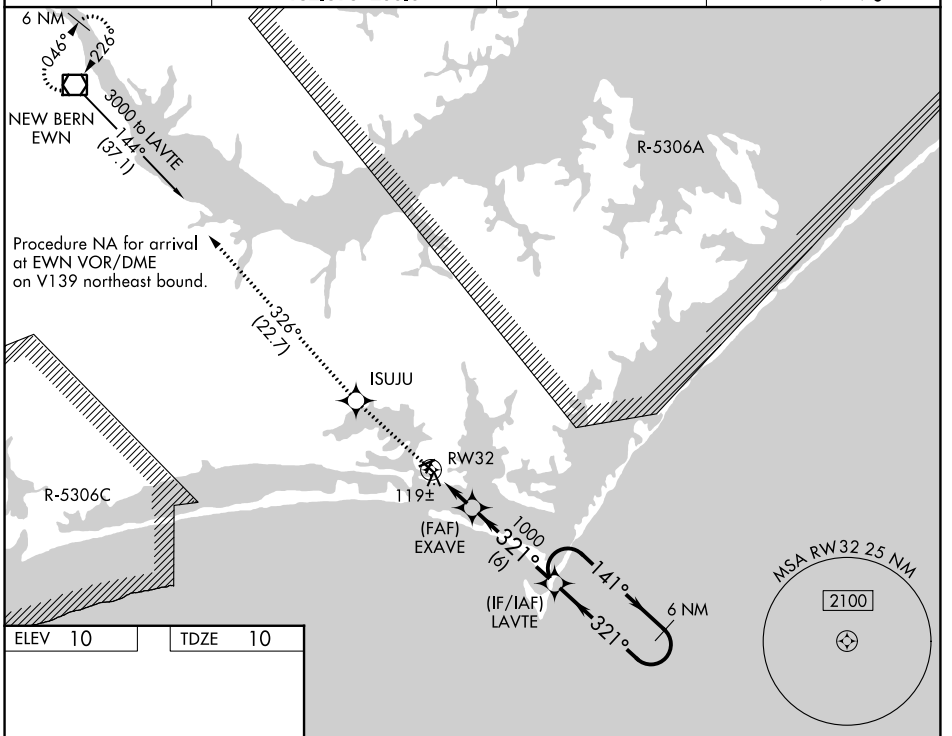
MICHAEL J SMITH FLD (MRH)

| WAAS | APP CRS | Rwy Ldg | 3511 |
|---|---|---|---|
| CH 69227 | 321° | TDZE | 10 |
| W32A | | Apt Elev | 10 |

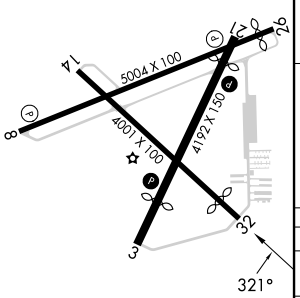
DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LP Cats C and D visibility ⅛ mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

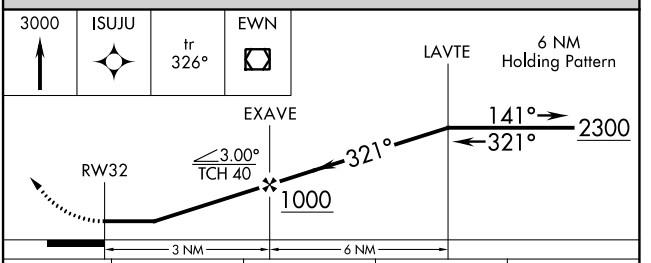
MISSED APPROACH: Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.575 299.6 | 125.65 | 122.8 (CTAF) L |




| ELEV 10 | TDZE 10 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 380-1 370 (400-1) | | | |
| LNAV MDA | 460-1 450 (500-1) | | 460-1⅜ 450 (500-1⅜) | |
| CIRCLING | 540-1 530 (600-1) | | 580-1½ 570 (600-1½) | 580-2 570 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA | AL-6755 (FAA) | 22251

| APP CRS | Rwy Idg | 3434 |
|---|---|---|
| 067° | TDZE | 9 |
| | Apt Elev | 9 |

# RNAV (GPS) RWY 7

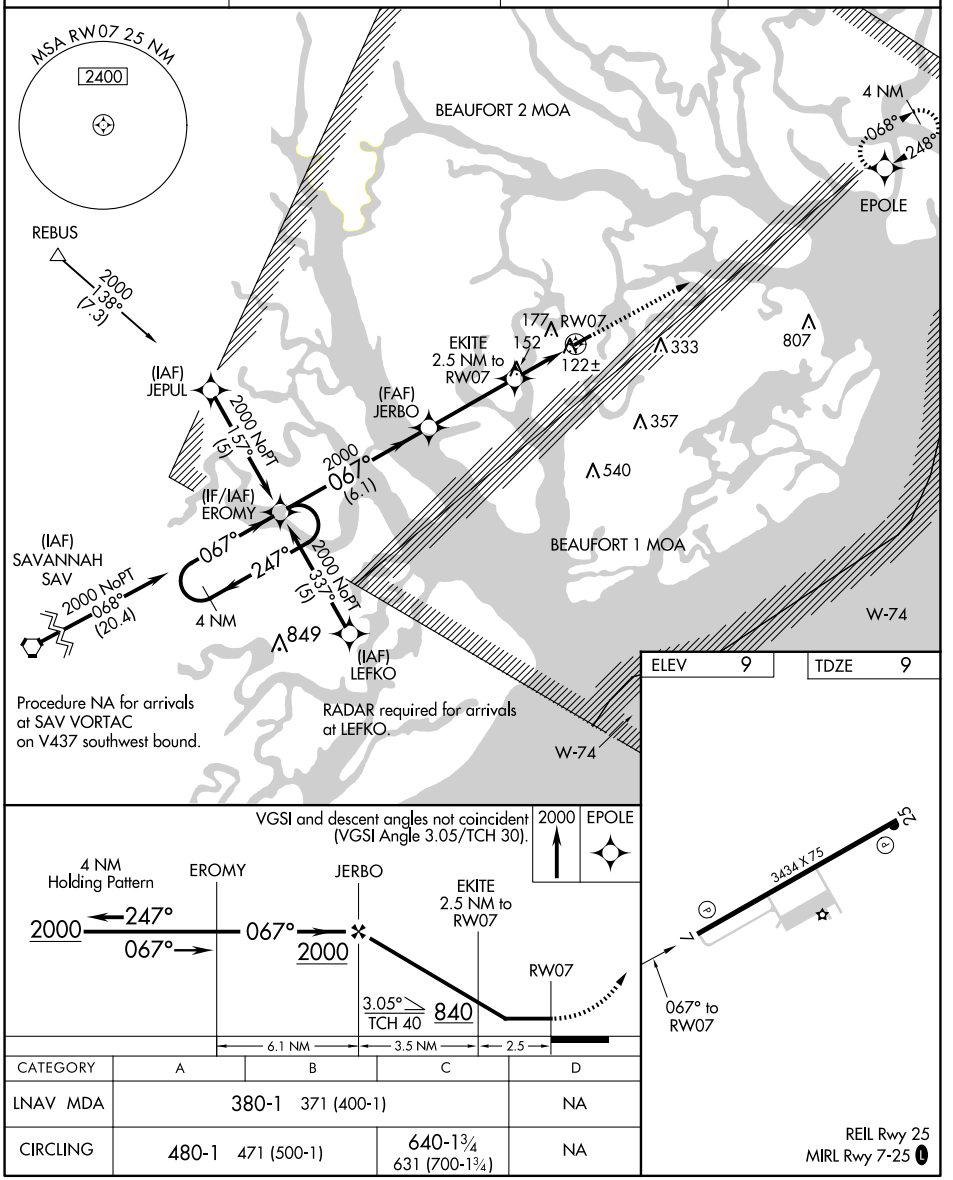
BEAUFORT EXEC (ARW)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beaufort MCAS (Merritt Fld) altimeter setting and increase all MDA 20 feet.

ASR

MISSED APPROACH: Climb to 2000 direct EPOLE and hold.

| AWOS-3 | BEAUFORT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.675 | 125.125 292.125 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 371 (400-1) | | | NA |
| CIRCLING | 480-1 471 (500-1) | | 640-1¾ 631 (700-1¾) | NA |

REIL Rwy 25
MIRL Rwy 7-25 L

BEAUFORT, SOUTH CAROLINA
Amdt 1C 14JUL22

32°25'N-80°38'W

BEAUFORT EXEC (ARW)

RNAV (GPS) RWY 7

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 69418 W25A | APP CRS 247° | Rwy Idg 3434<br>TDZE 8<br>Apt Elev 9 |
|---|---|---|

# RNAV (GPS) RWY 25

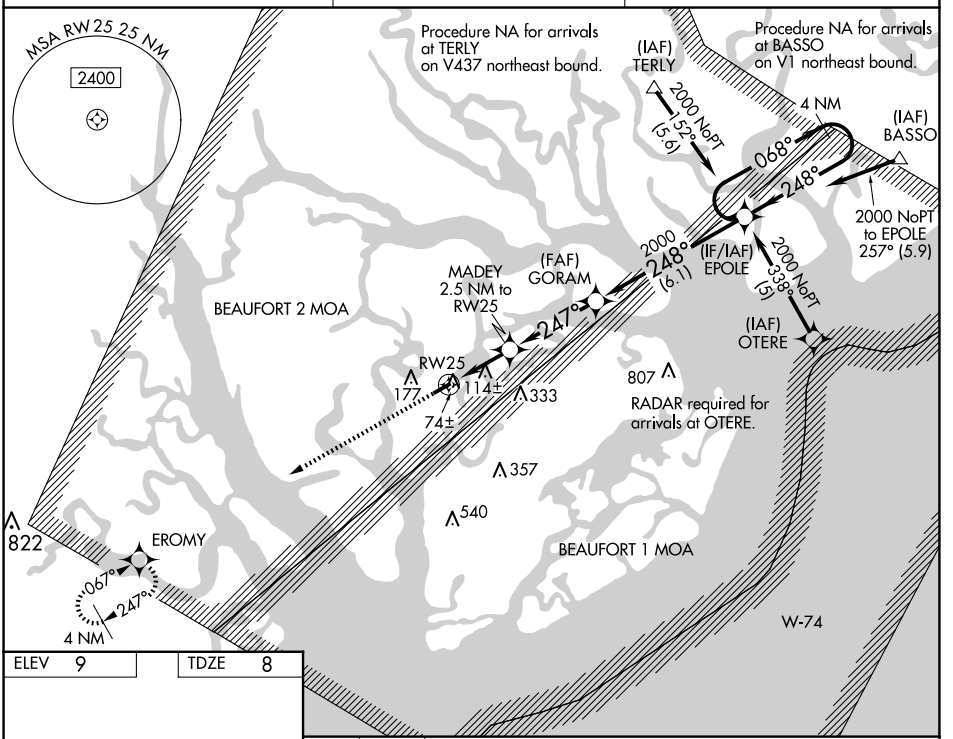
## BEAUFORT EXEC (ARW)

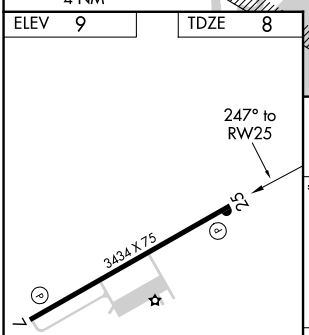
ASR

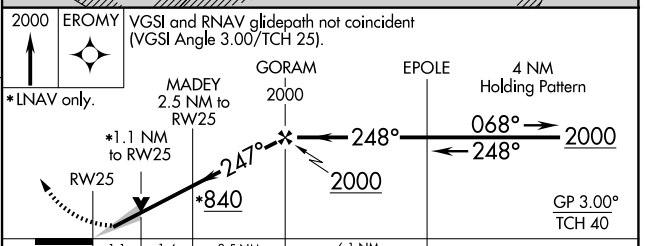
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS (Merritt Fld) altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS (Merritt Fld) altimeter setting.

MISSED APPROACH: Climb to 2000 direct EROMY and hold.

| AWOS-3 | BEAUFORT APP CON★ | UNICOM |
|---|---|---|
| 119.675 | 125.125 292.125 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 208-1 | 200 (200-1) | | NA |
| LNAV/VNAV DA | 334-1¼ | 326 (400-1¼) | | NA |
| LNAV MDA | 380-1 | 372 (400-1) | | NA |
| CIRCLING | 480-1 | 471 (500-1) | 640-1¾<br>631 (700-1¾) | NA |

REIL Rwy 25
MIRL Rwy 7-25 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# ILS or LOC Y RWY 23

| LOC I-NBC | APCH CRS | Rwy ldg 12,202 / TDZE 16 / Arpt Elev 37 |
|---|---|---|
| 111.55 | 227° | |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

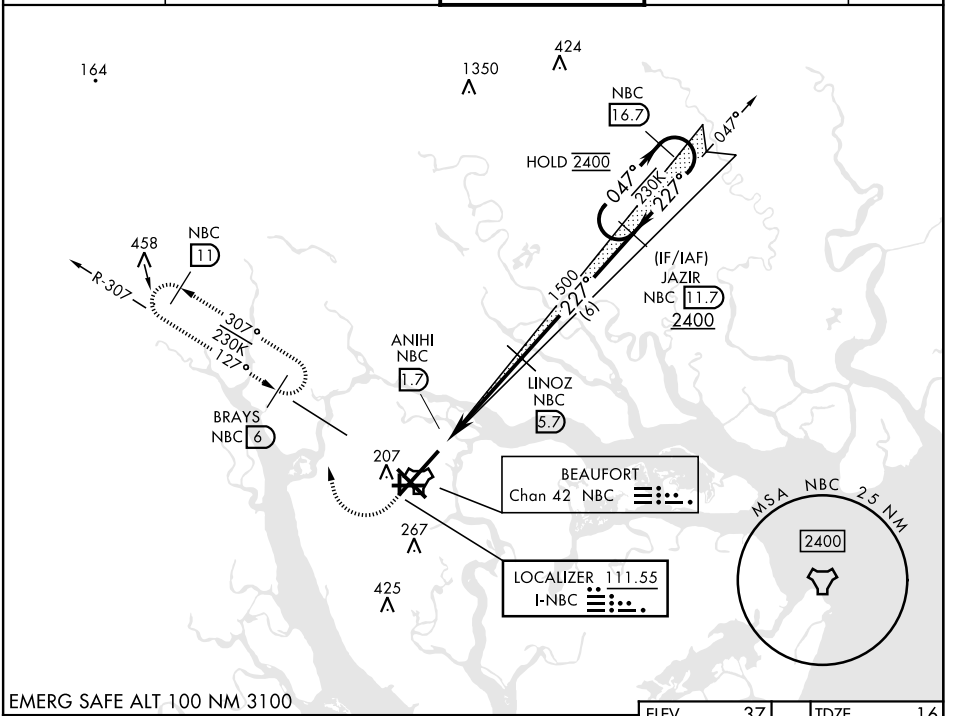
RNAV or RADAR required for missed approach.

▼ *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

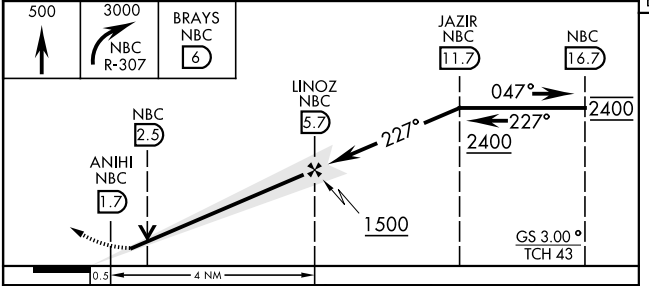
ALSF-1

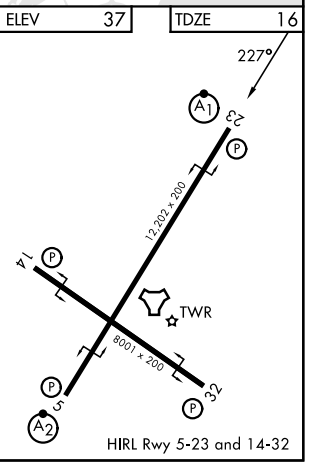
MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23* | 216-½ | | 200 | (200-½) | |
| S-LOC 23** | 460-½ | 444 (500-½) | 460-⅞ | 444 (500-⅞) | |
| CIRCLING | 560-1 | 523 (600-1) | 580-1½<br>543<br>(600-1½) | 600-2<br>563<br>(600-2) | 740-2½<br>703<br>(800-2½) |

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 25JAN24

ILS or LOC Y RWY 23



SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# ILS or LOC Z RWY 23

| LOC/DME I-NBC | APCH CRS | Rwy ldg 12,202 |
|---|---|---|
| 111.55 | 227° | TDZE 16 |
| Chan 52 (Y) | | Arpt Elev 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

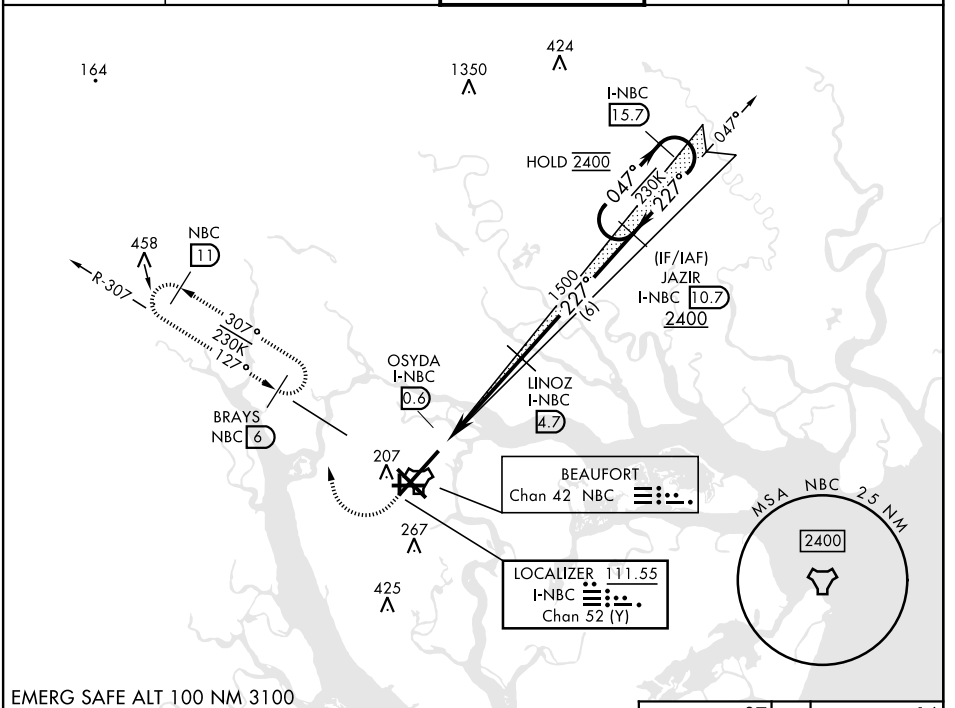
RNAV or RADAR required for missed approach.

▼ *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

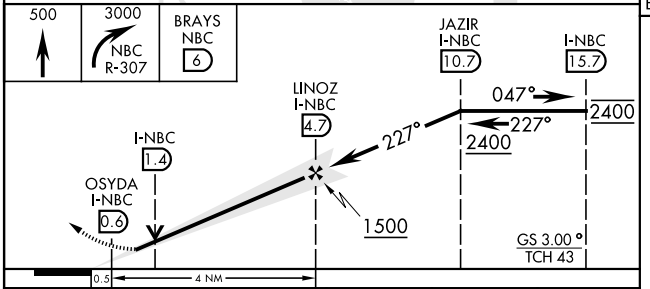
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

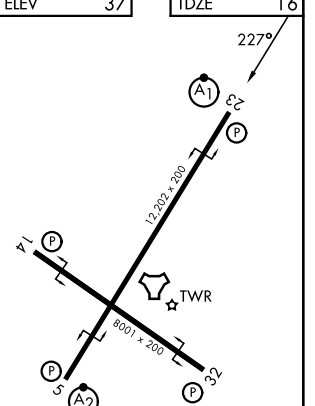
| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




EMERG SAFE ALT 100 NM 3100




ELEV 37 TDZE 16




HIRL Rwy 5-23 and 14-32

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23* | 216-½ | | 200 | (200-½) | |
| S-LOC 23** | 460-½ | 444 (500-½) | 460-⅞ | 444 | (500-⅞) |
| CIRCLING | 560-1 | 523 (600-1) | 580-1½<br>543<br>(600-1½) | 600-2<br>563<br>(600-2) | 740-2½<br>703<br>(800-2½) |

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 25JAN24

ILS or LOC Z RWY 23





SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 5

| WAAS | APCH CRS | Rwy ldg 12,202 |
|---|---|---|
| Chan 90095 | 047° | TDZE 37 |
| W05A | | Arpt Elev 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

RADAR required

▼ * When ALS inop, increase vis to 1 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1⅛ miles.

SALSF

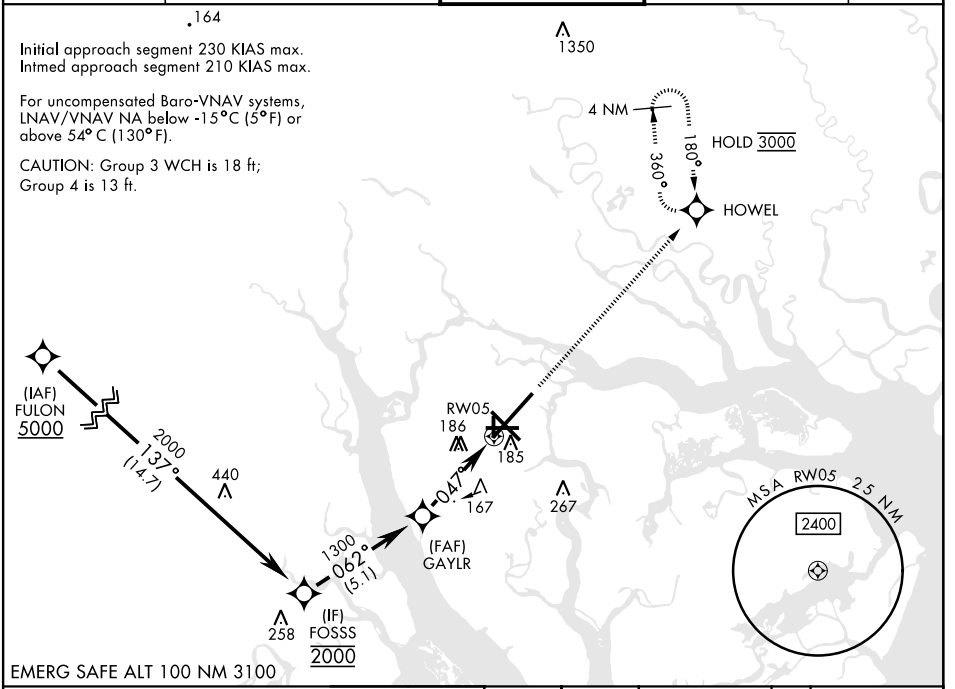
MISSED APPROACH: Climb to 3000 direct HOWEL and hold, continue climb-in-hold to 3000.

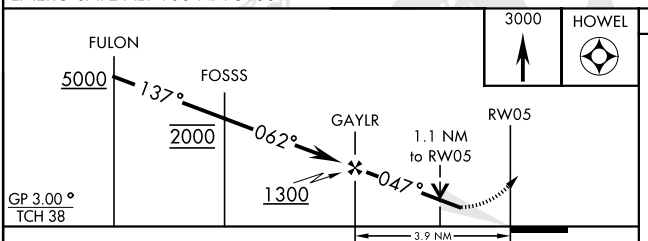
| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |

Initial approach segment 230 KIAS max.
Intmed approach segment 210 KIAS max.

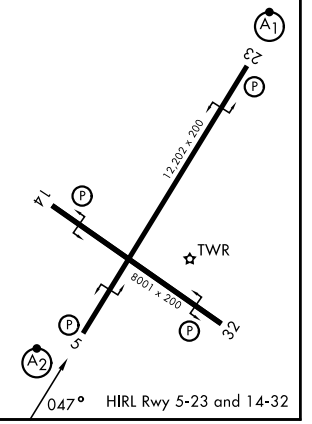
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54° C (130°F).

CAUTION: Group 3 WCH is 18 ft; Group 4 is 13 ft.




ELEV 37 TDZE 37




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 237-¾ | 200 | (200-¾) | |
| LNAV/ * VNAV DA | 409-¾ | 372 | (400-¾) | |
| LNAV MDA ** | 420-¾ 383 (400-¾) | | 420-⅞ 383 (400-⅞) | |
| CIRCLING | 560-1 523 (600-1) | | 580-1½ 543 (600-1½) | 600-2 563 (600-2) |

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 6 11JUL24

RNAV (GPS) RWY 5



SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 14

| WAAS | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| Chan 91240 | 140° | TDZE | 32 |
| W14A | | Arpt Elev | 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

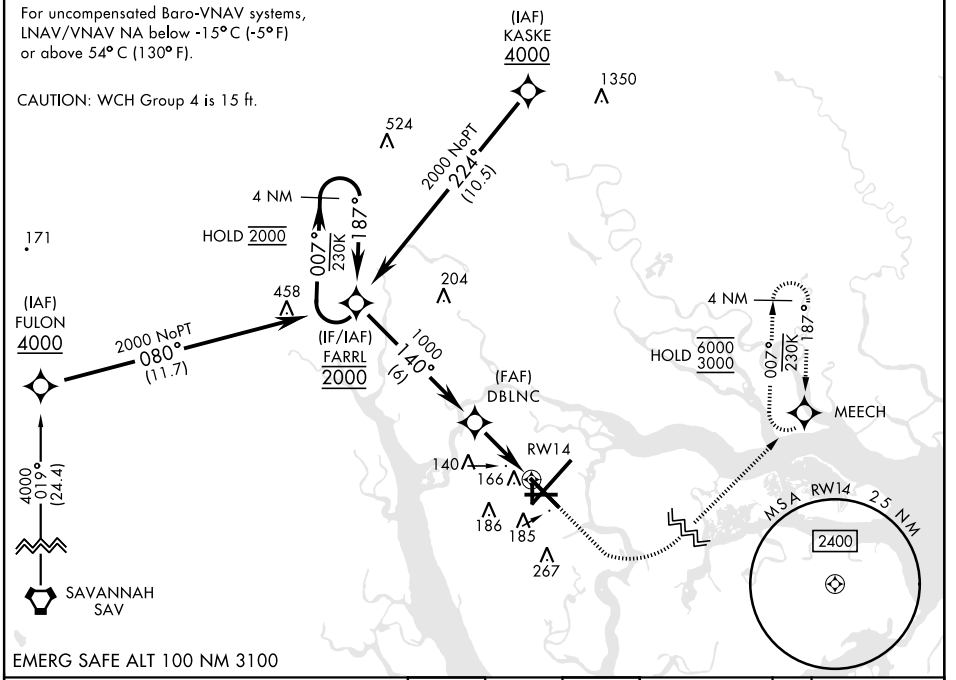
RADAR required for arrivals via KASKE or FARRL IAFs.

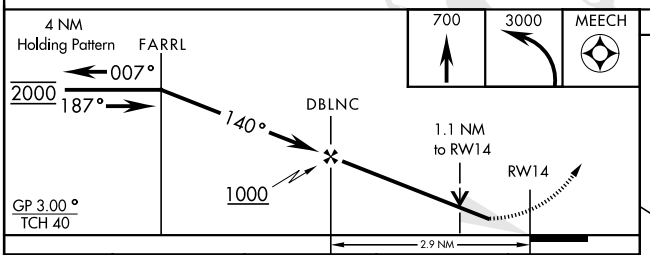
MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct MEECH and hold.

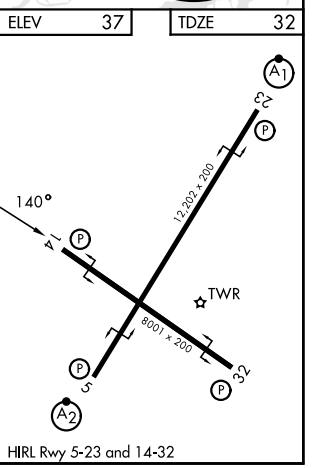
| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (-5° F) or above 54° C (130° F).

CAUTION: WCH Group 4 is 15 ft.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 232-¾ | 200 | (200-¾) | |
| LNAV/VNAV DA | 416-1⅛ | 384 | (400-1⅛) | |
| LNAV MDA | 420-1 388 (400-1) | | 420-1⅛ 388 (400-1⅛) | |
| CIRCLING | 560-1 523 (600-1) | | 580-1½ 543 (600-1½) | 600-2 563 (600-2) |

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 5 11JUL24

RNAV (GPS) RWY 14



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 23

| WAAS | APCH CRS | Rwy ldg 12,202 |
|---|---|---|
| Chan 93379 | 227° | TDZE 16 |
| W23A | | Arpt Elev 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

RADAR required.

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

ALSF-1

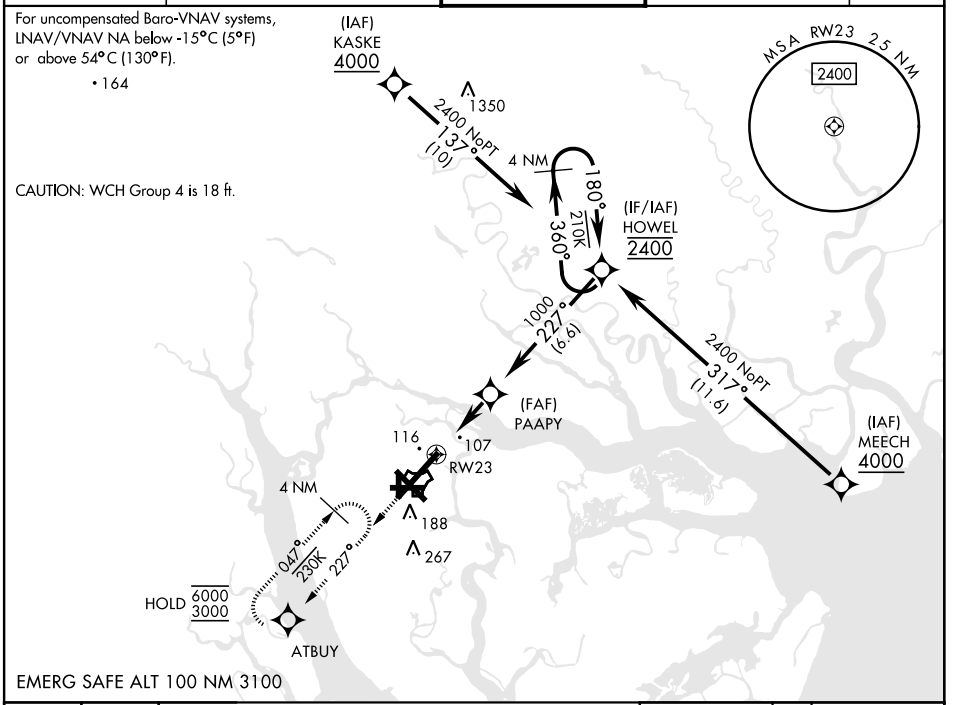
MISSED APPROACH: Climb to 3000 direct ATBUY and hold. Continue climb in hold to 3000.

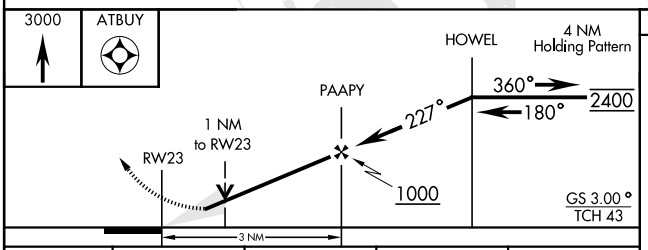
| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

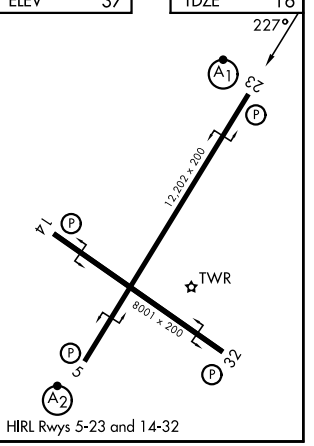
• 164

CAUTION: WCH Group 4 is 18 ft.




ELEV 37 TDZE 16




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 216-½ | 200 | (200-½) | |
| LNAV/VNAV DA ** | 380-⅝ | 364 | (400-⅝) | |
| LNAV MDA ** | 380-½ 364 (400-½) | | 380-¾ 364 (400-¾) | |
| CIRCLING | 560-1 523 (600-1) | | 580-1½ 543 (600-1½) | 600-2 563 (600-2) |

HIRL Rwys 5-23 and 14-32





SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 32

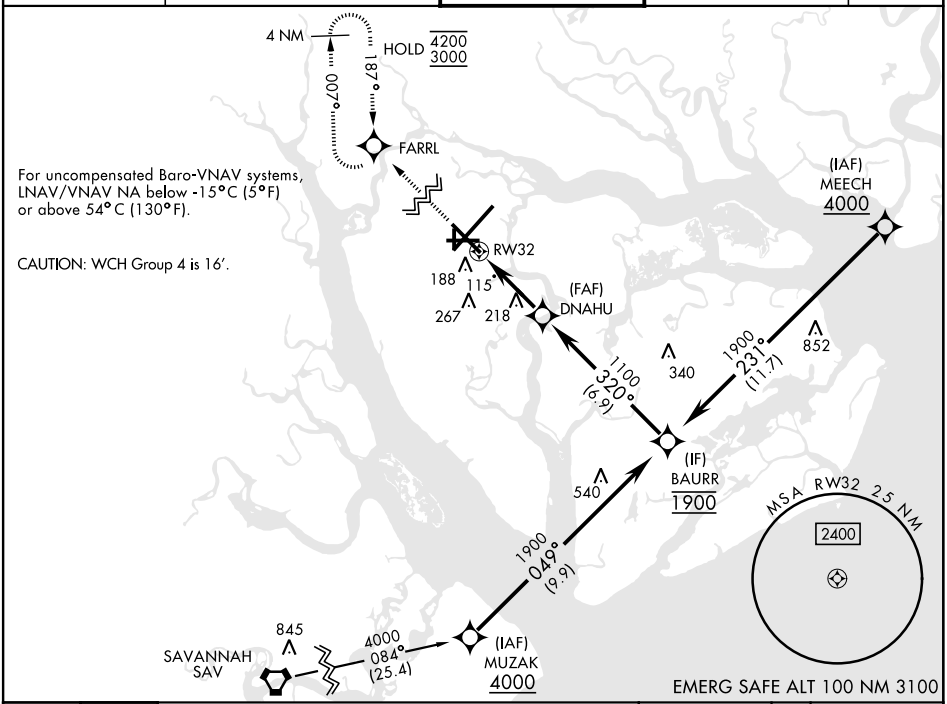
| WAAS | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| Chan 95233 | 320° | TDZE | 25 |
| W32A | | Arpt Elev | 37 |

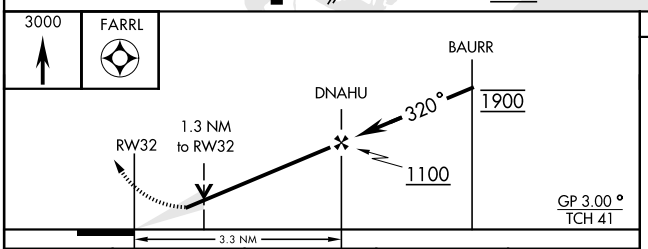
[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

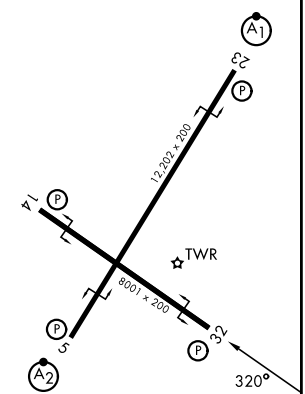
MISSED APPROACH: Climb to 3000 direct FARRL and hold, continue climb in hold to 3000.

| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




ELEV 37 TDZE 25




HIRL Rwy 5-23 and 14-32

| CATEGORY | A | | B | C | | D | |
|---|---|---|---|---|---|---|---|
| LPV DA | 312-7/8 | | 287 | (300-7/8) | | | |
| LNAV/ VNAV DA | 389-1 | | 364 | (400-1) | | | |
| LNAV MDA | 480-1 | 455 | (500-1) | 480-1 3/8 | 455 | (500-1 3/8) | |
| CIRCLING | 560-1 | 523 | (600-1) | 580-1 1/2 | 543 | (600-1 1/2) | 600-2 563 (600-2) |

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 7 11JUL24

RNAV (GPS) RWY 32



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# TACAN RWY 5

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NBC Chan 42 | 054° | 12,202 | 37 | 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RADAR required

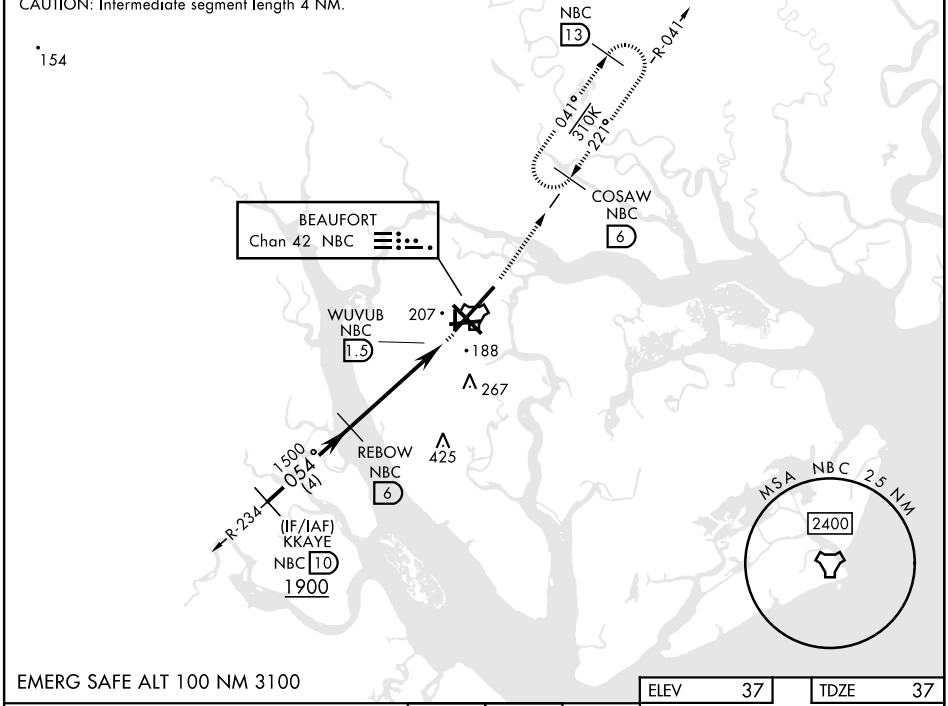
▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

SALSF A2

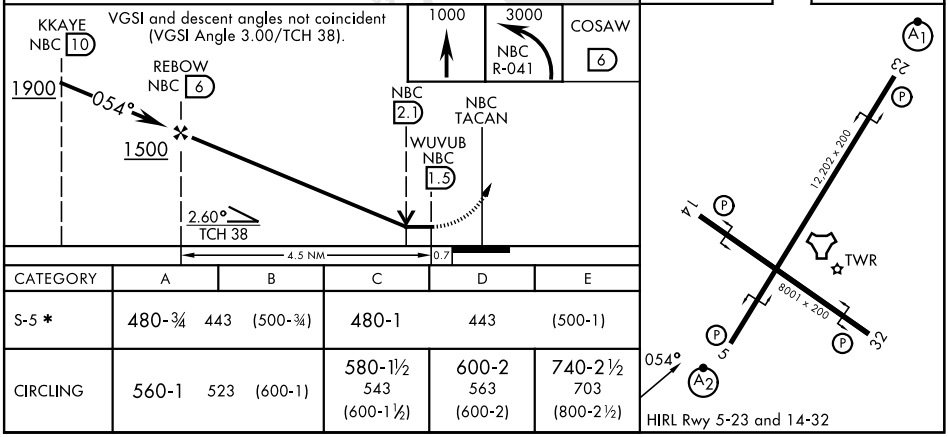
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via NBC TACAN R-041 to COSAW and hold. Continue climb-in-hold to 3000.

| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |

CAUTION: Intermediate segment length 4 NM.




ELEV 37 TDZE 37




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 * | 480-¾ 443 | (500-¾) | 480-1 443 | | (500-1) |
| CIRCLING | 560-1 523 | (600-1) | 580-1½ 543 (600-1½) | 600-2 563 (600-2) | 740-2½ 703 (800-2½) |





SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# TACAN RWY 14

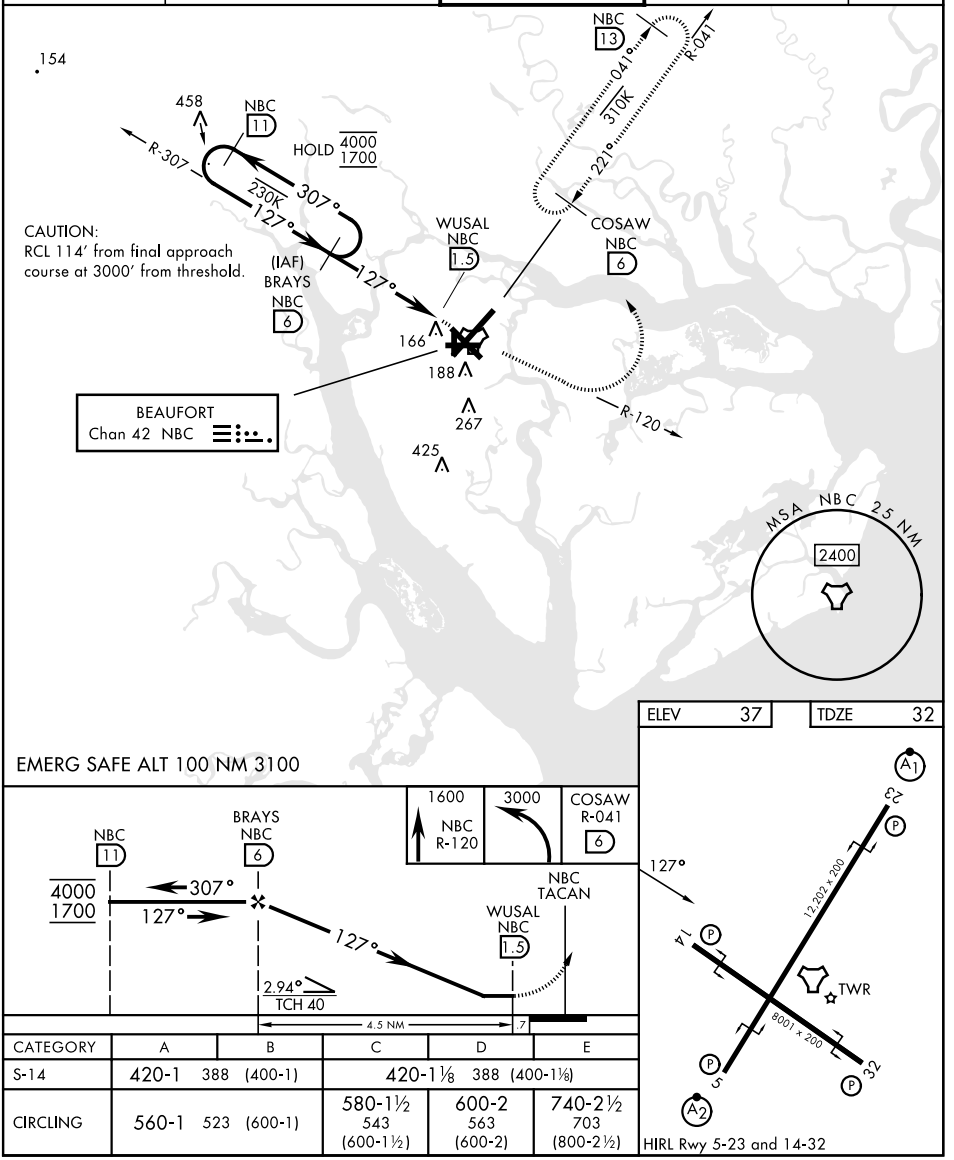
| TACAN | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| Chan 42 | 127° | TDZE | 32 |
| | | Arpt Elev | 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RADAR required

MISSED APPROACH: Climb to 1600 on NBC TACAN R-120, then climbing left turn to 3000 via hdg 330° to intercept NBC R-041 to 6 DME (COSAW) and hold. Continue climb in hold to 3000.

| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 420-1 388 (400-1) | | 420-1⅛ 388 (400-1⅛) | | |
| CIRCLING | 560-1 523 (600-1) | | 580-1½ 543 (600-1½) | 600-2 563 (600-2) | 740-2½ 703 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

BEAUFORT, SOUTH CAROLINA

# TACAN RWY 23

| TACAN NBC Chan 42 | APCH CRS 221° | Rwy ldg 12,202 TDZE 16 Arpt Elev 37 |
|---|---|---|

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

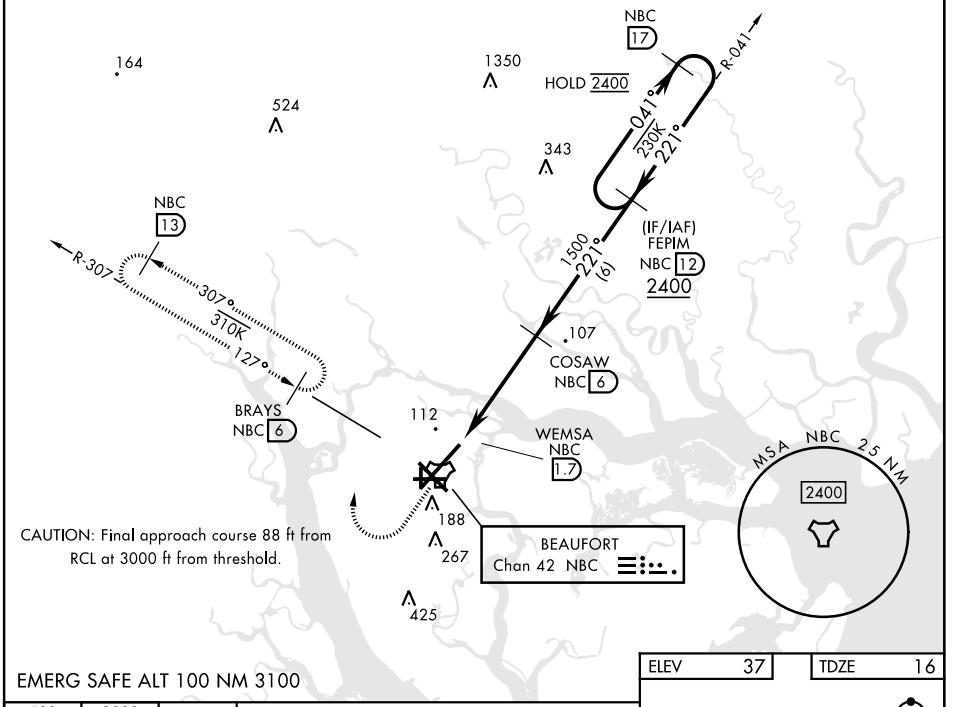
RADAR required

▼ *When ALS inop, increase vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

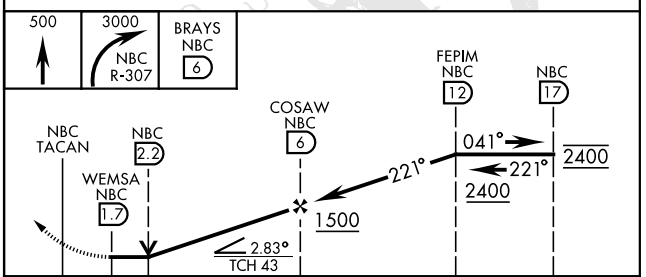
| ATIS * | APP CON | TOWER * | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




SE-2, 03 SEP 2026 to 29 OCT 2026

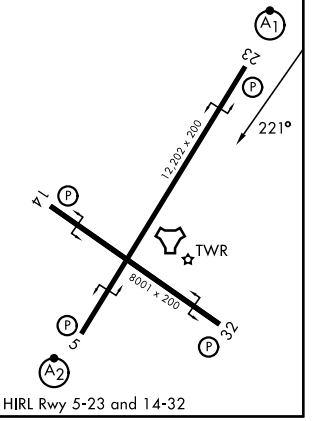
SE-2, 03 SEP 2026 to 29 OCT 2026

EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 * | 380-½ 364 (400-½) | | 380-¾ 364 (400-¾) | | |
| CIRCLING | 560-1 523 (600-1) | | 580-1½ 543 (600-1½) | 600-2 563 (600-2) | 740-2½ 703 (800-2½) |

ELEV 37 TDZE 16




HIRL Rwy 5-23 and 14-32



32°29'N-80°43'W



TACAN RWY 23

BEAUFORT, SOUTH CAROLINA

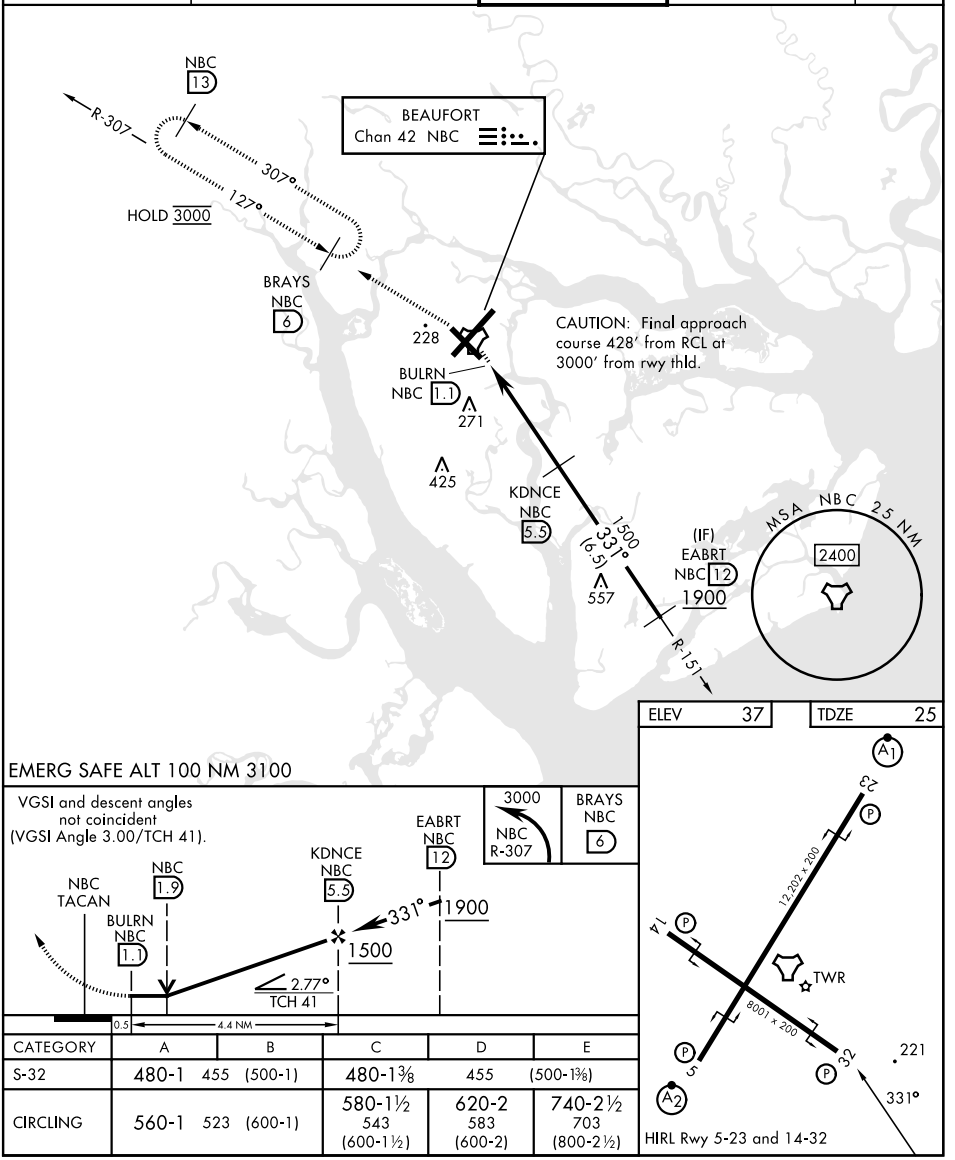
# TACAN RWY 32

| TACAN | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| Chan 42 NBC | 331° | TDZE | 25 |
| | | Arpt Elev | 37 |

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-307 to BRAYS and hold. Continue climb in hold to 3000.

| ATIS ★ | APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 279.525 | 125.125 292.125 (ABV 3000)<br>123.7 269.125 (3000 and BLW) | 119.05 342.875 | 128.15 348.625 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 480-1 | 455 (500-1) | 480-1⅜ | 455 | (500-1⅜) |
| CIRCLING | 560-1 | 523 (600-1) | 580-1½<br>543<br>(600-1½) | 620-2<br>583<br>(600-2) | 740-2½<br>703<br>(800-2½) |

BEAUFORT, SOUTH CAROLINA 32°29′N-80°43′W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 2 25DEC25

TACAN RWY 32



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

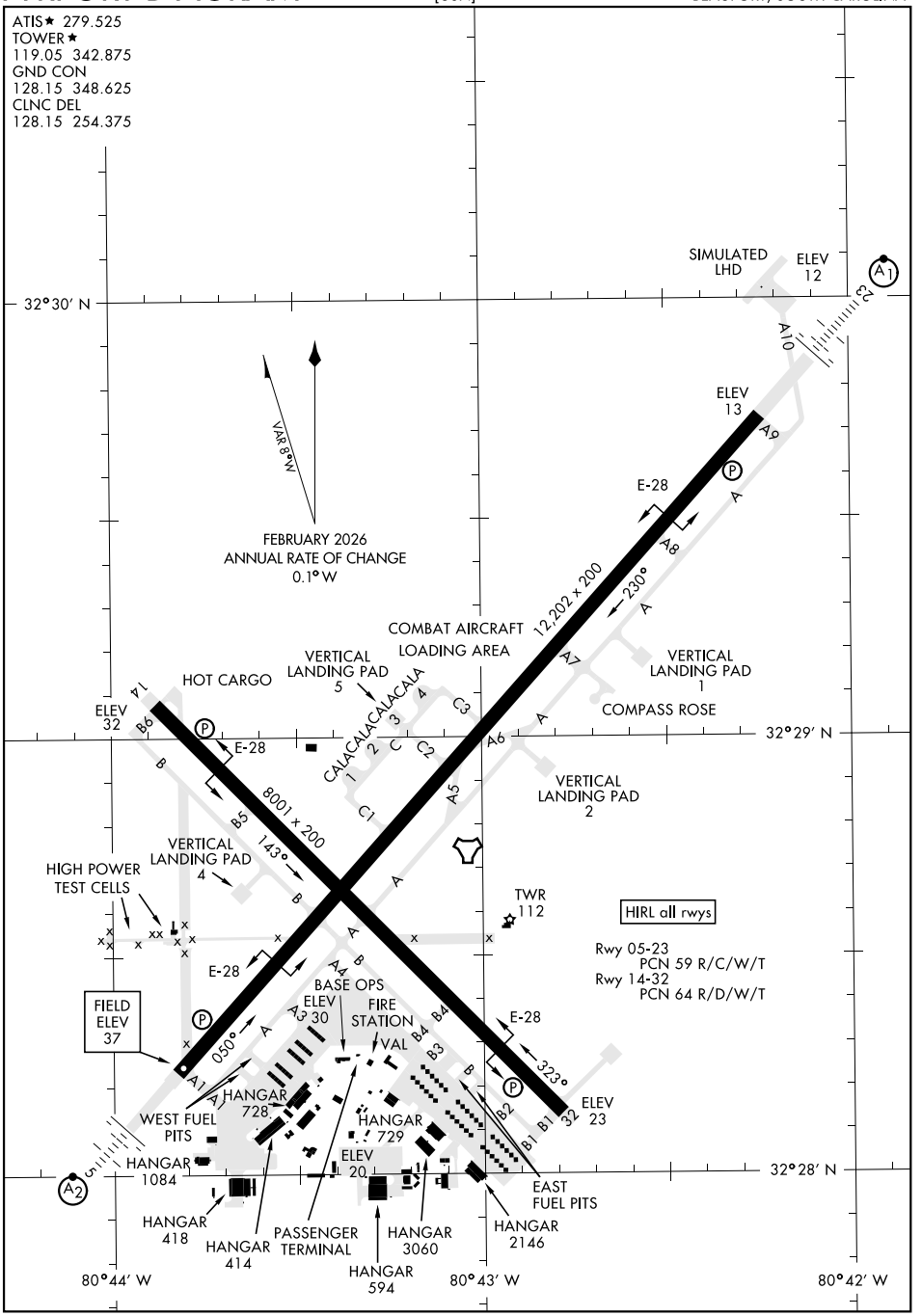
26106

# AIRPORT DIAGRAM

BEAUFORT MCAS (MERRITT FLD) (KNBC)

[USN]

BEAUFORT, SOUTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

BEAUFORT, SOUTH CAROLINA

BEAUFORT MCAS (MERRITT FLD) (KNBC)

| WAAS CH 77818 W07A | APP CRS 065° | Rwy Idg 5003 / TDZE 147 / Apt Elev 147 |
|---|---|---|

# RNAV (GPS) RWY 7

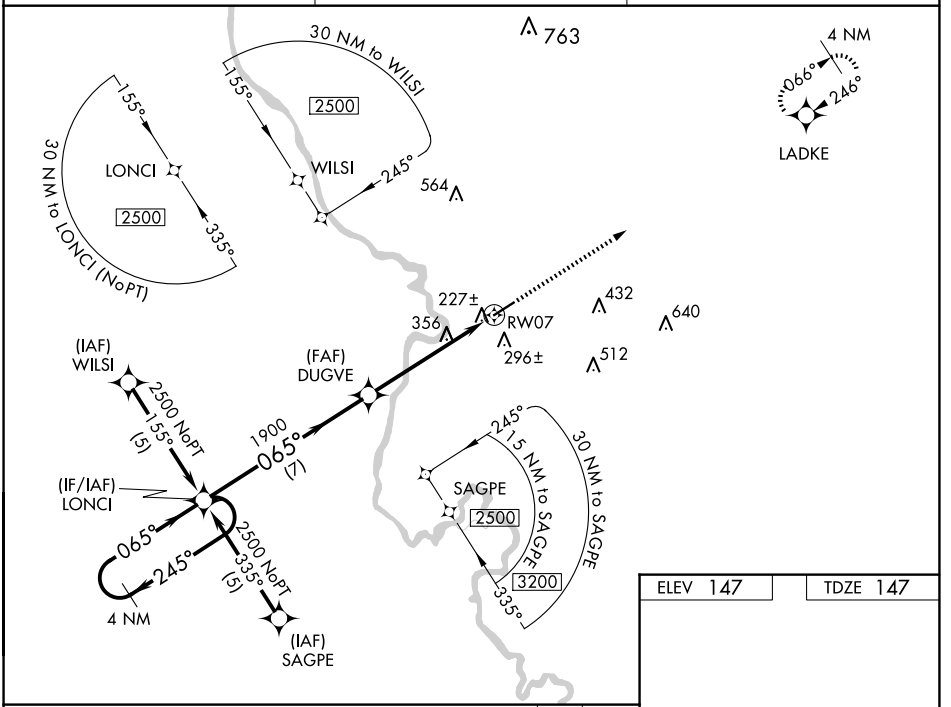
MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

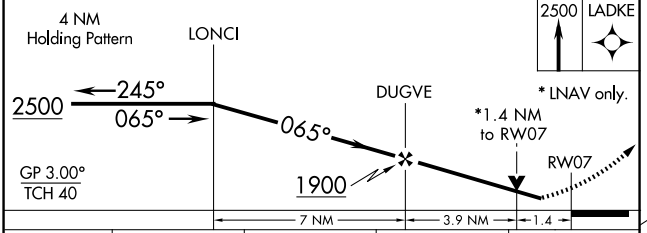
RNP APCH.

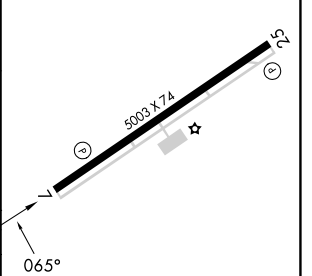
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct LADKE and hold.

| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 123.825 | 118.6 341.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 437-1 290 (300-1) | | | |
| LNAV/VNAV DA | 507-1¼ 360 (400-1¼) | | | |
| LNAV MDA | 620-1 473 (500-1) | | 620-1¼ 473 (500-1¼) | 620-1½ 473 (500-1½) |

MIRL Rwy 7-25
REIL Rwys 7 and 25




SE-2, 03 SEP 2026 to 29 OCT 2026

BENNETTSVILLE, SOUTH CAROLINA

AL-6047 (FAA)

24305

# RNAV (GPS) RWY 25

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

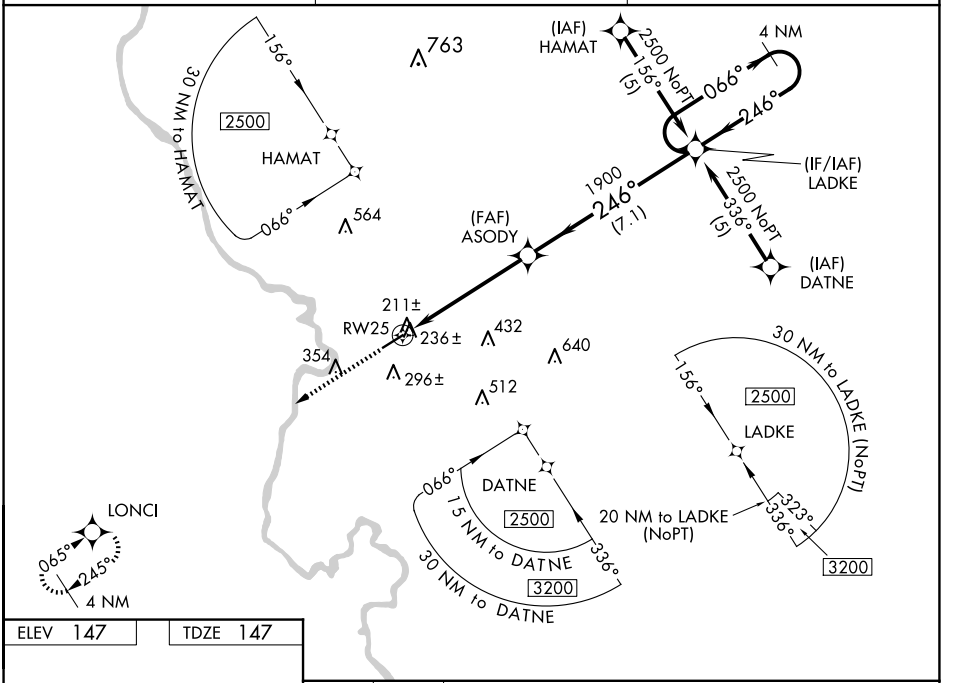
| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 42818 | 246° | TDZE | 147 |
| W25A | | Apt Elev | 147 |

RNP APCH.

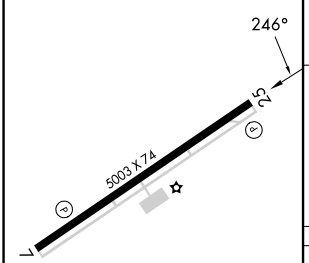
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

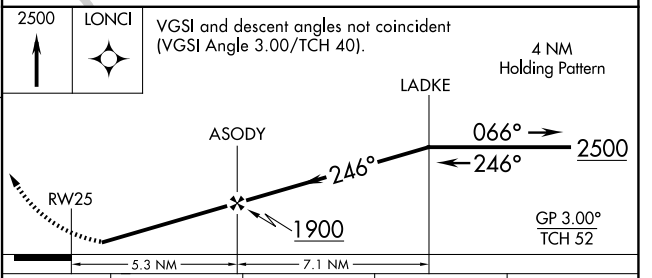
| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 123.825 | 118.6 341.7 | 122.8 (CTAF) |




| ELEV 147 | TDZE 147 |
|---|---|




MIRL Rwy 7-25
REIL Rwys 7 and 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 441-1 294 (300-1) | | | |
| LNAV/VNAV DA | 621-1¾ 474 (500-1¾) | | | |
| LNAV MDA | 680-1 533 (600-1) | | 680-1½ 533 (600-1½) | 680-1¾ 533 (600-1¾) |





SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Y or LOC Y RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

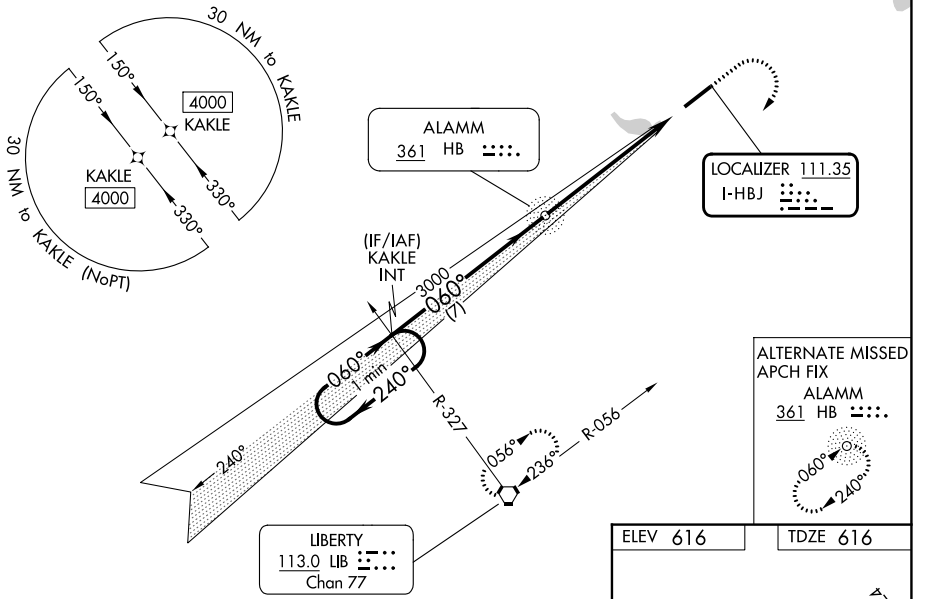
| LOC I-HBJ | APP CRS | Rwy Ldg | 6406 |
|---|---|---|---|
| 111.35 | 060° | TDZE | 616 |
| | | Apt Elev | 616 |

When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

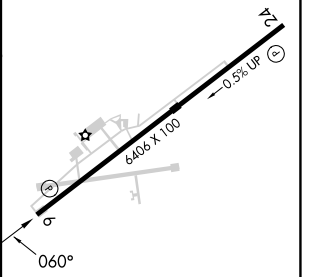
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) |

## GPS or RADAR REQUIRED FOR TERMINAL ARRIVAL AREA

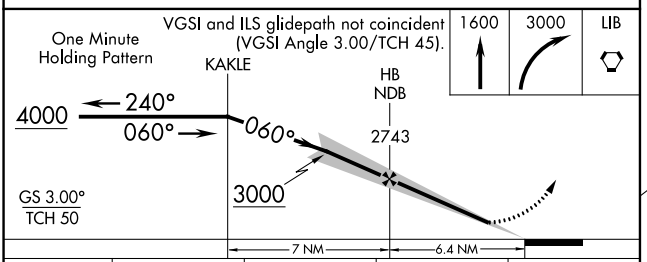



ELEV 616 TDZE 616




HIRL Rwy 6-24

REIL Rwys 6 and 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 866-¾ | 250 (300-¾) | | |
| S-LOC 6 | 1160-1 | 544 (600-1) | 1160-1⅝ | 544 (600-1⅝) |
| CIRCLING | 1160-1 | 544 (600-1) | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Z or LOC Z RWY 6

## BURLINGTON/ALAMANCE RGNL (BUY)

| LOC I-HBJ | APP CRS | Rwy Ldg | 6406 |
|---|---|---|---|
| 111.35 | 060° | TDZE | 616 |
| | | Apt Elev | 616 |

ADF required for LOC only.

TNA Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |

ALTERNATE MISSED APCH FIX
ALAMM
361 HB
060°
240°

Procedure NA for arrival on GSO VORTAC airway radials 108 CW 162.

IAF
GREENSBORO
116.2 GSO
Chan 109

4000 NoPT
124°
(15.9)

R-124

R-327

ALAMM
361 HB

3000
060°
(7)

LOCALIZER 111.35
I-HBJ

(IF/IAF)
KAKLE INT
GSO 15.9

MSA HB 25 NM
3700

060°
1 min
240°

240°

HOLD 5100 4000

4000 NoPT
327°
(7.1)

056°
236°
R-056

IAF
LIBERTY
113.0 LIB
Chan 77

ELEV 616 TDZE 616

24
0.5% UP
6406 X 100
060°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

One Minute Holding Pattern

KAKLE INT

HB NDB

5100
4000
240°
060°
060°
2743
3000

GS 3.00°
TCH 50

7 NM
6.4 NM

| 1600 | 3000 | LIB |
|---|---|---|
| ↑ | ↱ | ⬡ |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 866-¾ | 250 (300-¾) | | |
| S-LOC 6 | 1160-1 544 (600-1) | | 1160-1⅝ 544 (600-1⅝) | |
| CIRCLING | 1160-1 544 (600-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **42911** | **060°** | Rwy Ldg | **6406** |
| **W06A** | | TDZE | **616** |
| | | Apt Elev | **616** |

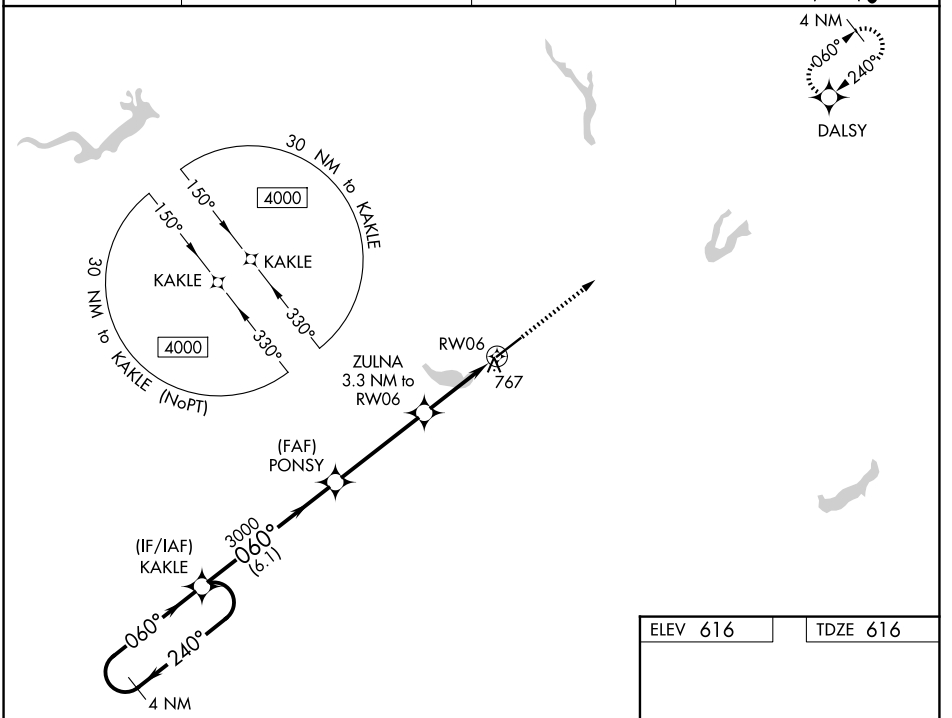
# RNAV (GPS) RWY 6

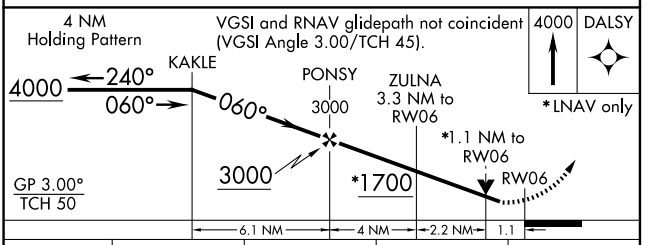
## BURLINGTON/ALAMANCE RGNL (BUY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV visibility ⅜ mile, LNAV Cats C/D and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

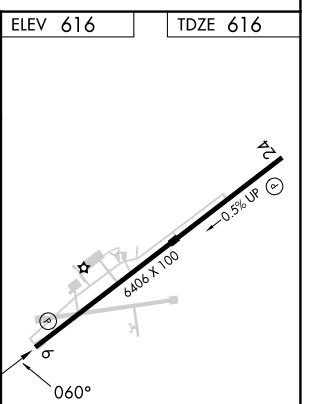
MISSED APPROACH: Climb to 4000 direct DALSY and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 928-1 312 (400-1) | | | |
| LNAV MDA | 1020-1 404 (500-1) | | 1020-1⅛ 404 (500-1⅛) | |
| CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |




HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 24

## BURLINGTON/ALAMANCE RGNL (BUY)

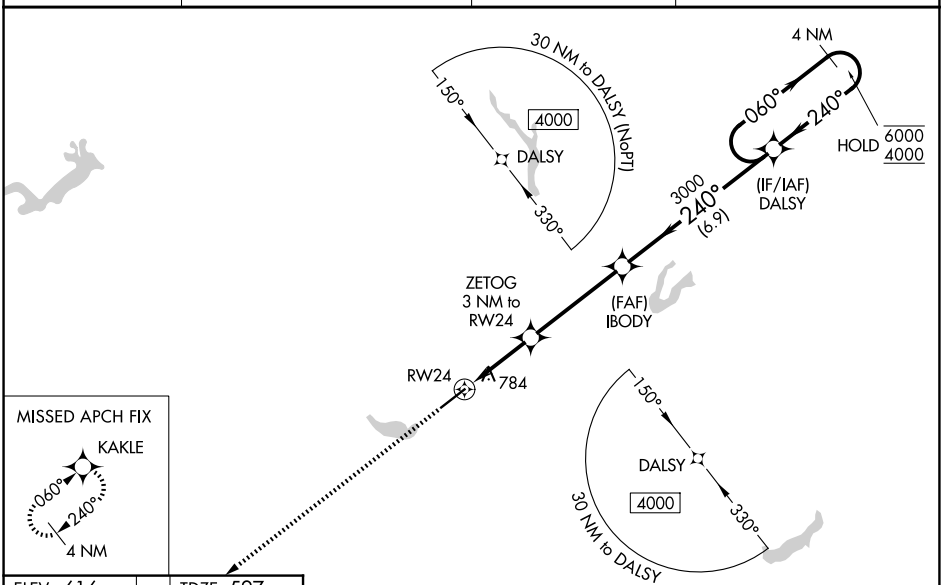
| WAAS CH 48836 W24A | APP CRS 240° | Rwy Ldg 6406 | TDZE 597 | Apt Elev 616 |
|---|---|---|---|---|

RNP APCH - GPS.

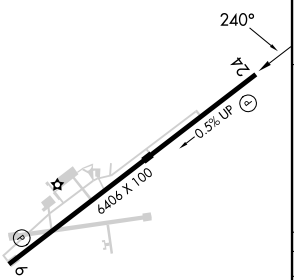
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Baro-VNAV and VDP NA when using GSO altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GSO altimeter setting and increase LPV DA to 1084 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1157 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

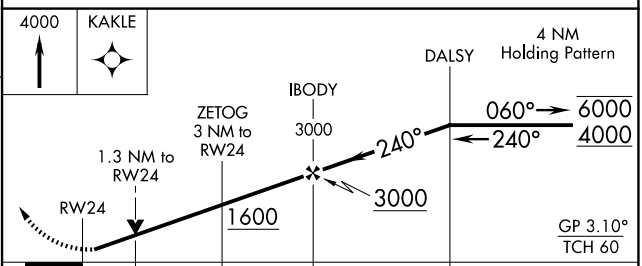
MISSED APPROACH: Climb to 4000 direct KAKLE and hold, continue climb-in-hold to 4000.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




ELEV 616 TDZE 597




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 987-1¼ 390 (400-1¼) | | | |
| LNAV/VNAV DA | 1060-1⅜ 463 (500-1⅜) | | | |
| LNAV MDA | 1060-1 463 (500-1) | | 1060-1⅜ 463 (500-1⅜) | |
| CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC LIB | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.0 | 209° | TDZE | N/A |
| Chan 77 | | Apt Elev | 616 |

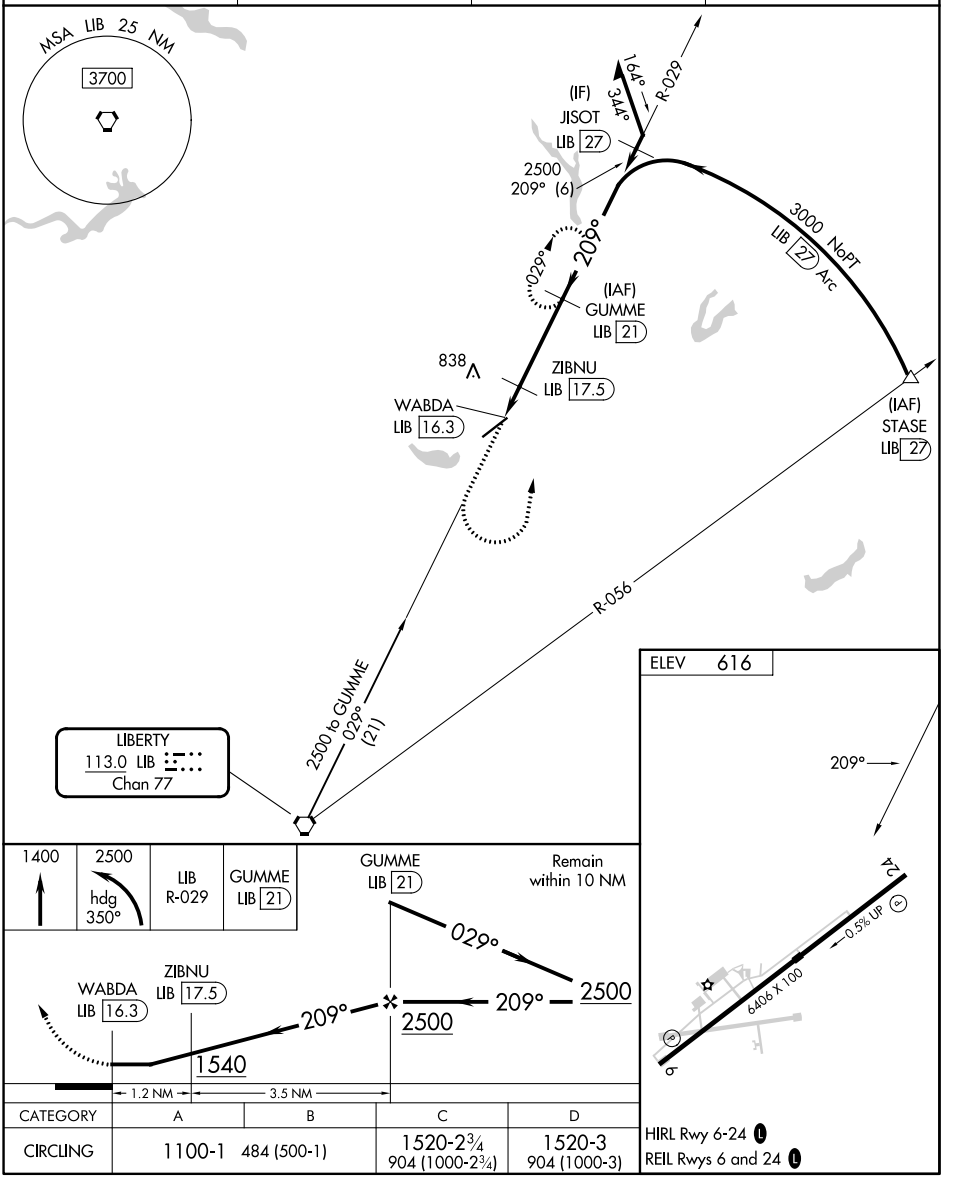
# VOR/DME-A

## BURLINGTON/ALAMANCE RGNL (BUY)

When local altimeter setting not received, use Greensboro altimeter setting and increase all MDA 100 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 on heading 350° and LIB R-029 to GUMME/21 DME and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CAMDEN, SOUTH CAROLINA AL-5558 (FAA) 26246

# RNAV (GPS) RWY 6

WOODWARD FLD (CDN)

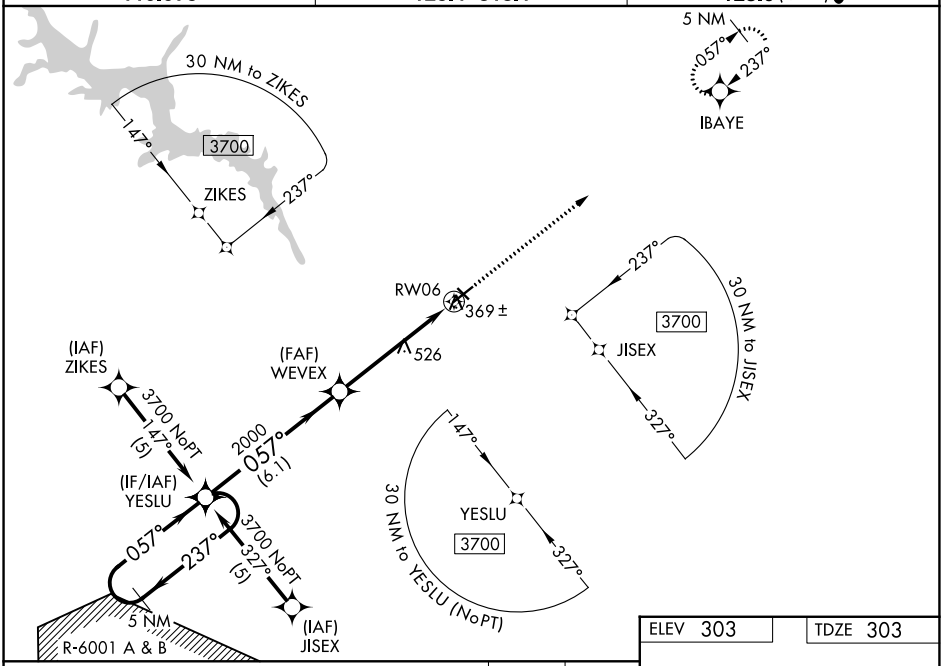
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 86505 | 057° | TDZE | 303 |
| W06A | | Apt Elev | 303 |

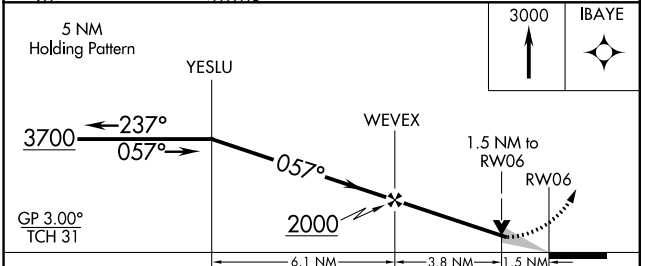
RNP APCH - GPS.

Baro-VNAV and VDP NA when using CAE altimeter setting. When local altimeter setting not received, use CAE altimeter setting: increase LPV DA to 673 feet; increase LNAV/VNAV DA to 804 feet; increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cats C/D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

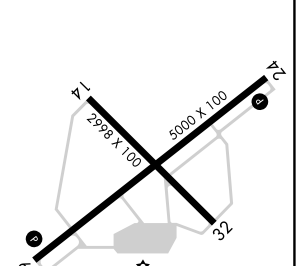
| AWOS-3PT | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 583-1 280 (300-1) | | | |
| LNAV/VNAV DA | 714-1½ 411 (500-1½) | | | |
| LNAV MDA | 780-1 477 (500-1) | | 780-1⅜ 477 (500-1⅜) | 780-1½ 477 (500-1½) |
| CIRCLING | 840-1 537 (600-1) | | 840-1½ 537 (600-1½) | 900-2 597 (600-2) |

ELEV 303 TDZE 303




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

CAMDEN, SOUTH CAROLINA
Orig-B 09JUL26

34°17'N-80°34'W

WOODWARD FLD (CDN)

RNAV (GPS) RWY 6

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 24

WOODWARD FLD (CDN)

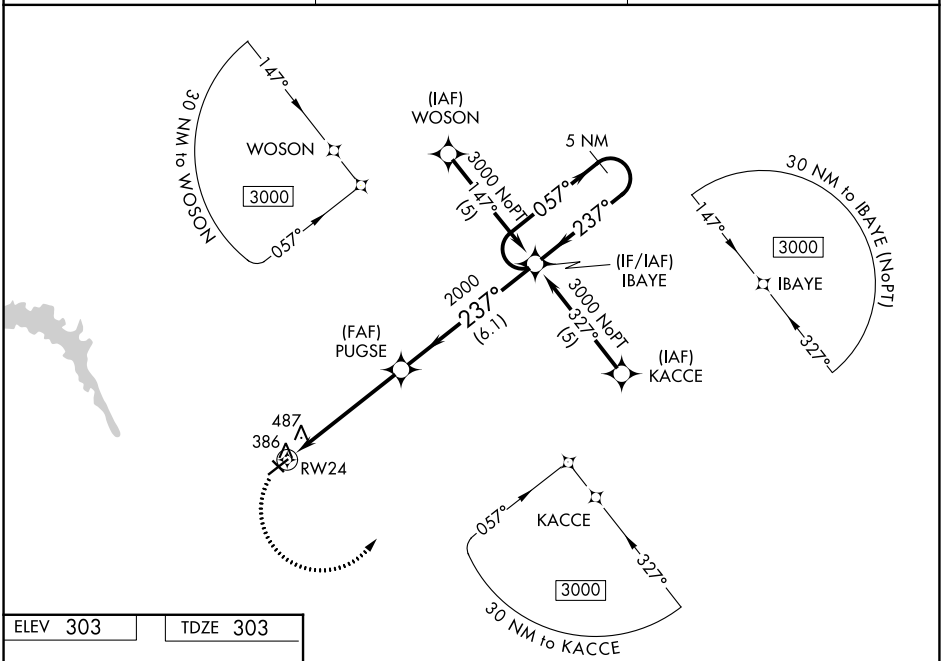
| APP CRS | Rwy Ldg | 5000 |
|---|---|---|
| 237° | TDZE | 303 |
| | Apt Elev | 303 |

RNP APCH - GPS.

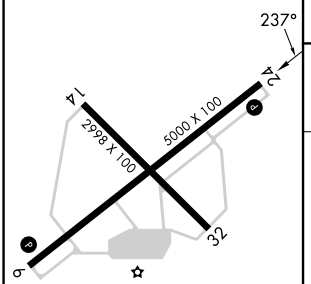
When local altimeter setting not received, use CAE altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C ⅜ SM, LNAV visibility Cat D ¼ SM, and Circling visibility Cats C/D ¼ SM. Rwy 24 helicopter visibility reduction below ¾ SM NA. VDP NA when using CAE altimeter setting. Circling Rwy 14, 32 NA at night.

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

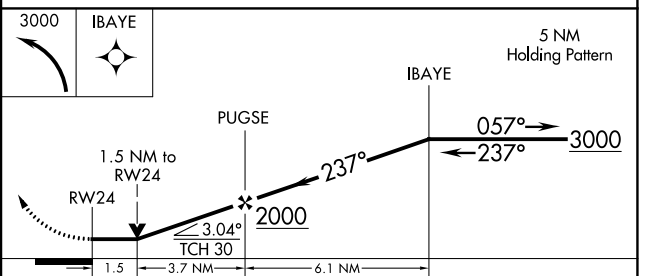
| AWOS-3PT | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |




ELEV 303 TDZE 303




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 497 (500-1) | | 800-1⅜ 497 (500-1⅜) | 800-1½ 497 (500-1½) |
| CIRCLING | 840-1 537 (600-1) | | 840-1½ 537 (600-1½) | 900-2 597 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CAMDEN, SOUTH CAROLINA

AL-5558 (FAA)

26246

# VOR/DME-A

WOODWARD FLD (CDN)

| VOR/DME CTF | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.55 | 216° | TDZE | N/A |
| Chan 92(Y) | | Apt Elev | 302 |

When local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet and Circling visibility Cats C/D ¼ SM.

NA

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

| AWOS-3PT | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |

Procedure NA for arrivals at CTF VOR/DME via V155 NE bound.

IAF CHESTERFIELD 114.55 CTF Chan 92(Y)

2100 216° (12)

(IF) WETEL CTF 12

2000 216° (9)

JEENS CTF 21

036°

MAGUH CTF 25.9

487

R-216

MSA CTF 27 NM

2300

ELEV 302

216°

14

32

5000 X 100

2998 X 100

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

2000 CTF R-216 JEENS CTF 21

Procedure Turn NA CTF VOR/DME

MAGUH CTF 25.9

JEENS CTF 21

WETEL CTF 12

2100

216°

2100

2000

4.9 NM | 9 NM | 12 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1 538 (600-1) | 840-1¼ 538 (600-1¼) | 840-1½ 538 (600-1½) | 900-2 598 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 15

CHARLESTON AFB/INTL (CHS)

| LOC I-CHS | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 109.7 | 154° | TDZE | 43 |
| | | Apt Elev | 46 |

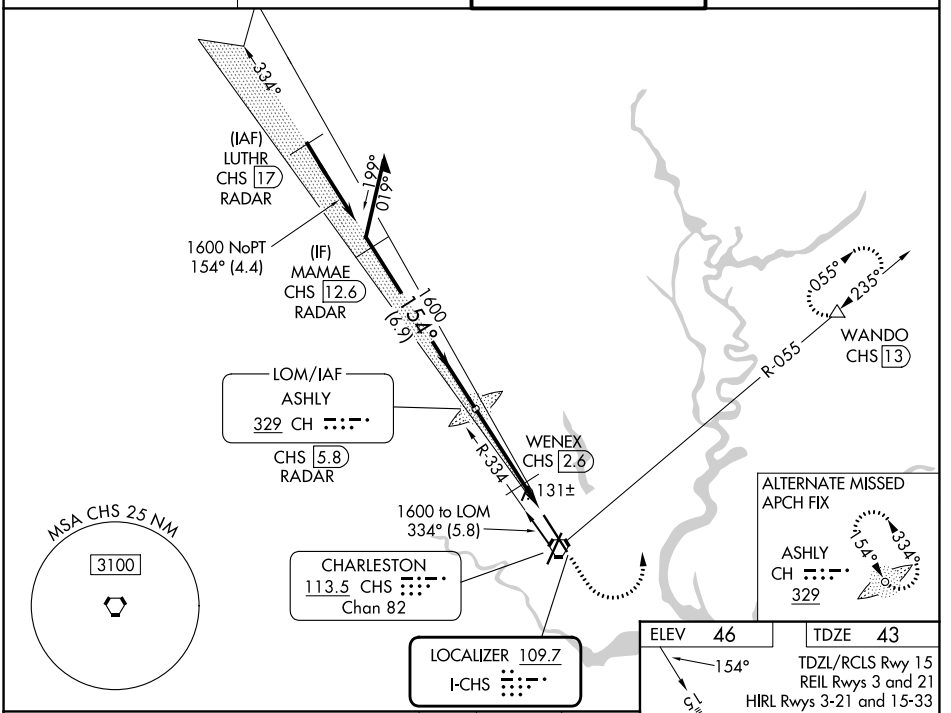
DME required.

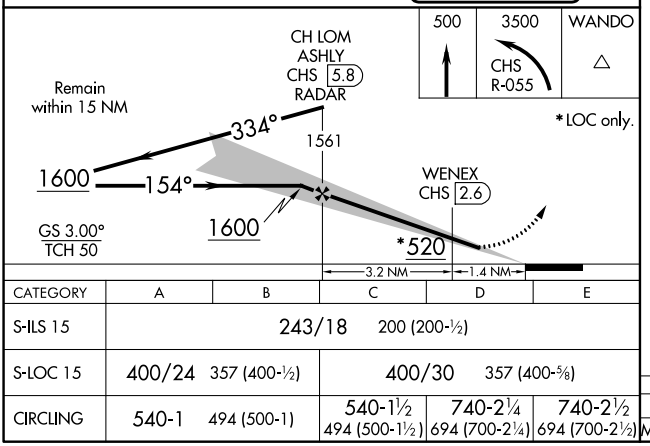
For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to RVR 5500. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

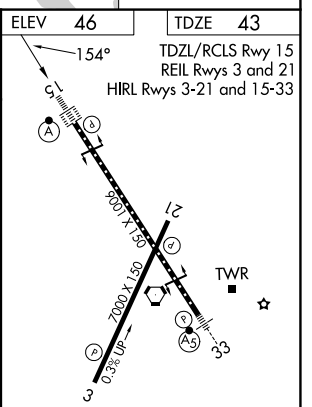
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 | 243/18 200 (200-½) | | | | |
| S-LOC 15 | 400/24 357 (400-½) | | 400/30 357 (400-⅝) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) | 740-2½ 694 (700-2½) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26246

| LOC I-CCI | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 108.9 | 334° | TDZE | 45 |
| | | Apt Elev | 46 |

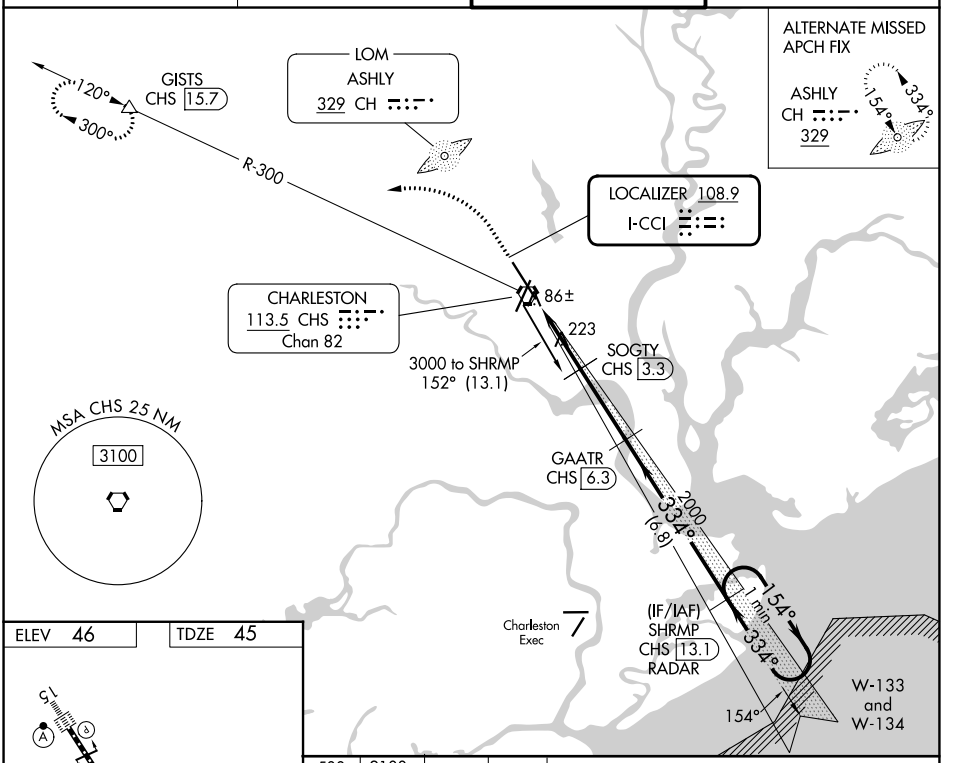
# ILS or LOC RWY 33
## CHARLESTON AFB/INTL (CHS)

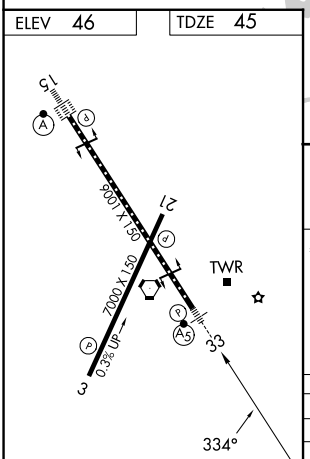
DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSR, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1⅜.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

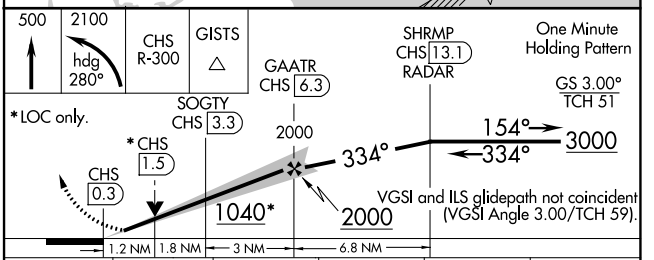
MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 ** | 245/24 200 (200-½) | | | | |
| S-LOC 33 | 480/24 435 (500-½) | | 480/45 435 (500-⅞) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) | 740-2½ 694 (700-2½) |

CHARLESTON, SOUTH CAROLINA 32°54′N-80°02′W CHARLESTON AFB/INTL (CHS)
Amdt 8D 07OCT21 ILS or LOC RWY 33


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 15 (SA CAT I)

## CHARLESTON AFB/INTL (CHS)

| LOC I-CHS | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 109.7 | 154° | TDZE | 43 |
| | | Apt Elev | 46 |

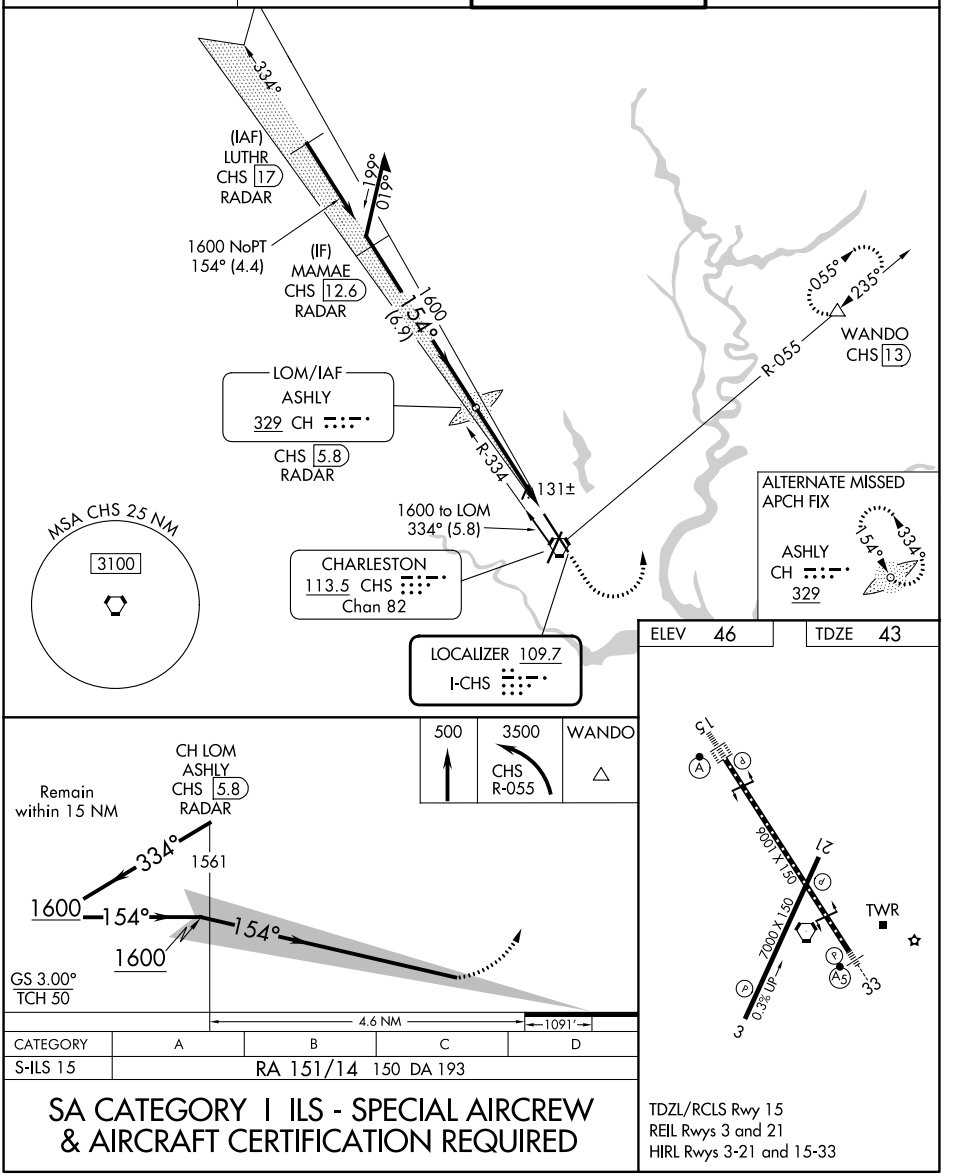
DME required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




# SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26246

# ILS RWY 15 (CAT II)

## CHARLESTON AFB/INTL (CHS)

| LOC I-CHS | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 109.7 | 154° | TDZE | 43 |
| | | Apt Elev | 46 |

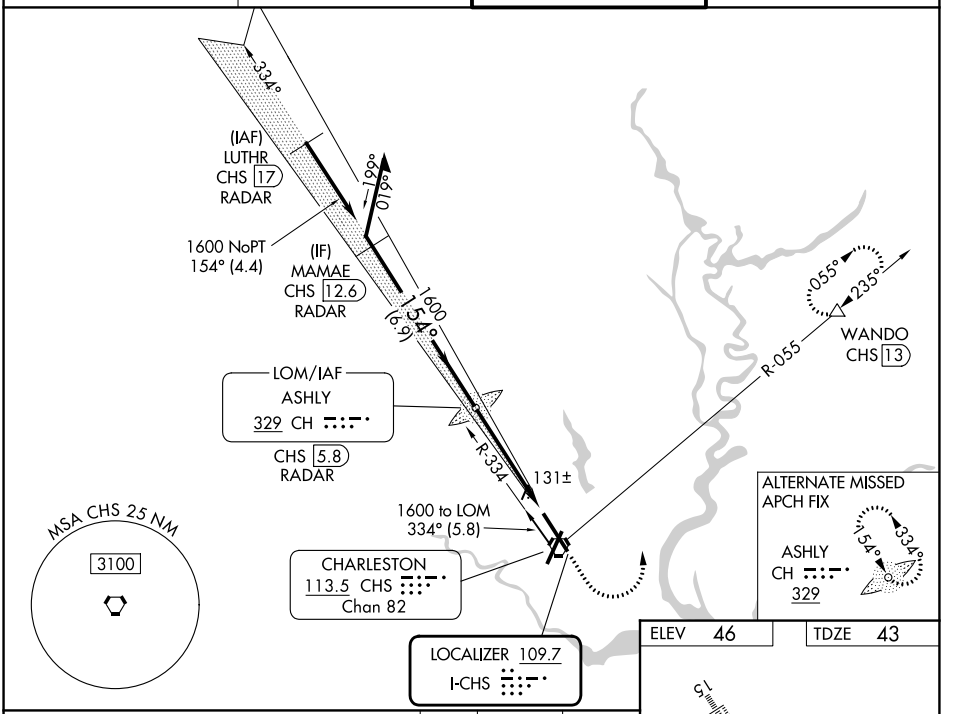
DME required.

DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 3

CHARLESTON AFB/INTL (CHS)

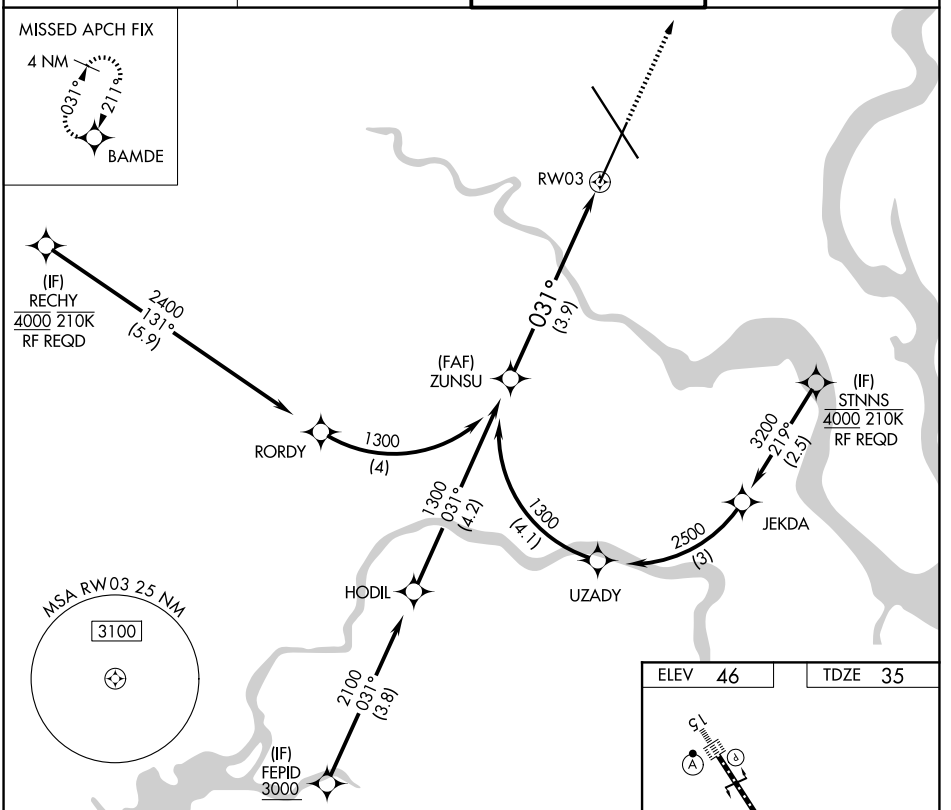
| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 031° | TDZE | 35 |
| | Apt Elev | 46 |

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

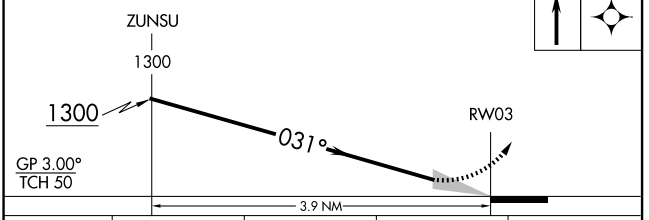
MISSED APPROACH: Climb to 3000 direct BAMDE and hold, continue to climb-in-hold to 3000.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




See planview for multiple IF locations.

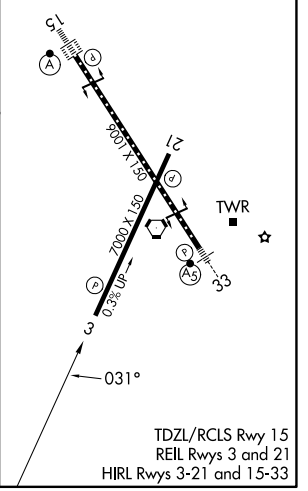
3000 BAMDE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 285-¾ 250 (300-¾) | | | |
| RNP 0.30 DA | 429-1⅛ 394 (400-1⅛) | | | |

AUTHORIZATION REQUIRED

ELEV 46 TDZE 35




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26134

# RNAV (RNP) Z RWY 15

CHARLESTON AFB/INTL (CHS)

| APP CRS | Rwy Ldg | 9001 |
|---|---|---|
| 154° | TDZE | 43 |
| | Apt Elev | 46 |

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 154° to SHRMP and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |

MISSED APCH FIX

SHRMP 154° 334° 4 NM

MSA RW15 25 NM 3100

(IAF) LUTHR 4000 (RNP 0.50) 3000 154° (4.4)

(IF) MAMAE 1800 154° (5.2)

(IF) KREIS 3000 RF REQD 1900 225° (4.4)

1500 154° (1.6)

JJAAY

JCEEE Max 210K

1500 (6.5)

ASHLY LOM 1100 (2.8)

WEKNG Max 210K

1100 154° (1.4)

(FAF) TIPOE

3500 030° (4.4)

154° (3.2)

(IF) PIPPY 5000 (RNP 0.50) RF REQD

131±

RW15

154° (14.3)

ELEV 46 TDZE 43

154° 5 21 33 3 TWR 7000 X 150 1006 X 150 0.3% UP

TIPOE 1100 See planview for multiple IF locations. 3000 tr 154° SHRMP

1100 154° RW15

GP 3.00° TCH 50

3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | | 315/24 | 272 (300-½) | |
| RNP 0.30 DA | | 428/45 | 385 (400-⅞) | |

AUTHORIZATION REQUIRED

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 21

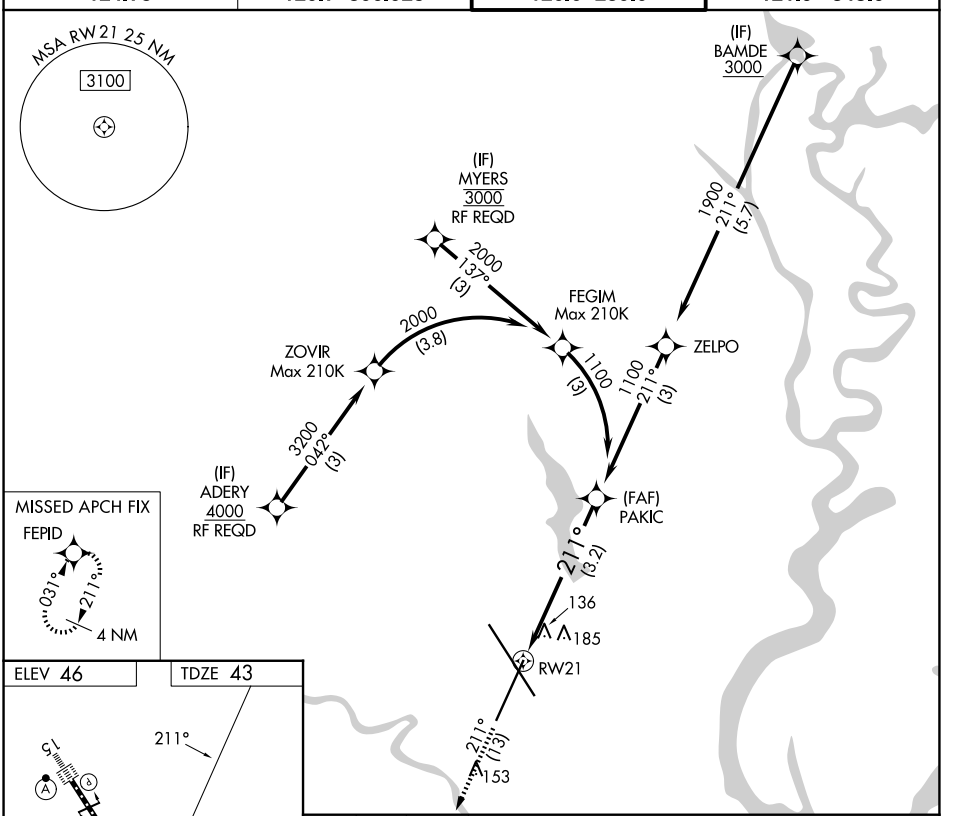
CHARLESTON AFB/INTL (CHS)

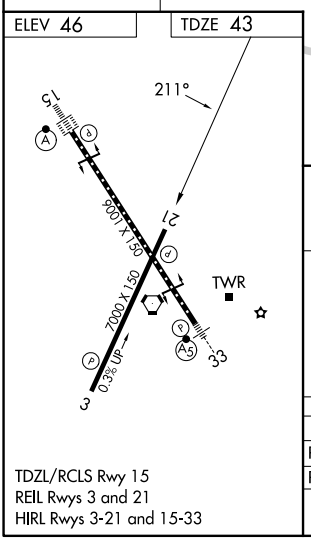
| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 211° | TDZE | 43 |
| | Apt Elev | 46 |

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

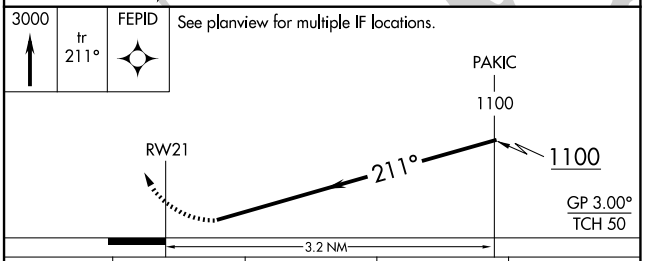
MISSED APPROACH: Climb to 3000 on track 211° to FEPID and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.21 DA | | 427-1⅛ | 384 (400-1⅛) | |
| RNP 0.30 DA | | 455-1⅜ | 412 (500-1⅜) | |

AUTHORIZATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 33

## CHARLESTON AFB/INTL (CHS)

| APP CRS | Rwy Ldg | 9001 |
|---|---|---|
| 334° | TDZE | 45 |
| | Apt Elev | 46 |

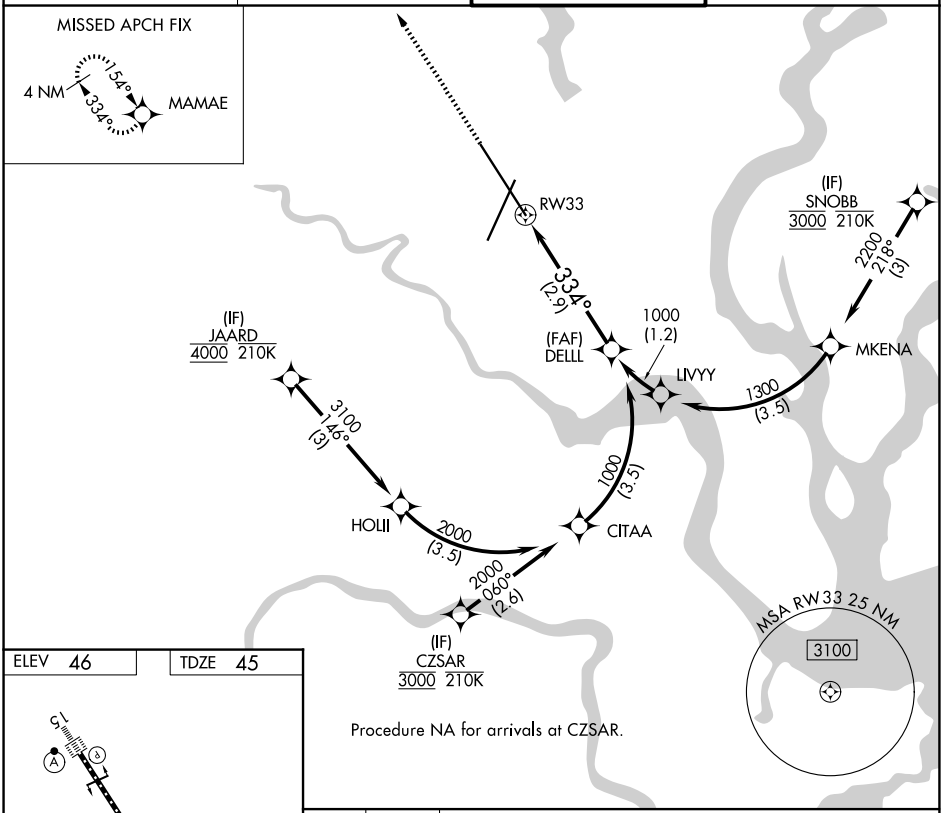
RNP AR APCH. RF required.

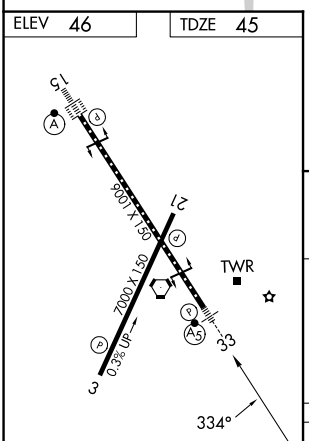
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.23 all Cats visibility to RVR 5500.

MALSR

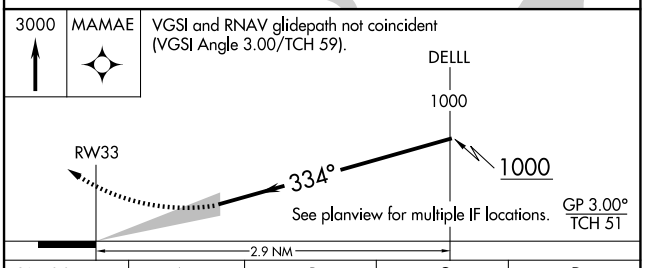
MISSED APPROACH: Climb to 3000 direct MAMAE and hold, continue to climb-in-hold to 3000.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.23 DA | | 419/35 | 374 (400-5/8) | |
| RNP 0.30 DA | | 477/40 | 432 (500-3/4) | |

AUTHORIZATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| CH 86699 | 031° | TDZE | 35 |
| W03A | | Apt Elev | 46 |

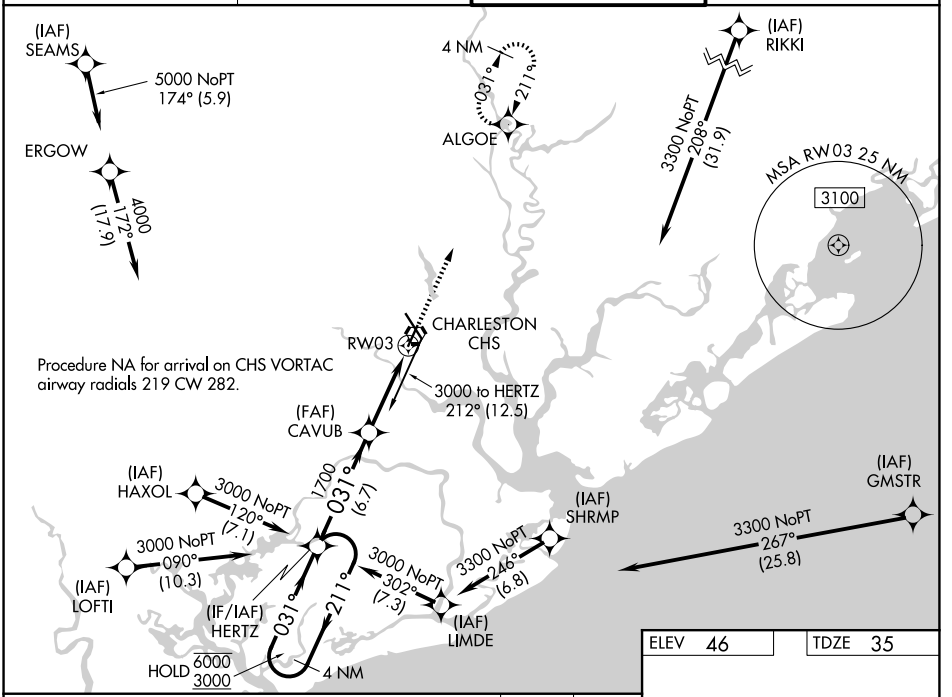
# RNAV (GPS) Y RWY 3
## CHARLESTON AFB/INTL (CHS)

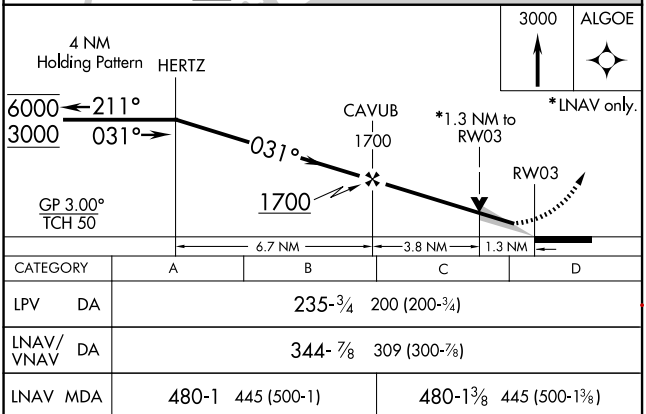
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

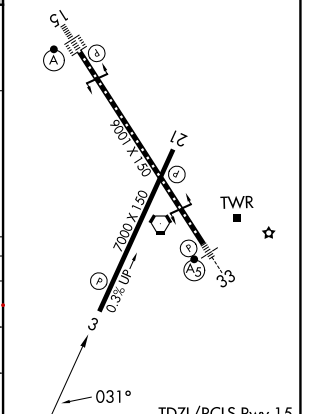
MISSED APPROACH: Climb to 3000 direct ALGOE and hold, continue climb-in-hold to 3000.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 235-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 344- ⅞ 309 (300-⅞) | | | |
| LNAV MDA | 480-1 445 (500-1) | | 480-1⅜ 445 (500-1⅜) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26134

| WAAS CH 93519 W15A | APP CRS 154° | Rwy Ldg 9001 TDZE 43 Apt Elev 46 |
|---|---|---|

# RNAV (GPS) Y RWY 15

CHARLESTON AFB/INTL (CHS)

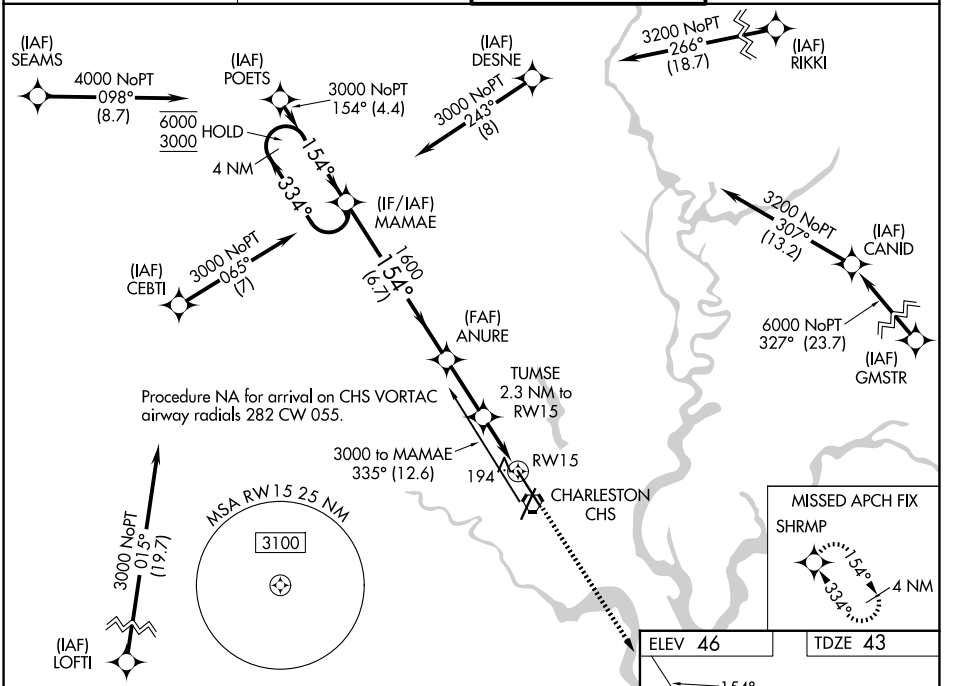
RNP APCH.

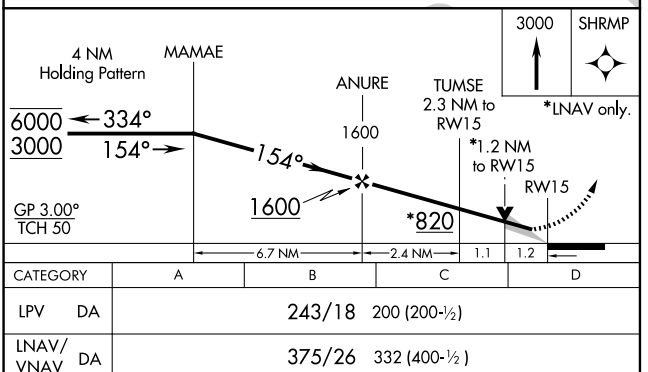
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SHRMP and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 243/18 200 (200-½) | | | |
| LNAV/VNAV DA | 375/26 332 (400-½) | | | |
| LNAV MDA | 460/24 417 (500-½) | | 460/40 417 (500-¾) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) |

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 4A 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 15

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 21

## CHARLESTON AFB/INTL (CHS)

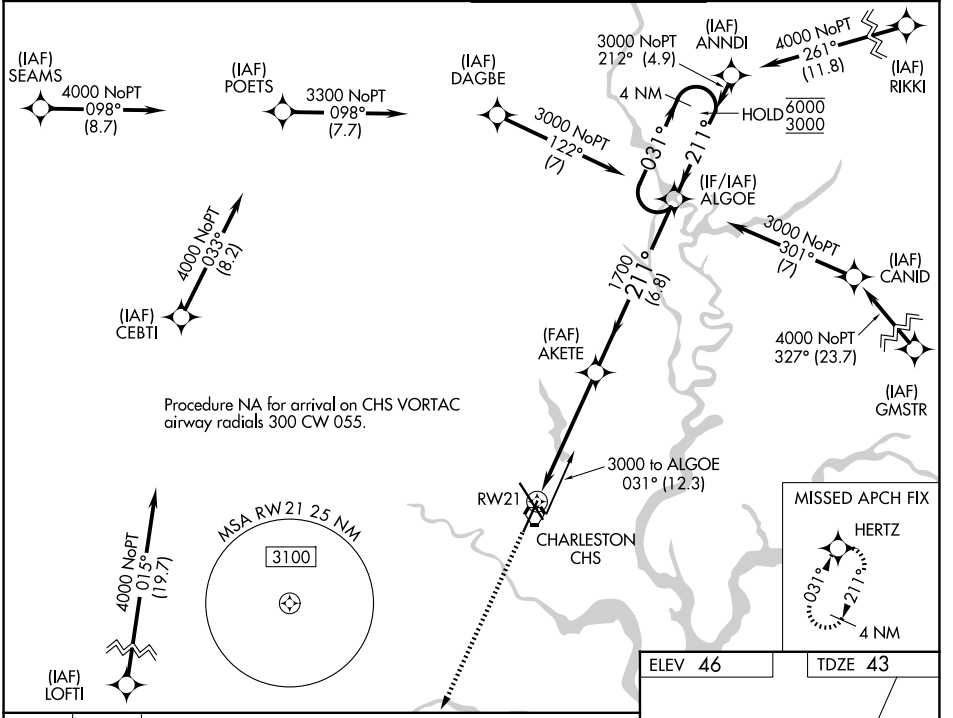
| WAAS | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| CH 40499 | 211° | TDZE | 43 |
| W21A | | Apt Elev | 46 |

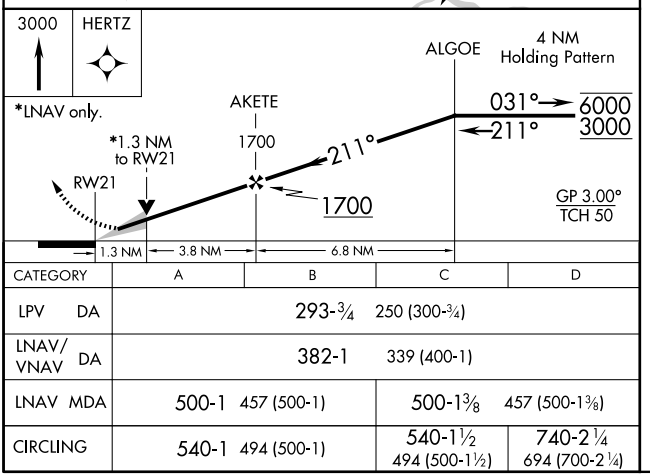
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

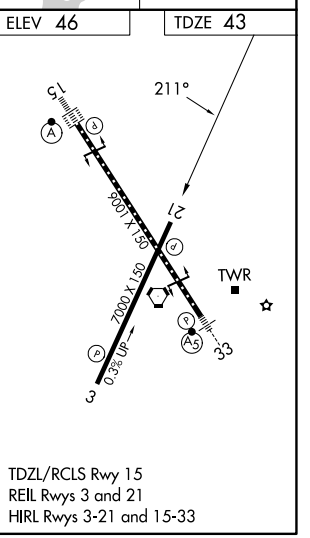
MISSED APPROACH: Climb to 3000 direct HERTZ and hold, continue climb-in-hold to 3000.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 293-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 382-1 339 (400-1) | | | |
| LNAV MDA | 500-1 457 (500-1) | | 500-1⅜ 457 (500-1⅜) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) |




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26134

| WAAS CH 63218 W33A | APP CRS 334° | Rwy Ldg 9001 / TDZE 45 / Apt Elev 46 |
|---|---|---|

# RNAV (GPS) Y RWY 33

## CHARLESTON AFB/INTL (CHS)

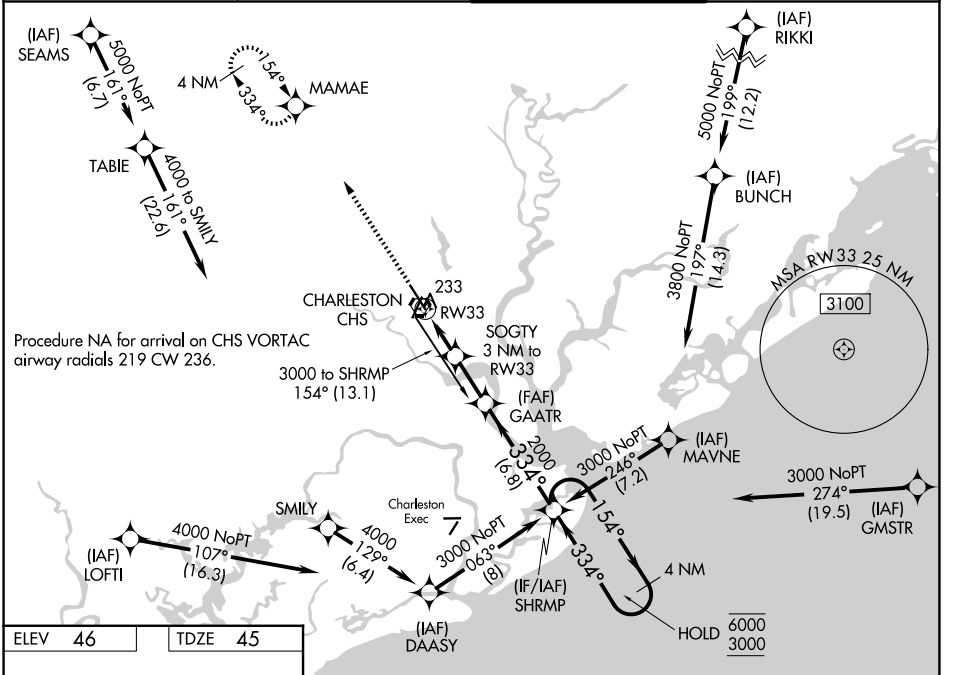
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

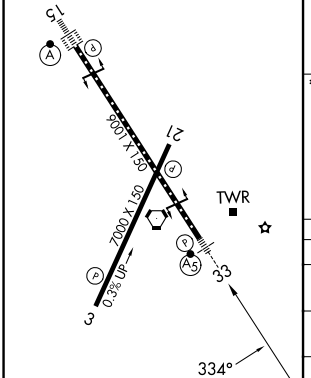
| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |



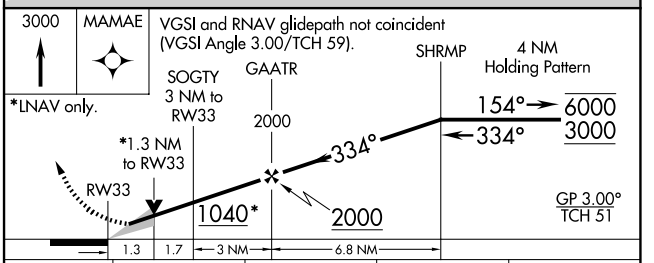

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 46 TDZE 45




TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 245/24 200 (200-½) | | | |
| LNAV/VNAV DA | 472/40 427 (500-¾) | | | |
| LNAV MDA | 500/24 455 (500-½) | | 500/45 455 (500-⅞) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) |

CHARLESTON, SOUTH CAROLINA
Amdt 4A 07OCT21

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 33

# VOR/DME or TACAN RWY 3

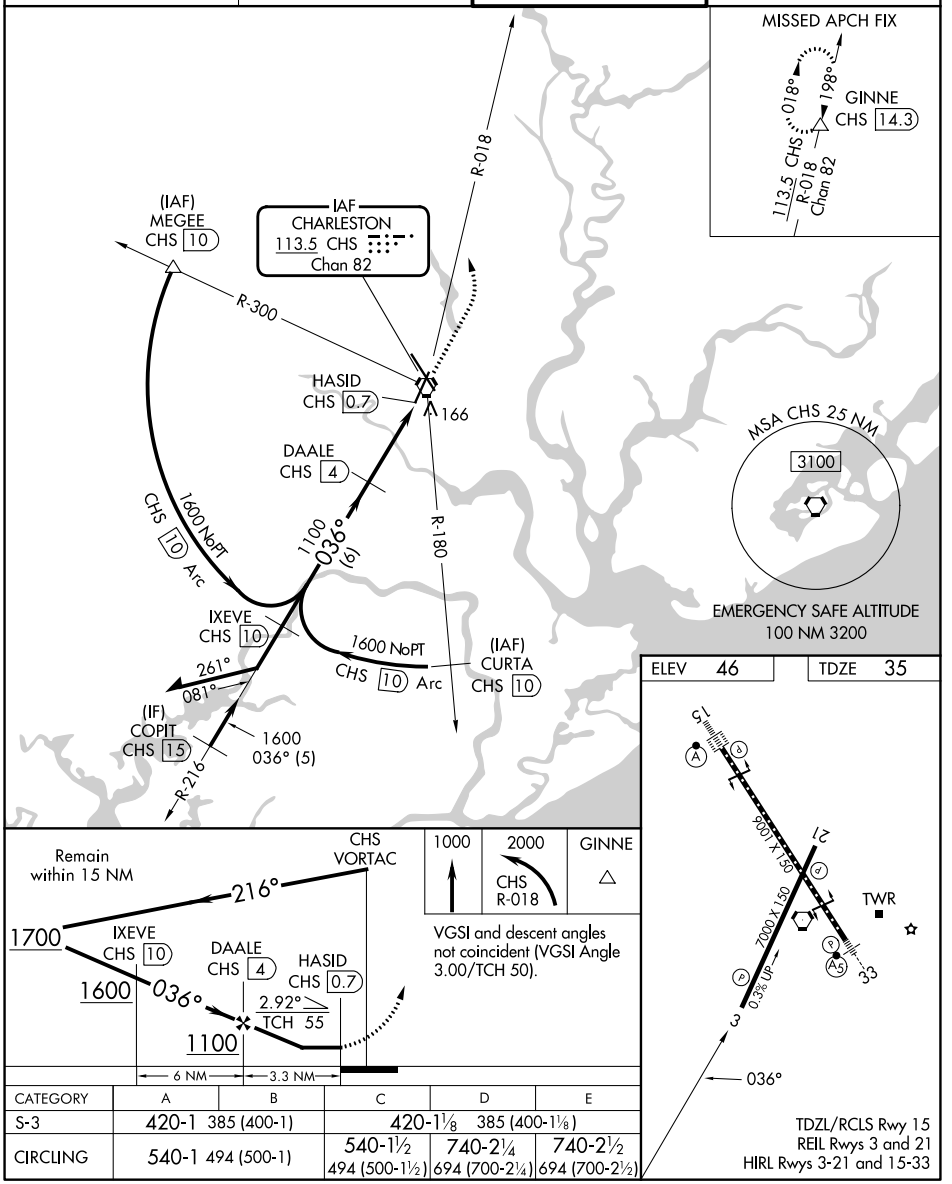
CHARLESTON AFB/INTL (CHS)

| VORTAC CHS | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| 113.5 | 036° | TDZE | 35 |
| Chan 82 | | Apt Elev | 46 |

DME required.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on CHS R-018 to GINNE/14.3 DME and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-3 | 420-1 385 (400-1) | | 420-1⅛ 385 (400-1⅛) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) | 740-2½ 694 (700-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

26246

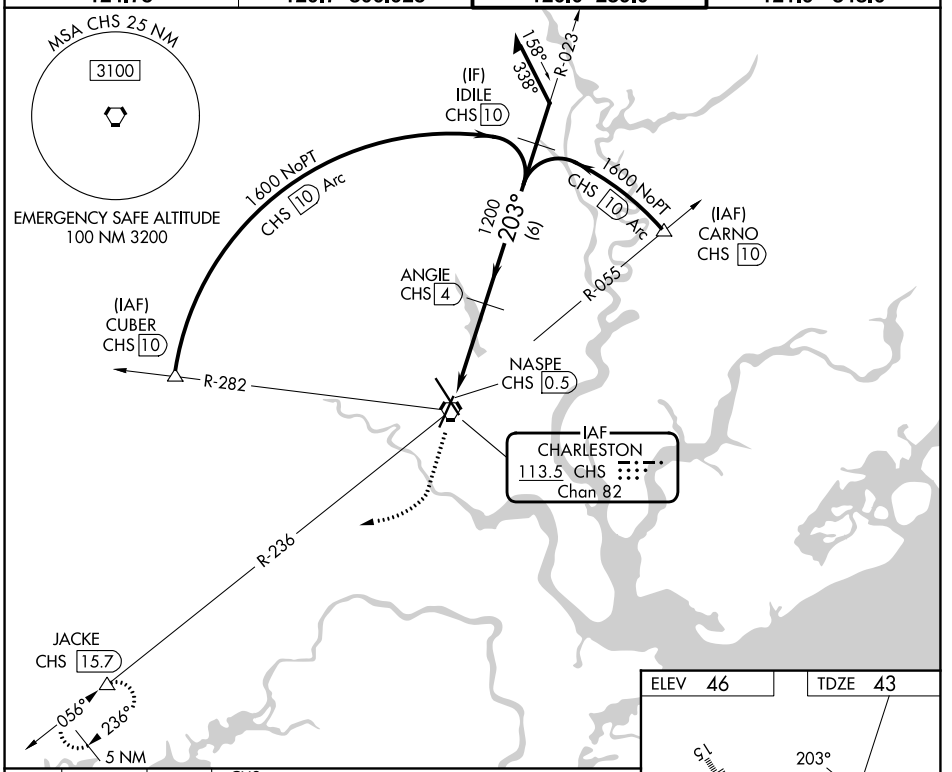
# VOR/DME or TACAN RWY 21

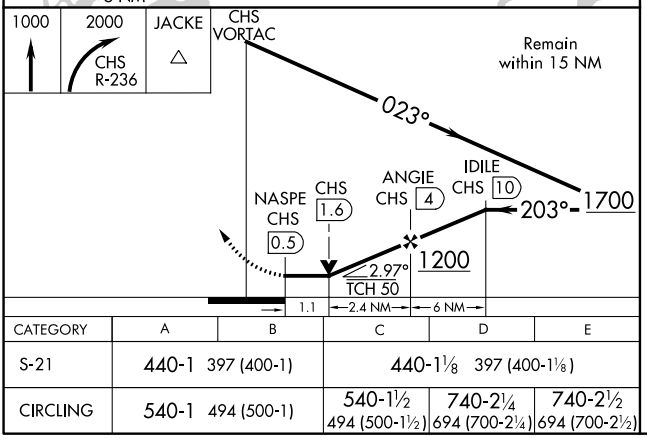
CHARLESTON AFB/INTL (CHS)

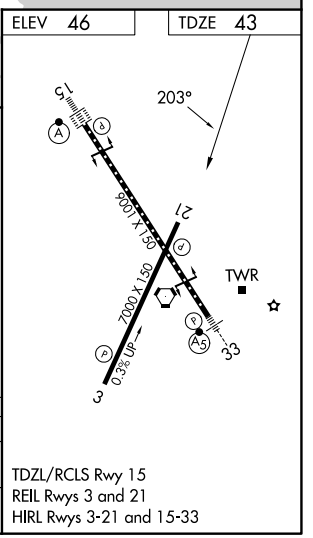
| VORTAC CHS | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| 113.5 | 203° | TDZE | 43 |
| Chan 82 | | Apt Elev | 46 |

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-21 | 440-1 397 (400-1) | | 440-1⅛ 397 (400-1⅛) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) | 740-2½ 694 (700-2½) |

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 14B 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

VOR/DME or TACAN RWY 21

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# VOR/DME or TACAN RWY 33

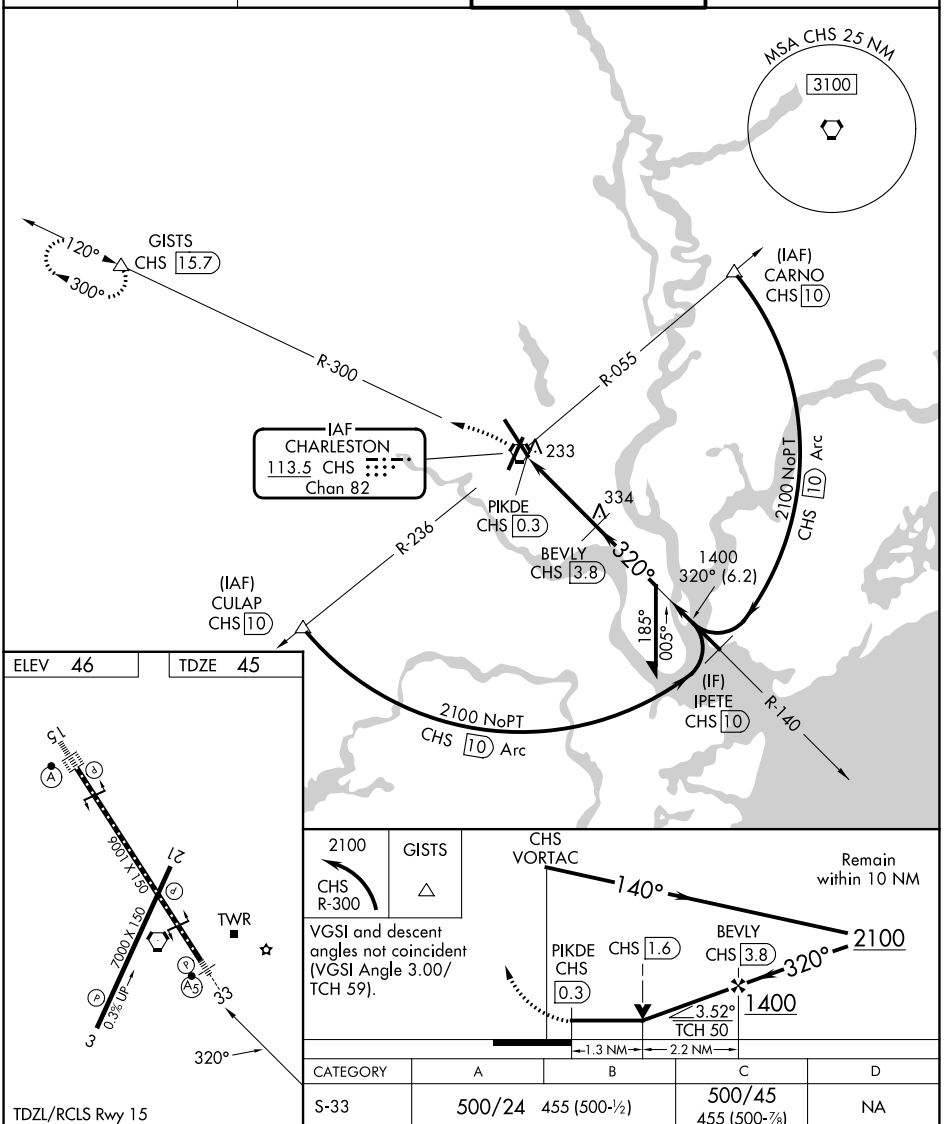
CHARLESTON AFB/INTL (CHS)

| VORTAC CHS | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 113.5 | 320° | TDZE | 45 |
| Chan 82 | | Apt Elev | 46 |

MALSR

MISSED APPROACH: Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 500/24 | 455 (500-½) | 500/45 | NA |
| | | | 455 (500-⅞) | |
| CIRCLING | 540-1 | 494 (500-1) | 540-1½ | 740-2¼ |
| | | | 494 (500-1½) | 694 (700-2¼) |

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 26246

# VOR Y or TACAN Y RWY 15

CHARLESTON AFB/INTL (CHS)

| VORTAC CHS | APP CRS | Rwy Ldg | 9001 |
|---|---|---|---|
| 113.5 | 157° | TDZE | 43 |
| Chan 82 | | Apt Elev | 46 |

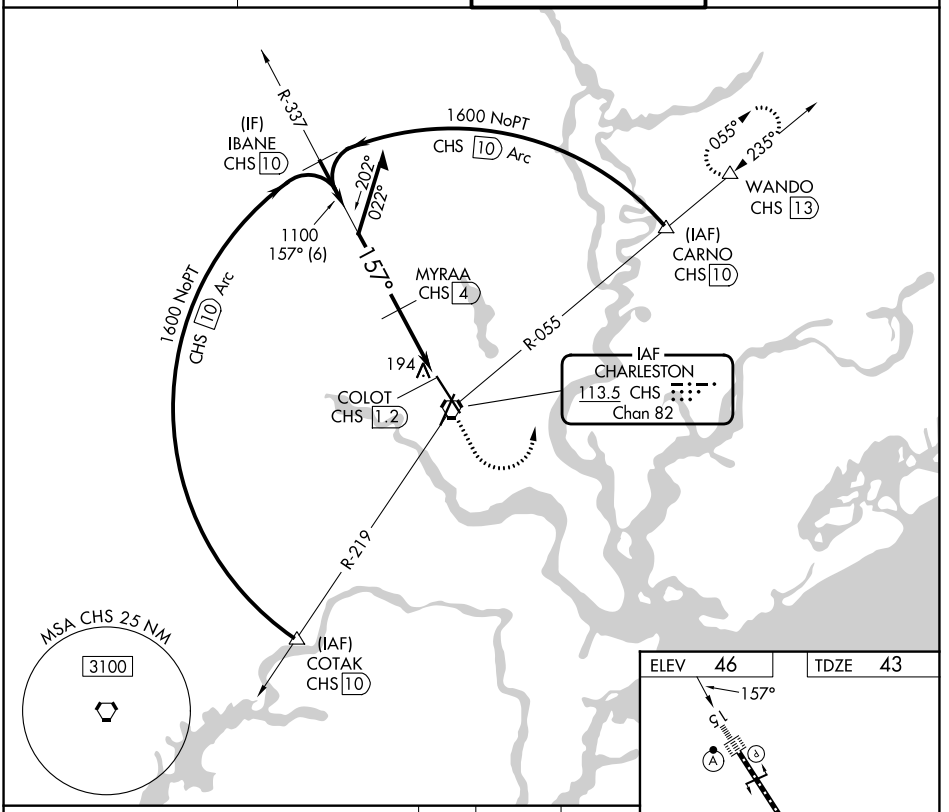
DME required.

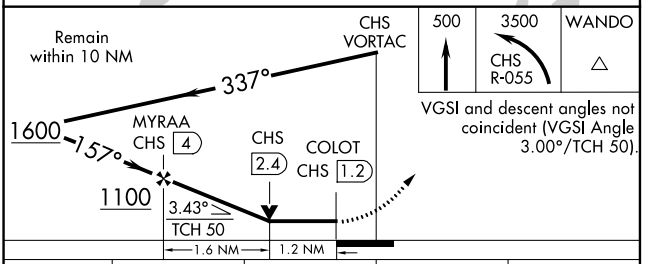
For inop ALS, increase S-15 Cat A/B visibility to RVR 5500 and Cat C/D visibility to RVR 6000.

ALSF-2

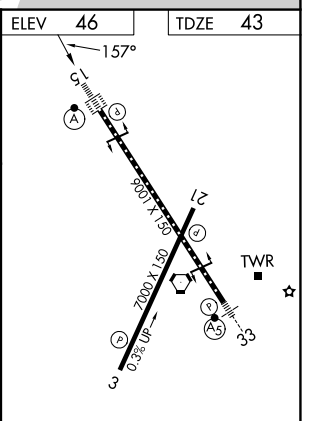
MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold, continue climb-in-hold to 3500.

| D-ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON |
|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 |




VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 50).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 460/24 | 417 (500-½) | 460/40 | 417 (500-¾) |
| CIRCLING | 540-1 | 494 (500-1) | 540-1½ 494 (500-1½) | 740-2¼ 694 (700-2¼) |

TDZL/RCLS Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

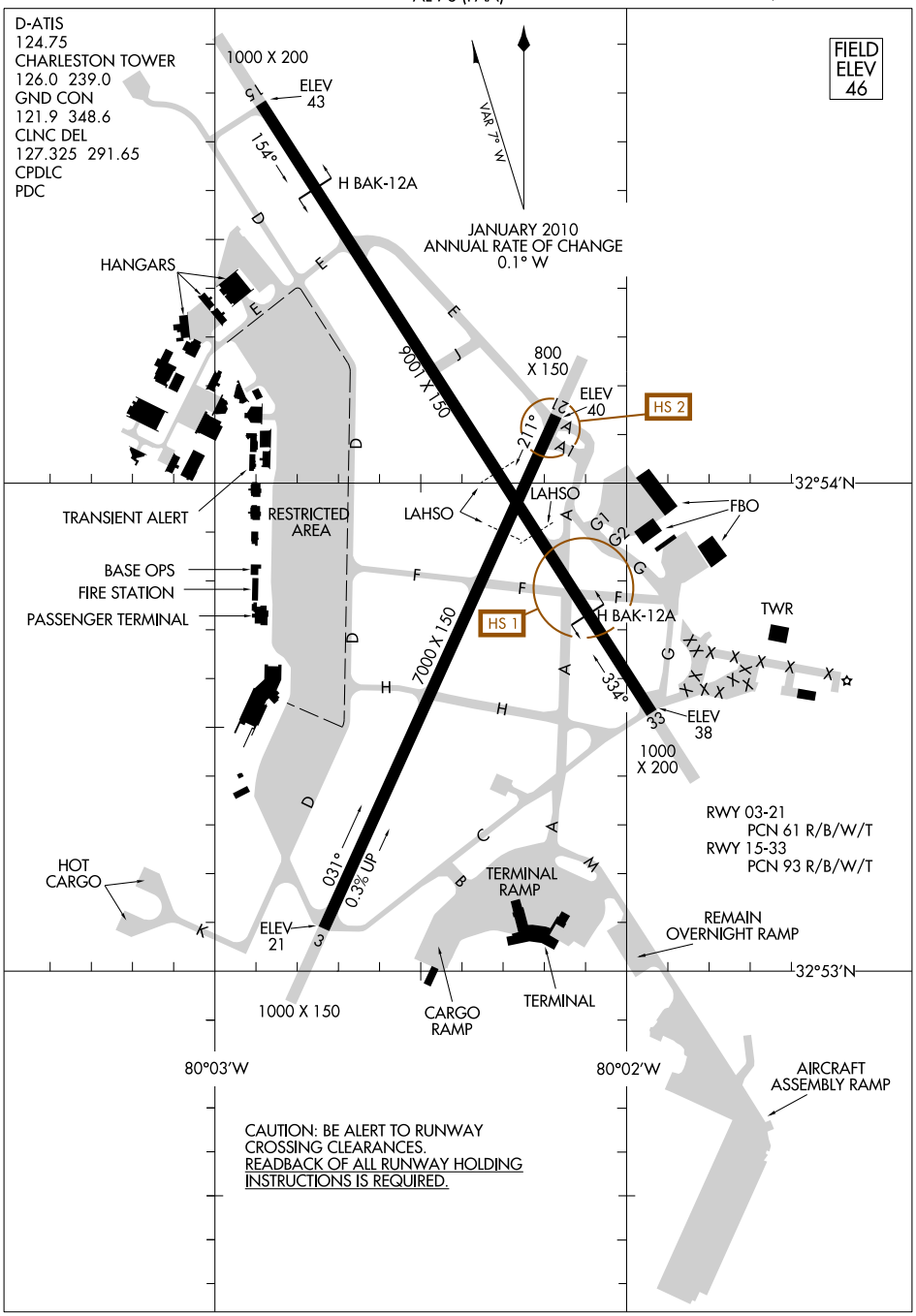
CHARLESTON, SOUTH CAROLINA
Amdt 14C 05SEP24

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)

VOR Y or TACAN Y RWY 15

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

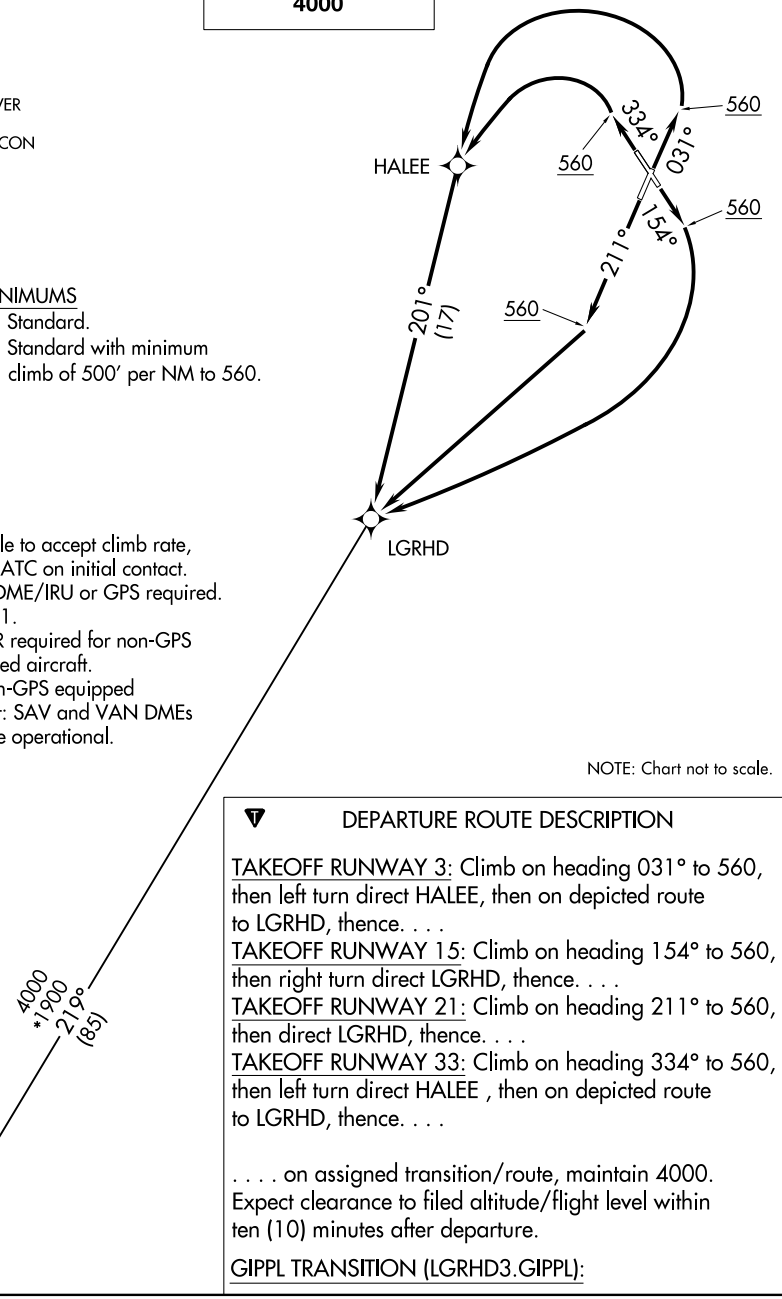
(LGRHD3.LGRHD) 23110 AL-76 (FAA)

# LGRHD THREE DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

D-ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

**TOP ALTITUDE: 4000**




TAKEOFF MINIMUMS
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: SAV and VAN DMEs must be operational.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 560, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then right turn direct LGRHD, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then direct LGRHD, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then left turn direct HALEE , then on depicted route to LGRHD, thence. . . .

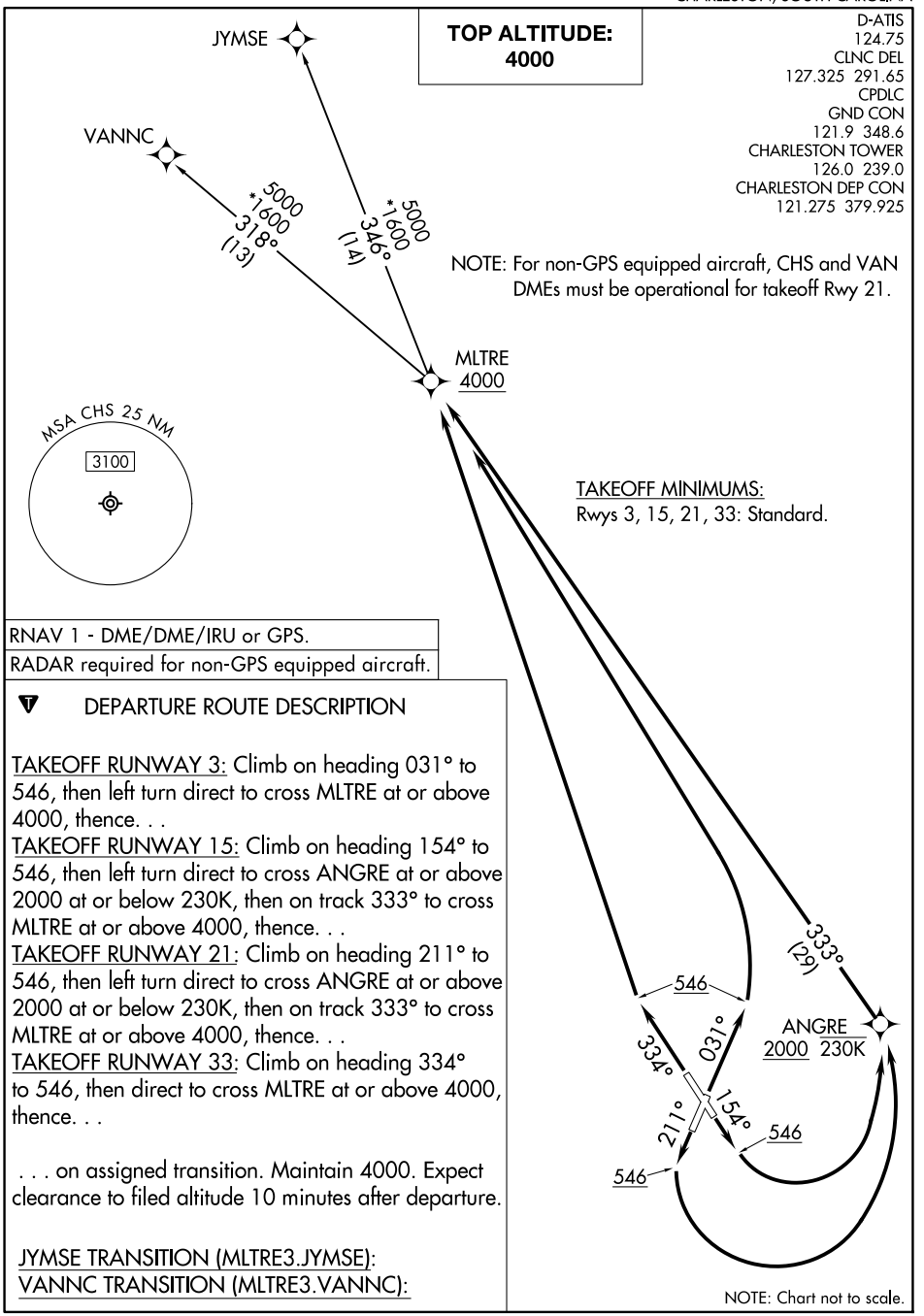
. . . . on assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

GIPPL TRANSITION (LGRHD3.GIPPL):

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# MLTRE THREE DEPARTURE (RNAV)




RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 546, then left turn direct to cross MLTRE at or above 4000, thence. . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on track 333° to cross MLTRE at or above 4000, thence. . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on track 333° to cross MLTRE at or above 4000, thence. . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 546, then direct to cross MLTRE at or above 4000, thence. . .

. . . on assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

JYMSE TRANSITION (MLTRE3.JYMSE):

VANNC TRANSITION (MLTRE3.VANNC):



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(PLMTO3.PLMTO) 23166 AL-76 (FAA)

# PLMTO THREE DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA






SE-2, 03 SEP 2026 to 29 OCT 2026

PLMTO THREE DEPARTURE (RNAV)
(PLMTO3.PLMTO) 05NOV20
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

# STUNO ONE DEPARTURE (RNAV)





D-ATIS 124.75
CLNC DEL 127.325 291.65
CPDLC
GND CON 121.9 348.6
CHARLESTON TOWER 126.0 239.0
CHARLESTON DEP CON 120.7 306.925

**TOP ALTITUDE: 4000**

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to intercept course 303° to BRYSE, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then right turn direct TYLOR, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then right turn direct TYLOR, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then left turn direct GULLA , then on depicted route to STUNO, thence . . . .

. . . . on assigned transition. Maintain 4000 expect ATC clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (STUNO1.ALD)
COLLIERS TRANSITION (STUNO1.IRQ)
DUBLIN TRANSITION (STUNO1.DBN)

COLLIERS IRQ
4000 *3000 321° (23)
FIBRO
4000 *3000 308° (55)
ALLENDALE ALD
4000 *1600 283° (20)
STUNO
283° (20)
GULLA
292° (6)
GECHE
291° (10)
TYLOR
(18) 273°
BRYSE
(6) 303°
334°
031°
154°
211°
560
560
560
6000 *2400 263° (101)
DUBLIN DBN
N

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.

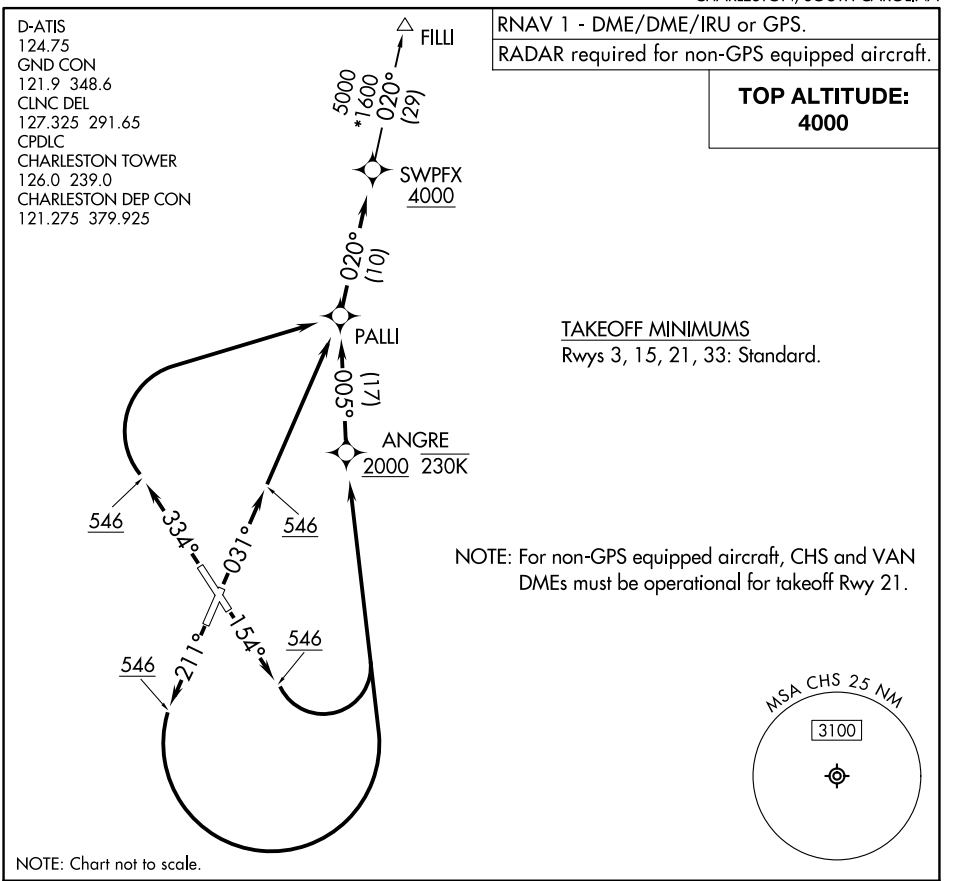
NOTE: Chart not to scale.

SE-2, 03 SEP 2026 to 29 OCT 2026

(SWPFX3.SWPFX) 23166 AL-76 (FAA)

# SWPFX THREE DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 546, then direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 546, then right turn direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

. . . . on assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX3.FILLI)

# ILS or LOC RWY 9

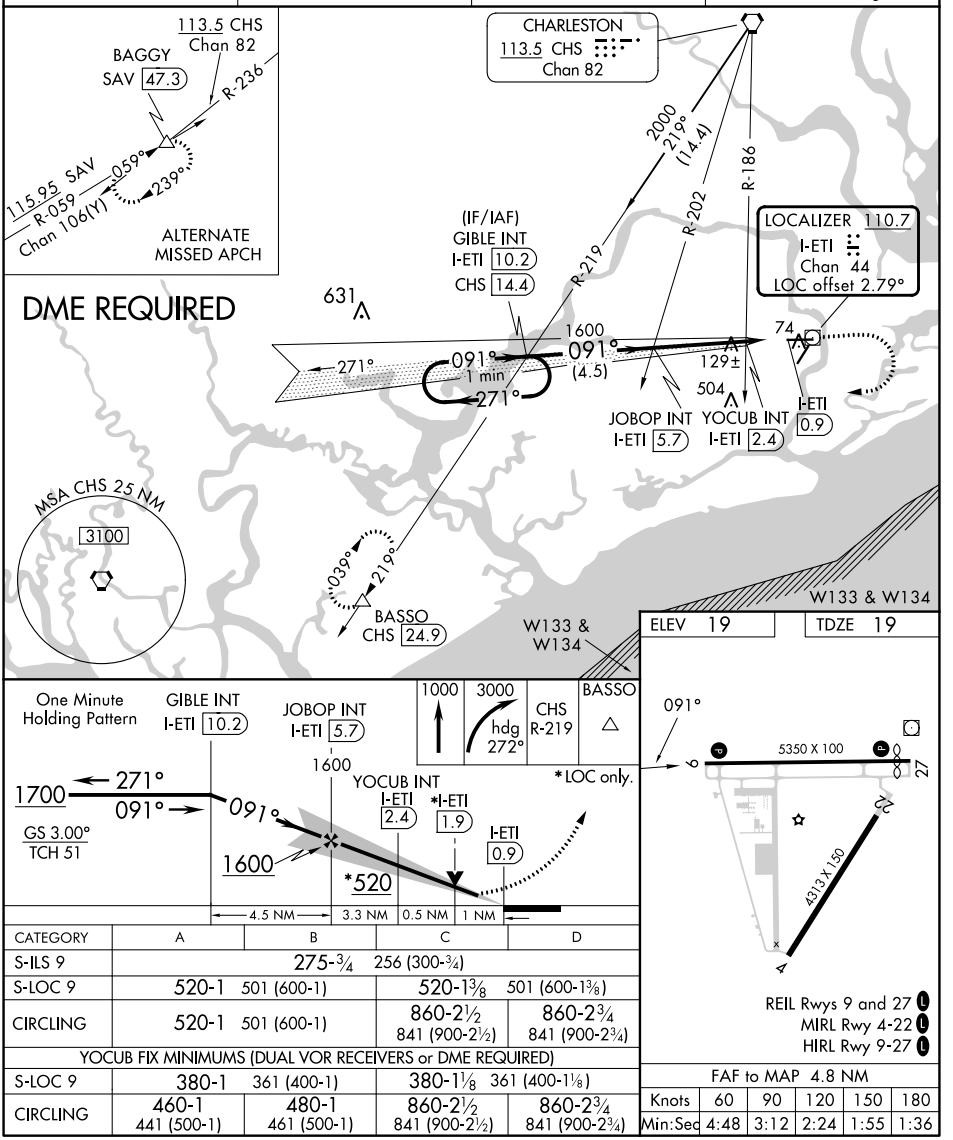
CHARLESTON EXEC (JZI)

| LOC/DME I-ETI | APP CRS | Rwy ldg | 5350 |
|---|---|---|---|
| 110.7 | 091° | TDZE | 19 |
| Chan 44 | | Apt Elev | 19 |

DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA to 307 feet and all MDAs 40 feet, increase S-ILS 9 visibility all Cats ⅛ SM; increase S-LOC 9 and Circling Cats C/D visibility ¼ SM; increase S-LOC YOCUB fix minimums Cats C/D visibility ⅛ SM and Circling YOCUB fix minimums Cats C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 275-¾ | 256 (300-¾) | | |
| S-LOC 9 | 520-1 | 501 (600-1) | 520-1⅜ | 501 (600-1⅜) |
| CIRCLING | 520-1 | 501 (600-1) | 860-2½ 841 (900-2½) | 860-2¾ 841 (900-2¾) |
| YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 9 | 380-1 | 361 (400-1) | 380-1⅛ | 361 (400-1⅛) |
| CIRCLING | 460-1 441 (500-1) | 480-1 461 (500-1) | 860-2½ 841 (900-2½) | 860-2¾ 841 (900-2¾) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 21168

# RNAV (GPS) RWY 4

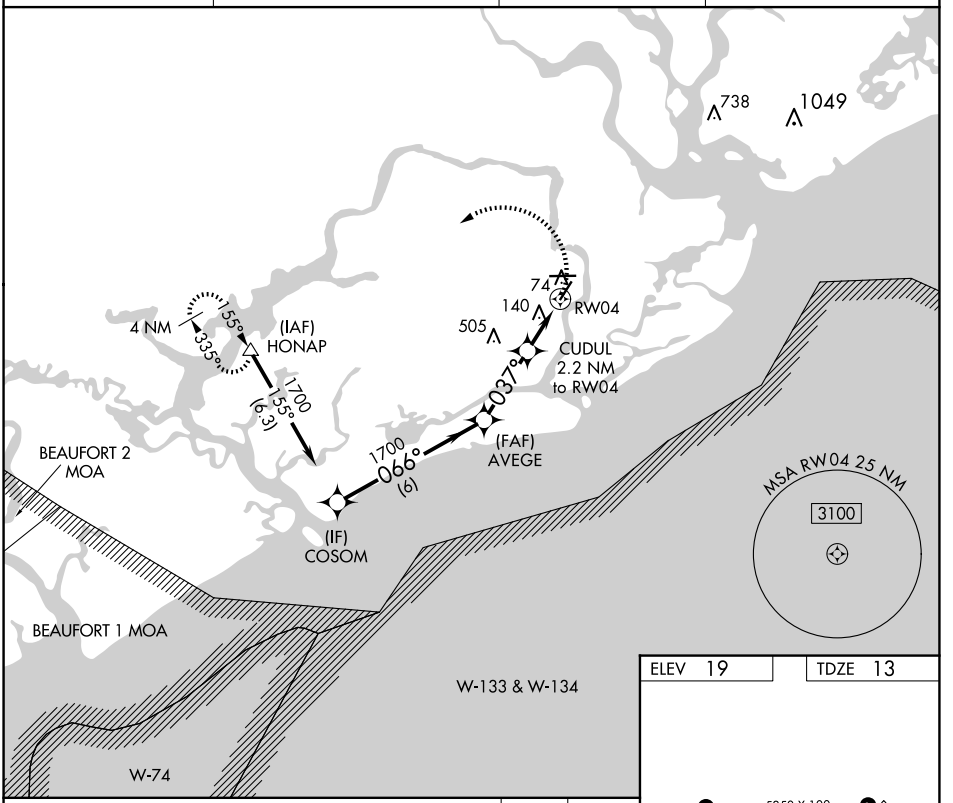
CHARLESTON EXEC (JZI)

| APP CRS | Rwy Idg | 4313 |
|---|---|---|
| 037° | TDZE | 13 |
| | Apt Elev | 19 |

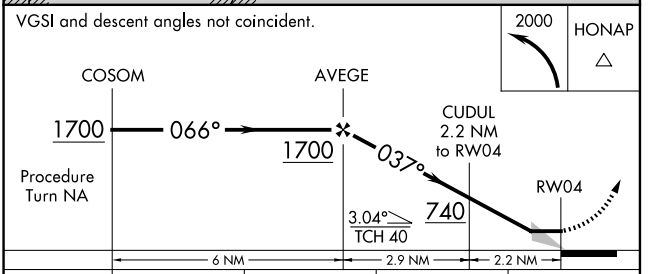
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet; increase LNAV Cat D and Circling visibility Cats C/D ¼ SM.

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

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |

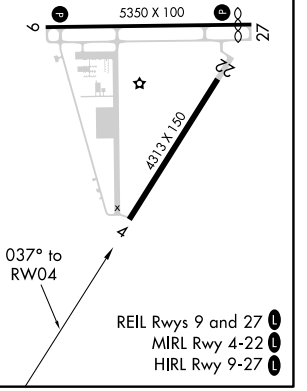



VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 407 (500-1) | | 420-1¼ 407 (500-1¼) | |
| CIRCLING | 460-1 441 (500-1) | 480-1 461 (500-1) | 860-2½ 841 (900-2½) | 860-2¾ 841 (900-2¾) |

ELEV 19 TDZE 13




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 9

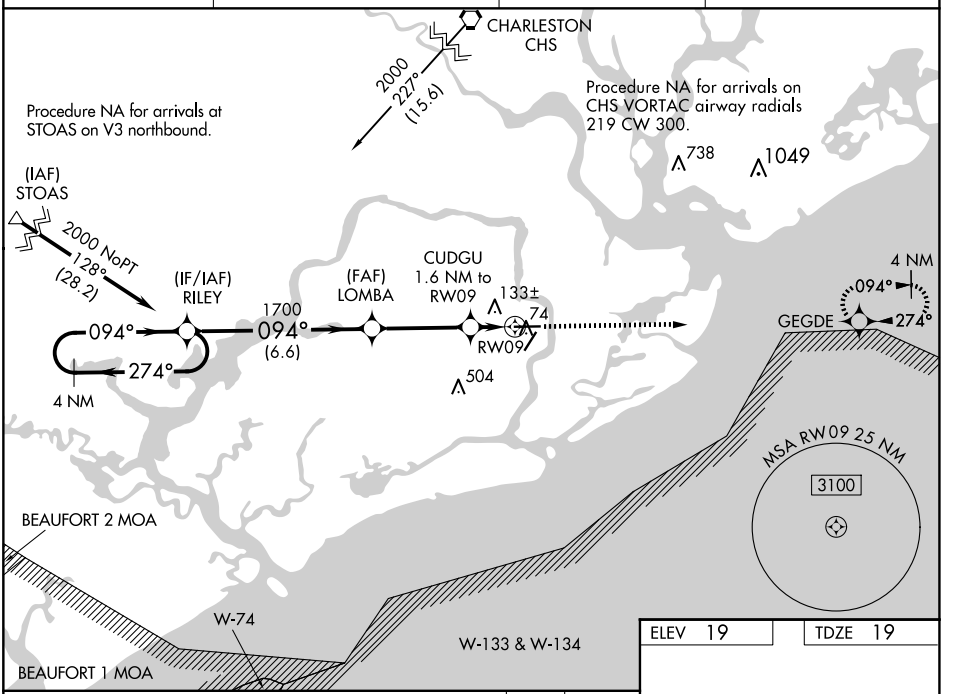
## CHARLESTON EXEC (JZI)

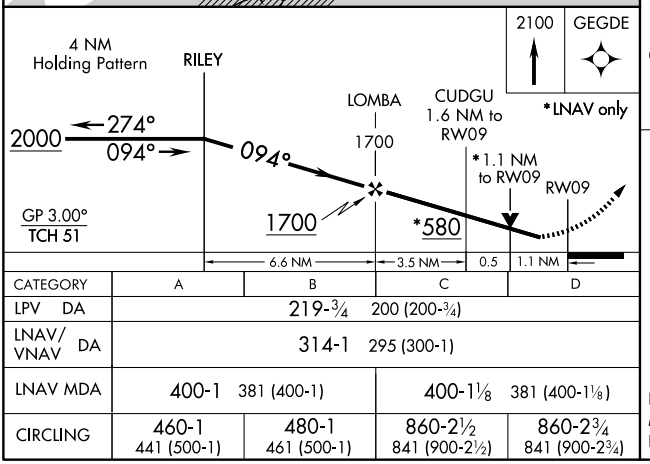
| WAAS | APP CRS | Rwy ldg | 5350 |
|---|---|---|---|
| CH 53305 | 094° | TDZE | 19 |
| W09A | | Apt Elev | 19 |

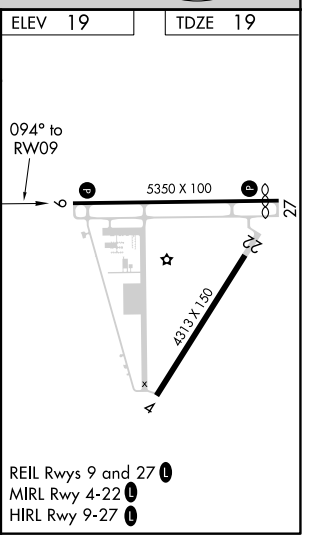
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 251 feet; increase LNAV/VNAV DA to 346 feet and all MDAs 40 feet; increase LNAV Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 219-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 314-1 295 (300-1) | | | |
| LNAV MDA | 400-1 381 (400-1) | | 400-1⅛ 381 (400-1⅛) | |
| CIRCLING | 460-1 441 (500-1) | 480-1 461 (500-1) | 860-2½ 841 (900-2½) | 860-2¾ 841 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 4-22 L
HIRL Rwy 9-27 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 21168

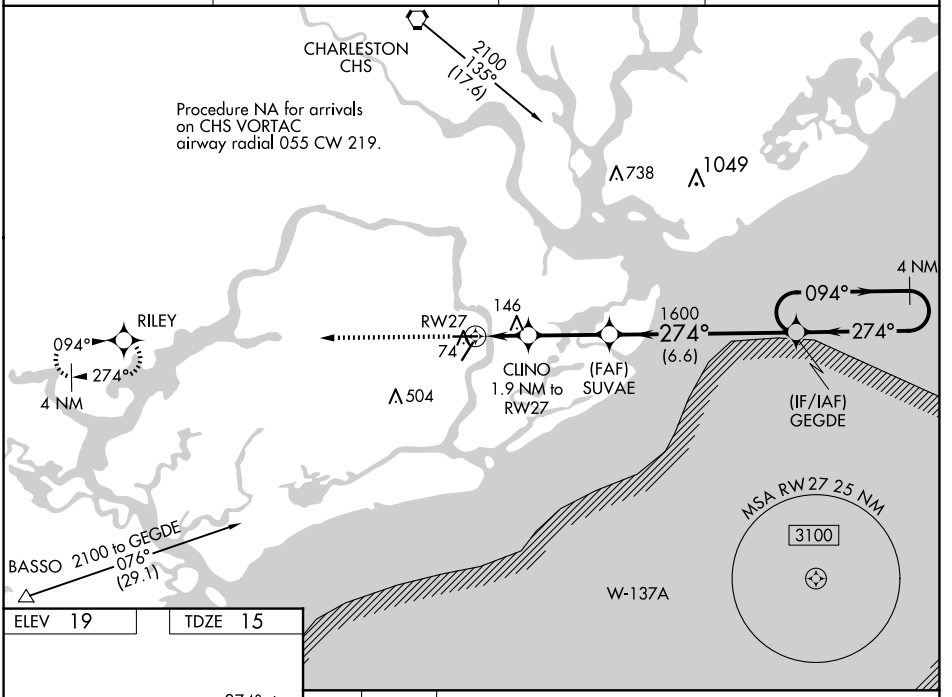
| WAAS CH 77701 W27A | APP CRS 274° | Rwy ldg 5000 TDZE 15 Apt Elev 19 |
|---|---|---|

# RNAV (GPS) RWY 27
## CHARLESTON EXEC (JZI)

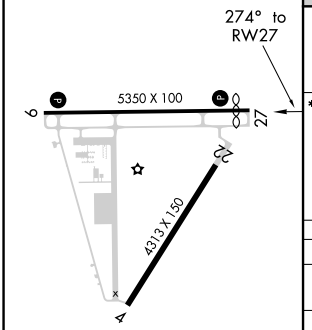
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 297 feet, increase LNAV/VNAV DA to 335 feet, increase all MDAs 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ⅛ SM, and Circling visibility Cats C/D ¼ SM. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

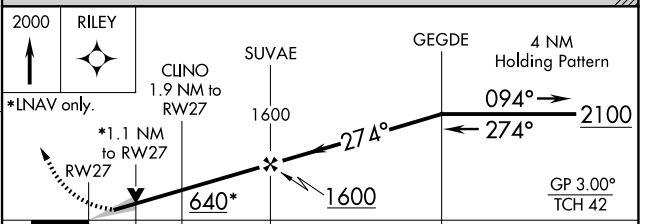
MISSED APPROACH: Climb to 2000 direct RILEY and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




ELEV 19 TDZE 15




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 265-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 303-1 288 (300-1) | | | |
| LNAV MDA | 400-1 385 (400-1) | | 400-1⅛ 385 (400-1⅛) | |
| CIRCLING | 460-1 441 (500-1) | 480-1 461 (500-1) | 860-2½ 841 (900-2½) | 860-2¾ 841 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 4-22 L
HIRL Rwy 9-27 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# EXECUTIVE ONE DEPARTURE (RNAV)





AWOS-3 123.775
CLNC DEL 119.85
CTAF 122.8
CHARLESTON DEP CON 120.7 306.925

TAKEOFF MINIMUMS
Rwy 4: ATC climb of 500' per NM to 900.
Rwy 9: ATC climb of 500' per NM to 800.
Rwy 22: Standard with minimum climb of 245' per NM to 520. ATC climb of 500' per NM to 1300.
Rwy 27: ATC climb of 500' per NM to 1500.

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: GPS required.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 037° to 520 MSL, then left turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RUNWAY 9: Climb heading 094° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RUNWAY 22: Climb heading 217° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 520 MSL, then direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .

. . . .via assigned transition, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (EXTVE1.ALD)
COLLIERS TRANSITION (EXTVE1.IRQ)
DUBLIN TRANSITION (EXTVE1.DBN)




NOTE: Chart not to scale.

# KIAWAH TWO DEPARTURE (RNAV)

# ILS or LOC RWY 1L

## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-XUU | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

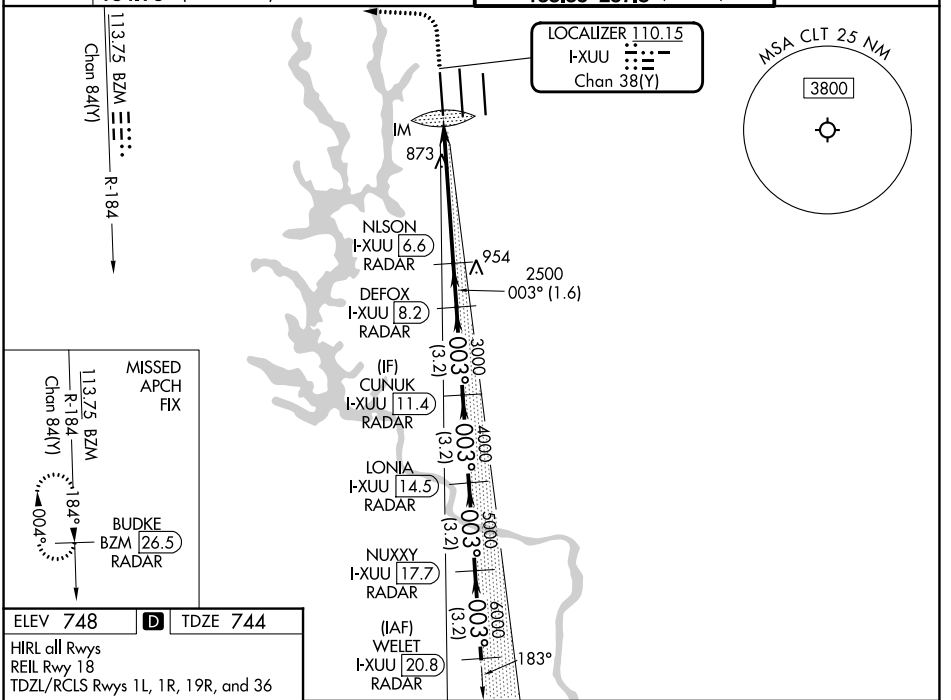
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized.
Circling NA at night.

ALSF-2

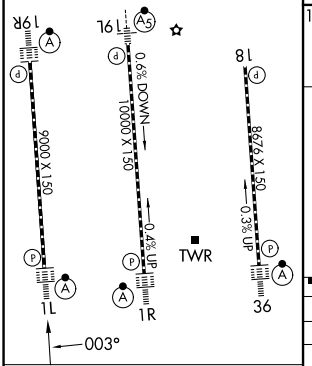
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 280° and on BZM VOR/DME R-184 to BUDKE/BZM 26.5 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




ELEV 748 | D | TDZE 744

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

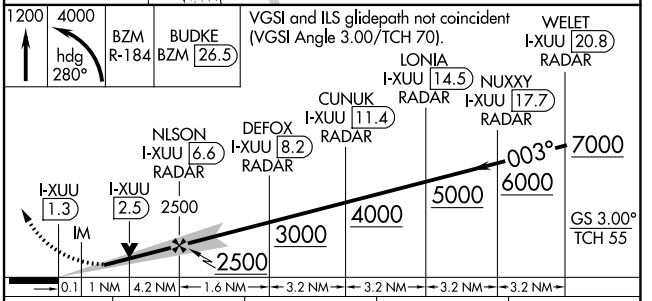



FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

1200 | 4000 hdg 280° | BZM R-184 | BUDKE BZM 26.5

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 944/18 200 (200-½) | | | |
| S-LOC 1L | 1180/24 436 (500-½) | | 1180/40 436 (500-¾) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 26246

# ILS or LOC RWY 1R

CHARLOTTE/DOUGLAS INTL (CLT)

| LOC I-DQG | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| 111.7 | 003° | TDZE 707 |
| | | Apt Elev 748 |

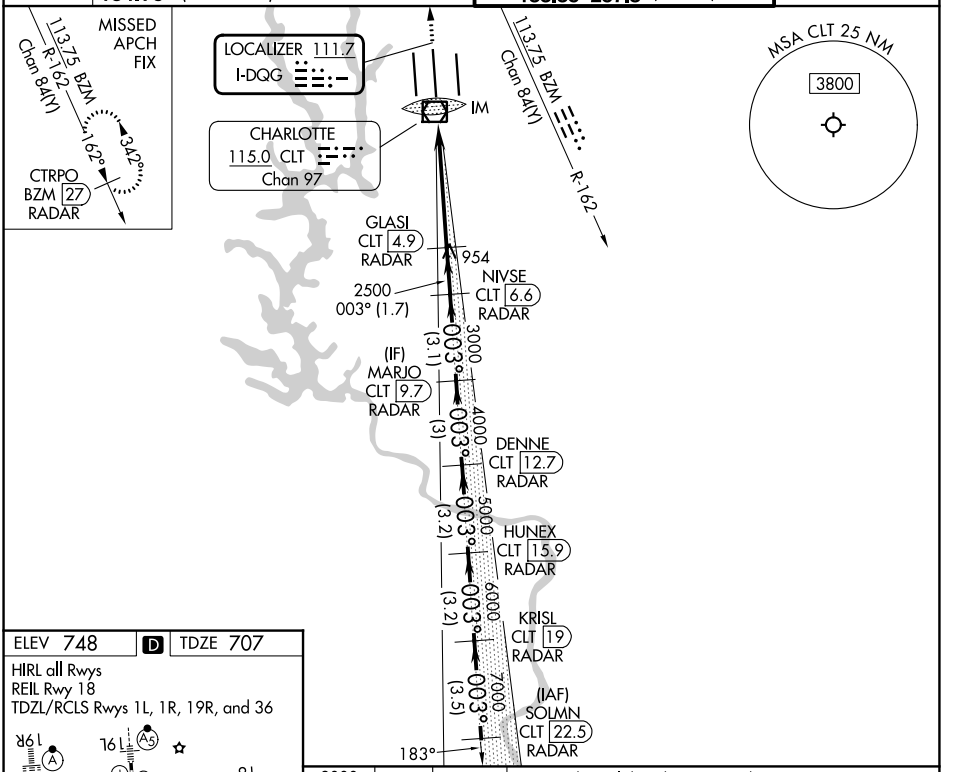
RADAR required for procedure entry. DME or RADAR required.

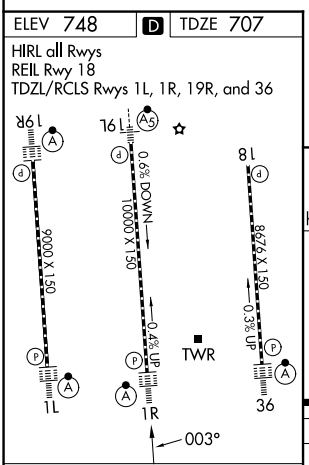
Circling NA at night. Simultaneous approach authorized.
Localizer not suitable for electronic rollout guidance.

ALSF-2

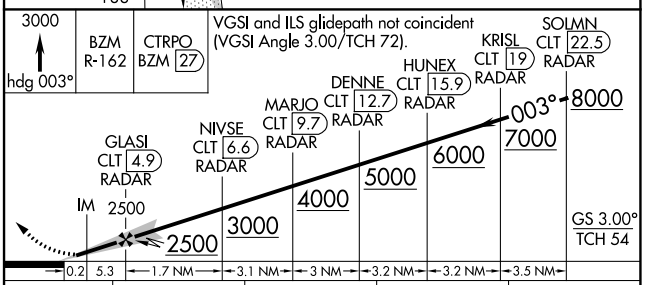
MISSED APPROACH: Climb to 3000 on heading 003° and on BZM VOR/DME R-162 to CTRPO/BZM 27 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | 907/18 200 (200-½) | | | |
| S-LOC 1R | 1140/24 433 (400-½) | | 1140/40 433 (400-¾) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

CHARLOTTE, NORTH CAROLINA
Orig 09JUL26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

ILS or LOC RWY 1R

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 18

CHARLOTTE/DOUGLAS INTL (CLT)

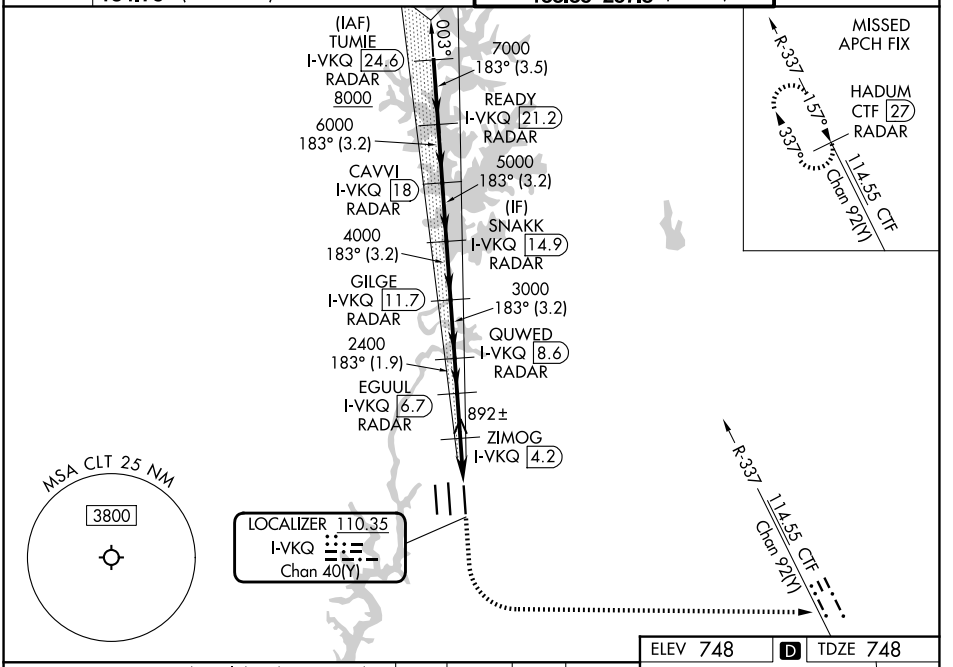
| LOC/DME I-VKQ | APP CRS | Rwy Ldg | 8676 |
|---|---|---|---|
| 110.35 | 183° | TDZE | 748 |
| Chan 40 (Y) | | Apt Elev | 748 |

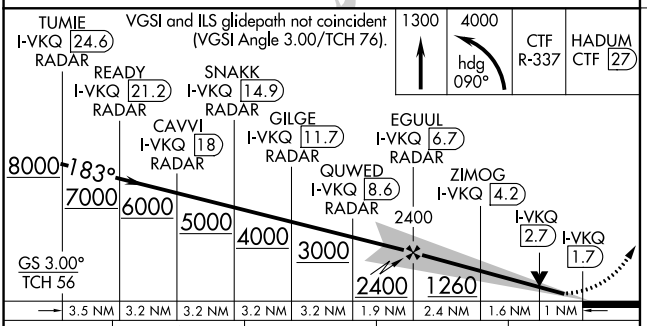
DME or RADAR required. RADAR required for procedure entry.

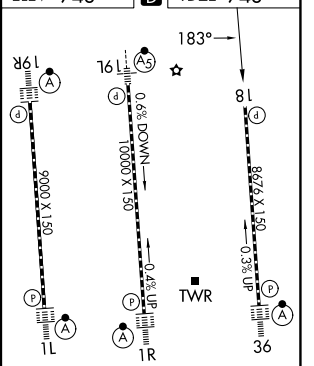
Rwy 18 helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 090° and CTF VOR/DME R-337 to HADUM/CTF 27 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1002/40 254 (300-¾) | | | |
| S-LOC 18 | 1260/55 512 (600-1) | | 1260-1⅜ 512 (600-1⅜) | |
| ZIMOG FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 18 | 1160/55 412 (500-1) | | 1160/60 412 (500-1¼) | |

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R and 36

FAF to MAP 5 NM

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

# ILS or LOC RWY 19L

## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-PEP | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.3 | 183° | TDZE | 742 |
| Chan 50 | | Apt Elev | 748 |

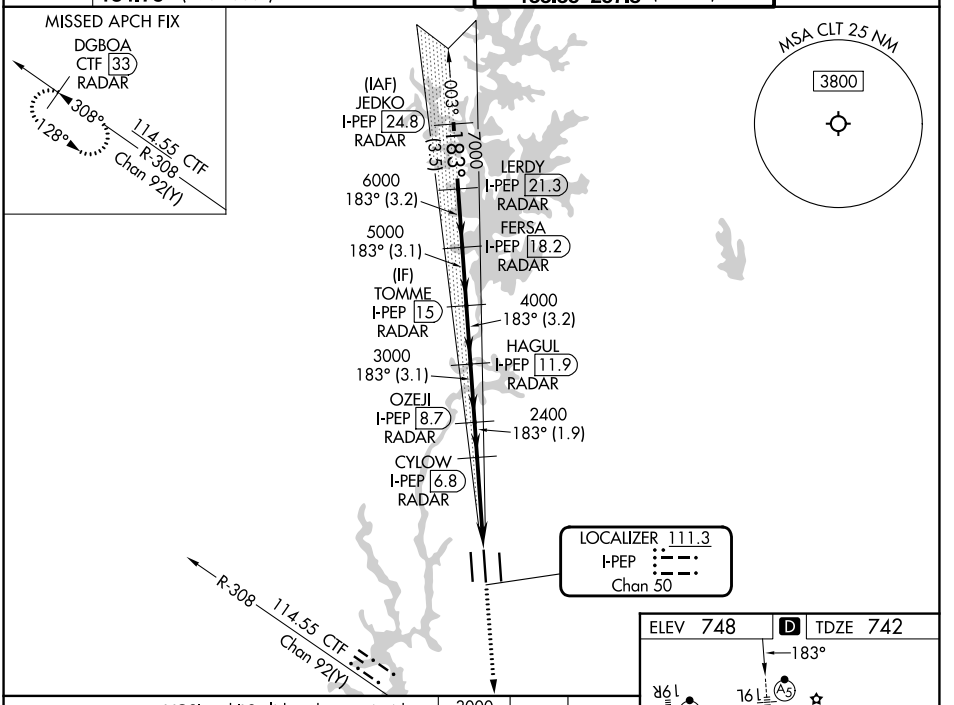
RADAR required for procedure entry. DME or RADAR required.

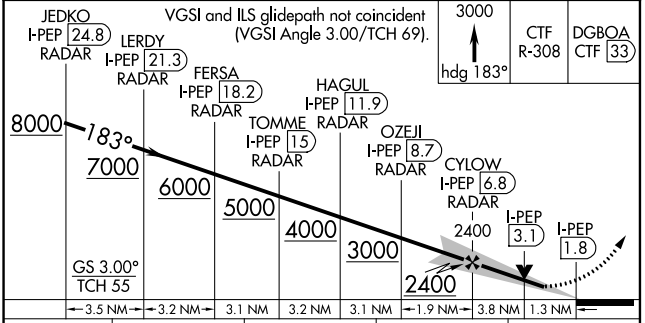
Circling NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 19L Cat C/D visibility to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

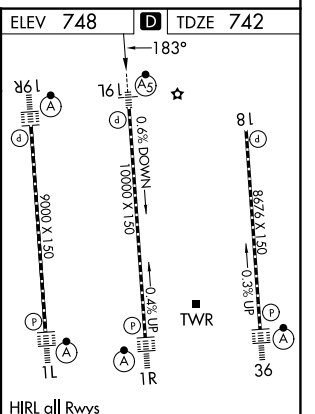
MALSR

MISSED APPROACH: Climb to 3000 on heading 183° and on CTF VOR/DME R-308 to DGBOA/CTF 33 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, 36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L* | 942/24 | | 200 (200-½) | |
| S-LOC 19L | 1220/24 | 478 (500-½) | 1220/50 | 478 (500-1) |
| CIRCLING | 1380-1 | 632 (700-1) | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

FAF to MAP 5 NM

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

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 19R

## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-RGS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

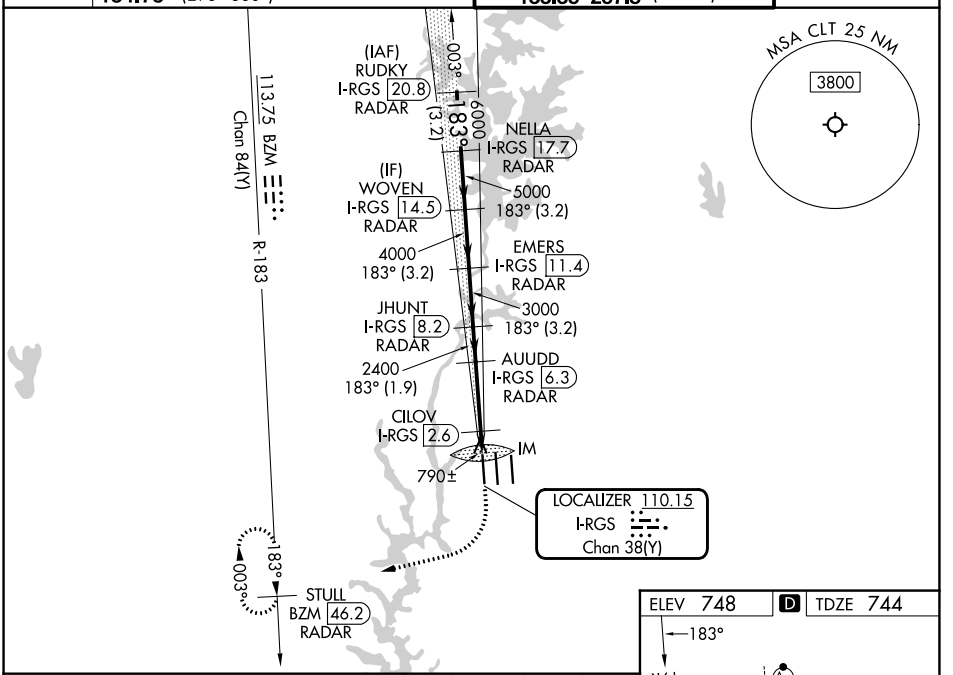
DME or RADAR required. RADAR required for procedure entry.

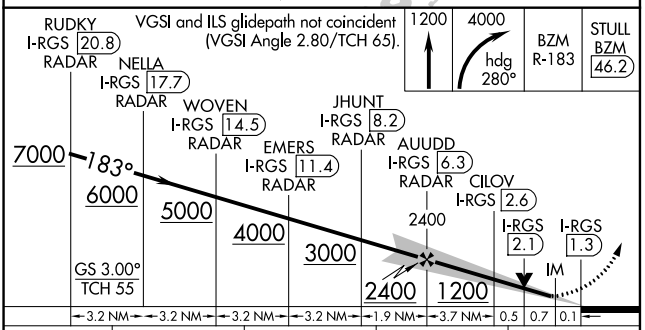
Simultaneous approach authorized. CILOV Minimums: For inop ALS, increase S-LOC 19R Cats C/D visibility to RVR 4500.

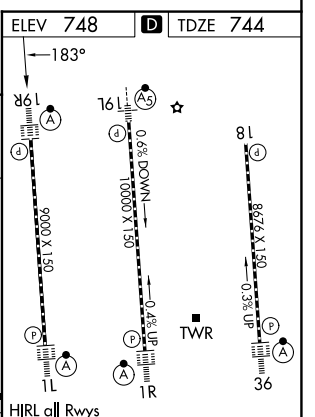
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 280° and on BZM VOR/DME R-183 to STULL/BZM 46.2 DME/RADAR and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | | 944/18 | 200 (200-½) | |
| S-LOC 19R | 1200/24 456 (500-½) | | 1200/45 456 (500-⅞) | |
| CILOV FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 19R | 1040/24 296 (300-½) | | | |

FAF to MAP 5 NM

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

| LOC/DME I-BQC | APP CRS | Rwy Ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

# ILS or LOC RWY 36

## CHARLOTTE/DOUGLAS INTL (CLT)

DME or RADAR required.

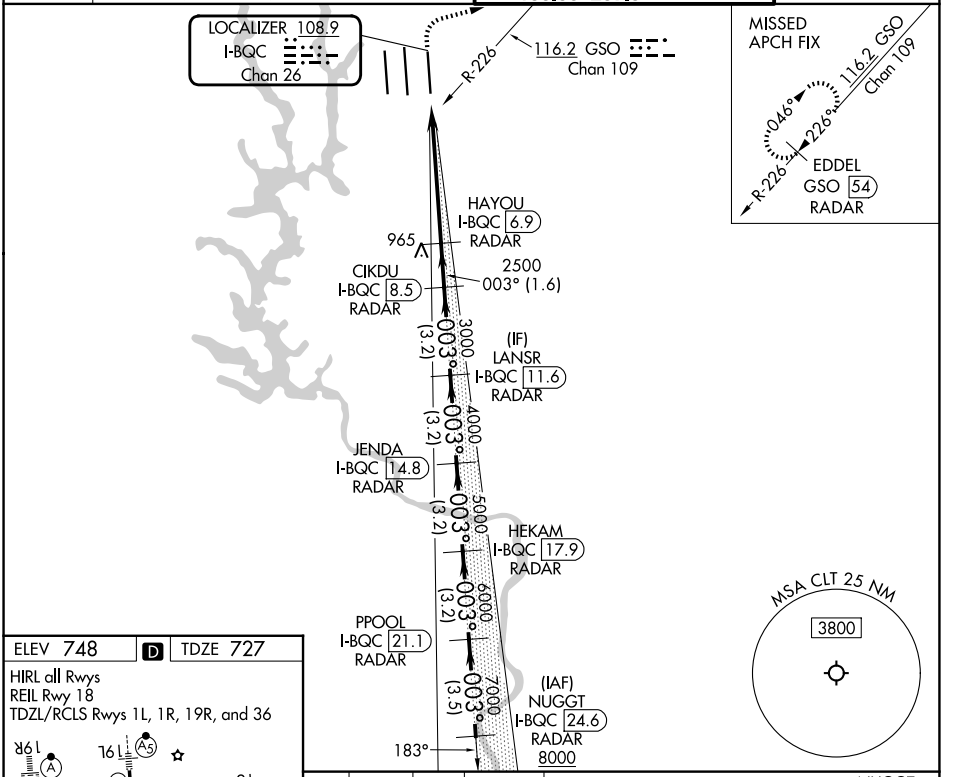
T Simultaneous approach authorized.

A Circling NA at night.

ALSF-2

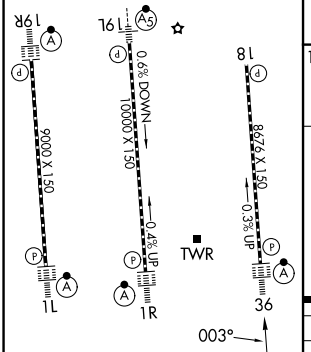
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on heading 065° and GSO VORTAC R-226 to EDDEL/GSO 54 DME/RADAR and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




ELEV 748 | D | TDZE 727

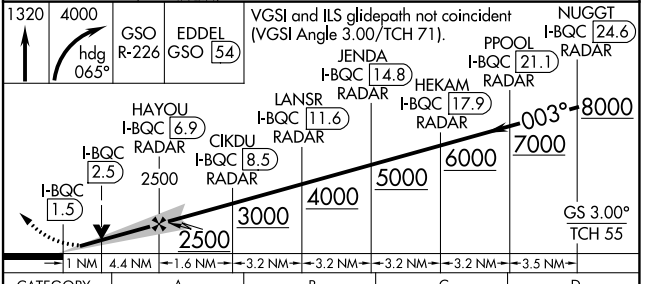
HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

1320 | 4000 hdg 065° | GSO R-226 | EDDEL GSO 54

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 927/18 200 (200-½) | | | |
| S-LOC 36 | 1120/24 393 (400-½) | | 1120/35 393 (400-⅝) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

CHARLOTTE, NORTH CAROLINA

Orig 03SEP26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS or LOC RWY 36

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 1L (SA CAT I)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-XUU | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38 (Y) | | Apt Elev | 748 |

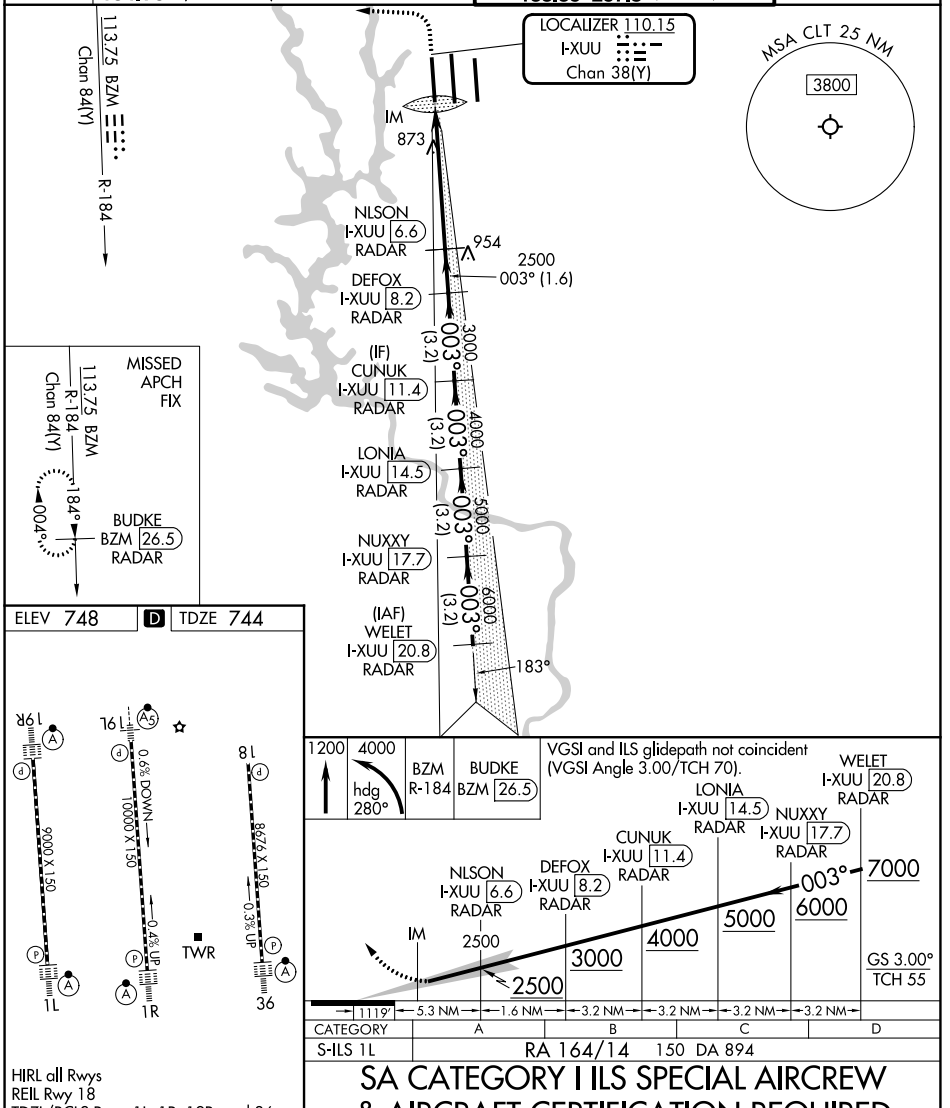
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 280° and on BZM VOR/DME R-184 to BUDKE/BZM 26.5 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

**SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

| LOC/DME I-RGS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

# ILS RWY 19R (SA CAT I)
## CHARLOTTE/DOUGLAS INTL (CLT)

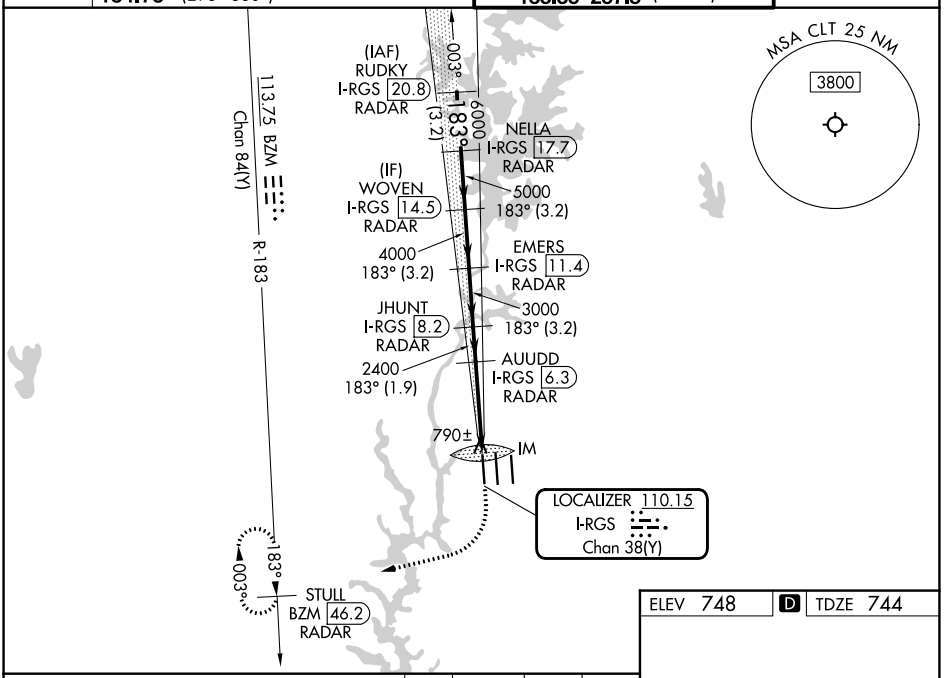
DME or RADAR required. RADAR required for procedure entry.

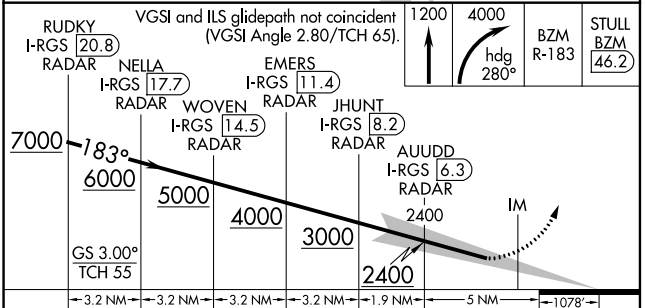
Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 280° and on BZM VOR/DME R-183 to STULL/BZM 46.2 DME/RADAR and hold, continue climb-in-hold to 4000.

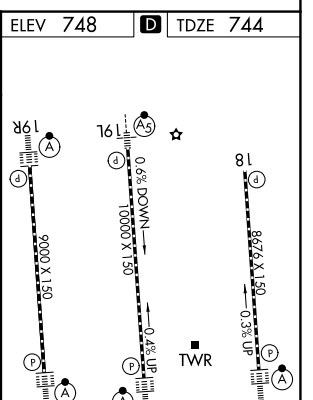
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON |
|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | RA 228/14 150 DA 894 | | | |

**SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

CHARLOTTE, NORTH CAROLINA
Amdt 3A 03SEP26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 19R (SA CAT I)


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 36 (SA CAT I)

## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-BQC | APP CRS | Rwy Ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

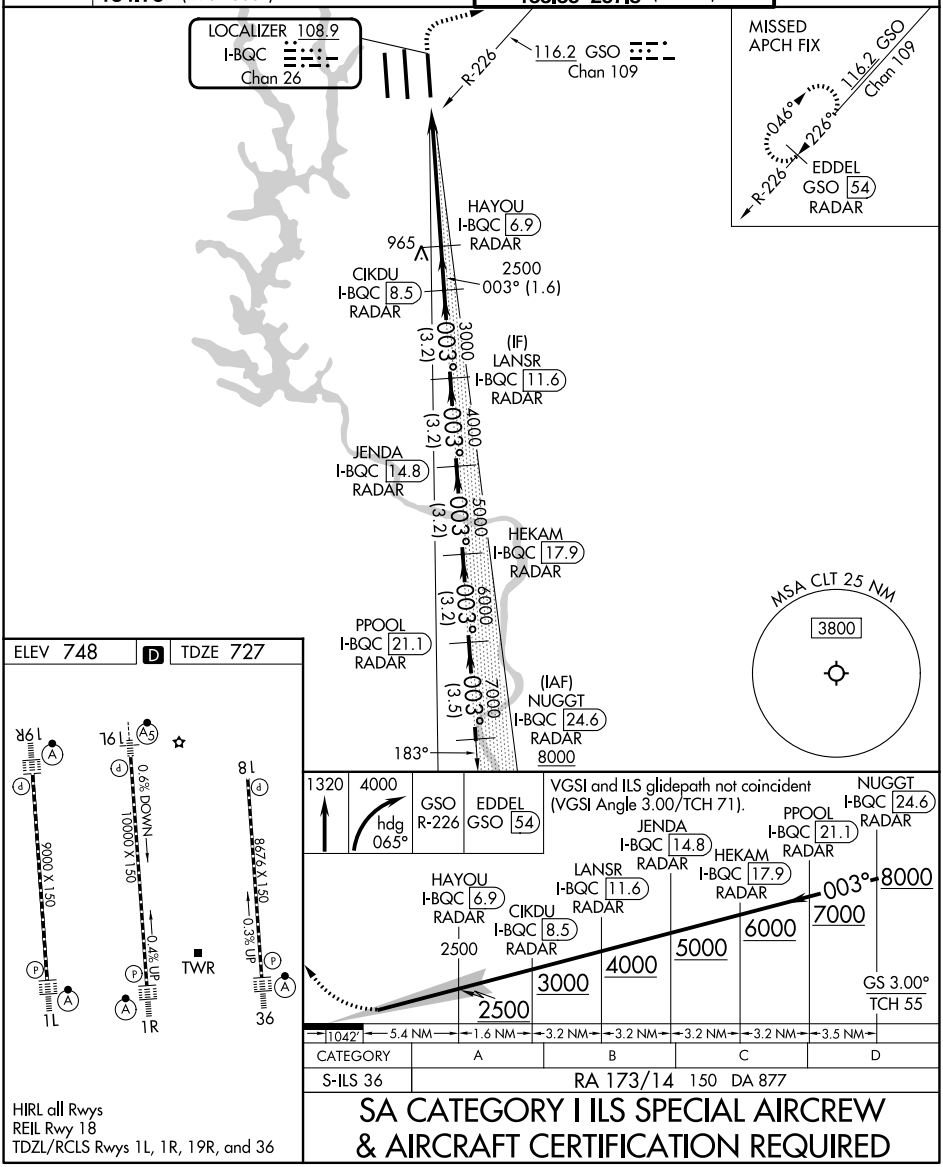
DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on heading 065° and GSO VORTAC R-226 to EDDEL/GSO 54 DME/RADAR and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | RA 173/14 150 DA 877 | | | |

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

**SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 26246

| LOC/DME I-XUU | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

# ILS RWY 1L (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

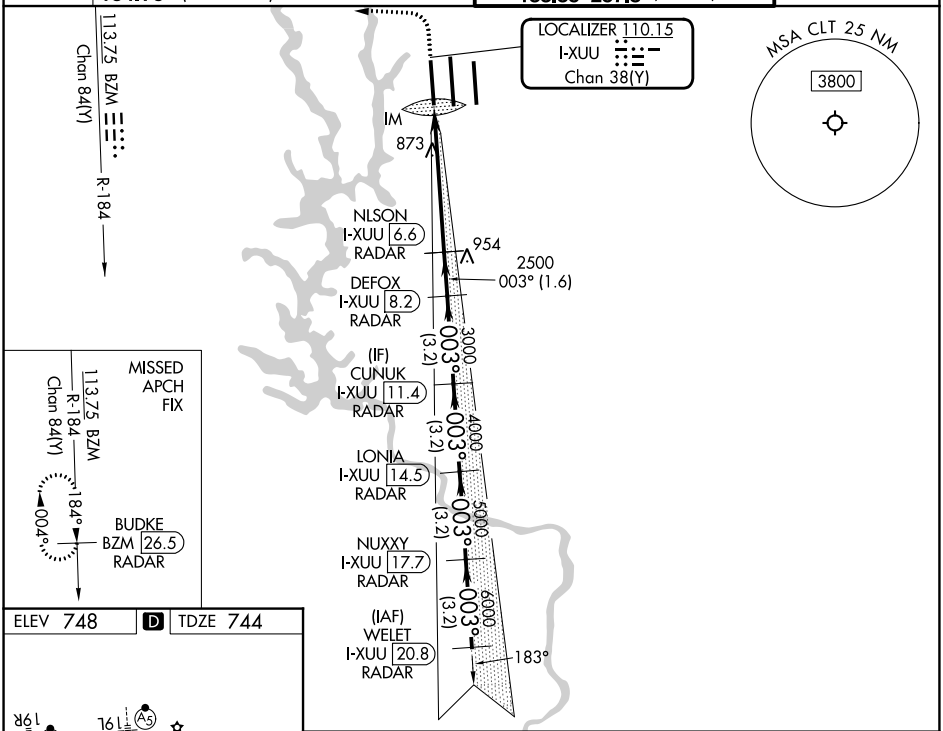
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized.

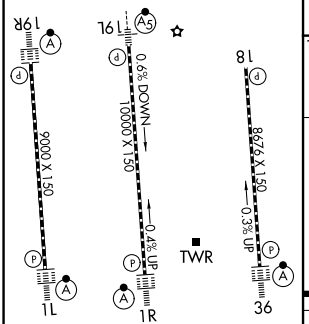
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 280° and on BZM VOR/DME R-184 to BUDKE/BZM 26.5 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |



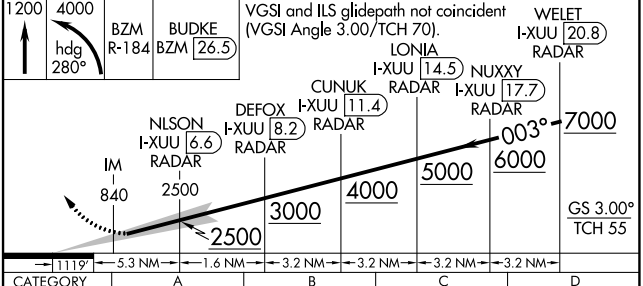

ELEV 748 D TDZE 744




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

1200 4000 hdg 280° BZM R-184 BUDKE BZM 26.5

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | CAT II RA 106/12 100 DA 844 | | | |
| S-ILS 1L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC I-DQG | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| 111.7 | 003° | TDZE 707 |
| | | Apt Elev 748 |

# ILS RWY 1R (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

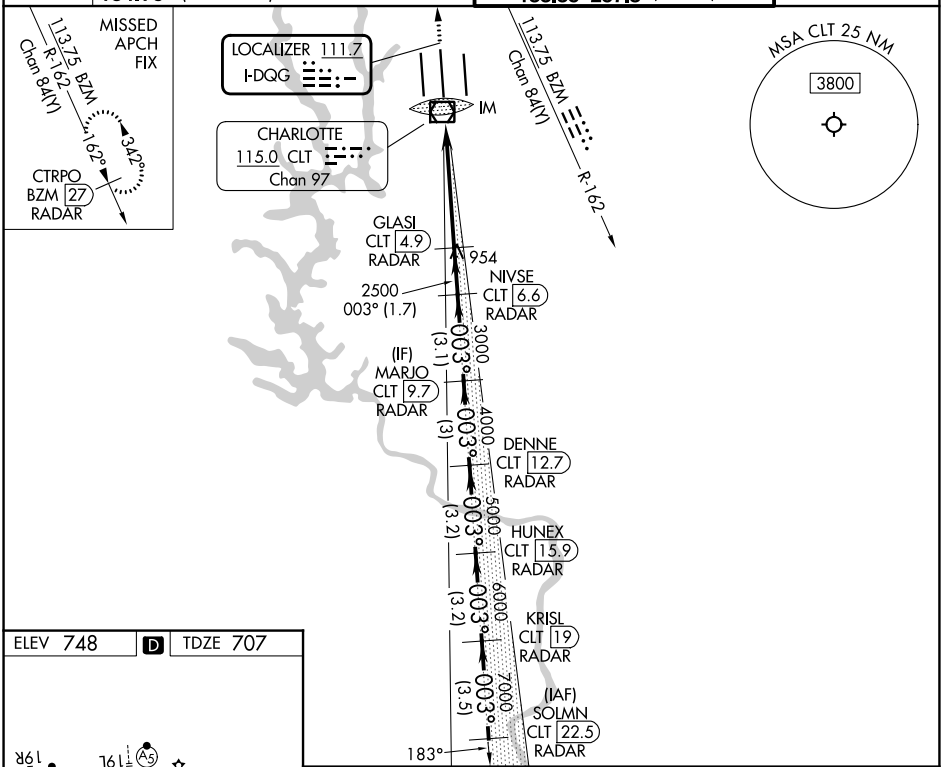
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.
Localizer not suitable for electronic rollout guidance.

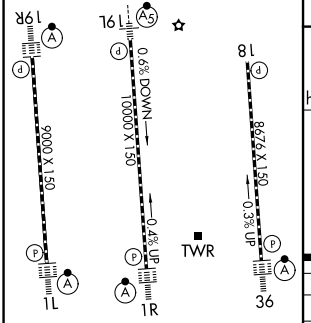
ALSF-2

MISSED APPROACH: Climb to 3000 on heading 003° and on BZM VOR/DME R-162 to CTRPO/BZM 27 DME/RADAR and hold.

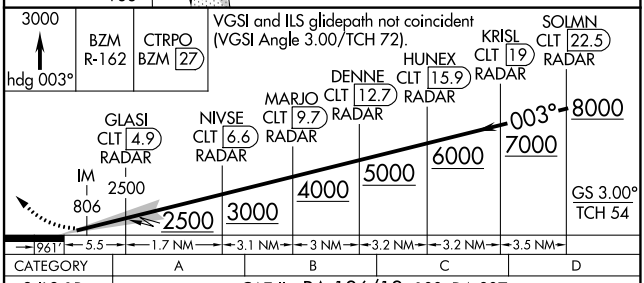
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




ELEV 748 | D | TDZE 707




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | CAT II RA 126/12 100 DA 807 | | | |
| S-ILS 1R | CAT III RVR 07 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

# ILS RWY 19R (CAT II & III)

## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-RGS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

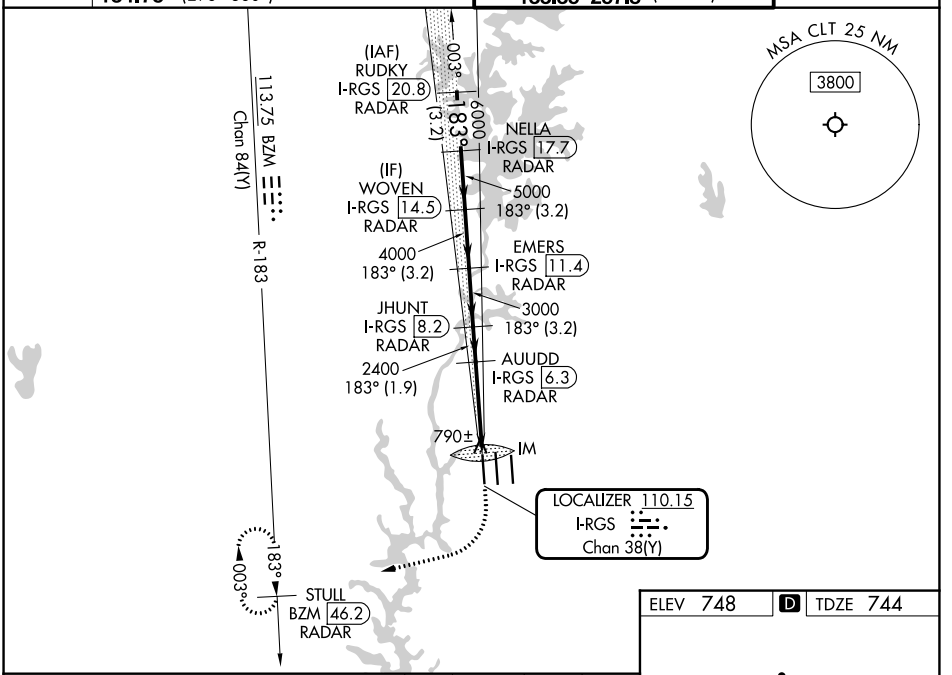
DME or RADAR required. RADAR required for procedure entry.

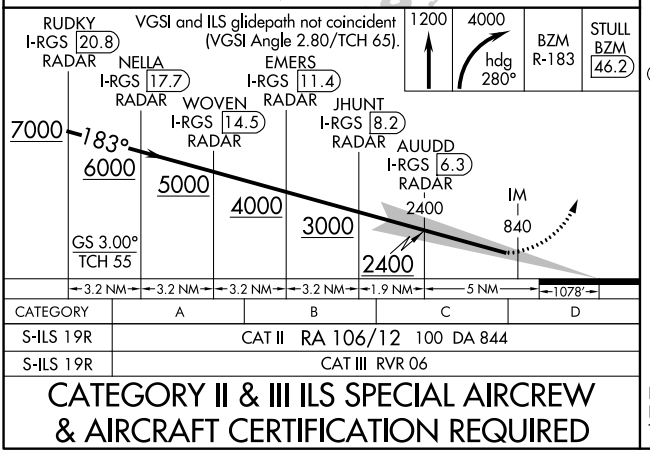
Simultaneous approach authorized.

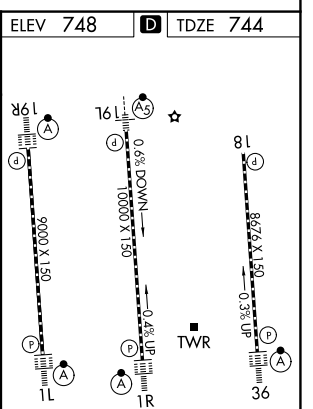
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 280° and on BZM VOR/DME R-183 to STULL/BZM 46.2 DME/RADAR and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON |
|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | CAT II RA 106/12 100 DA 844 | | | |
| S-ILS 19R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

CHARLOTTE, NORTH CAROLINA
Amdt 3A 03SEP26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 19R (CAT II & III)

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC/DME I-BQC | APP CRS | Rwy Ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

# ILS RWY 36 (CAT II & III)

## CHARLOTTE/DOUGLAS INTL (CLT)

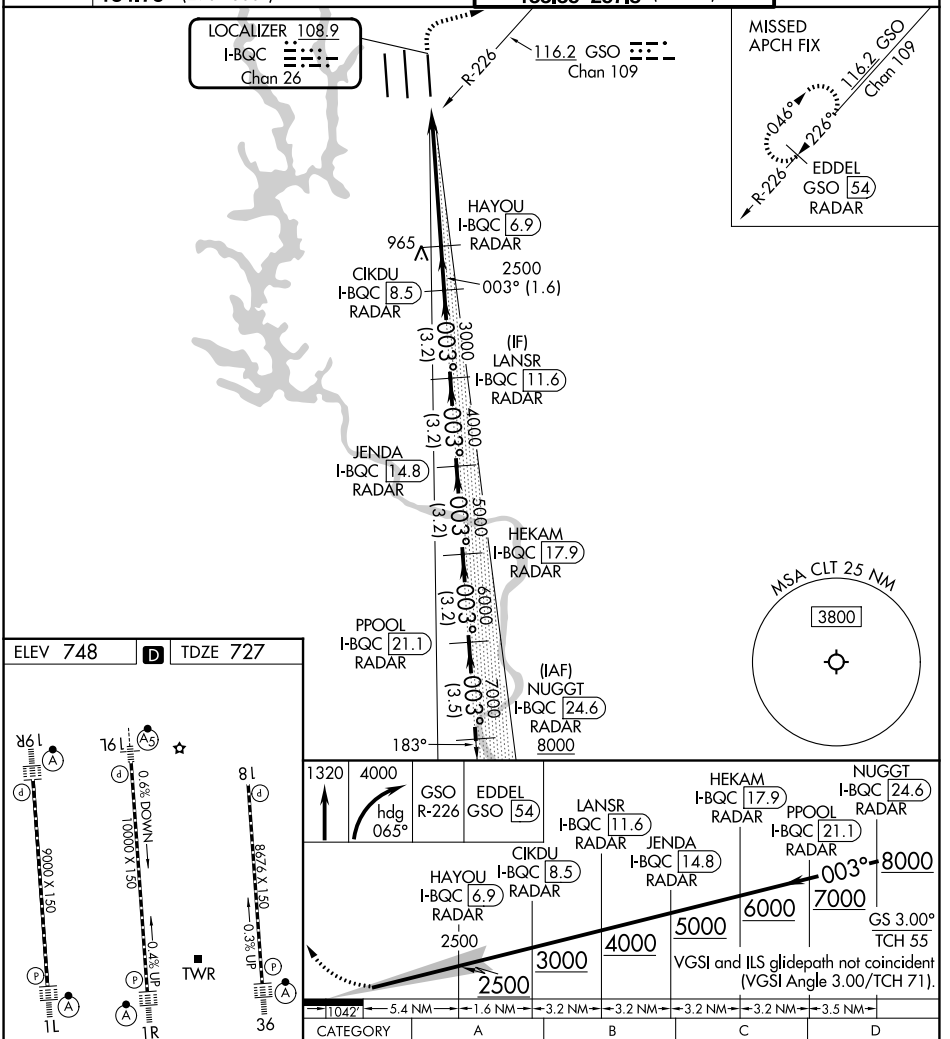
DME or RADAR required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on heading 065° and GSO VORTAC R-226 to EDDEL/GSO 54 DME/RADAR and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | CAT II RA 119/12 100 DA 827 | | | |
| S-ILS 36 | CAT III RVR 06 | | | |

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

# RNAV (RNP) Z RWY 1R

CHARLOTTE/DOUGLAS INTL (CLT)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 003° | TDZE | 707 |
| | Apt Elev | 748 |

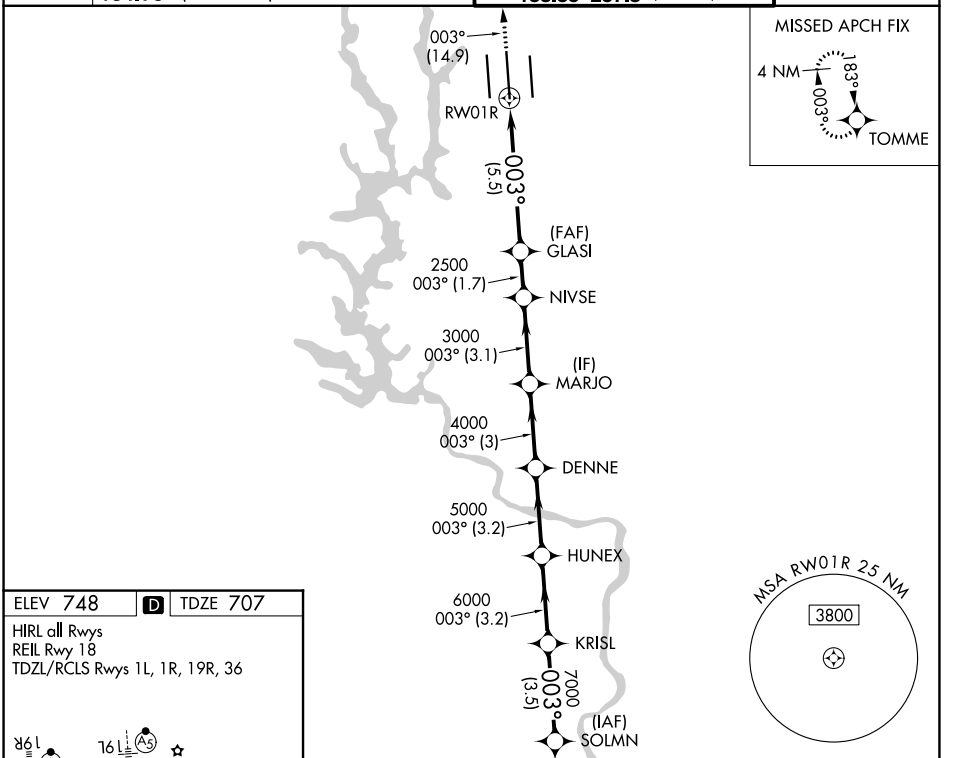
RNP AR APCH - GPS.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -7°C or above 54°C. For inop ALS, increase RNP 0.30 visibility all Cats to 1⅜ SM.

ALSF-2

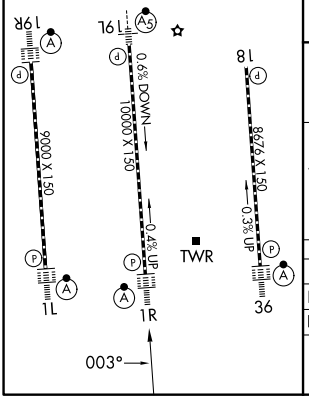
MISSED APPROACH: Climb to 3000 on track 003° to TOMME and hold.

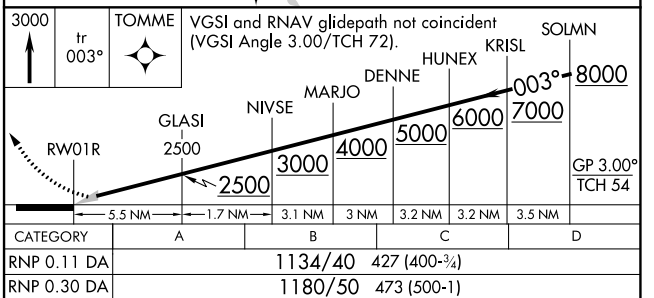
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




ELEV 748 | D | TDZE 707

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1134/40 427 (400-¾) | | | |
| RNP 0.30 DA | 1180/50 473 (500-1) | | | |

## AUTHORIZATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Orig 09JUL26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (RNP) Z RWY 1R

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 19L

CHARLOTTE/DOUGLAS INTL (CLT)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 183° | TDZE | 742 |
| | Apt Elev | 748 |

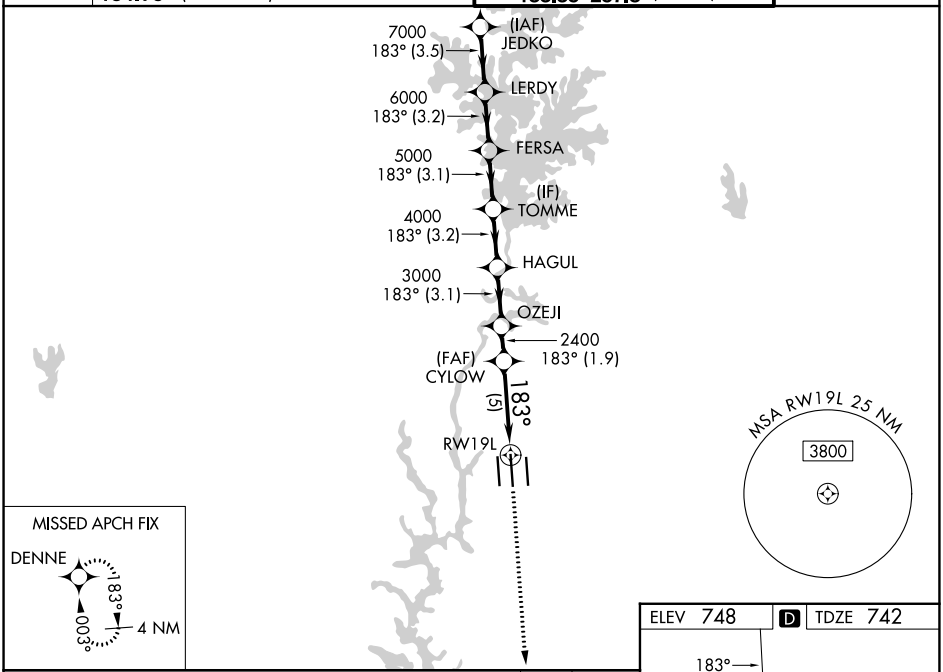
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -7°C or above 54°C. Simultaneous approach authorized.

MALSR

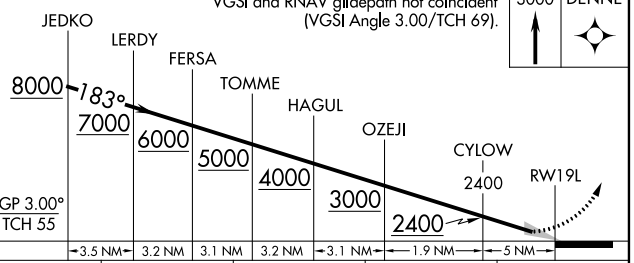
MISSED APPROACH: Climb to 3000 direct DENNE and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |



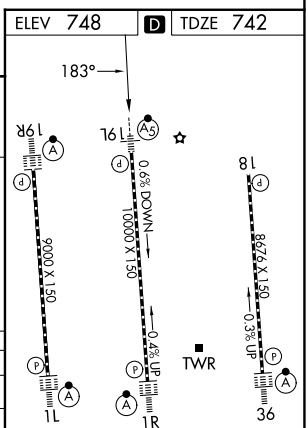

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

3000 DENNE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | | 1067/26 | 325 (400-½) | |
| RNP 0.30 DA | | 1177/40 | 435 (500-¾) | |

## AUTHORIZATION REQUIRED




HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, 36



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

| WAAS CH 56515 W01A | APP CRS 003° | Rwy Ldg 9000 TDZE 744 Apt Elev 748 |
|---|---|---|

# RNAV (GPS) Y RWY 1L

## CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH - GPS.

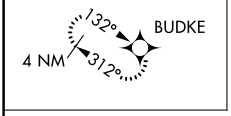
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

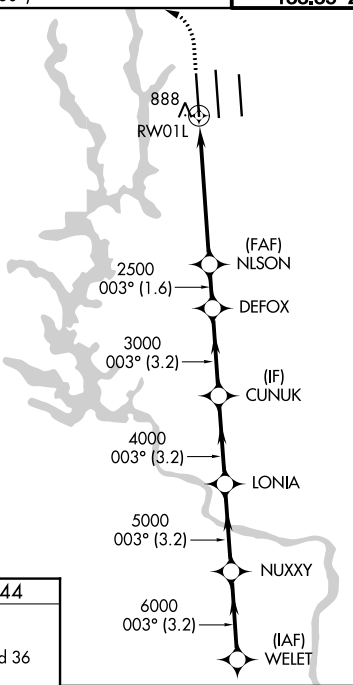
ALSF-2

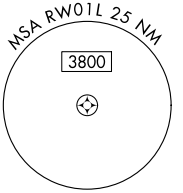
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct BUDKE and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |

MISSED APCH FIX

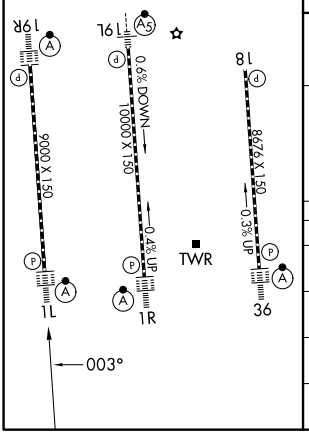


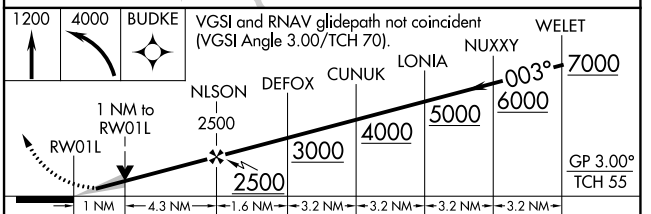




ELEV 748 | D | TDZE 744

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 944/18 200 (200-½) | | | |
| LNAV/VNAV | DA | 1049/24 305 (400-½) | | | |
| LNAV MDA | | 1140/24 396 (400-½) | | 1140/35 396 (400-⅝) | |
| CIRCLING | | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 1R

CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 93947 | 003° | TDZE | 707 |
| W01B | | Apt Elev | 748 |

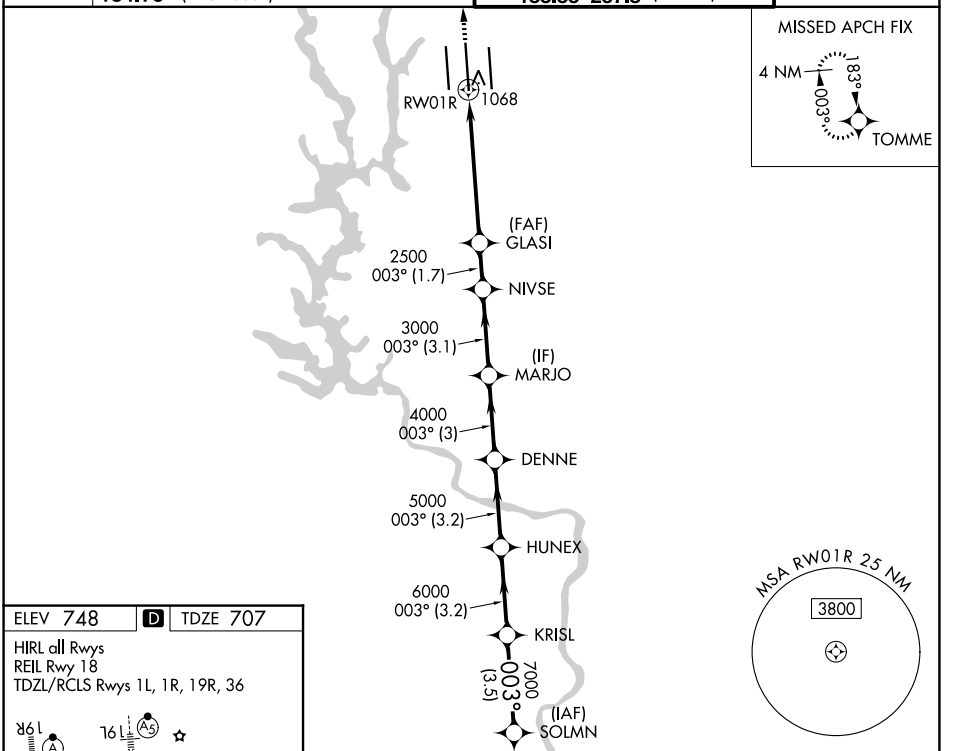
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA at night. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.

ALSF-2

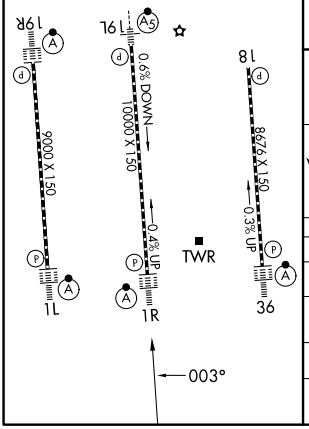
MISSED APPROACH: Climb to 3000 direct TOMME and hold.

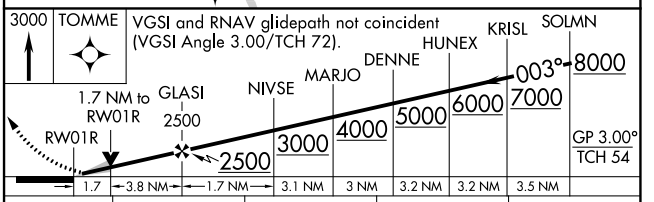
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




ELEV 748 | D | TDZE 707

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 907/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1229/55 522 (500-1) | | | |
| LNAV MDA | 1320/24 613 (600-½) | | 1320-1⅜ 613 (600-1⅜) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 26246

| WAAS | APP CRS | Rwy Ldg | 8676 |
|---|---|---|---|
| CH 81849 | 183° | TDZE | 748 |
| W18A | | Apt Elev | 748 |

# RNAV (GPS) Y RWY 18

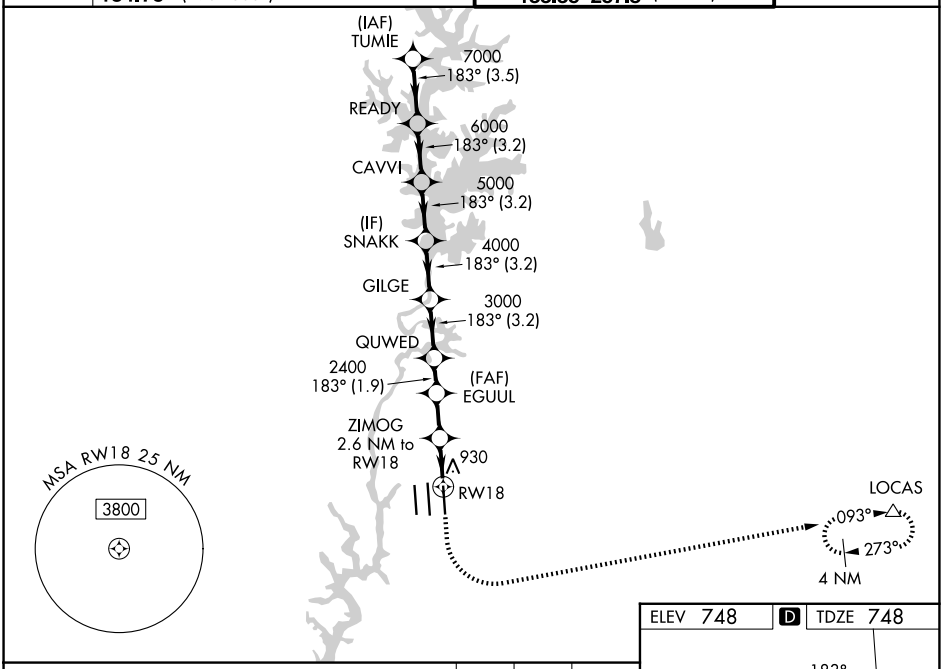
## CHARLOTTE/DOUGLAS INTL (CLT)

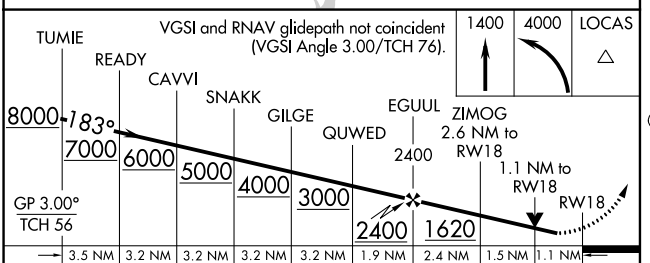
RNP APCH - GPS.

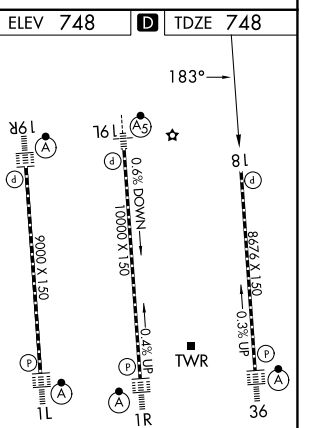
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 18 helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Circling NA at night. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 direct LOCAS and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON |
|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002/40 | 254 (300-¾) | | |
| LNAV/VNAV DA | 1179-1¼ | 431 (500-1¼) | | |
| LNAV MDA | 1180/55 | 432 (500-1) | 1180-1¼ | 432 (500-1¼) |
| CIRCLING | 1380-1 | 632 (700-1) | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36

CHARLOTTE, NORTH CAROLINA
Orig 03SEP26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (GPS) Y RWY 18

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 19L

## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| CH 49247 | 183° | TDZE 742 |
| W19B | | Apt Elev 748 |

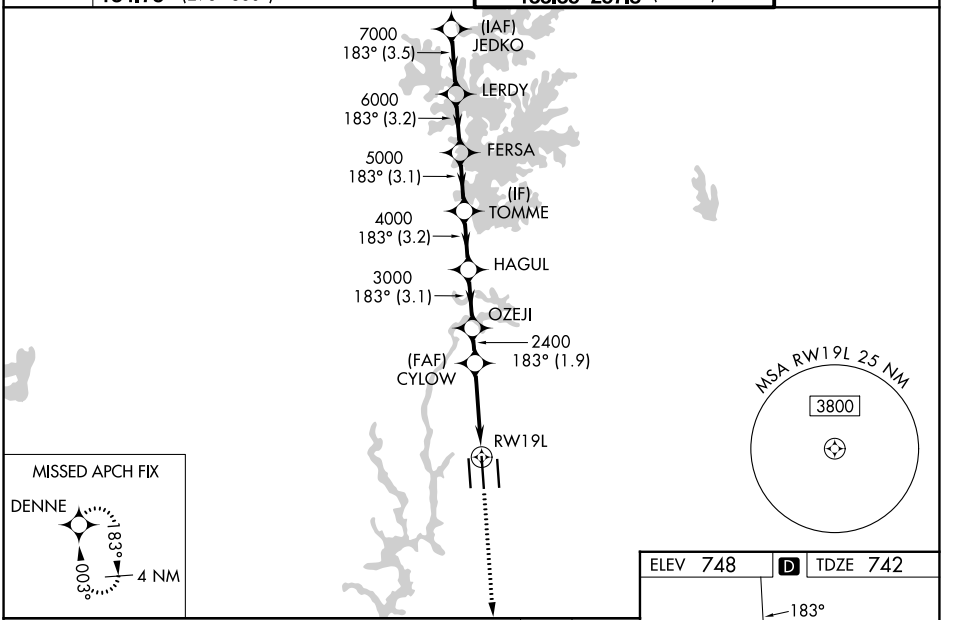
RNP APCH - GPS.

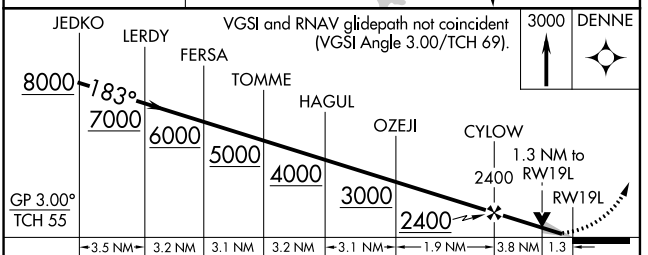
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and increase LNAV Cats C/D visibility to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

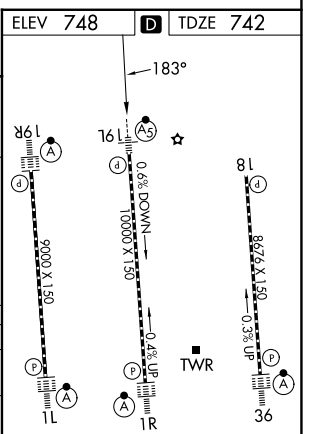
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct DENNE and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON |
|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 942/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1144/40 402 (400-¾) | | | |
| LNAV MDA | 1220/24 478 (500-½) | | 1220/50 478 (500-1) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, 36

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 26246

# RNAV (GPS) Y RWY 19R

## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| CH 82415 | 183° | TDZE | 744 |
| W19D | | Apt Elev | 748 |

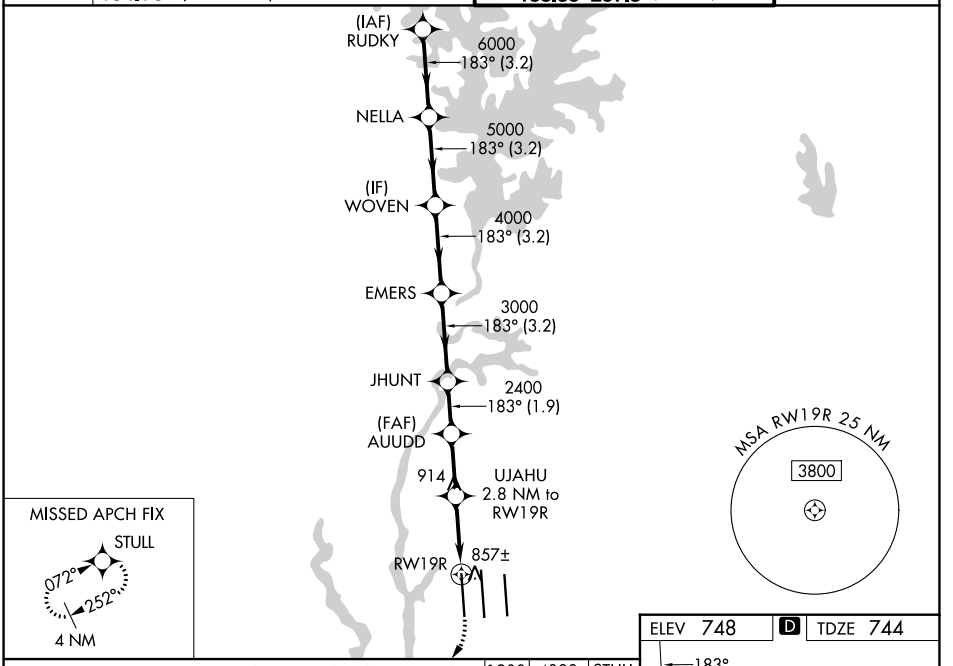
RNP APCH - GPS.

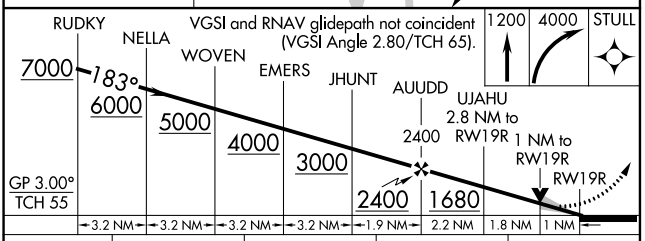
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 5500.

ALSF-2

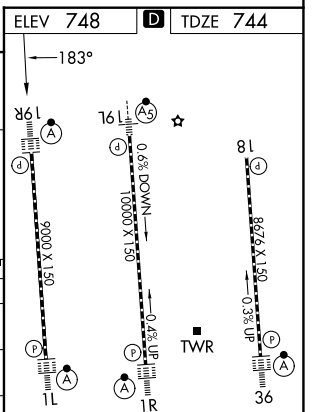
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON | |
|---|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 | 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 | 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1018/24 274 (300-½) | | | |
| LNAV MDA | 1120/24 376 (400-½) | | 1120/35 376 (400-⅝) | |
| CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 36

## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS CH 42548 W36A | APP CRS 003° | Rwy Ldg 8390 TDZE 727 Apt Elev 748 |
|---|---|---|

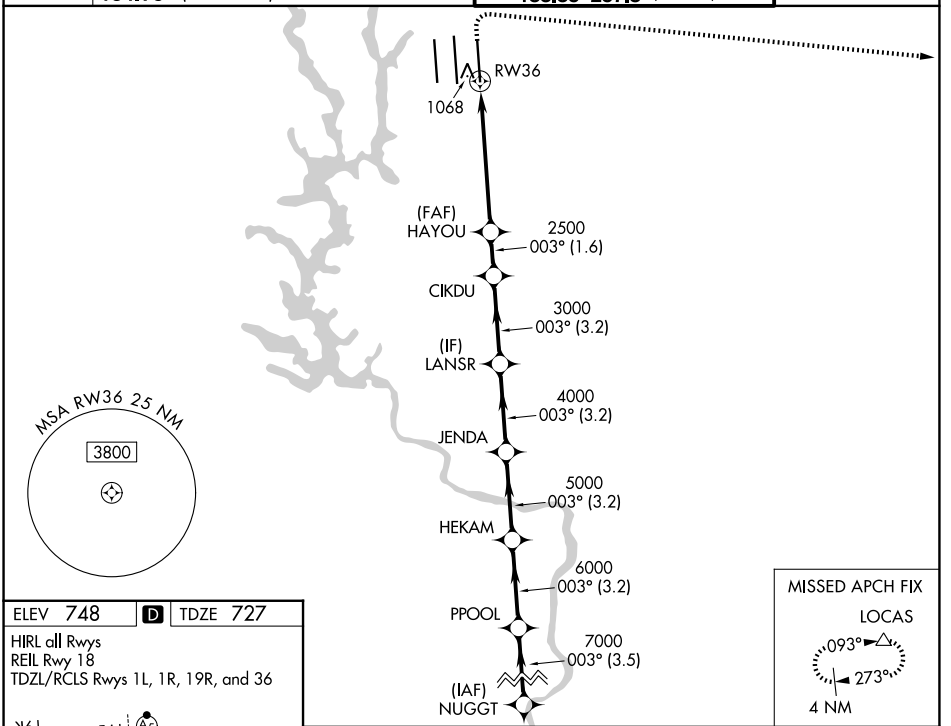
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Simultaneous approach authorized. Circling NA at night. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 direct LOCAS and hold.

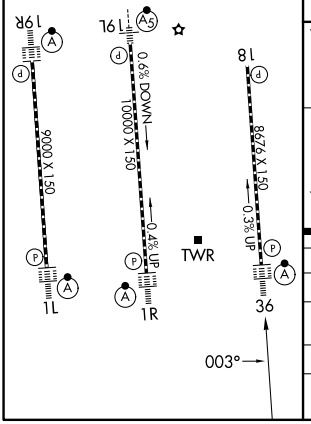
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | GND CON |
|---|---|---|---|---|---|
| 121.15 | 128.325 (001°-119°) | 257.2 (180°-359°) | 118.1 | 257.8 (18-36) | 121.8 348.6 (W) |
| | 120.05 (120°-295°) | 307.8 (360°-179°) | 126.4 | 257.8 (1R-19L) | 121.9 348.6 (E) |
| | 134.75 (296°-360°) | | 133.35 | 257.8 (1L-19R) | |

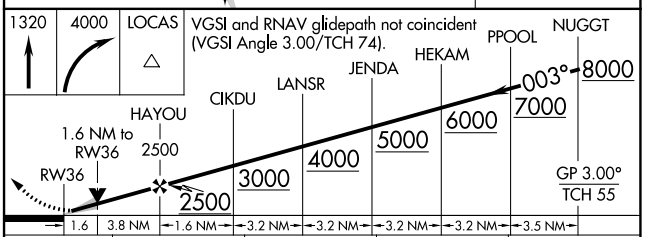



MISSED APCH FIX
LOCAS
093°
273°
4 NM

ELEV 748 D TDZE 727

HIRL all Rwys
REIL Rwy 18
TDZL/RCLS Rwys 1L, 1R, 19R, and 36




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 927/18 200 (200-½) | | | |
| LNAV/VNAV | DA | 1229/55 502 (500-1) | | | |
| LNAV MDA | | 1320/24 593 (600-½) | | 1320-1¼ 593 (600-1¼) | |
| CIRCLING | | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |



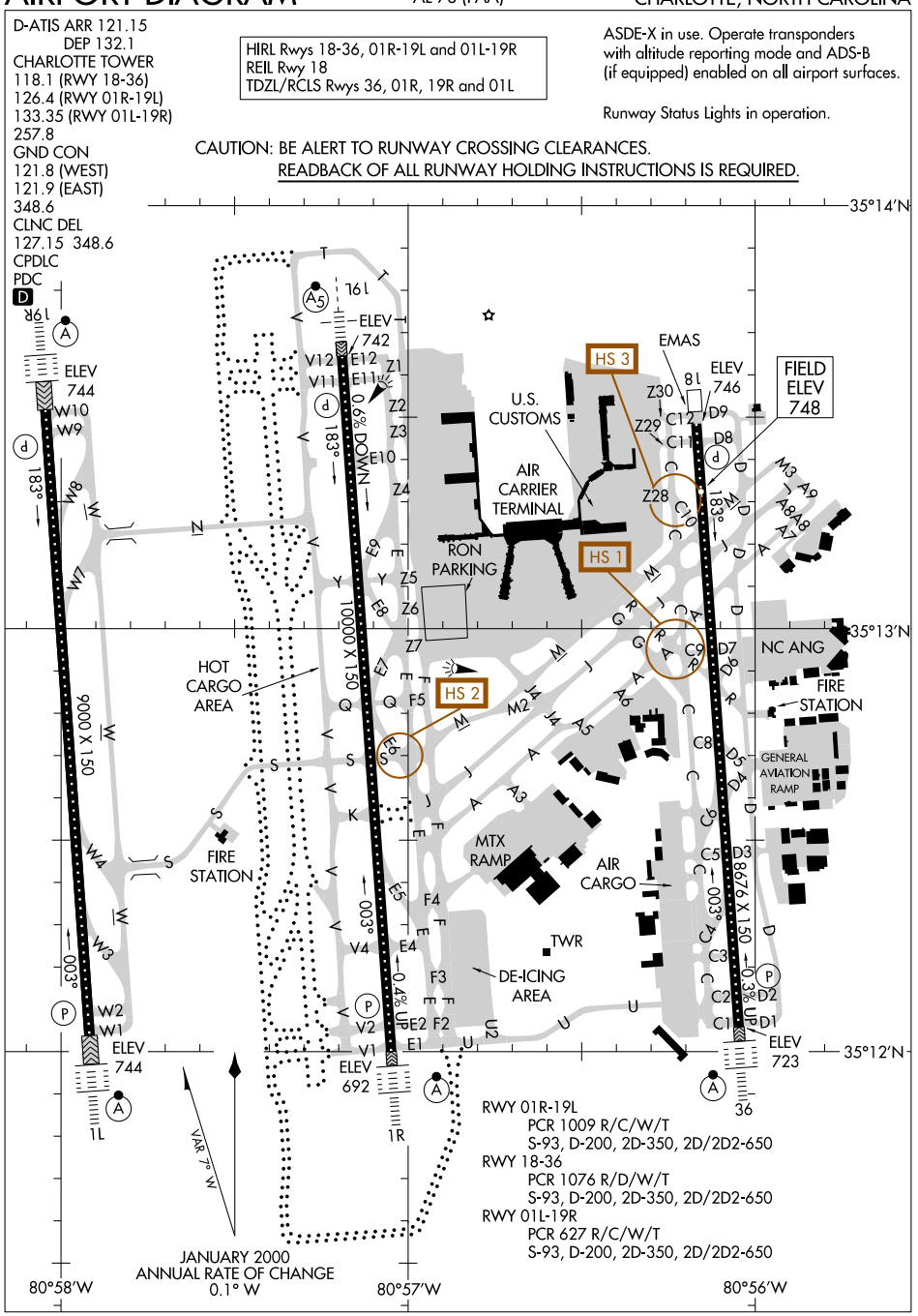
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26246

# AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

## ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.

2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clerance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.

3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. IE: On runway 18 and 19L aircraft should fly runway heading or heading assigned by ATC. Runway 1R aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36 aircraft are expected to fly heading 025 or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123, runway three six, cleared for takeoff" or "Delta 123, runway one niner left, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six, cleared for takeoff" or "Delta 123, runway one niner left, cleared for takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct WEAZL" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct WEAZL" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026

## ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

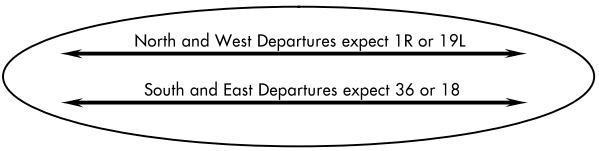
5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

**Charlotte RNAV SIDs Directions**

| North | East | South | West |
|---|---|---|---|
| JOJJO | BATTA | ICONS | ESTRR |
| WEAZL | DURST | BEAVY | BOBZY |
| KRITR | LILLS | KWEEN | |
| | IRVVV | | |

**Expected Runway Assignment**

**Dual Departures**






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: 8000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
CHARLOTTE DEP CON 124.0 307.8
D-ATIS DEP 132.1
CLNC DEL 127.15 348.6
CPDLC
GND CON 121.8 348.6 (W) 121.9 348.6 (E)
CHARLOTTE TOWER 118.1 257.8 (18-36) 126.4 257.8 (1R-19L) 133.35 257.8 (1L-19R)
NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.
TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.
MESHY
088° (18)
GULFY
077° (13)
BARMY
077° (39)
BATTA
048° 11000 *2500 (22)
RALEIGH/DURHAM RDU
080° 11000 *3300 (71)
TAR RIVER TYI
084° 11000 *3400 (70)
NUTZE
N
MSA CLT 25 NM
3800
003°
183°
025°
330°
315°
200°
1260
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to MESHY, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to MESHY, thence. . .

. . .on depicted route to BATTA, then on assigned transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)


SE-2, 03 SEP 2026 to 29 OCT 2026

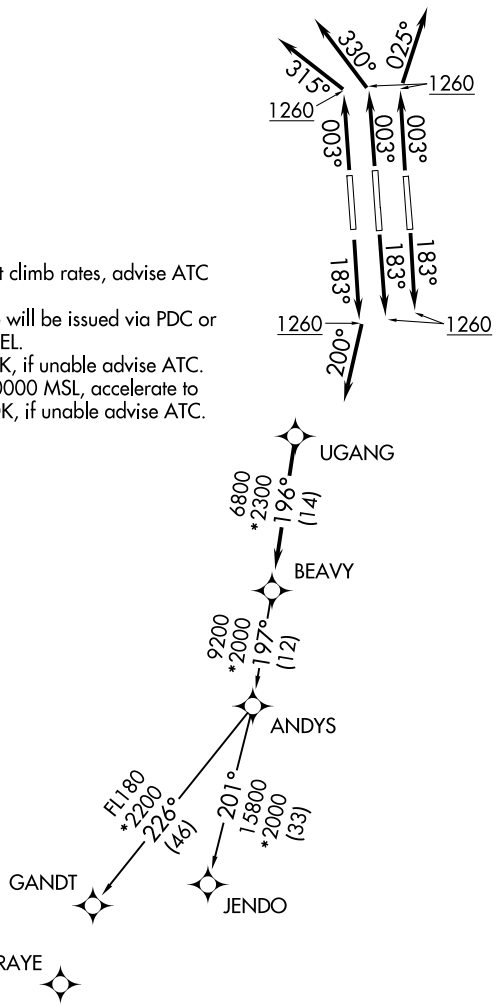
# BEAVY NINE DEPARTURE (RNAV)

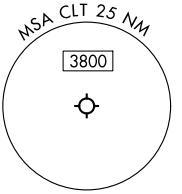
CHARLOTTE DEP CON
120.5 257.2 (1L/R)
124.0 307.8 (18, 19L/R, 36)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

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

**TOP ALTITUDE: 8000**

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BEAVY NINE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to UGANG, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to UGANG, thence. . .

. . .on depicted route to BEAVY, then on assigned transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)


SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)

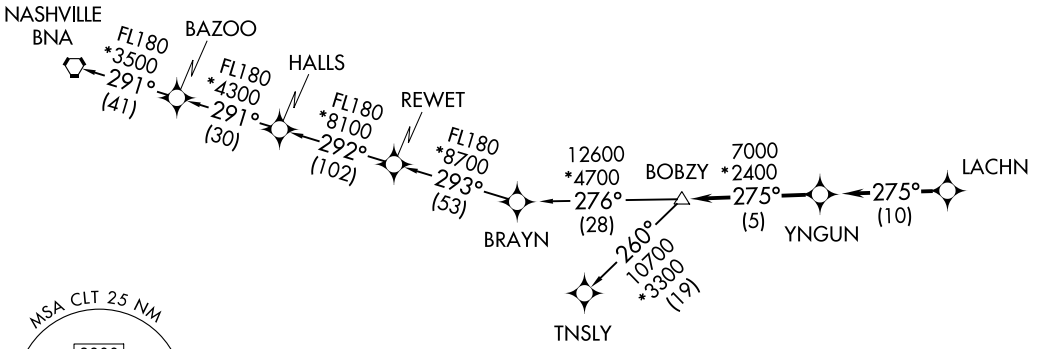
CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

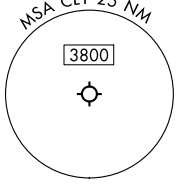
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

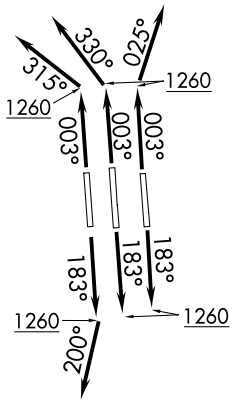
**TOP ALTITUDE: 8000**

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246

AL-78 (FAA)

BOBZY EIGHT DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to LACHN, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to LACHN, thence. . .

. . .on depicted route to BOBZY, then on assigned transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)


SE-2, 03 SEP 2026 to 29 OCT 2026

# CHARLOTTE SIX DEPARTURE





D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

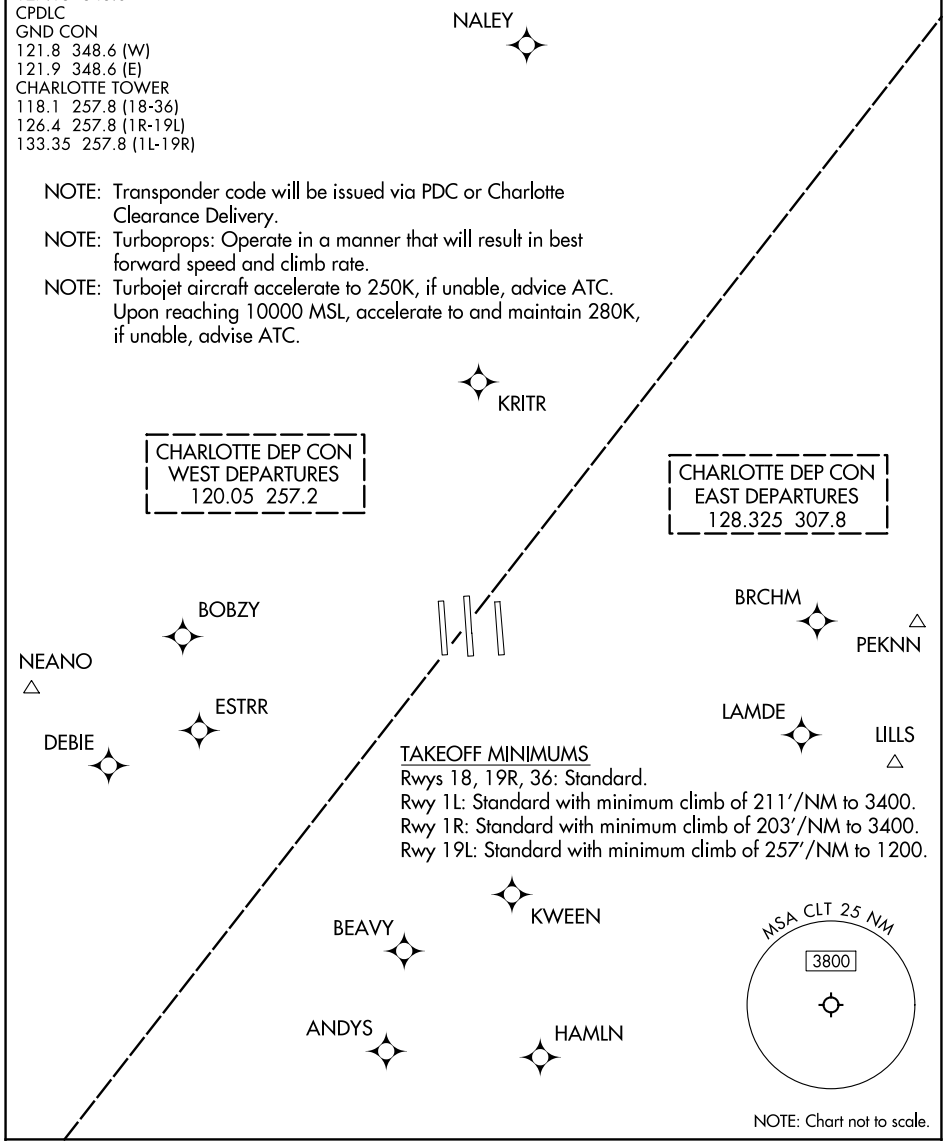
RADAR and DME required.

**TOP ALTITUDE: 4000**

NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.




## DEPARTURE ROUTE DESCRIPTION

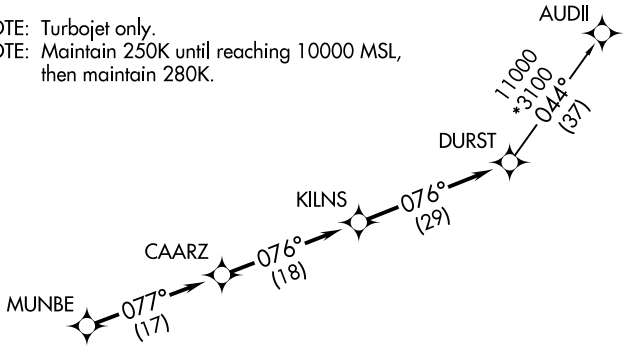
TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 4000, expect filed altitude 10 minutes after departure.

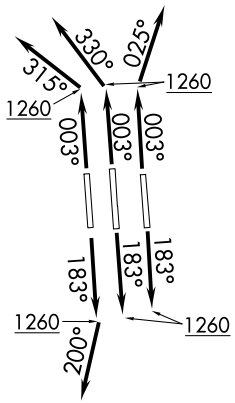
CHARLOTTE DEP CON
128.325 307.8
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

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

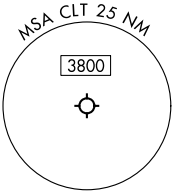
**TOP ALTITUDE: 8000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315°, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330°, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200°, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025°, for vectors to MUNBE, thence. . .

. . .on depicted route to DURST, then on AUDII Transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026

# ESTRR EIGHT DEPARTURE (RNAV)

(ESTRR8.ESTRR) 03SEP26

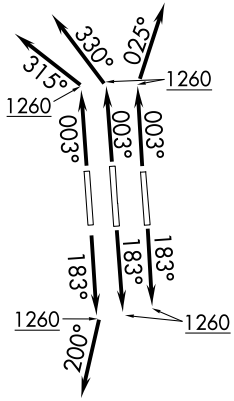
CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

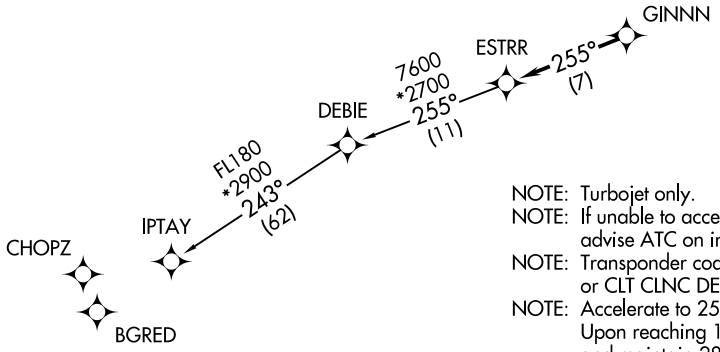
CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

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

**TOP ALTITUDE: 8000**

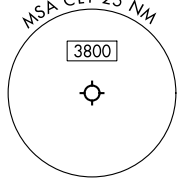



TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.




N

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(ESTRR8.ESTRR) 26246

ESTRR EIGHT DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to GINNN, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to GINNN, thence. . .

. . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)

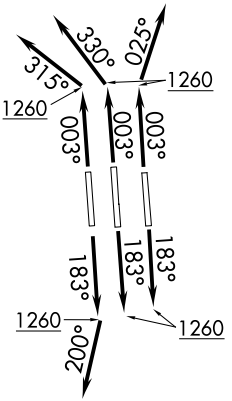

SE-2, 03 SEP 2026 to 29 OCT 2026

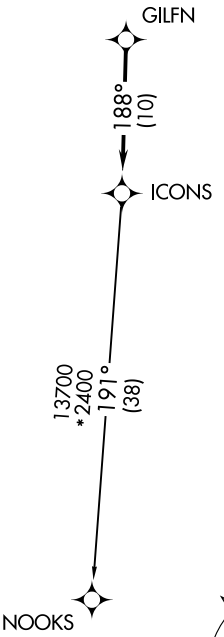
# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.5 257.2 (1L/R)
124.0 307.8 (18, 19L/R, 36)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

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

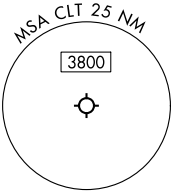
**TOP ALTITUDE: 8000**




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ICONS EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to GILFN, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to GILFN, thence. . .

. . .on track 188° to ICONS, then on NOOKS Transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)


SE-2, 03 SEP 2026 to 29 OCT 2026

# IRVVV ONE DEPARTURE (RNAV)

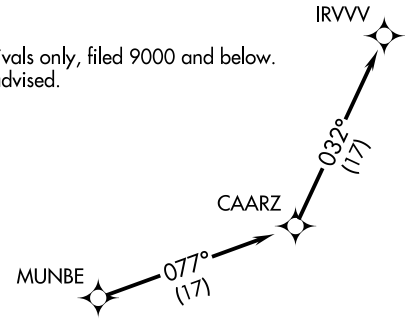


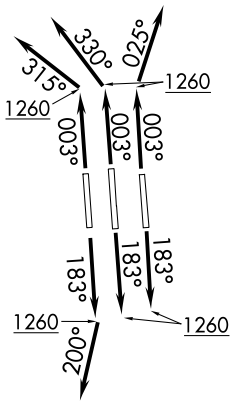
CHARLOTTE DEP CON
124.0 307.8
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

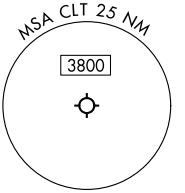
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 8000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to MUNBE, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260 for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to MUNBE, thence. . .

. . .on depicted route to IRVVV, maintain 8000. Expect filed altitude 10 minutes after departure.




SE-2, 03 SEP 2026 to 29 OCT 2026

# JOJJO EIGHT DEPARTURE (RNAV)

(JOJJO8.JOJJO) 03SEP26

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)

JOJJO EIGHT DEPARTURE (RNAV)

(JOJJO8.JOJJO) 26246

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)



**TOP ALTITUDE: 8000**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

CUBIM
FL180
*6200
329°
(10)
DOOGE
FL180
*7800
332°
(86)
TIELR
(76)
FL180
*8500
329°
NOONN
FL180
*6100
272°
(68)
BFORE
FL180
*5100
272°
(38)
SLEPP
305°
FL180
*8500
(55)
BENBY
11300
*5200
305°
(17)
MTCHL
(6)
7500
*4300
331°
WLLGO
305°
7800
*5100
(7)
JOJJO
312°
(4)
LONEE
312°
(7)
WAYDS

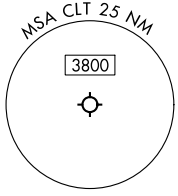
TAKEOFF MINIMUMS

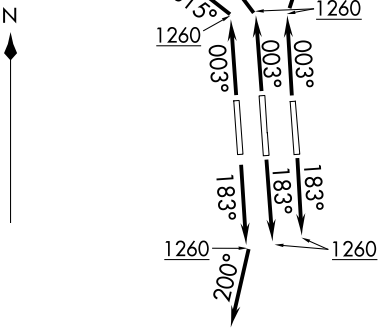
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.

Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Turbojet only.

NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to WAYDS, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to WAYDS, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260 for vectors to WAYDS, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to WAYDS, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to WAYDS, thence. . .

. . .on depicted route to JOJJO, then on assigned transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)


SE-2, 03 SEP 2026 to 29 OCT 2026

(KRITR9.KRITR) 26246 AL-78 (FAA)

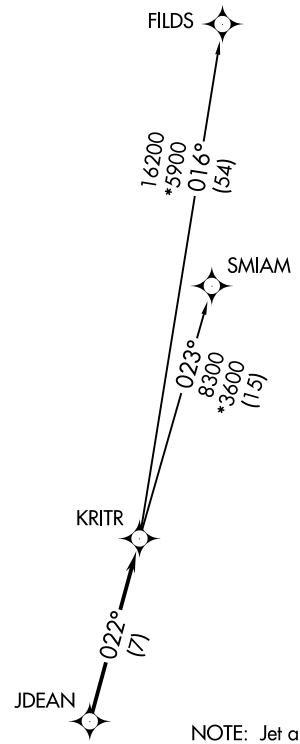
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

# KRITR NINE DEPARTURE (RNAV)

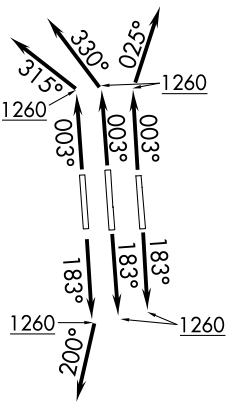
CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

**TOP ALTITUDE: 8000**

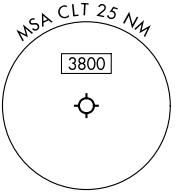
RNAV 1- DME/DME/IRU or GPS.
RADAR required.




NOTE: Jet aircraft only.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to JDEAN, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260 for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to JDEAN, thence. . .

. . .on depicted route to KRITR, then on assigned transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)


SE-2, 03 SEP 2026 to 29 OCT 2026

(KWEEN8.KWEEN) 26246 AL-78 (FAA)

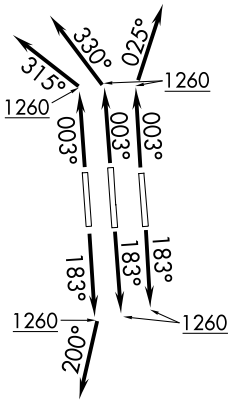
# KWEEN EIGHT DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

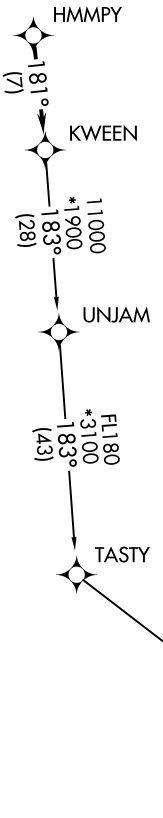
CHARLOTTE DEP CON
120.5 257.2 (1L/R)
124.0 307.8 (18, 19L/R, 36)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

**TOP ALTITUDE: 8000**

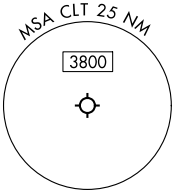
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315° for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330° for vectors to HMMPY, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260 for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200° for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025° for vectors to HMMPY, thence. . .

. . .on depicted route to KWEEN, then on assigned transition. Maintain 8000.
Expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)


SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246 AL-78 (FAA)

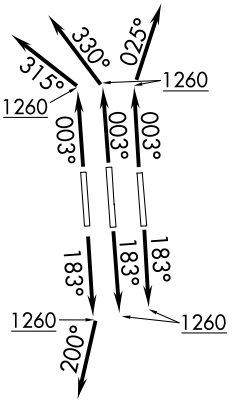
# LILLS SIX DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

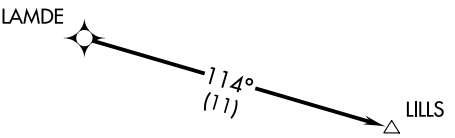
**TOP ALTITUDE: 8000**

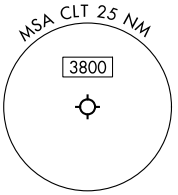
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CHARLOTTE DEP CON
124.0 307.8
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315°, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330°, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200°, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025°, for vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 8000. Expect filed altitude 10 minutes after departure.




SE-2, 03 SEP 2026 to 29 OCT 2026

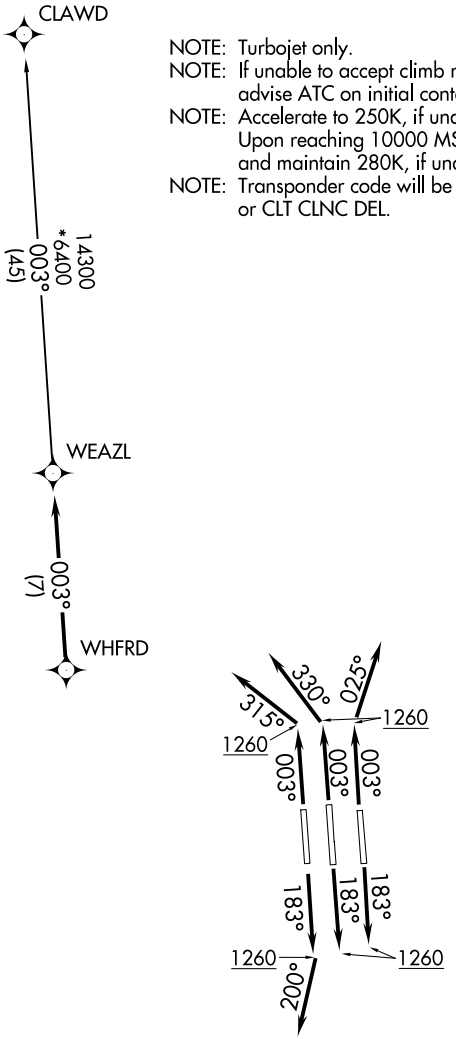
# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (W)
121.9 348.6 (E)
CHARLOTTE TOWER
118.1 257.8 (18-36)
126.4 257.8 (1R-19L)
133.35 257.8 (1L-19R)

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

**TOP ALTITUDE: 8000**

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.




TAKEOFF MINIMUMS
Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.
Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 1L: Climb on heading 003° to 1260, then on heading 315°, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 1R: Climb on heading 003° to 1260, then on heading 330°, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAYS 18, 19L: Climb on heading 183° to 1260, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 19R: Climb on heading 183° to 1260, then on heading 200°, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1260, then on heading 025°, for vectors to WHFRD, thence. . .

. . .on depicted route to WEAZL, then on CLAWD Transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)


SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | 5000 |
|---|---|---|
| 078° | TDZE | 239 |
| | Apt Elev | 239 |

# RNAV (GPS) RWY 8

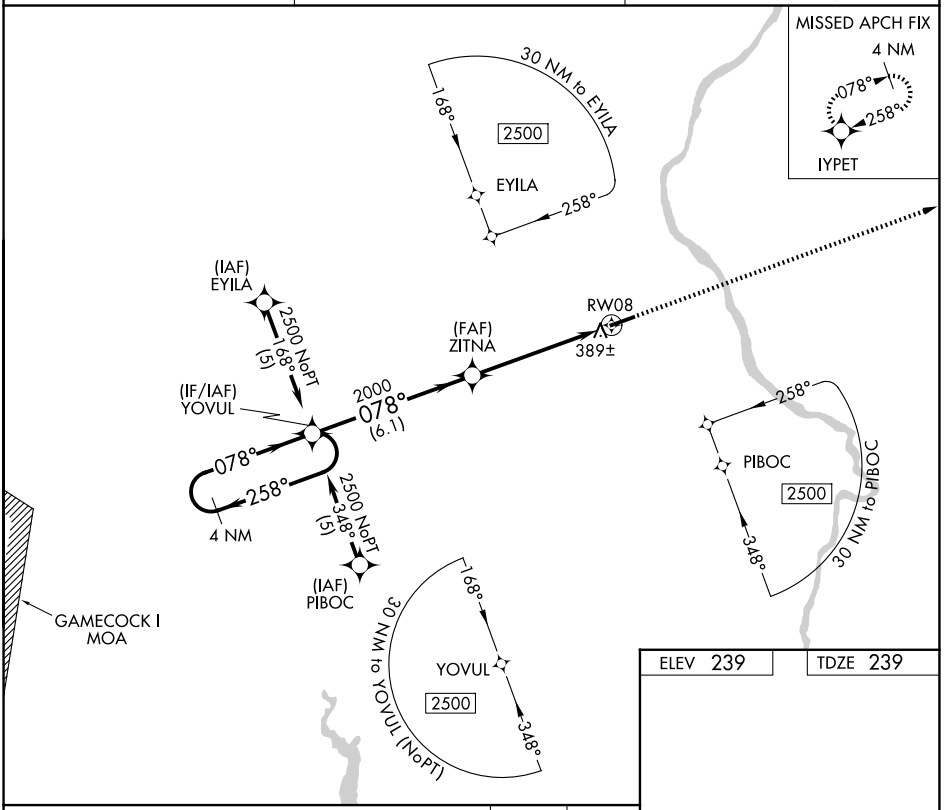
## CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

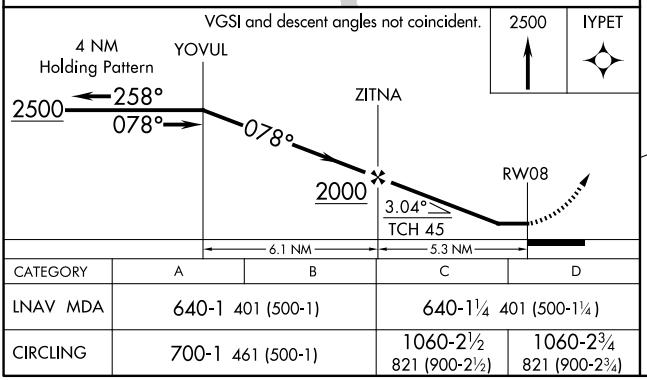
RNP APCH.

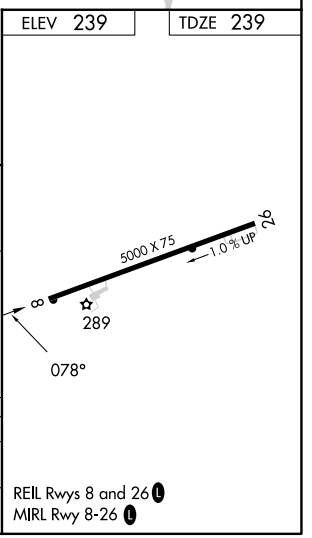
NA Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and Circling Cat C/D visibility ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 401 (500-1) | | 640-1¼ 401 (500-1¼) | |
| CIRCLING | 700-1 461 (500-1) | | 1060-2½ 821 (900-2½) | 1060-2¾ 821 (900-2¾) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHERAW, SOUTH CAROLINA AL-5553 (FAA) 26078

| WAAS CH 82134 W26A | APP CRS 258° | Rwy Ldg 5000 TDZE 209 Apt Elev 239 |
|---|---|---|

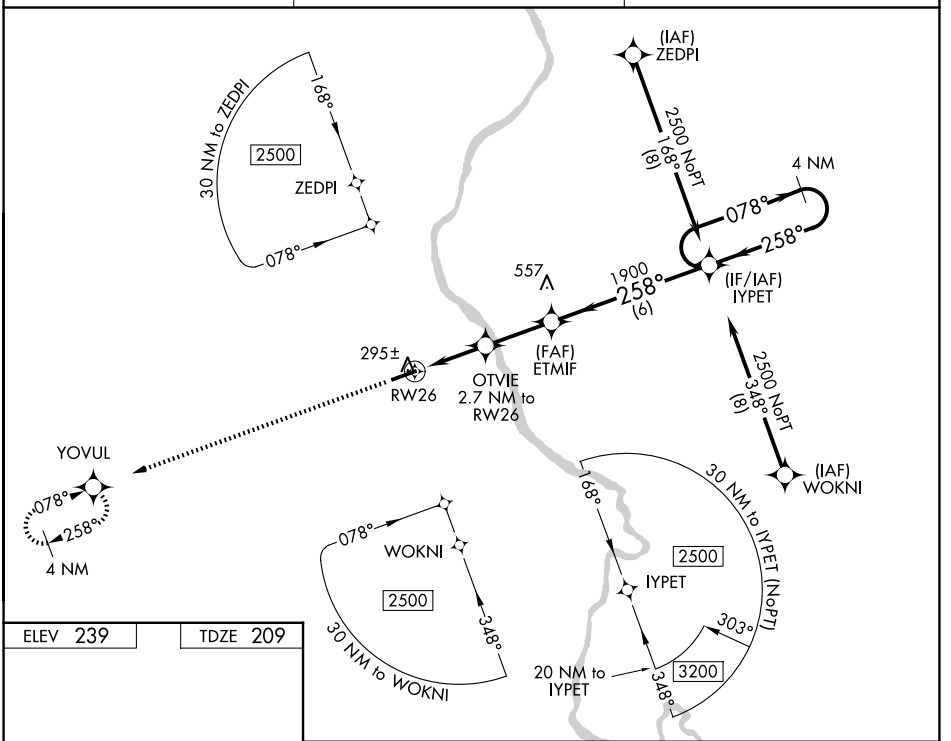
# RNAV (GPS) RWY 26

## CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

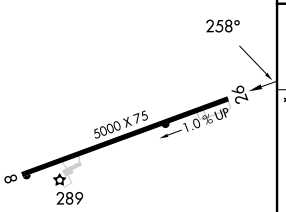
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

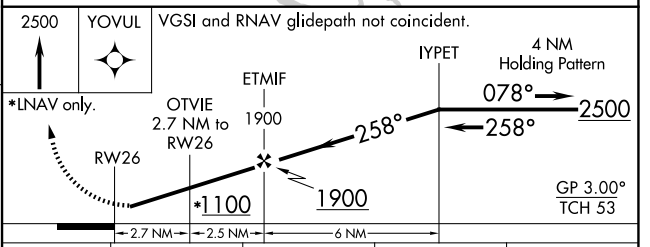
MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |




ELEV 239 TDZE 209




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 578-1¼ | 369 (400-1¼) | | |
| LNAV MDA | 560-1 | 351 (400-1) | | |
| CIRCLING | 700-1 461 (500-1) | | 1060-2½ 821 (900-2½) | 1060-2¾ 821 (900-2¾) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR/DME CTF | APP CRS | Rwy Ldg 5000 |
|---|---|---|
| 114.55 | 080° | TDZE 239 |
| Chan 92(Y) | | Apt Elev 239 |

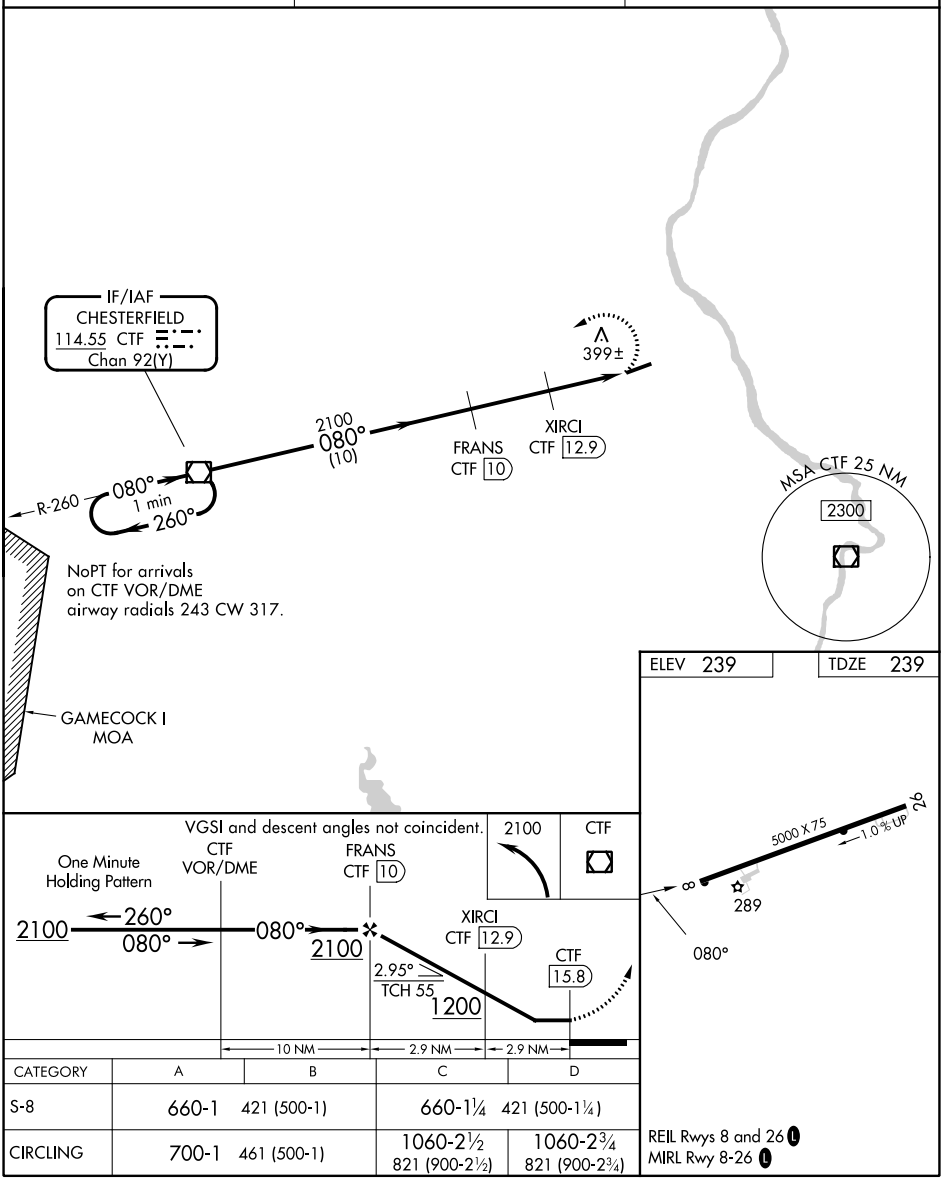
# VOR/DME RWY 8

## CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet, and S-8 Cat C/D visibility ⅛ mile and Circling Cat C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 660-1 | 421 (500-1) | 660-1¼ | 421 (500-1¼) |
| CIRCLING | 700-1 | 461 (500-1) | 1060-2½ 821 (900-2½) | 1060-2¾ 821 (900-2¾) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# ILS or LOC/DME RWY 23R

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

| LOC/DME I-NKT | APCH CRS | Rwy ldg | 7552 |
|---|---|---|---|
| 108.9 | 234° | TDZE | 23 |
| Chan 26 | | Arpt Elev | 29 |

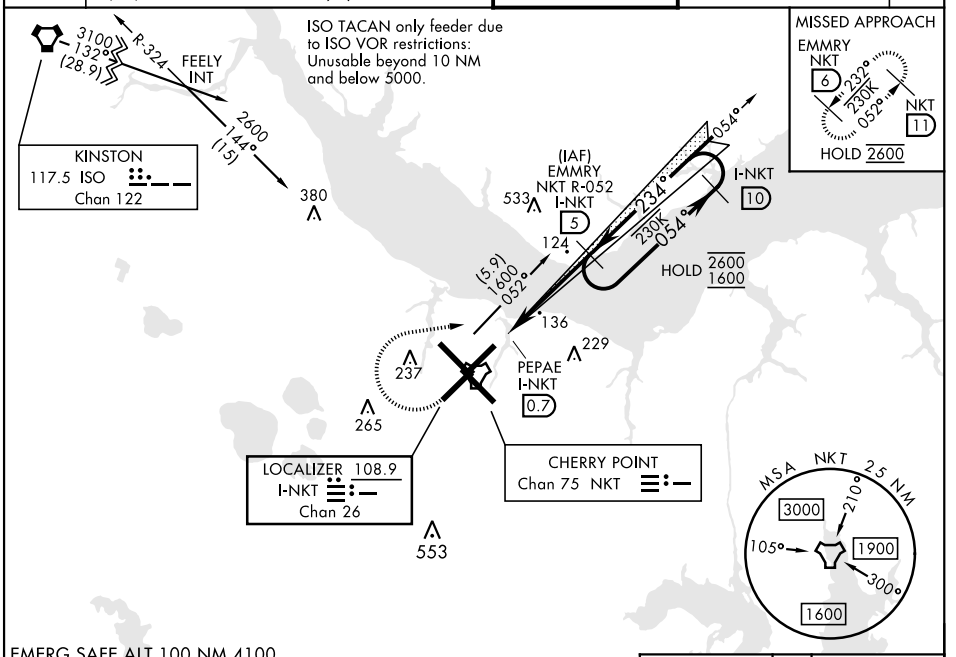
TACAN required

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via NKT TACAN R-052 to EMMRY and hold. Continue climb in hold to 2600.

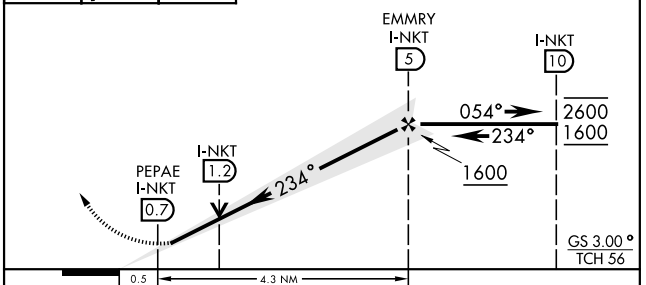
| ATIS | APP CON | | | | TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|---|---|---|
| 127.475 | (E) | 119.75 | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) | 132.575 | 299.6 | (at/blw 2600') | | | |
| | (W) | 119.35 | 377.175 | (N) 124.1 268.7 | | | |




EMERG SAFE ALT 100 NM 4100

500 | 2600 NKT R-052 | EMMRY NKT 6

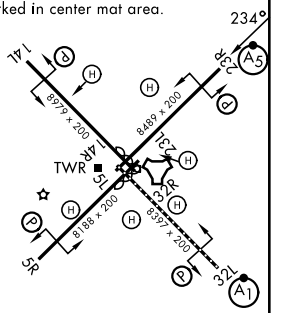
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R* | 223-½ 200 (200-½) | | | |
| S-LOC 23R** | 400-½ 377 (400-½) | | 400-⅝ 377 (400-⅝) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1½ 551 (600-1½) | 580-2 551 (600-2) |

ELEV 29 D TDZE 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |





SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 5R

| WAAS | APCH CRS | Rwy Idg | 8188 |
|---|---|---|---|
| Chan 71199 | 054° | TDZE | 27 |
| W05A | | Arpt Elev | 29 |

[USN]

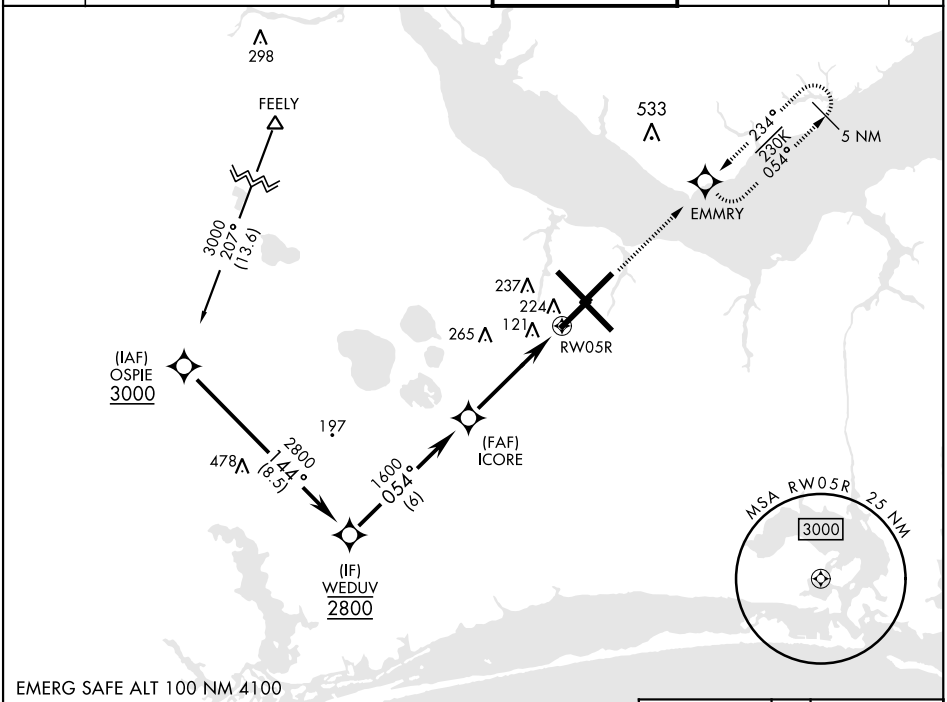
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

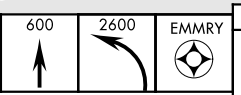
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

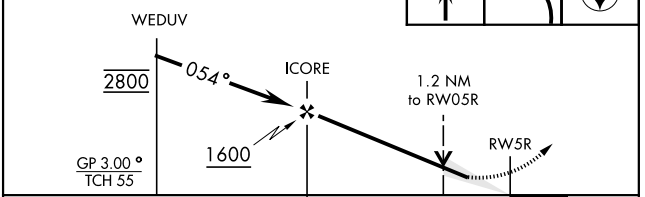
MISSED APPROACH: Climb to 600, then climbing left turn to 2600 direct EMMRY and hold. Continue climb in hold to 2600.

| ATIS | APP CON | | | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|---|---|
| 127.475 | (E) 119.75 | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) 132.575 | 299.6 | (at/blw 2600') | | | |
| | (W) 119.35 | 377.175 | (N) 124.1 268.7 | | | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

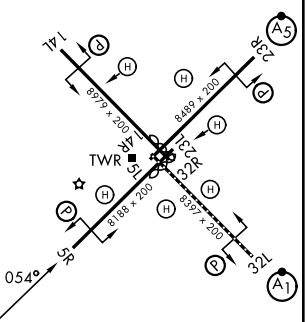



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 226-¾ | 200 | (200-¾) | |
| LNAV/ VNAV DA | 398-1 | 372 | (400-1) | |
| LNAV MDA | 480-1 454 (500-1) | | 480-1⅜ 454 (500-1⅜) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1½ 551 (600-1½) | 580-2 551 (600-2) |

ELEV 29 D TDZE 27

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 6 02NOV23

RNAV (GPS) RWY 5R



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 14L

| WAAS | APCH CRS | Rwy Idg | 8979 |
|---|---|---|---|
| Chan 41117 | 144° | TDZE | 26 |
| W14A | | Arpt Elev | 29 |

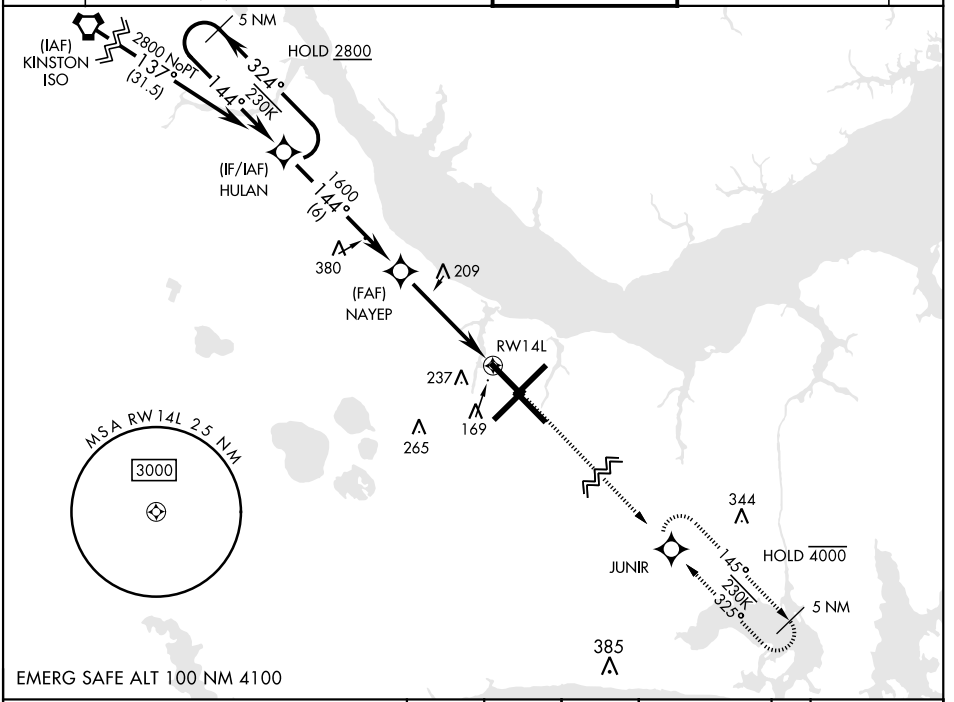
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

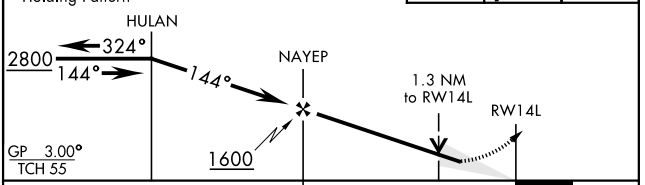
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

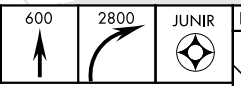
MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JUNIR and hold.

| ATIS | APP CON | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|
| 127.475<br>244.875 | 119.75 (E) 360.775 (abv 2600')<br>132.575 (E) 299.6 (at/blw 2600')<br>119.35 (W) 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625 239.025 | |



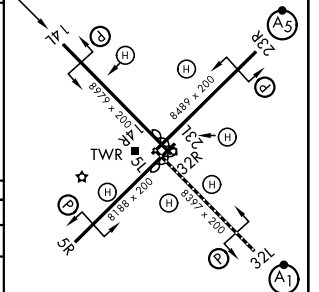

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).




ELEV 29 D TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 226-¾ 200 (200-¾) | | | |
| LNAV/ VNAV DA | 301-⅞ 275 (300-⅞) | 312-⅞ 286 (300-⅞) | 320-⅞ 294 (300-⅞) | 331-⅞ 305 (400-⅞) |
| LNAV MDA | 500-1 474 (500-1) | | 500-1⅜ 474 (500-1⅜) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1½ 551 (600-1½) | 580-2 551 (600-2) |

HIRL all rwys
REIL Rwy 5L and 14R

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 02NOV23

RNAV (GPS) RWY 14L



SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 23R

| WAAS | APCH CRS | Rwy ldg | 7552 |
|---|---|---|---|
| Chan 51523 | 235° | TDZE | 23 |
| W23A | | Arpt Elev | 29 |

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

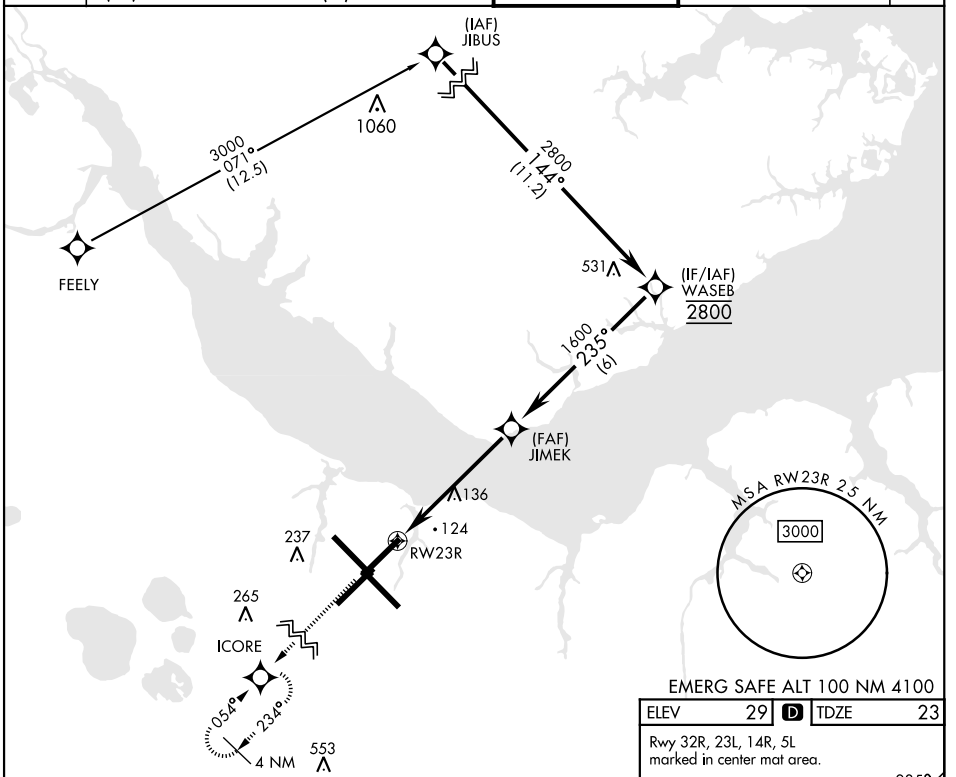
RNP APCH

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

MALSR

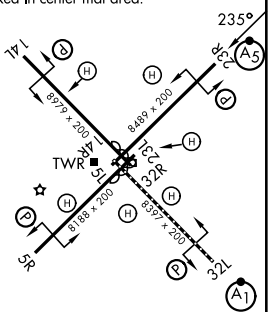
Missed Approach: Climb to 600 then climbing left turn to 2600 direct ICORE and hold. Continue climb in hold to 2600.

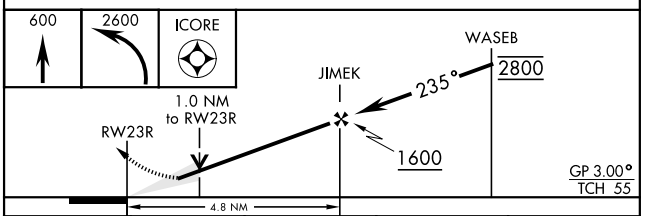
| ATIS | APP CON | | | | TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|---|---|---|
| 127.475 | (E) | 119.75 | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) | 132.575 | 299.6 | (at/blw 2600') | | | |
| | (W) | 119.35 | 377.175 | (N) 124.1 268.7 | | | |




| ELEV | 29 | D | TDZE | 23 |
|---|---|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV* | | 223- ½ 200 (200-½) | | |
| LNAV/VNAV DA** | | 400- ⅝ 377 (400-⅝) | | |
| LNAV MDA** | 400-½ 377 (400-½) | | 400-⅝ 377 (400-⅝) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1 ½ 551 (600-1½) | 580-2 551 (600-2) |

HIRL all rwys
REIL Rwy 5L and 14R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26246

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 32L

| WAAS | APCH CRS | Rwy Idg | 7551 |
|---|---|---|---|
| Chan 54304 | 325° | TDZE | 25 |
| W32A | | Arpt Elev | 29 |

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

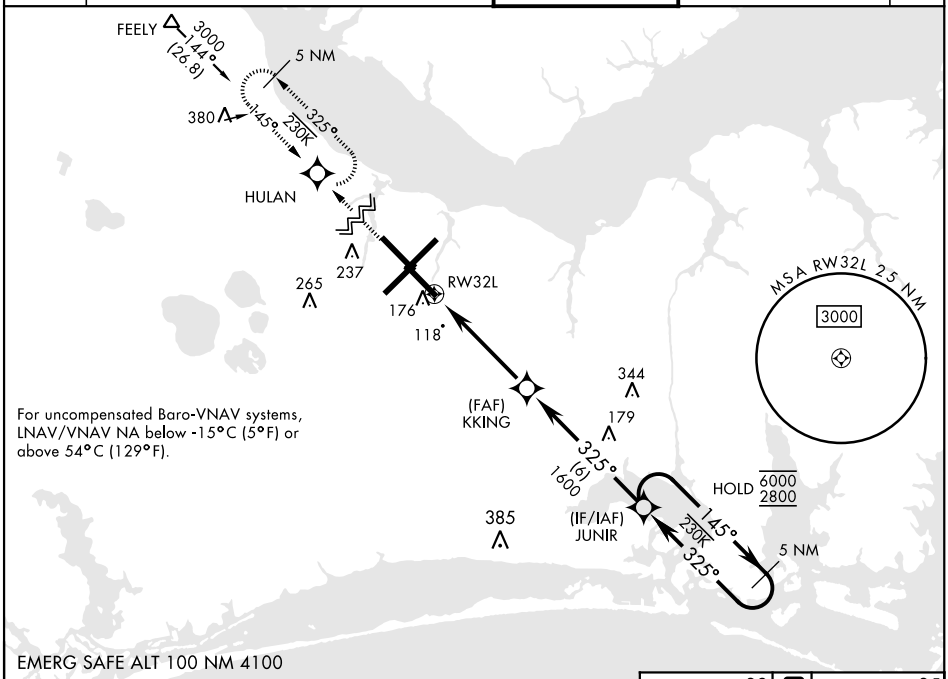
RNP APCH

*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1 mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

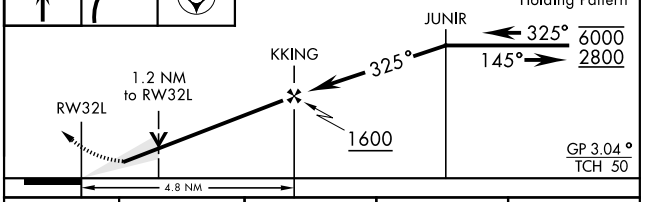
MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct HULAN and hold.

| ATIS | APP CON | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|
| 127.475<br>244.875 | 119.75 (E) 360.775 (abv 2600')<br>132.575 (E) 299.6 (at/blw 2600')<br>119.35 (W) 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625 239.025 | |



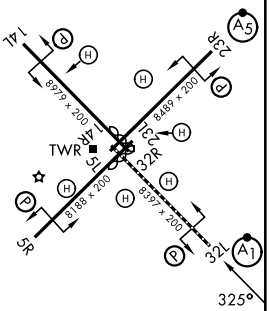

600 | 2800 | HULAN

VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00/TCH 78)




ELEV 29 | D | TDZ 25

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 225-½ | 200 (200-½) | | |
| LNAV/ VNAV DA** | 400-⅝ | 375 (400-⅝) | | |
| LNAV MDA*** | 460-½ | 435 (500-½) | 460-¾ | 435 (500-¾) |
| CIRCLING | 580-1 | 551 (600-1) | 580-1½ | 551 (600-1½) 580-2 551 (600-2) |

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 8 02NOV23

RNAV (GPS) RWY 32L



SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# TACAN Z RWY 5R

| TACAN | APCH CRS | Rwy Idg | 8188 |
|---|---|---|---|
| NKT Chan 75 | 060° | TDZE | 27 |
| | | Arpt Elev | 29 |

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-064 to MEVGE and hold.

| ATIS | APP CON | | | | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|---|---|---|
| 127.475 | (E) 119.75 | 360.775 | (abv 2600') | | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) 132.575 | 299.6 | (at/blw 2600') | | | | |
| | (W) 119.35 | 377.175 | (N) 124.1 | 268.7 | | | |

CAUTION: FAC 14' from RCL at 3000 from THLD.

FEELY

1800 144° (15) To NKT TACAN

533 MEVGE NKT 6

R-064

244° 230K 064°

NKT 11

237

265 1600 240° (6)

166

NEW RIVER Chan 101 NCA

(IAF) KADAF NKT 6

LABVE NKT 1.9

CHERRY POINT Chan 75 NKT

478

1600 079° (24.6)

060° 230K 240°

147

553

HOLD 1600

R-240

NKT 11

MSA NKT T 2.5 NM

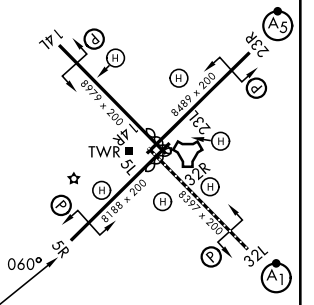
3000 1900 1600

210° 105° 300°

EMERG SAFE ALT 100 NM 4100

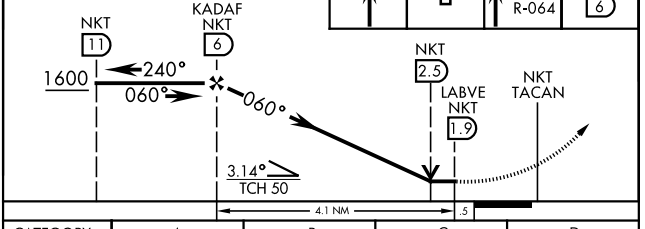
| ELEV | 29 | D | TDZE | 27 |
|---|---|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | | B | | C | | D | |
|---|---|---|---|---|---|---|---|---|
| S-5R | 420-1 | 394 | (400-1) | | 420-1⅛ | 394 | (400-1⅛) | |
| CIRCLING | 580-1 | 551 | (600-1) | | 580-1½ | 551 (600-1½) | 580-2 | 551 (600-2) |

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 02NOV23

TACAN Z RWY 5R





SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

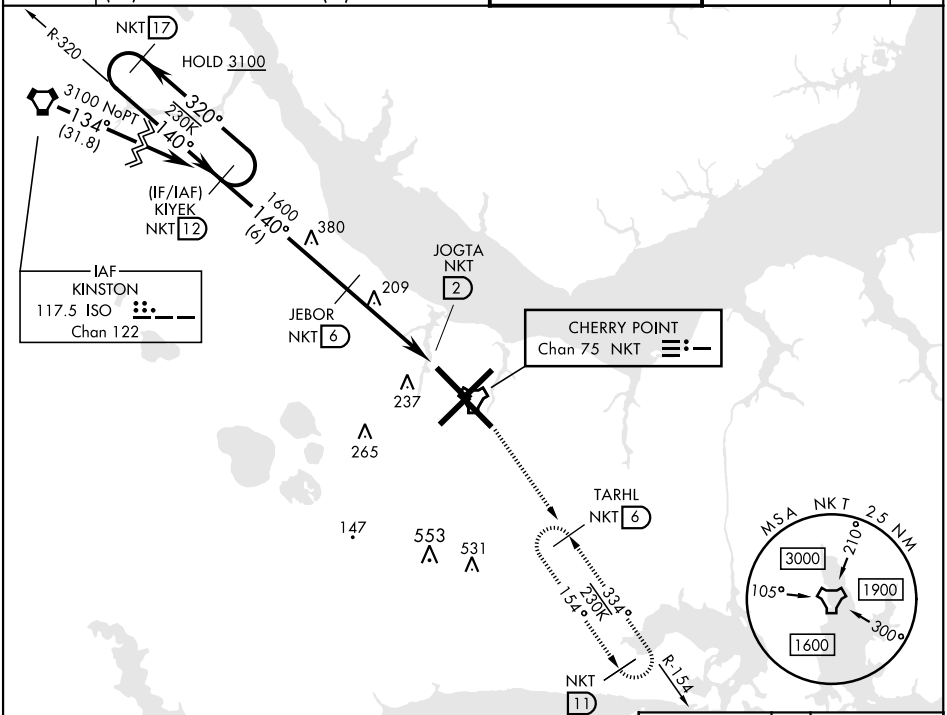
# TACAN Z RWY 14L

| TACAN | APCH CRS | Rwy ldg | 8979 |
|---|---|---|---|
| NKT Chan 75 | 140° | TDZE | 26 |
| | | Arpt Elev | 29 |

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

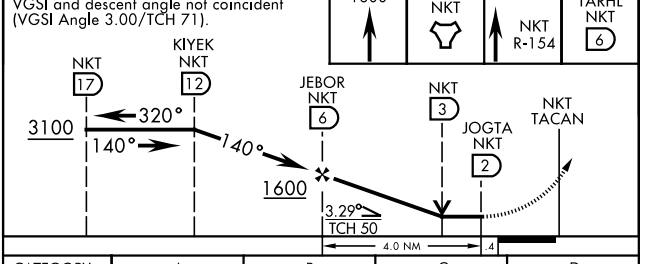
MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-154 to TARHL and hold.

| ATIS | APP CON | | | TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|---|---|
| 127.475 | (E) 119.75 | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) 132.575 | 299.6 | (at/blw 2600') | | | |
| | (W) 119.35 | 377.175 | (N) 124.1 268.7 | | | |




EMERG SAFE ALT 100 NM 4100

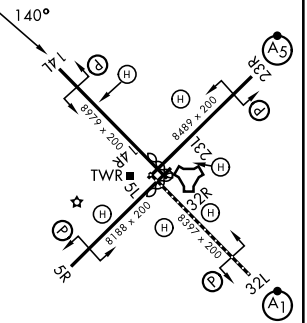
VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14L | 500-1 474 (500-1) | | 500-1⅜ 474 (500-1⅜) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1½ 551 (600-1½) | 580-2 551 (600-2) |

ELEV 29 D TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R

CHERRY POINT, NORTH CAROLINA 34° 54'N-76° 53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 7 02NOV23

TACAN Z RWY 14L



SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# TACAN Z RWY 32L

| TACAN | APCH CRS | Rwy ldg | 7551 |
|---|---|---|---|
| Chan 75 | 334° | TDZE | 25 |
| | | Arpt Elev | 29 |

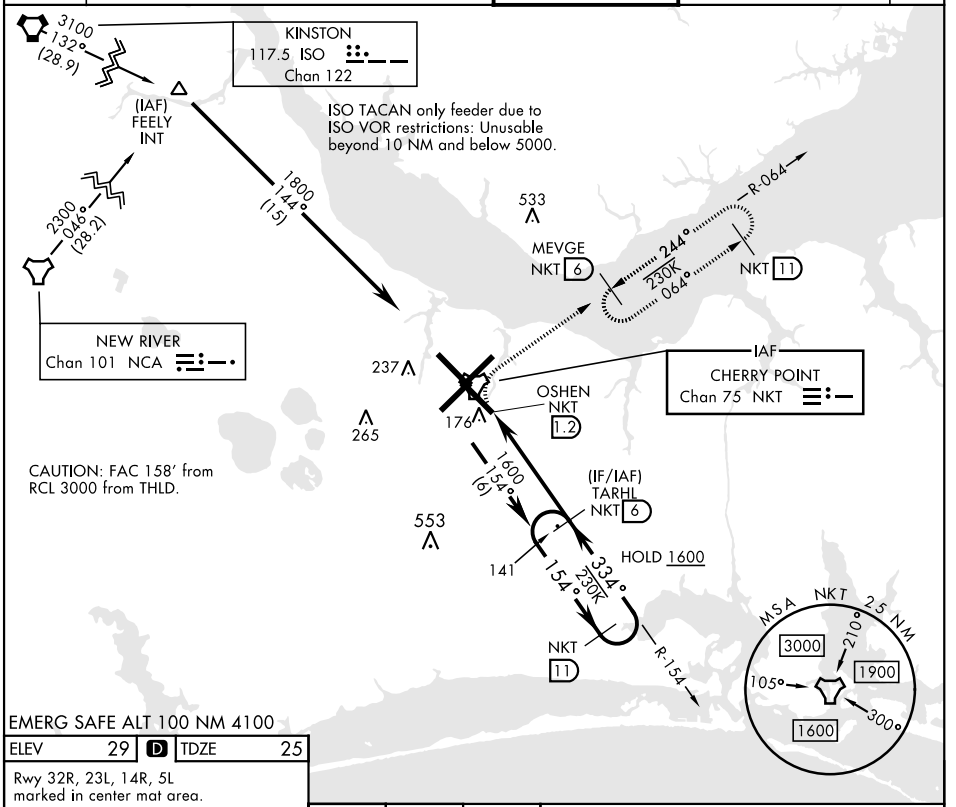
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 1600 and intercept NKT R-064 to MEVGE and hold.

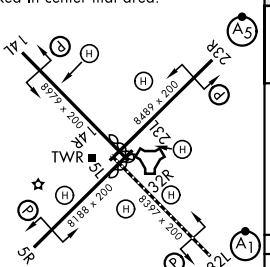
| ATIS | APP CON | | | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|---|---|
| 127.475 | (E) 119.75 | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | (E) 132.575 | 299.6 | (at/blw 2600') | | | |
| | (W) 119.35 | 377.175 | (N) 124.1 268.7 | | | |



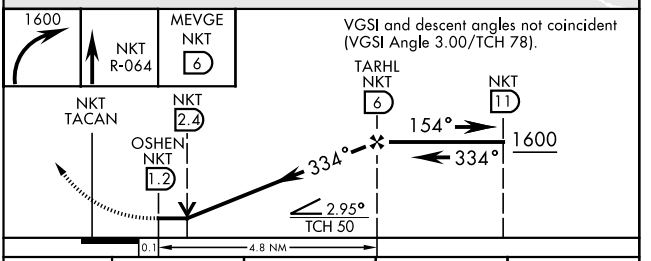

EMERG SAFE ALT 100 NM 4100

| ELEV | 29 | D | TDZE | 25 |
|---|---|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32L * | 460-½ 435 (500-½) | | 460-¾ 435 (500-¾) | |
| CIRCLING | 580-1 551 (600-1) | | 580-1½ 551 (600-1½) | 580-2 551 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHERRY POINT, NORTH CAROLINA

# COPTER TACAN RWY 23R

| TACAN | APCH CRS | Rwy ldg | 7552 |
|---|---|---|---|
| NKT Chan 75 | 225° | TDZE | 23 |
| | | Arpt Elev | 29 |

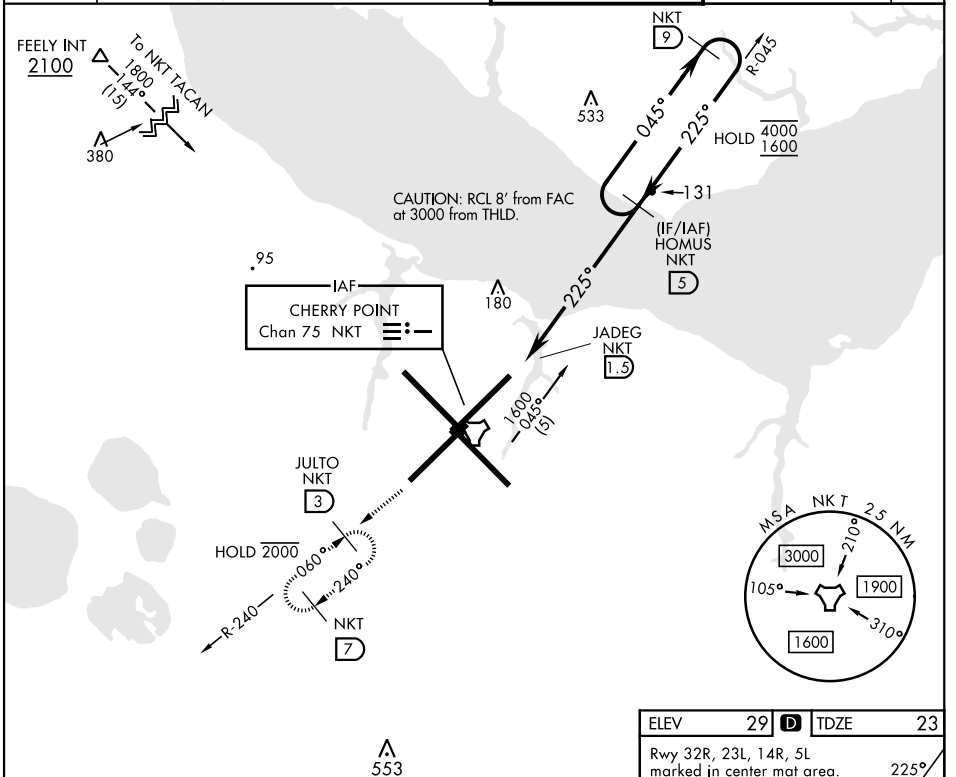
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis to 1 mile.
Max Airspeed 90 KIAS

MALSR

MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-240 to JULTO and hold.

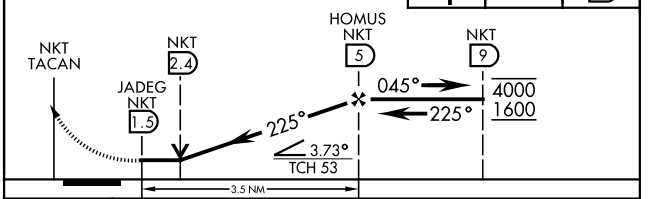
| ATIS | APP CON | | | TOWER | GND CON | ASR/ PAR |
|---|---|---|---|---|---|---|
| 127.475 | 119.75 (E) | 360.775 | (abv 2600') | 121.3 340.2 | 128.625 239.025 | |
| 244.875 | 132.575 (E) | 299.6 | (at/blw 2600') | | | |
| | 119.35 (W) | 377.175 (N) | 124.1 268.7 | | | |




EMERG SAFE ALT 100 NM 4100

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 53).

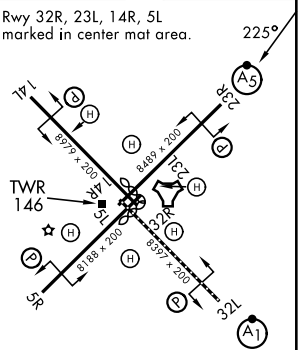
| 1600 | NKT | JULTO NKT R-240 3 |
|---|---|---|




| CATEGORY | COPTER | | |
|---|---|---|---|
| S-23R * | 440-½ | 417 | (500-½) |

ELEV 29 D TDZE 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all rwys
REIL Rwy 5L and 14R



COPTER TACAN RWY 23R



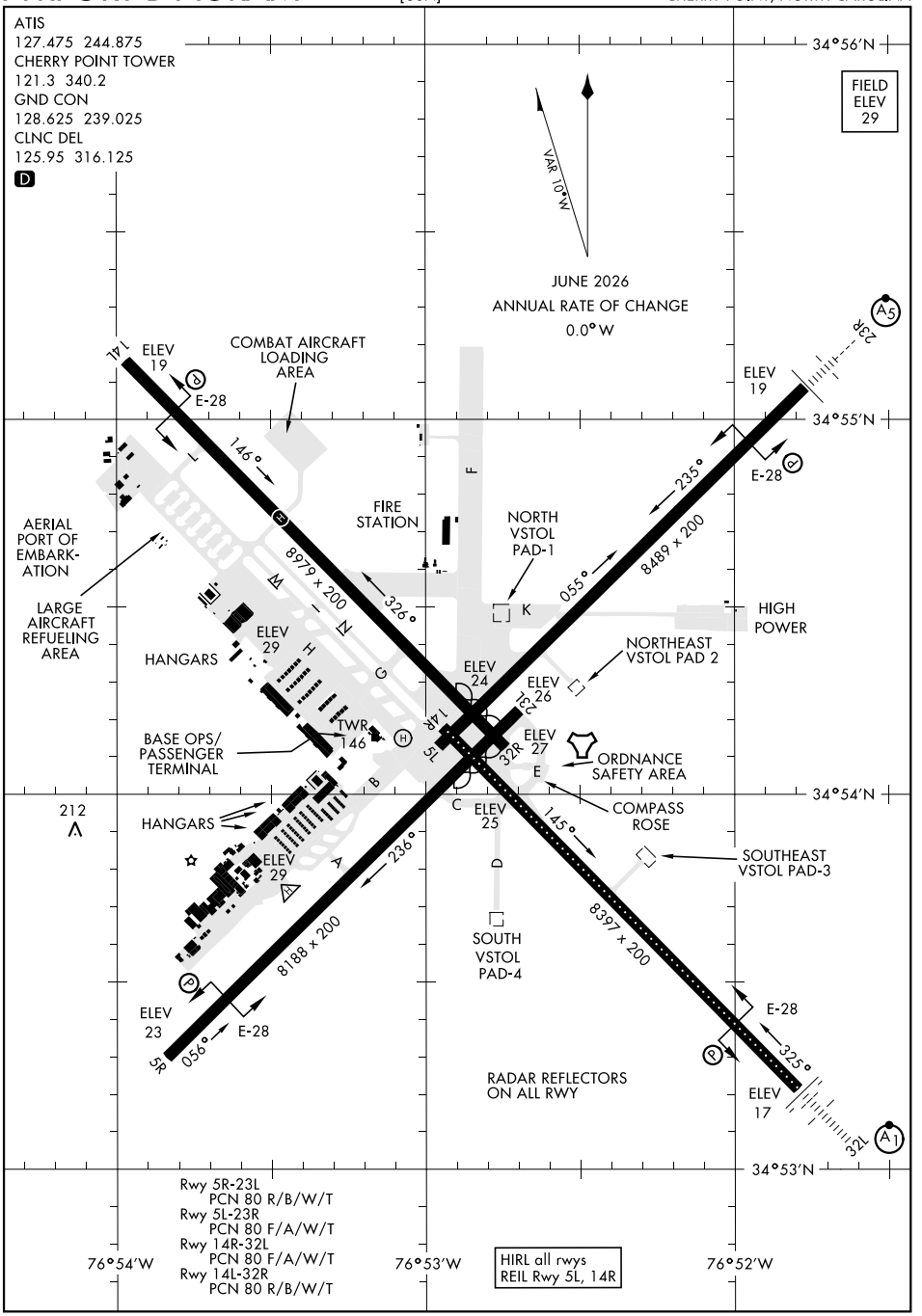
SE-2, 03 SEP 2026 to 29 OCT 2026

# AIRPORT DIAGRAM

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

[USN]

CHERRY POINT, NORTH CAROLINA




AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

26078

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH **93818** | **174°** | TDZE | 657 |
| **W17A** | | Apt Elev | 657 |

# RNAV (GPS) RWY 17

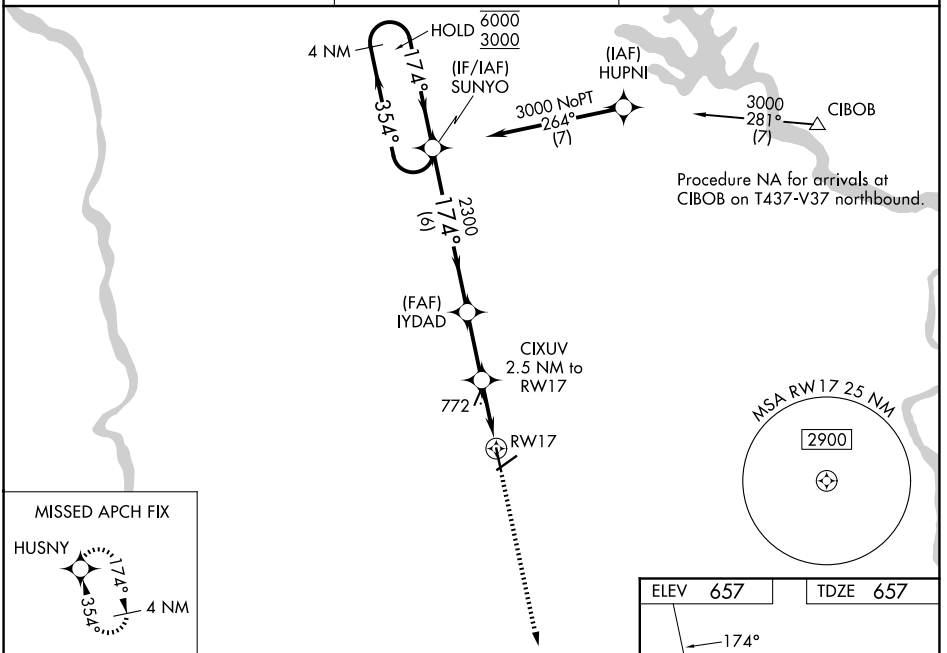
## CHESTER CATAWBA RGNL (DCM)

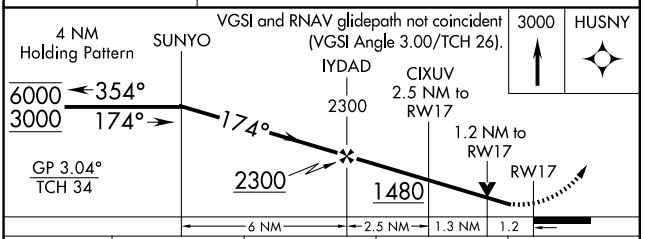
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 5-23 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using UZA altimeter setting. When local altimeter setting not received, use UZA altimeter setting and increase LPV DA to 940 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1167 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM.

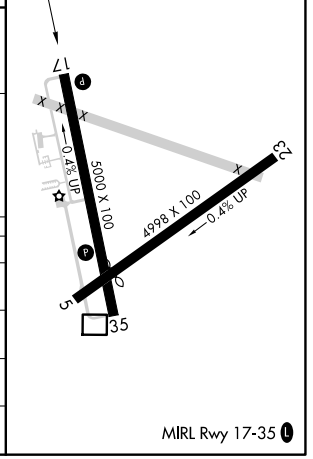
MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| **120.975** | **120.05 307.8** | **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 907-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1134-1⅜ 477 (500-1⅜) | | | |
| LNAV MDA | 1060-1 403 (500-1) | | 1060-1⅛ 403 (500-1⅛) | |
| CIRCLING | 1160-1 503 (600-1) | | 1280-1¾ 623 (700-1¾) | 1480-2¾ 823 (900-2¾) |




MIRL Rwy 17-35 L



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

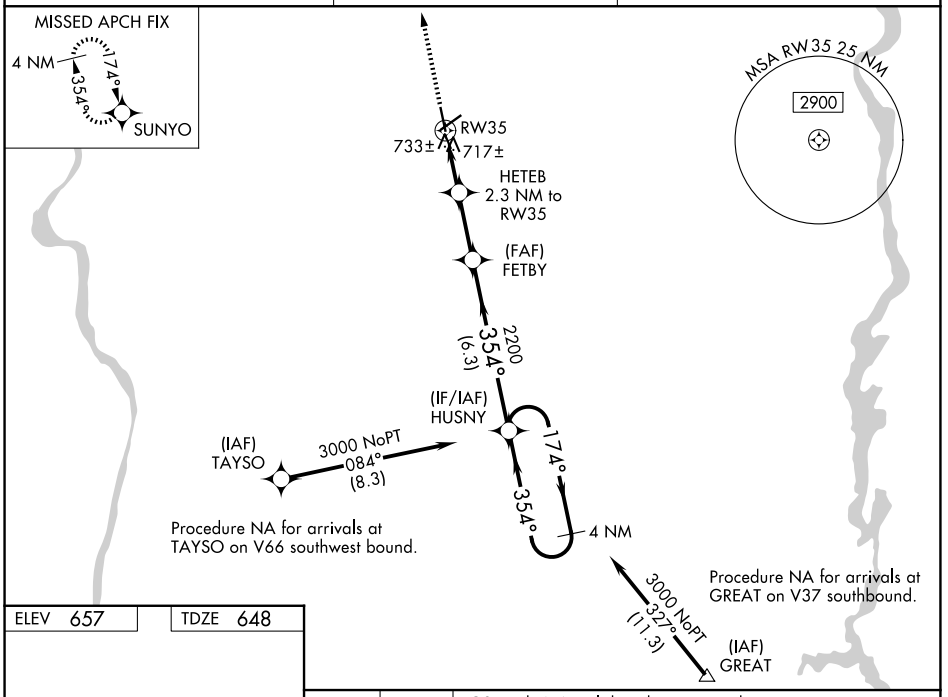
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 40318 | 354° | TDZE | 648 |
| W35A | | Apt Elev | 657 |

# RNAV (GPS) RWY 35
## CHESTER CATAWBA RGNL (DCM)

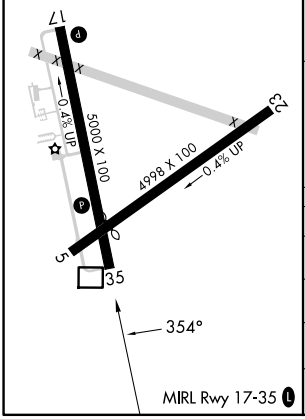
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

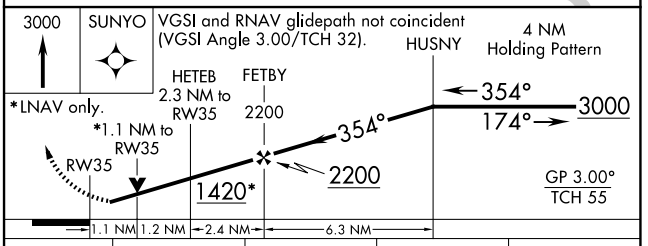
MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 120.975 | 120.05 307.8 | 122.7 (CTAF) L |




ELEV 657 | TDZE 648




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 940-1 292 (300-1) | | | |
| LNAV/VNAV DA | 1010-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 1020-1 372 (400-1) | | | 1020-1¼ 372 (400-1¼) |
| CIRCLING | 1160-1 503 (600-1) | | 1280-1¾ 623 (700-1¾) | 1480-2¾ 823 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CLEMSON, SOUTH CAROLINA | AL-5996 (FAA) | 26078

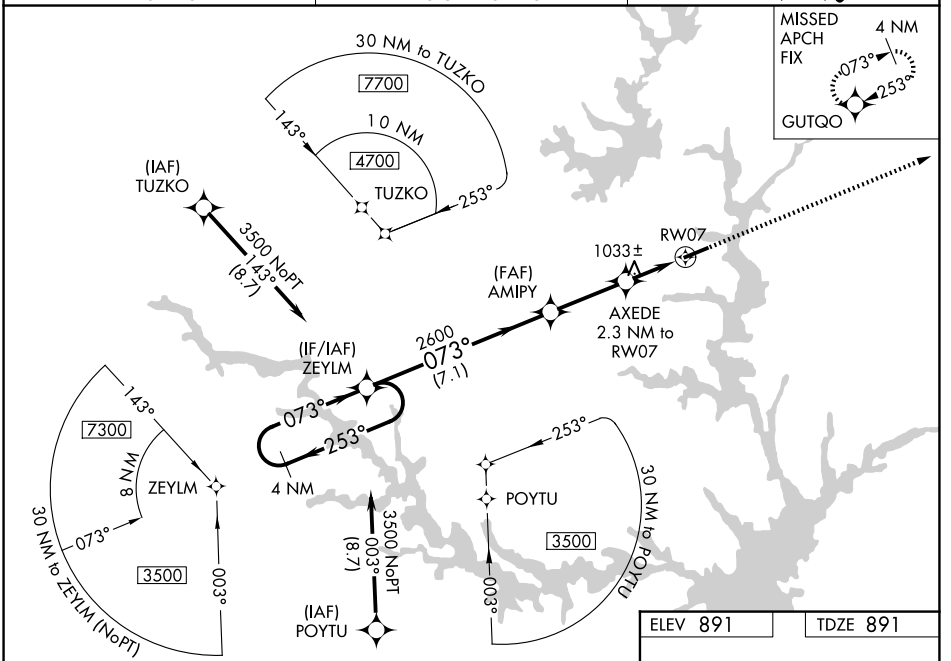
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 97605 | 073° | TDZE | 891 |
| W07A | | Apt Elev | 891 |

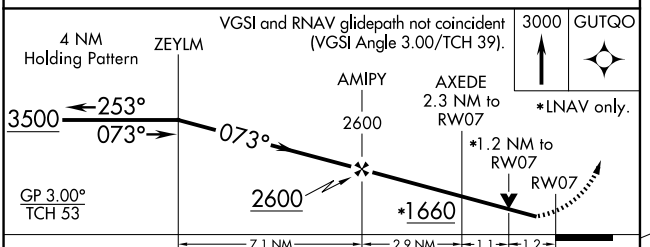
# RNAV (GPS) RWY 7
## OCONEE COUNTY RGNL (CEU)

Baro-VNAV NA when using Anderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV and LNAV/VNAV Cats A and B, and LNAV Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

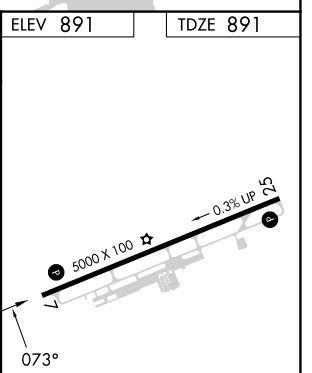
MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

| ASOS | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.275 | 118.8 270.275 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1146-¾ | 255 (300-¾) | 1146-1<br>255 (300-1) | NA |
| LNAV/VNAV DA | 1144-¾ | 253 (300-¾) | 1144-1<br>253 (300-1) | NA |
| LNAV MDA | 1300-1 | 409 (500-1) | 1300-1⅛<br>409 (500-1⅛) | NA |
| CIRCLING | 1300-1<br>409 (500-1) | 1360-1<br>469 (500-1) | 1640-2¼<br>749 (800-2¼) | NA |




CLEMSON, SOUTH CAROLINA
Amdt 3A 18AUG16

34°40'N-82°53'W

OCONEE COUNTY RGNL (CEU)
RNAV (GPS) RWY 7


SE-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH **50405** **W25A** | APP CRS **253°** | Rwy Ldg **5000** TDZE **891** Apt Elev **891**

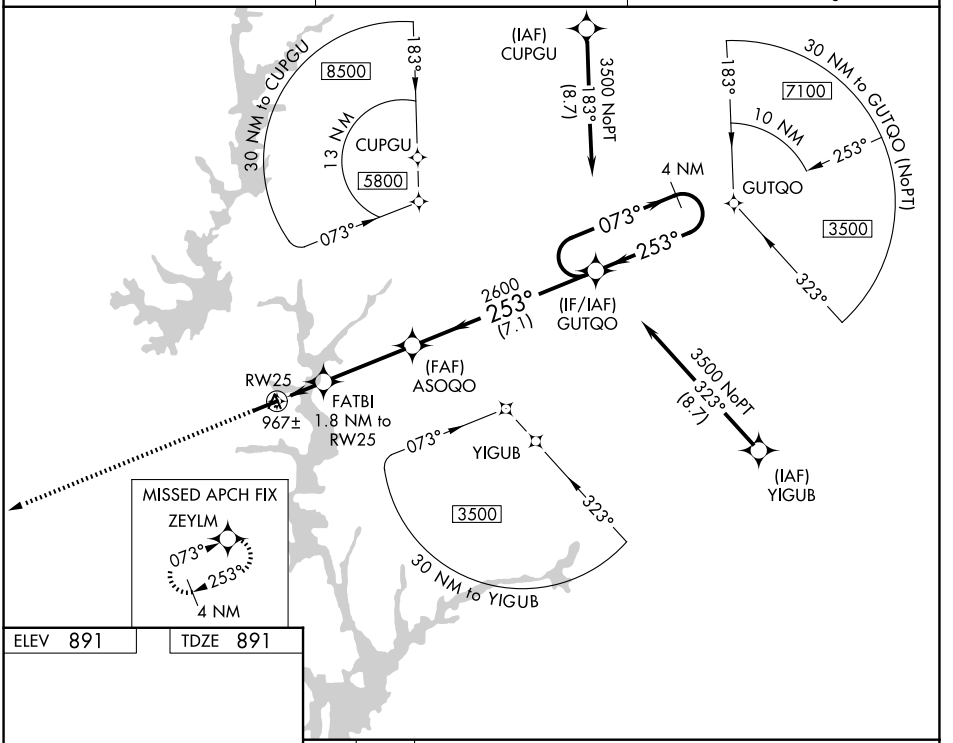
# RNAV (GPS) RWY 25

## OCONEE COUNTY RGNL (CEU)

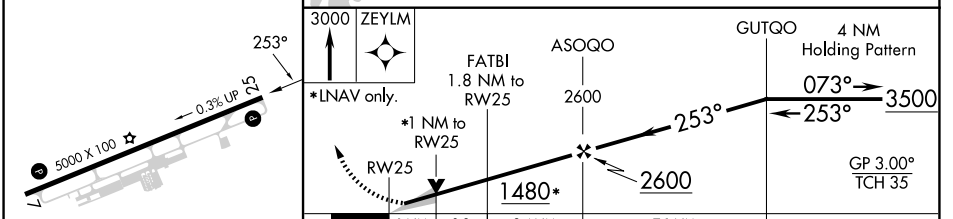
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility ⅛ mile; increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Anderson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

| ASOS | GREER APP CON★ | UNICOM |
|---|---|---|
| **119.275** | **118.8 270.275** | **122.7** (CTAF) |




ELEV 891 | TDZE 891




| | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1091-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 1141-⅞ 250 (300-⅞) | | | NA |
| LNAV MDA | 1220-1 329 (400-1) | | | NA |
| CIRCLING | 1300-1 409 (500-1) | 1360-1 469 (500-1) | 1640-2¼ 749 (800-2¼) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L




SE-2, 03 SEP 2026 to 29 OCT 2026

CLINTON, NORTH CAROLINA AL-5782 (FAA) 26190

# RNAV (GPS) RWY 6

CLINTON-SAMPSON COUNTY (CTZ)

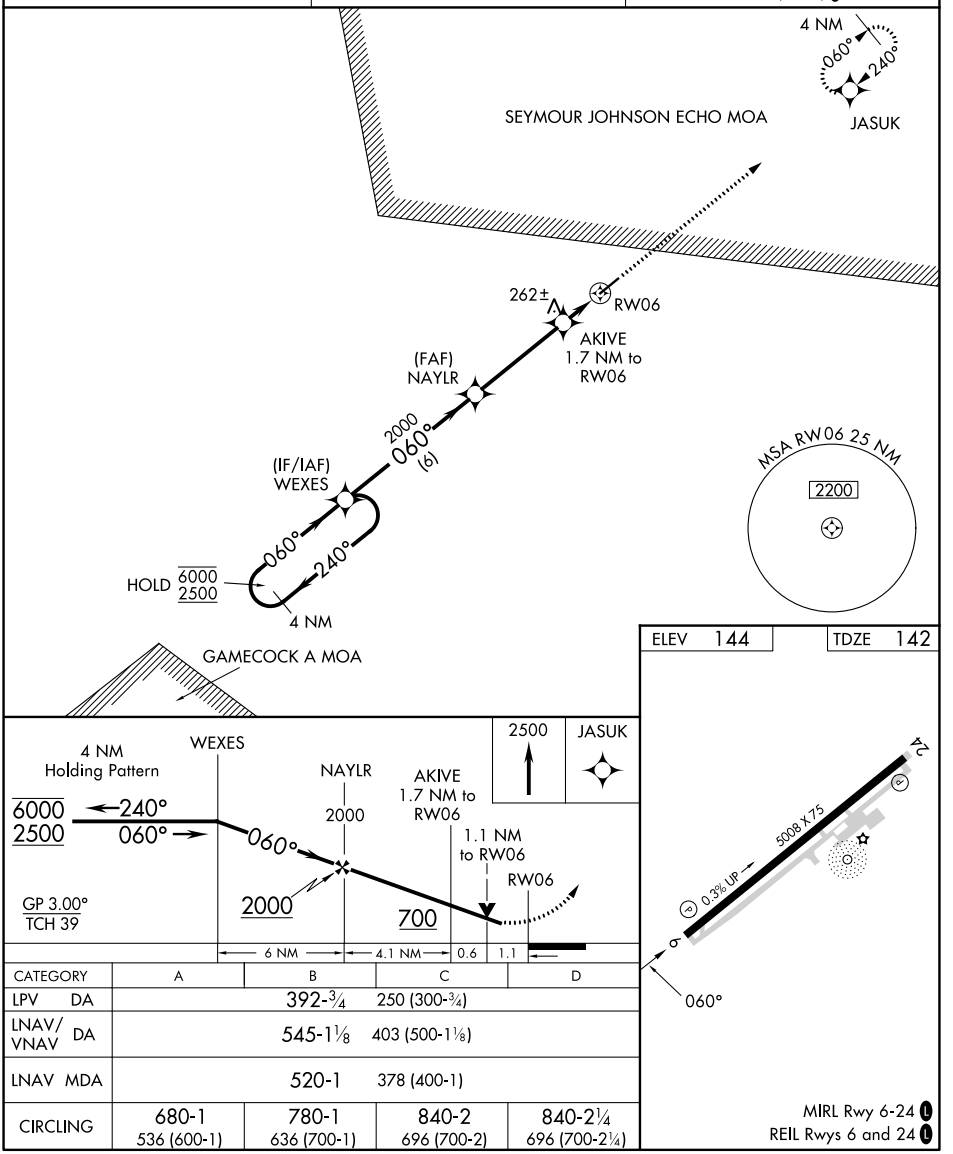
| WAAS | APP CRS | Rwy Ldg | 5008 |
|---|---|---|---|
| CH 53720 | 060° | TDZE | 142 |
| W06A | | Apt Elev | 144 |

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 392-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 545-1⅛ | 403 (500-1⅛) | |
| LNAV MDA | | 520-1 | 378 (400-1) | |
| CIRCLING | 680-1 536 (600-1) | 780-1 636 (700-1) | 840-2 696 (700-2) | 840-2¼ 696 (700-2¼) |

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

CLINTON, NORTH CAROLINA
Amdt 2D 20APR23

34°58′N-78°22′W

CLINTON-SAMPSON COUNTY (CTZ)

RNAV (GPS) RWY 6

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 24

CLINTON-SAMPSON COUNTY (CTZ)

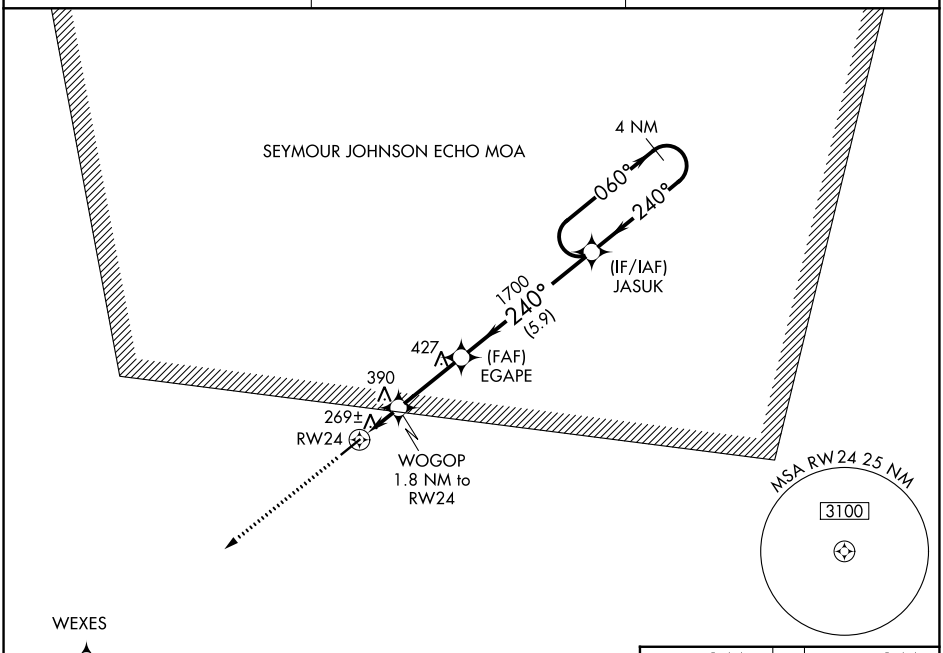
| WAAS | APP CRS | Rwy Ldg | 5002 |
|---|---|---|---|
| CH 99321 | 240° | TDZE | 144 |
| W24B | | Apt Elev | 144 |

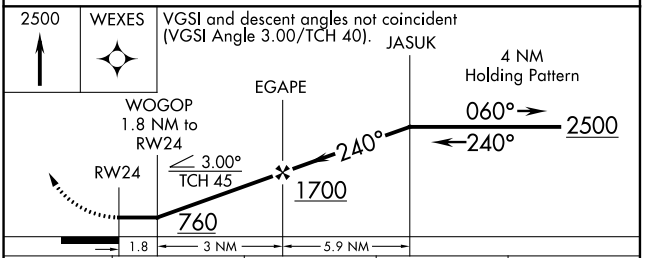
RNP APCH-GPS.

Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use DPL altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2500 direct WEXES and hold.

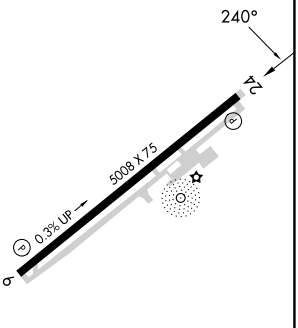
| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 560-1 416 (500-1) | | 560-1⅛ | 416 (500-1⅛) |
| LNAV MDA | 640-1 496 (500-1) | | 640-1⅜ | 496 (500-1⅜) |
| CIRCLING | 680-1 536 (600-1) | 780-1 636 (700-1) | 840-2 696 (700-2) | 840-2¼ 696 (700-2¼) |

ELEV 144 TDZE 144




MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CLINTON, NORTH CAROLINA AL-5782 (FAA) 26190

| WAAS | APP CRS | Rwy Ldg | 5008 |
|---|---|---|---|
| CH 82620 | 240° | TDZE | 144 |
| W24A | | Apt Elev | 144 |

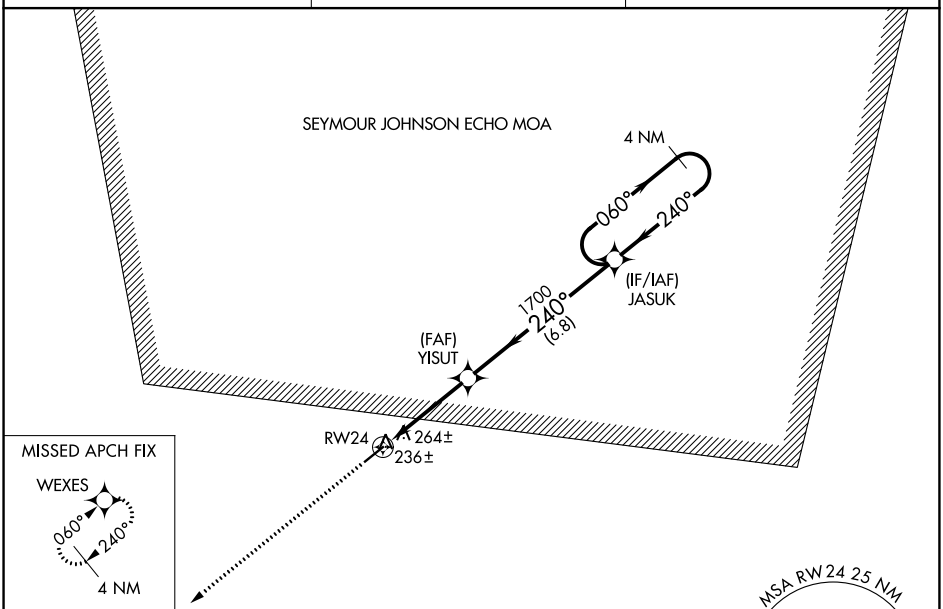
# RNAV (GPS) Z RWY 24
## CLINTON-SAMPSON COUNTY (CTZ)

RNP APCH-GPS.

Baro-VNAV NA when using DPL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. When local altimeter setting not received, use DPL altimeter setting and increase all DA 45 feet, increase LNAV/VNAV Cats A/B/C visibility ⅛ mile. Rwy 24 helicopter visibility reduction below ¾ SM NA.

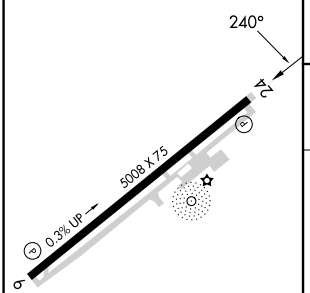
MISSED APPROACH: Climb to 2500 direct WEXES and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) |



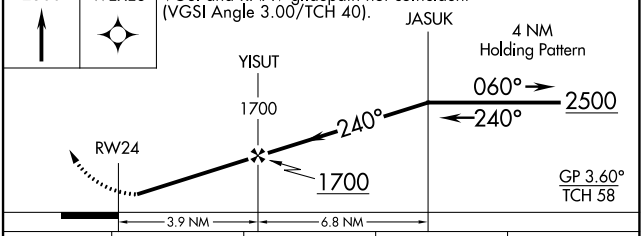

ELEV 144 TDZE 144

RADAR REQUIRED




MIRL Rwy 6-24 (L)
REIL Rwys 6 and 24 (L)

2500 WEXES VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 470-1 | 326 (400-1) | | NA |
| LNAV/VNAV DA | 566-1¼ | 422 (500-1¼) | | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR/DME FAY | APP CRS | Rwy Ldg N/A |
|---|---|---|
| 114.85 | 095° | TDZE N/A |
| Chan 95 (Y) | | Apt Elev 144 |

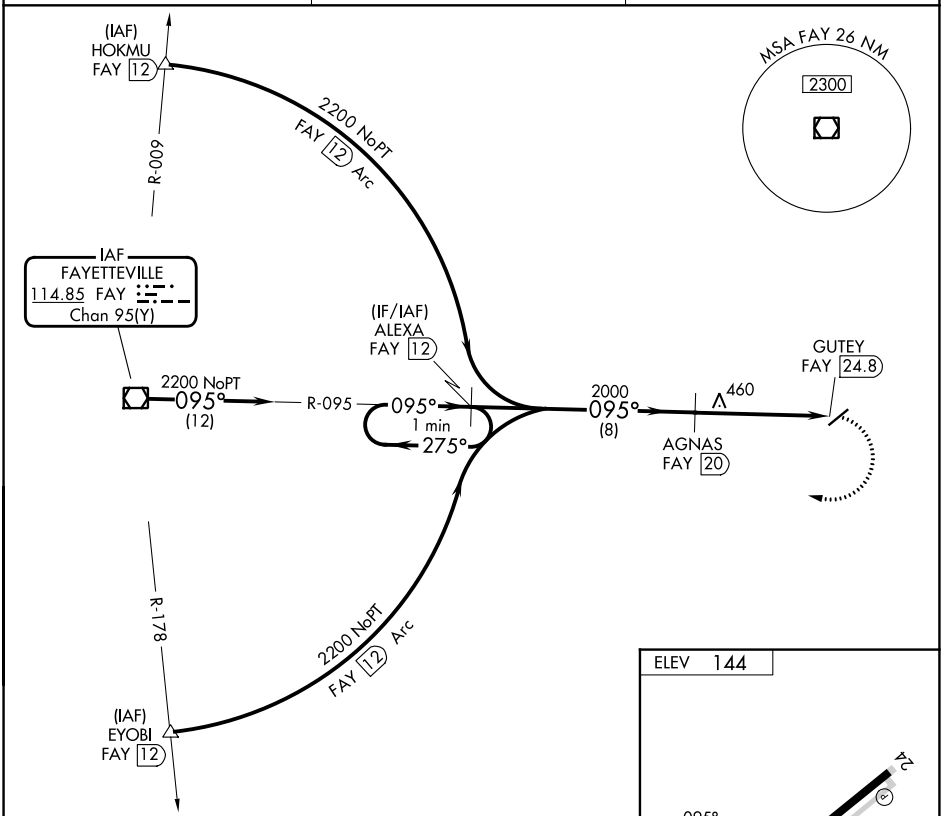
# VOR/DME-A

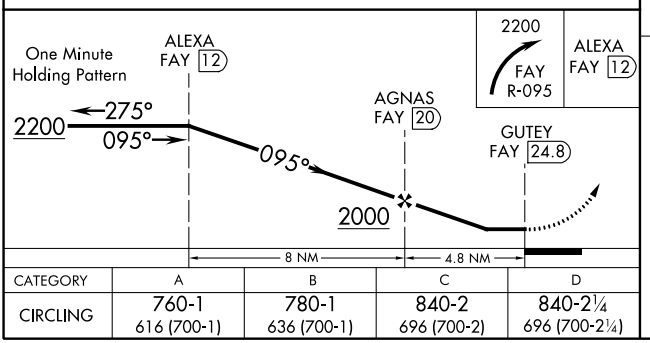
CLINTON-SAMPSON COUNTY (CTZ)

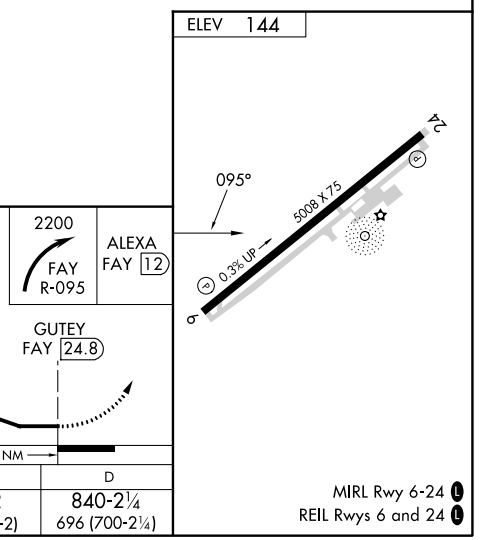
When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 on FAY VOR/DME R-095 to ALEXA/FAY 12 DME and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>616 (700-1) | 780-1<br>636 (700-1) | 840-2<br>696 (700-2) | 840-2¼<br>696 (700-2¼) |

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA | AL-89 (FAA) | 26246

| LOC I-GJC | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| 108.95 | 052° | TDZE | 228 |
| | | Apt Elev | 236 |

# ILS or LOC RWY 5
## COLUMBIA METRO (CAE)

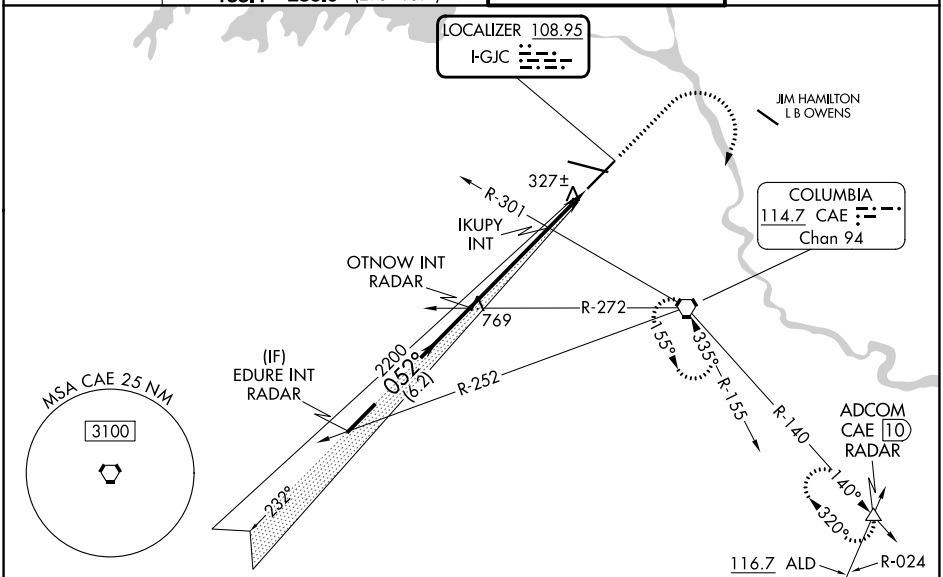
RADAR required for procedure entry.

For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000, increase S-LOC 5 Cats C/D/E visibility to 2 SM and increase IKUPY minimums S-LOC 5 Cats C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

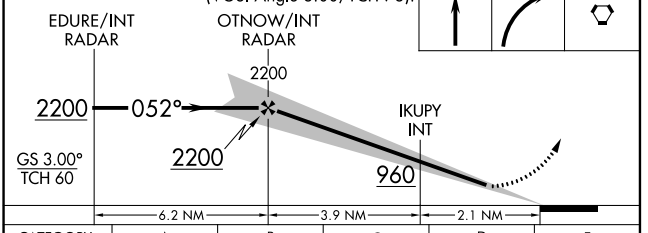
MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound).

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |



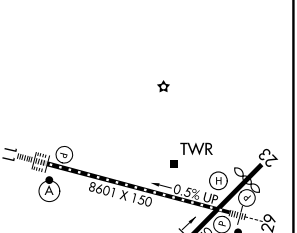

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

| 1500 | 2300 | CAE |
|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5* | 428/24 200 (200-½) | | | | |
| S-LOC 5 | 960/24 732 (800-½) | | 960-1⅝ 732 (800-1⅝) | | |
| CIRCLING | 960-1 724 (800-1) | | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) | 1040-2¾ 804 (900-2¾) |
| IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED) | | | | | |
| S-LOC 5 | 580/24 352 (400-½) | | 580/30 352 (400-⅝) | | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) | 1040-2¾ 804 (900-2¾) |

ELEV 236 | D | TDZE 228




FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 11

COLUMBIA METRO (CAE)

| LOC/DME I-CAE | APP CRS | Rwy Ldg | 8601 |
|---|---|---|---|
| 110.3 | 112° | TDZE | 236 |
| Chan 40 | | Apt Elev | 236 |

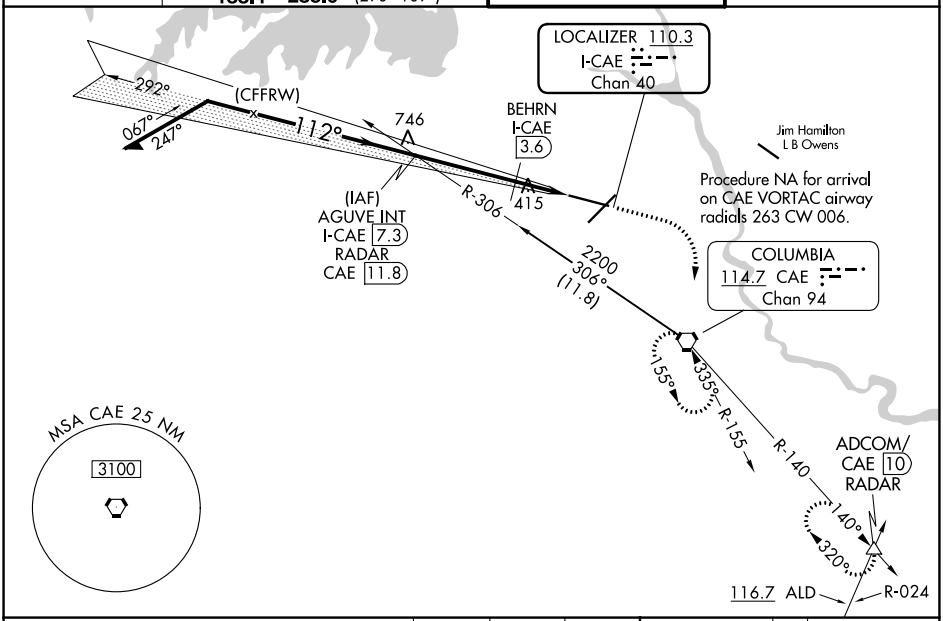
DME or RADAR required for LOC only.

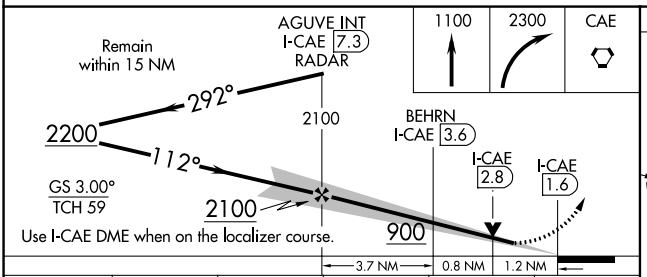
For inop ALS, increase S-ILS 11 Cat E visibility to RVR 4000, S-LOC 11 Cats C/D/E visibility to 1⅞ SM, and BEHRN Minimums S-LOC 11 Cat E visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft contine on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

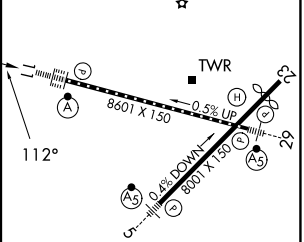
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 11 | 436/18 200 (200-½) | | | | |
| S-LOC 11 | 900/24 664 (700-½) | | 900-1½ 664 (700-1½) | | |
| CIRCLING | 900-1 664 (700-1) | | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) | 1040-2¾ 804 (900-2¾) |
| BEHRN MINIMUMS (DME REQUIRED) | | | | | |
| S-LOC 11 | 680/24 444 (500-½) | | 680/45 444 (500-⅞) | | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) | 1040-2¾ 804 (900-2¾) |

ELEV 236 D TDZE 236




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA | AL-89 (FAA) | 26246

# ILS or LOC RWY 29
COLUMBIA METRO (CAE)

| LOC I-VYK | APP CRS | Rwy Ldg | 8506 |
|---|---|---|---|
| 108.3 | 292° | TDZE | 227 |
| | | Apt Elev | 236 |

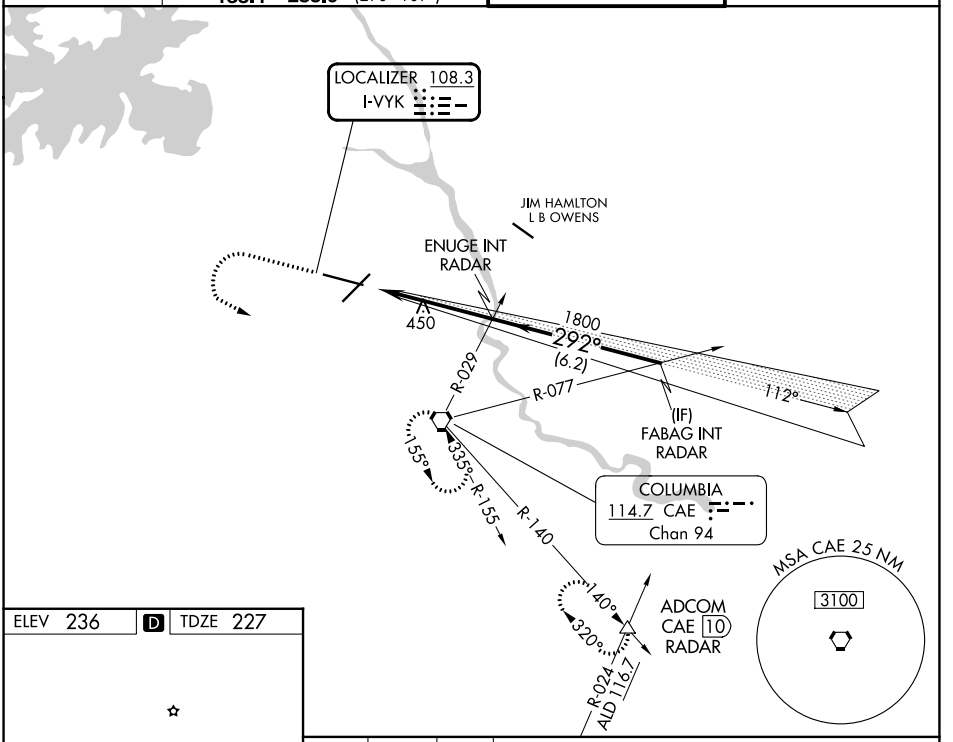
RADAR required procedure entry.

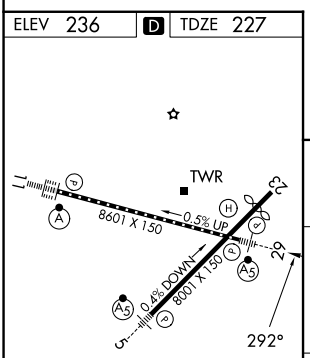
For inop ALS, increase S-ILS 29 Cat E visibility to RVR 4000, and S-LOC 29 Cats C/D/E to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

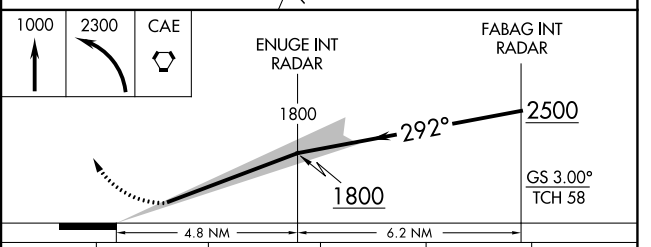
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/10 DME and hold NW, right turn, 140° inbound).

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29* | 427/24 200 (200-½) | | | | |
| S-LOC 29 | 700/24 473 (500-½) | | 700/50 473 (500-1) | | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) | 1040-2¾ 804 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

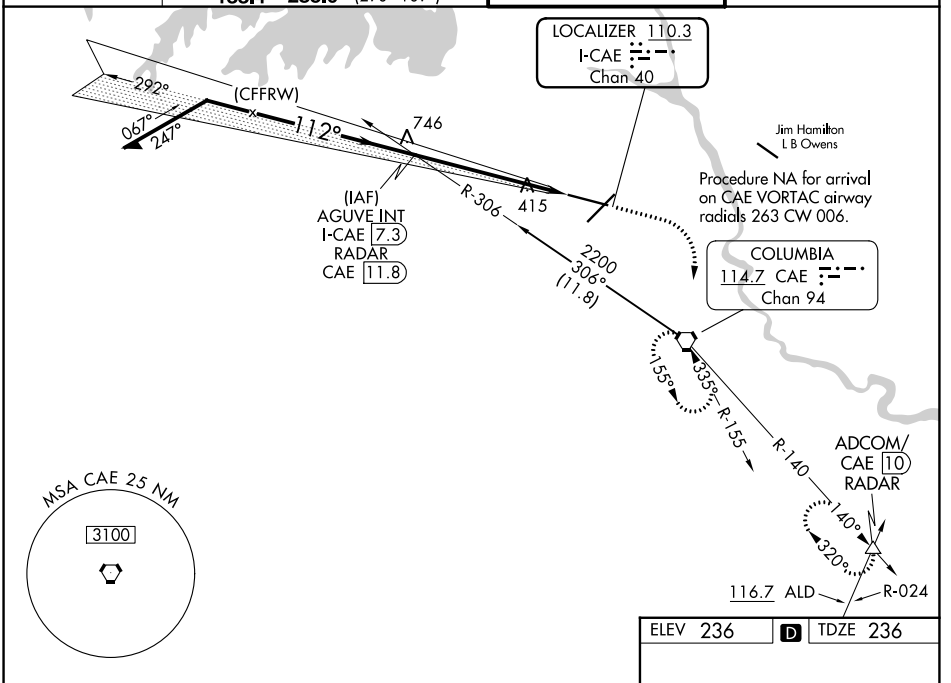
| LOC/DME I-CAE | APP CRS | Rwy Ldg 8601 |
|---|---|---|
| 110.3 | 112° | TDZE 236 |
| Chan 40 | | Apt Elev 236 |

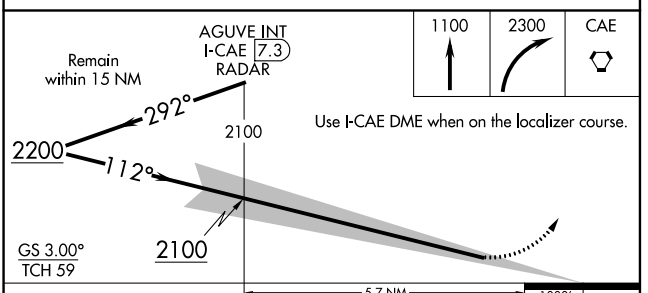
# ILS RWY 11 (CAT II & III)
## COLUMBIA METRO (CAE)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

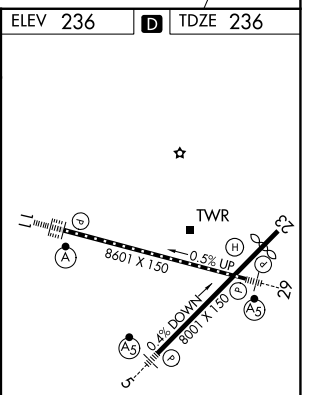
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | CAT II RA 128/12 100 DA 336 | | | |
| S-ILS 11 | CAT III RVR 06 | | | |

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA AL-89 (FAA) 25275

# RNAV (GPS) RWY 5

COLUMBIA METRO (CAE)

| WAAS | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| CH 45526 | 052° | TDZE | 228 |
| W05A | | Apt Elev | 236 |

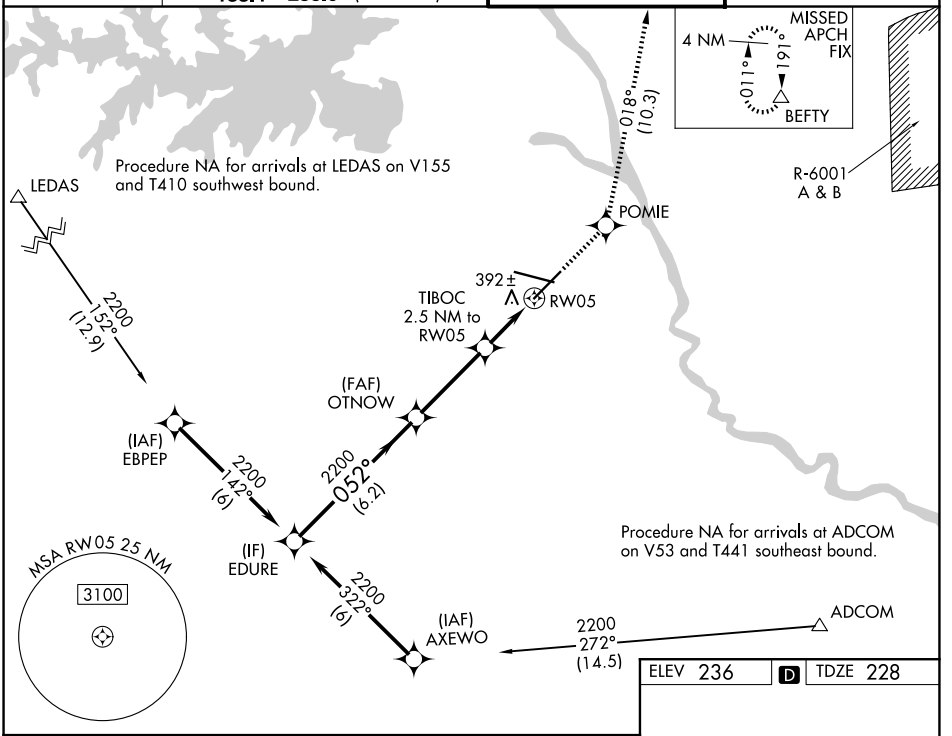
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

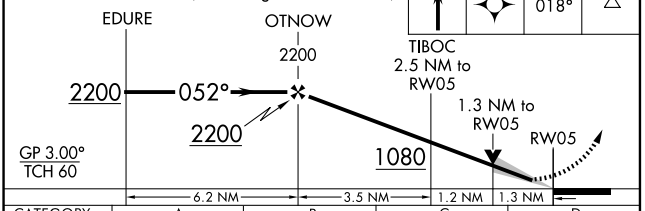
MISSED APPROACH: Climb to 2400 direct POMIE and on track 018° to BEFTY and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |



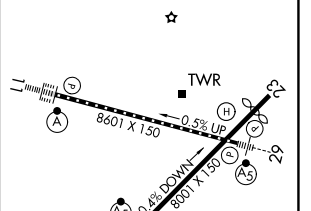

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

| 2400 | POMIE | tr 018° | BEFTY |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 428/24 200 (200-½) | | | |
| LNAV/VNAV DA | 638/40 410 (500-¾) | | | |
| LNAV MDA | 700/24 472 (500-½) | | 700/50 472 (500-1) | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |

ELEV 236 D TDZE 228




COLUMBIA, SOUTH CAROLINA
Amdt 3 17APR25

33°56'N-81°07'W

COLUMBIA METRO (CAE)

RNAV (GPS) RWY 5


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 11

COLUMBIA METRO (CAE)

| WAAS | APP CRS | Rwy Ldg | 8601 |
|---|---|---|---|
| CH 61014 | 112° | TDZE | 236 |
| W11A | | Apt Elev | 236 |

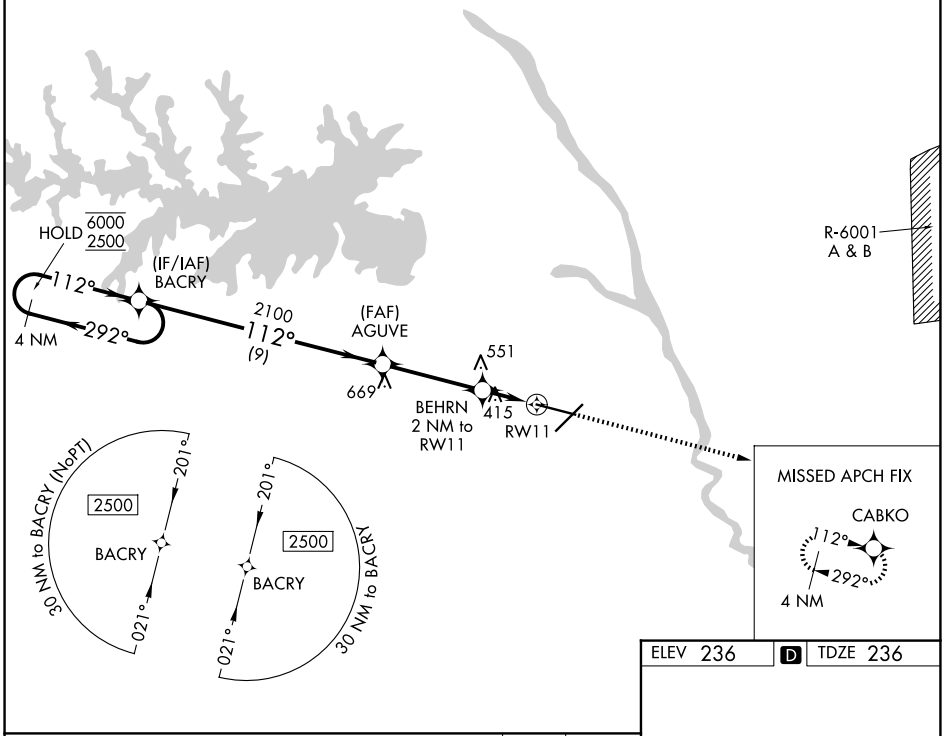
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

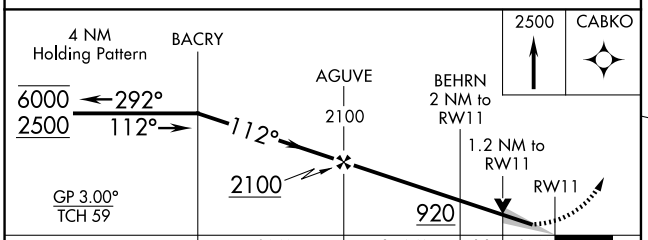
ALSF-2

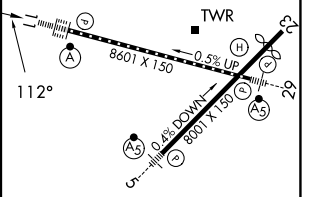
MISSED APPROACH: Climb to 2500 direct CABKO and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




ELEV 236 D TDZE 236




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436/18 200 (200-½) | | | |
| LNAV/VNAV DA | 673/40 437 (500-¾) | | | |
| LNAV MDA | 680/24 444 (500-½) | | 680/45 444 (500-⅞) | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA | AL-89 (FAA) | 25275

# RNAV (GPS) RWY 23

COLUMBIA METRO (CAE)

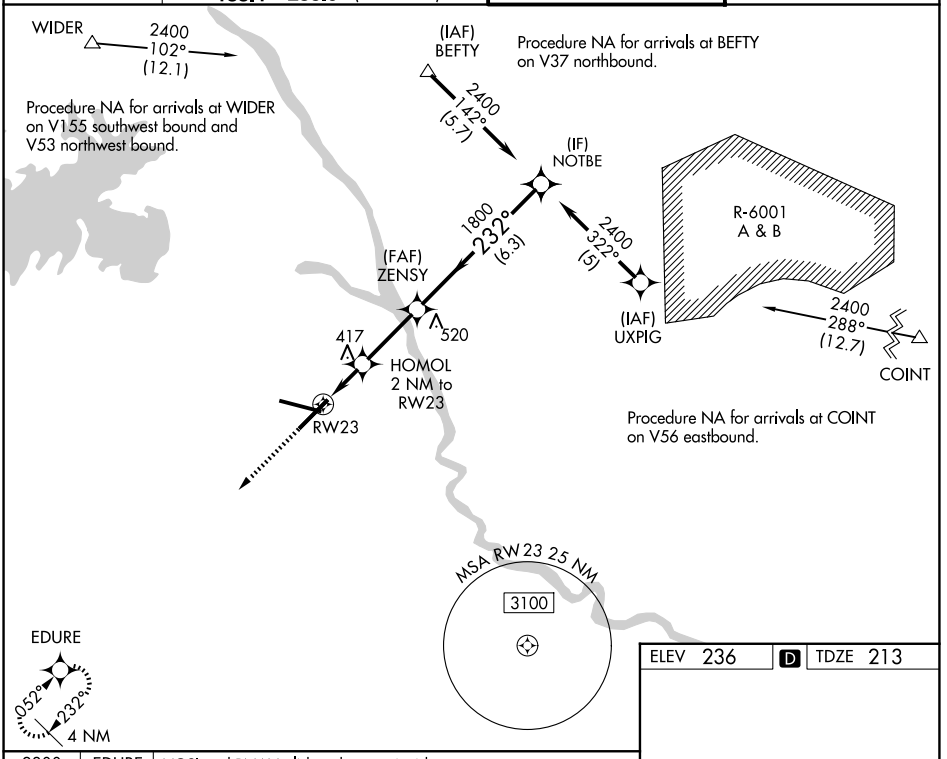
| WAAS | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| CH 40026 | 232° | TDZE | 213 |
| W23A | | Apt Elev | 236 |

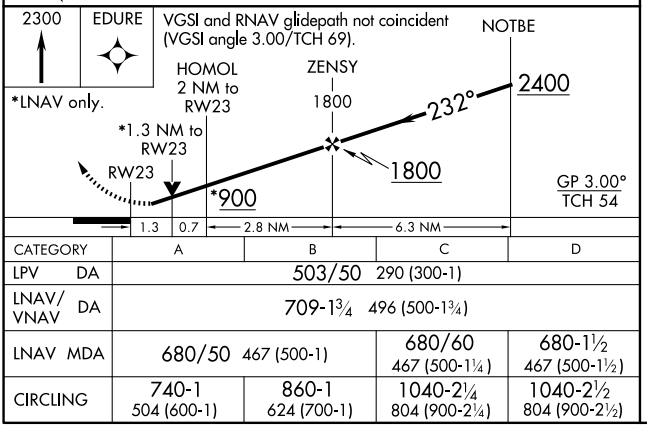
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

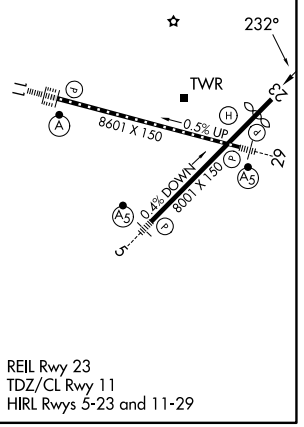
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503/50 290 (300-1) | | | |
| LNAV/VNAV DA | 709-1¾ 496 (500-1¾) | | | |
| LNAV MDA | 680/50 467 (500-1) | | 680/60 467 (500-1¼) | 680-1½ 467 (500-1½) |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |

ELEV 236 | D | TDZE 213




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 29

COLUMBIA METRO (CAE)

| WAAS | APP CRS | Rwy Ldg | 8506 |
|---|---|---|---|
| CH 53414 | 292° | TDZE | 227 |
| W29A | | Apt Elev | 236 |

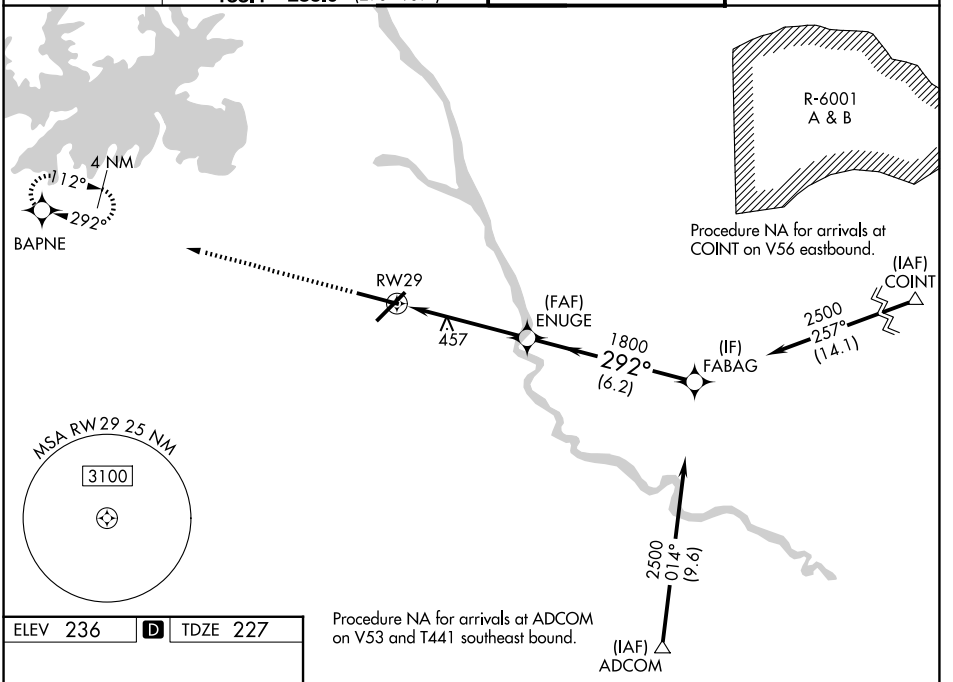
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

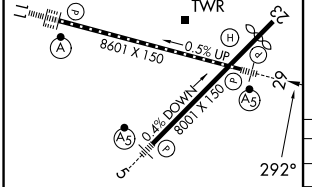
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

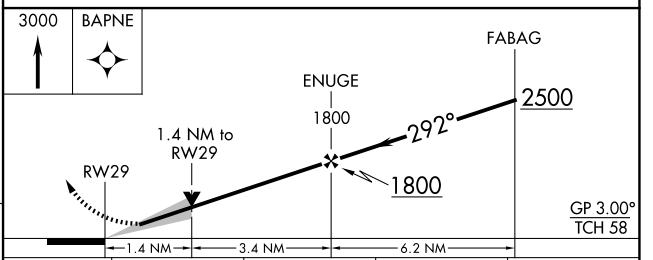
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




ELEV 236 D TDZE 227




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 427/24 200 (200-½) | | | |
| LNAV/VNAV DA | 544/24 317 (400-½) | | | 544/40 317 (400-¾) |
| LNAV MDA | 720/24 493 (500-½) | | 720/50 493 (500-1) | |
| CIRCLING | 740-1 504 (600-1) | 860-1 624 (700-1) | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

26246

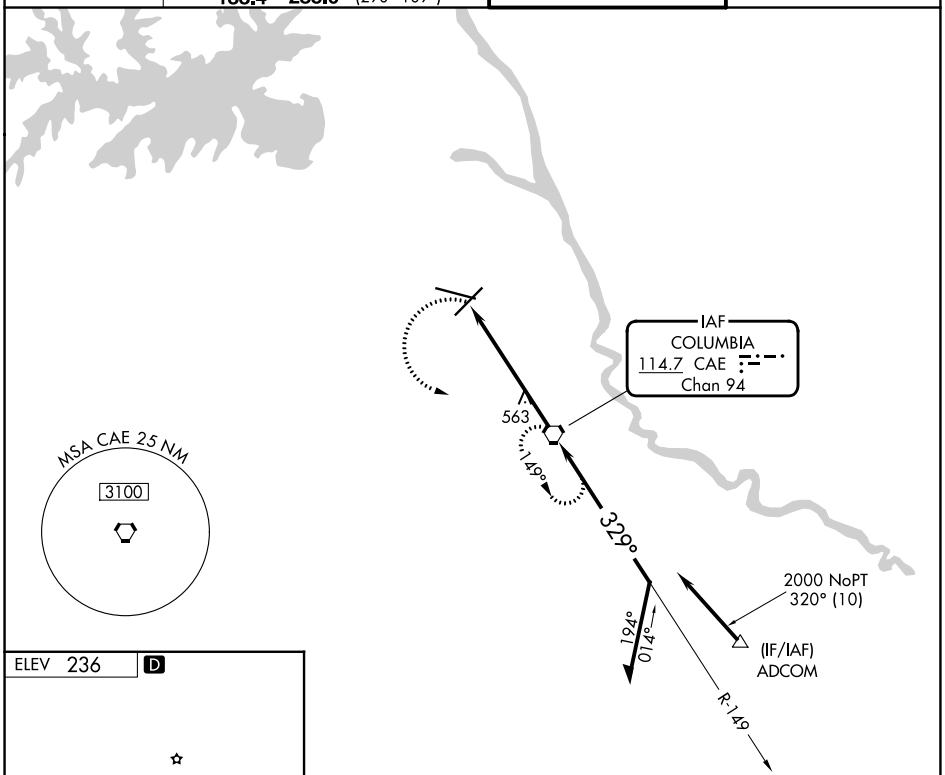
# VOR-A

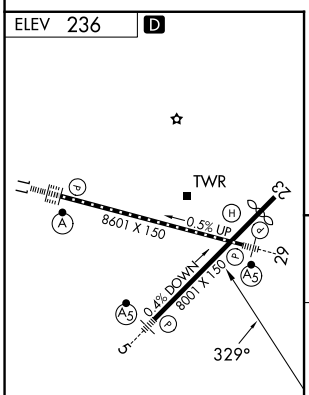
COLUMBIA METRO (CAE)

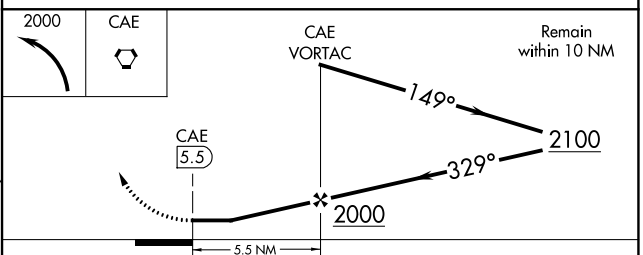
| VORTAC CAE | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.7 | 329° | TDZE | N/A |
| Chan 94 | | Apt Elev | 236 |

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

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON |
|---|---|---|---|
| 120.15 | 124.15 338.2 (110°-289°)<br>133.4 285.6 (290°-109°) | 119.5 257.8 | 121.9 348.6 |




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

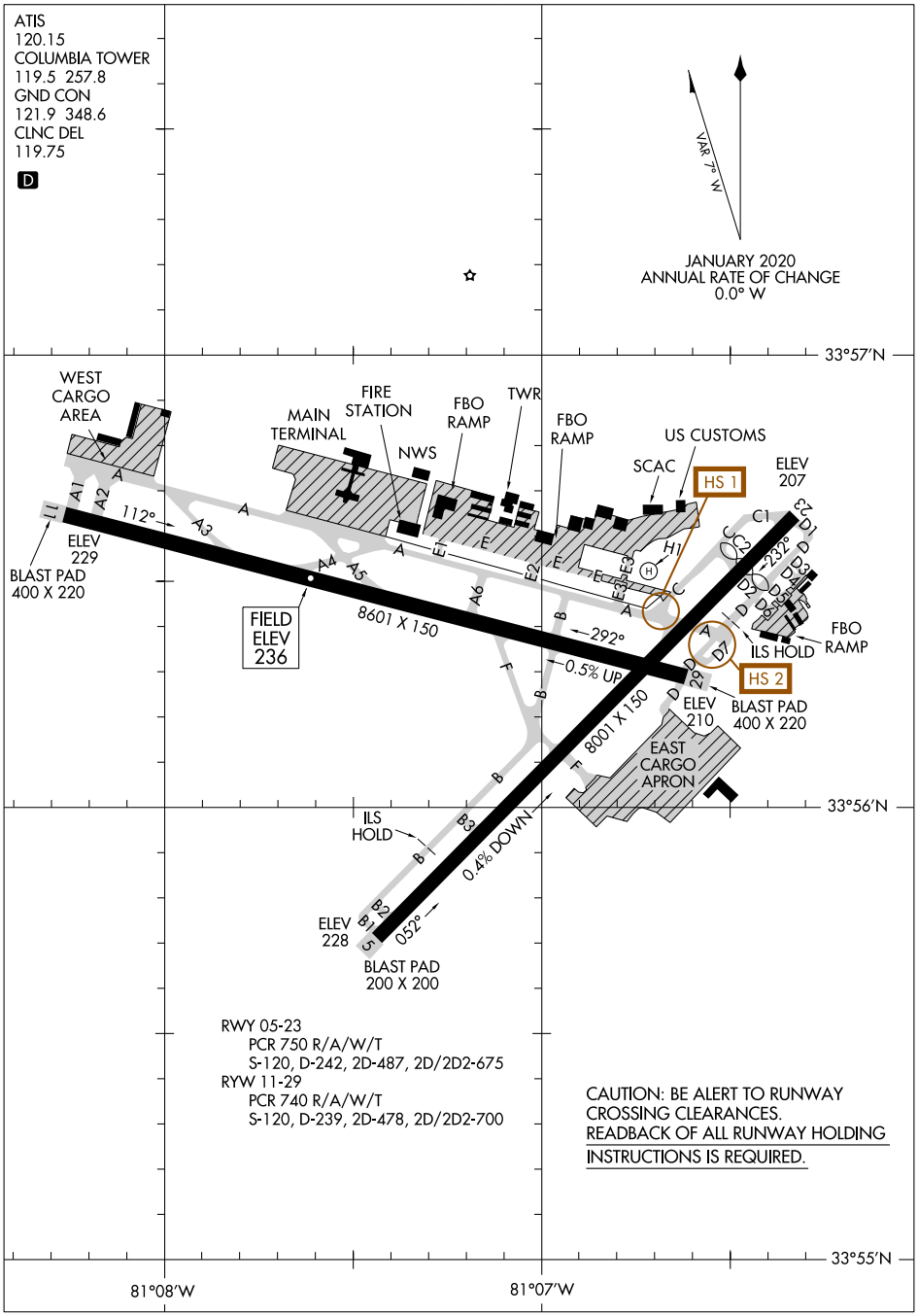
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1<br>584 (600-1) | 860-1<br>624 (700-1) | 1040-2¼<br>804 (900-2¼) | 1040-2½<br>804 (900-2½) |

COLUMBIA, SOUTH CAROLINA
Amdt 16B 30DEC21

33°56′N-81°07′W

COLUMBIA METRO (CAE)
VOR-A

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

19283

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 49042 | 131° | TDZE | 193 |
| W13A | | Apt Elev | 193 |

# RNAV (GPS) RWY 13

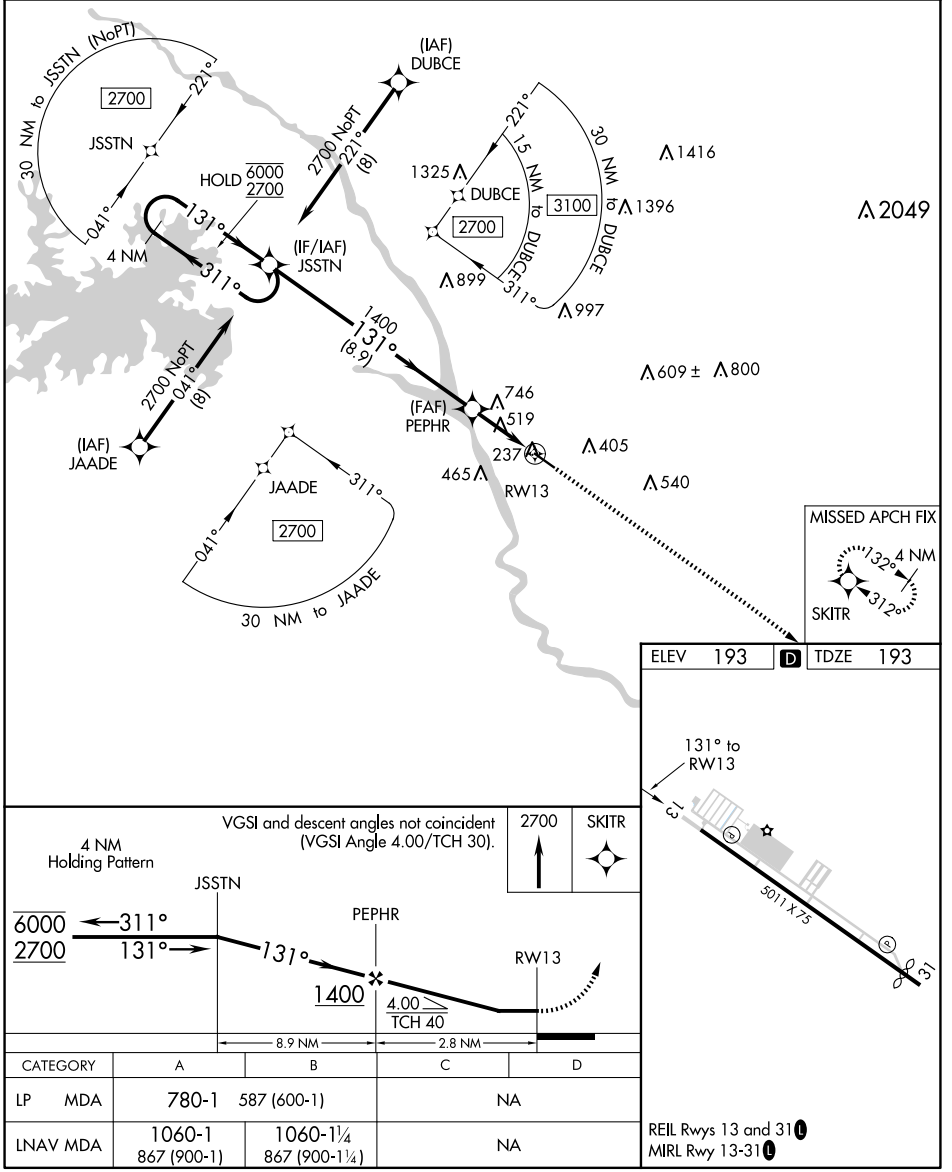
## JIM HAMILTON L B OWENS (CUB)

RNP APCH.

Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct SKITR and hold.

| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 780-1 587 (600-1) | | NA | |
| LNAV MDA | 1060-1 867 (900-1) | 1060-1¼ 867 (900-1¼) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

COLUMBIA, SOUTH CAROLINA
Orig 13SEP18

33°58'N-81°00'W

JIM HAMILTON L B OWENS (CUB)

RNAV (GPS) RWY 13


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 31

## JIM HAMILTON L B OWENS (CUB)

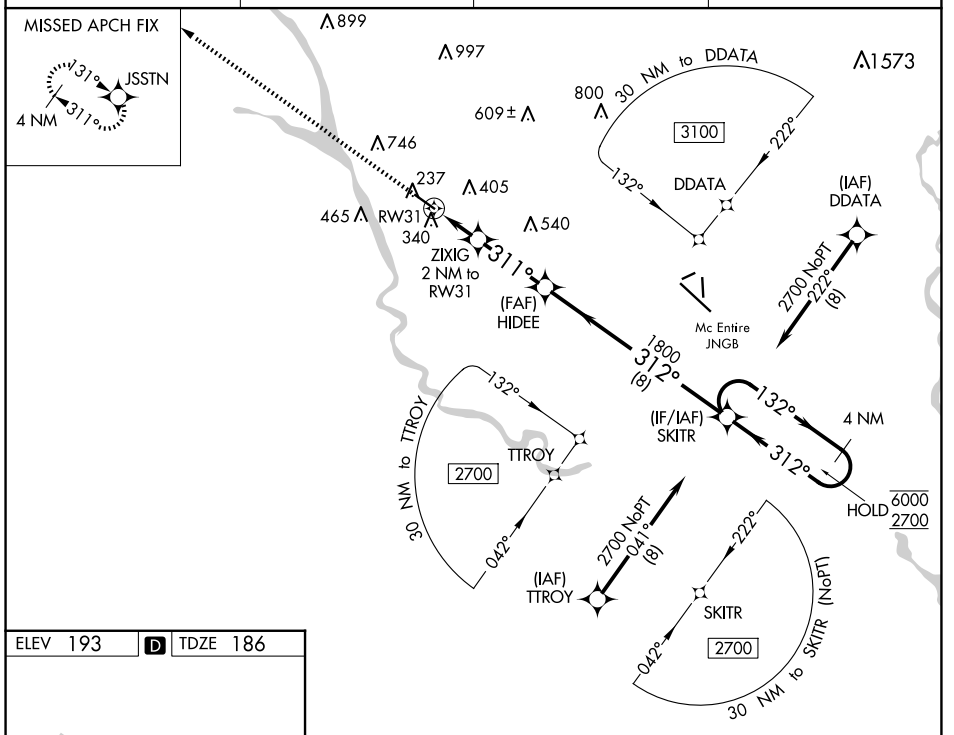
| WAAS | APP CRS | Rwy Idg | 4599 |
|---|---|---|---|
| CH 42742 | 311° | TDZE | 186 |
| W31A | | Apt Elev | 193 |

RNP APCH.

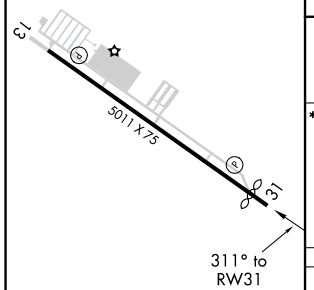
Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

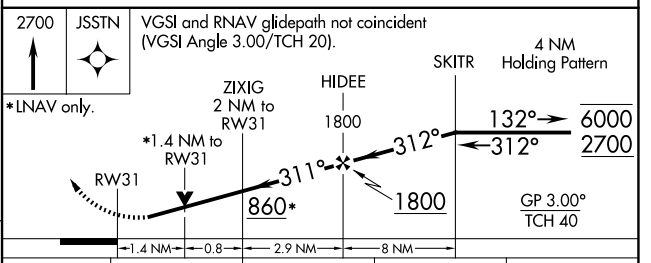
MISSED APPROACH: Climb to 2700 direct JSSTN and hold.

| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




ELEV 193 D TDZE 186




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 551-1 365 (400-1) | | | |
| LNAV MDA | 640-1 454 (500-1) | | 640-1⅜ 454 (500-1⅜) | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

26246

# LOC RWY 31

JIM HAMILTON L B OWENS (CUB)

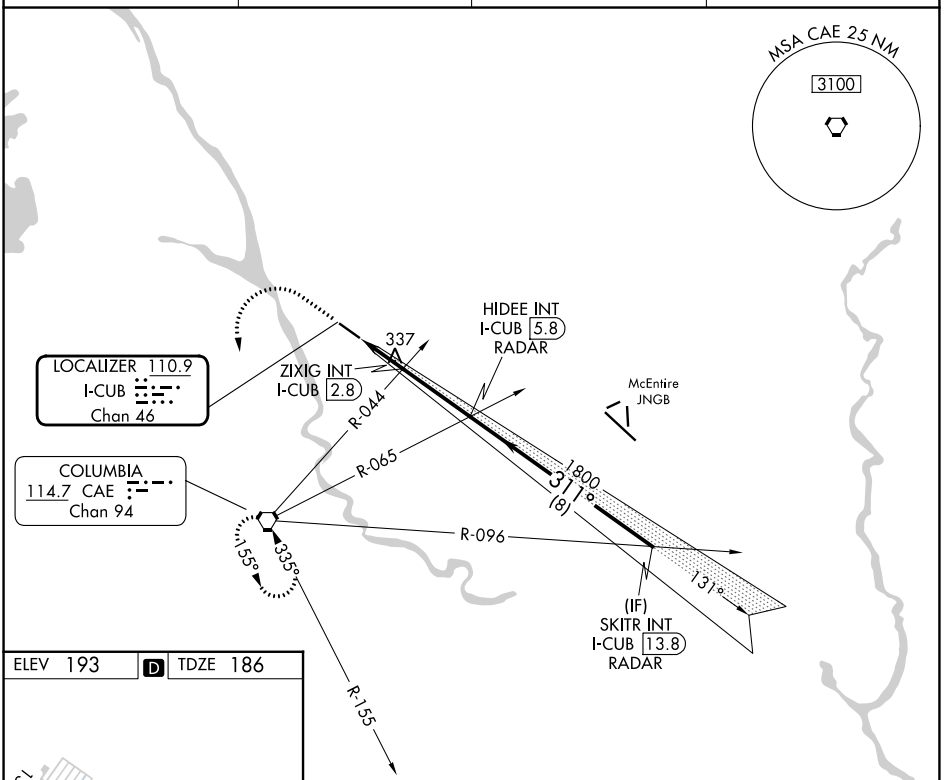
| LOC/DME I-CUB | APP CRS | Rwy Ldg | 4599 |
|---|---|---|---|
| 110.9 | 311° | TDZE | 186 |
| Chan 46 | | Apt Elev | 193 |

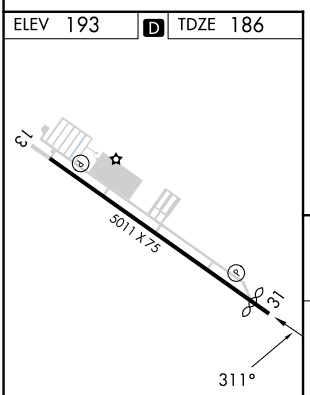
RADAR required for procedure entry.

NA Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

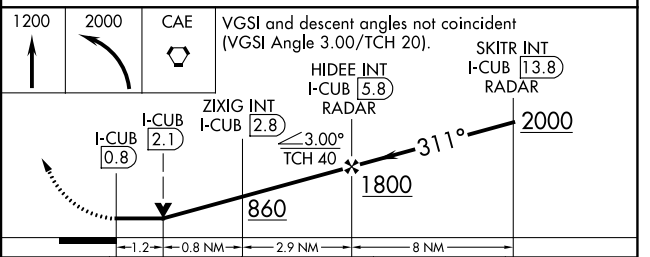
| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




REIL Rwys 13 and 31 L

MIRL Rwy 13-31 L




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 31 | 600-1 | 414 (500-1) | 600-1⅛ | 414 (500-1⅛) |

COLUMBIA, SOUTH CAROLINA

Amdt 2 13SEP18

33°58′N-81°00′W

JIM HAMILTON L B OWENS (CUB)

LOC RWY 31

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 20

## CONCORD-PADGETT RGNL (JQF)

| LOC/DME I-JQF | APP CRS | Rwy Ldg | 6350 |
|---|---|---|---|
| 111.95 | 196° | TDZE | 699 |
| Chan 56 (Y) | | Apt Elev | 704 |

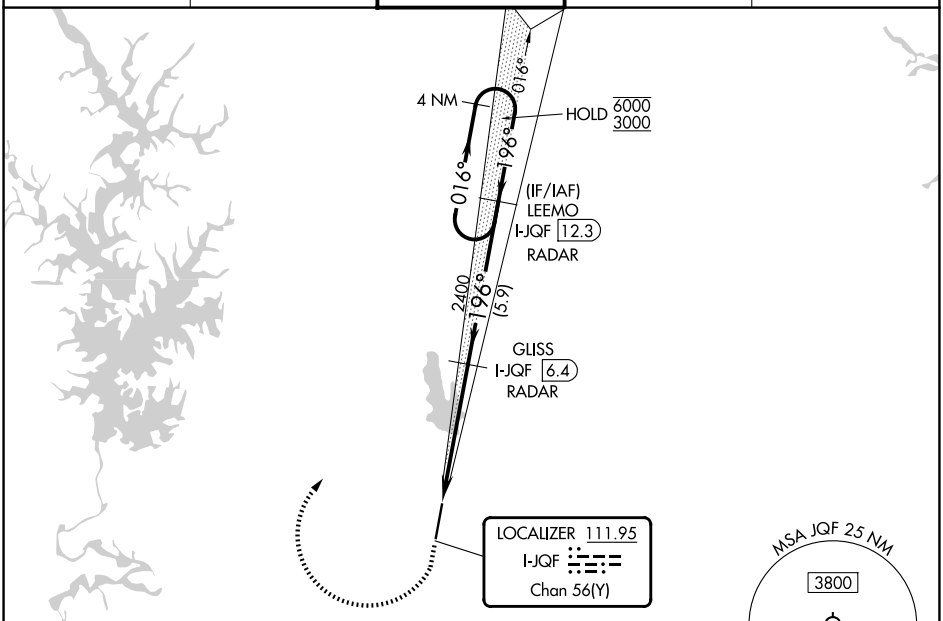
RNP APCH - GPS.

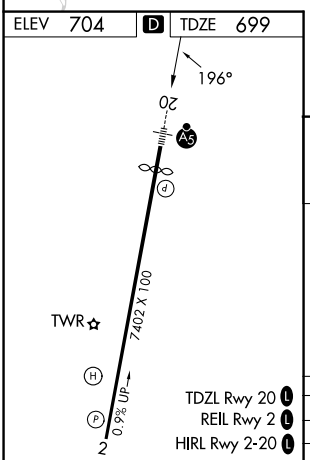
NA — Rwy 20 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS-20. For inop ALS, increase S-LOC-20 Cats A and B visibility to 1 SM, Cats C and D visibility to 1⅝ SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct LEEMO and hold.

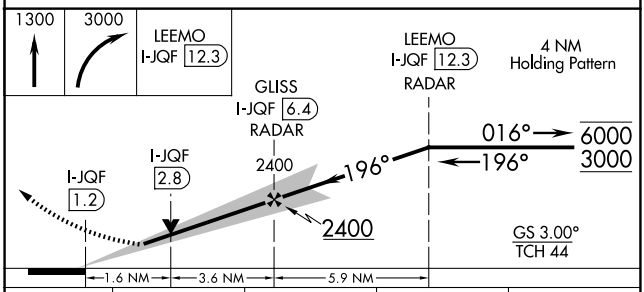
| ATIS | CHARLOTTE APP CON | CONCORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.675 | 128.325 307.8 | 134.65 (CTAF) L | 121.85 | 122.95 |




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | | 1041-¾ | 342 (400-¾) | |
| S-LOC 20 | 1260-¾ | 561 (600-¾) | 1260-1¼ | 561 (600-1¼) |
| CIRCLING | 1300-1 | 596 (600-1) | 1480-2¼ 776 (800-2¼) | 1480-2½ 776 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CONCORD, NORTH CAROLINA

AL-9155 (FAA)

26022

# RNAV (GPS) RWY 2

## CONCORD-PADGETT RGNL (JQF)

| WAAS | APP CRS | Rwy Ldg | 7400 |
|---|---|---|---|
| CH 93903 | 016° | TDZE | 667 |
| W02A | | Apt Elev | 705 |

RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 45°C.

MISSED APPROACH: Climb to 4000 direct LEEMO and hold, continue climb-in-hold to 4000.

| ATIS | CHARLOTTE APP CON | CONCORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.675 | 128.325 307.8 | 134.65 (CTAF) L | 121.85 | 122.95 |

MISSED APCH FIX
4 NM
038°
218°
LEEMO

RW02
940
COKBA
4.3 NM to RW02
(FAF)
ECEGA
1999
2900
016°
(5.9)
(IF)
DOCEC
MSA RW02 25 NM
3800
2900
338° (19.2)
(IAF)
HUSTN
2900
296°
(7)
(IAF)
LALEC

Procedure NA for arrivals at HUSTN on T202 southwest bound.

Procedure NA for arrivals at LOCAS on V54-509 eastbound.

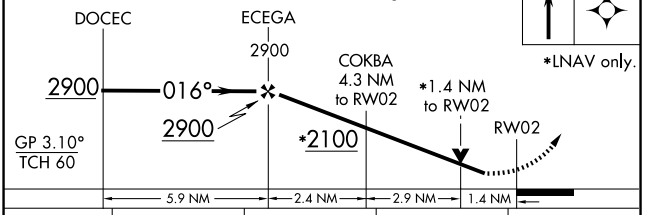
LOCAS
2900
250°
(9.8)

ELEV 705 D TDZE 667

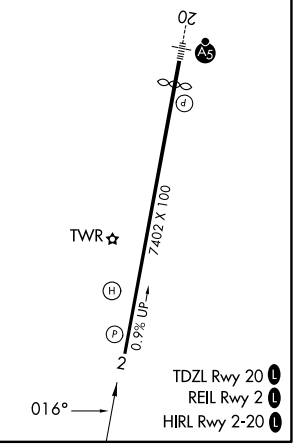
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 69).

4000 LEEMO

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986-1⅛ 319 (300-1⅛) | | | |
| LNAV/VNAV DA | 1220-1⅞ 553 (600-1⅞) | | | |
| LNAV MDA | 1240-1 573 (600-1) | | 1240-1⅝ 573 (600-1⅝) | |
| CIRCLING | 1300-1 595 (600-1) | | 1480-2¼ 775 (800-2¼) | 1480-2½ 775 (800-2½) |




CONCORD, NORTH CAROLINA
Amdt 1A 03JAN19

35°23'N-80°43'W

CONCORD-PADGETT RGNL (JQF)

RNAV (GPS) RWY 2

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 20

## CONCORD-PADGETT RGNL (JQF)

| WAAS | APP CRS | Rwy Ldg | 6350 |
|---|---|---|---|
| CH 56499 | 196° | TDZE | 699 |
| W20A | | Apt Elev | 704 |

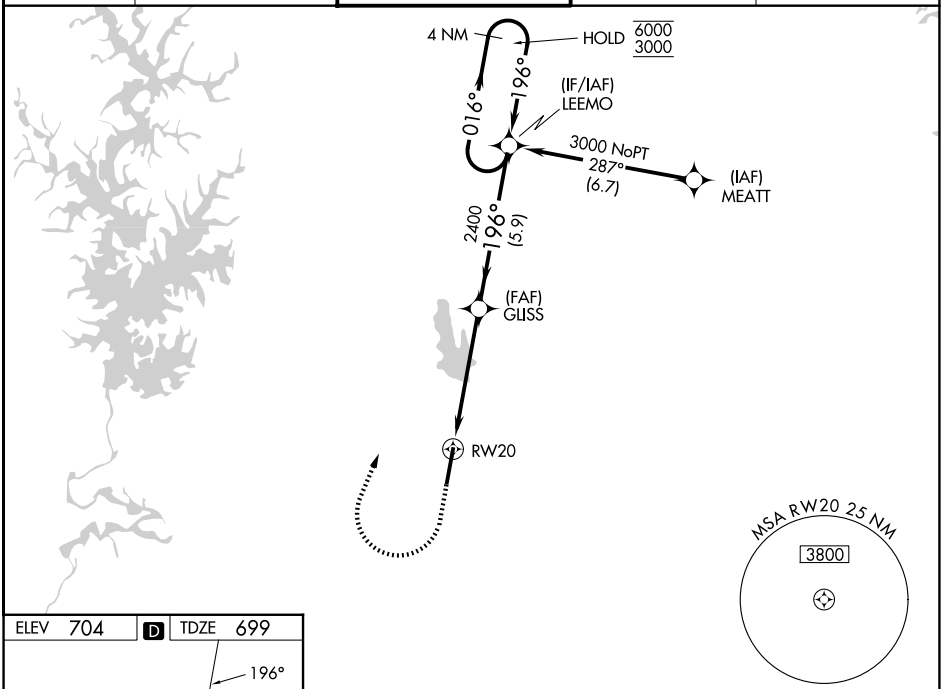
RNP APCH-GPS.

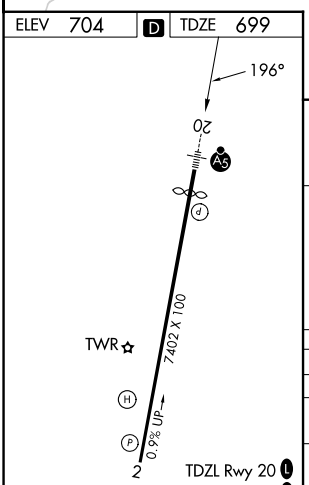
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 20 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cats A and B visibility to 1 SM and Cats C and D visibility to 1¾ SM.

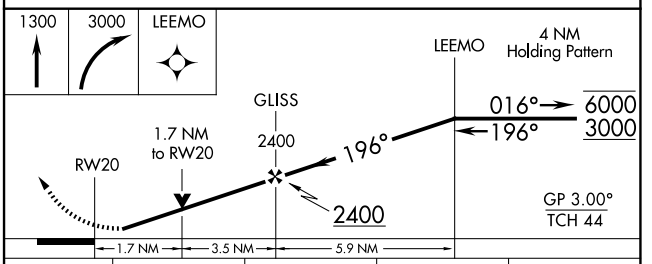
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct LEEMO and hold.

| ATIS | CHARLOTTE APP CON | CONCORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.675 | 128.325 307.8 | 134.65 (CTAF) L | 121.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1041-¾ | 342 (400-¾) | | |
| LNAV/VNAV DA | 1222-1 | 523 (600-1) | | |
| LNAV MDA | 1300-1 | 601 (600-1) | 1300-1⅜ | 601 (600-1⅜) |
| CIRCLING | 1300-1 | 596 (600-1) | 1480-2¼ 776 (800-2¼) | 1480-2½ 776 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

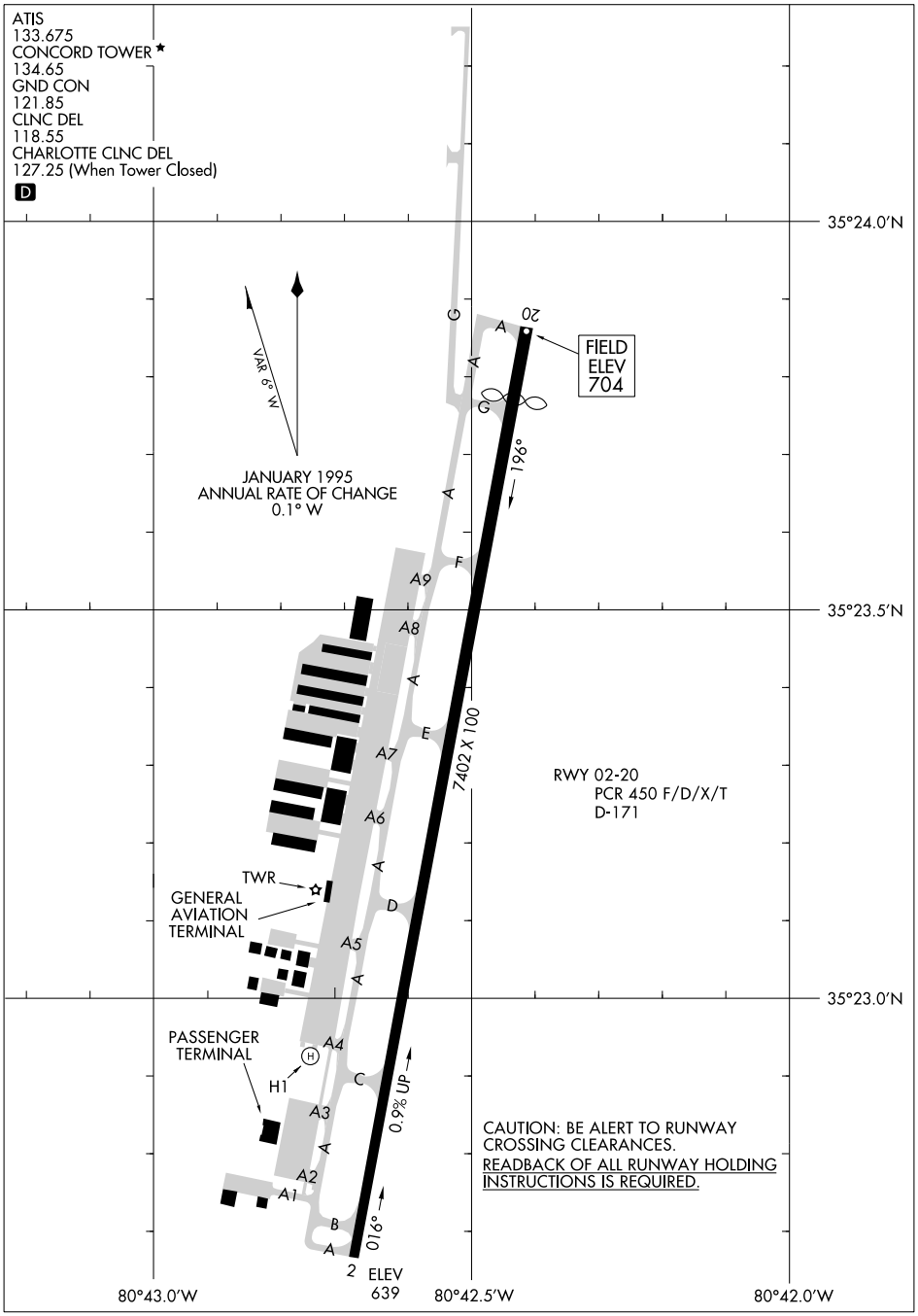
26134

# AIRPORT DIAGRAM

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)

CONCORD, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26134

CONCORD, NORTH CAROLINA

CONCORD-PADGETT RGNL (JQF)

# BATTA ONE DEPARTURE (RNAV)

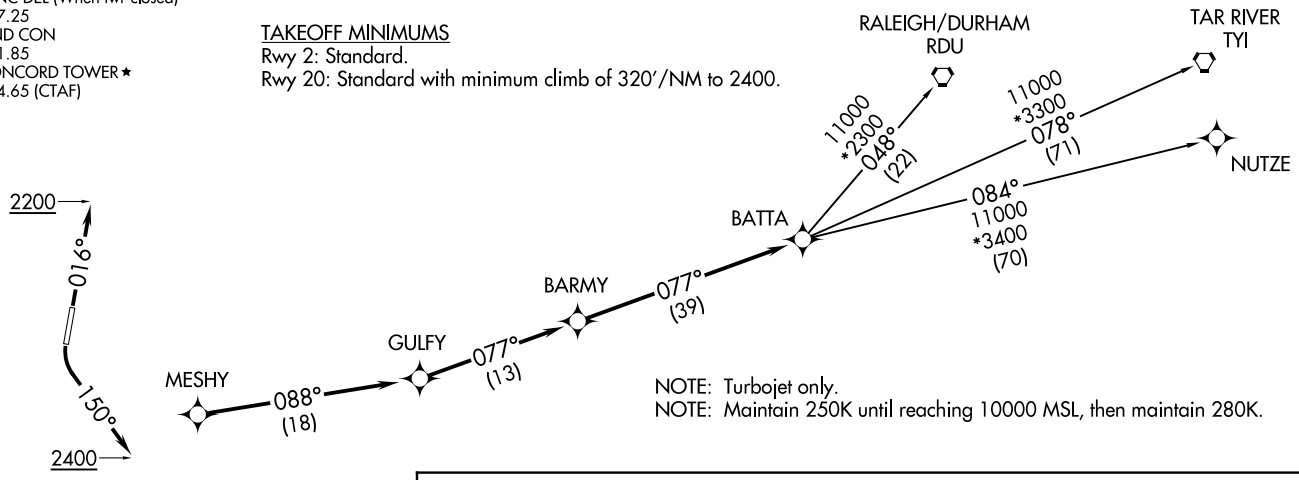
(BATTA1.BATTA) 03SEP26

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

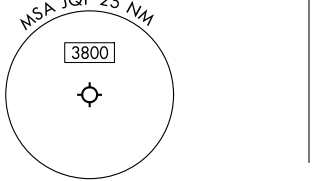
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to MESHY, thence. . .

. . .on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

(BATTA1.BATTA) 26246
BATTA ONE DEPARTURE (RNAV)

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

(BEAVY9.BEAVY) 26246 AL-9155 (FAA)

# BEAVY NINE DEPARTURE (RNAV)

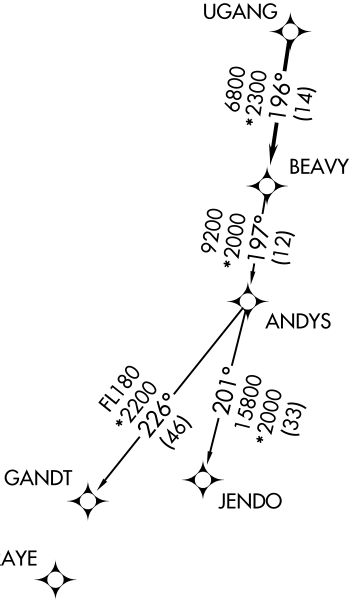
CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

**TOP ALTITUDE: 3000**

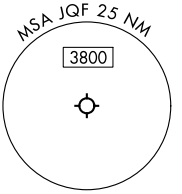
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to UGANG, thence. . .

. . .on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)

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

**TOP ALTITUDE: 3000**




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200 for vectors to LACHN, thence. . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 for vectors to LACHN, thence. . .

. . .on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.



BOBZY EIGHT DEPARTURE (RNAV)
(BOBZY8.BOBZY) 03SEP26
CONCORD, NORTH CAROLINA
CONCORD-PADGETT RGNL (JQF)

(CLT6.CLT) 26246 AL-9155 (FAA)

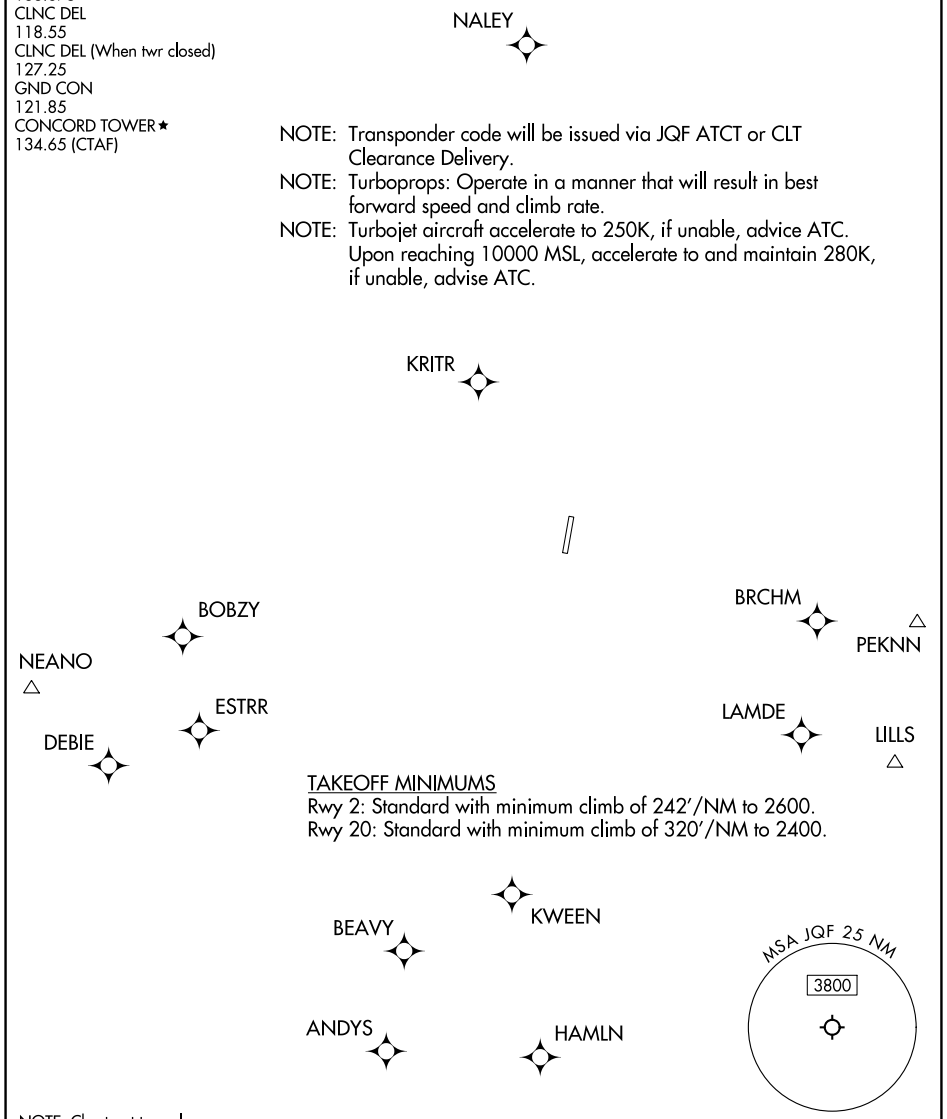
# CHARLOTTE SIX DEPARTURE

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)

RADAR and DME required.

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

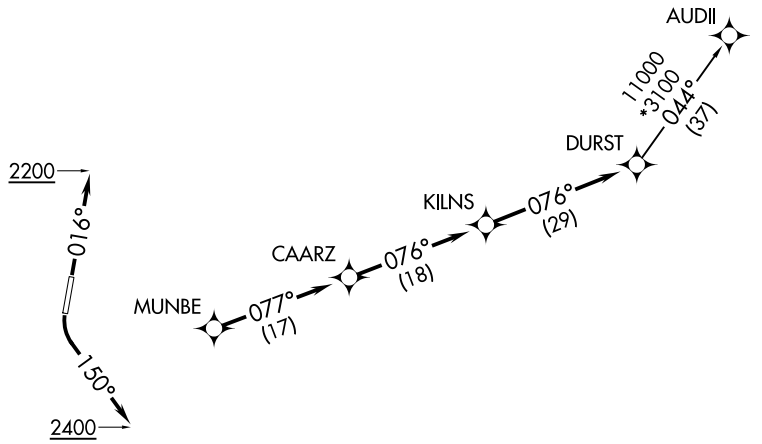
# DURST ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

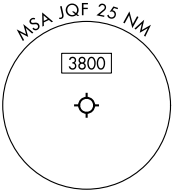
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to MUNBE, thence. . .

. . .on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



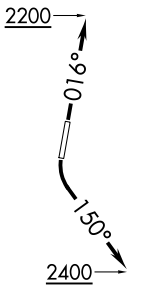
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ESTRR EIGHT DEPARTURE (RNAV)

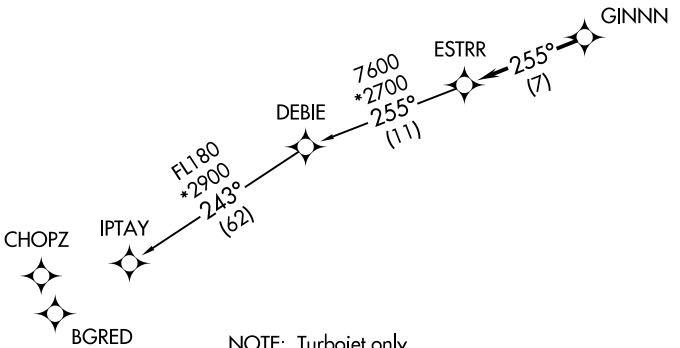
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

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

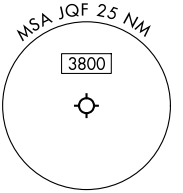
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200 for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 for vectors to GINNN, thence. . .

. . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



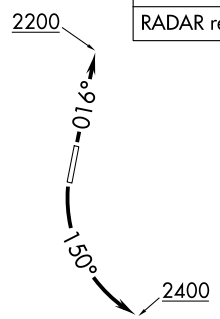

SE-2, 03 SEP 2026 to 29 OCT 2026

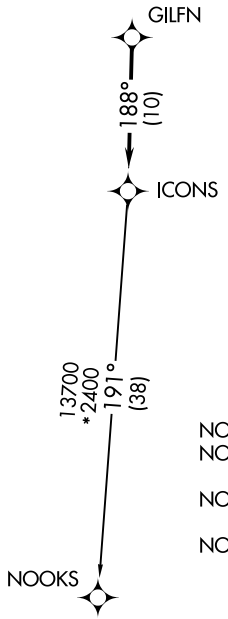
# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

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

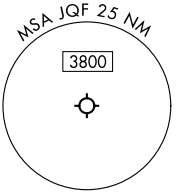
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200 for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 for vectors to GILFN, thence. . .

. . .on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(IRVVV1.IRVVV) 26246 AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

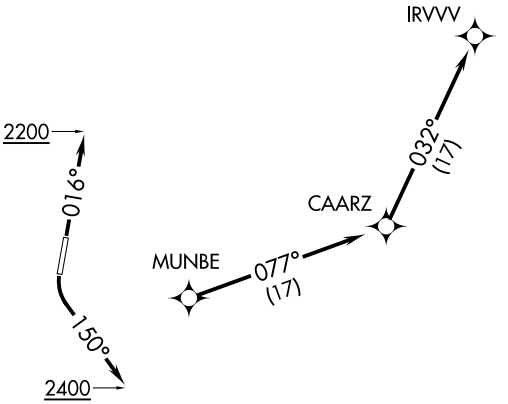
# IRVVV ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

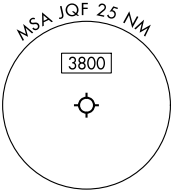
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200 for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 for vectors to MUNBE, thence. . .

. . .on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# JOJJO EIGHT DEPARTURE (RNAV)

(KRITR9.KRITR) 26246 AL-9155 (FAA)

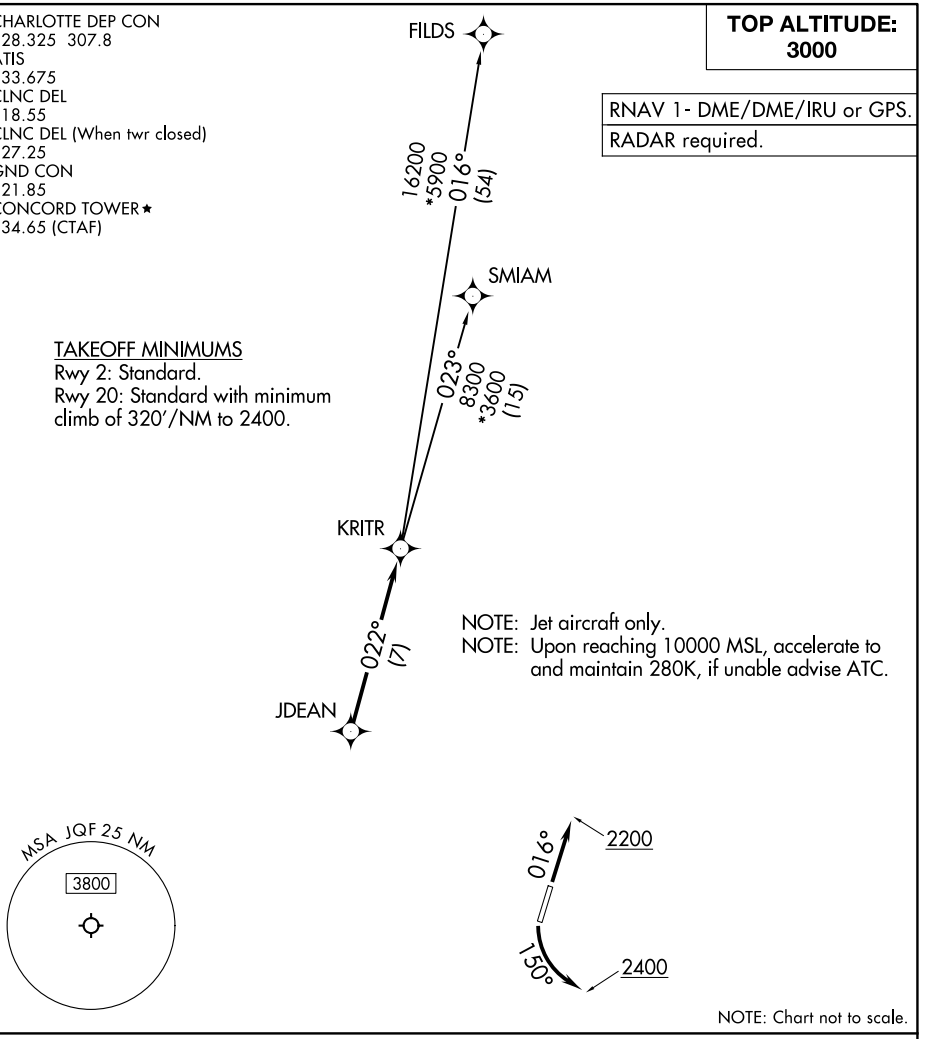
CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

# KRITR NINE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)

**TOP ALTITUDE: 3000**

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




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200 for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 for vectors to JDEAN, thence. . .

. . .on depicted route to KRITR, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



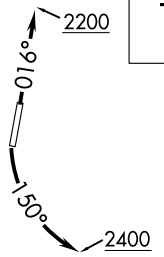
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# KWEEN EIGHT DEPARTURE (RNAV)

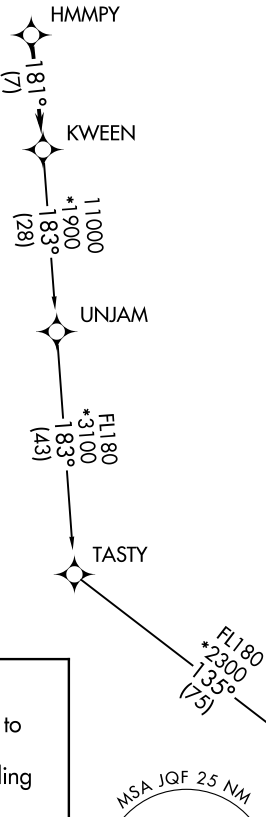
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

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

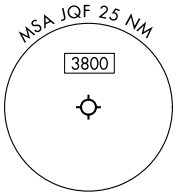
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to HMMPY, thence. . .

. . .on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246 AL-9155 (FAA)

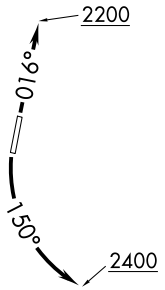
# LILLS SIX DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

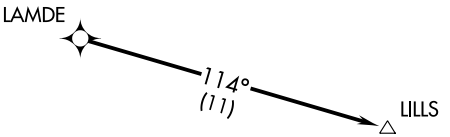
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

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

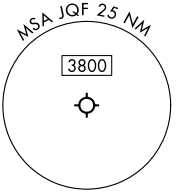
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



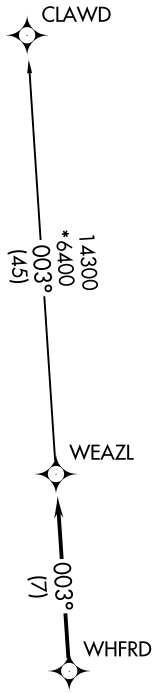
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (When twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

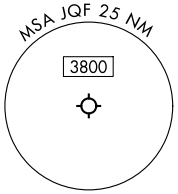
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

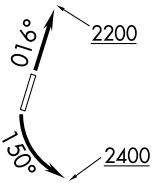
**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320'/NM to 2400.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, for vectors to WHFRD, thence. . .

. . .on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CONWAY, SOUTH CAROLINA AL-6274 (FAA) 26190

# RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

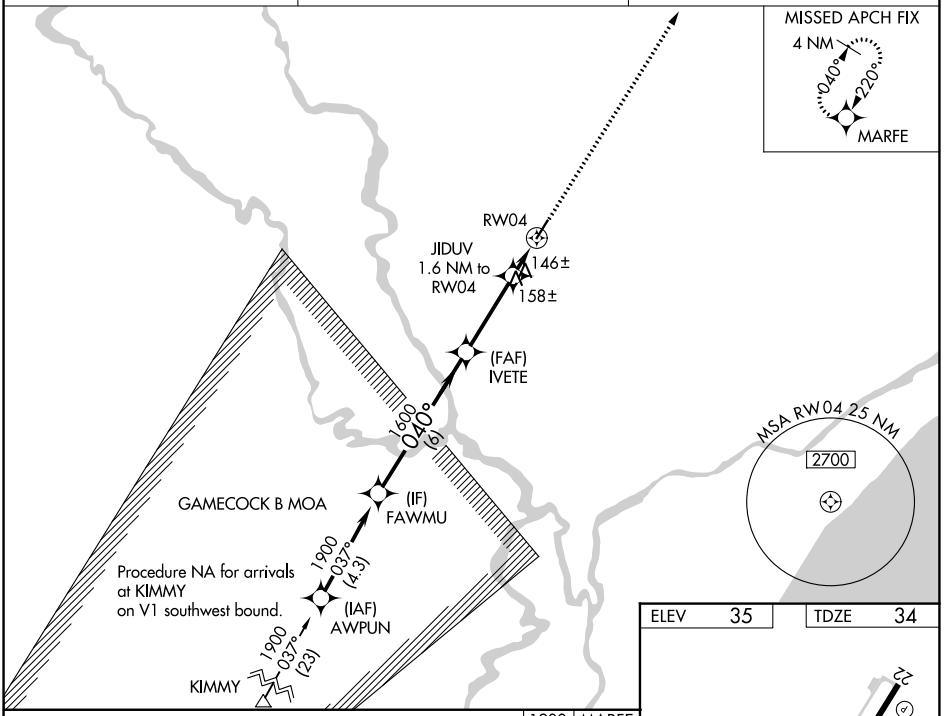
| WAAS | APP CRS | Rwy Ldg | 4401 |
|---|---|---|---|
| CH 56524 | 040° | TDZE | 34 |
| W04A | | Apt Elev | 35 |

RNP APCH.

When Circling to Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

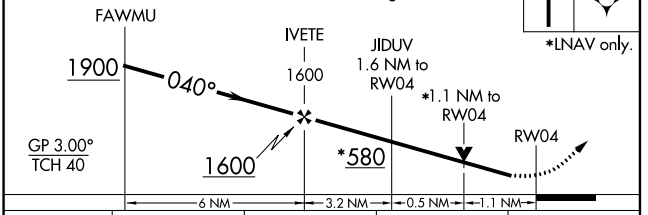
| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.35/TCH 48).

1900 MARFE

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 315-⅞ 281 (300-⅞) | | | |
| LNAV/VNAV DA | 525-1⅜ 491 (500-1⅜) | | | |
| LNAV MDA | 460-1 426 (500-1) | | 460-1¼ 426 (500-1¼) | |
| CIRCLING | 520-1 485 (500-1) | 540-1 505 (600-1) | 700-1¾ 665 (700-1¾) | 700-2 665 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22

CONWAY-HORRY COUNTY (HYW)

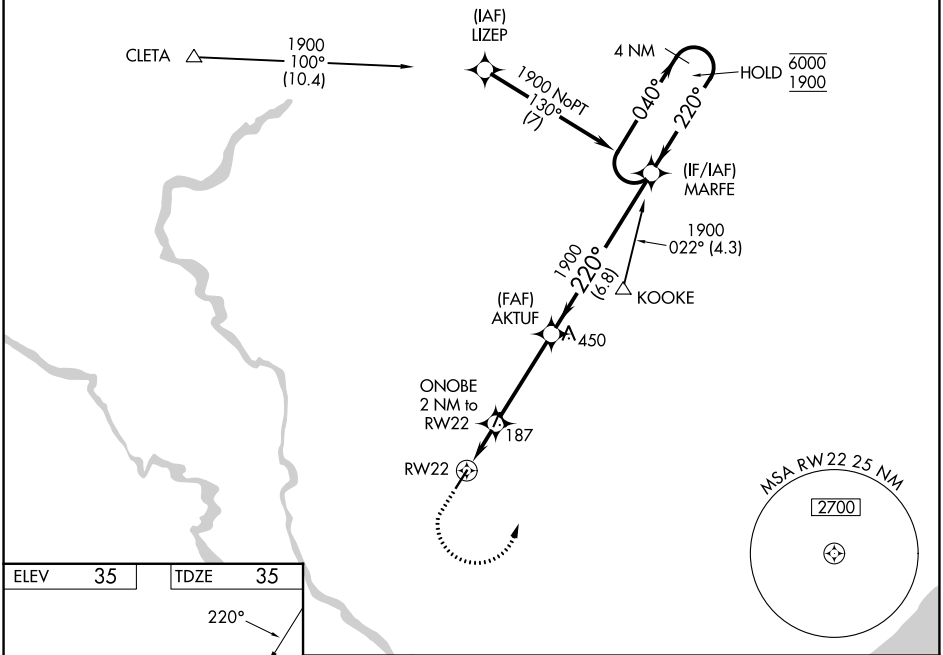
| WAAS CH 90424 W22A | APP CRS 220° | Rwy Ldg 4401 TDZE 35 Apt Elev 35 |
|---|---|---|

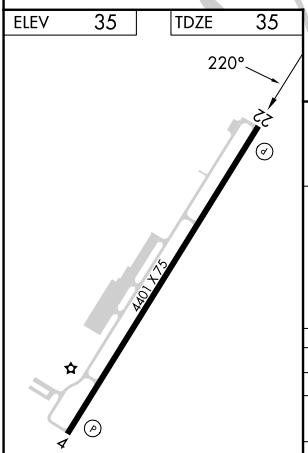
RNP APCH.

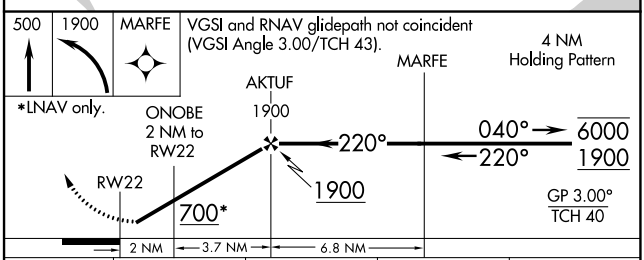
Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct MARFE and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 285-1 250 (300-1) | | | |
| LNAV/VNAV DA | 438-1⅛ 403 (500-1⅛) | | | |
| LNAV MDA | 440-1 405 (500-1) | | 440-1⅛ 405 (500-1⅛) | |
| CIRCLING | 520-1 485 (500-1) | 540-1 505 (600-1) | 700-1¾ 665 (700-1¾) | 700-2 665 (700-2) |

REIL Rwys 4 and 22
MIRL Rwy 4-22 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CURRITUCK, NORTH CAROLINA AL-9245 (FAA) 22027

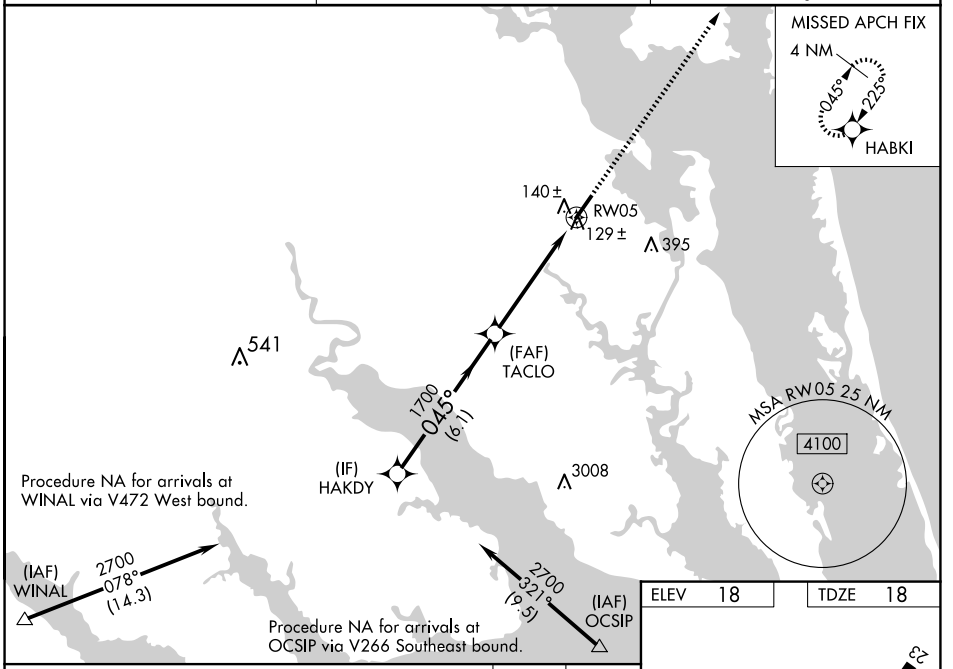
| WAAS | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| CH 49008 | 045° | TDZE | 18 |
| W05A | | Apt Elev | 18 |

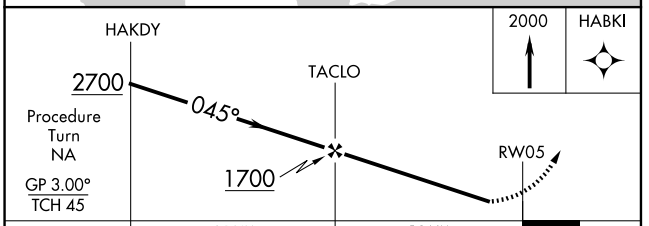
# RNAV (GPS) RWY 5
## CURRITUCK COUNTY RGNL (ONX)

Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

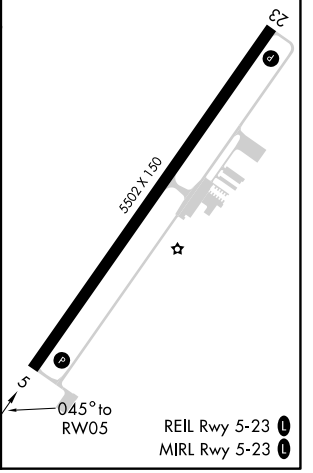
MISSED APPROACH: Climb to 2000 direct HABKI and hold.

| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 343-1¼ 325 (400-1¼) | | | |
| LNAV/VNAV DA | 410-1½ 392 (400-1½) | | | |
| LNAV MDA | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| CIRCLING | 440-1 422 (500-1) | 480-1 462 (500-1) | 480-1½ 462 (500-1½) | 760-2½ 742 (800-2½) |




CURRITUCK, NORTH CAROLINA
Orig-A 20MAY21

36°24'N-76°01'W

CURRITUCK COUNTY RGNL (ONX)
RNAV (GPS) RWY 5


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 97408 W23A | APP CRS 225° | Rwy Idg 5502<br>TDZE 18<br>Apt Elev 18 |
|---|---|---|

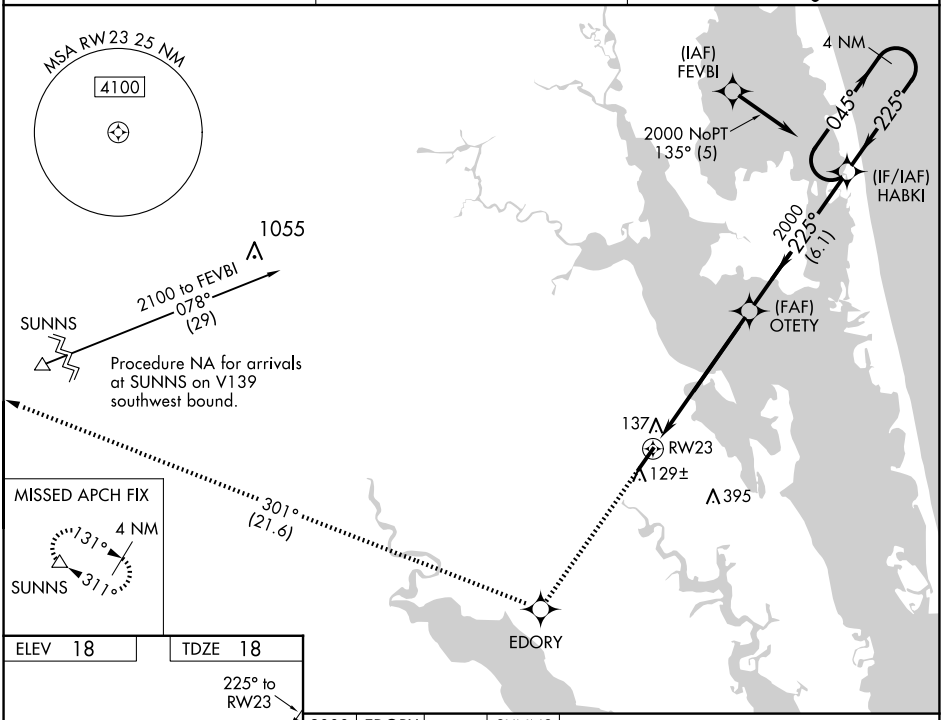
# RNAV (GPS) RWY 23
## CURRITUCK COUNTY RGNL (ONX)

RNP APCH.

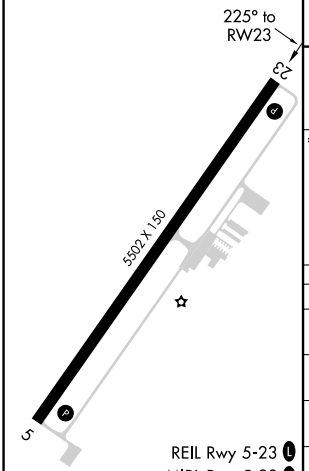
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.

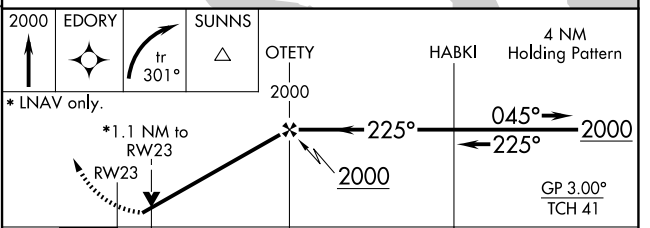
MISSED APPROACH: Climb to 2000 direct EDORY and right turn on track 301° to SUNNS and hold.

| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 L |




| ELEV 18 | TDZE 18 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 384-1¼ 366 (400-1¼) | | | |
| LNAV/VNAV DA | 424-1½ 406 (500-1½) | | | |
| LNAV MDA | 400-1 382 (400-1) | | 400-1¼ 382 (400-1¼) | |
| CIRCLING | 440-1 422 (500-1) | 480-1 462 (500-1) | 480-1½ 462 (500-1½) | 760-2½ 742 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# VOR/DME-A

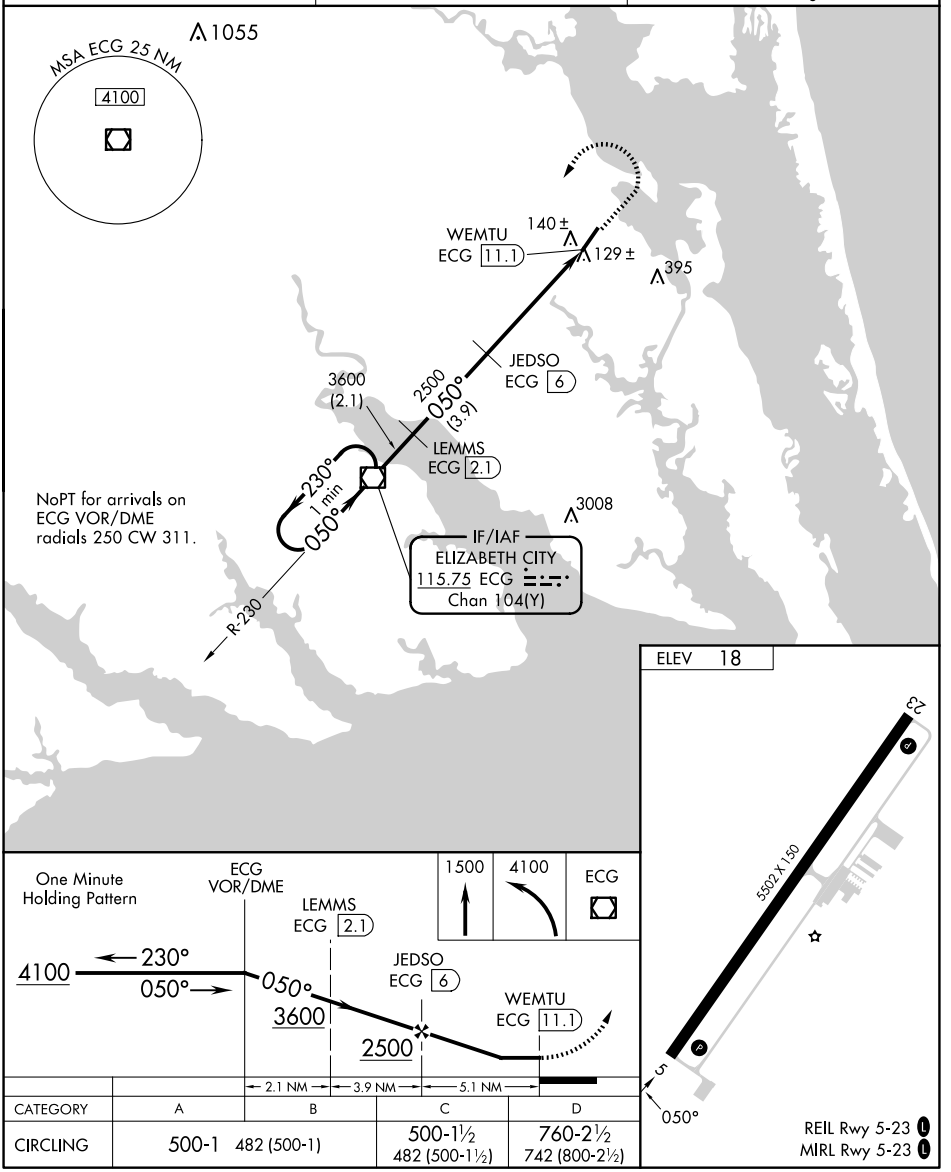
## CURRITUCK COUNTY RGNL (ONX)

| VOR/DME ECG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.75 | 050° | TDZE | N/A |
| Chan 104(Y) | | Apt Elev | 18 |

When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 760-2½ 742 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5
## DARLINGTON COUNTY (UDG)

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 42704 | 050° | TDZE | 189 |
| W05A | | Apt Elev | 192 |

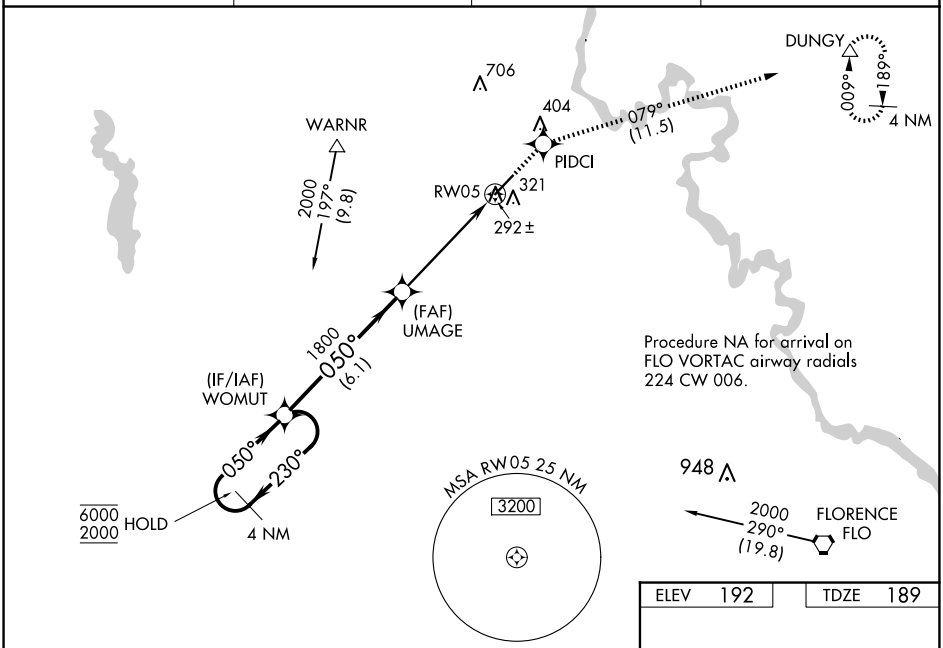
RNP APCH.

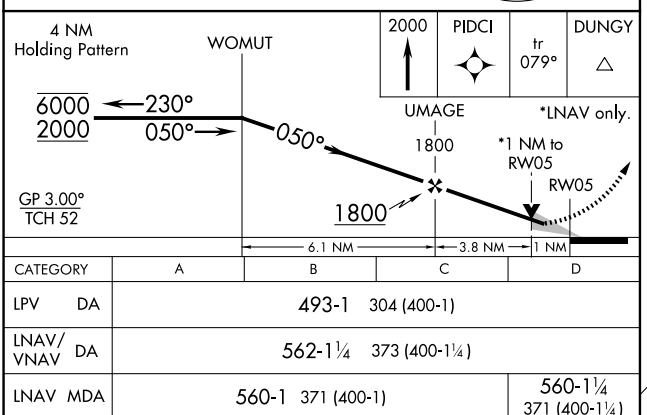
Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and on track 079°to DUNGY and hold.

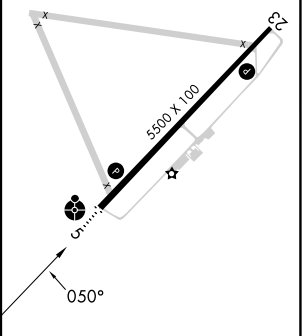
| AWOS-3PT | FLORENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 493-1 304 (400-1) | | | |
| LNAV/VNAV DA | 562-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 560-1 371 (400-1) | | | 560-1¼ 371 (400-1¼) |
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 720-1½ 528 (600-1½) | 1020-2¾ 828 (900-2¾) |

ELEV 192 TDZE 189




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA) 24305

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 86904 | 230° | TDZE | 185 |
| W23A | | Apt Elev | 192 |

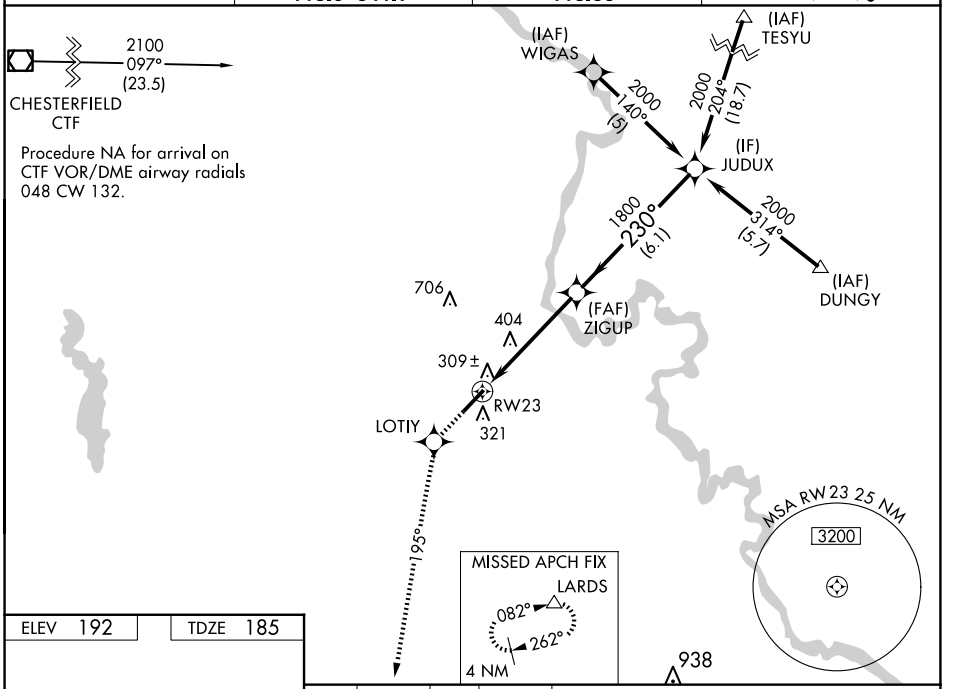
# RNAV (GPS) RWY 23

## DARLINGTON COUNTY (UDG)

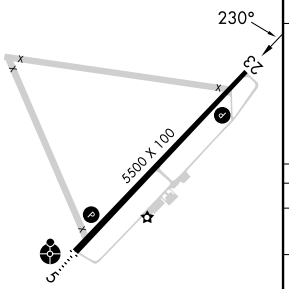
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting: increase LPV DA to 527 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet and visibility Cat D ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

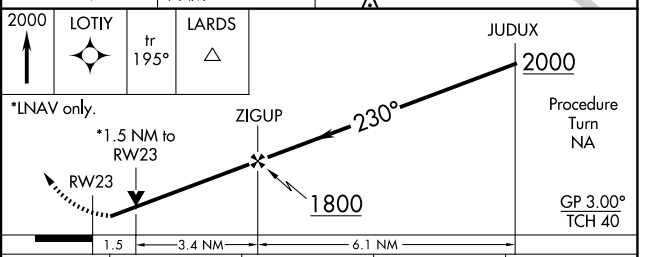
| AWOS-3PT | FLORENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




ELEV 192 TDZE 185




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 479-1 294 (300-1) | | | |
| LNAV/VNAV DA | 579-1½ 394 (400-1½) | | | |
| LNAV MDA | 700-1 515 (600-1) | | 700-1½ 515 (600-1½) | 700-1¾ 515 (600-1¾) |
| CIRCLING | 700-1 508 (600-1) | | 720-1½ 528 (600-1½) | 1020-2¾ 828 (900-2¾) |

DARLINGTON, SOUTH CAROLINA
Orig-D 02DEC21

34°27'N-79°53'W

DARLINGTON COUNTY (UDG)
RNAV (GPS) RWY 23


SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC FLO 115.2 Chan 99 | APP CRS 320° | Rwy Idg N/A TDZE N/A Apt Elev 192 |
|---|---|---|

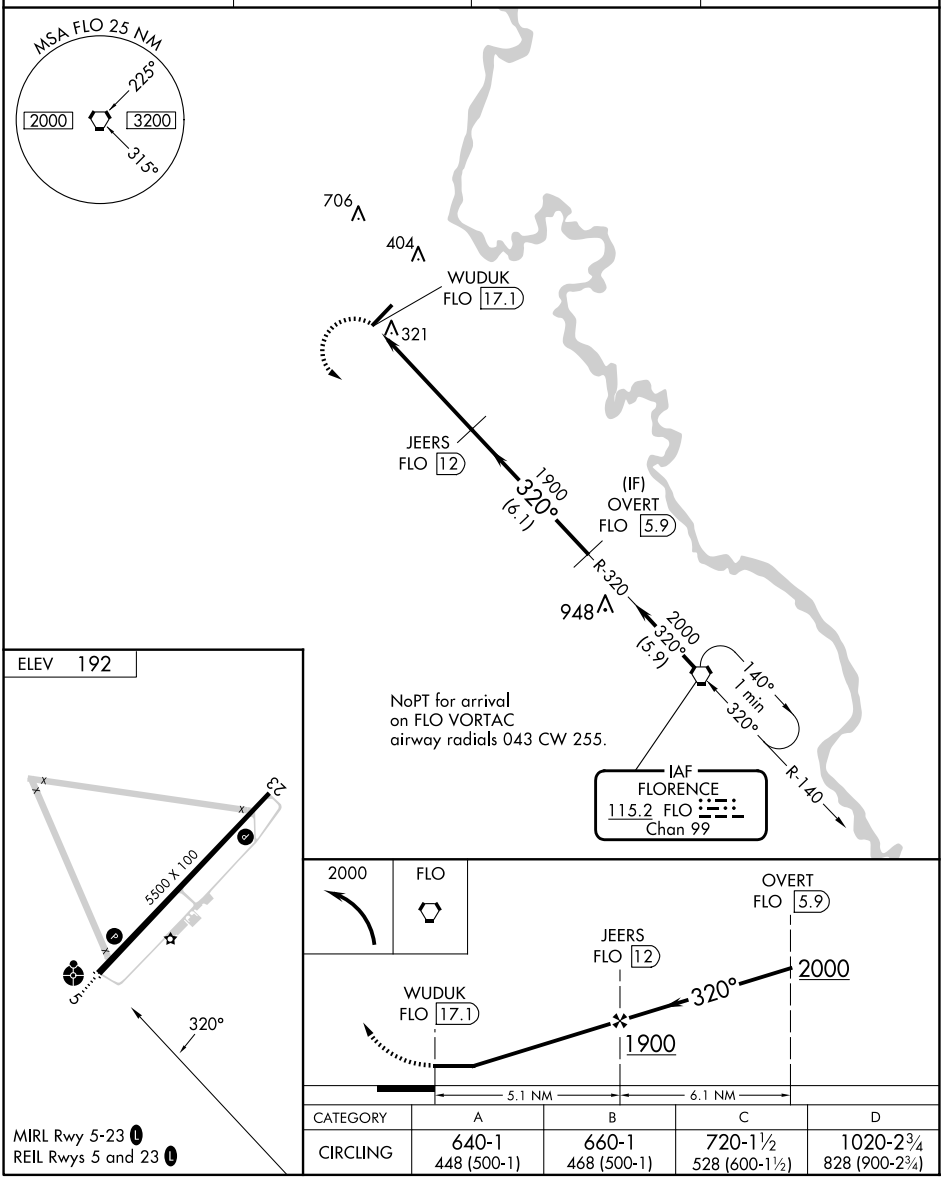
# VOR-A

## DARLINGTON COUNTY (UDG)

DME required.

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

| AWOS-3PT | FLORENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 720-1½ 528 (600-1½) | 1020-2¾ 828 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

DILLON, SOUTH CAROLINA | AL-5887 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 070° | TDZE | N/A |
| | Apt Elev | 133 |

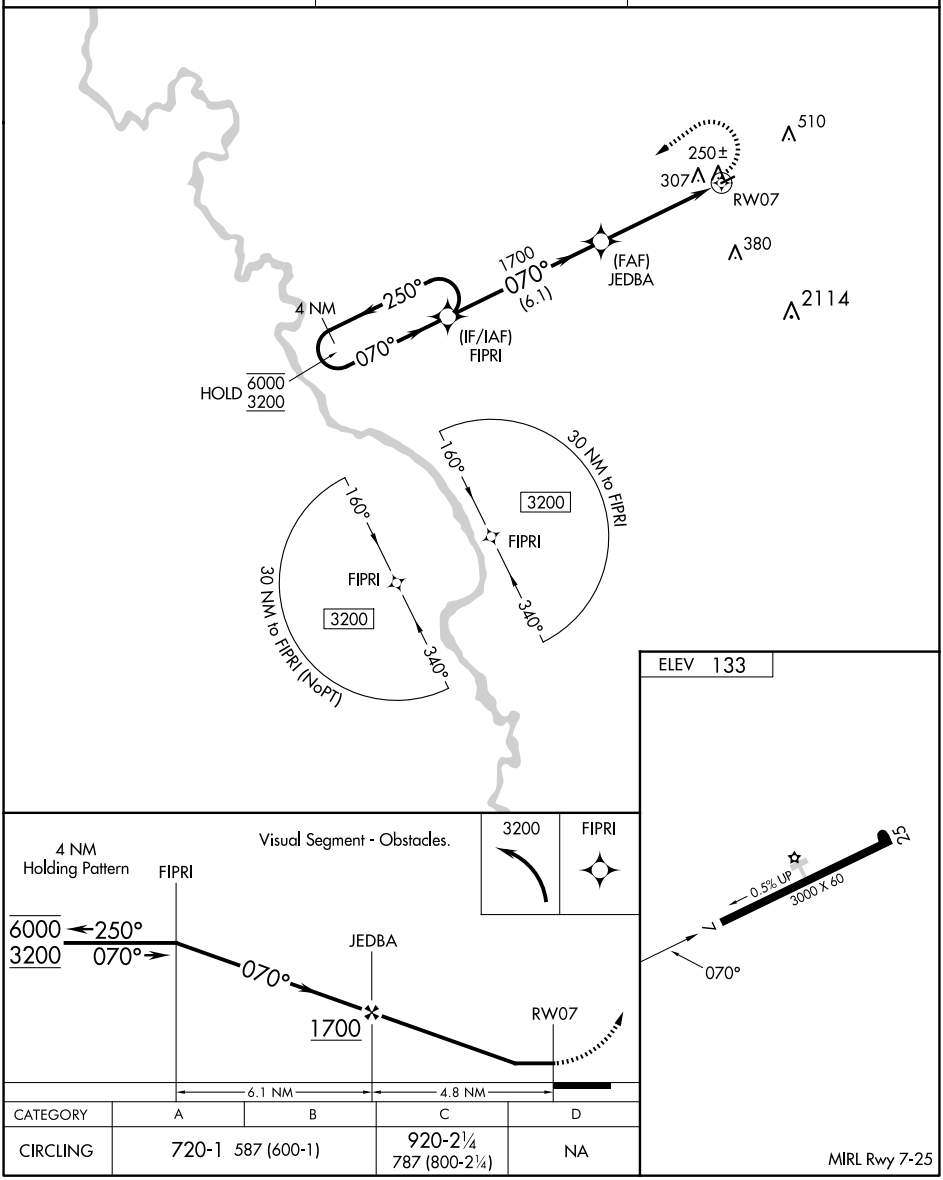
# RNAV (GPS)-A
## DILLON COUNTY (DLC)

RNP APCH - GPS.

Rwy 7, 25 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
NA Use FLO altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 3200 direct FIPRI and hold, continue climb-in-hold to 3200.

| FLO ASOS | FLORENCE APP CON ★ | CTAF |
|---|---|---|
| 123.625 | 118.6 341.7 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 587 (600-1) | | 920-2¼ 787 (800-2¼) | NA |

MIRL Rwy 7-25

DILLON, SOUTH CAROLINA
Orig 12JUN25

34°27'N-79°22'W

DILLON COUNTY (DLC)
RNAV (GPS)-A

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 19

NORTHEASTERN RGNL (EDE)

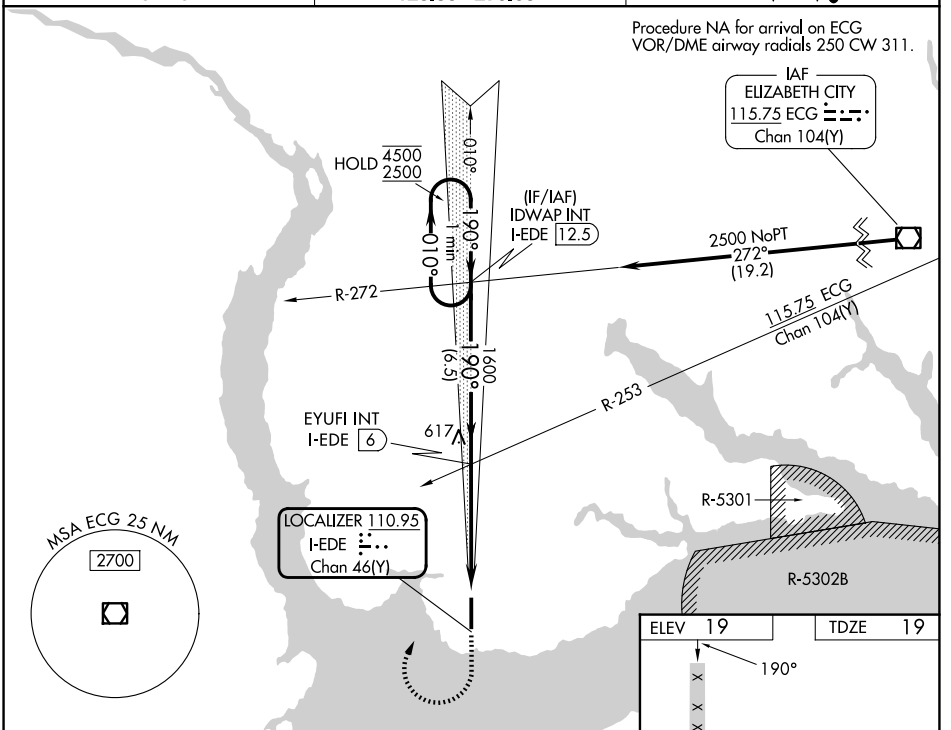
| LOC/DME I-EDE | APP CRS | Rwy Ldg | 6001 |
|---|---|---|---|
| 110.95 | 190° | TDZE | 19 |
| Chan 46(Y) | | Apt Elev | 19 |

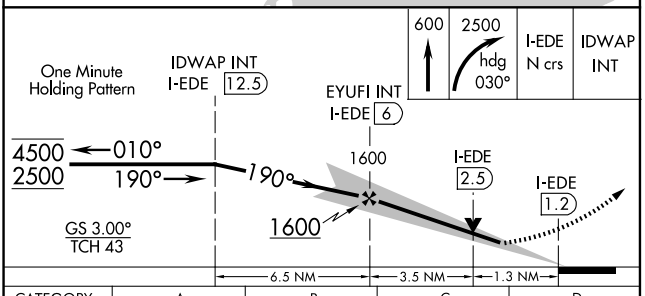
RADAR or DME required for procedure entry.

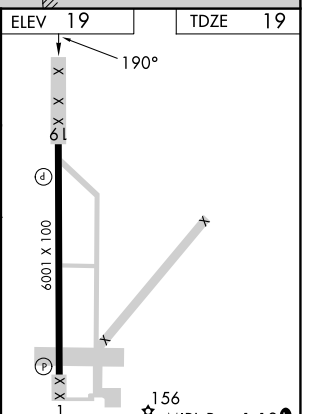
T A Rwy 19 helicopter visibility reduction below ¾ SM NA. VDP NA when using ECG altimeter setting. When local altimeter setting not received, use ECG altimeter setting and increase S-ILS 19 DA to 276 feet; increase all MDAs 60 feet and S-LOC 19 visibility Cat C/D ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 030° and I-EDE localizer N course to IDWAP INT/I-EDE 12.5 DME and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 219-¾ 200 (200-¾) | | | |
| S-LOC 19 | 500-1 481 (500-1) | | 500-1⅜ 481 (500-1⅜) | |
| CIRCLING | 520-1 501 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

EDENTON, NORTH CAROLINA

AL-741 (FAA)

26022

| APP CRS | Rwy Ldg | 6001 |
|---|---|---|
| 025° | TDZE | 19 |
| | Apt Elev | 19 |

# RNAV (GPS) RWY 1

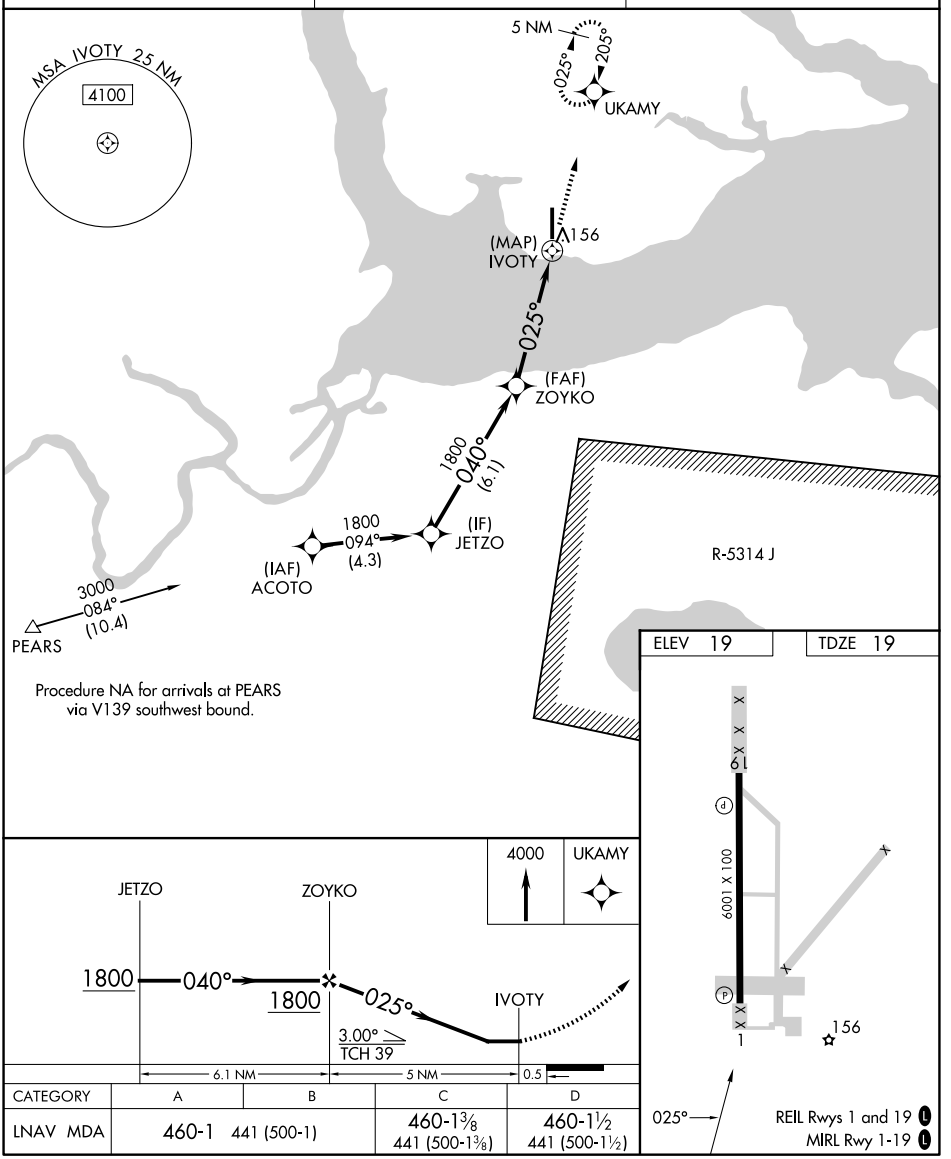
NORTHEASTERN RGNL (EDE)

RNP APCH-GPS.

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet. Rwy 1 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 441 (500-1) | 460-1⅜ 441 (500-1⅜) | 460-1½ 441 (500-1½) |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 19

NORTHEASTERN RGNL (EDE)

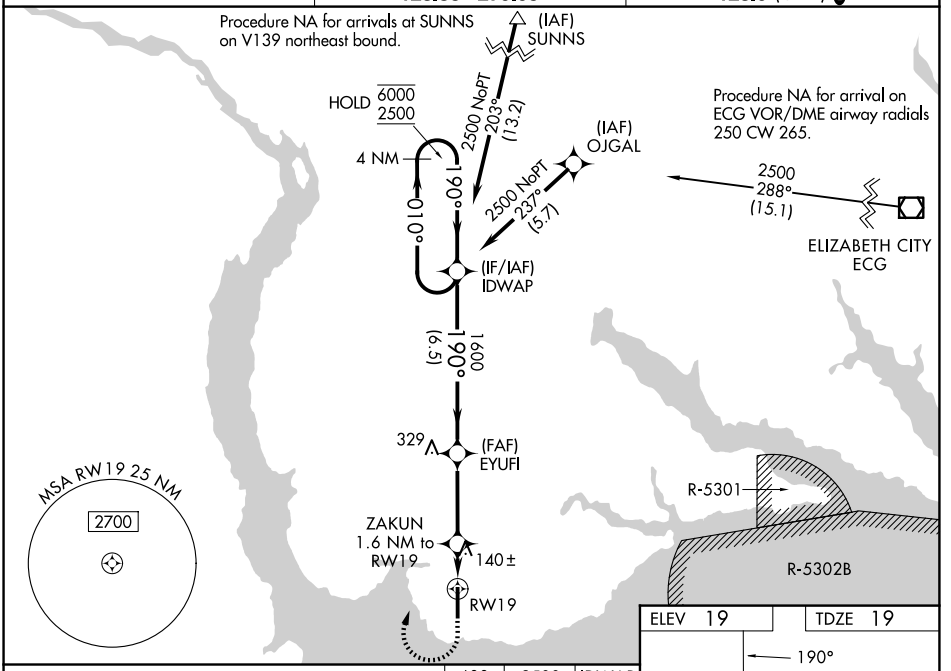
| WAAS | APP CRS | Rwy Ldg | 6001 |
|---|---|---|---|
| CH 90503 | 190° | TDZE | 19 |
| W19A | | Apt Elev | 19 |

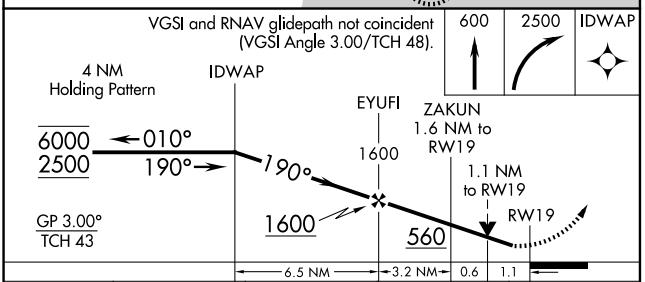
RNP APCH - GPS.

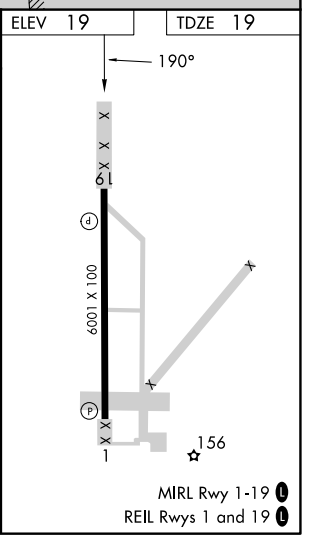
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using ECG altimeter setting. When local altimeter setting not received, use ECG altimeter setting and increase LPV DA to 276 feet; increase LNAV/VNAV DA to 355 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. VDP NA with ECG altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 direct IDWAP and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 219-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 298-⅞ 279 (300-⅞) | | | |
| LNAV MDA | 400-1 381 (400-1) | | 400-1⅛ 381 (400-1⅛) | |
| CIRCLING | 520-1 501 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 26022

# ILS or LOC RWY 10

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

| LOC/DME I-EPR | APP CRS | Rwy Ldg 7219 |
|---|---|---|
| 111.35 | 103° | TDZE 11 |
| Chan 50 (Y) | | Apt Elev 11 |

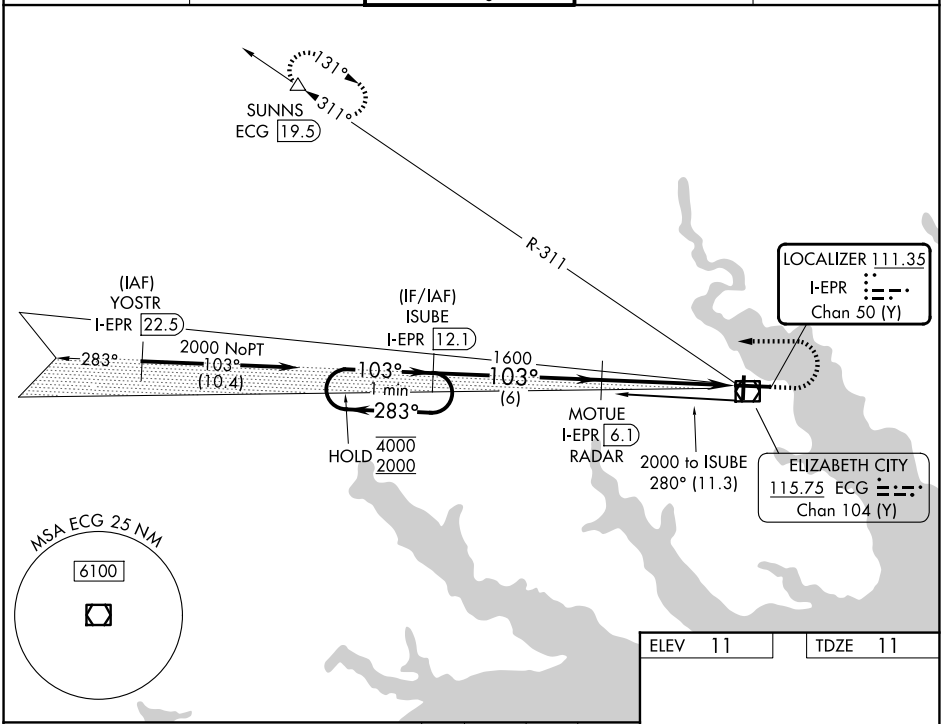
DME required. RADAR required for procedure entry at YOSTR.

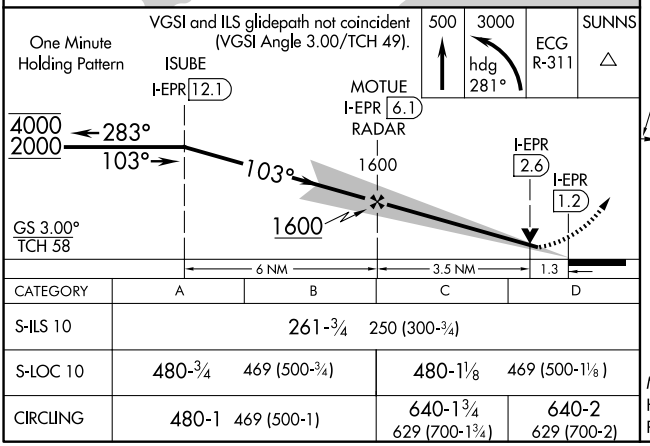
Circling Rwy 1 NA at night. Inop table does not apply to S-ILS 10. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

SALS A2

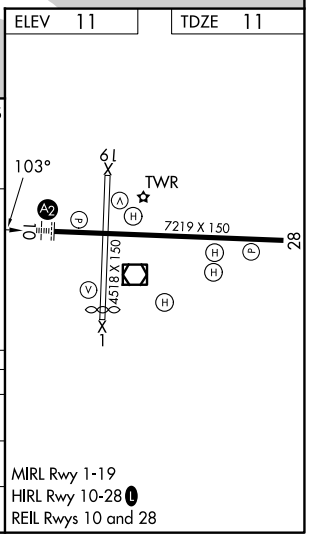
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 281° and ECG VOR/DME R-311 to SUNNS INT/ECG 19.5 DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 261-¾ 250 (300-¾) | | | |
| S-LOC 10 | 480-¾ 469 (500-¾) | | 480-1⅛ 469 (500-1⅛) | |
| CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |




MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Amdt 2 22JAN26

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

36°16′N-76°10′W

ILS or LOC RWY 10

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 1

## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

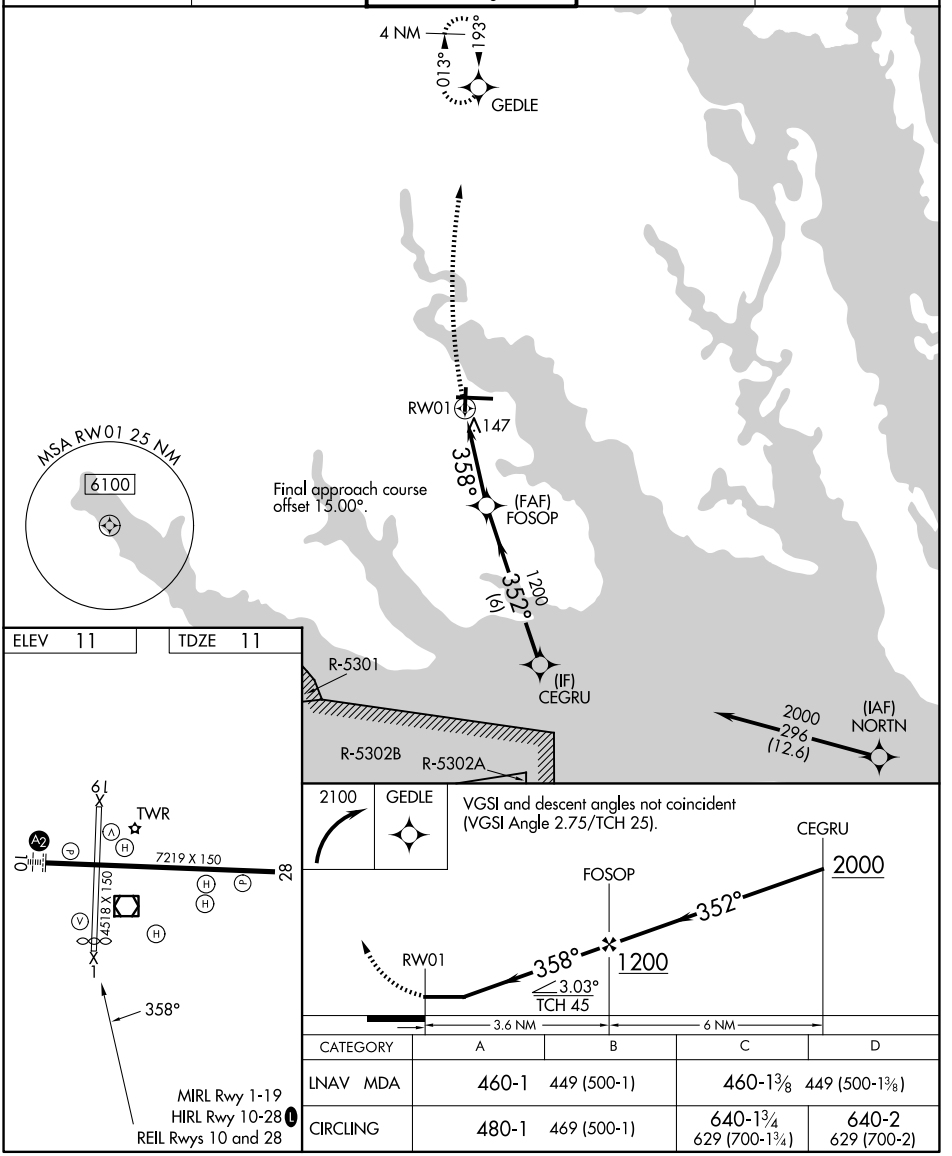
| APP CRS | Rwy Ldg | 4219 |
|---|---|---|
| 358° | TDZE | 11 |
| | Apt Elev | 11 |

RNP APCH.

Rwy 1 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5302B. Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 449 (500-1) | 460-1⅜ | 449 (500-1⅜) |
| CIRCLING | 480-1 | 469 (500-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 26022

| WAAS | APP CRS | Rwy Ldg 7219 |
|---|---|---|
| CH 65703 | 103° | TDZE 11 |
| W10A | | Apt Elev 11 |

# RNAV (GPS) RWY 10

## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

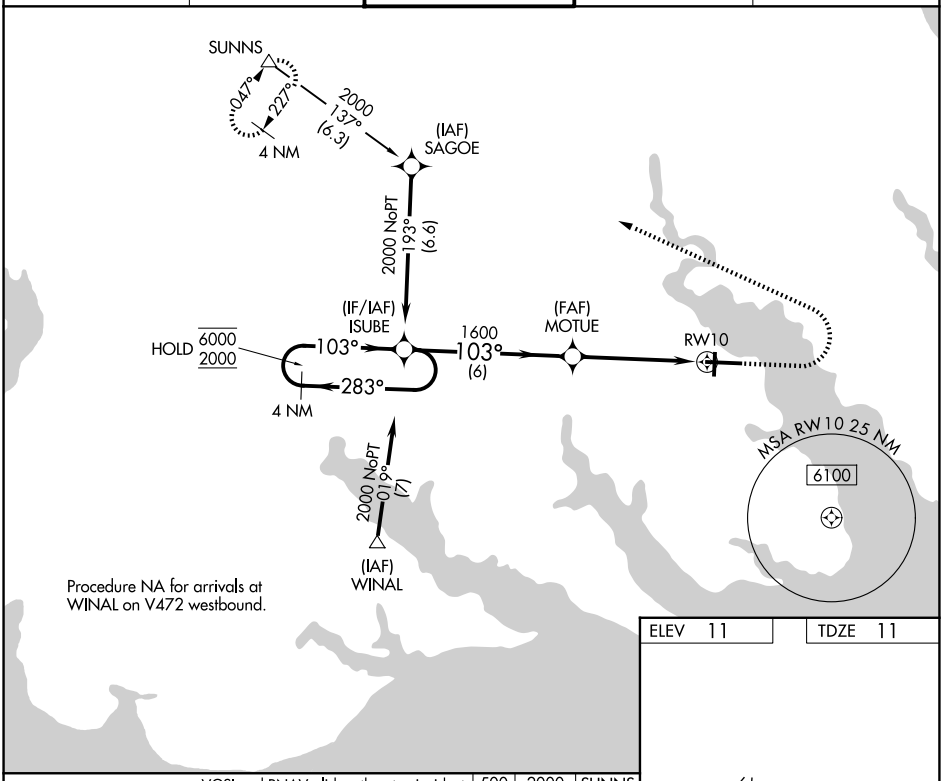
RNP APCH - GPS.

Circling Rwy 1 NA at night. Inop table does not apply to LPV. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

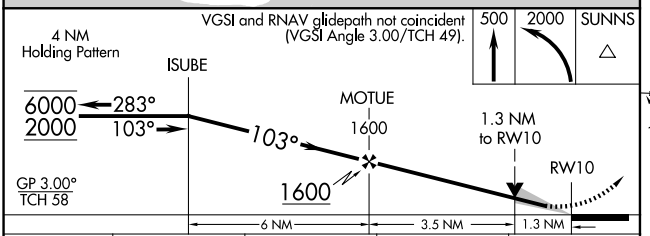
SALS A2

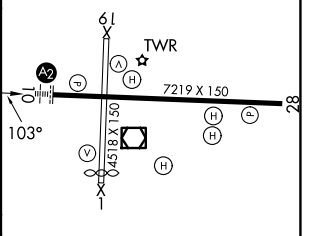
MISSED APPROACH: Climb to 500 then climbing left turn 2000 direct SUNNS and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




ELEV 11 TDZE 11




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 261-¾ | | 250 (300-¾) | |
| LNAV MDA | 480-¾ | 469 (500-¾) | 480-1⅛ | 469 (500-1⅛) |
| CIRCLING | 480-1 | 469 (500-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28




SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 19

## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

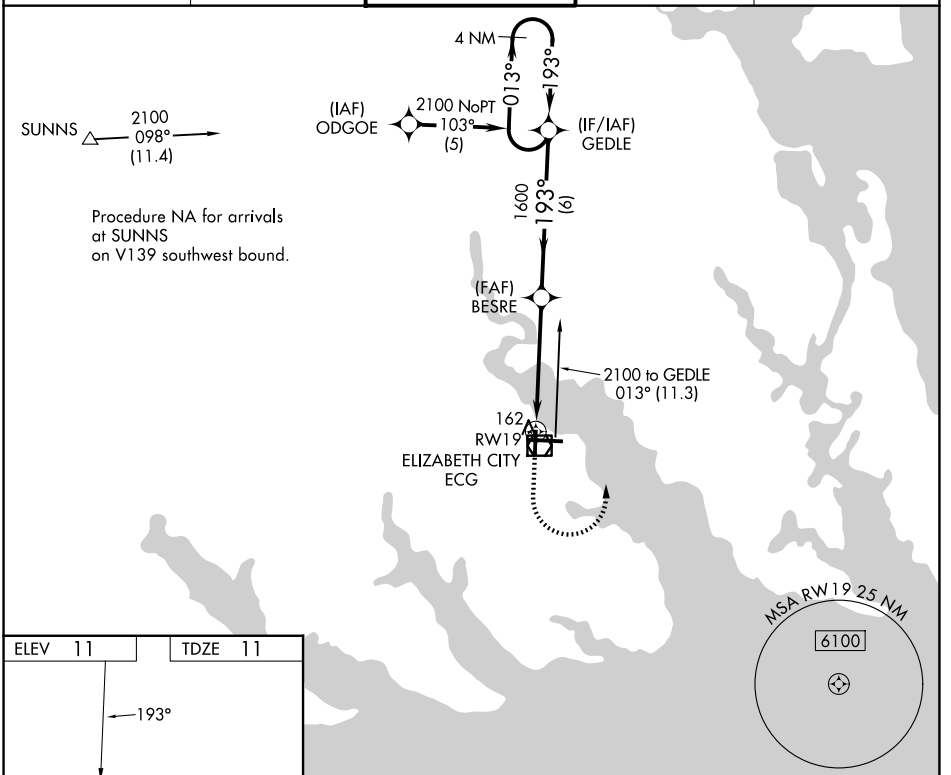
| APP CRS | Rwy Ldg | 4518 |
|---|---|---|
| 193° | TDZE | 11 |
| | Apt Elev | 11 |

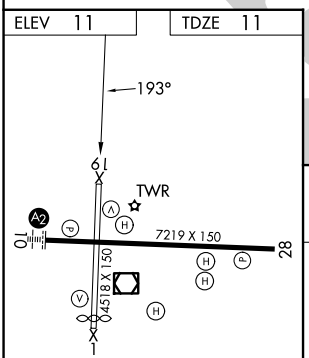
RNP APCH.

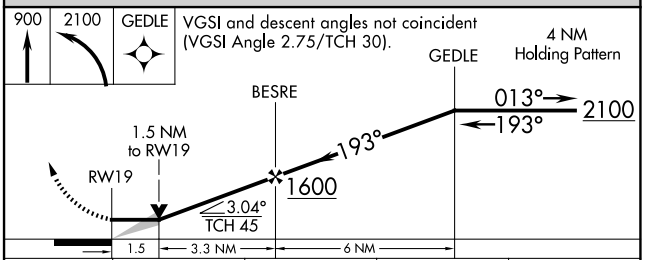
T Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 469 (500-1) | 480-1⅜ | 469 (500-1⅜) |
| CIRCLING | 480-1 | 469 (500-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 26022

# RNAV (GPS) RWY 28

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

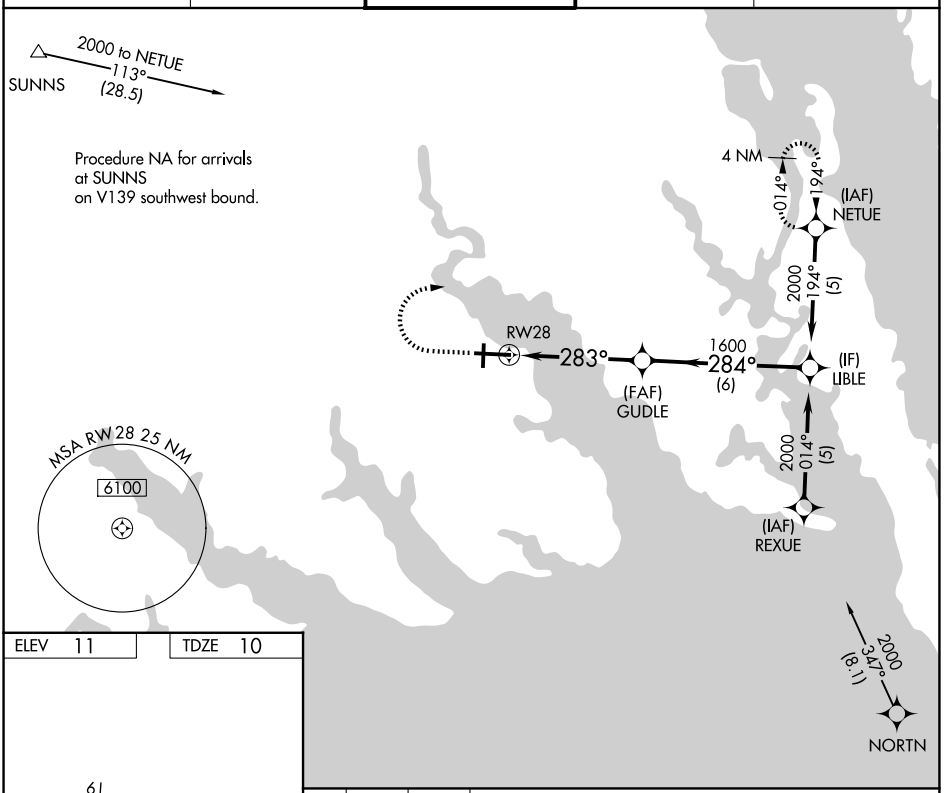
| APP CRS | Rwy Ldg | 7219 |
|---|---|---|
| 283° | TDZE | 10 |
| | Apt Elev | 11 |

RNP APCH.

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE and hold.

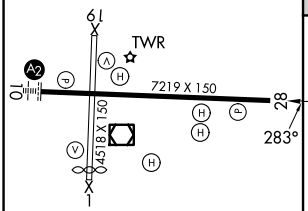
| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |

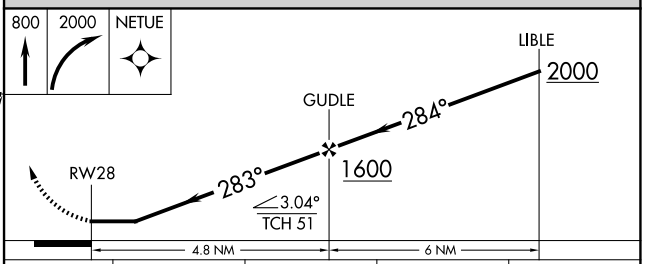



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 11 TDZE 10




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 450 (500-1) | 460-1 3/8 | 450 (500-1 3/8) |
| CIRCLING | 480-1 | 469 (500-1) | 640-1 3/4 629 (700-1 3/4) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

| VOR/DME ECG | APP CRS | Rwy Ldg 7219 |
|---|---|---|
| 115.75 | 108° | TDZE 11 |
| Chan 104 (Y) | | Apt Elev 11 |

# VOR/DME RWY 10

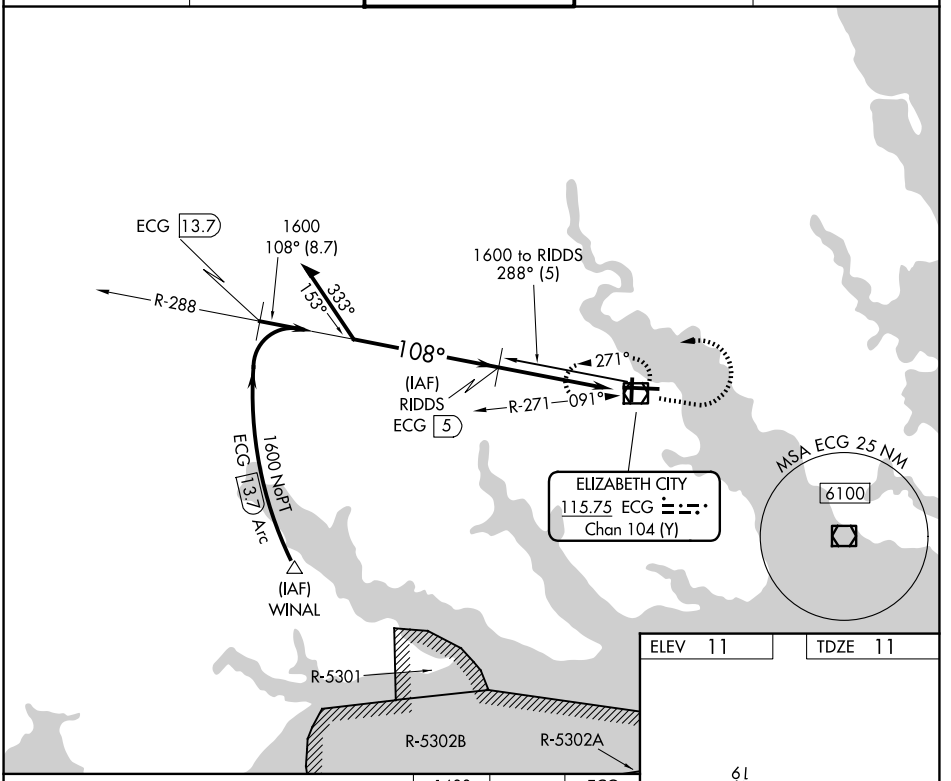
## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-10 visibility Cats C/D 1/8 SM.

SALS

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 540-1 529 (600-1) | | 540-1¼ 529 (600-1¼) | |
| CIRCLING | 540-1 529 (600-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 26022

| VOR/DME ECG | APP CRS | Rwy Ldg 4518 |
|---|---|---|
| 115.75 | 184° | TDZE 11 |
| Chan 104 (Y) | | Apt Elev 11 |

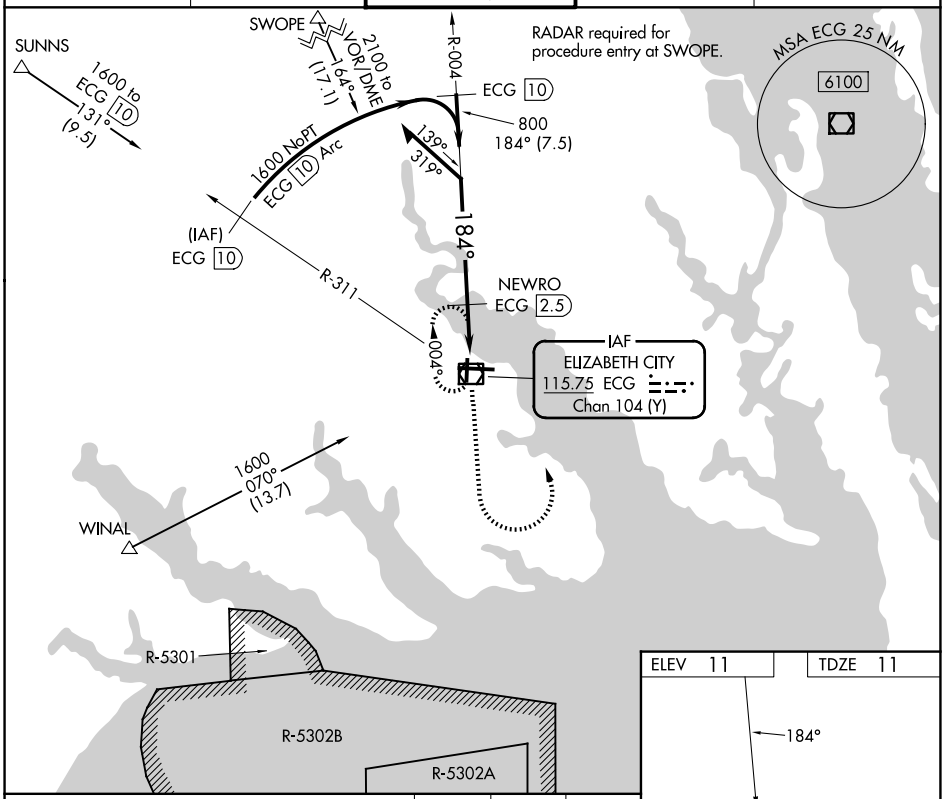
# VOR/DME RWY 19

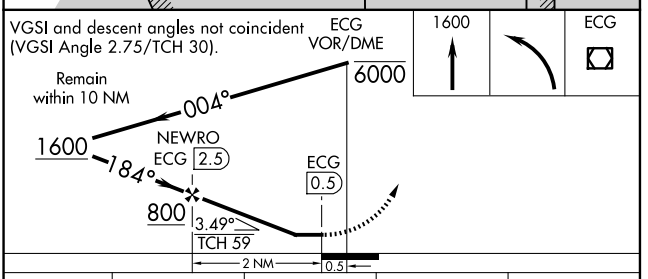
## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

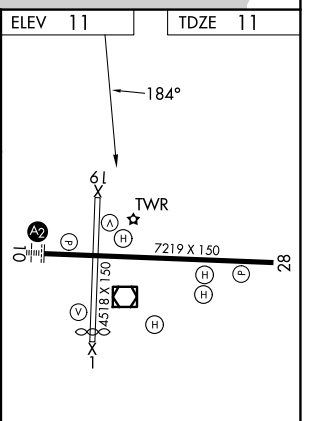
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 480-1 | 469 (500-1) | 480-1⅜ 469 (500-1⅜) | 480-1½ 469 (500-1½) |
| CIRCLING | 480-1 | 469 (500-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR/DME ECG | APP CRS | Rwy Ldg 7219 |
|---|---|---|
| 115.75 | 270° | TDZE 10 |
| Chan 104 (Y) | | Apt Elev 11 |

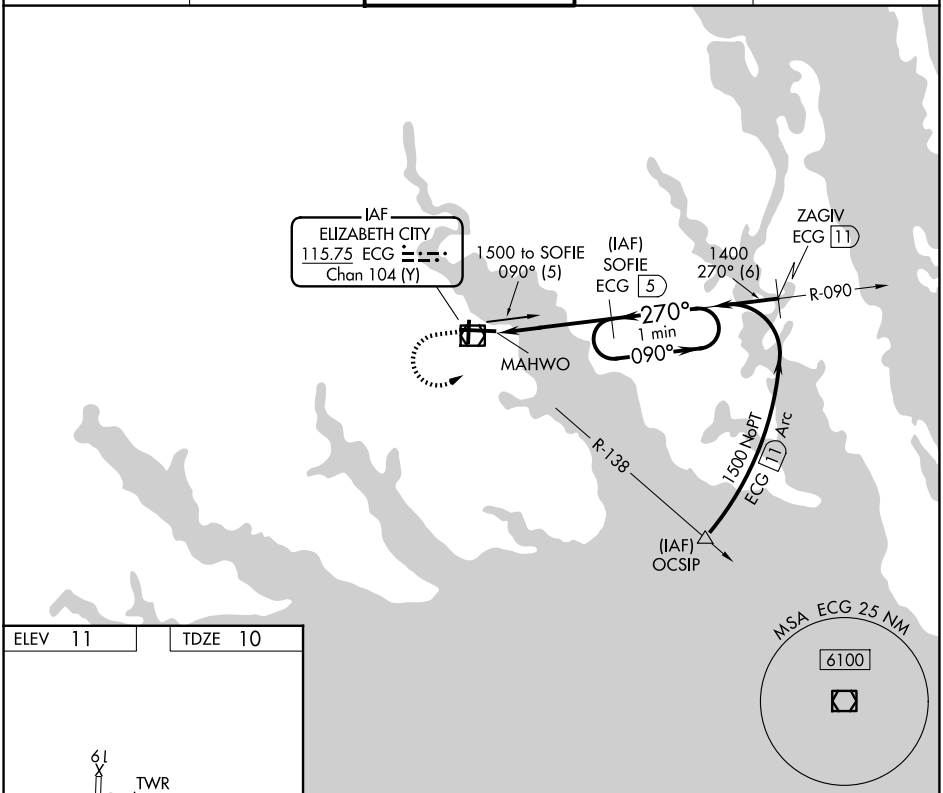
# VOR/DME RWY 28

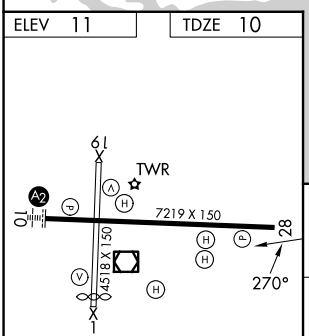
## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

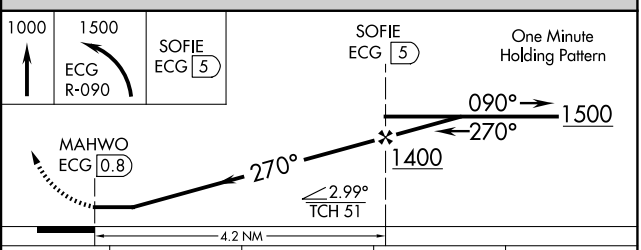
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and S-28 visibility Cats C/D 1⅛ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 380-1 370 (400-1) | | | 380-1¼ 370 (400-1¼) |
| CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETH CITY, NORTH CAROLINA | AL-617 (FAA) | 26022

| NDB LLW | APP CRS | Rwy Ldg | 7219 |
|---|---|---|---|
| 254 | 101° | TDZE | 11 |
| | | Apt Elev | 11 |

# NDB RWY 10

## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

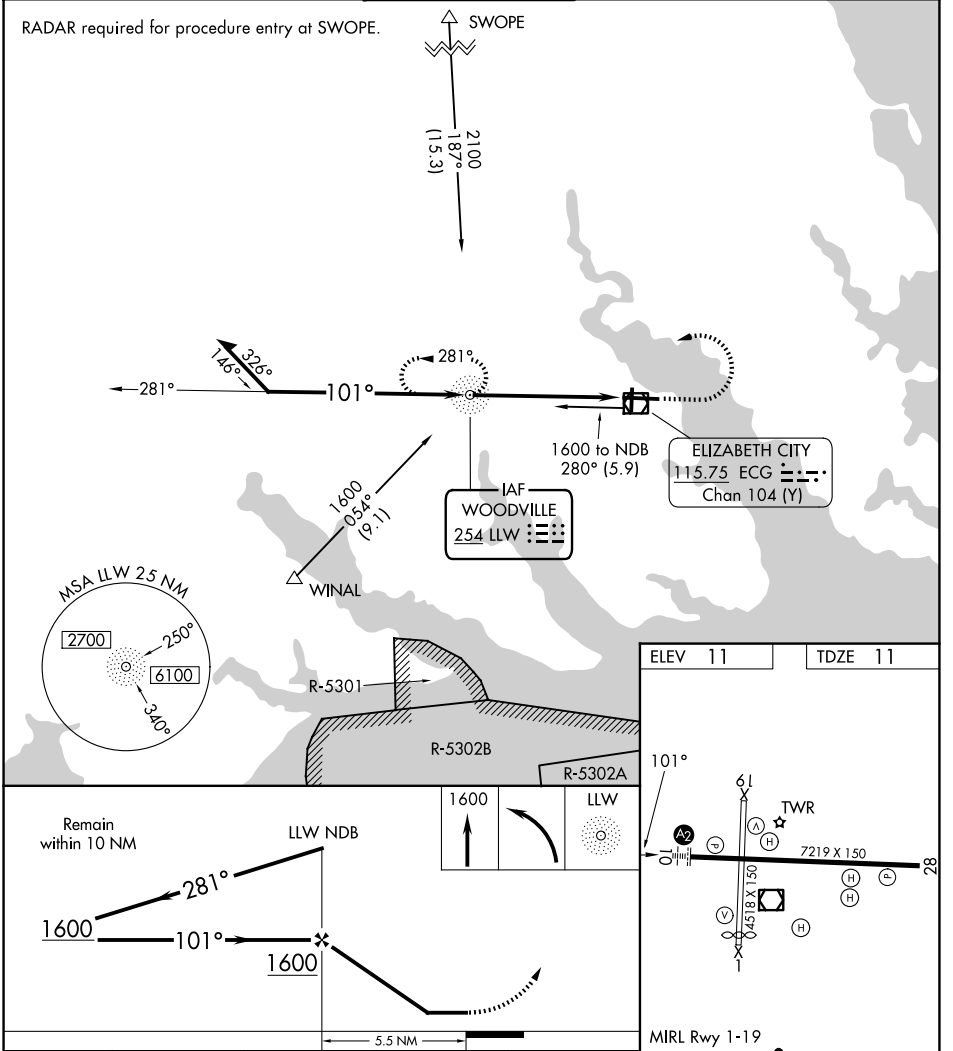
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

SALS A2

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |

RADAR required for procedure entry at SWOPE.




MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

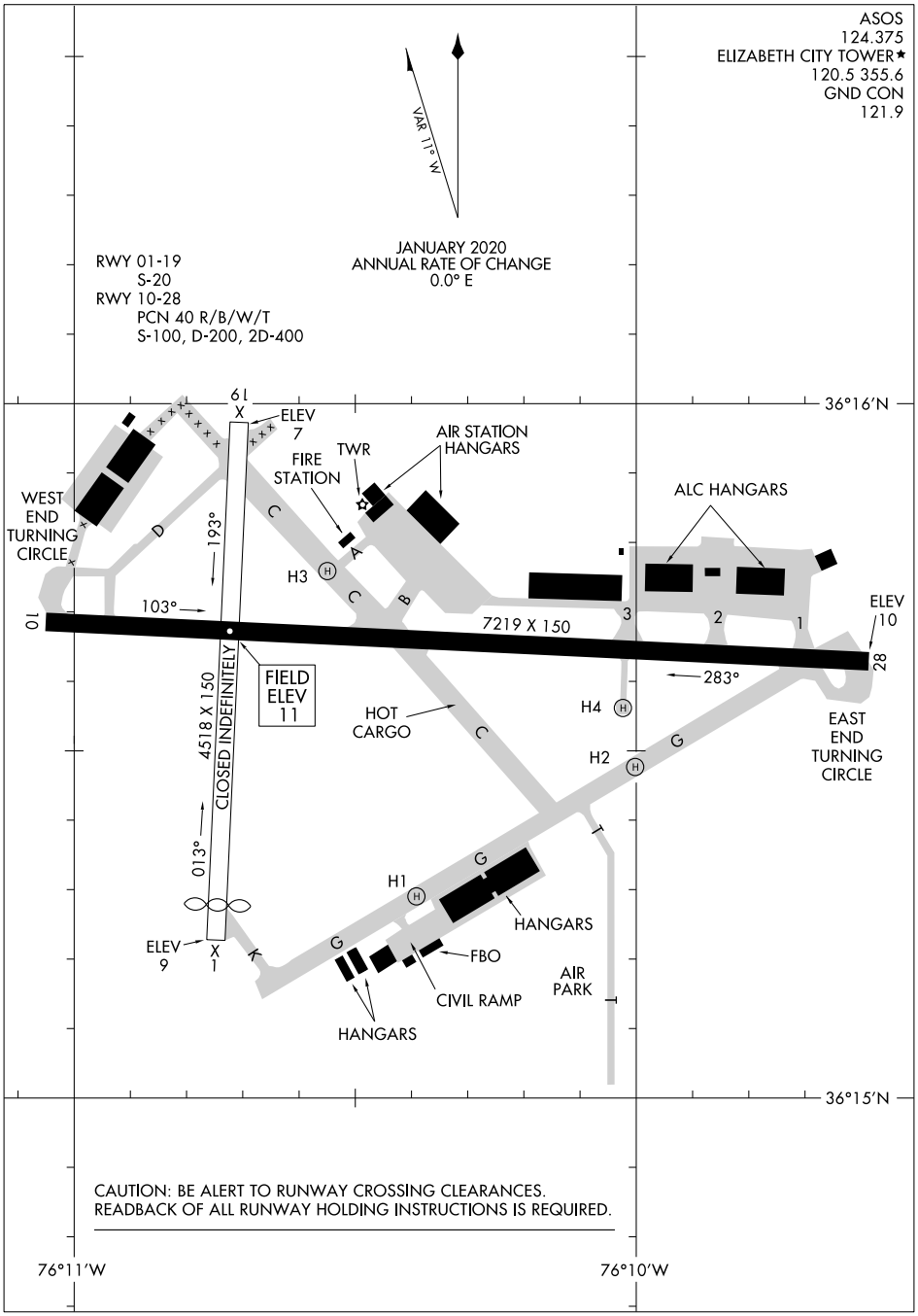
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 640-1 | 629 (700-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |
| CIRCLING | 640-1 | 629 (700-1) | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 24081

| WAAS CH 82419 W15A | APP CRS 152° | Rwy Idg 5006 TDZE 132 Apt Elev 132 |
|---|---|---|

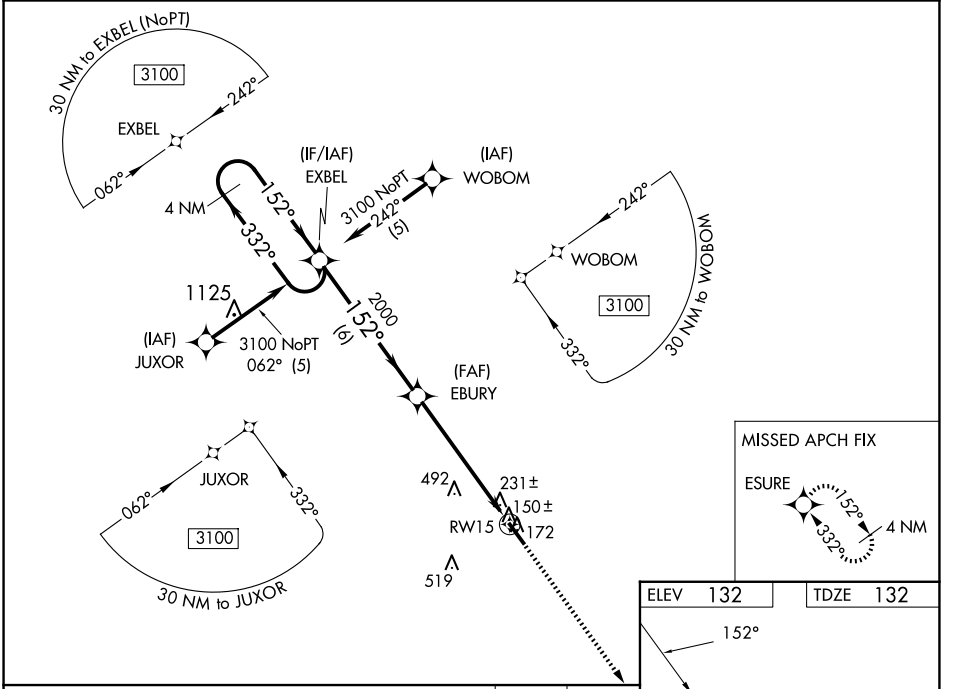
# RNAV (GPS) RWY 15

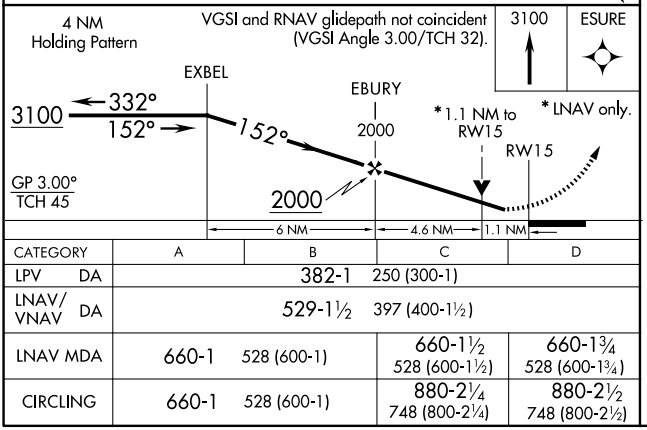
CURTIS L BROWN JR FLD (EYF)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 454 feet, LNAV/VNAV DA to 601 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

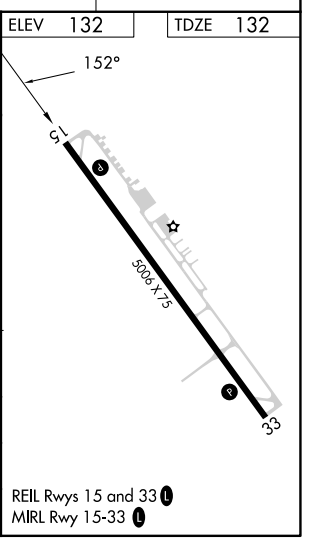
MISSED APPROACH: Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 382-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 529-1½ | 397 (400-1½) | | |
| LNAV MDA | 660-1 528 (600-1) | | 660-1½ 528 (600-1½) | 660-1¾ 528 (600-1¾) |
| CIRCLING | 660-1 528 (600-1) | | 880-2¼ 748 (800-2¼) | 880-2½ 748 (800-2½) |




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| CH 70519 | 332° | TDZE | 131 |
| W33A | | Apt Elev | 132 |

# RNAV (GPS) RWY 33

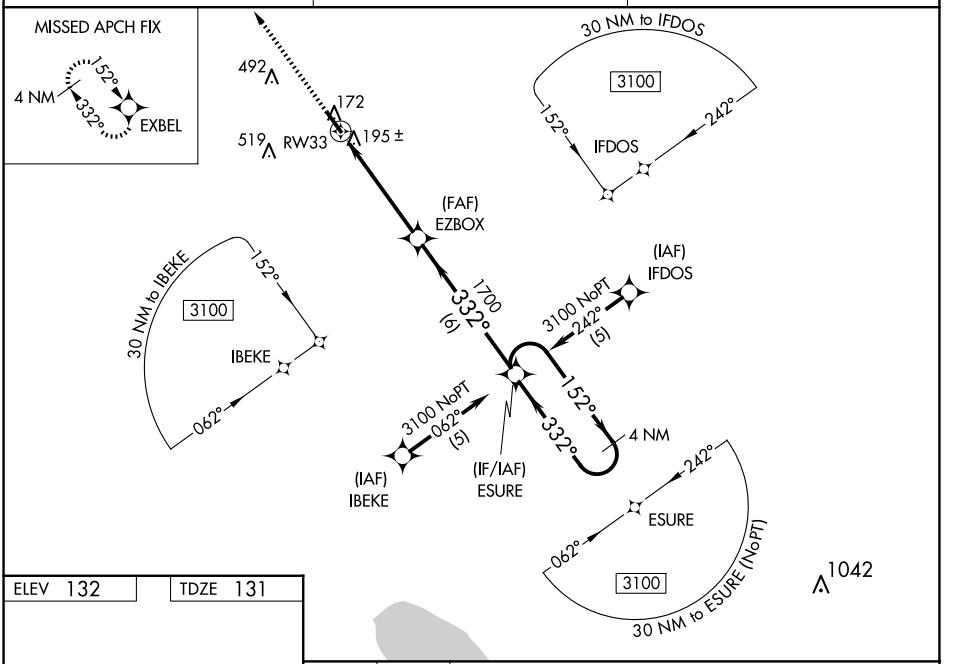
## CURTIS L BROWN JR FLD (EYF)

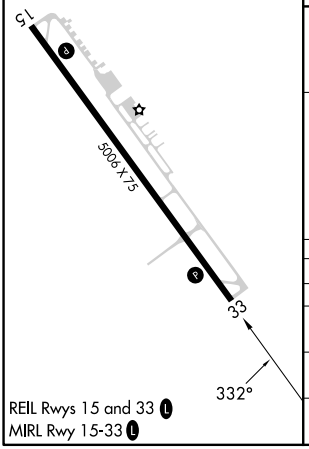
RNP APCH.

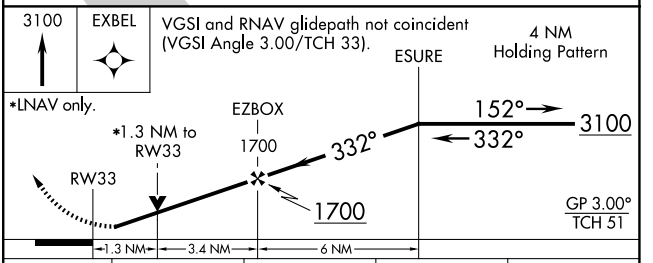
T A Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 453 feet, LNAV/VNAV DA to 537 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-¾ | | 250 (300-¾) | |
| LNAV/VNAV DA | 465-1¼ | | 334 (400-1¼) | |
| LNAV MDA | 580-1 | 449 (500-1) | 580-1¼ 449 (500-1¼) | 580-1½ 449 (500-1½) |
| CIRCLING | 580-1 448 (500-1) | 660-1 528 (600-1) | 880-2¼ 748 (800-2¼) | 880-2½ 748 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 24081

| VOR/DME FAY | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| 114.85 | 152° | TDZE | 132 |
| Chan 95(Y) | | Apt Elev | 132 |

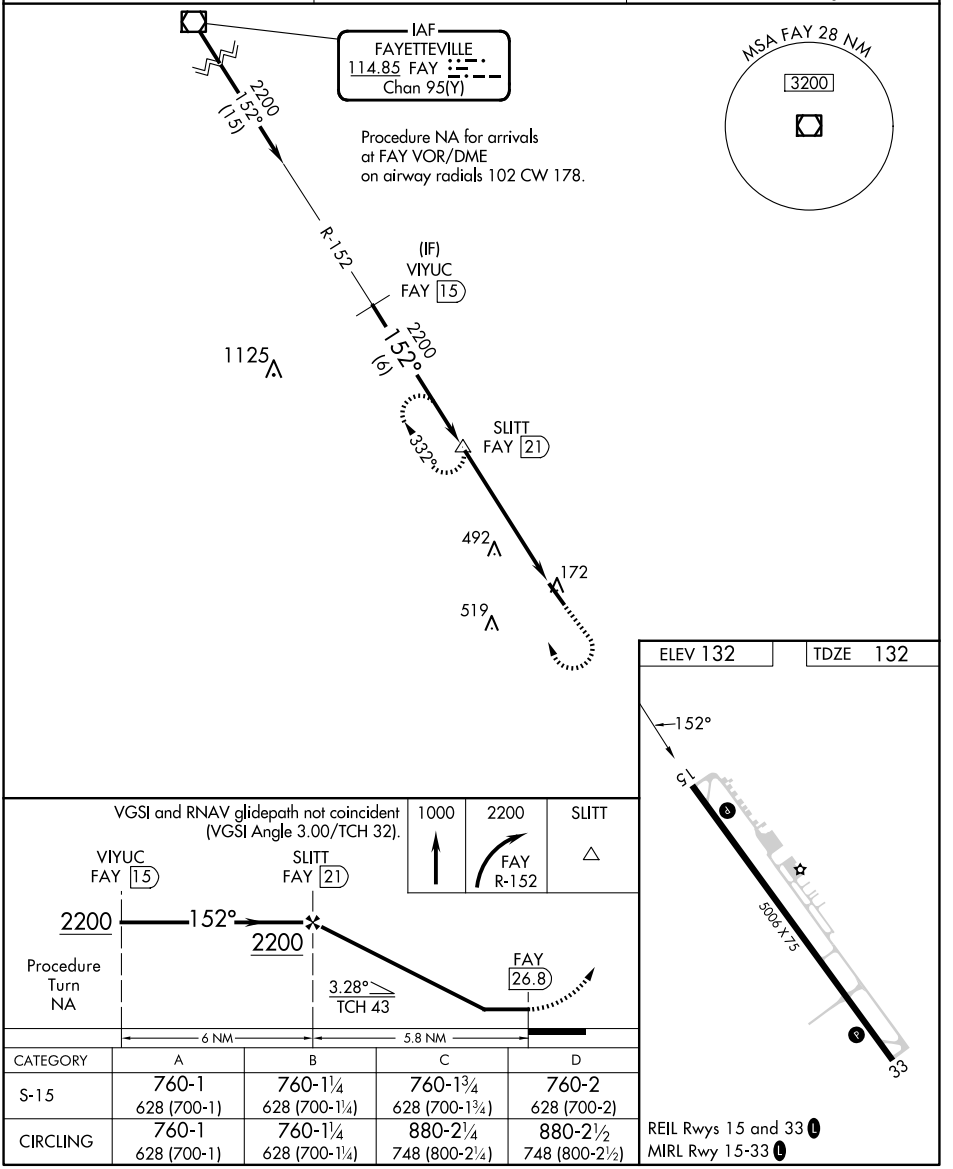
# VOR/DME RWY 15

## CURTIS L BROWN JR FLD (EYF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting; increase all MDA 80 feet and increase S-15 Cats C and D and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 760-1<br>628 (700-1) | 760-1¼<br>628 (700-1¼) | 760-1¾<br>628 (700-1¾) | 760-2<br>628 (700-2) |
| CIRCLING | 760-1<br>628 (700-1) | 760-1¼<br>628 (700-1¼) | 880-2¼<br>748 (800-2¼) | 880-2½<br>748 (800-2½) |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 4001 |
|---|---|---|---|
| CH 65836 | 074° | TDZE | 1067 |
| W07A | | Apt Elev | 1067 |

# RNAV (GPS) RWY 7

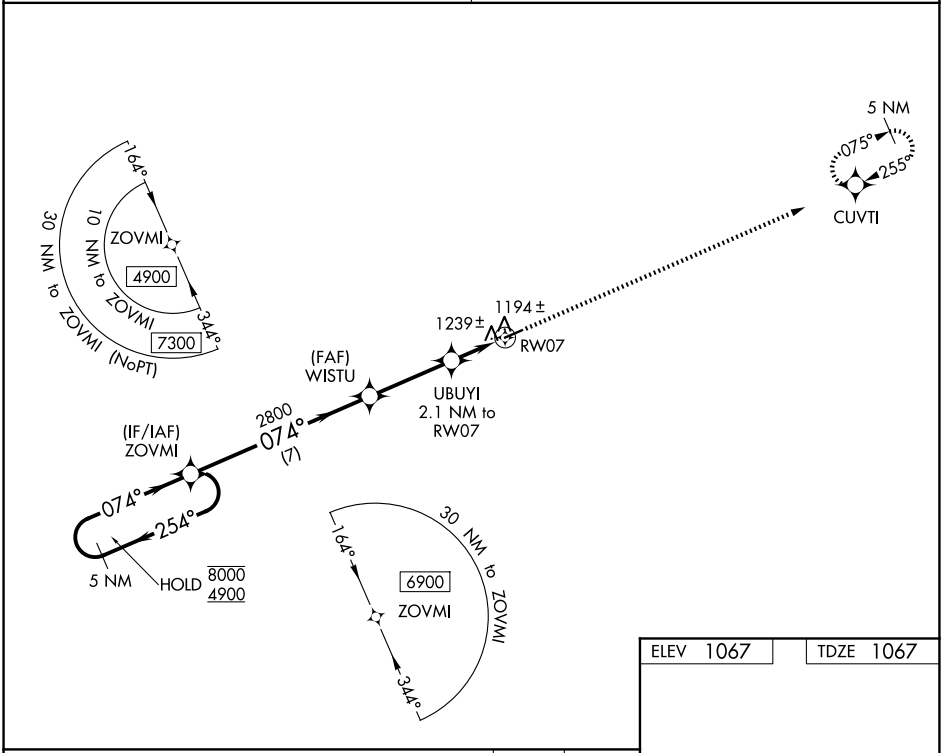
ELKIN MUNI (ZEF)

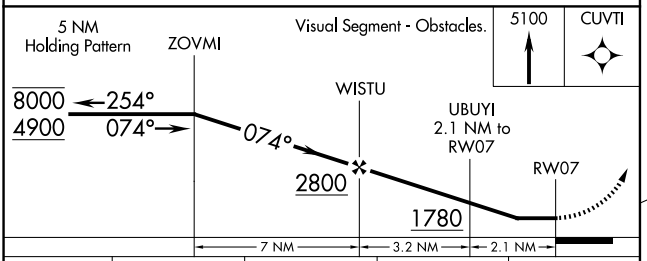
RNP APCH.

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase all MDAs 80 feet and all Cats C/D visibilities ¼ SM. Rwy 7 helicopter visibility reduction below 1 SM NA.

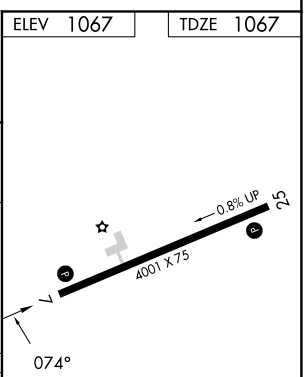
MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.

| ATLANTA CENTER | UNICOM |
|---|---|
| 125.15 263.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1460-1 | 393 (400-1) | 1460-1⅛ | 393 (400-1⅛) |
| LNAV MDA | 1500-1 | 433 (500-1) | 1500-1¼ | 433 (500-1¼) |
| CIRCLING | 1540-1<br>473 (500-1) | 1600-1<br>533 (600-1) | 1680-1¾<br>613 (700-1¾) | 1840-2½<br>773 (800-2½) |




MIRL Rwy 7-25 L
REIL Rwy 7 and Rwy 25 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ELKIN, NORTH CAROLINA | AL-5952 (FAA) | 26078

# RNAV (GPS) RWY 25

ELKIN MUNI (ZEF)

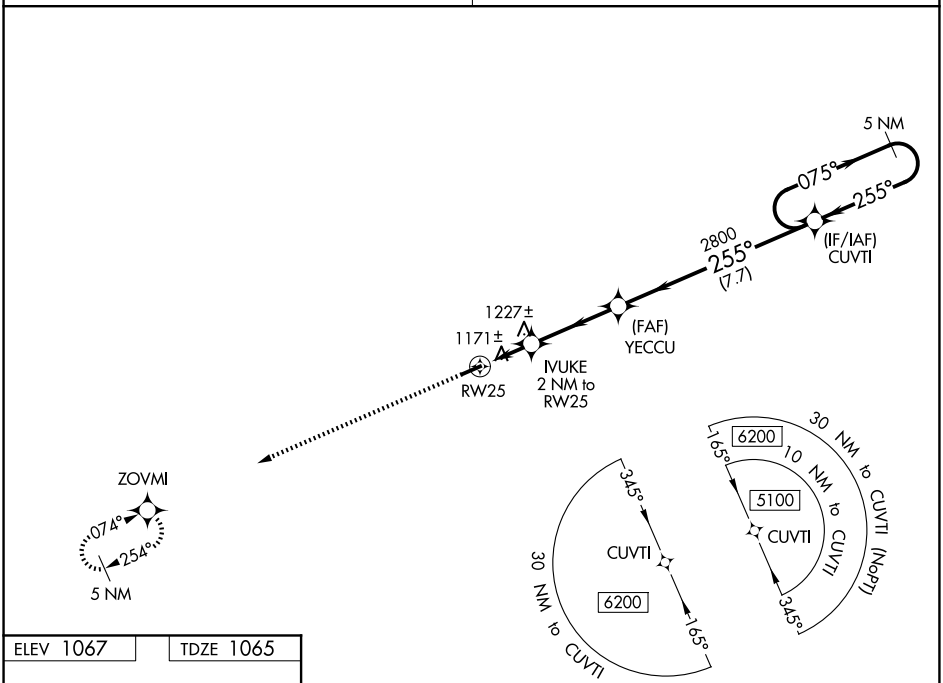
| WAAS | APP CRS | Rwy Ldg | 4001 |
|---|---|---|---|
| CH 70536 | 255° | TDZE | 1065 |
| W25A | | Apt Elev | 1067 |

Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 ft and LP and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

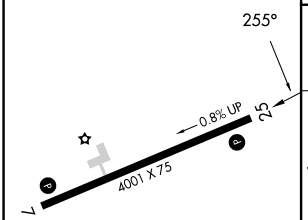
NA

MISSED APPROACH: Climb to 4900 direct ZOVMI and hold, continue climb-in-hold to 4900.

| ATLANTA CENTER | UNICOM |
|---|---|
| 125.15 263.0 | 123.05 (CTAF) L |

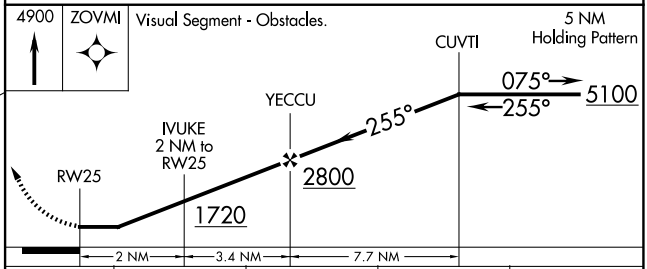



ELEV 1067 | TDZE 1065




MIRL Rwy 7-25 L

REIL Rwy 7 and Rwy 25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1440-1 375 (400-1) | | 1440-1⅛ 375 (400-1⅛) | |
| LNAV MDA | 1480-1 415 (500-1) | | 1480-1⅜ 415 (500-1⅜) | |
| CIRCLING | 1540-1 473 (500-1) | 1600-1 533 (600-1) | 1680-1¾ 613 (700-1¾) | 1840-2½ 773 (800-2½) |

ELKIN, NORTH CAROLINA
Orig-A 12OCT17

36°17′N-80°47′W

ELKIN MUNI (ZEF)

RNAV (GPS) RWY 25

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 11

## HYDE COUNTY (7W6)

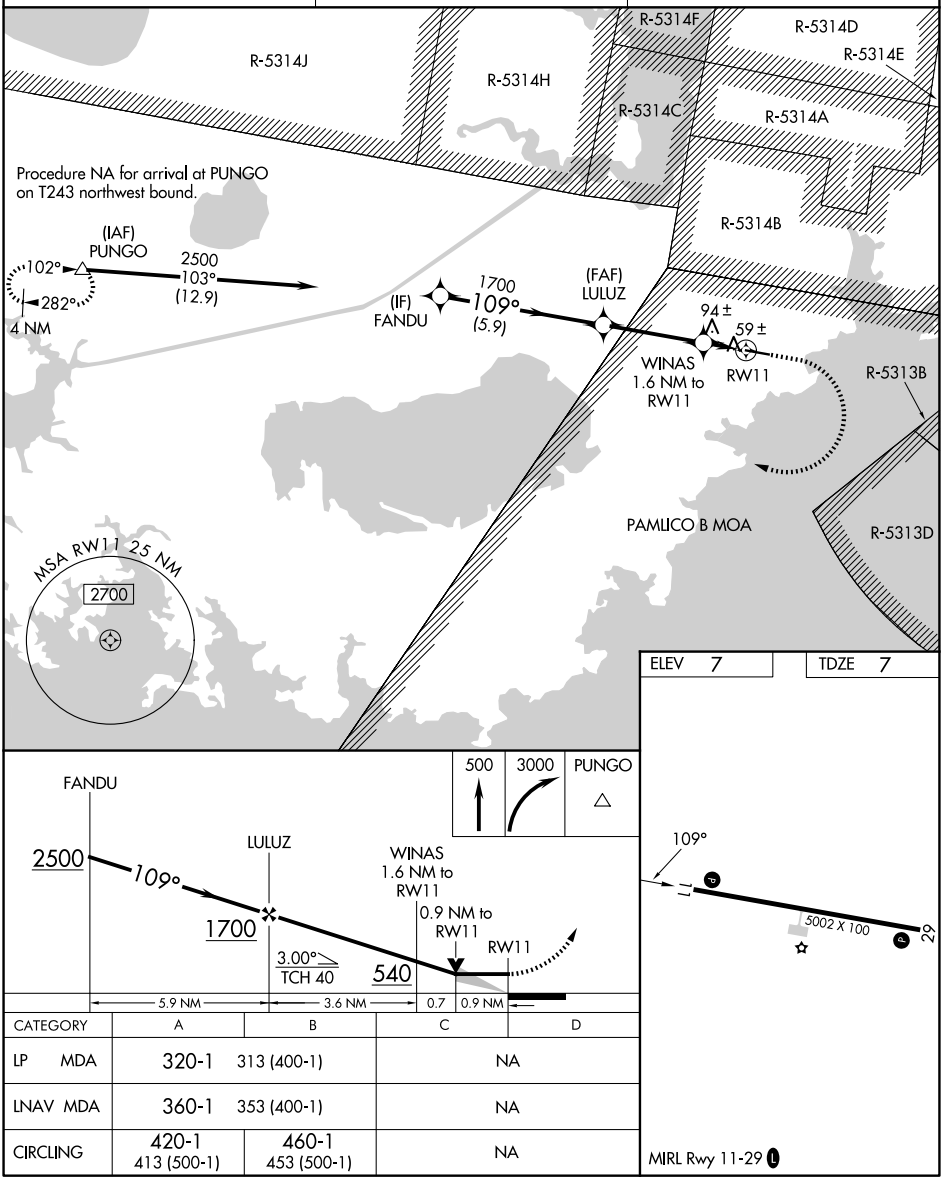
| WAAS | APP CRS | Rwy Ldg | 5002 |
|---|---|---|---|
| CH 40442 | 109° | TDZE | 7 |
| W11A | | Apt Elev | 7 |

RNP APCH - GPS.

VDP NA when using HSE altimeter setting. When local altimeter setting not received, use HSE altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 500 then climbing right turn 3000 direct PUNGO and hold.

| AWOS-3P | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 119.275 | 119.75 360.775 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 320-1 313 (400-1) | | NA | |
| LNAV MDA | 360-1 353 (400-1) | | NA | |
| CIRCLING | 420-1 413 (500-1) | 460-1 453 (500-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ERWIN, NORTH CAROLINA | AL-6700 (FAA) | 26078

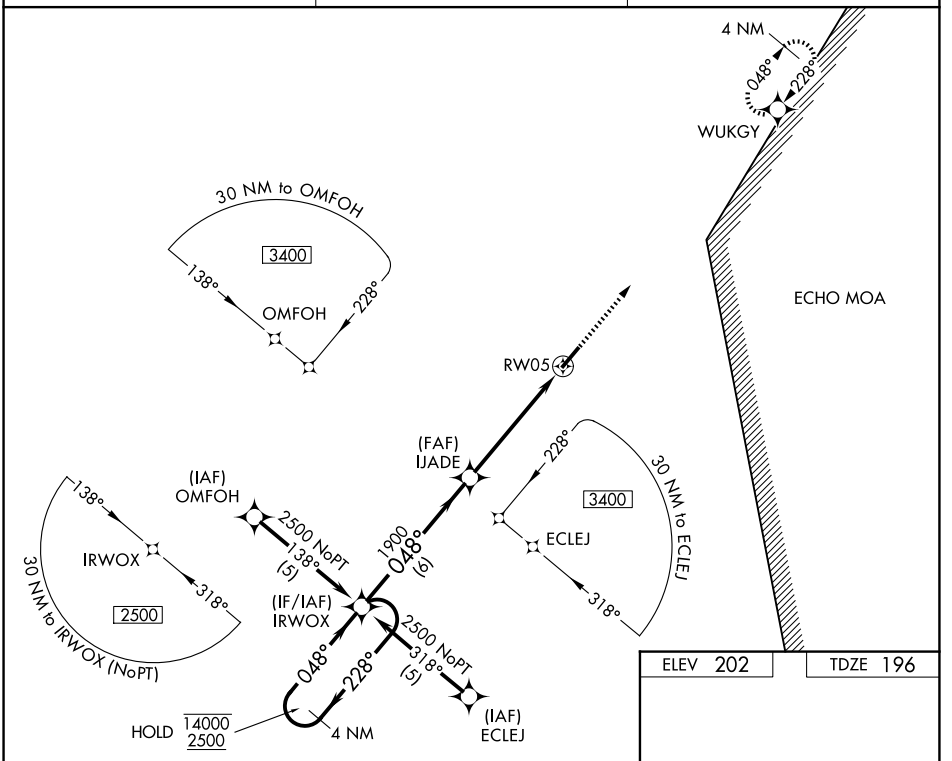
| WAAS | APP CRS | Rwy Ldg | 5005 |
|---|---|---|---|
| CH 66004 | 048° | TDZE | 196 |
| W05A | | Apt Elev | 202 |

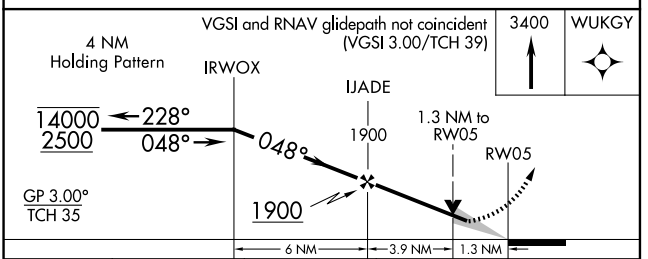
# RNAV (GPS) RWY 5
## HARNETT RGNL JETPORT (HRJ)

RNP APCH - GPS.

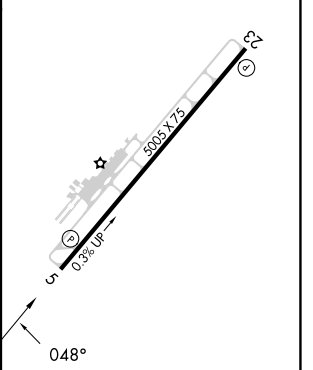
MISSED APPROACH: Climb to 3400 direct WUKGY and hold, continue climb in hold to 3400.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.175 285.575 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 475-1 279 (300-1) | | | NA |
| LNAV MDA | 640-1 444 (500-1) | | 640-1⅜ 444 (500-1⅜) | NA |
| CIRCLING | 660-1 458 (500-1) | 720-1 518 (600-1) | 780-1½ 578 (600-1½) | NA |




ERWIN, NORTH CAROLINA
Amdt 2D 08SEP22

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)
RNAV (GPS) RWY 5


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5005 |
|---|---|---|---|
| CH 45904 | 228° | TDZE | 202 |
| W23A | | Apt Elev | 202 |

# RNAV (GPS) RWY 23

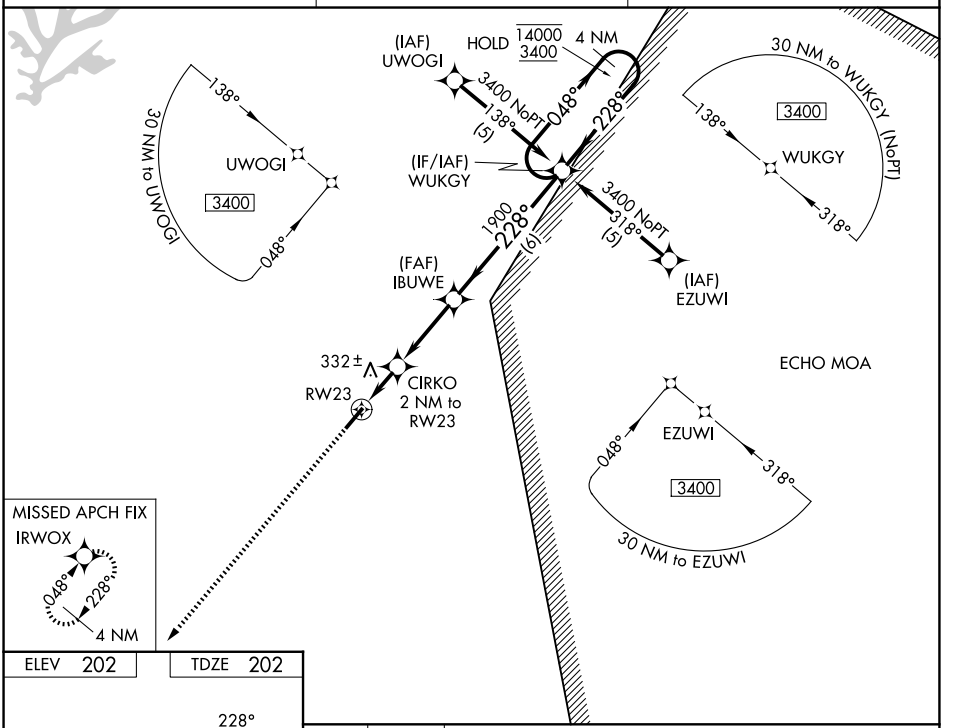
## HARNETT RGNL JETPORT (HRJ)

RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA.

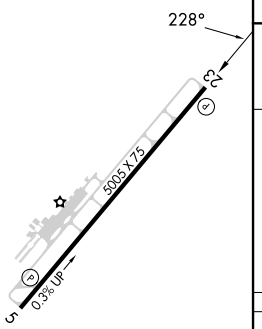
MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

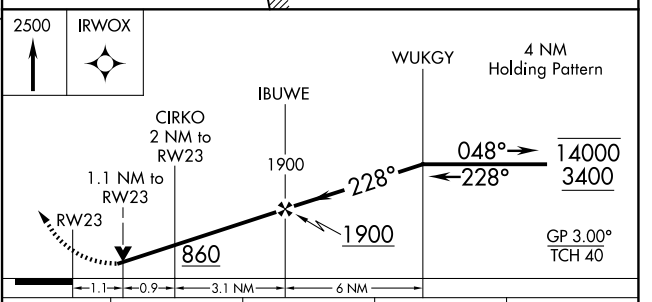
| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.175 285.575 | 122.7 (CTAF) L |




MISSED APCH FIX
IRWOX
048°
228°
4 NM

ELEV 202 TDZE 202




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 551-1 349 (400-1) | | | NA |
| LNAV MDA | 600-1 398 (400-1) | | 600-1⅛ 398 (400-1⅛) | NA |
| CIRCLING | 660-1 458 (500-1) | 720-1 518 (600-1) | 780-1½ 578 (600-1½) | NA |

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

26246

# LOC RWY 5

## HARNETT RGNL JETPORT (HRJ)

| LOC/DME I-HRJ | APP CRS | Rwy Ldg | 5005 |
|---|---|---|---|
| 108.35 | 048° | TDZE | 196 |
| Chan 20 (Y) | | Apt Elev | 202 |

DME required.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.175 285.575 | 122.7 (CTAF) L |

RALEIGH-DURHAM
117.2 RDU
Chan 119

3100 to IRWOX
196° (38.7)

DENIL
FAY 21

LOCALIZER 108.35
I-HRJ
Chan 20(Y)

IJADE
I-HRJ 6.1

(IF/IAF)
IRWOX INT
I-HRJ 12.1
FAY 14.7
RDU 38.7

1900
048° (6)

HOLD 6000 2500
048° 1 min 228°

R-5311
A, B, C

R-002

MSA HQT 25 NM
3400

2500 NoPT
002° (14.7)

IAF
FAYETTEVILLE
114.85 FAY
Chan 95 (Y)

MISSED APCH FIX
R-194
R-117
LANHO
RDU 21.2
194° 113.0 LIB
Chan 77
014°
117.2 RDU
Chan 119

ALTERNATE MISSED APCH FIX
R-009
189°
009°
DENIL
FAY 21
114.85 FAY
Chan 95 (Y)

ELEV 202 | TDZE 196

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).

700 | 2000 hdg 290° | RDU R-194 | LANHO

IRWOX INT
I-HRJ 12.1

IJADE
I-HRJ 6.1

6000 228°
2500 048°

048°

1900

3.04°
TCH 35

I-HRJ 2.2

I-HRJ 0.9

6 NM | 3.9 NM | 1.3

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 640-1 444 (500-1) | | 640-1 3/8 444 (500-1 3/8) | NA |
| CIRCLING | 660-1 458 (500-1) | 720-1 518 (600-1) | 780-1 1/2 578 (600-1 1/2) | NA |

5005 X 75

0.3% UP

048°

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ERWIN, NORTH CAROLINA
Orig-C 08SEP22

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)
LOC RWY 5

| LOC/DME I-GRA | APP CRS | Rwy Ldg | 6408 |
|---|---|---|---|
| 110.5 | 038° | TDZE | 189 |
| Chan 42 | | Apt Elev | 189 |

# ILS or LOC RWY 4

## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX

FAYETTEVILLE 114.85 FAY Chan 95(Y)

270° R-090° 090°

LOCALIZER 110.5 I-GRA Chan 42

MSA FAY 25 NM 2300

FAYETTEVILLE 114.85 FAY Chan 95(Y)

YISBU I-GRA 3

305

CINLO I-GRA 6.5 RADAR

2300 to ZODGI 217° (12.5)

R-131

1900

038° (7)

(IF/IAF) ZODGI I-GRA 13.5 RADAR

GANDS FAY 14.6

131° 311°

038° 1 min 218°

HOLD 6000 2300

218°

One Minute Holding Pattern

ZODGI I-GRA 13.5 RADAR

CINLO I-GRA 6.5 RADAR

YISBU I-GRA 3

I-GRA 2.1

I-GRA 1.2

6000 2300 218° 038°

038°

1900

800

GS 3.00° TCH 45

7 NM 3.4 NM 0.9 0.9

1100 3000 FAY R-131 GANDS

ELEV 189 D TDZE 189

22 0.3% UP 7709 X 150

TWR

10 28 4801 X 150

038°

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4* | 389/24 200 (200-½) | | | |
| S-LOC 4 | 520/24 331 (400-½) | | 520/26 331 (400-½) | |
| CIRCLING | 640-1 451 (500-1) | 660-1 471 (500-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 4

## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

| WAAS | APP CRS | Rwy Ldg | 6408 |
|---|---|---|---|
| CH 50111 | 038° | TDZE | 189 |
| W04A | | Apt Elev | 189 |

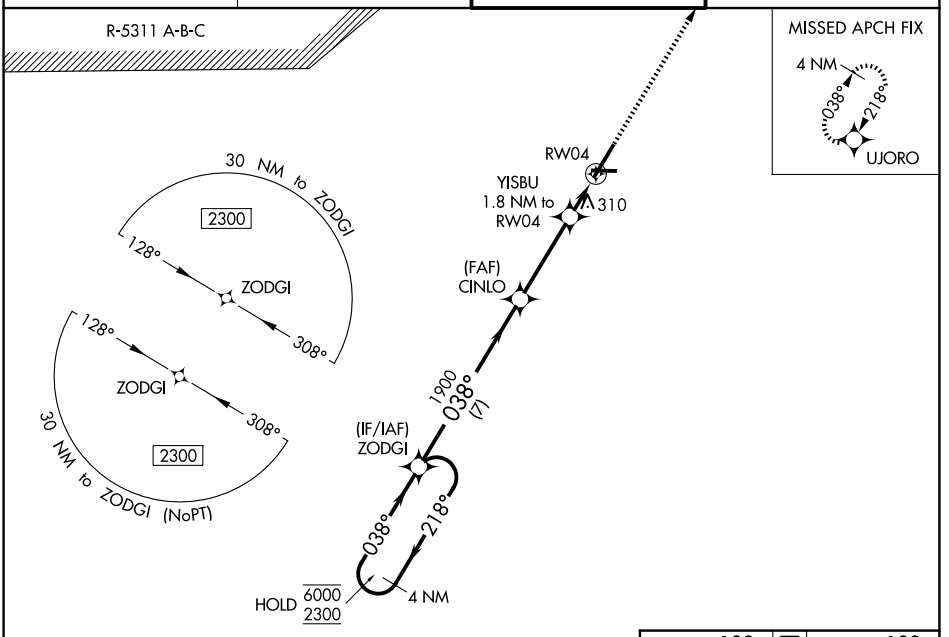
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

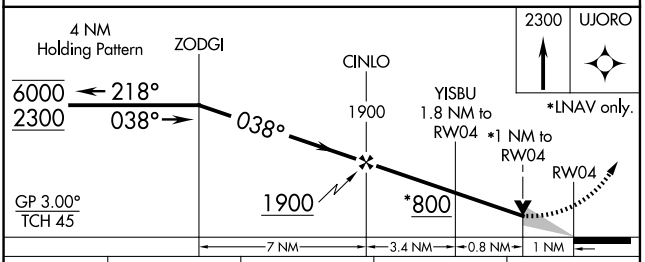
MISSED APPROACH: Climb to 2300 direct UJORO and hold.

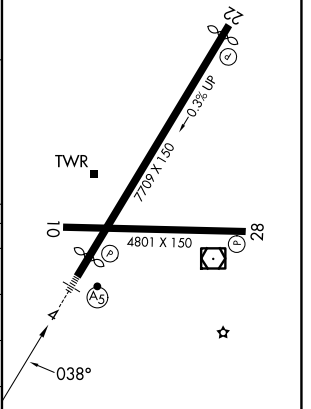
| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




ELEV 189 D TDZE 189

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 389/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 588/35 | 399 (400-⅝) | | |
| LNAV MDA | 560/24 | 371 (400-½) | | |
| CIRCLING | 640-1<br>451 (500-1) | 660-1<br>471 (500-1) | 860-2<br>671 (700-2) | 860-2¼<br>671 (700-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | 4801 |
|---|---|---|
| 086° | TDZE | 188 |
| | Apt Elev | 189 |

# RNAV (GPS) RWY 10

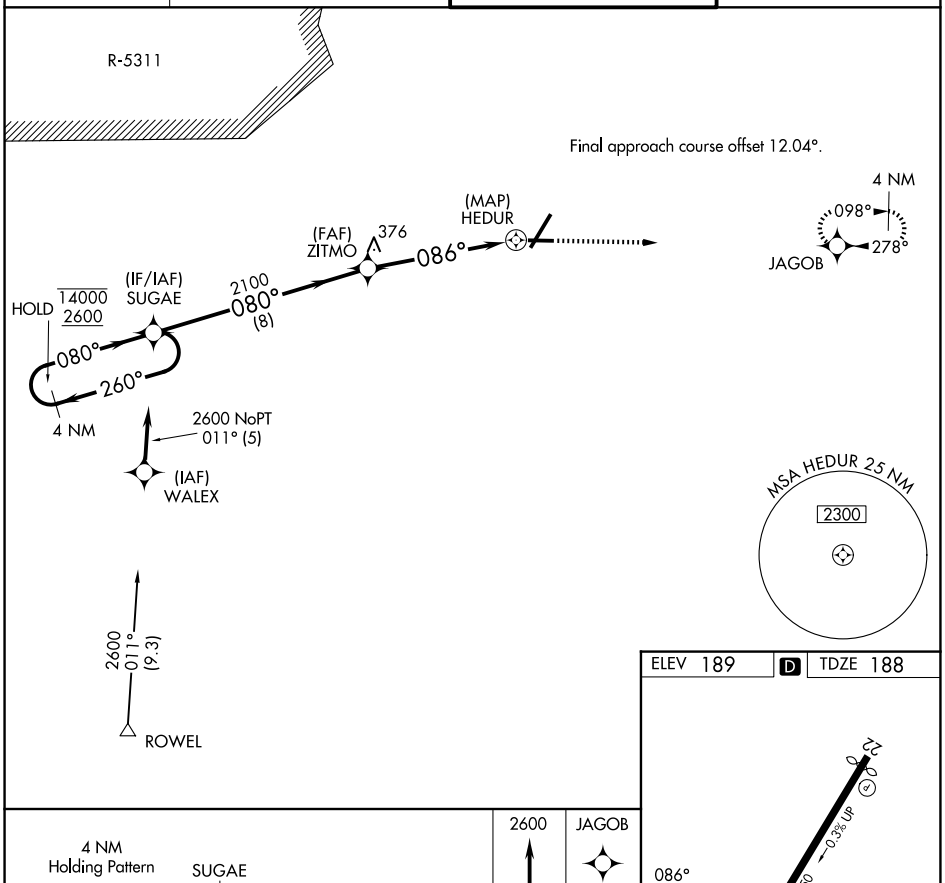
## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

RNP APCH - GPS.

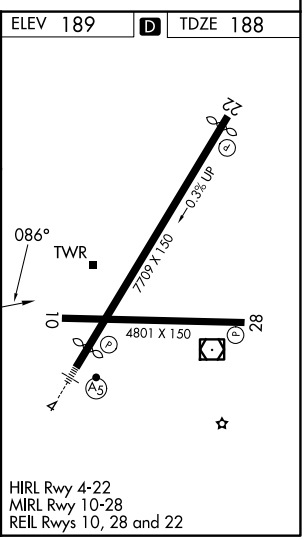
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct JAGOB and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 472 (500-1) | 660-1⅜ | 472 (500-1⅜) |
| CIRCLING | 660-1 | 471 (500-1) | 860-2<br>671 (700-2) | 860-2¼<br>671 (700-2¼) |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FAYETTEVILLE, NORTH CAROLINA AL-690 (FAA) 25275

| WAAS CH 45511 W22A | APP CRS 218° | Rwy Ldg 6408<br>TDZE 180<br>Apt Elev 189 |
|---|---|---|

# RNAV (GPS) RWY 22

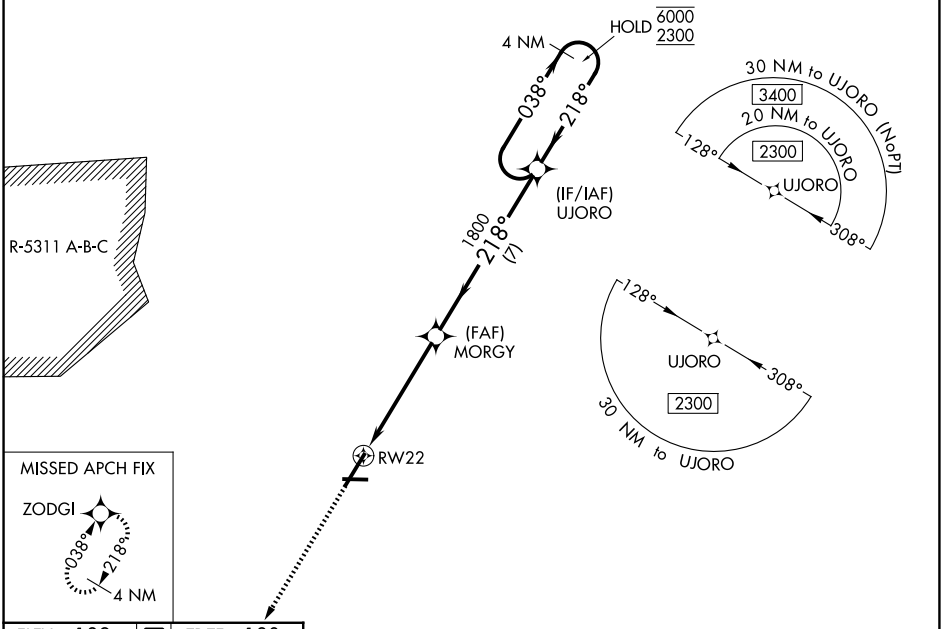
## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

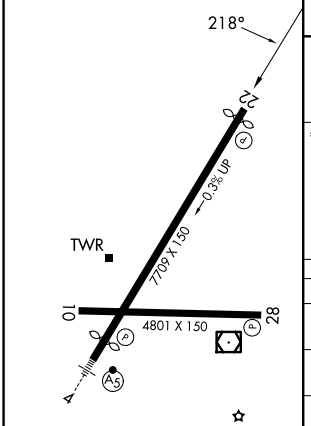
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

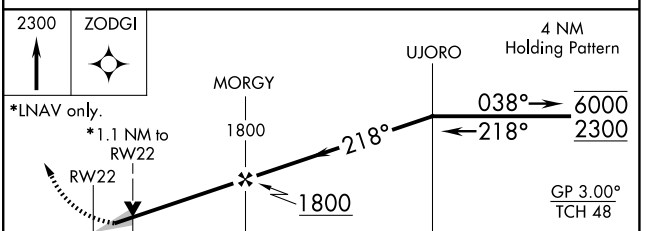
MISSED APPROACH: Climb to 2300 direct ZODGI and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 380-¾ | 200 (200-¾) | | |
| LNAV/VNAV DA | 437-¾ | 257 (300-¾) | | |
| LNAV MDA | 560-1 | 380 (400-1) | | |
| CIRCLING | 640-1<br>451 (500-1) | 660-1<br>471 (500-1) | 860-2<br>671 (700-2) | 860-2¼<br>671 (700-2¼) |

FAYETTEVILLE, NORTH CAROLINA
Amdt 6 08NOV18

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
34°59'N-78°53'W
RNAV (GPS) RWY 22


SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | 4801 |
|---|---|---|
| 278° | TDZE | 188 |
| | Apt Elev | 189 |

# RNAV (GPS) RWY 28

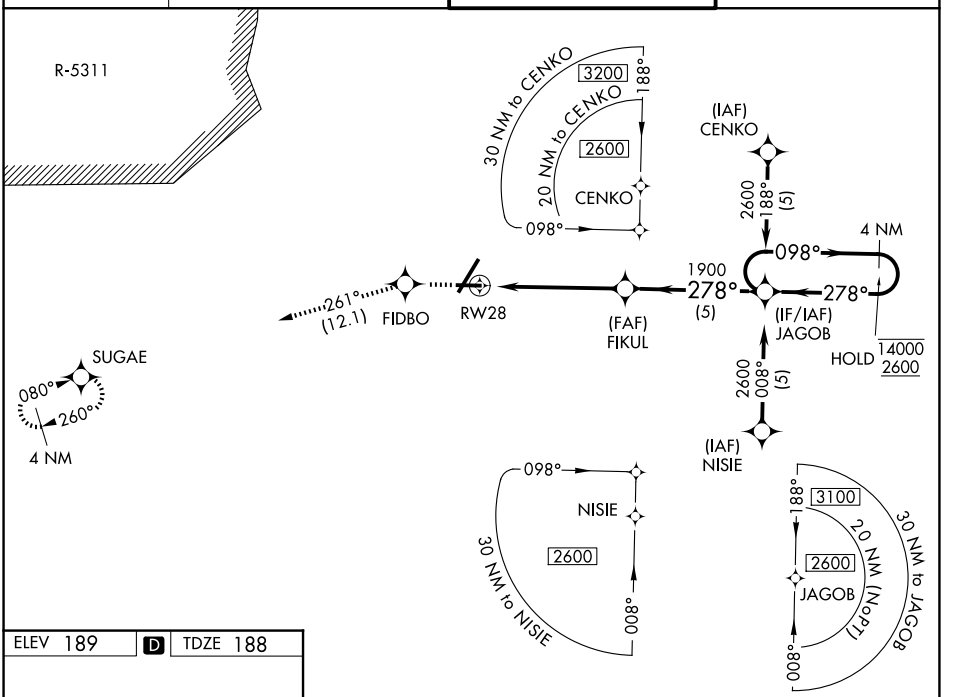
## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

RNP APCH.

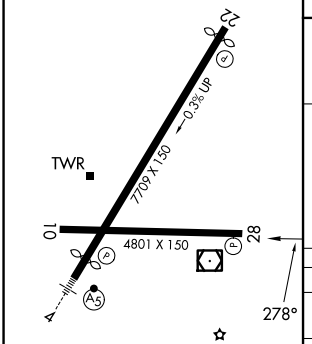
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.

MISSED APPROACH: Climb to 2600 direct FIDBO and on 261° track to SUGAE and hold.

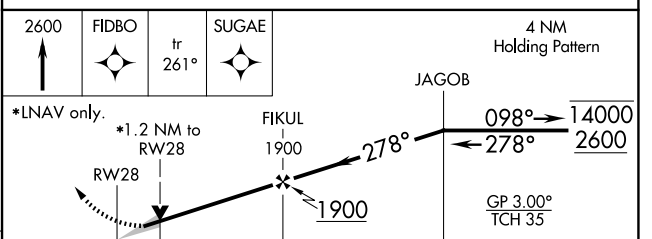
| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




ELEV 189 D TDZE 188




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 500-1¼ 312 (400-1¼) | | | |
| LNAV MDA | 600-1 412 (500-1) | | 600-1¼ 412 (500-1¼) | |
| CIRCLING | 640-1¼ 451 (500-1¼) | 660-1¼ 471 (500-1¼) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FAYETTEVILLE, NORTH CAROLINA AL-690 (FAA) 25275

# VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

| VOR/DME FAY | APP CRS | Rwy Ldg | 6408 |
|---|---|---|---|
| 114.85 | 058° | TDZE | 189 |
| Chan 95(Y) | | Apt Elev | 189 |

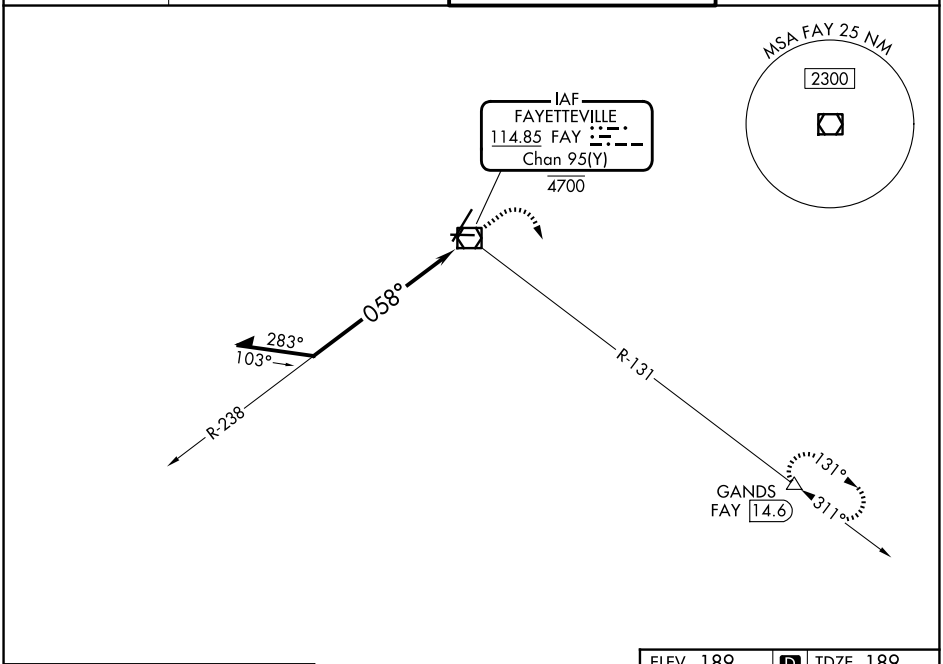
DME required.

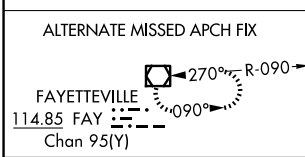
▼ Rwy 4 helicopter visibility reduction below RVR 4000 NA.
▲ For inop ALS, increase S-4 Cats A/B visibility to RVR 5500.

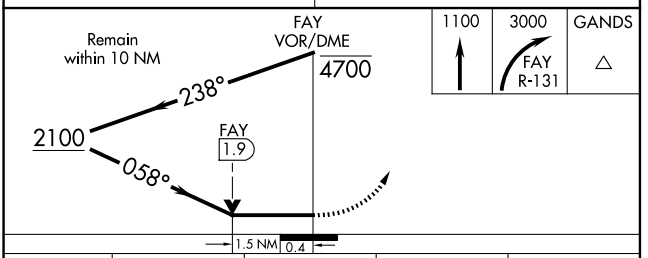
MALSR

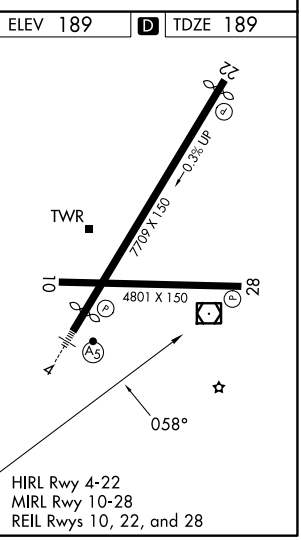
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 720/40 | 531 (600-¾) | 720/55 | 531 (600-1) |
| CIRCLING | 720-1 | 531 (600-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

FAYETTEVILLE, NORTH CAROLINA
Amdt 17 14JUL22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
34°59′N-78°53′W
VOR RWY 4


SE-2, 03 SEP 2026 to 29 OCT 2026

# VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

| VOR/DME FAY | APP CRS | Rwy Ldg | 6408 |
|---|---|---|---|
| 114.85 | 198° | TDZE | 180 |
| Chan 95(Y) | | Apt Elev | 189 |

DME required.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 100° and on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX

FAYETTEVILLE
114.85 FAY
Chan 95(Y)
270° R-090
090°

549

R-018
243°
063°
198°

IAF
FAYETTEVILLE
114.85 FAY
Chan 95(Y)

R-131

MSA FAY 25 NM
2300

GANDS
FAY 14.6
131°
311°

ELEV 189 D TDZE 180

198°

TWR

4801 X 150

709 X 150

0.3% UP

10

28

22

A5

| 1300 | 3000 | FAY R-131 | GANDS |
|---|---|---|---|
| ↑ | hdg 100° | | △ |

FAY VOR/DME

Remain within 10 NM

018°

FAY 3.1

2100

198°

0.9 2.2

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 900-1 720 (800-1) | | 900-2 720 (800-2) | |
| CIRCLING | 900-1 711 (800-1) | | 900-2 711 (800-2) | 900-2¼ 711 (800-2¼) |

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10,28 and 22



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FAYETTEVILLE, NORTH CAROLINA | AL-690 (FAA) | 25275

# VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

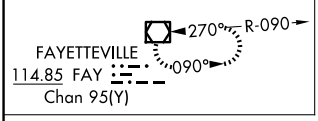
| VOR/DME FAY | APP CRS | Rwy Ldg | 4801 |
|---|---|---|---|
| 114.85 | 264° | TDZE | 188 |
| Chan 95(Y) | | Apt Elev | 189 |

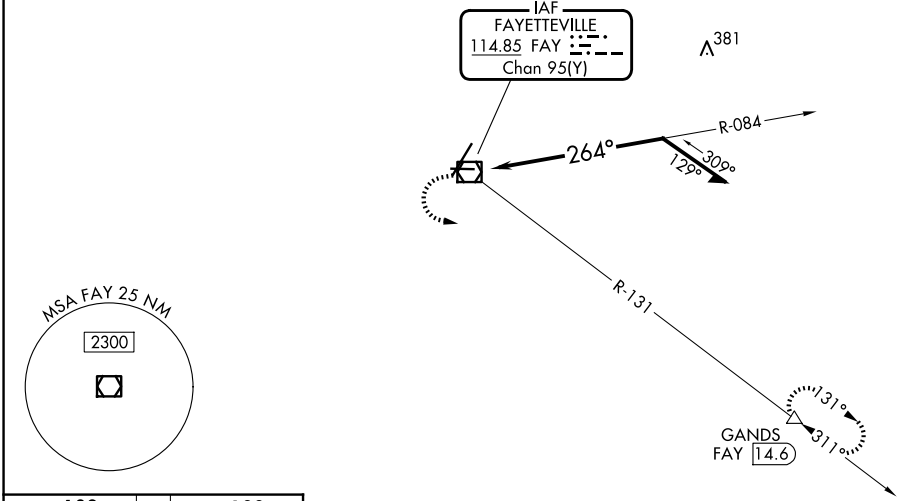
DME required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

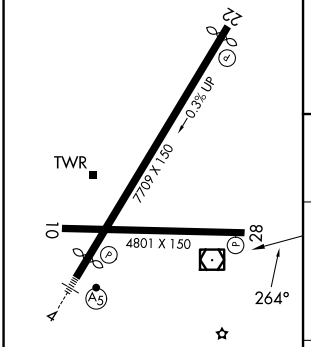
| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX

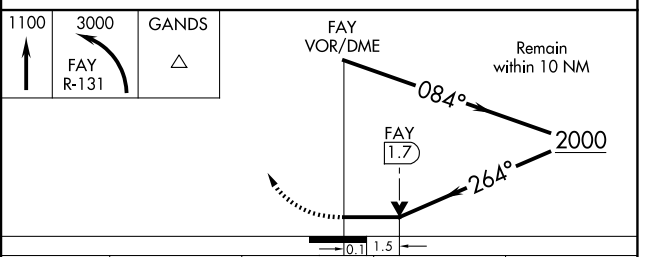



ELEV 189 | D | TDZE 188



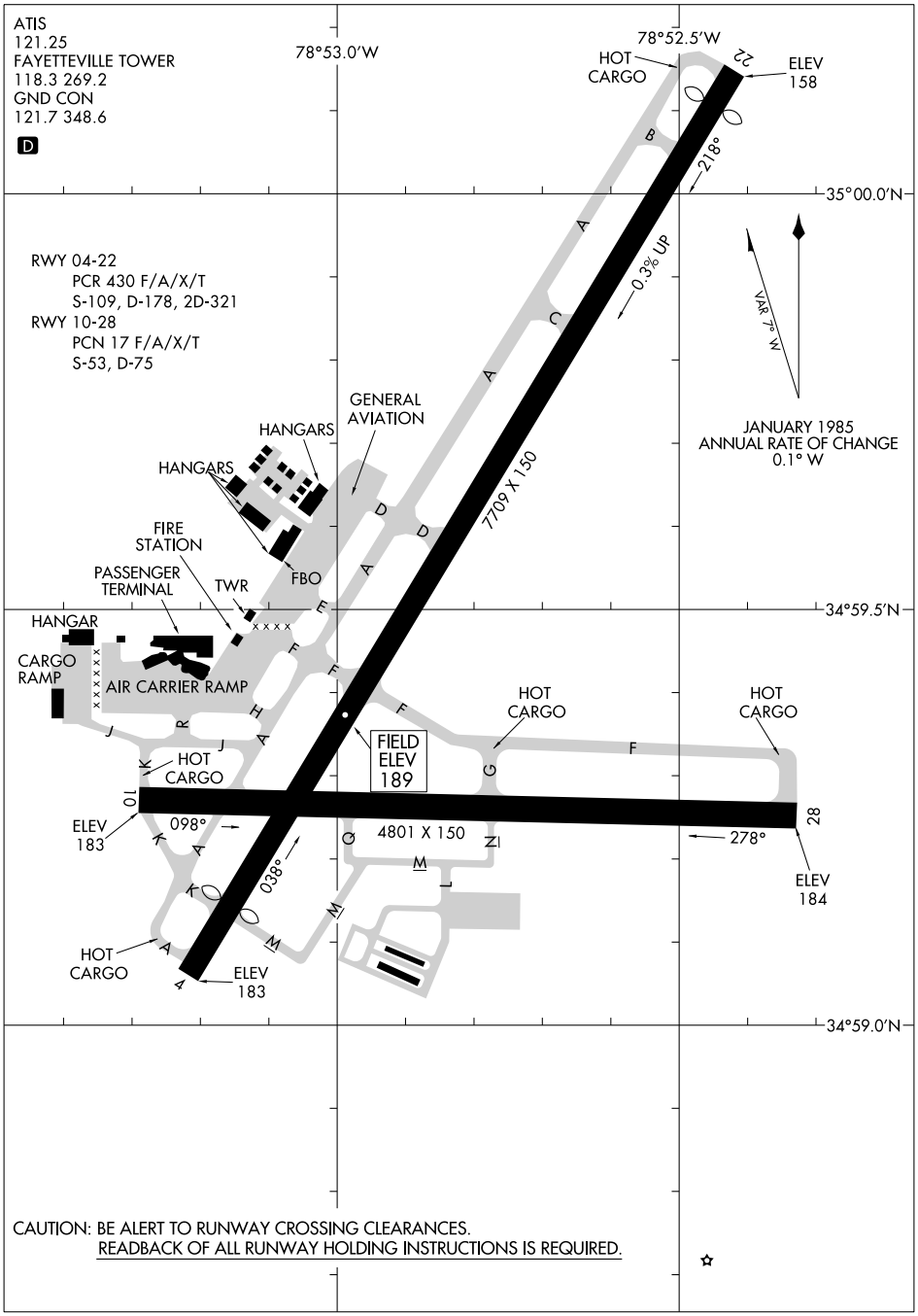

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 700-1 512 (600-1) | | 700-1⅜ 512 (600-1⅜) | |
| CIRCLING | 700-1 511 (600-1) | | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026







SE-2, 03 SEP 2026 to 29 OCT 2026

(MTY5.MTY) 26246

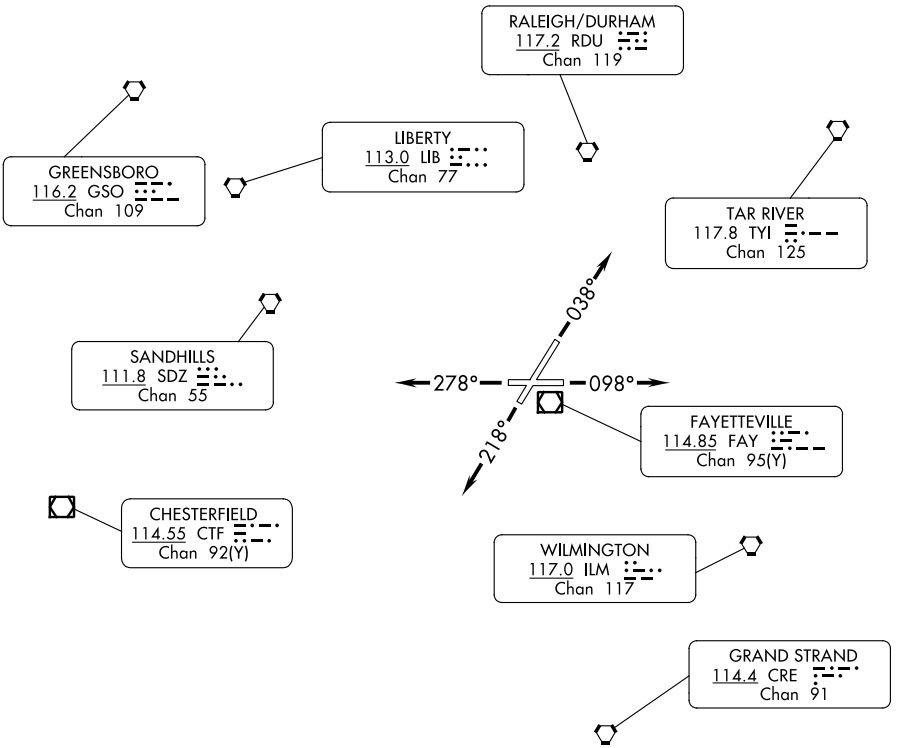
# MOUNTY FIVE DEPARTURE

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
AL-690 (FAA)
FAYETTEVILLE, NORTH CAROLINA

FAYETTEVILLE DEP CON
133.0 290.25
ATIS
121.25
GND CON
121.7 348.6
FAYETTEVILLE TOWER
118.3 269.2

RADAR required.

**TOP ALTITUDE: 2000**




TAKEOFF MINIMUMS:
Rwys 4, 10, 22, 28: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 098° or as assigned, thence. . . .
TAKEOFF RUNWAY 22: Climb heading 218° or as assigned, thence . . . .
TAKEOFF RUNWAY 28: Climb heading 278° or as assigned, thence. . . .

. . . .maintain 2000 or assigned altitude. Expect vectors to join filed route.
Expect further clearance to filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 9

FLORENCE RGNL (FLO)

| LOC/DME I-FLO | APP CRS | Rwy Ldg | 6502 |
|---|---|---|---|
| 109.1 | 093° | TDZE | 147 |
| Chan 28 | | Apt Elev | 147 |

RNP APCH - GPS.

DME required.

Circling Rwy 1, 19 NA at night. For inop ALS, increase S-LOC 9 Cats C and D visibilities to 2 SM.

MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |

IAF
CHESTERFIELD
114.55 CTF
Chan 92(Y)

Procedure NA for arrivals at CTF VOR/DME on V259 northwest bound.

2200 NoPT
056°
(32.8)

MSA FLO 25 NM
3200

LOCALIZER 109.1
I-FLO
Chan 28

(IF/IAF)
CADZU INT
I-FLO 13.7

IMOVE
I-FLO 7.7

2200
093°
(5.9)
574

093°
1 min
273°
273°

HOLD 4600 2200

R-156

MISSED APCH FIX
ESVAC
273°
093°
4 NM

ELEV 147 TDZE 147

One Minute Holding Pattern

CADZU INT
I-FLO 13.7

IMOVE
I-FLO 7.7

2000 ESVAC

4600
2200
273°
093°
093°
2200
2200
I-FLO 3.5
I-FLO 1.5

GS 3.00°
TCH 59

5.9 NM 4.2 NM 2.1 NM

TWR 6 L
0.4% UP
6502 X 150
27
9
093°
6000 X 150
0.5% UP
1

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 1-19

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 347-½ 200 (200-½) | | | |
| S-LOC 9 | 860-½ 713 (800-½) | | 860-1⅝ 713 (800-1⅝) | |
| CIRCLING | 860-1 713 (800-1) | | 900-2¼ 753 (800-2¼) | 900-2½ 753 (800-2½) |

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 25275

# RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

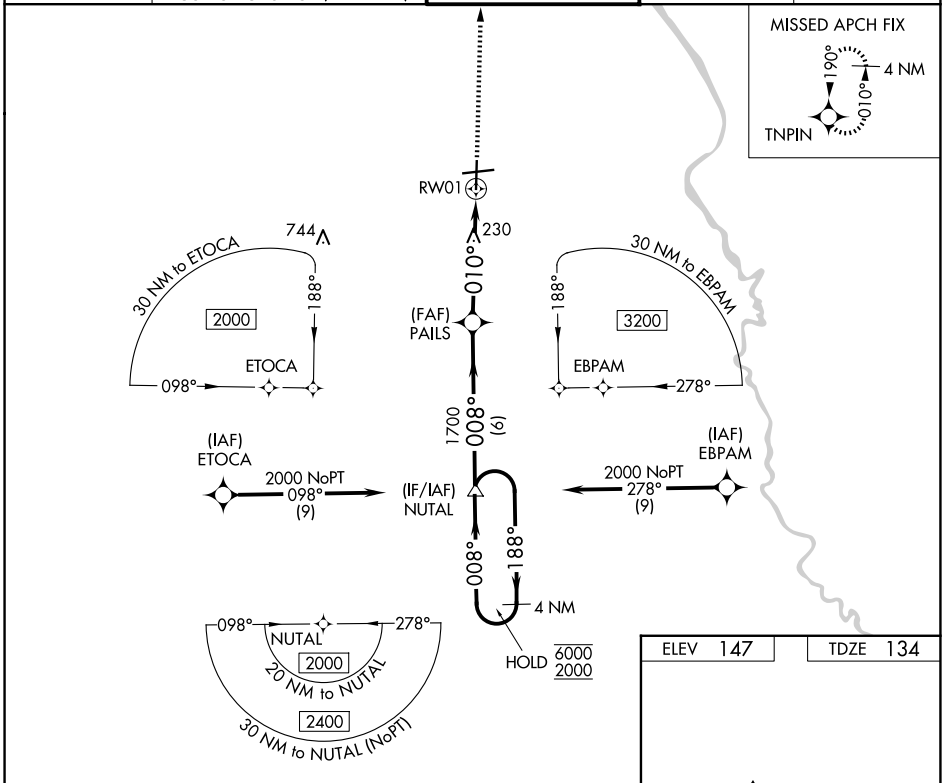
| APP CRS | Rwy Ldg | 6000 |
|---|---|---|
| 010° | TDZE | 134 |
| | Apt Elev | 147 |

RNP APCH - GPS.

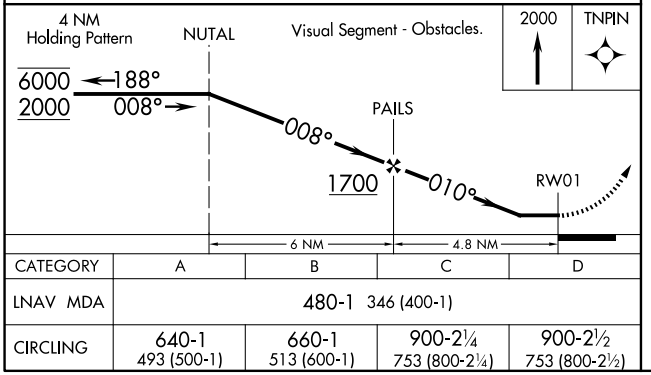
Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night.

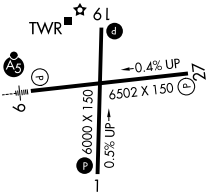
MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |




| ELEV 147 | TDZE 134 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 346 (400-1) | | | |
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 900-2¼<br>753 (800-2¼) | 900-2½<br>753 (800-2½) |

010°

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L
MIRL 1-19

FLORENCE, SOUTH CAROLINA
Amdt 1A 30NOV23

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 1

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

| WAAS | APP CRS | Rwy Ldg | 6502 |
|---|---|---|---|
| CH 70710 | 092° | TDZE | 147 |
| W09A | | Apt Elev | 147 |

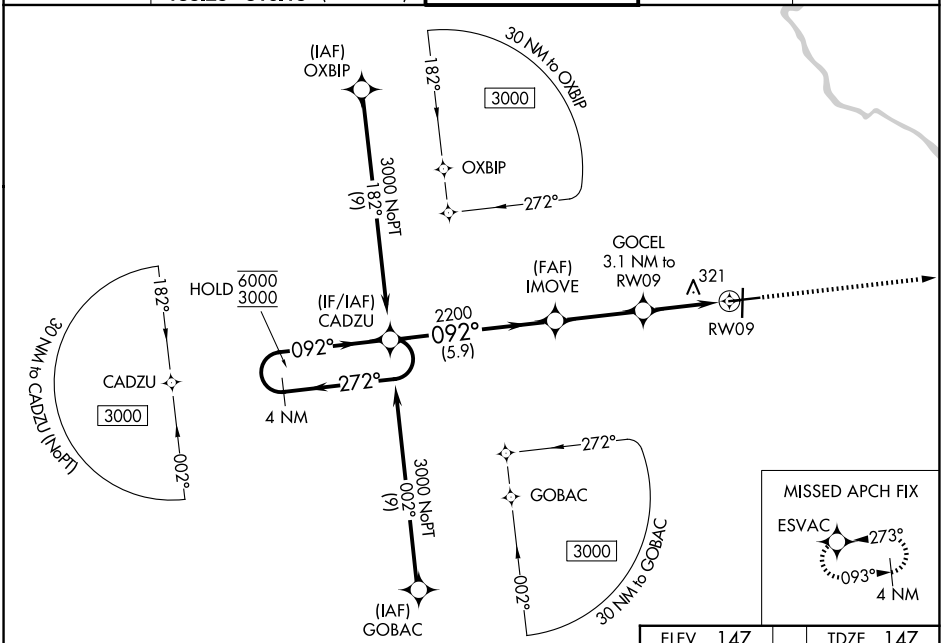
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling Rwy 1, 19 NA at night.

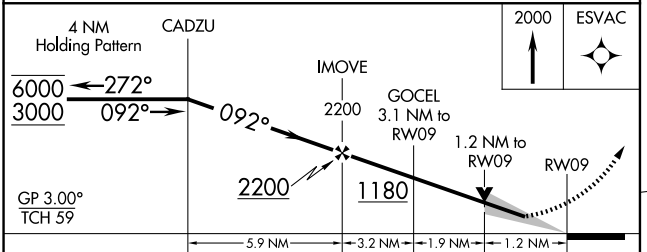
MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

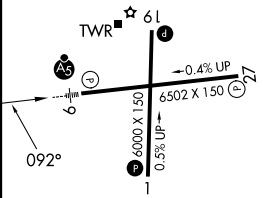
| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |




ELEV 147 TDZE 147




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 347-½ | | 200 (200-½) | |
| LNAV/VNAV DA | 603-⅞ | | 456 (500-⅞) | |
| LNAV MDA | 580-½ | 433 (500-½) | 580-¾ | 433 (500-¾) |
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 900-2¼<br>753 (800-2¼) | 900-2½<br>753 (800-2½) |




REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 1-19



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FLORENCE, SOUTH CAROLINA | AL-145 (FAA) | 25275

# RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

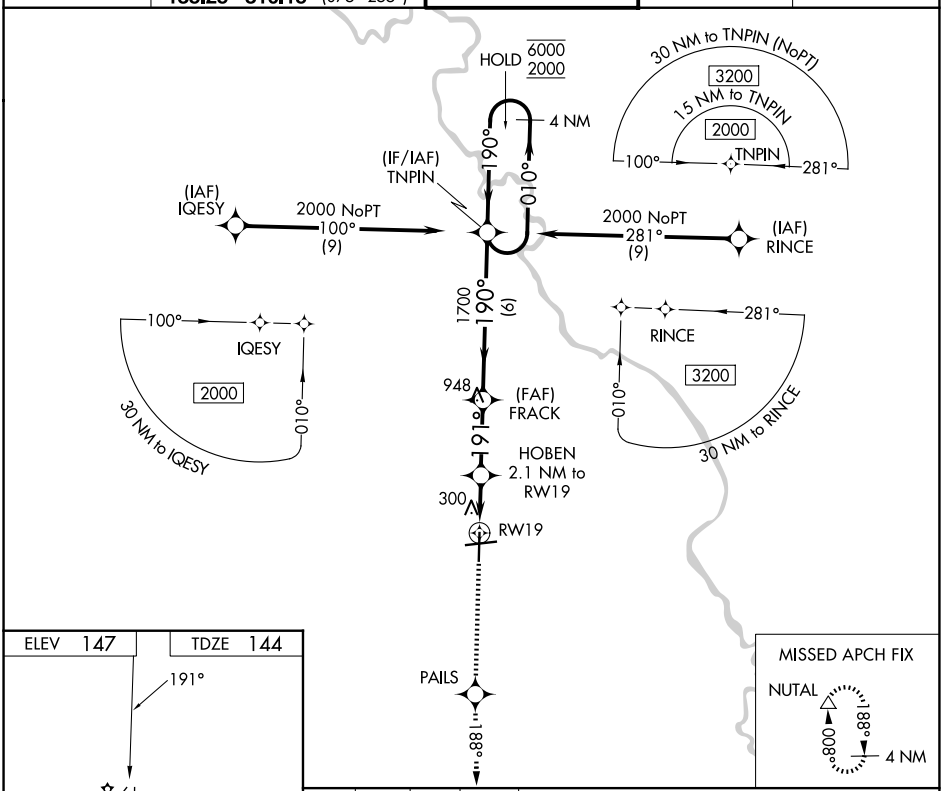
| APP CRS | Rwy Ldg | 6000 |
|---|---|---|
| 191° | TDZE | 144 |
| | Apt Elev | 147 |

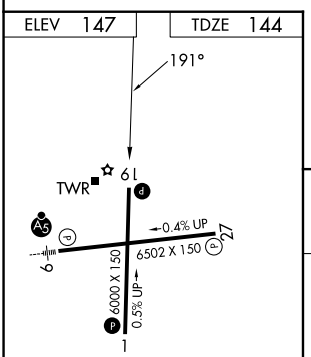
RNP APCH - GPS.

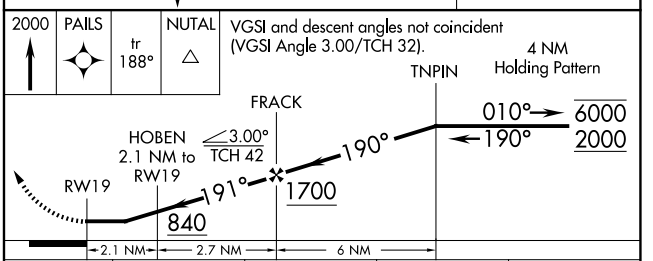
Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climb to 2000 direct PAILS and on track 188° to NUTAL and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 | 416 (500-1) | 560-1⅛ | 416 (500-1⅛) |
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 900-2¼<br>753 (800-2¼) | 900-2½<br>753 (800-2½) |

MIRL Rwy 1-19
REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L

FLORENCE, SOUTH CAROLINA
Amdt 1A 30NOV23

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 19

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

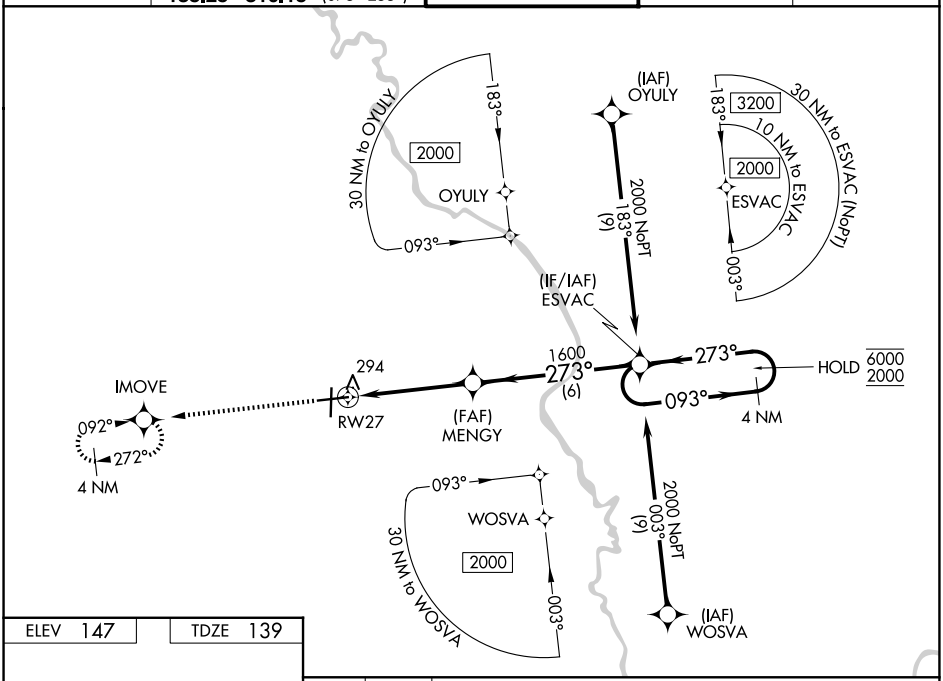
| WAAS CH 61310 W27A | APP CRS 273° | Rwy Ldg 6502 TDZE 139 Apt Elev 147 |
|---|---|---|

RNP APCH - GPS.

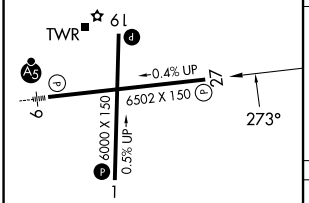
Circling Rwy 1, 19 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

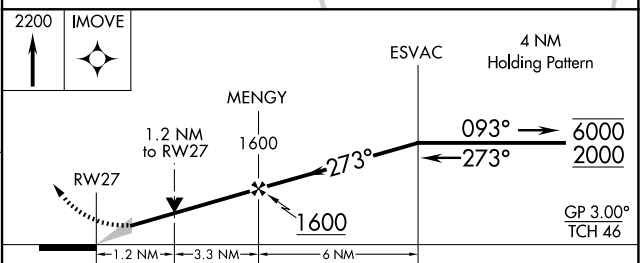
MISSED APPROACH: Climb to 2200 direct IMOVE and hold, continue climb-in-hold to 2200.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |




ELEV 147 TDZE 139




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 389-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 465-1 | | 326 (400-1) | |
| LNAV MDA | 560-1 | 421 (500-1) | 560-1¼ | 421 (500-1¼) |
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 900-2¼<br>753 (800-2¼) | 900-2½<br>753 (800-2½) |

MIRL Rwy 1-19
HIRL Rwy 9-27 L
REIL Rwys 1, 19 and 27 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 26246

| VORTAC FLO | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.2 | 232° | TDZE | N/A |
| Chan 99 | | Apt Elev | 147 |

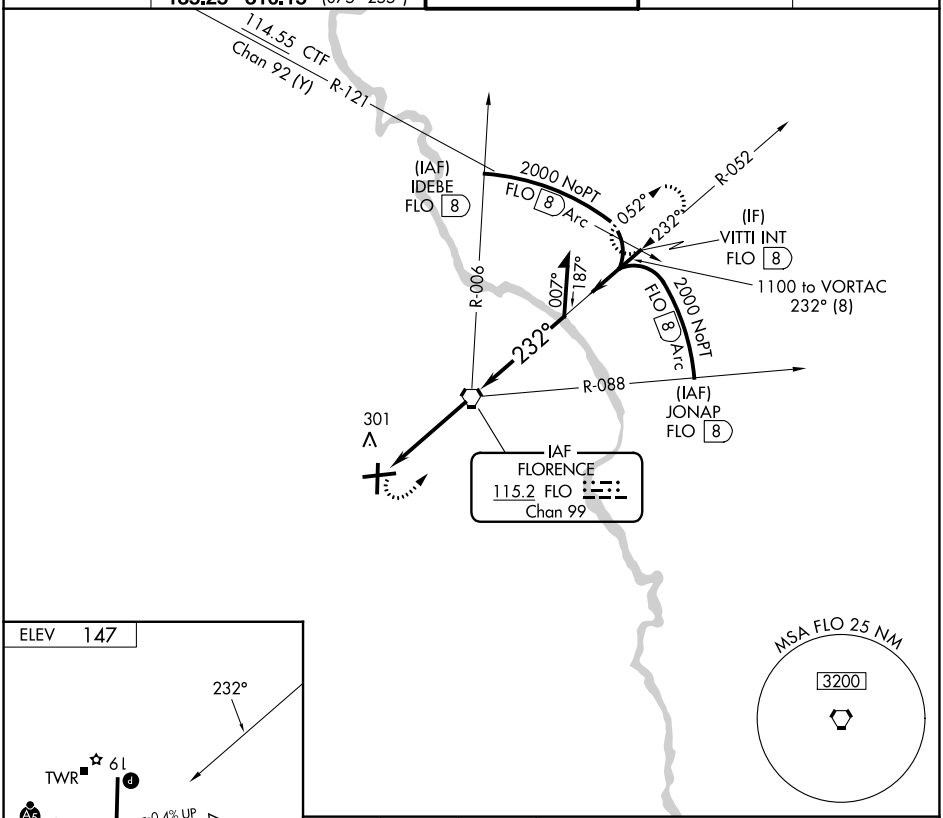
# VOR or TACAN-A

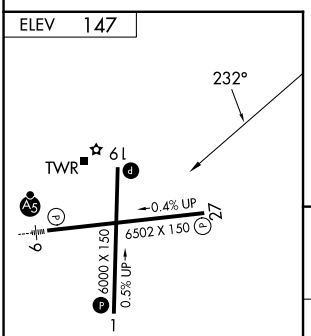
FLORENCE RGNL (FLO)

T A When local altimeter setting not received, use Darlington altimeter setting: increase all MDA 60 feet and visibility Circling Cat C and D ¼ SM.
Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 1, 19 NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI INT/FLO 8 DME and hold.

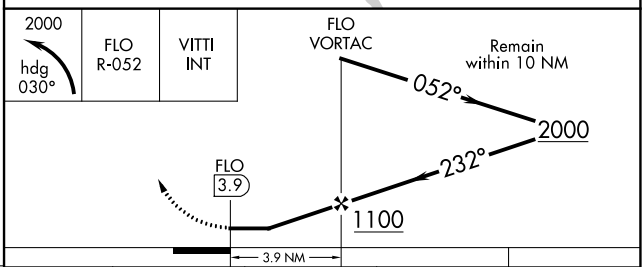
| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 122.95 |







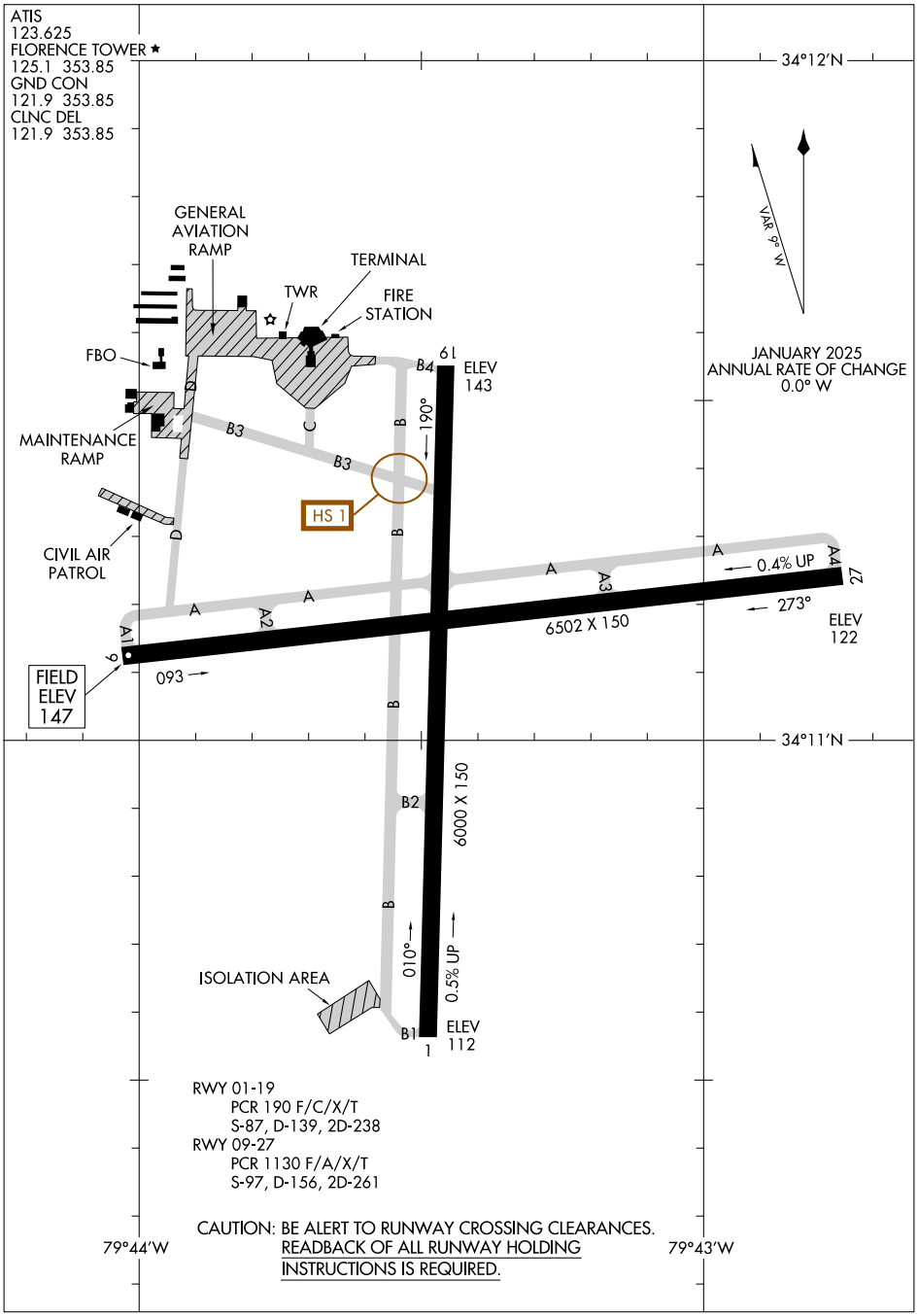



| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 900-2¼<br>753 (800-2¼) | 900-2½<br>753 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

FRANKLIN, NORTH CAROLINA AL-10364 (FAA) 25219

# RNAV (GPS)-A

MACON COUNTY (1A5)

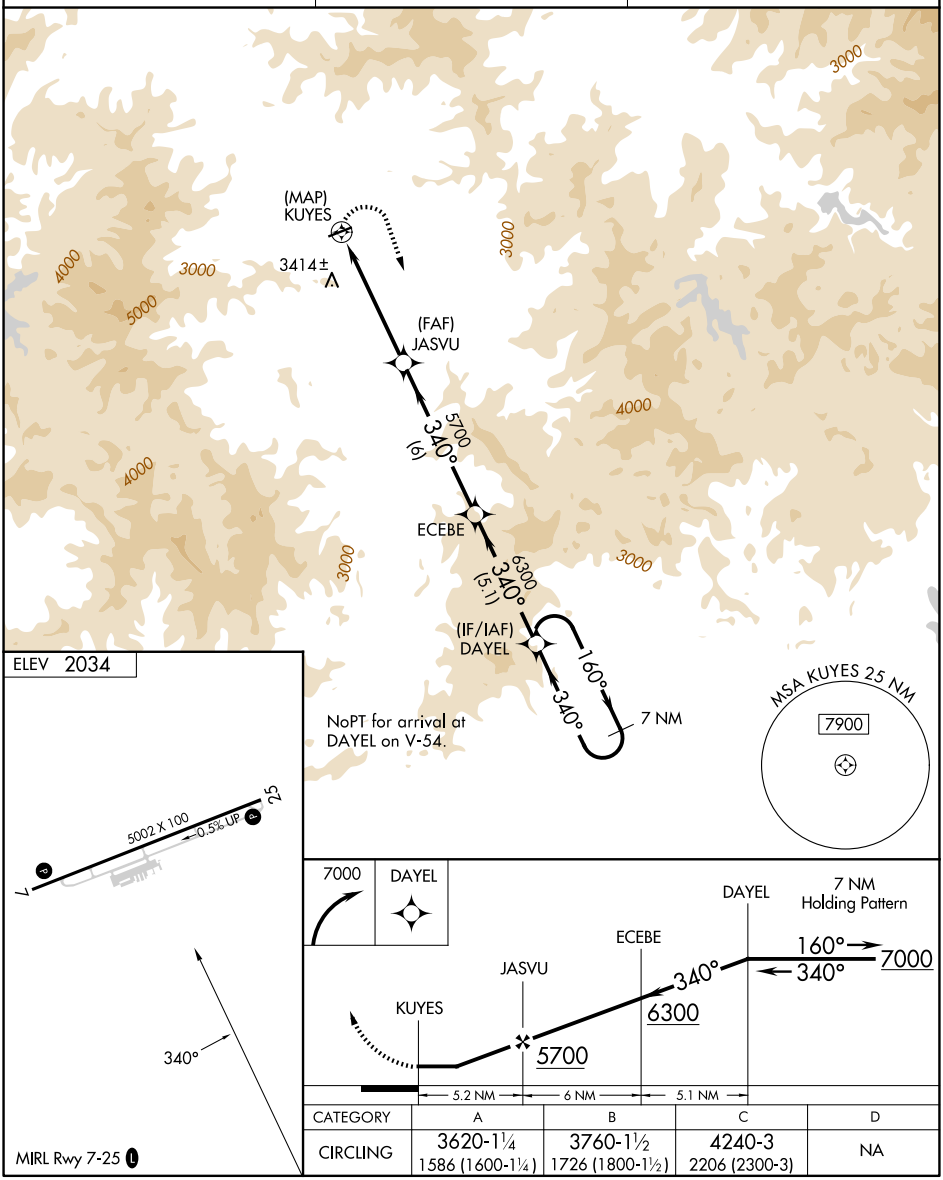
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 340° | TDZE | N/A |
| | Apt Elev | 2034 |

T A -11°C

When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.225 | 134.8 379.95 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3620-1¼ 1586 (1600-1¼) | 3760-1½ 1726 (1800-1½) | 4240-3 2206 (2300-3) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

GASTONIA MUNI (AKH)

| WAAS | APP CRS | Rwy ldg | 3769 |
|---|---|---|---|
| CH 90302 | 034° | TDZE | 798 |
| W03A | | Apt Elev | 798 |

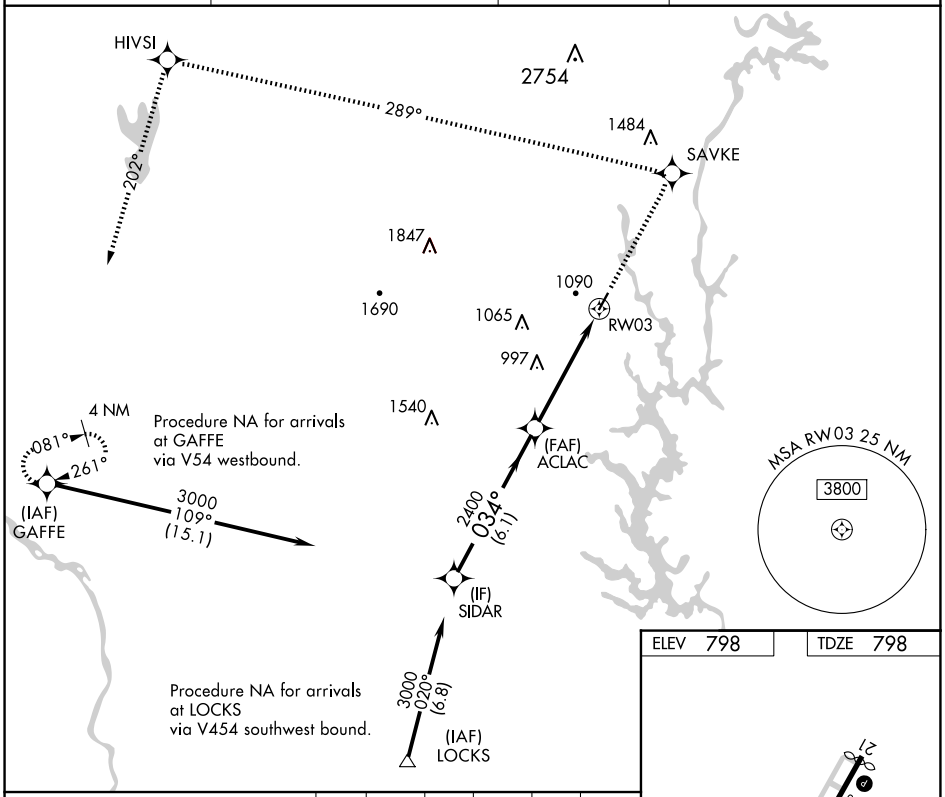
RNP APCH.

If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

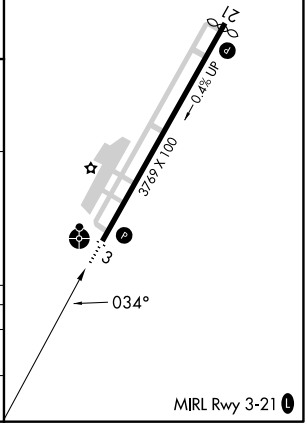
| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.725 | 120.05 257.2 | 127.2 | 123.0 (CTAF) |




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

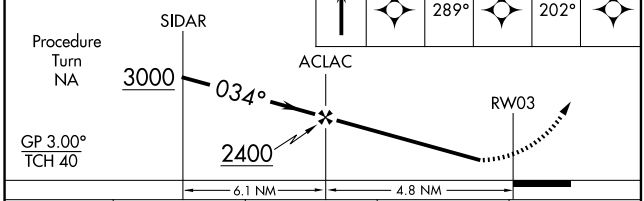
ELEV 798 TDZE 798




MIRL Rwy 3-21

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

| 3200 | SAVKE | tr 289° | HIVSI | tr 202° | GAFFE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1118-1¼ 320 (400-1¼) | | | NA |
| LNAV MDA | 1440-1 642 (700-1) | | 1440-1¾ 642 (700-1¾) | NA |

GASTONIA, NORTH CAROLINA AL-6081 (FAA) 25107

| WAAS | APP CRS | Rwy Idg | 3688 |
|---|---|---|---|
| CH 50402 | 214° | TDZE | 798 |
| W21A | | Apt Elev | 798 |

# RNAV (GPS) RWY 21

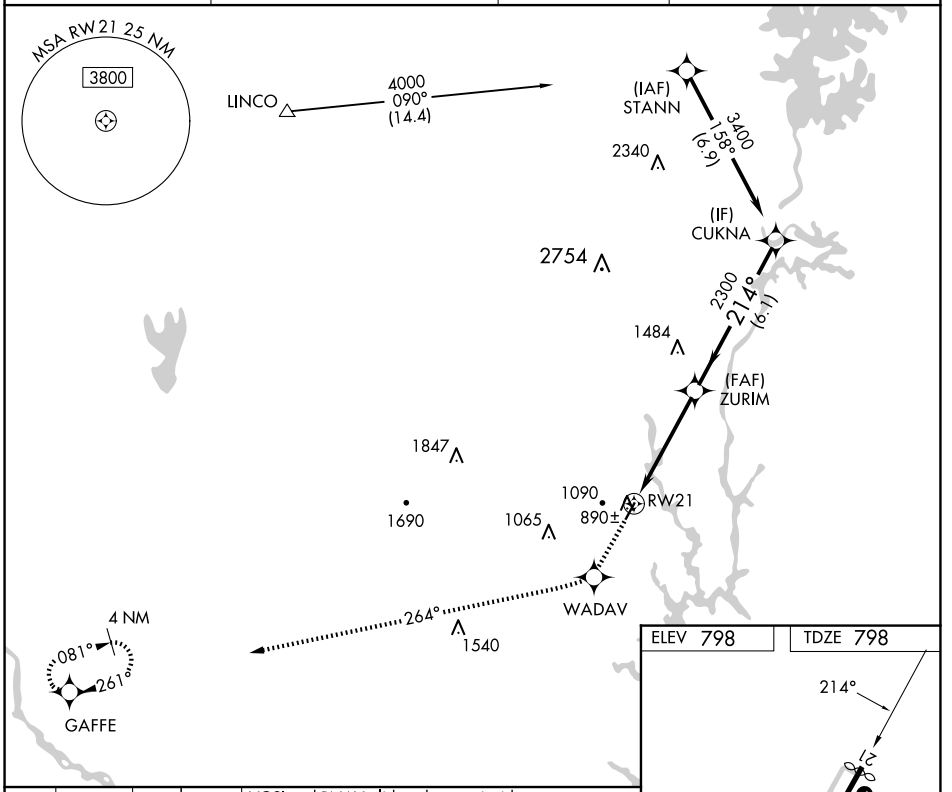
GASTONIA MUNI (AKH)

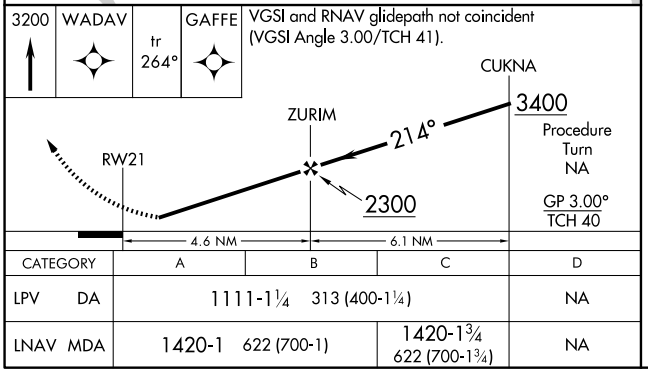
RNP APCH.

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet. Rwy 21 helicopter visibility reduction below ¾ SM NA.

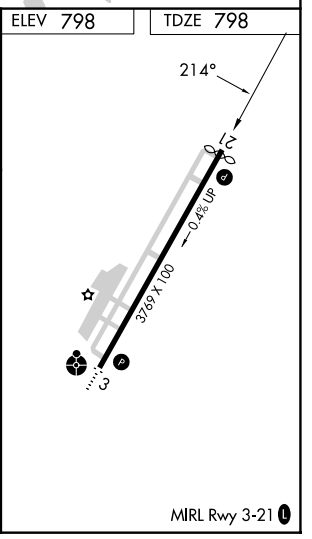
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.725 | 120.05 257.2 | 127.2 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1111-1¼ 313 (400-1¼) | | | NA |
| LNAV MDA | 1420-1 622 (700-1) | | 1420-1¾ 622 (700-1¾) | NA |




MIRL Rwy 3-21

GASTONIA, NORTH CAROLINA Orig-B 15AUG19

35°12'N-81°09'W

GASTONIA MUNI (AKH)

RNAV (GPS) RWY 21

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: 3000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.
TAKEOFF MINIMUMS
Rwys 3, 21: Standard.
MESHY
088° (18)
GULFY
077° (13)
BARMY
077° (39)
BATTA
RALEIGH/DURHAM RDU
11000 *2300 048° (22)
TAR RIVER TYI
11000 *3300 078° (71)
NUTZE
084° 11000 *3400 (70)
SA AKH 25 NM
3800
214°
1600
2700
049°
N
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to MESHY, thence. . .
. . .on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.
NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)
NOTE: Chart not to scale.
SE-2, 03 SEP 2026 to 29 OCT 2026

# BEAVY NINE DEPARTURE (RNAV)



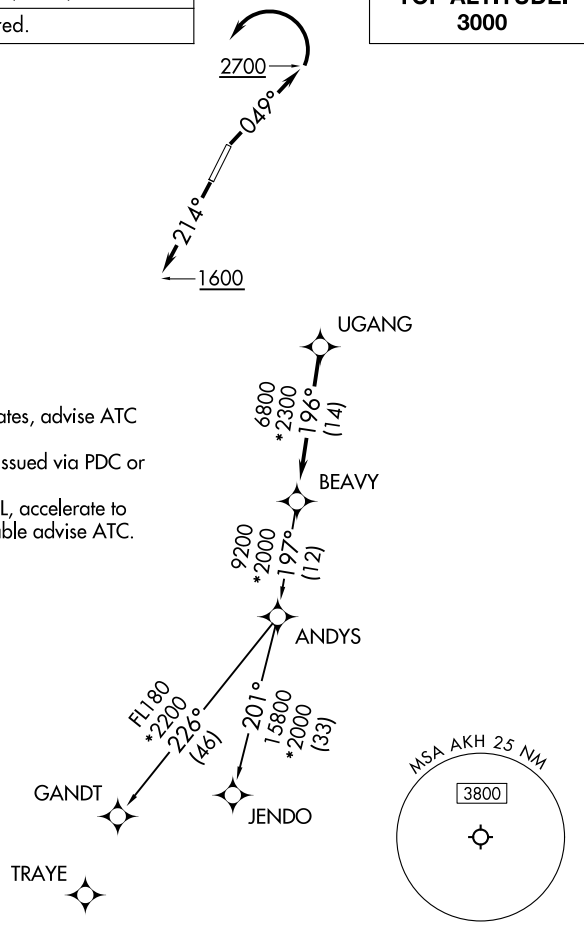
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to UGANG, thence. . .

. . .on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

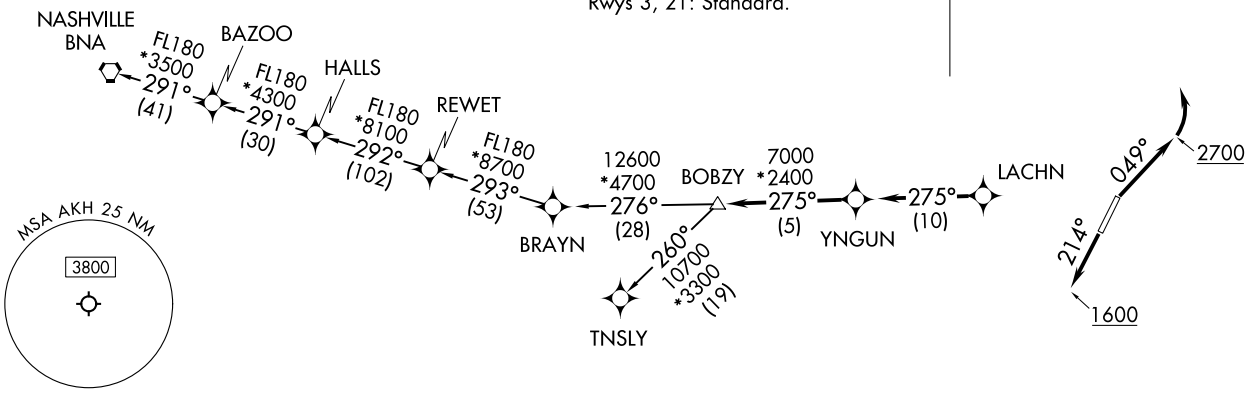
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

**TOP ALTITUDE: 3000**

N

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to LACHN, thence. . .

. . .on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 26246

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

AL-6081 (FAA)

(CLT6.CLT) 26246 AL-6081 (FAA)

# CHARLOTTE SIX DEPARTURE

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

RADAR and DME required.

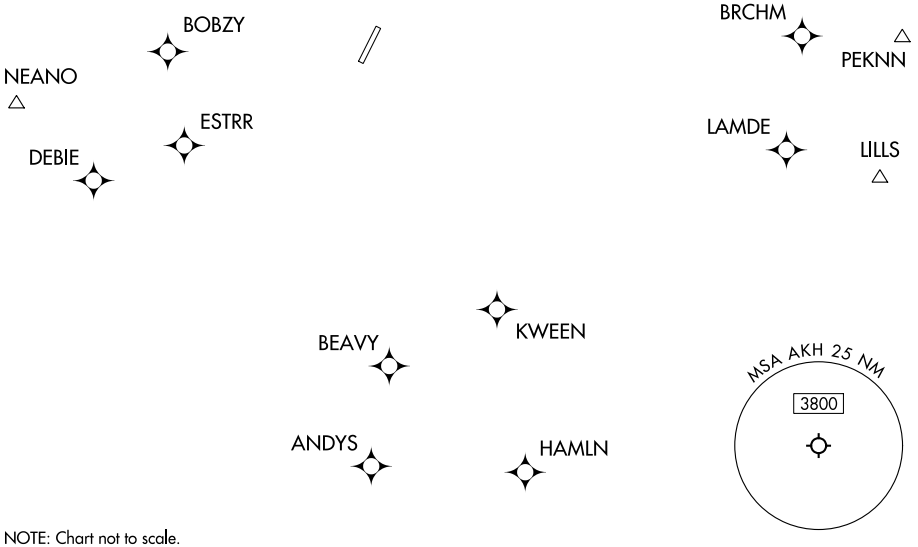
**TOP ALTITUDE: 3000**

NALEY

NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.

KRITR

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 395'/NM to 3000.
Rwy 21: Standard with minimum climb of 275'/NM to 3000.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# DURST ONE DEPARTURE (RNAV)

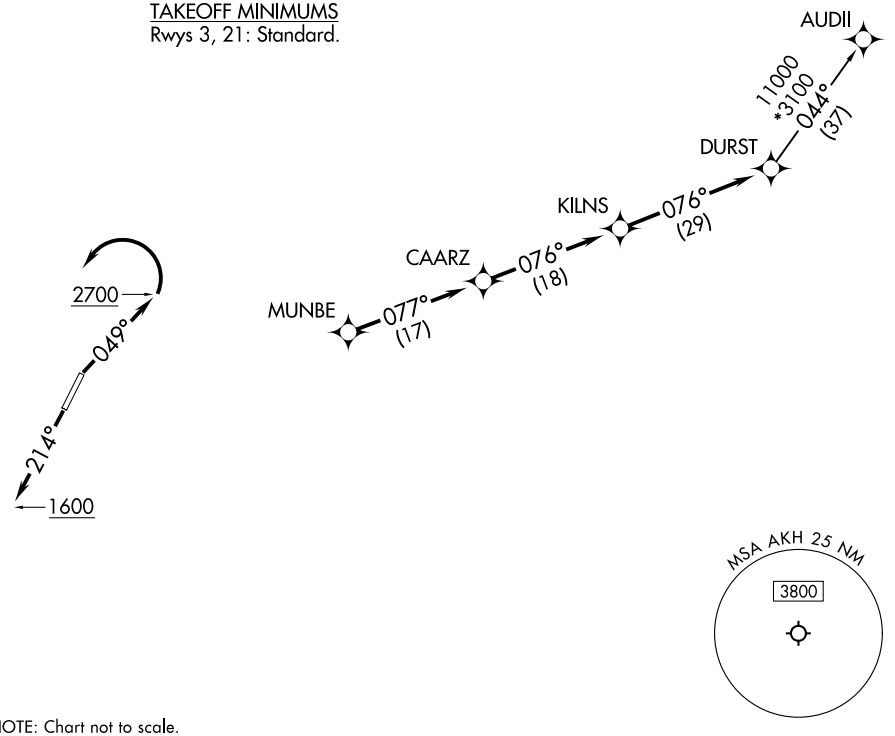
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to MUNBE, thence. . .

. . .on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(ESTRR8.ESTRR) 26246 AL-6081 (FAA)

# ESTRR EIGHT DEPARTURE (RNAV)

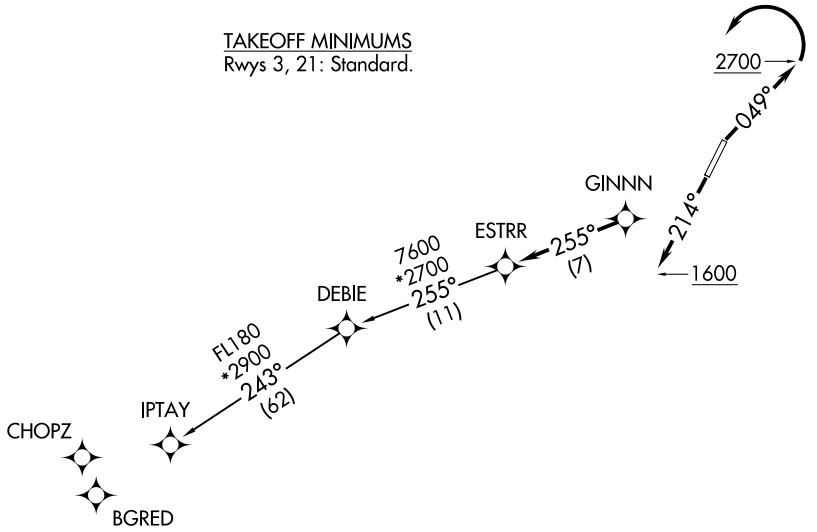
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

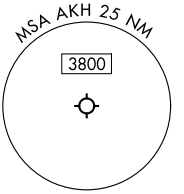
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to GINNN, thence. . .

. . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



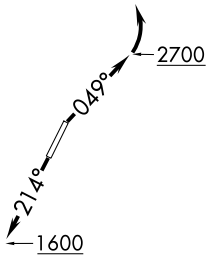
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

**TOP ALTITUDE: 3000**

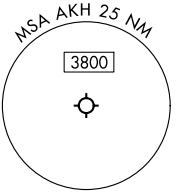






TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to GILFN, thence. . .

. . .on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(IRVVV1.IRVVV) 26246 AL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

# IRVVV ONE DEPARTURE (RNAV)

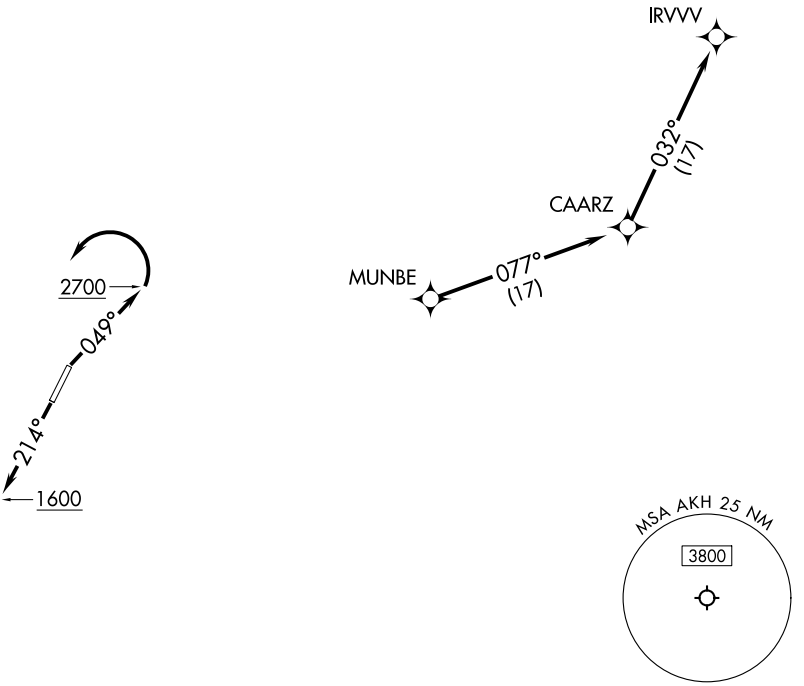
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to MUNBE, thence. . .

. . .on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# JOJJO EIGHT DEPARTURE (RNAV)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to WAYDS, thence. . .

TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to WAYDS, thence. . .

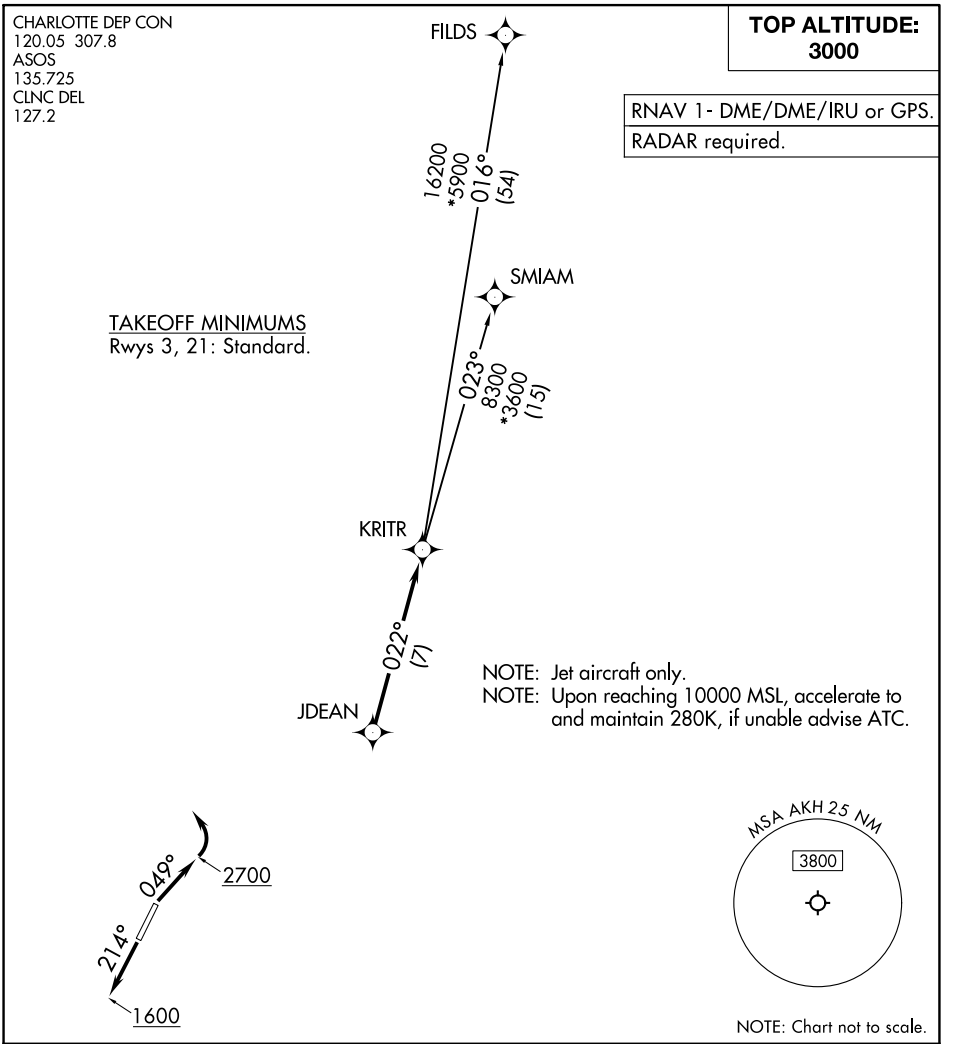
. . .on depicted route to JOJJO, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)

(KRITR9.KRITR) 26246 AL-6081 (FAA)

# KRITR NINE DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north for vectors to JDEAN, thence. . .

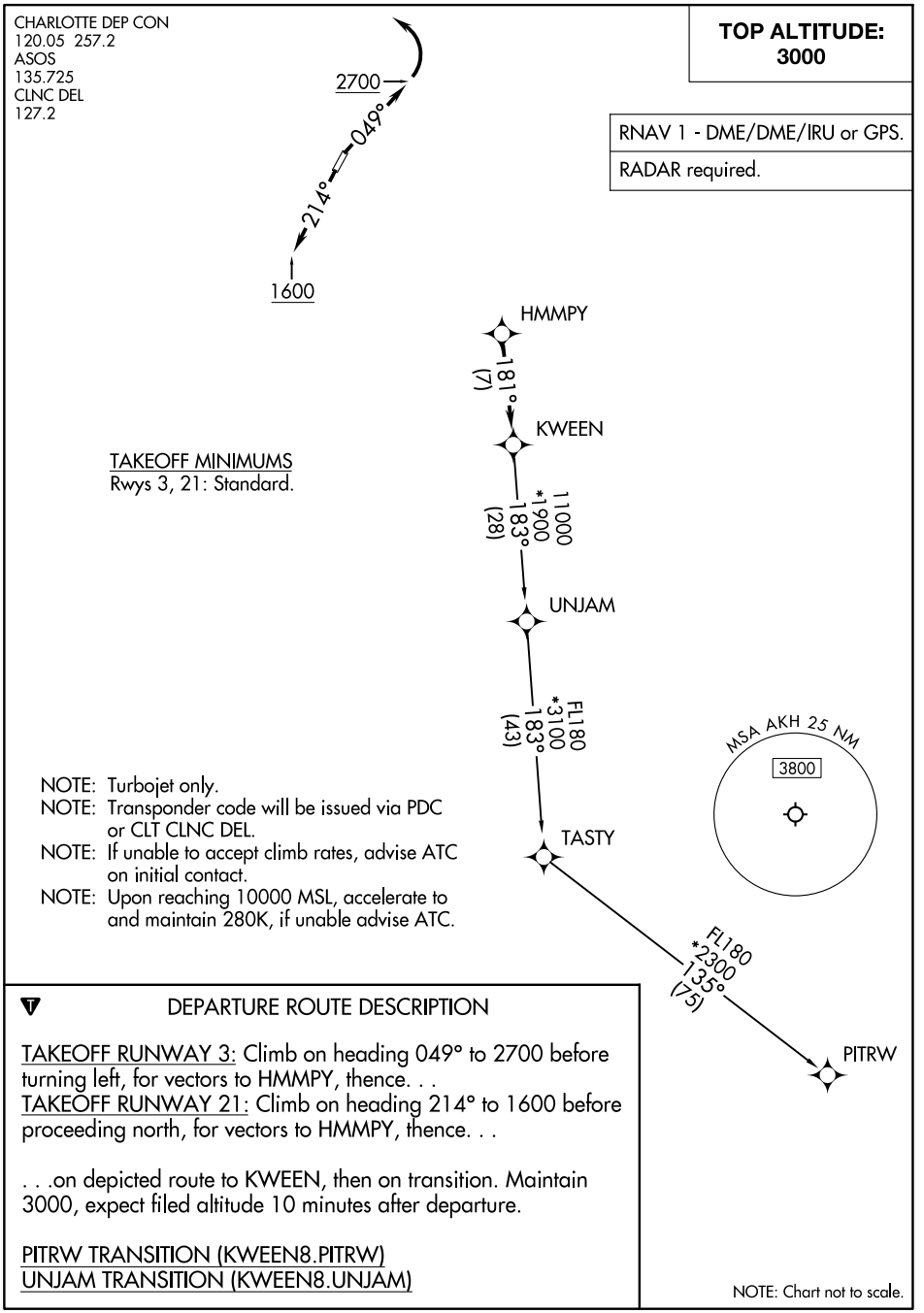
. . .on depicted route to KRITR, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# KWEEN EIGHT DEPARTURE (RNAV)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to HMMPY, thence. . .

. . .on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246

AL-6081 (FAA)

# LILLS SIX DEPARTURE (RNAV)

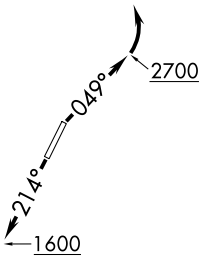
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

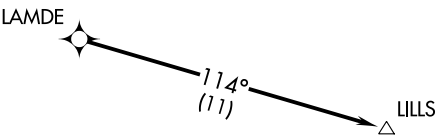
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2

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

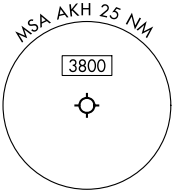
**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



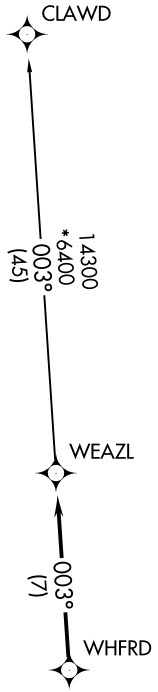
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.725
CLNC DEL
127.2

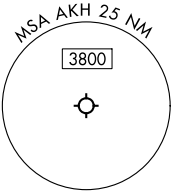
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

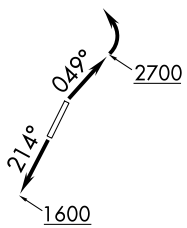



NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: Chart not to scale.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, for vectors to WHFRD, thence. . .

. . .on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GEORGETOWN, SOUTH CAROLINA AL-6244 (FAA) 26190

| WAAS | APP CRS | Rwy Ldg | 6005 |
|---|---|---|---|
| CH 97635 | 049° | TDZE | 40 |
| W05A | | Apt Elev | 40 |

# RNAV (GPS) RWY 5
## GEORGETOWN COUNTY (GGE)

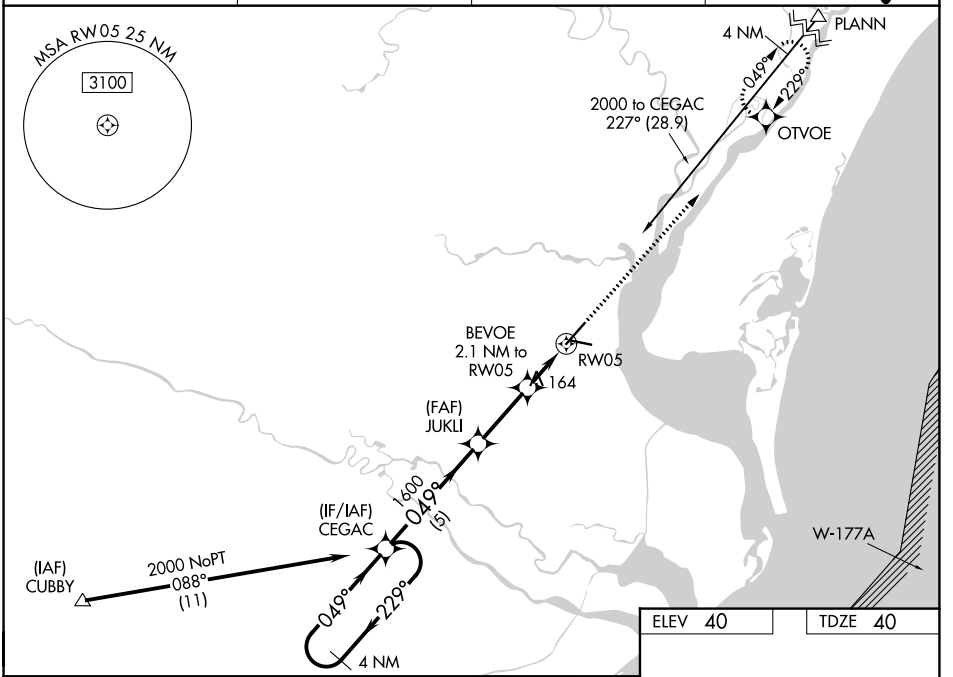
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV visibility Cats A/B to ⅞ SM. Inop table does not apply to LPV all Cats. Circling Rwy 11, 29 NA at night.

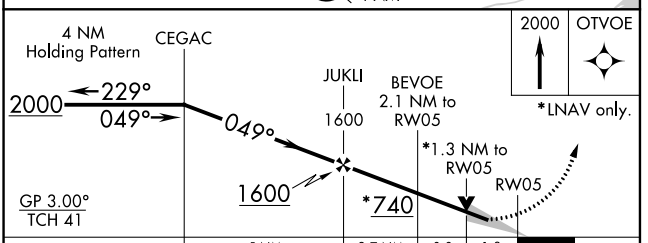
ODALS

MISSED APPROACH: Climb to 2000 direct OTVOE and hold.

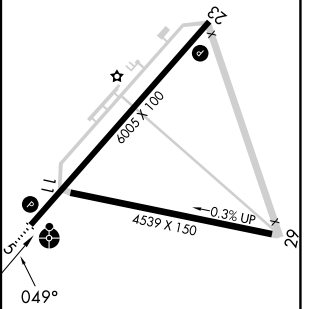
| AWOS-3 | MYRTLE BEACH APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.275 | 127.4 257.95 | 121.725 | 123.0 (CTAF) L |




| ELEV 40 | TDZE 40 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 290-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 304-¾ 264 (300-¾) | | | |
| LNAV MDA | 480-¾ 440 (500-¾) | | 480-1⅛ 440 (500-1⅛) | |
| CIRCLING | 500-1 460 (500-1) | 520-1 480 (500-1) | 740-2 700 (700-2) | 740-2¼ 700 (700-2¼) |




MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

GEORGETOWN COUNTY (GGE)

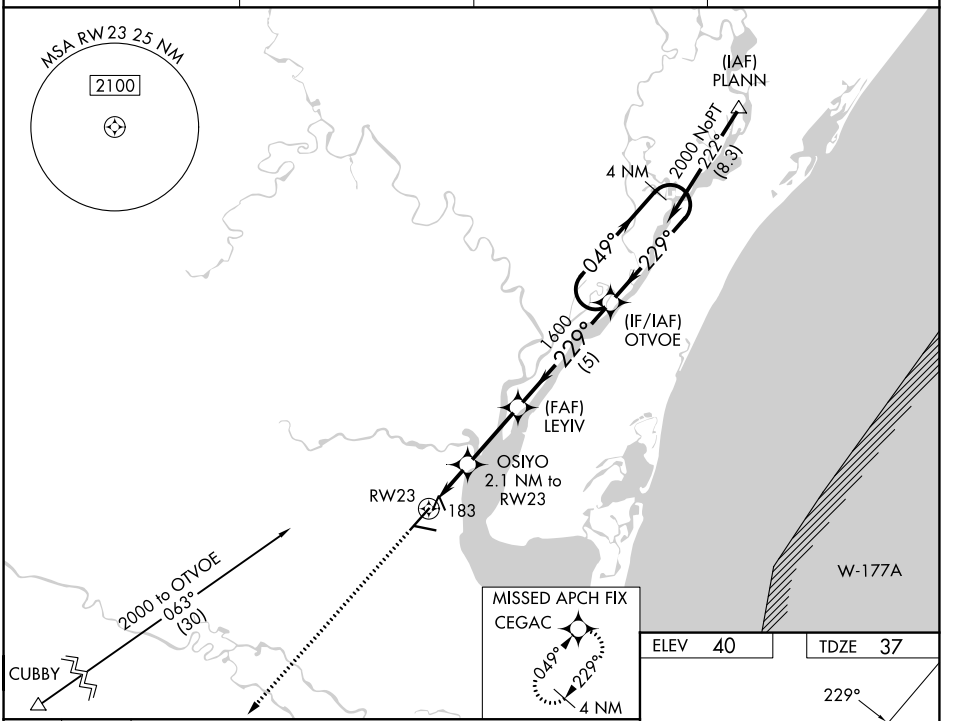
| WAAS CH 58108 W23A | APP CRS 229° | Rwy Ldg 6005 / TDZE 37 / Apt Elev 40 |
|---|---|---|

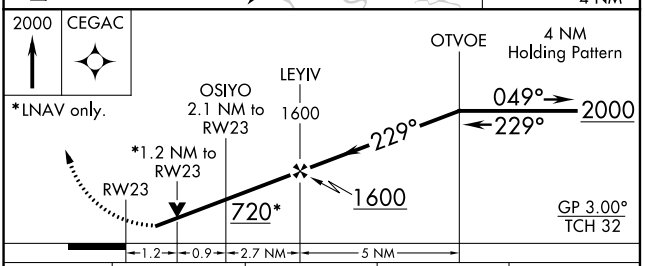
RNP APCH.

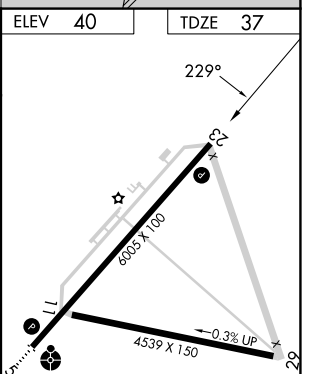
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CEGAC and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.275 | 127.4 257.95 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-1 286 (300-1) | | | |
| LNAV/VNAV DA | 347-1⅛ 310 (400-1⅛) | | | |
| LNAV MDA | 440-1 403 (500-1) | | 440-1⅛ 403 (500-1⅛) | |
| CIRCLING | 500-1 460 (500-1) | 520-1 480 (500-1) | 740-2 700 (700-2) | 740-2¼ 700 (700-2¼) |

MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA AL-5770 (FAA) 26246

# ILS or LOC RWY 23

WAYNE EXEC JETPORT (GWW)

| LOC I-UGZ | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 111.9 | 227° | TDZE | 134 |
| | | Apt Elev | 134 |

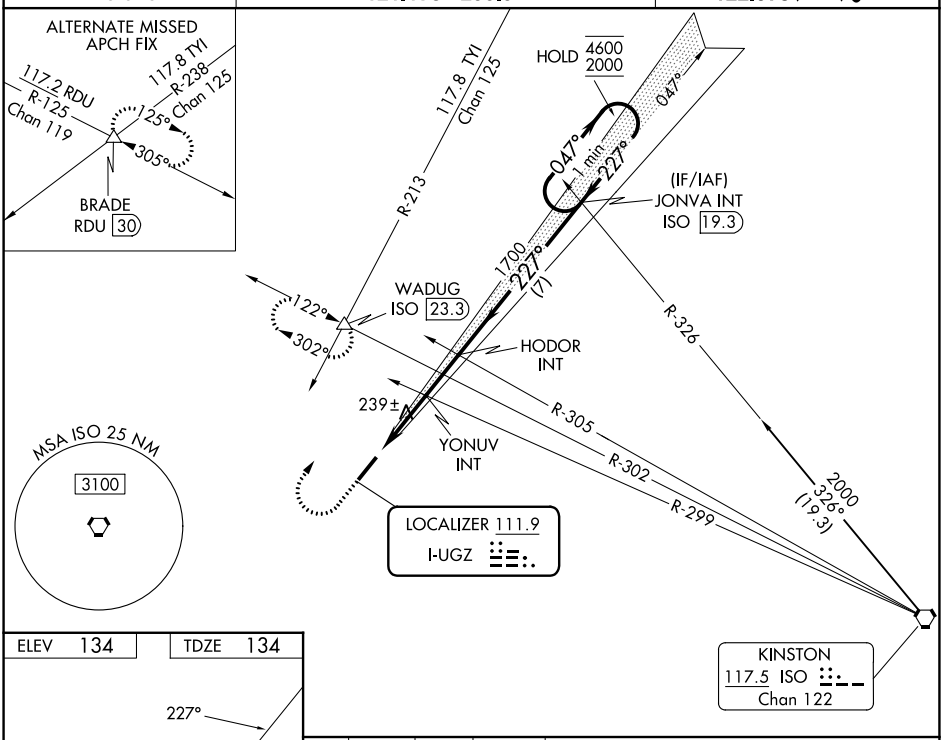
DME or RADAR required.

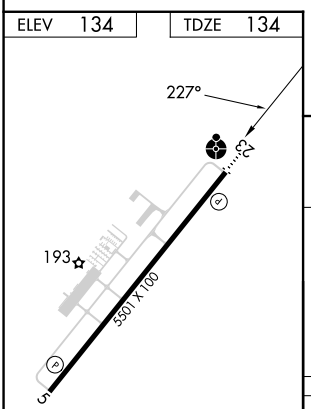
When local altimeter setting not received, use Smithfield altimeter setting and increase DA to 388 and all MDAs 60 feet, increase S-LOC Cats C/D visibility ¼ SM, Circling Cats C/D ¼ SM. Inop table does not apply to S-ILS 23.

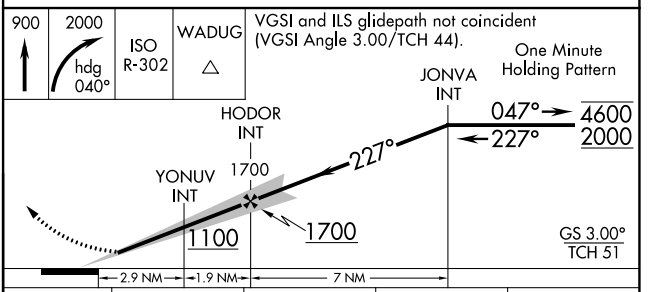
ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and on ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 118.975 | 121.175 290.9 | 122.975 (CTAF) L |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 334-¾ 200 (200-¾) | | | |
| S-LOC 23 | 500-¾ 366 (400-¾) | | 500-1 366 (400-1) | |
| CIRCLING | 580-1 446 (500-1) | 640-1 506 (600-1) | 760-1¾ 626 (700-1¾) | 760-2 626 (700-2) |

GOLDSBORO, NORTH CAROLINA
Amdt 2D 10AUG23

35°28′N-77°58′W

WAYNE EXEC JETPORT (GWW)

ILS or LOC RWY 23

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 99624 | 047° | TDZE | 132 |
| W05A | | Apt Elev | 133 |

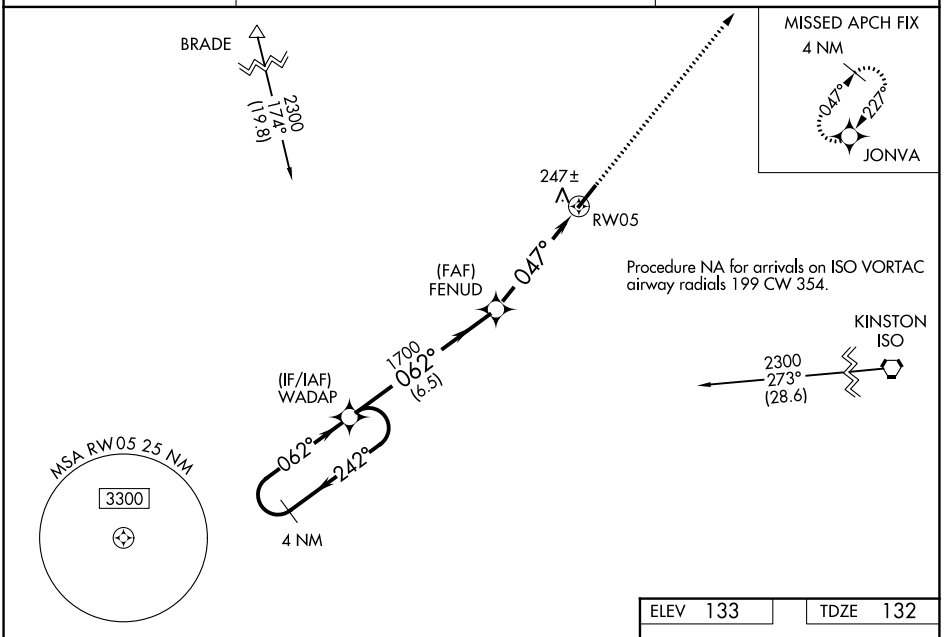
# RNAV (GPS) RWY 5

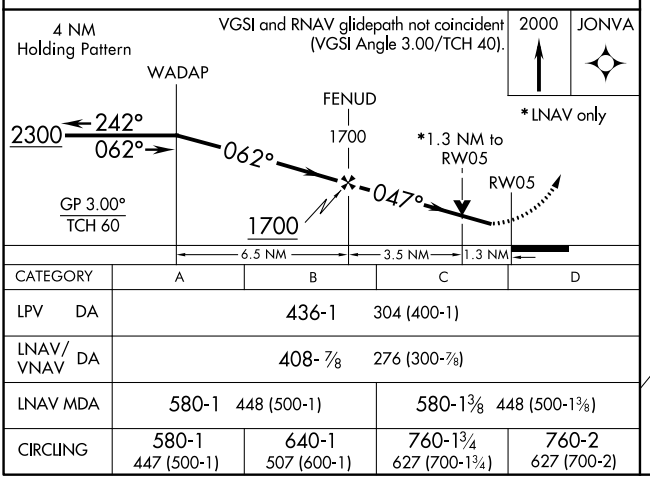
## WAYNE EXEC JETPORT (GWW)

Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, and Circling visibility Cat C/D ¼ SM.

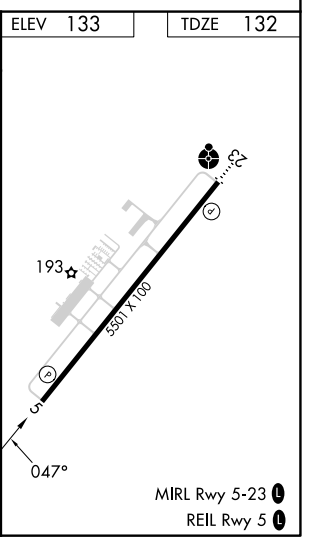
MISSED APPROACH: Climb to 2000 direct JONVA and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 118.975 | 121.175 290.9 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-1 | | 304 (400-1) | |
| LNAV/VNAV DA | 408-⅞ | | 276 (300-⅞) | |
| LNAV MDA | 580-1 448 (500-1) | | 580-1⅜ 448 (500-1⅜) | |
| CIRCLING | 580-1 447 (500-1) | 640-1 507 (600-1) | 760-1¾ 627 (700-1¾) | 760-2 627 (700-2) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA AL-5770 (FAA) 26190

# RNAV (GPS) RWY 23

WAYNE EXEC JETPORT (GWW)

| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 70320 | 227° | TDZE | 133 |
| W23A | | Apt Elev | 133 |

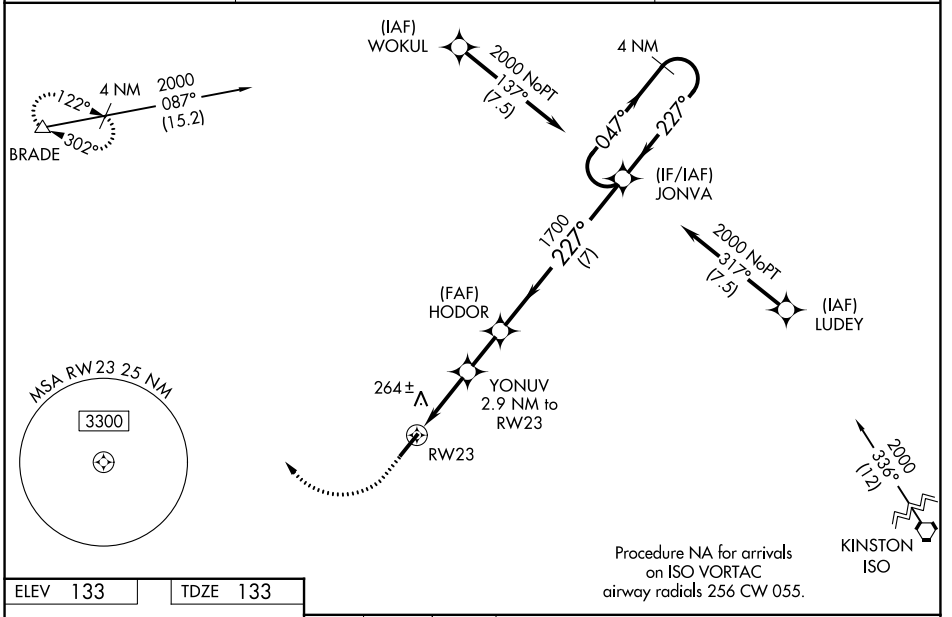
RNP APCH.

Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 387 feet, LNAV/VNAV DA to 499 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅛ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Smithfield altimeter setting, increase LNAV/VNAV visibility all Cats to 1 SM and LNAV visibility Cats A/B to 1 SM and Cats C/D to 1⅜ SM.

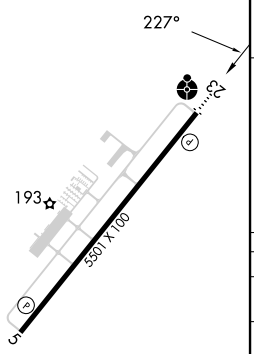
ODALS

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BRADE and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 118.975 | 121.175 290.9 | 122.975 (CTAF) L |

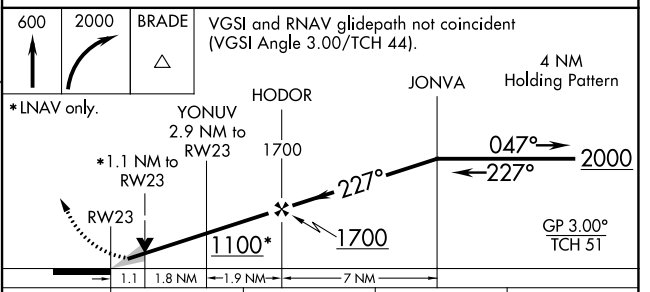



| ELEV 133 | TDZE 133 |
|---|---|




MIRL Rwy 5-23 L

REIL Rwy 5 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 333-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 445-⅞ 312 (400-⅞) | | | |
| LNAV MDA | 520-¾ 387 (400-¾) | | 520-1 387 (400-1) | |
| CIRCLING | 580-1 447 (500-1) | 640-1 507 (600-1) | 760-1¾ 627 (700-1¾) | 760-2 627 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 293° | TDZE | N/A |
| | Apt Elev | 134 |

# RNAV (GPS)-A

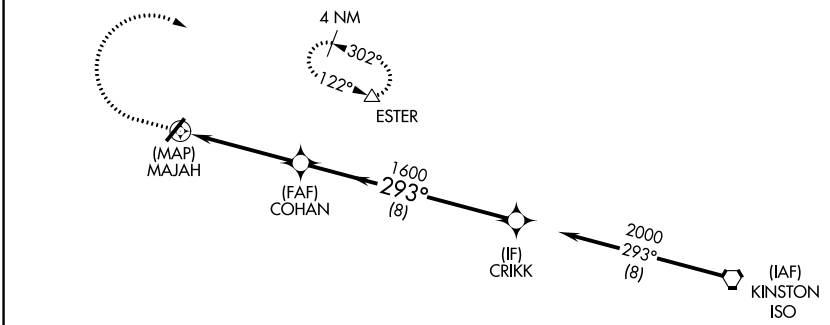
WAYNE EXEC JETPORT (GWW)

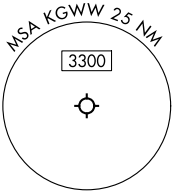
RNP APCH - GPS.

When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet and visibility Cat C/D ¼ SM.

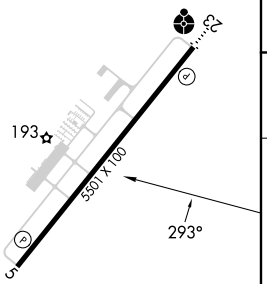
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ESTER and hold, continue climb-in-hold to 2000.

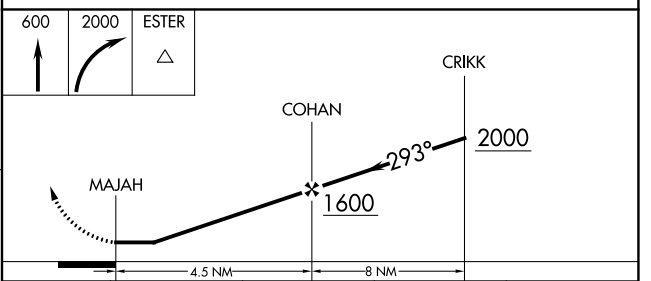
| AWOS-3P | SEYMOUR JOHNSON APP CON★ | UNICOM |
|---|---|---|
| 118.975 | 121.175 290.9 | 122.975 (CTAF) L |




ELEV 134




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1<br>446 (500-1) | 640-1<br>506 (600-1) | 760-1¾<br>626 (700-1¾) | 760-2<br>626 (700-1) |

MIRL Rwy 5-23 L
REIL Rwy 5 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 26246

# ILS or LOC RWY 5L

PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LLG | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 109.55 | 054° | TDZE | 916 |
| Chan 32(Y) | | Apt Elev | 926 |

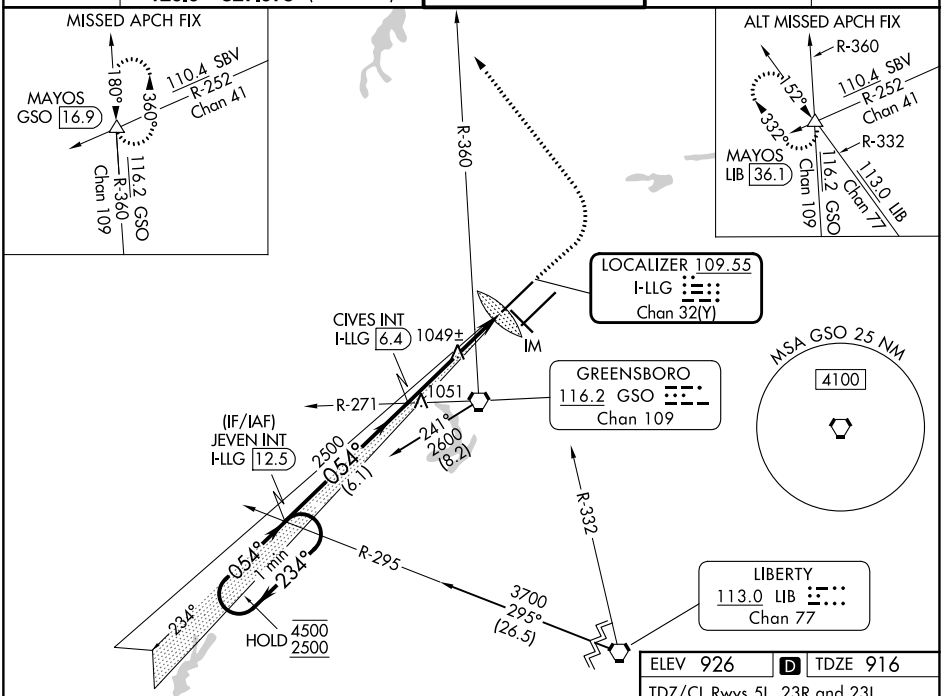
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized. For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

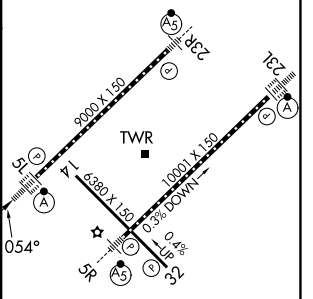



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 926 | D | TDZE 916

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



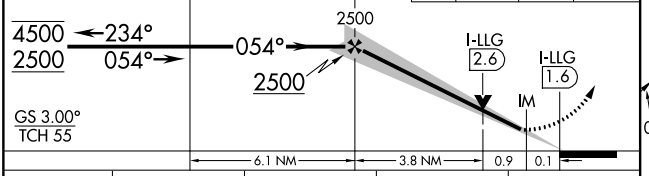

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

One Minute Holding Pattern

JEVEN INT I-LLG 12.5

CIVES INT I-LLG 6.4

1400 | 3100 hdg 330° | GSO R-360 | MAYOS




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 1116/18 | | 200 (200-½) | |
| S-LOC 5L | 1300/24 | 384 (400-½) | 1300/35 | 384 (400-⅝) |
| CIRCLING | 1440-1 | 514 (600-1) | 1700-2¼<br>774 (800-2¼) | 1700-2½<br>774 (800-2½) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

# ILS or LOC RWY 5R

PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LZY | APP CRS | Rwy Ldg 10001 |
|---|---|---|
| 111.9 | 054° | TDZE 900 |
| Chan 56 | | Apt Elev 926 |

T A Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

ALTERNATE MISSED APCH FIX
056° 236° R-056
LIBERTY LIB 113.0 Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

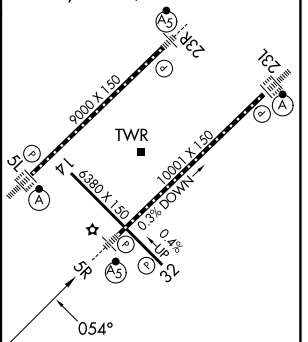
LOCALIZER 111.9 I-LZY Chan 56

GREENSBORO 116.2 GSO Chan 109

1051 1142 R-247 054° (CFDXV) 234° 189° 600
2900 247° (2.9) R-108 R-305
(IAF) PAGAN INT LIB 24 I-LZY 7.5 RADAR
3700 305° (24)
LIBERTY 113.0 LIB Chan 77

MSA GSO 25 NM 4100

ELEV 926 D TDZE 900
TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
PAGAN INT LIB 24 I-LZY 7.5 RADAR
Remain within 10 NM
234° 2900 054°
2800
GS 3.00° TCH 53
2800
I-LZY 3
I-LZY 1.8
4.6 NM 1.2 NM

| 1600 | 3000 | GSO R-108 | KIMES |
|---|---|---|---|
| | hdg 139° | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R ** | 1100/24 200 (200-½) | | | |
| S-LOC 5R | 1320/24 420 (400-½) | | 1320/40 | 420 (400-¾) |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA | AL-178 (FAA) | 26246

# ILS or LOC RWY 23L

PIEDMONT TRIAD INTL (GSO)

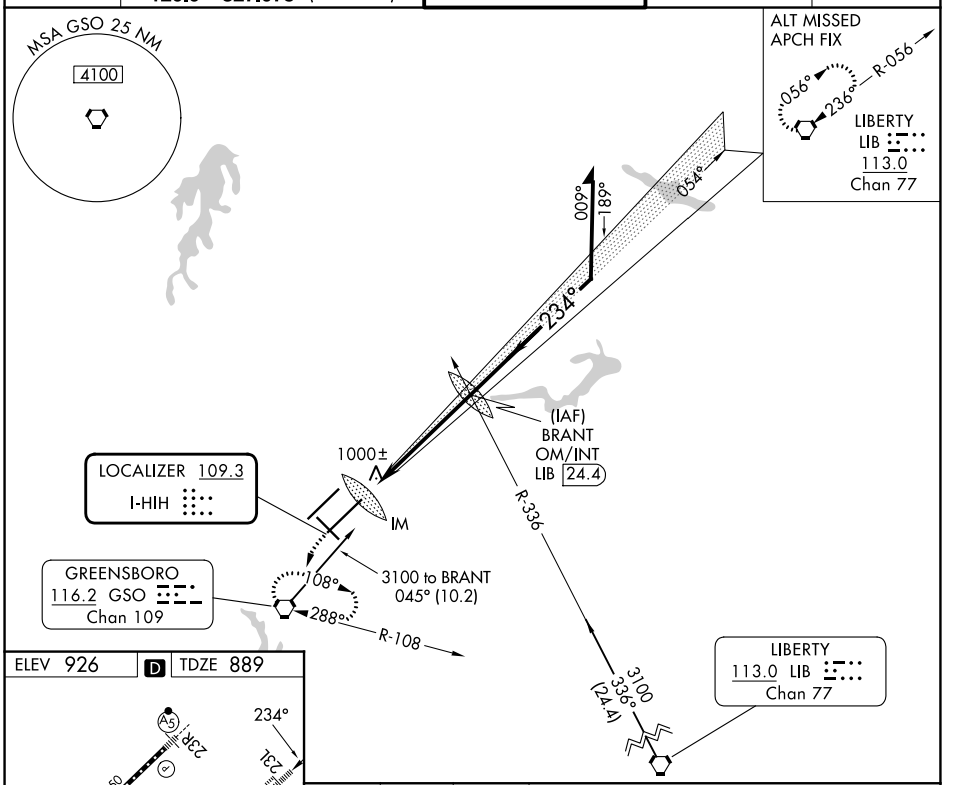
| LOC I-HIH | APP CRS | Rwy Ldg | 9601 |
|---|---|---|---|
| 109.3 | 234° | TDZE | 889 |
| | | Apt Elev | 926 |

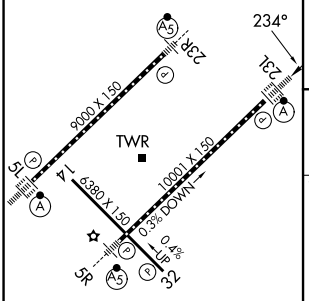
Simultaneous approach authorized with Rwy 23R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

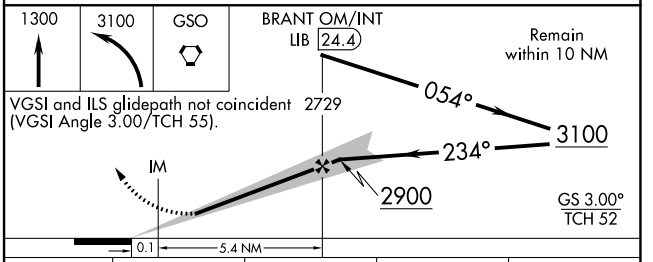
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | 1089/18 200 (200-½) | | | |
| S-LOC 23L | 1260/24 371 (400-½) | | | 1260/40 371 (400-¾) |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

GREENSBORO, NORTH CAROLINA
Amdt 9D 26MAR20

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS or LOC RWY 23L


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 23R

PIEDMONT TRIAD INTL (GSO)

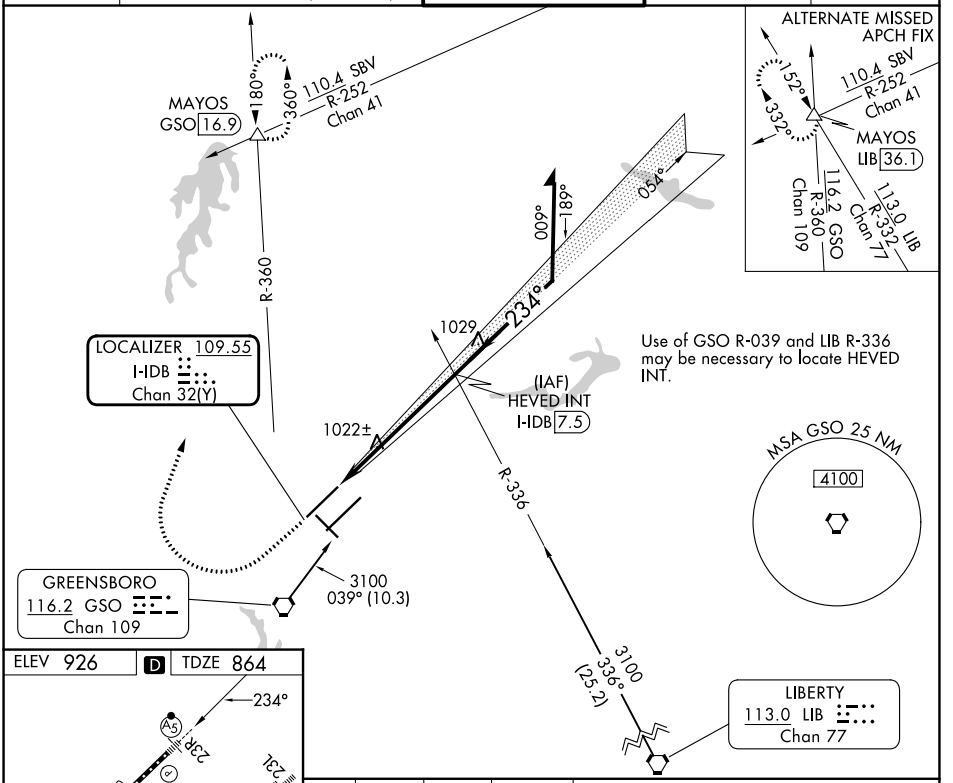
| LOC/DME I-IDB | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 109.55 | 234° | TDZE | 864 |
| Chan 32(Y) | | Apt Elev | 926 |

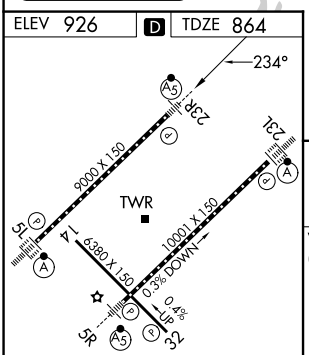
Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

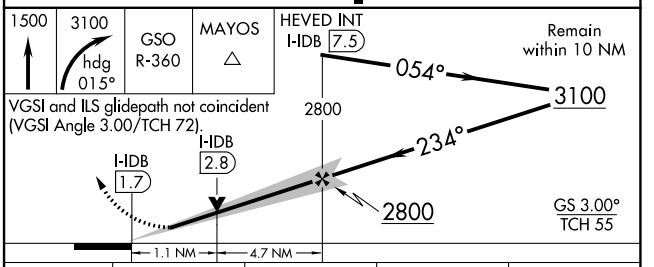
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | 1064/18 | | 200 (200-½) | |
| S-LOC 23R | 1280/24 | 416 (400-½) | 1280/40 | 416 (400-¾) |
| CIRCLING | 1440-1 | 514 (600-1) | 1700-2¼<br>774 (800-2¼) | 1700-2½<br>774 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 26246

# ILS Y or LOC Y RWY 32

PIEDMONT TRIAD INTL (GSO)

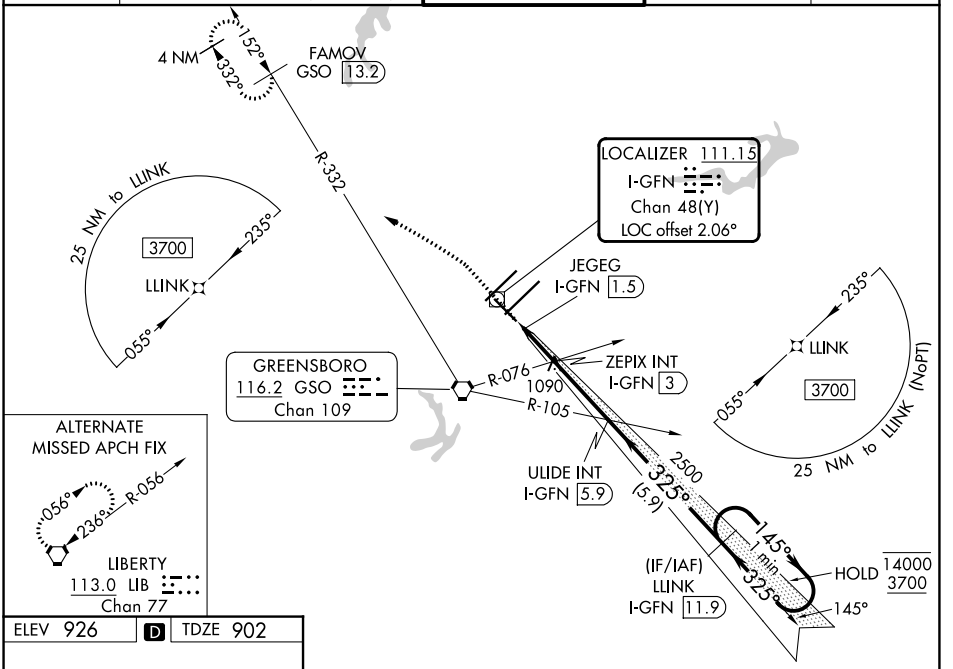
| LOC/DME I-GFN | APP CRS | Rwy Ldg 6380 |
|---|---|---|
| 111.15 | 325° | TDZE 902 |
| Chan 48 (Y) | | Apt Elev 926 |

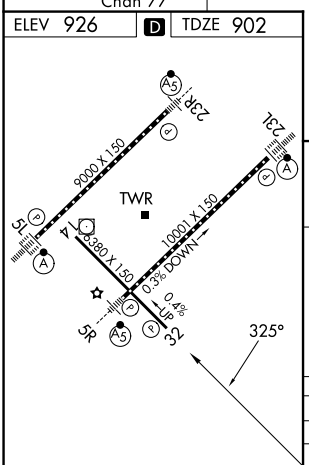
RNAV 1-GPS or RADAR required for procedure entry.
DME required.

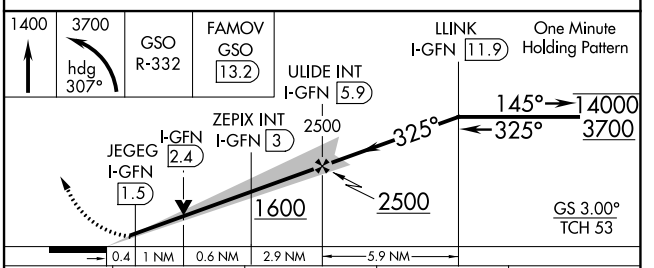
T A Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1152-¾ 250 (300-¾) | | | |
| S-LOC 32 | 1400-1 498 (500-1) | | 1400-1⅜ 498 (500-1⅜) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA 36°06'N-79°56'W PIEDMONT TRIAD INTL (GSO)
Orig-B 18MAY23

ILS Y or LOC Y RWY 32


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Z or LOC Z RWY 32

PIEDMONT TRIAD INTL (GSO)

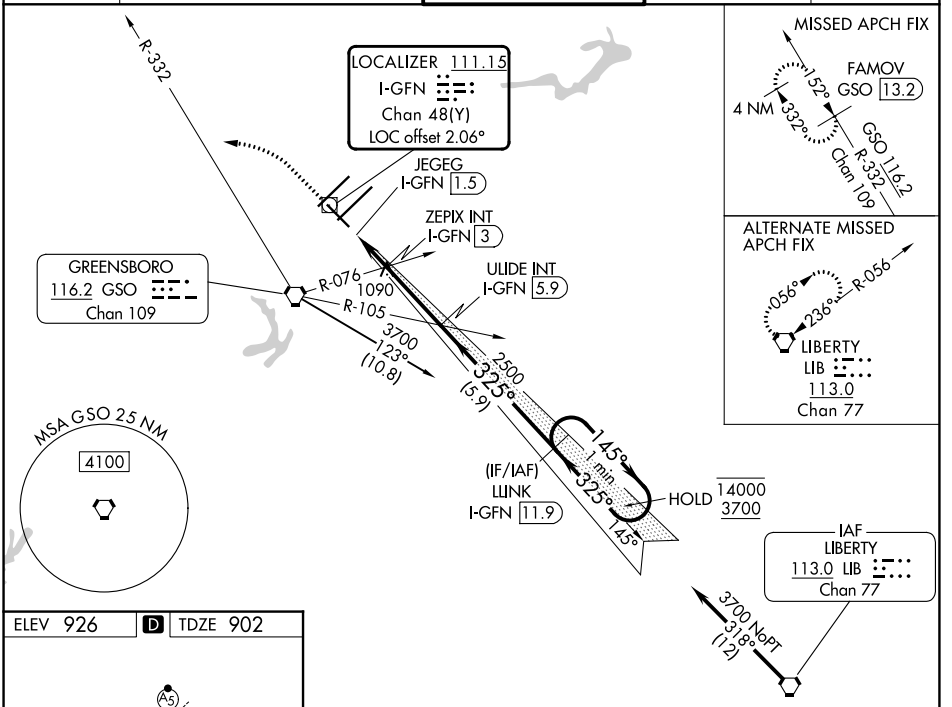
| LOC/DME I-GFN | APP CRS | Rwy Ldg | 6380 |
|---|---|---|---|
| 111.15 | 325° | TDZE | 902 |
| Chan 48 (Y) | | Apt Elev | 926 |

DME required.

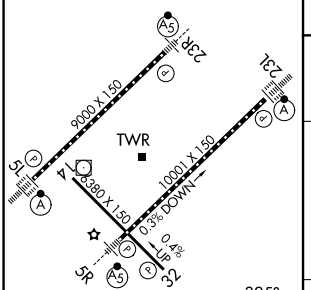
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

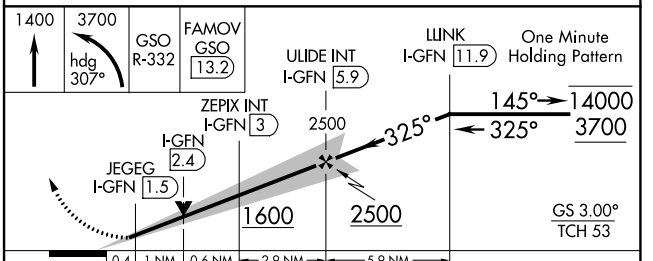
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| ELEV 926 | D | TDZE 902 |
|---|---|---|




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1152-¾ 250 (300-¾) | | | |
| S-LOC 32 | 1400-1 498 (500-1) | | 1400-1⅜ 498 (500-1⅜) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 26246

# ILS RWY 23L (CAT II)

PIEDMONT TRIAD INTL (GSO)

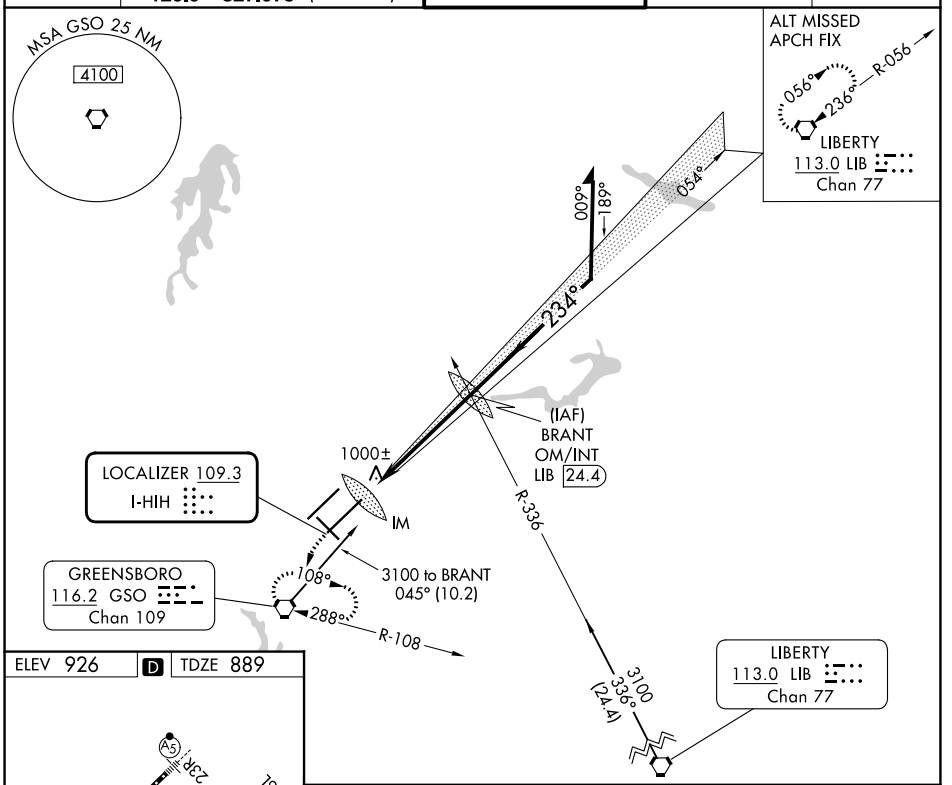
| LOC I-HIH | APP CRS | Rwy Ldg | 9601 |
|---|---|---|---|
| 109.3 | 234° | TDZE | 889 |
| | | Apt Elev | 926 |

Simultaneous approach authorized with Rwy 23R.

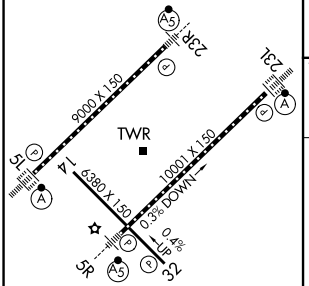
ALSF-2

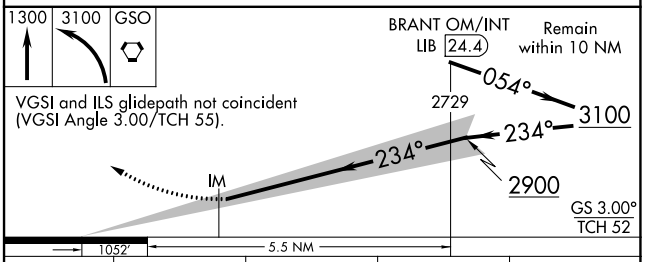
MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 D TDZ 889




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | RA 106/12 100 DA 989 | | | |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 5L (CAT II & III)

PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LLG | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 109.55 | 054° | TDZE | 916 |
| Chan 32(Y) | | Apt Elev | 926 |

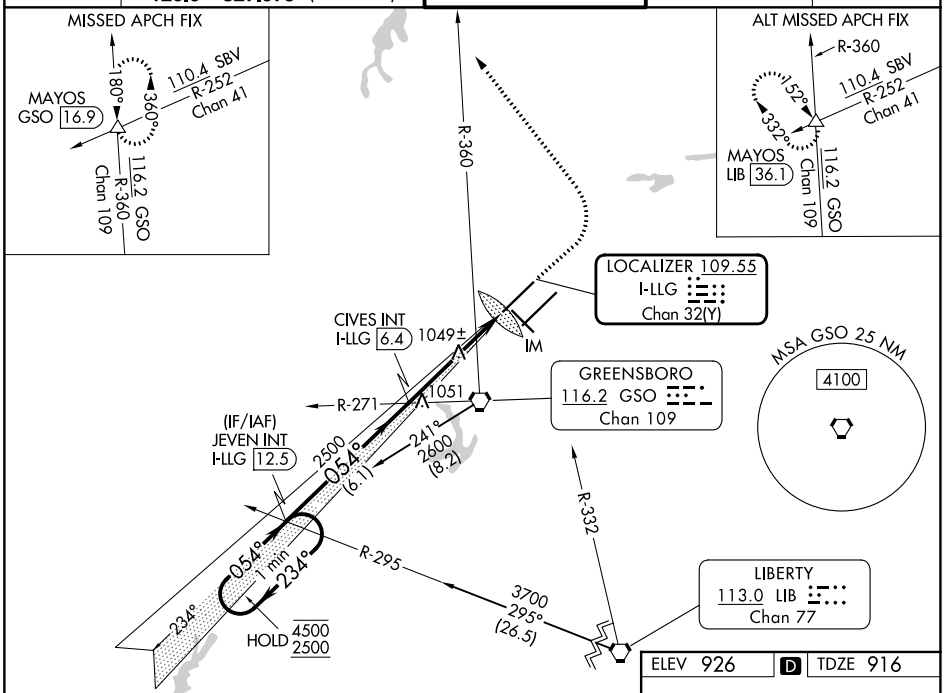
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized.

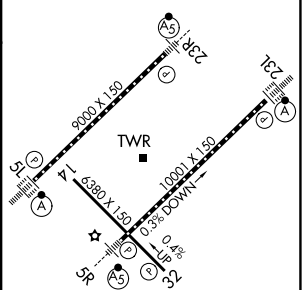
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

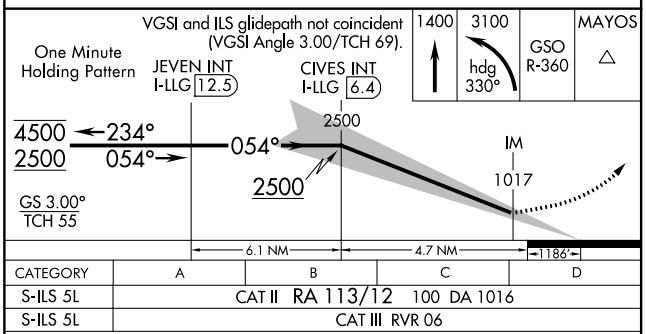
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 D TDZE 916




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | CAT II RA 113/12 100 DA 1016 | | | |
| S-ILS 5L | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 26246

# ILS RWY 5R (SA CAT II)

PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LZY | APP CRS | Rwy Ldg 10001 |
|---|---|---|
| 111.9 | 054° | TDZE 900 |
| Chan 56 | | Apt Elev 926 |

Simultaneous approach authorized.
REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

ALTERNATE MISSED APCH FIX
056° 236° R-056
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

GREENSBORO
116.2 GSO
Chan 109

1051
1142
2900
247° (2.9)
R-108
R-247
R-305
MSA GSO 25 NM
4100
(CFDXV)
054°
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
LIBERTY
113.0 LIB
Chan 77
3700
305° (24)
234°
060°
181°

ELEV 926 D TDZE 900

Remain within 10 NM
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
2900
234°
054°
2800
GS 3.00°
TCH 53
2800

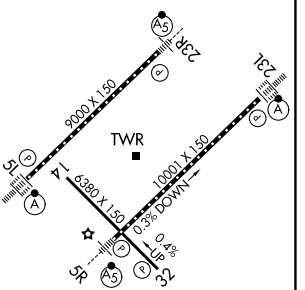
| 1600 | 3000 | GSO | KIMES |
|---|---|---|---|
| | hdg 139° | R-108 | △ |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

5.7 NM 1000'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | RA 122/12 100 DA 1000 | | | |

## SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| CH 86515 | 054° | TDZE | 916 |
| W05B | | Apt Elev | 926 |

# RNAV (GPS) RWY 5L

## PIEDMONT TRIAD INTL (GSO)

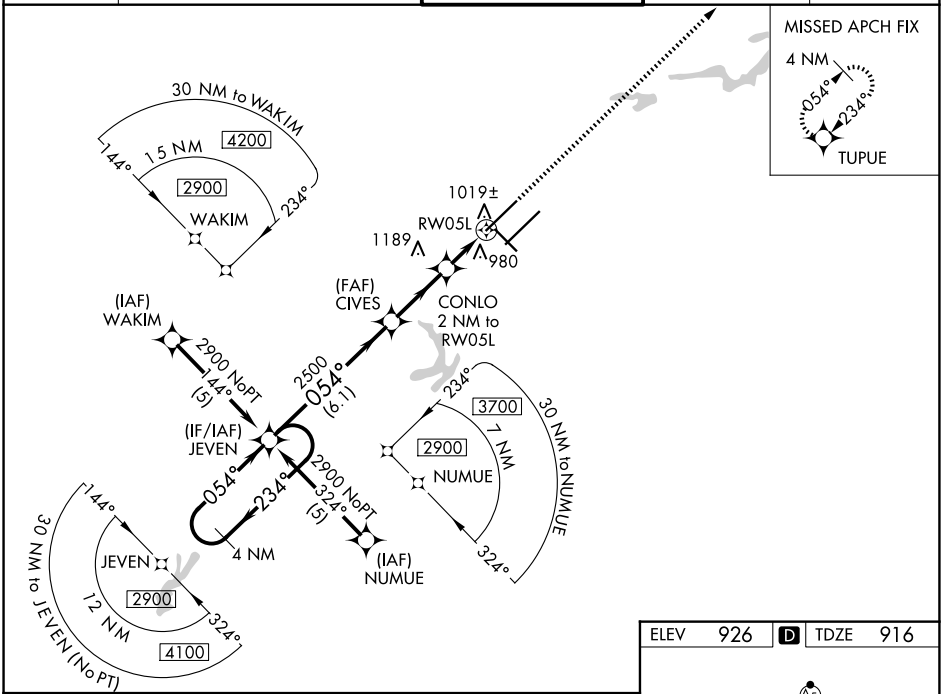
RNP APCH - GPS.

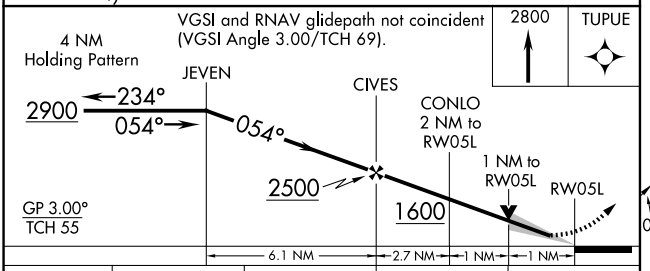
For inop ALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

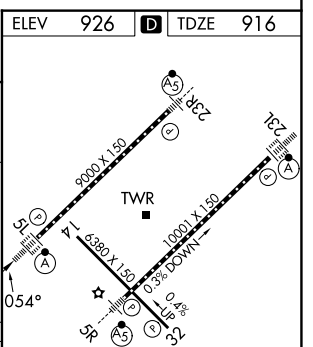
MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1116/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1367/50 451 (500-1) | | | |
| LNAV MDA | 1300/24 384 (400-½) | | 1300/35 384 (400-⅝) | 1300/50 384 (400-1) |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 26218

# RNAV (GPS) RWY 5R

PIEDMONT TRIAD INTL (GSO)

| WAAS CH 53610 W05A | APP CRS 054° | Rwy Ldg 10001 TDZE 900 Apt Elev 926 |
|---|---|---|

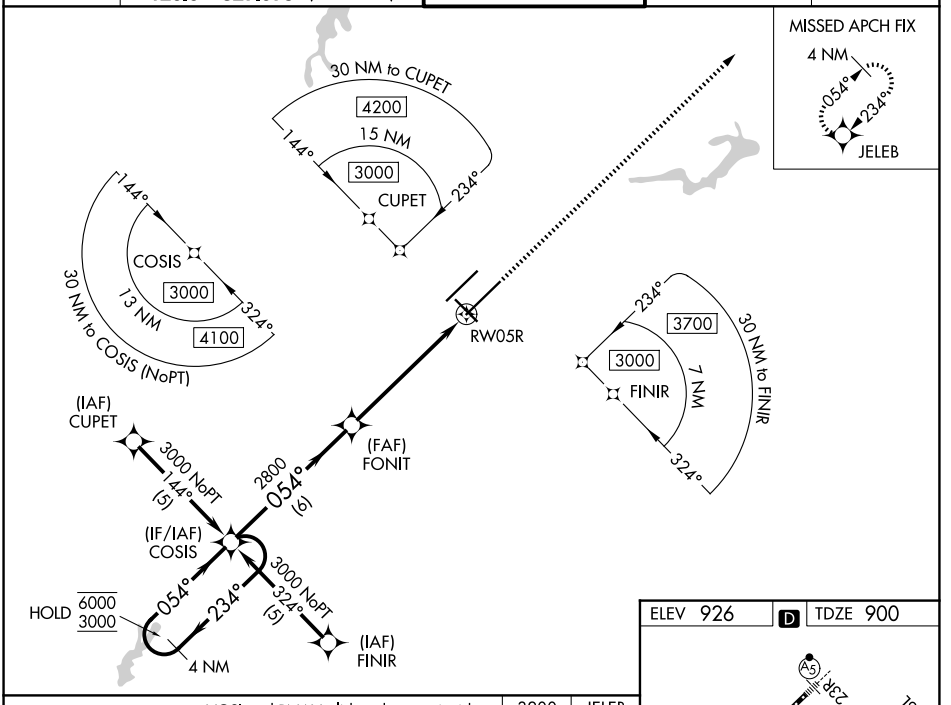
RNP APCH-GPS.

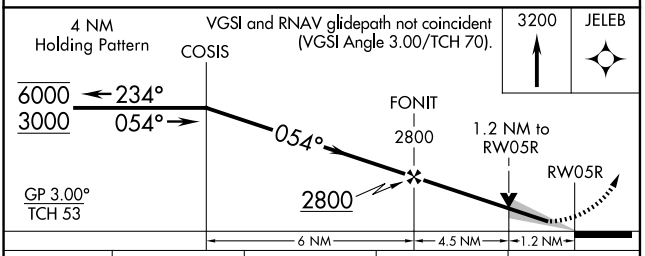
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

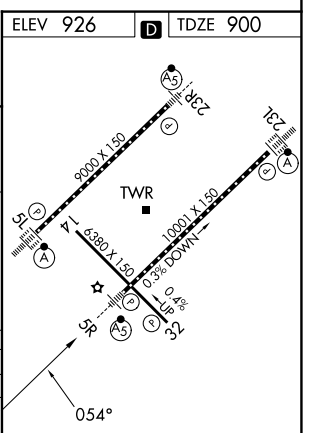
MISSED APPROACH: Climb to 3200 direct JELEB and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1100/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1321/40 421 (400-¾) | | | |
| LNAV MDA | 1360/24 460 (500-½) | | 1360/45 460 (500-⅞) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Amdt 2H 06AUG26

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 5R


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 14

## PIEDMONT TRIAD INTL (GSO)

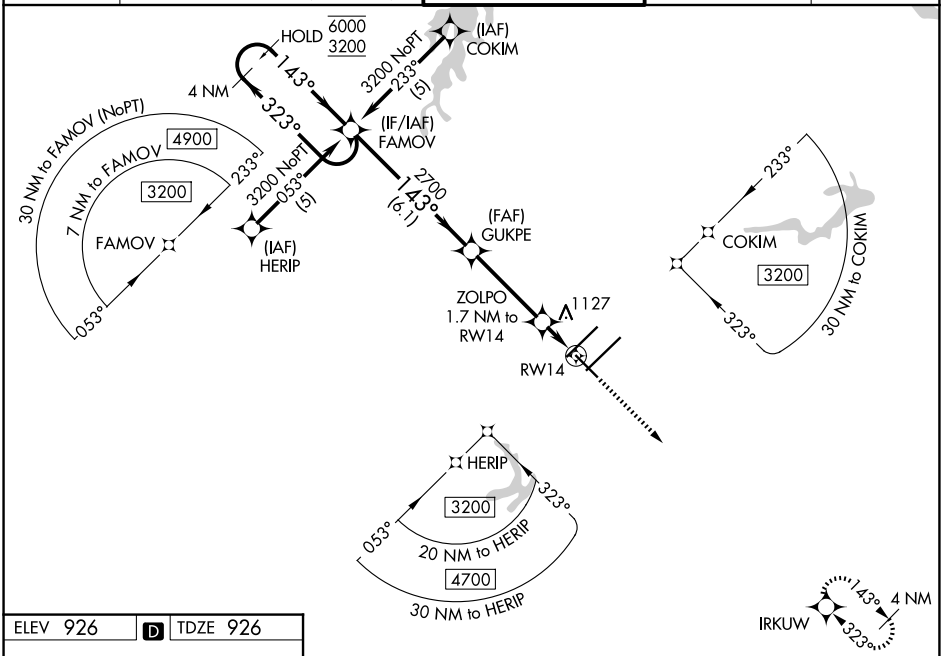
| WAAS CH 93919 W14A | APP CRS 143° | Rwy Ldg 6380 TDZE 926 Apt Elev 926 |
|---|---|---|

RNP APCH - GPS.

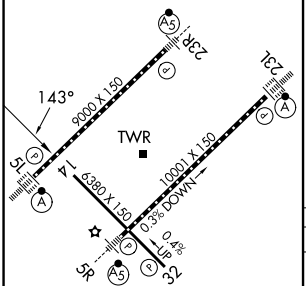
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

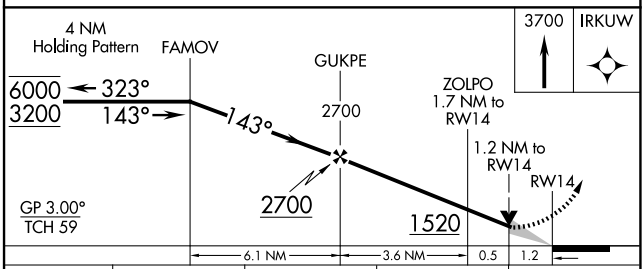
MISSED APPROACH: Climb to 3700 direct IRKUW and hold, continue climb-in-hold to 3700.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 926




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1126-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1424-1⅜ 498 (500-1⅜) | | | |
| LNAV MDA | 1360-1 434 (500-1) | | 1360-1¼ 434 (500-1¼) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL All Rwys



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA | AL-178 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg | 9601 |
|---|---|---|---|
| CH 97710 | 234° | TDZE | 889 |
| W23A | | Apt Elev | 926 |

# RNAV (GPS) RWY 23L

PIEDMONT TRIAD INTL (GSO)

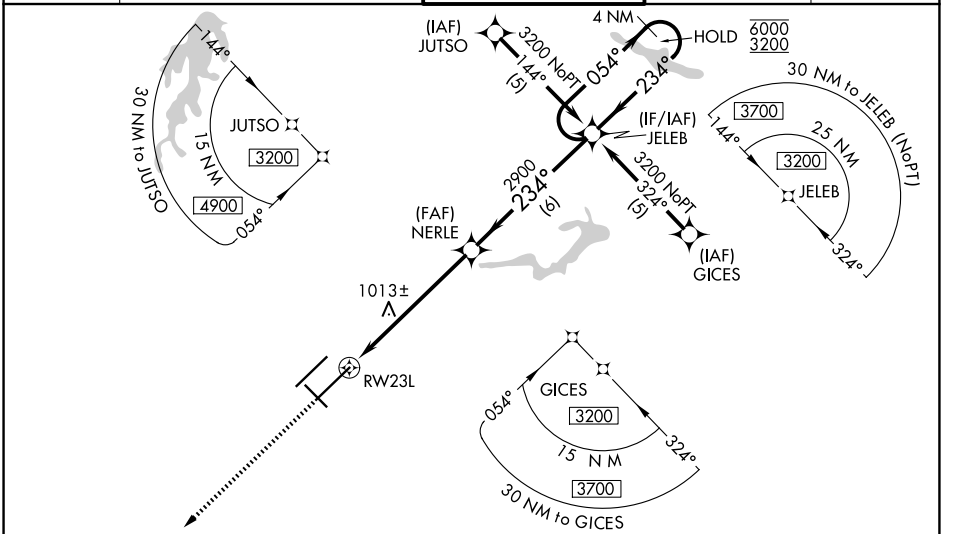
RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |



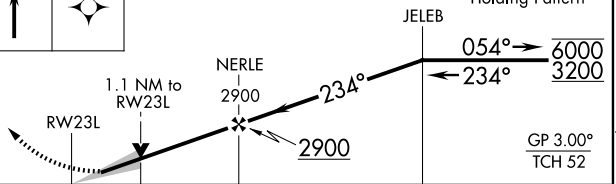




3000 | COSIS

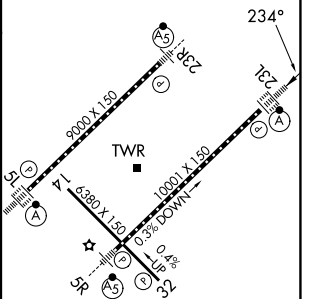
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1089/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1283/35 394 (400-⅝) | | | |
| LNAV MDA | 1280/24 391 (400-½) | | 1280/35 391 (400-⅝) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

ELEV 926 | D | TDZE 889




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23R

PIEDMONT TRIAD INTL (GSO)

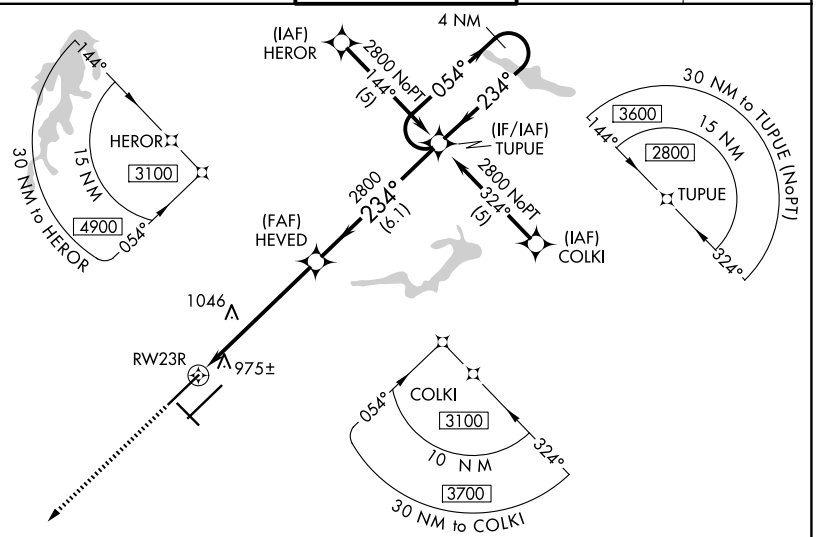
| WAAS CH 90315 W23B | APP CRS 234° | Rwy Ldg 9000 TDZE 864 Apt Elev 926 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR (A5)

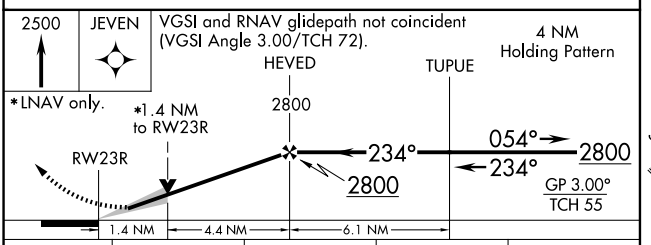
MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

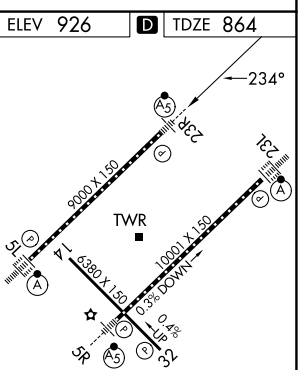









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1064/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1414-1½ 550 (500-1½) | | | |
| LNAV MDA | 1340/24 476 (500-½) | | 1340/50 476 (500-1) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENSBORO, NORTH CAROLINA | AL-178 (FAA) | 25219

# RNAV (GPS) RWY 32

PIEDMONT TRIAD INTL (GSO)

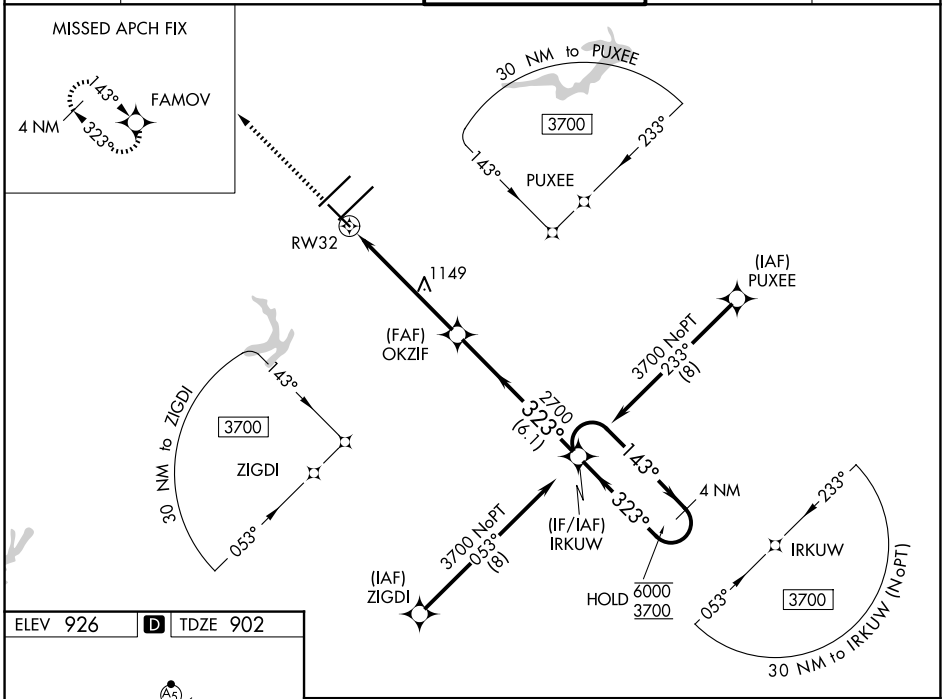
| WAAS | APP CRS | Rwy Ldg | 6380 |
|---|---|---|---|
| CH 61035 | 323° | TDZE | 902 |
| W32A | | Apt Elev | 926 |

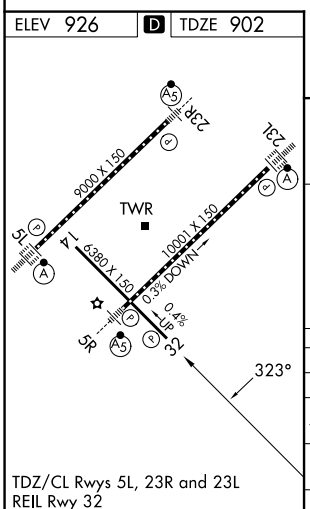
RNP APCH - GPS.

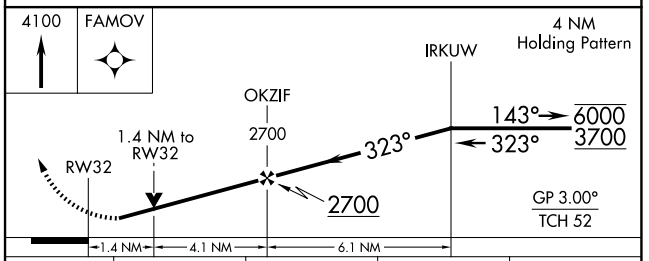
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct FAMOV and hold, continue climb-in-hold to 4100.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1102-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1419-1⅜ 517 (500-1⅜) | | | |
| LNAV MDA | 1400-1 498 (500-1) | | 1400-1⅜ 498 (500-1⅜) | |
| CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

GREENSBORO, NORTH CAROLINA
Amdt 3B 16MAY24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 32


SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC GSO | APP CRS | Rwy Ldg | 9601 |
|---|---|---|---|
| 116.2 | 219° | TDZE | 889 |
| Chan 109 | | Apt Elev | 926 |

# VOR/DME RWY 23L

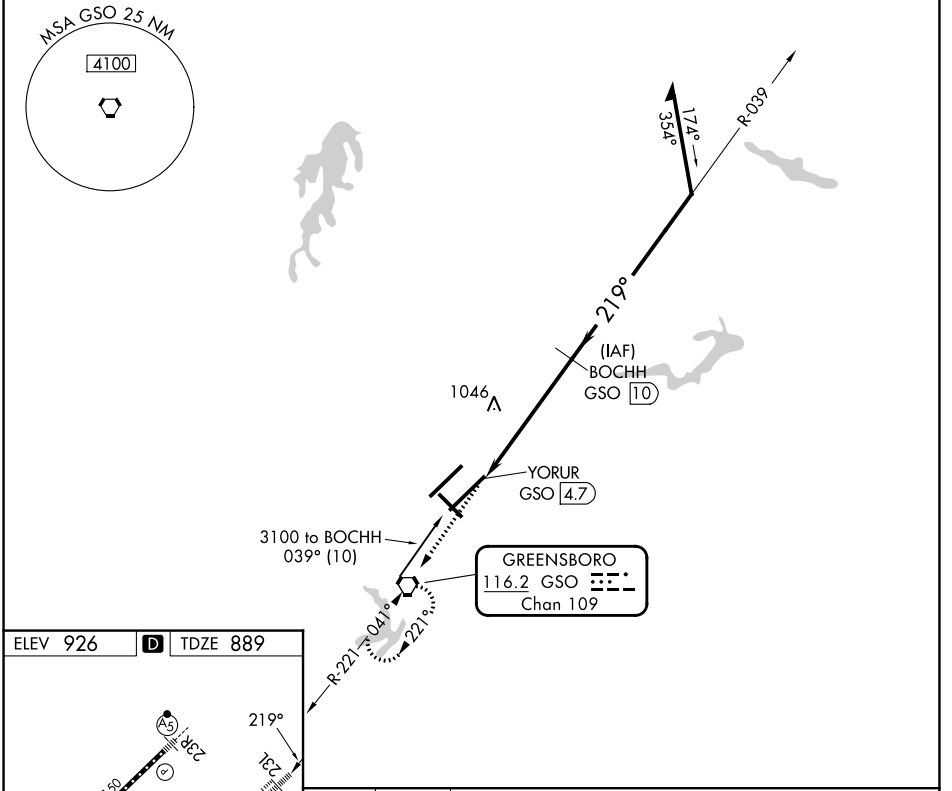
## PIEDMONT TRIAD INTL (GSO)

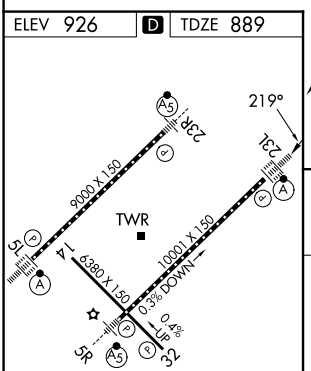
For inop ALS, increase S-23L Cat D visibility to RVR 6000.

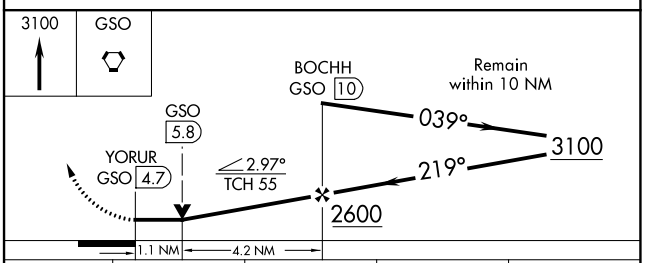
ALSF-2

MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23L | 1300/24 | 411 (400-½) | 1300/40<br>411 (400-¾) | 1300/50<br>411 (400-1) |
| CIRCLING | 1440-1 | 514 (600-1) | 1700-2¼<br>774 (800-2¼) | 1700-2½<br>774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

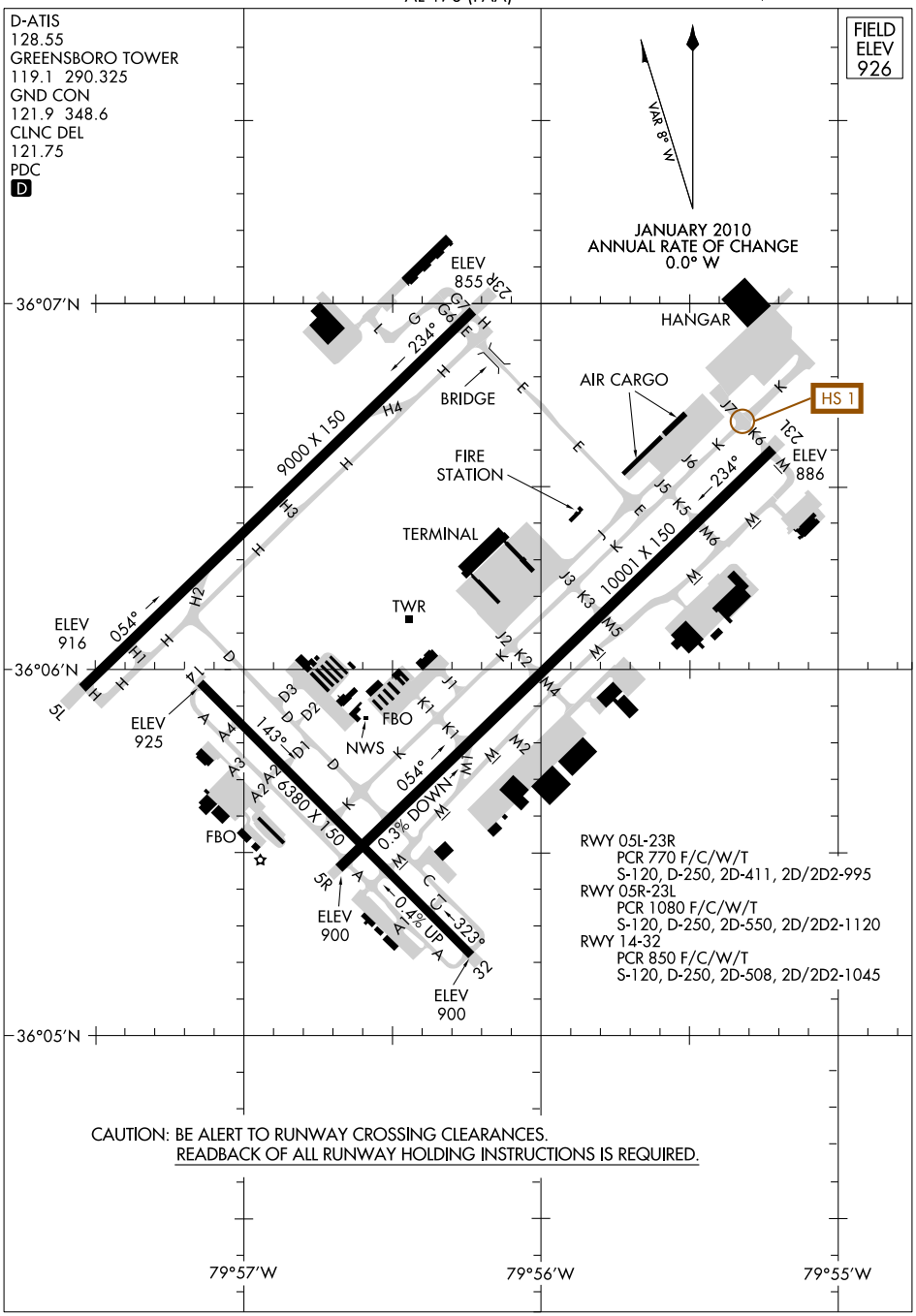
26134

# AIRPORT DIAGRAM

AL-178 (FAA)

## PIEDMONT TRIAD INTL (GSO)

GREENSBORO, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134
GREENSBORO, NORTH CAROLINA
PIEDMONT TRIAD INTL (GSO)

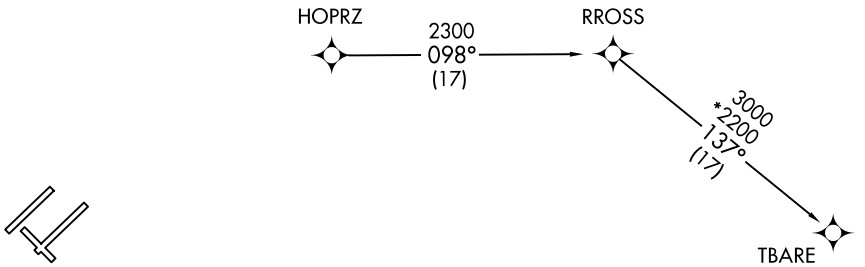
# HOPRZ ONE DEPARTURE (RNAV)

GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)
D-ATIS
128.55
CLNC DEL
121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325

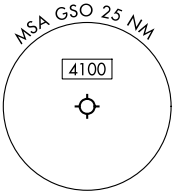
RNAV 1 - DME/DME/IRU or GPS.

RADAR required. For non-GPS equipped aircraft, LIB DME must be operational.

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwy 5L/R, 14, 23L/R, 32: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned headings for vectors to HOPRZ, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

TBARE TRANSITION (HOPRZ1.TBARE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(JEANY1.JEANY) 25331

AL-178 (FAA)

PIEDMONT TRIAD INTL (GSO)

# JEANY ONE DEPARTURE (RNAV)

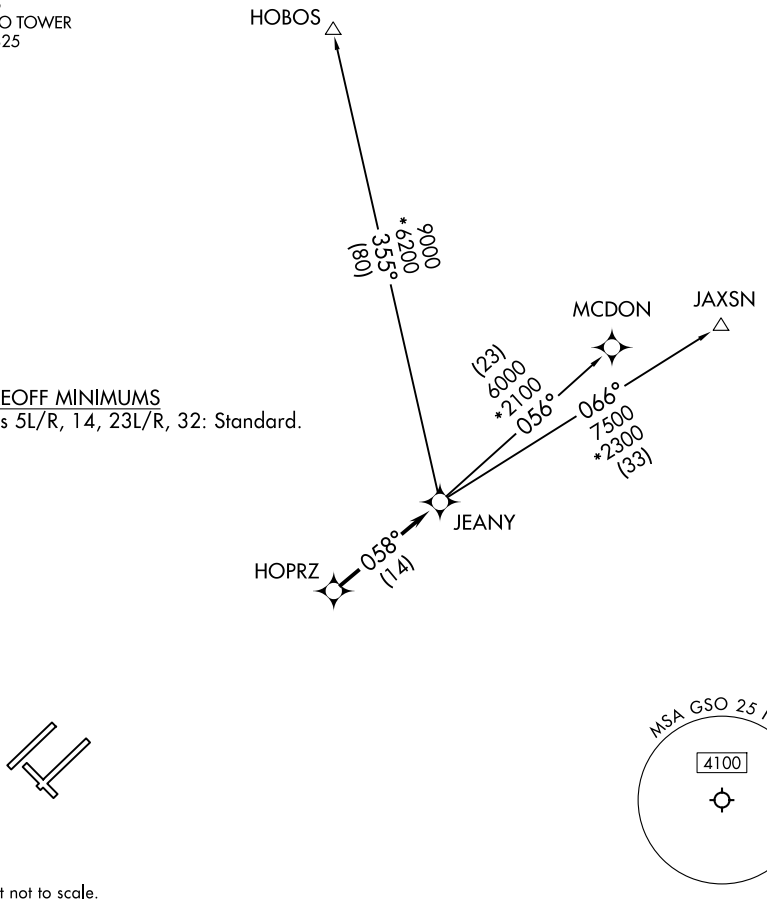
GREENSBORO, NORTH CAROLINA

GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)
D-ATIS
128.55
CLNC DEL
121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325

RNAV 1 - DME/DME/IRU or GPS.

RADAR required. For non-GPS equipped aircraft, LIB DME must be operational for HOBOS Transition.

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned headings for vectors to HOPRZ, then on track 058° to JEANY, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

HOBOS TRANSITION (JEANY1.HOBOS)
JAXSN TRANSITION (JEANY1.JAXSN)
MCDON TRANSITION (JEANY1.MCDON)

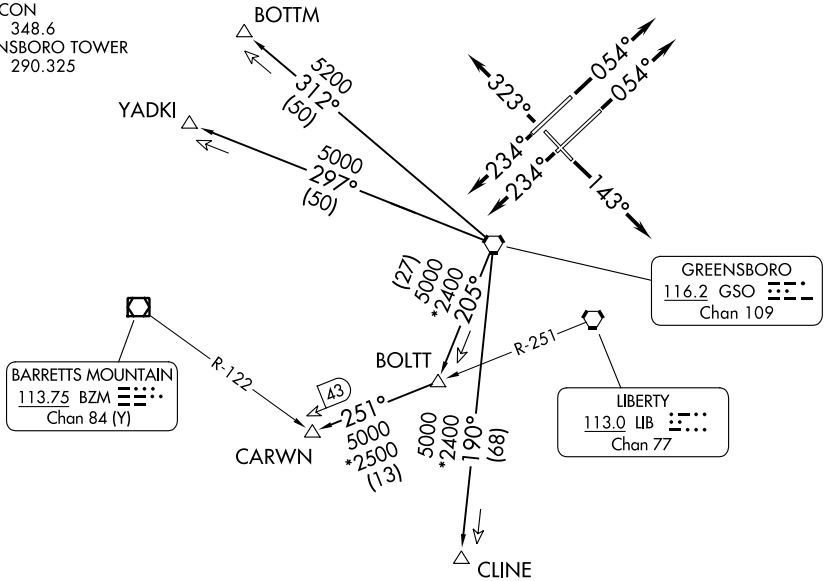


SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# TRIAD NINE DEPARTURE

GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)
D-ATIS 128.55
CLNC DEL 121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RWY 14: Climb heading 143°, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .
TAKEOFF RWY 32: Climb heading 323°, thence. . . .

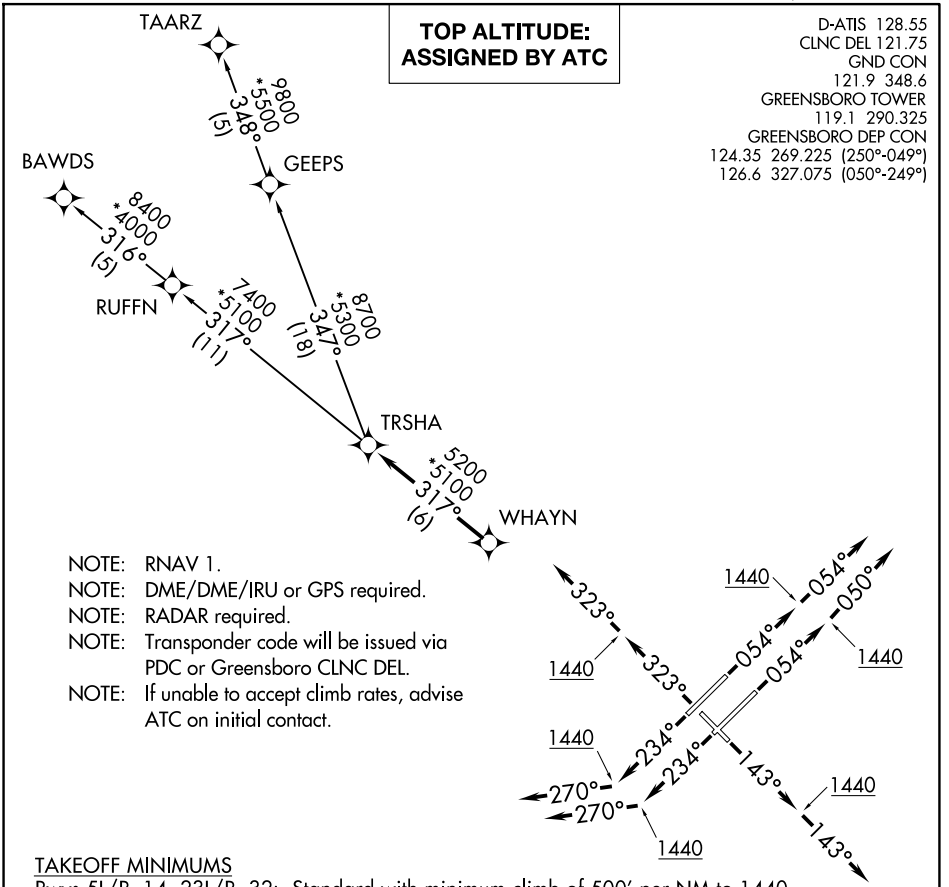
. . . .maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

(TRSHA1.TRSHA) 17285 AL-178 (FAA)

# TRSHA ONE DEPARTURE (RNAV)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA




TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard with minimum climb of 500′ per NM to 1440.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L: Climb heading 054° to 1440, then on heading 054°. Thence. . . .
TAKEOFF RWY 5R: Climb heading 054° to 1440, then on heading 050°. Thence. . . .
TAKEOFF RWY 14: Climb heading 143°to 1440, then on heading 143°. Thence. . . .
TAKEOFF RWY 23L/R: Climb heading 234° to 1440, then on heading 270°. Thence. . . .
TAKEOFF RWY 32: Climb heading 323° to 1440, then on heading 323°. Thence. . . .

. . . .expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Y or LOC Y RWY 20

PITT-GREENVILLE (PGV)

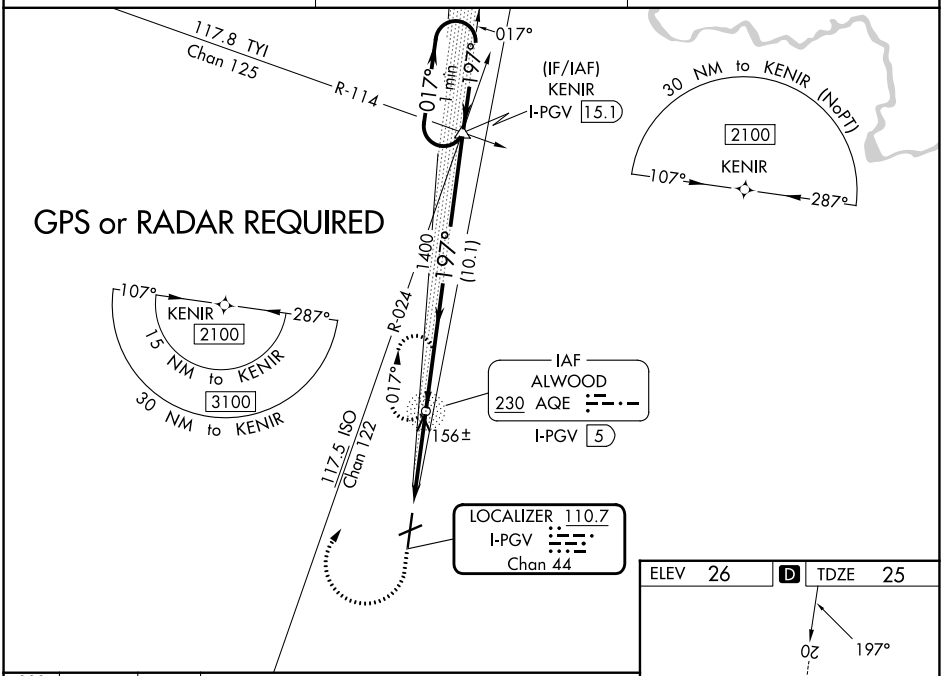
| LOC/DME I-PGV | APP CRS | Rwy Ldg | 6505 |
|---|---|---|---|
| 110.7 | 197° | TDZE | 25 |
| Chan 44 | | Apt Elev | 26 |

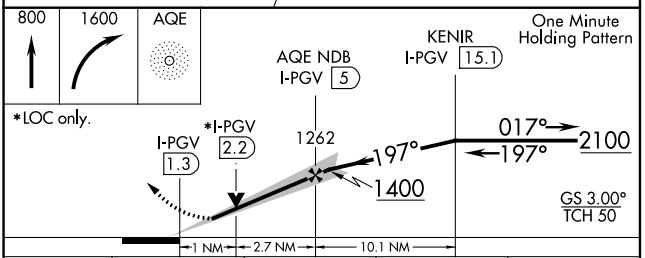
T ANA ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D ⅛ SM, and Circling visibility Cat D ¼ SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility ⅜ SM, and S-LOC 20 visibility Cat A/B ¼ SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B ¼ SM, Cat C/D ⅜ SM.

MALSR

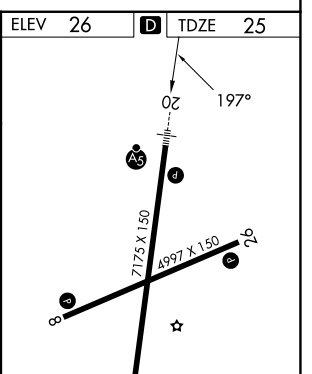
MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 257-¾ 231 (300-¾) | | | |
| S-LOC 20 | 420-¾ 394 (400-¾) | | | |
| CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 700-2 674 (700-2) | 800-2½ 774 (800-2½) |




FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC/DME I-PGV | APP CRS | Rwy Ldg 6505 |
|---|---|---|
| 110.7 | 197° | TDZE 25 |
| Chan 44 | | Apt Elev 26 |

# ILS Z or LOC Z RWY 20

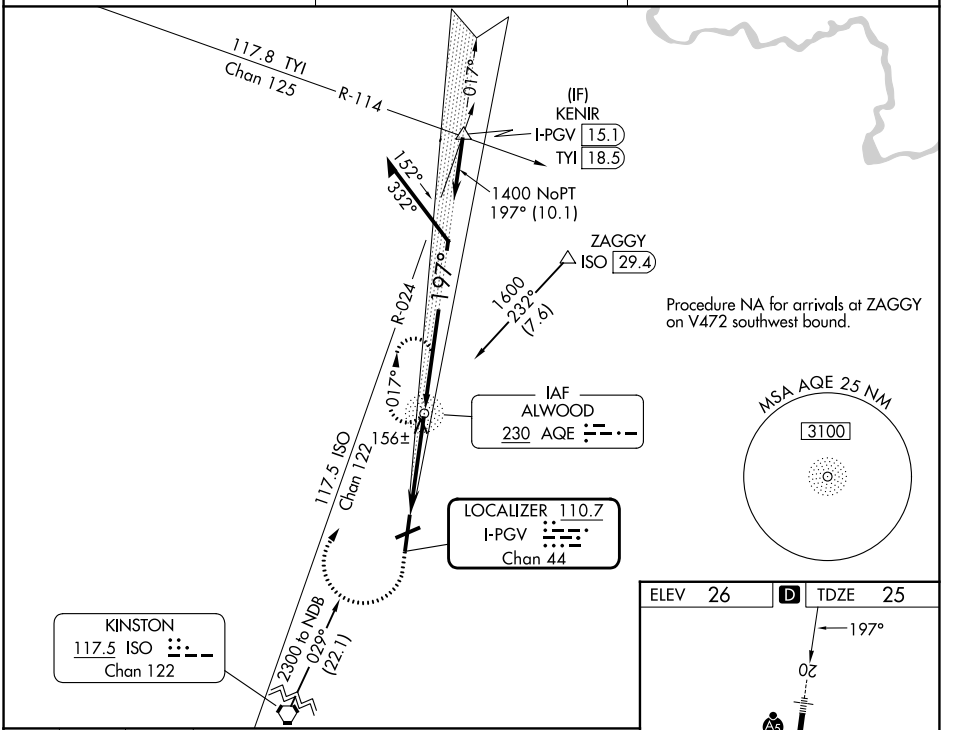
PITT-GREENVILLE (PGV)

T NA — ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D ⅛ SM, and Circling visibility Cat D ¼ SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility ⅜ SM, and S-LOC 20 visibility Cat A/B ¼ SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B ¼ SM, Cat C/D ⅜ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | | 257-¾ | 231 (300-¾) | |
| S-LOC 20 | | 420-¾ | 394 (400-¾) | |
| CIRCLING | 600-1<br>574 (600-1) | 620-1<br>594 (600-1) | 700-2<br>674 (700-2) | 800-2½<br>774 (800-2½) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 6904 |
|---|---|---|---|
| CH 42738 | 017° | TDZE | 24 |
| W02A | | Apt Elev | 26 |

# RNAV (GPS) RWY 2

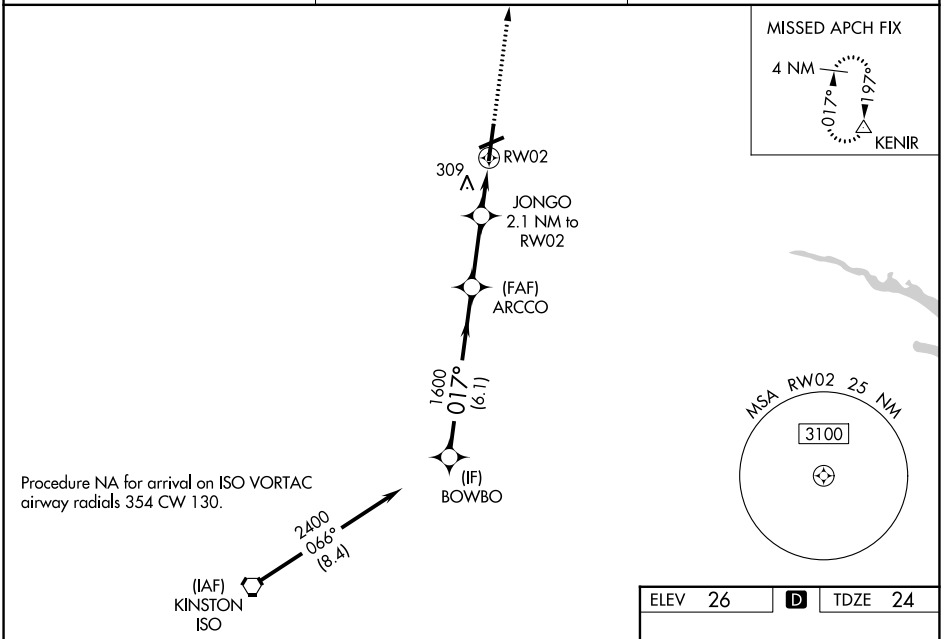
## PITT-GREENVILLE (PGV)

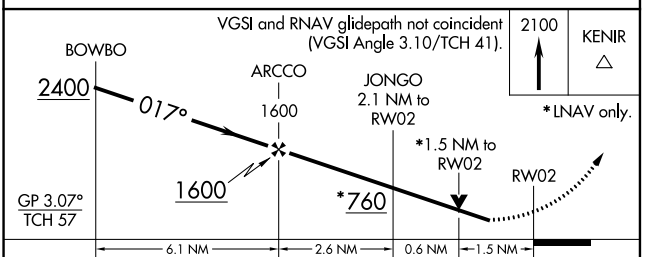
RNP APCH-GPS.

Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 444 feet, visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 661; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM. VDP NA when using Washington altimeter setting.

MISSED APPROACH: Climb to 2100 direct KENIR and hold.

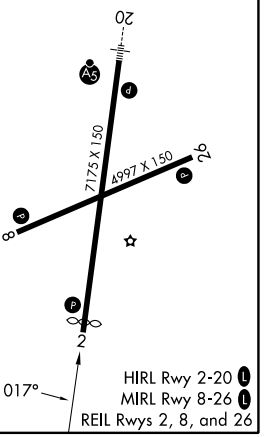
| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 403-1 379 (400-1) | | | |
| LNAV/VNAV DA | 620-1¾ 596 (600-1¾) | | | |
| LNAV MDA | 540-1 516 (600-1) | | 540-1⅜ 516 (600-1⅜) | |
| CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 700-2 674 (700-2) | 800-2½ 774 (800-2½) |

ELEV 26 D TDZE 24






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, NORTH CAROLINA AL-5521 (FAA) 26190

| APP CRS | Rwy Ldg | 4997 |
|---|---|---|
| 076° | TDZE | 24 |
| | Apt Elev | 26 |

# RNAV (GPS) RWY 8

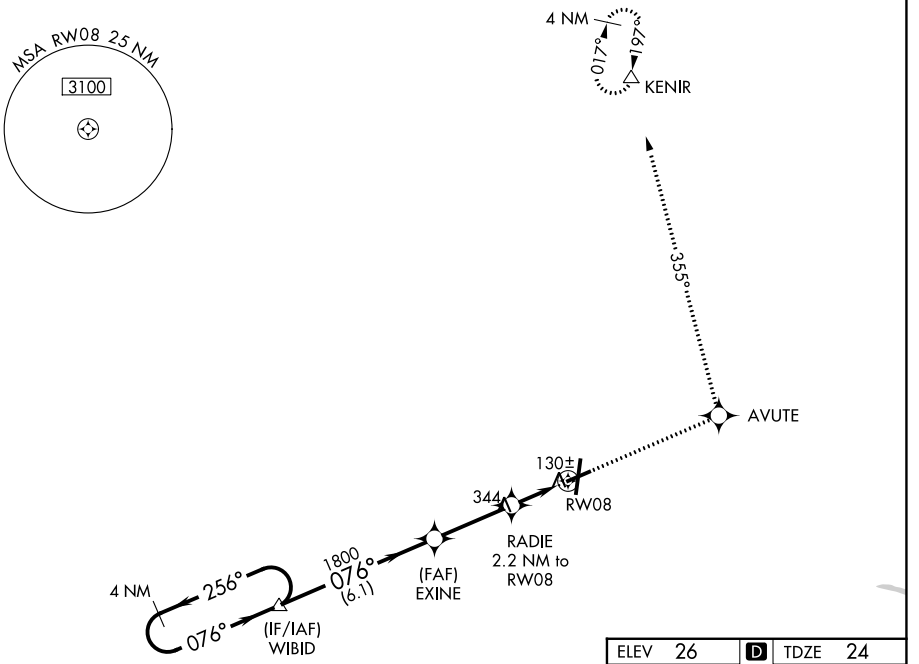
PITT-GREENVILLE (PGV)

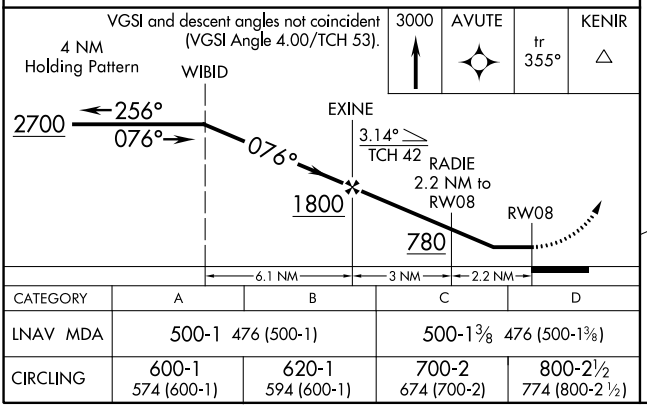
RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase all MDAs 60 feet, LNAV visibility Cat C and D 1⅛ SM and Circling visibility Cat D ¼ SM.

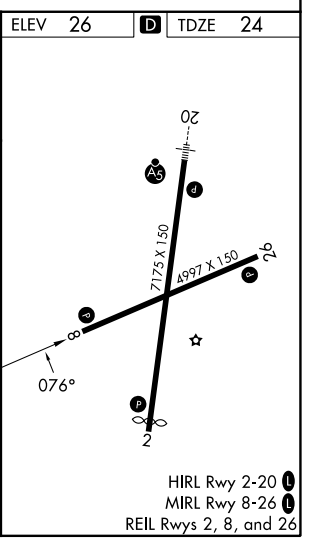
MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 476 (500-1) | | 500-1⅜ 476 (500-1⅜) | |
| CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 700-2 674 (700-2) | 800-2½ 774 (800-2½) |




GREENVILLE, NORTH CAROLINA
Amdt 2B 24MAR22

35°38'N-77°23'W

PITT-GREENVILLE (PGV)

RNAV (GPS) RWY 8

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 20

PITT-GREENVILLE (PGV)

| WAAS CH 87011 W20A | APP CRS 197° | Rwy Ldg 6505 / TDZE 25 / Apt Elev 26 |
|---|---|---|

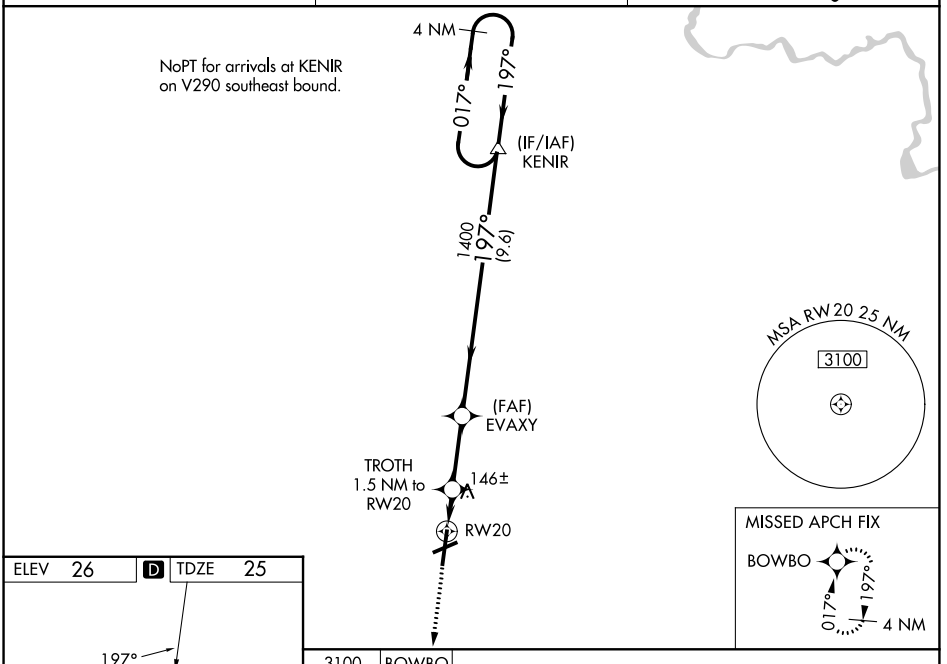
RNP APCH - GPS.

T A Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 272 feet; increase LNAV/VNAV DA to 345; increase all MDAs 60 feet and Circling visibility Cat D ¼SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV all Cats visibility to 1 mile. For inop ALS when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility ⅛ SM, and LNAV visibility Cat A/B ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |




HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 231-½ 205 (300-½) | | | |
| LNAV/VNAV DA | 304-¾ 278 (300-¾) | | | |
| LNAV MDA | 400-¾ 374 (400-¾) | | | |
| CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 700-2 674 (700-2) | 800-2½ 774 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 26190

# RNAV (GPS) RWY 26

PITT-GREENVILLE (PGV)

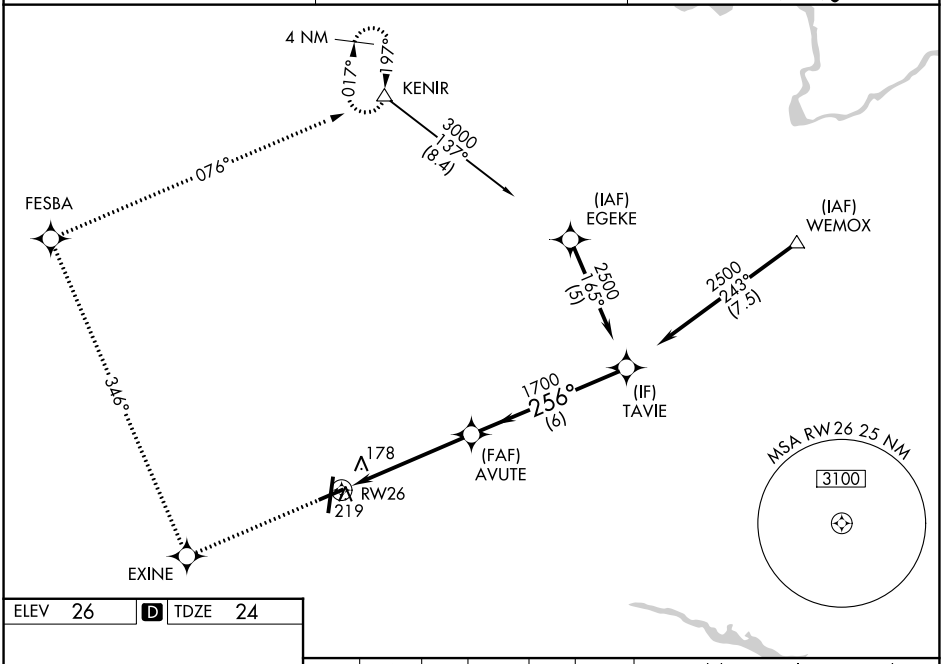
| WAAS CH 53711 W26A | APP CRS 256° | Rwy Ldg 4997 TDZE 24 Apt Elev 26 |
|---|---|---|

RNP APCH - GPS.

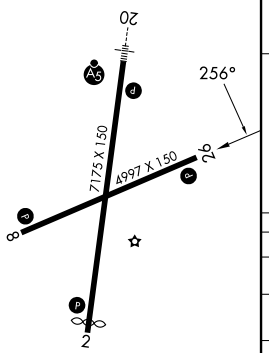
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 26 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 376 feet, visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 505, visibility all Cats ⅛ SM; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.425 | 123.85 279.65 | 122.8 (CTAF) L |



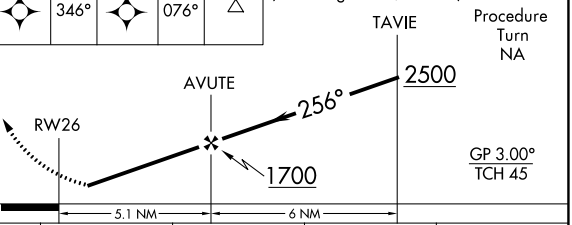

| ELEV 26 | D | TDZE 24 |
|---|---|---|




HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

| 3000 | EXINE | tr 346° | FESBA | tr 076° | KENIR |
|---|---|---|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 335-⅞ 311 (400-⅞) | | | |
| LNAV/VNAV DA | 464-1¼ 440 (500-1¼) | | | |
| LNAV MDA | 520-1 496 (500-1) | | 520-1⅜ 496 (500-1⅜) | |
| CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 700-2 674 (700-2) | 800-2½ 774 (800-2½) |

GREENVILLE, NORTH CAROLINA
Amdt 2B 24MAR22

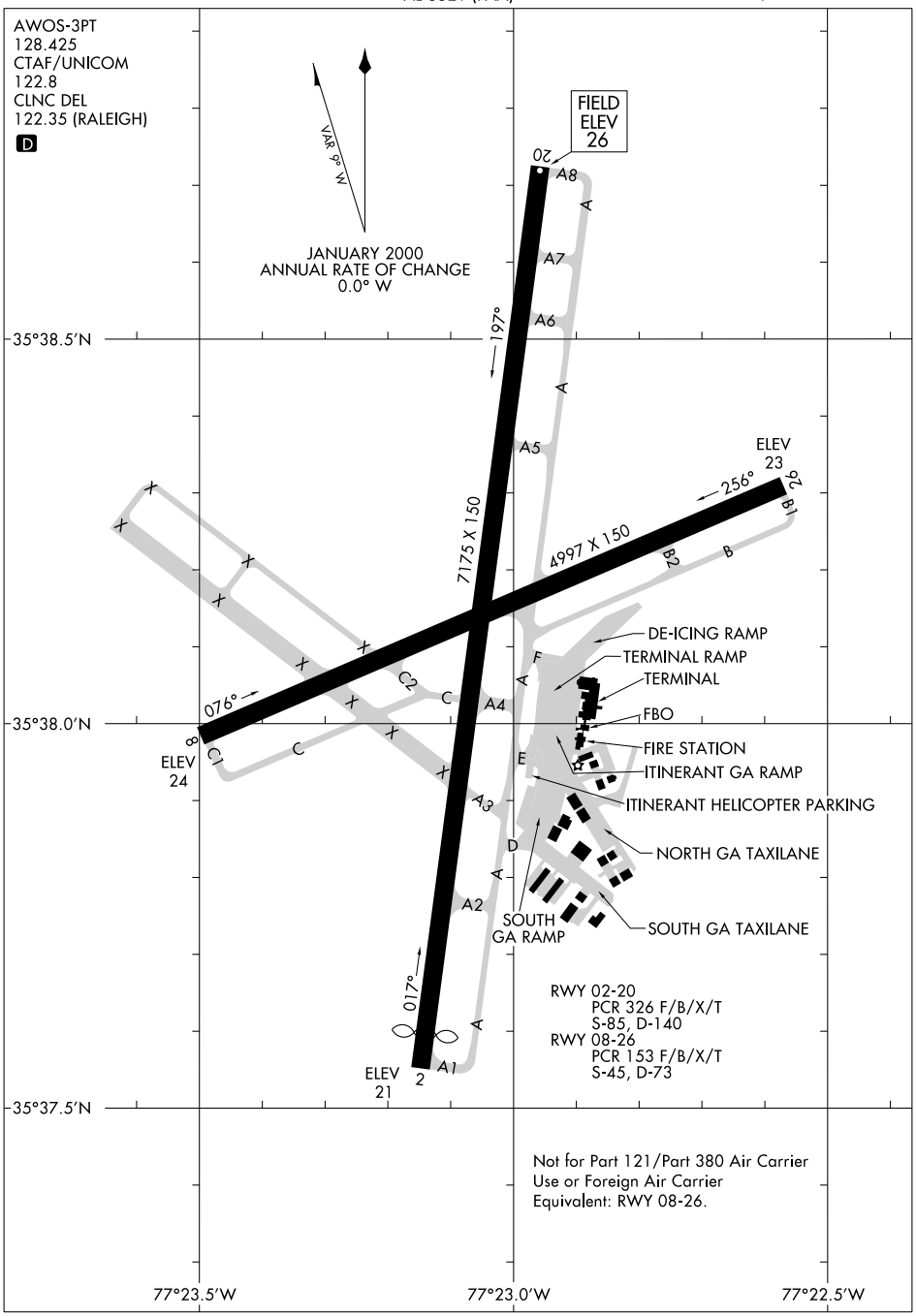
35°38'N-77°23'W

PITT-GREENVILLE (PGV)

RNAV (GPS) RWY 26

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 26246

# ILS or LOC RWY 5

DONALDSON FLD (GYH)

| LOC/DME I-GYH | APP CRS | Rwy Ldg 8000 |
|---|---|---|
| 108.3 | 047° | TDZE 956 |
| Chan 20 | | Apt Elev 956 |

RNP APCH - GPS.

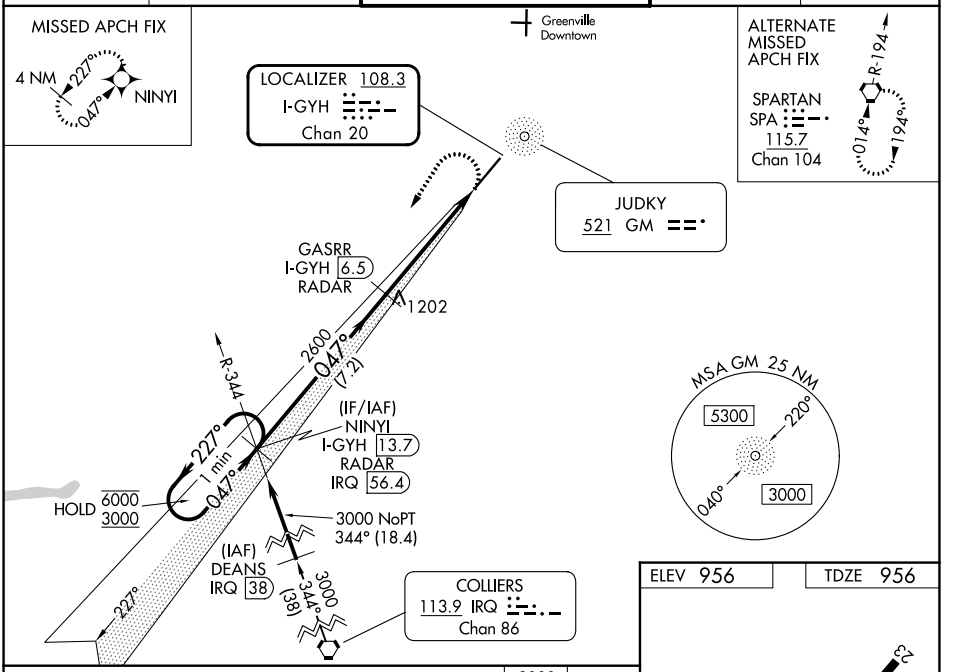
DME or RADAR required.

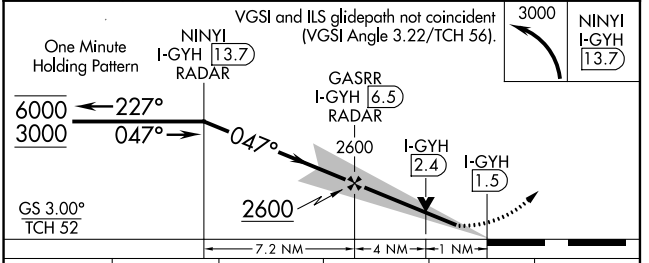
VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase S-ILS 5 DA to 1185 feet; increase all MDAs 40 feet and S-LOC 5 visibility Cats C, D, E ⅛ SM. For inop ALS, increase S-ILS 5 Cat E visibility to ¾ SM and increase S-LOC 5 Cat E visibility to 1⅛ SM. For inop ALS when using Greer altimeter setting, increase S-ILS 5 Cat E visibility to ¾ SM and increase S-LOC 5 Cat E visibility to 1¼ SM. DME required when GSP App Con closed.

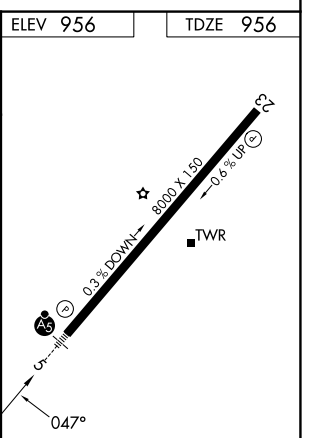
MALSR

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

| ATIS | GREER APP CON★ | DONALDSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) L 269.25 | 121.4 | 122.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 | 1156-½ 200 (200-½) | | | | |
| S-LOC 5 | 1340-½ 384 (400-½) | | 1340-⅝ 384 (400-⅝) | | |
| CIRCLING | 1420-1 464 (500-1) | 1480-1 524 (600-1) | 1480-1½ 524 (600-1½) | 1520-2 564 (600-2) | 1560-2¼ 604 (700-2¼) |

HIRL Rwy 5-23 L

FAF to MAP 5 NM

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

GREENVILLE, SOUTH CAROLINA

Amdt 6 23FEB23

34°46'N-82°23'W

DONALDSON FLD (GYH)

ILS or LOC RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

DONALDSON FLD (GYH)

| WAAS CH 72603 W05A | APP CRS 047° | Rwy Ldg 8000 TDZE 956 Apt Elev 956 |
|---|---|---|

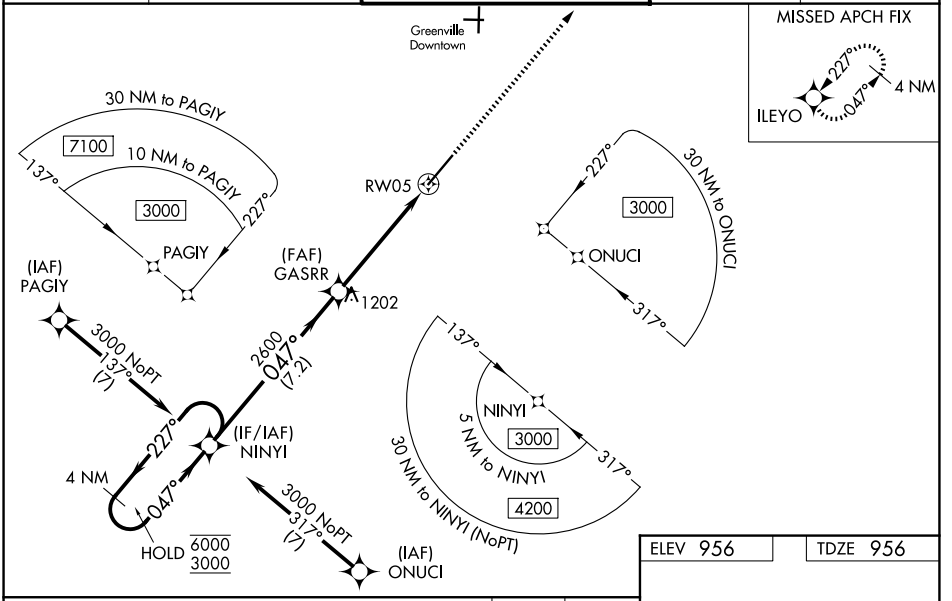
RNP APCH - GPS.

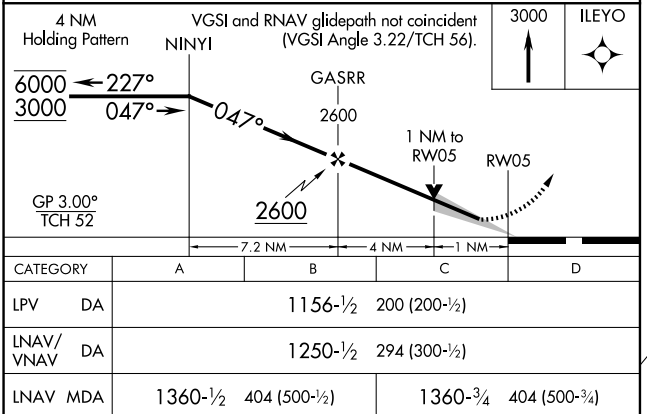
Baro-VNAV and VDP NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Greer altimeter setting and increase LPV DA to 1185 feet; increase LNAV/VNAV DA to 1279; increase all MDAs 40 feet and LNAV visibility Cats C and D ⅛ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to ⅞ SM and increase LNAV visibility Cats C/D to 1 ⅛ SM.

MALSR

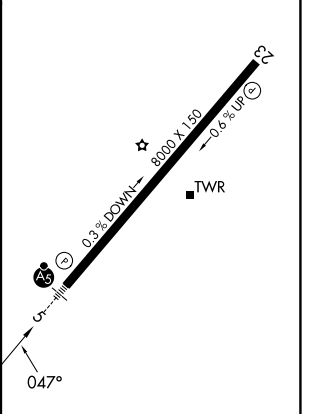
MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

| ATIS | GREER APP CON★ | DONALDSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) L 269.25 | 121.4 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1156-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1250-½ 294 (300-½) | | | |
| LNAV MDA | 1360-½ 404 (500-½) | | 1360-¾ 404 (500-¾) | |
| CIRCLING | 1420-1 464 (500-1) | 1480-1 524 (600-1) | 1480-1½ 524 (600-1½) | 1520-2 564 (600-2) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 25331

# RNAV (GPS) RWY 23

DONALDSON FLD (GYH)

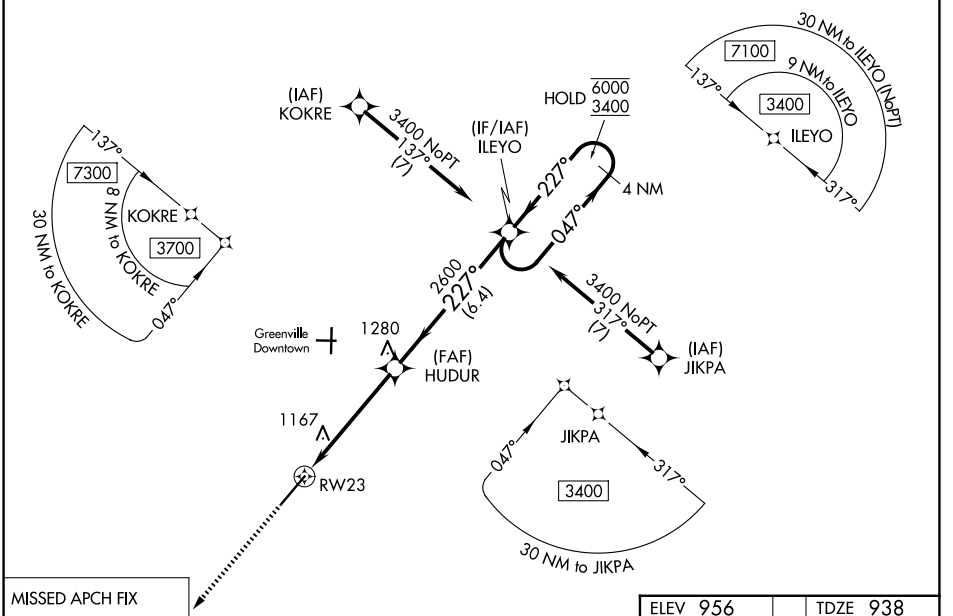
| APP CRS | Rwy Ldg | 8000 |
|---|---|---|
| 227° | TDZE | 938 |
| | Apt Elev | 956 |

RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM. VDP NA when using Greer altimeter setting.

MISSED APPROACH: Climb to 3000 direct NINYI and hold.

| ATIS | GREER APP CON★ | DONALDSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) Ⓛ 269.25 | 121.4 | 122.7 |

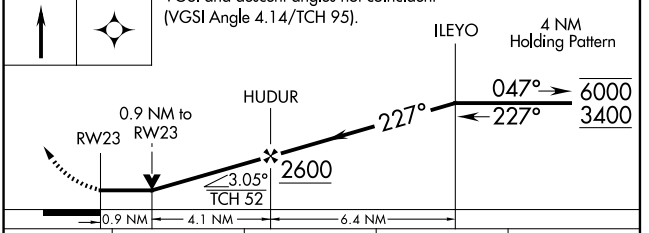



MISSED APCH FIX



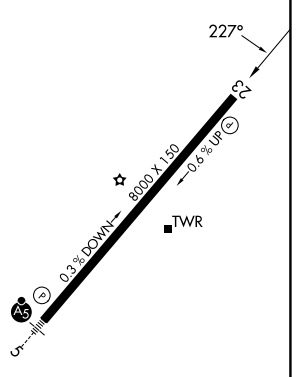

3000 NINYI

VGSI and descent angles not coincident (VGSI Angle 4.14/TCH 95).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 482 (500-1) | | 1420-1⅜ 482 (500-1⅜) | |
| CIRCLING | 1420-1 464 (500-1) | 1480-1 524 (600-1) | 1480-1½ 524 (600-1½) | 1520-2 564 (600-2) |

ELEV 956 TDZE 938




HIRL Rwy 5-23 Ⓛ

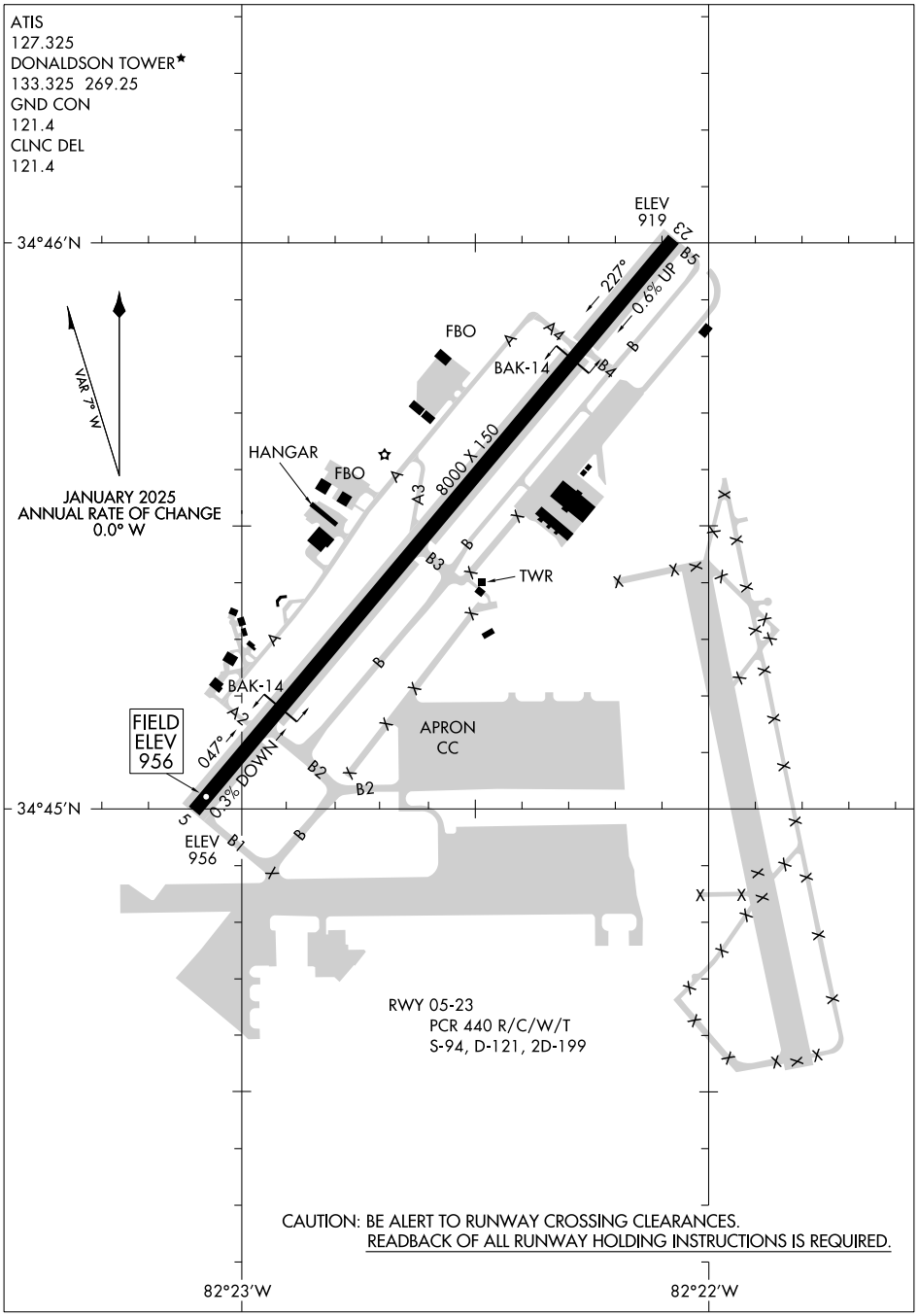
GREENVILLE, SOUTH CAROLINA DONALDSON FLD (GYH)

Amdt 1 23FEB23 34°45'N-82°23'W

RNAV (GPS) RWY 23

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

(BIMMR3.BIMMR) 26022 AL-179 (FAA)

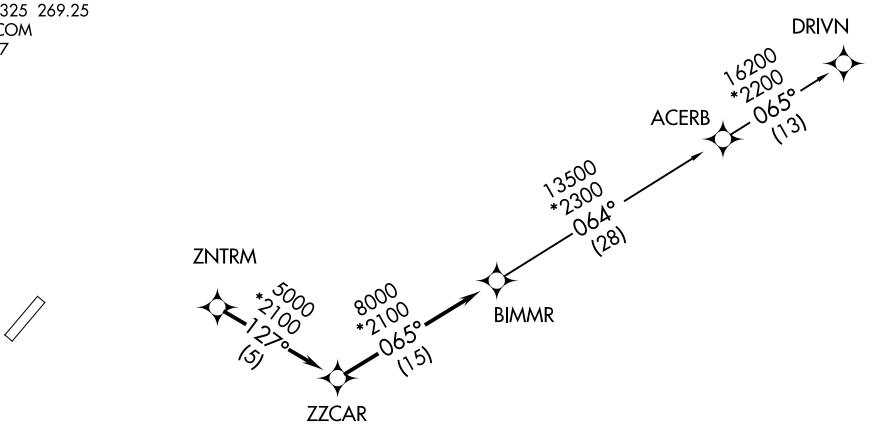
# BIMMR THREE DEPARTURE (RNAV)

DONALDSON FLD (GYH)
GREENVILLE, SOUTH CAROLINA

GREER DEP CON ★
118.8 270.275
ATIS
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 223' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)
DRIVN TRANSITION (BIMMR3.DRIVN)

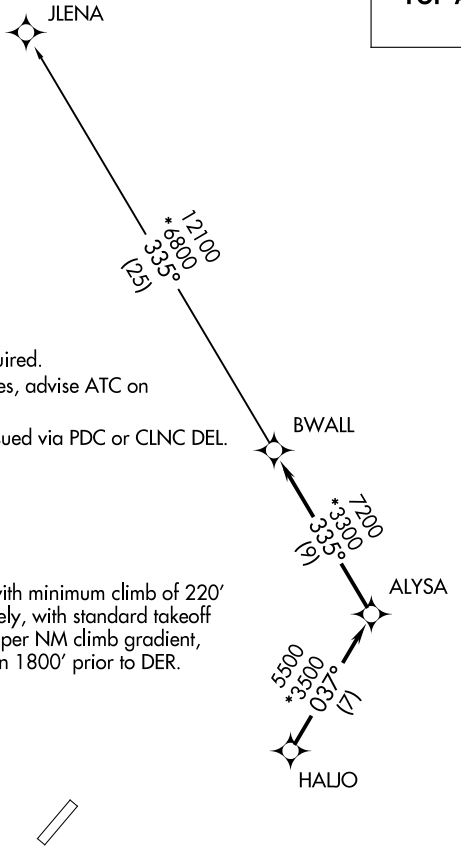


SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BWALL TWO DEPARTURE (RNAV)

GREER DEP CON ★
118.8 270.275
ATIS
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7

**TOP ALTITUDE: 3000**




NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

TAKEOFF MINIMUMS
Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 220′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1800′ prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, SOUTH CAROLINA AL-180 (FAA) 26246

# ILS or LOC RWY 1

GREENVILLE DOWNTOWN (GMU)

| LOC I-GMU | APP CRS | Rwy Ldg | 5393 |
|---|---|---|---|
| 109.7 | 006° | TDZE | 1015 |
| | | Apt Elev | 1048 |

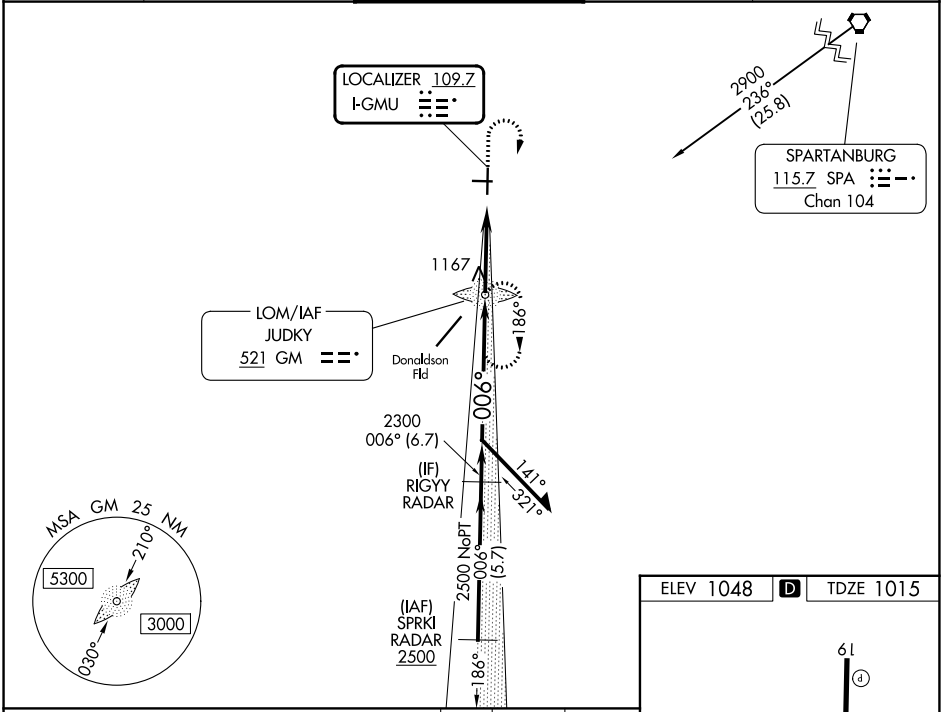
ADF required. RADAR required for procedure entry at SPRKI.

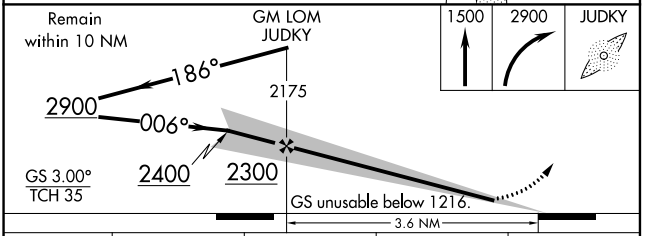
Inop table does not apply to S-ILS 1 all Cats. For inop ALS, increase S-LOC 1 visibility Cats C/D to 1⅛ SM. When local altimeter setting not received, use Greer altimeter setting and increase DA to 1248, increase all MDAs 40 feet and Circling Cat C visibility ¼ SM. For inop ALS when using Greer altimeter setting, increase S-LOC 1 visibility Cat C/D to 1⅜ SM. When using Greer altimeter setting, inop table does not apply to S-ILS 1 all Cats.

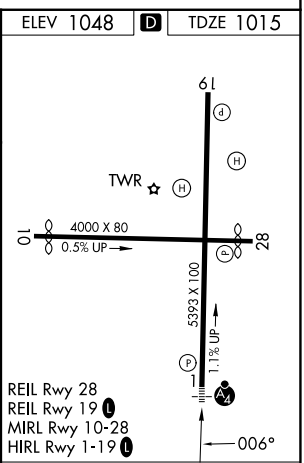
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

| ATIS | GREER APP CON* | GREENVILLE TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1216-¾ 201 (200-¾) | | | |
| S-LOC 1 | 1420-¾ 405 (400-¾) | | 1420-1 405 (400-1) | |
| CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH **53413** **W01A** | APP CRS **006°** | Rwy Ldg **5393** TDZE **1015** Apt Elev **1048**

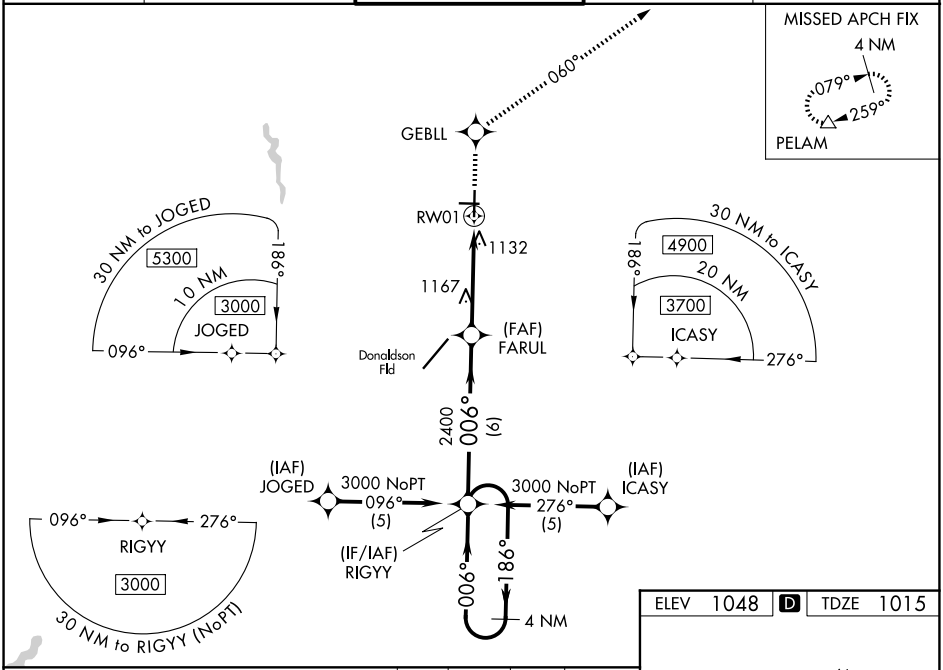
# RNAV (GPS) RWY 1
## GREENVILLE DOWNTOWN (GMU)

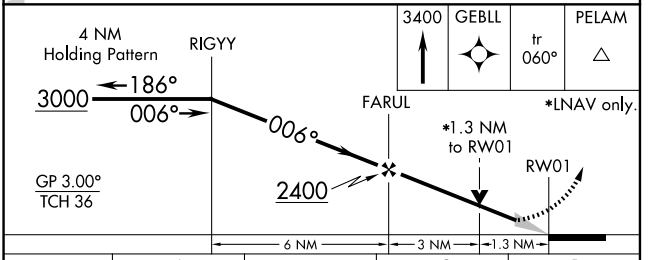
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

MALSF

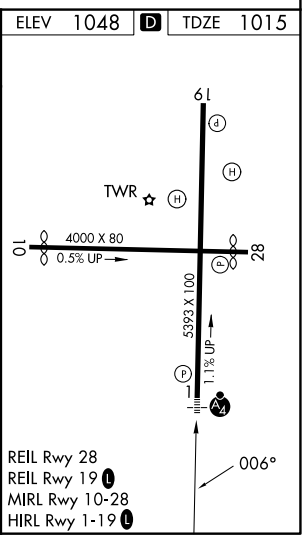
MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

| ATIS | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1215-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1415-1½ 400 (400-1½) | | | |
| LNAV MDA | 1440-¾ 425 (400-¾) | | 1440-1¼ 425 (400-1¼) | |
| CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, SOUTH CAROLINA AL-180 (FAA) 25331

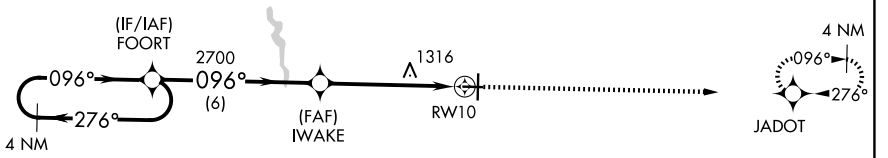
| WAAS CH 49137 W10A | APP CRS 096° | Rwy Ldg 3463 TDZE 1013 Apt Elev 1048 |
|---|---|---|

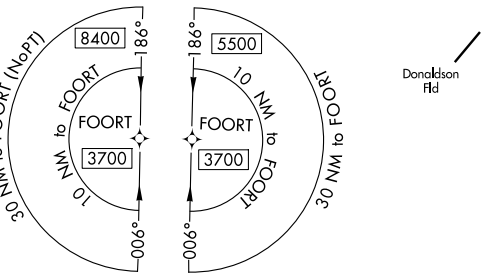
# RNAV (GPS) RWY 10
## GREENVILLE DOWNTOWN (GMU)

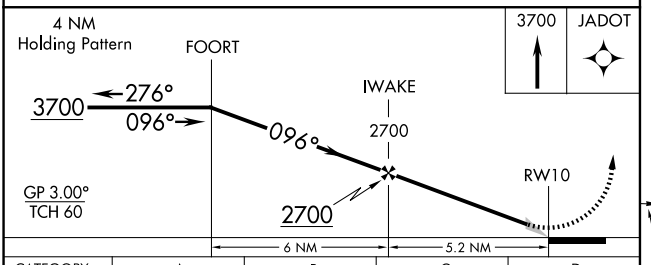
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct JADOT and hold.

| ATIS | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |

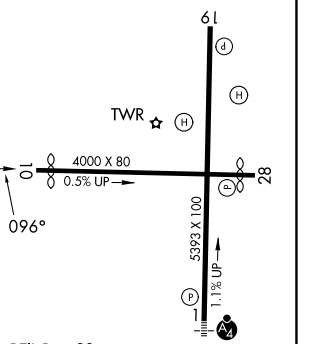



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1269-1 256 (300-1) | | | |
| LNAV/VNAV DA | 1351-1⅛ 338 (400-1⅛) | | | |
| LNAV MDA | 1580-1 567 (600-1) | | 1580-1⅝ 567 (600-1⅝) | |
| CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |

ELEV 1048 D TDZE 1013






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 19

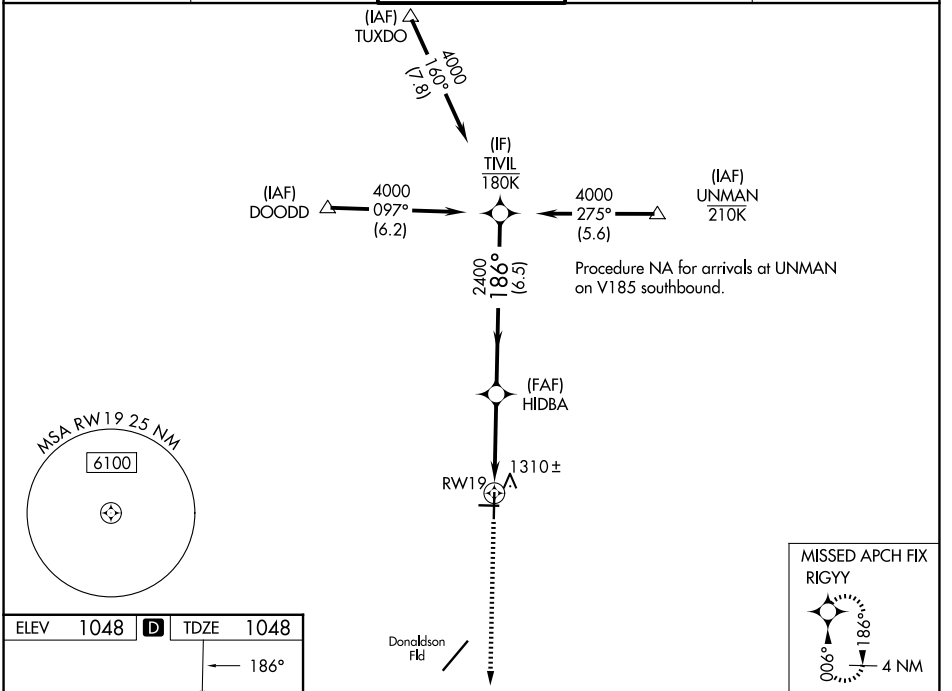
## GREENVILLE DOWNTOWN (GMU)

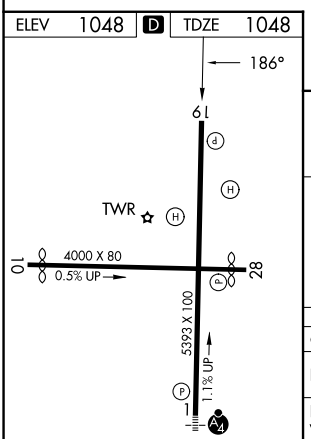
| WAAS | APP CRS | Rwy Ldg | 5393 |
|---|---|---|---|
| CH 93837 | 186° | TDZE | 1048 |
| W19A | | Apt Elev | 1048 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, increase LNAV Cats C/D and Circling Cat C visibility ¼ mile.

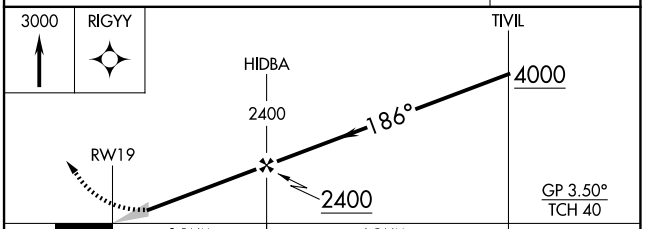
MISSED APPROACH: Climb to 3000 direct RIGYY and hold.

| ATIS | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1373-1 325 (400-1) | | | NA |
| LNAV/VNAV DA | 1480-1¼ 432 (500-1¼) | | | NA |
| LNAV MDA | 1560-1 512 (600-1) | | 1560-1⅜ 512 (600-1⅜) | |
| CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, SOUTH CAROLINA | AL-180 (FAA) | 25331

| WAAS | APP CRS | Rwy Ldg | 3463 |
|---|---|---|---|
| CH 87037 | 276° | TDZE | 1013 |
| W28A | | Apt Elev | 1048 |

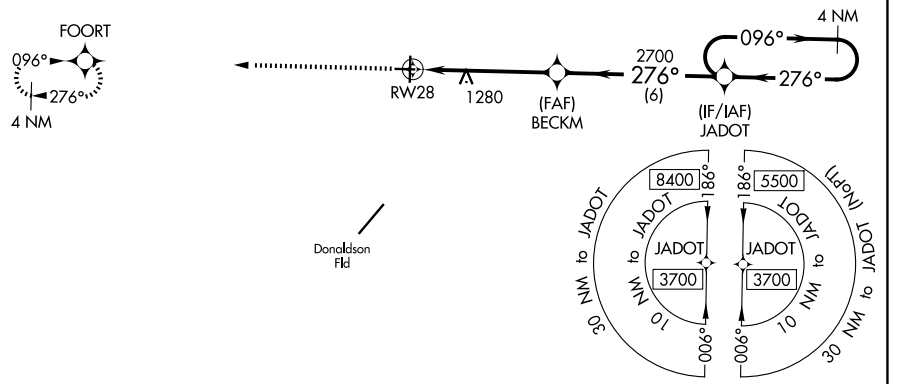
# RNAV (GPS) RWY 28

## GREENVILLE DOWNTOWN (GMU)

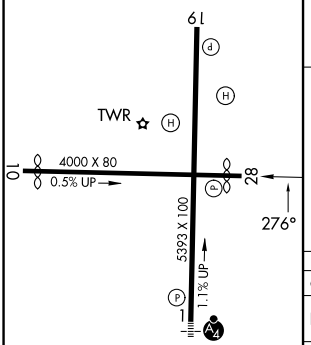
Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.

MISSED APPROACH: Climb to 3700 direct FOORT and hold.

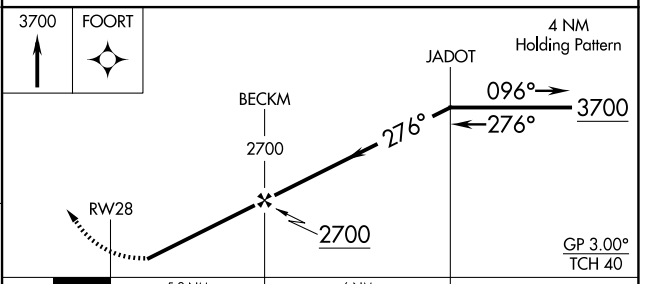
| ATIS | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




ELEV 1048 | D | TDZE 1013




REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L

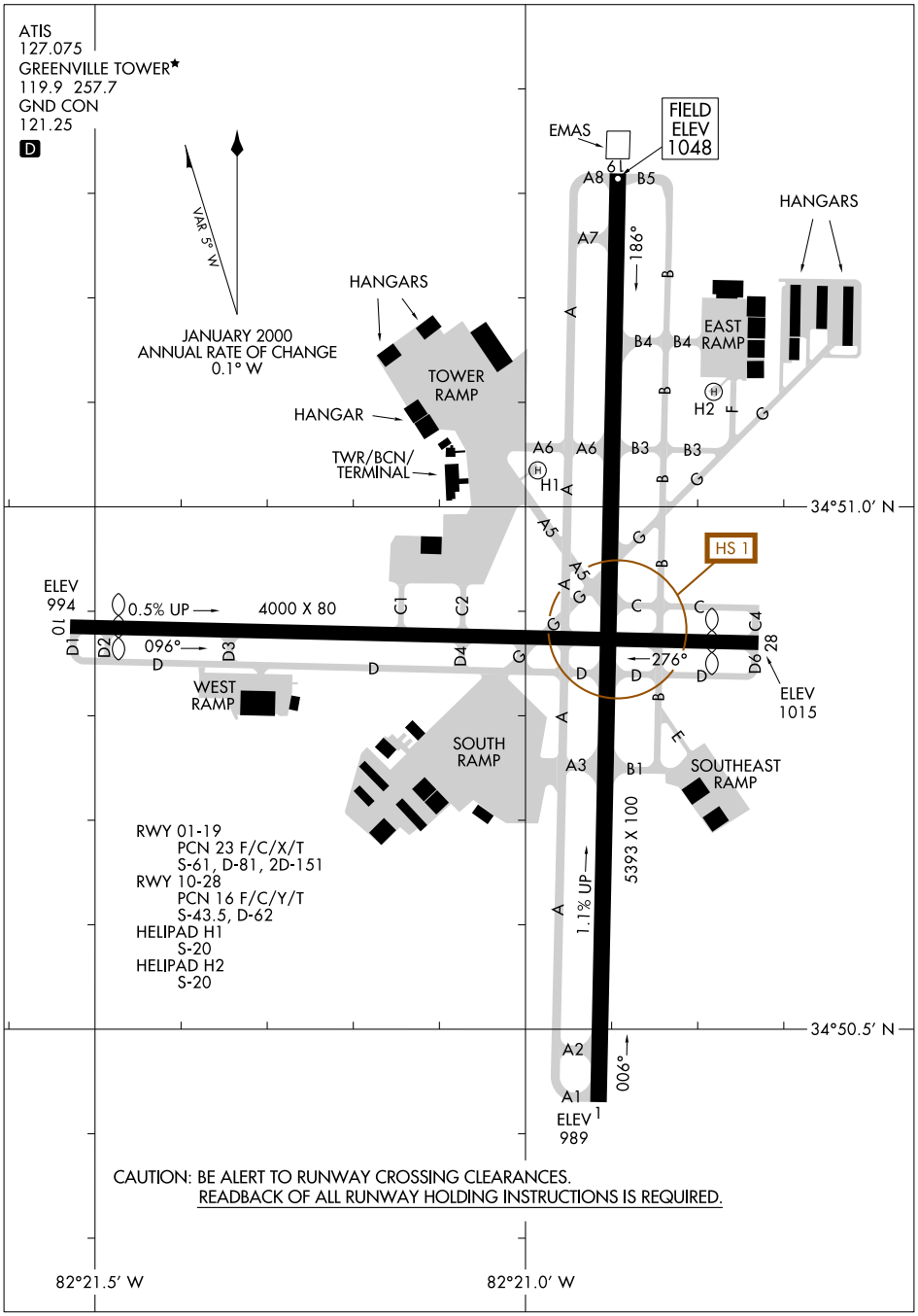



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1263-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1463-1½ 450 (500-1½) | | | |
| LNAV MDA | 1540-1 527 (500-1) | | 1540-1½ 527 (500-1½) | |
| CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |

GREENVILLE, SOUTH CAROLINA | GREENVILLE DOWNTOWN (GMU)

Orig 25JUN15 | 34°51′N-82°21′W | RNAV (GPS) RWY 28


SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

(BIMMR3.BIMMR) 25051 AL-180 (FAA)

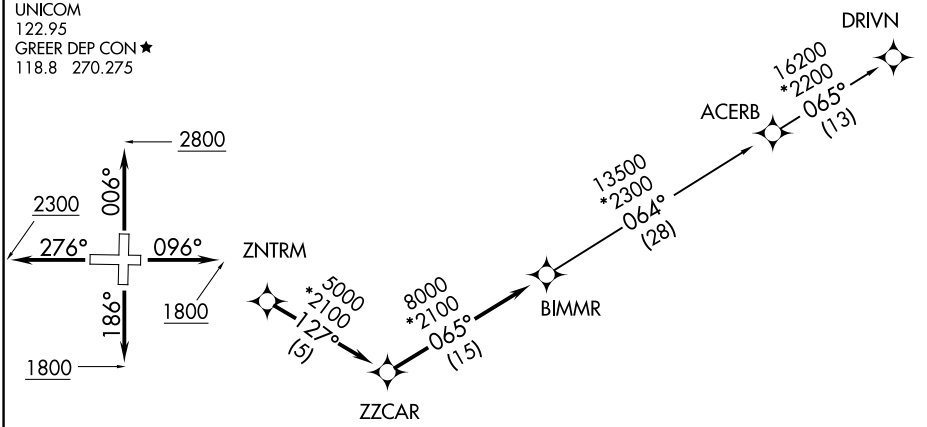
# BIMMR THREE DEPARTURE (RNAV)

GREENVILLE DOWNTOWN(GMU)
GREENVILLE, SOUTH CAROLINA

ATIS
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON ★
118.8 270.275

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS

Rwys 1, 19: Standard.
Rwy 10: 300-1⅛ or standard with minimum climb of 355′ per NM to 1300.
Rwy 28: 300-2½ or standard with minimum climb of 221′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 006° to 2800 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 096° to 1800 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 19: Climb on heading 186° to 1800 before turning north for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 276° to 2300 before turning north or northwest for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)



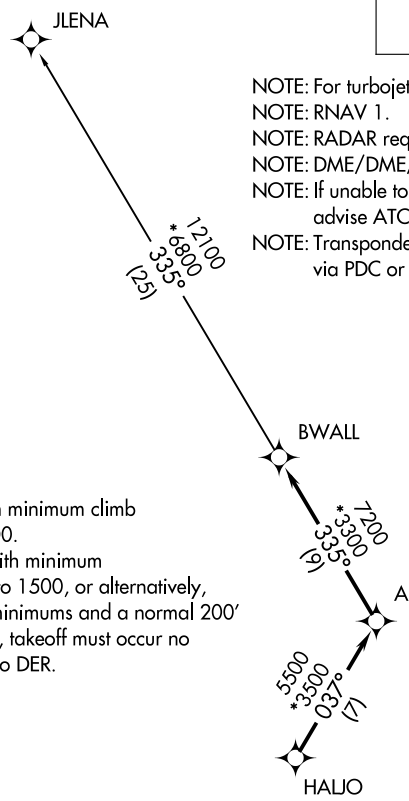
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BWALL TWO DEPARTURE (RNAV)

ATIS
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON ★
118.8 270.275

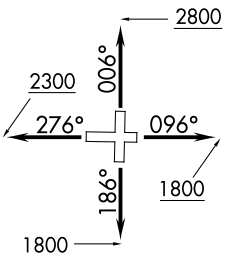
**TOP ALTITUDE: 3000**

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.




TAKEOFF MINIMUMS

Rwy 1, 19: Standard.
Rwy 10: 300-1 or standard with minimum climb of 355′ per NM to 1300.
Rwy 28: 300-2½ or standard with minimum climb of 220′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RWY 1: Climb heading 006° to 2800 before turning west or northwest.
TAKEOFF RWY 10: Climb heading 096° to 1800 before turning west or northwest.
TAKEOFF RWY 19: Climb heading 186° to 1800 before turning north.
TAKEOFF RWY 28: Climb heading 276° to 2300 before turning north or northwest.

JLENA TRANSITION (BWALL2.JLENA)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **78239** | **092°** | Rwy Ldg | **5001** |
| **W09A** | | TDZE | **631** |
| | | Apt Elev | **631** |

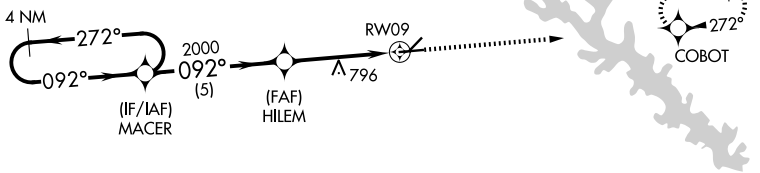
# RNAV (GPS) RWY 9

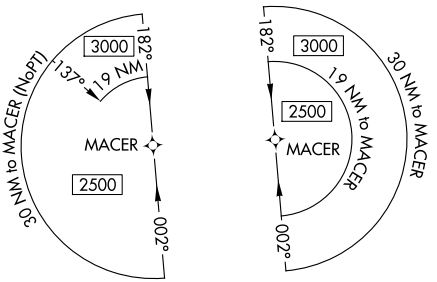
## GREENWOOD COUNTY (GRD)

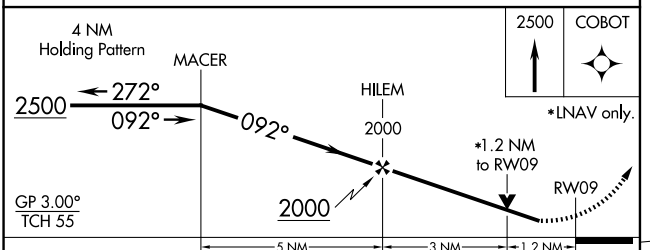
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase LPV DA to 991 feet and visibility ⅛ SM all Cats, LNAV/VNAV DA to 1070 feet and visibility ¼ SM all Cats, increase all MDA 60 feet, and LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct COBOT and hold.

| ASOS | GREER APP CON★ | UNICOM |
|---|---|---|
| **121.125** | **120.6 350.2** | **122.975** (CTAF) L |

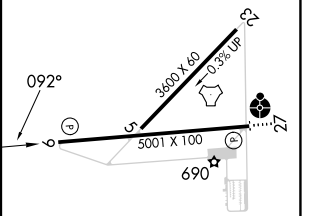



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 938-1 307 (400-1) | | | |
| LNAV/VNAV DA | 1017-1¼ 386 (400-1¼) | | | |
| LNAV MDA | 1060-1 429 (500-1) | | 1060-1¼ 429 (500-1¼) | |
| CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |

ELEV 631 TDZE 631




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5001 |
|---|---|---|---|
| CH 82539 | 272° | TDZE | 629 |
| W27A | | Apt Elev | 631 |

AL-183 (FAA)

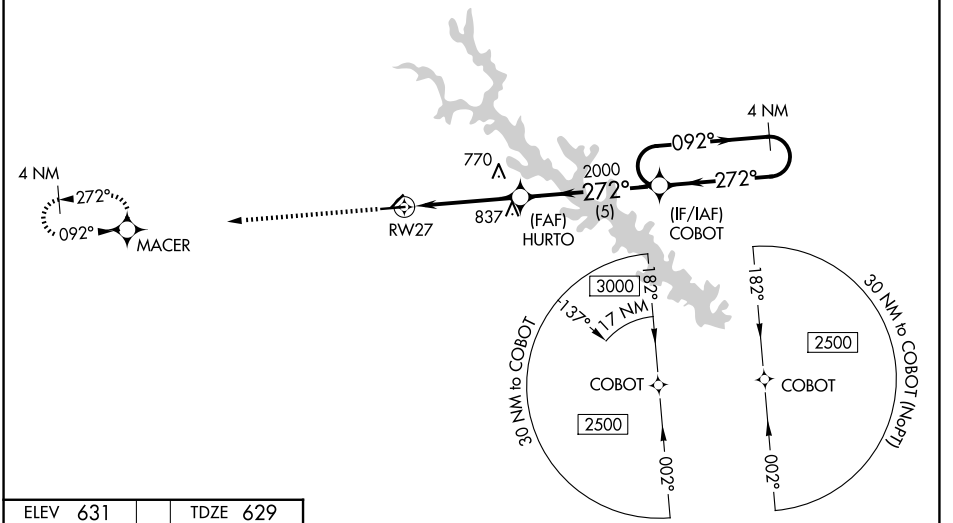
# RNAV (GPS) RWY 27
## GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Laurens altimeter setting: increase LPV DA to 932 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 936 feet and all visibilities ⅛ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ⅛ SM and Circling visibility Cats C and D ¼ SM. For inop ALS,increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Laurens altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM and LNAV Cats C and D visibility to 1⅛ SM.

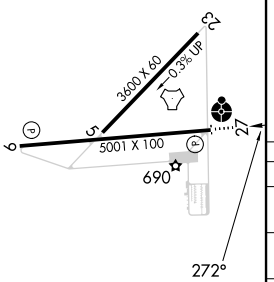
ODALS

MISSED APPROACH: Climb to 2500 direct MACER and hold.

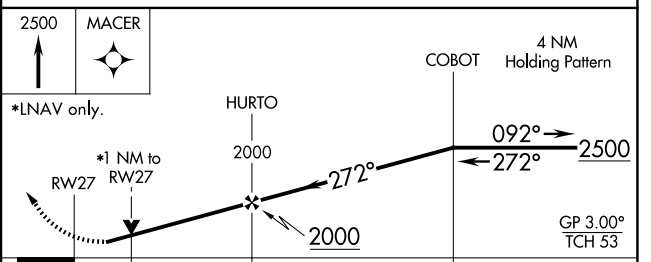
| ASOS | GREER APP CON ★ | UNICOM |
|---|---|---|
| 121.125 | 120.6 350.2 | 122.975 (CTAF) L |




ELEV 631 | TDZE 629




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 879- ¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 883- ¾ 254 (300-¾) | | | |
| LNAV MDA | 980- ¾ 351 (400-¾) | | 980- ⅞ 351 (400-⅞) | |
| CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREER, SOUTH CAROLINA AL-5124 (FAA) 26246

| LOC/DME I-GSP | APP CRS | Rwy Ldg 11001 |
|---|---|---|
| 109.3 | 038° | TDZE 947 |
| Chan 30 | | Apt Elev 964 |

# ILS or LOC RWY 4

## GREENVILLE SPARTANBURG INTL (GSP)

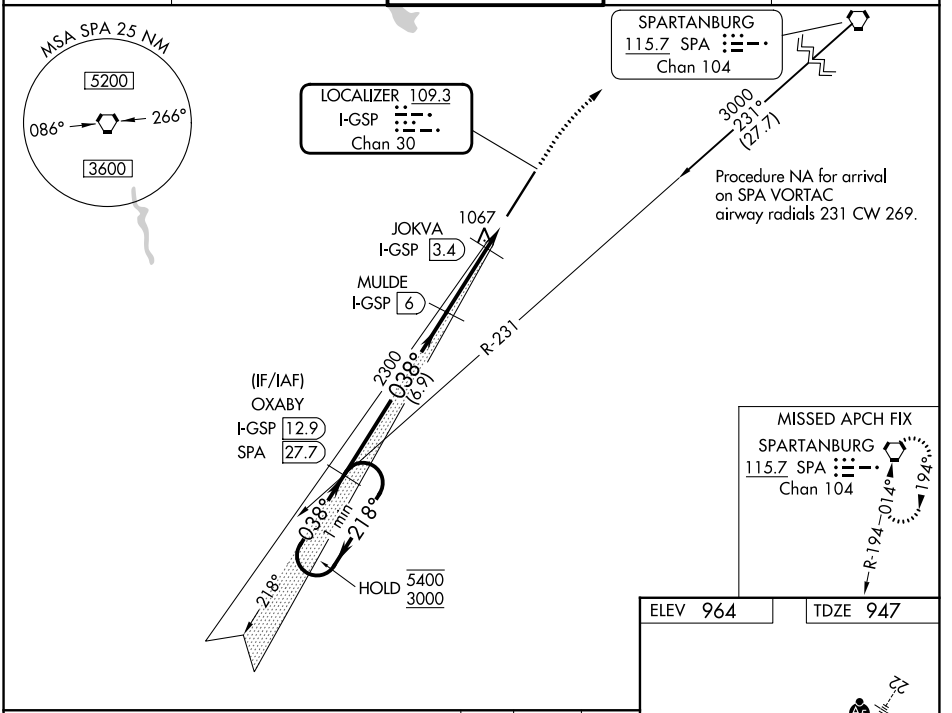
DME required.

For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1176 feet; increase all MDAs 40 feet and visibility S-LOC 4 Cat C/D to RVR 4000 and Circling Cat D ½ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C/D visibility to RVR 6000.

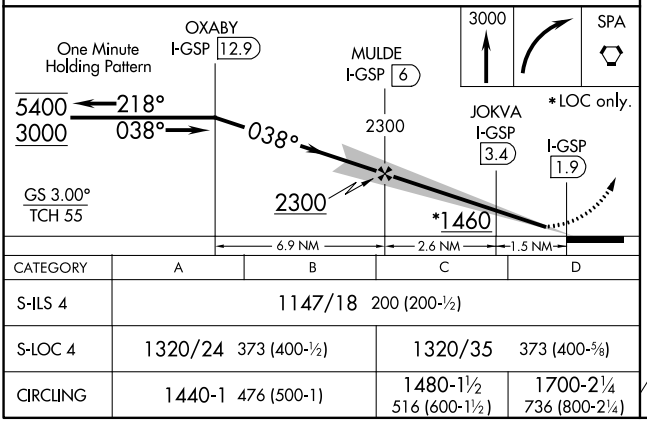
ALSF-2

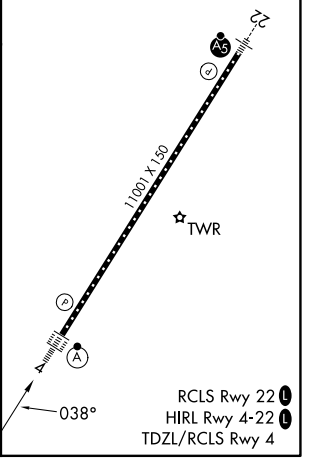
MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |




| ELEV 964 | TDZE 947 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1147/18 200 (200-½) | | | |
| S-LOC 4 | 1320/24 373 (400-½) | | 1320/35 373 (400-⅝) | |
| CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |

GREER, SOUTH CAROLINA
Amdt 25 05DEC19

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)

ILS or LOC RWY 4

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 22

## GREENVILLE SPARTANBURG INTL (GSP)

| LOC I-LMJ | APP CRS | Rwy Ldg 11001 |
|---|---|---|
| 110.7 | 218° | TDZE 964 |
| | | Apt Elev 964 |

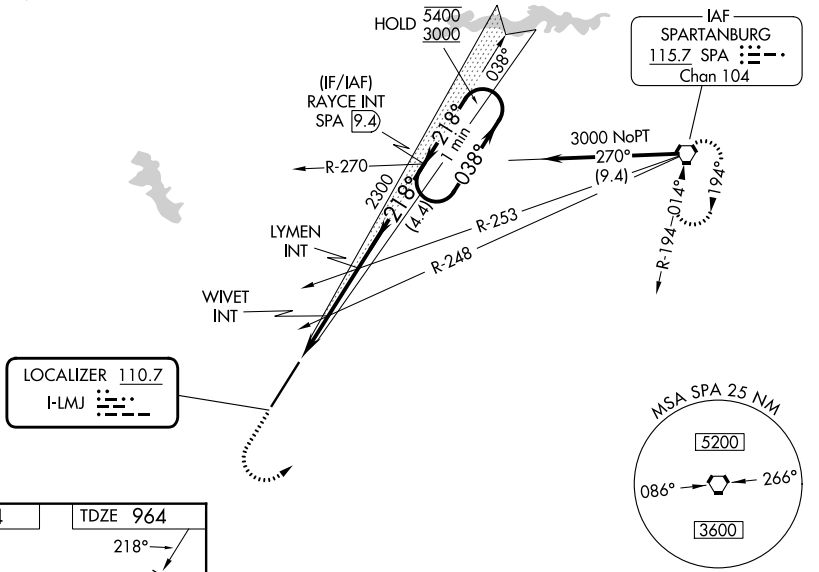
TA: When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1193; increase all MDAs 40 feet and visibility S-LOC 22 Cats C and D to RVR 3500 and Circling Cat D ¼ SM. For inop ALS, increase S-LOC 22 Cat C/D visibility to RVR 5500.

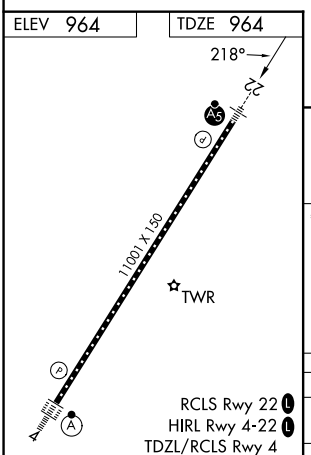
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SPA VORTAC and hold.

| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) Ⓛ 251.15 | 121.9 | 122.95 |

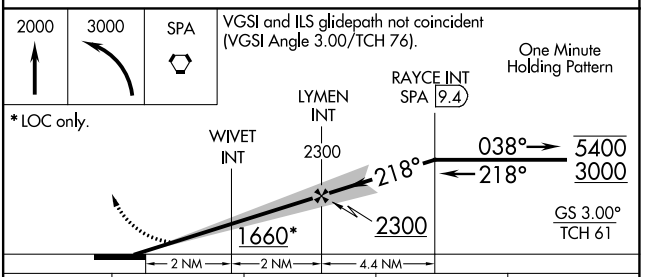
Procedure NA for arrival on SPA VORTAC airway radials 231 CW 269 and 081.




FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1164/24 200 (200-½) | | | |
| S-LOC 22 | 1320/24 356 (400-½) | | 1320/30 356 (400-⅝) | |
| CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREER, SOUTH CAROLINA | AL-5124 (FAA) | 26246

| LOC/DME I-GSP | APP CRS | Rwy Ldg 11001 |
|---|---|---|
| 109.3 | 038° | TDZE 947 |
| Chan 30 | | Apt Elev 964 |

# ILS RWY 4 (SA CAT I)

## GREENVILLE SPARTANBURG INTL (GSP)

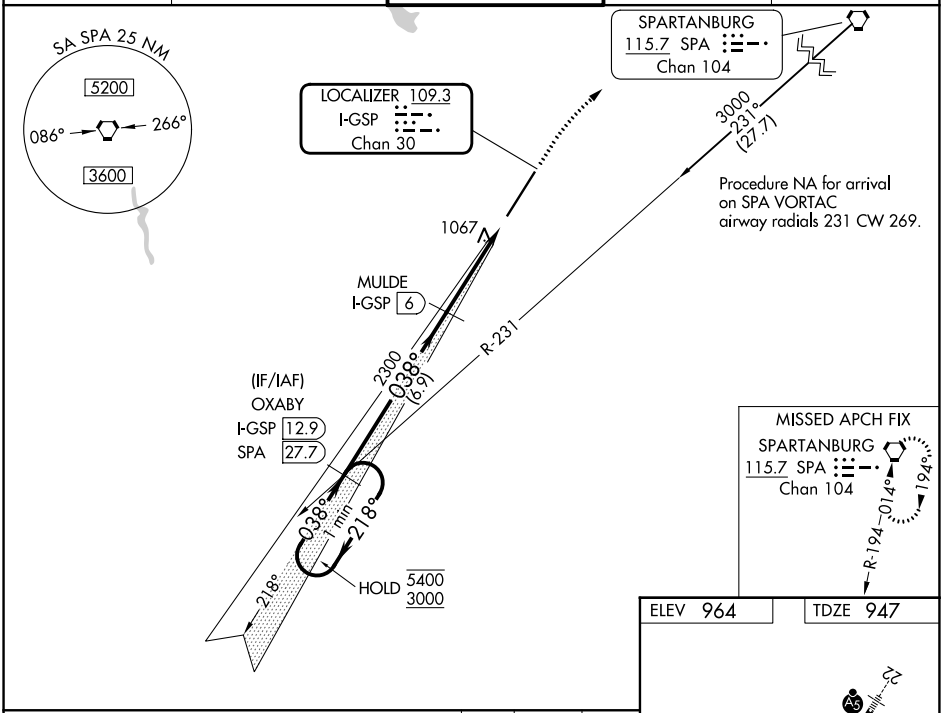
DME required.

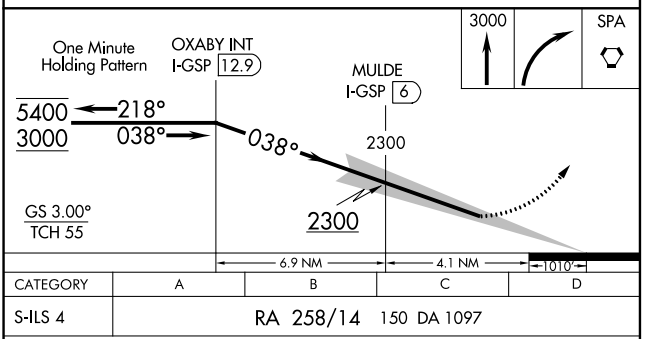
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when control tower closed.

ALSF-2

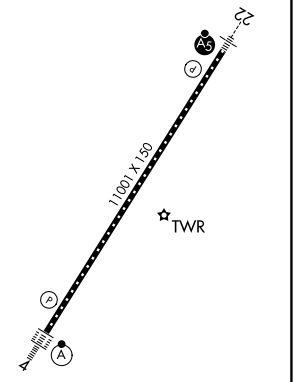
MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 258/14 150 DA 1097 | | | |




RCLS Rwy 22 L
HIRL Rwy 4-22 L
TDZL/RCLS Rwy 4

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 4 (CAT II & III)

## GREENVILLE SPARTANBURG INTL (GSP)

| LOC/DME I-GSP | APP CRS | Rwy Ldg | 11001 |
|---|---|---|---|
| 109.3 | 038° | TDZE | 947 |
| Chan 30 | | Apt Elev | 964 |

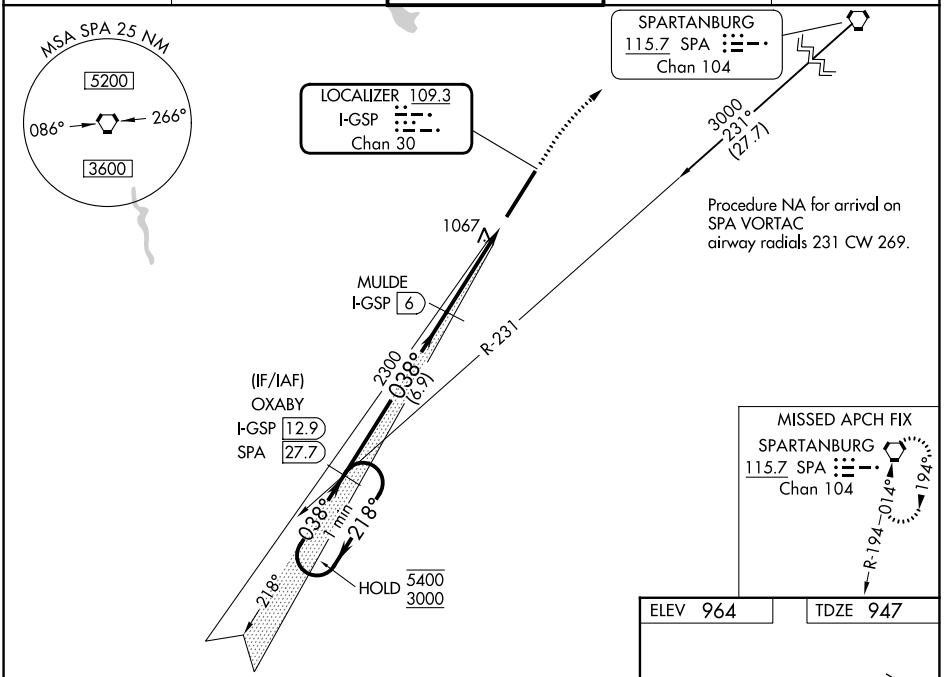
DME required.

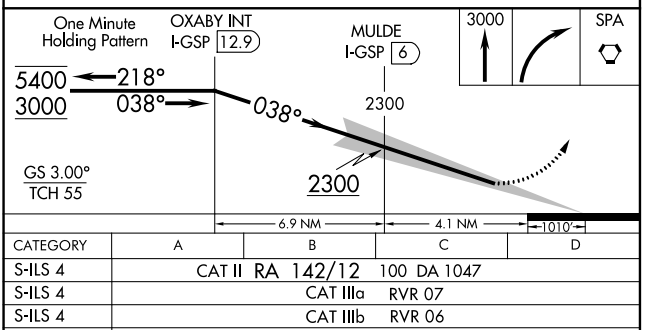
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

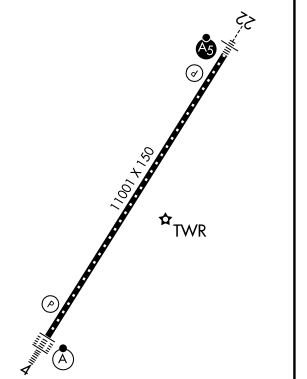
| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | CAT II RA 142/12 | | 100 DA 1047 | |
| S-ILS 4 | CAT IIIa | | RVR 07 | |
| S-ILS 4 | CAT IIIb | | RVR 06 | |
| S-ILS 4 | CAT IIIc | | NA | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




RCLS Rwy 22 L
HIRL Rwy 4-22 L
TDZL/RCLS Rwy 4



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GREER, SOUTH CAROLINA

AL-5124 (FAA)

26190

# RNAV (GPS) RWY 4

## GREENVILLE SPARTANBURG INTL (GSP)

| WAAS CH 78103 W04A | APP CRS 038° | Rwy Ldg 11001 TDZE 947 Apt Elev 964 |
|---|---|---|

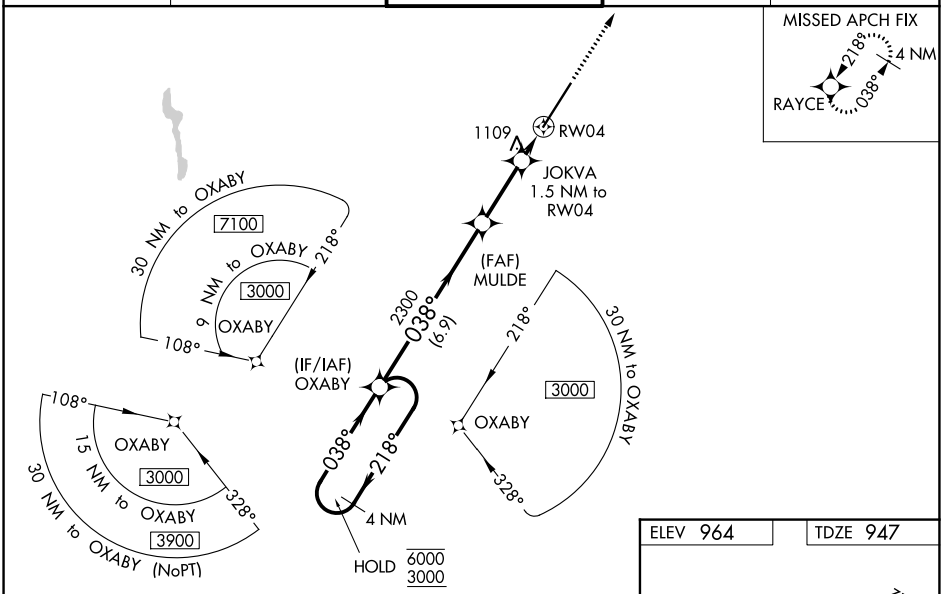
RNP APCH.

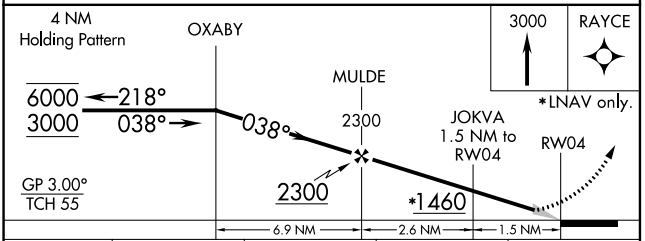
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cat C/D visibility to RVR 6000. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase LPV DA to 1176 feet and LNAV/VNAV DA to 1450 feet and all Cats visibility to RVR 5500; increase all MDAs 40 feet and visibility LNAV Cats C and D to RVR 4500 and Circling Cat D visibility ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜ SM. Baro-VNAV NA when using Greenville Downtown altimeter setting.

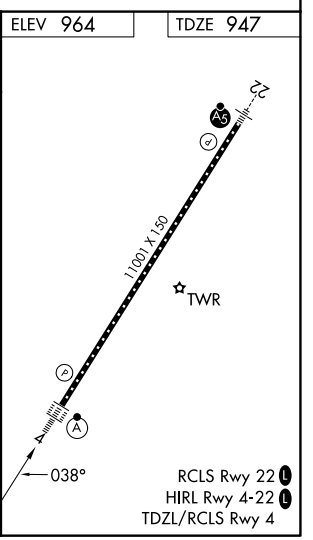
ALSF-2

MISSED APPROACH: Climb to 3000 direct RAYCE and hold.

| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1147/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1421/50 474 (500-1) | | | |
| LNAV MDA | 1360/24 413 (400-½) | | 1360/40 413 (400-¾) | |
| CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22

## GREENVILLE SPARTANBURG INTL (GSP)

| WAAS | APP CRS | Rwy Ldg | 11001 |
|---|---|---|---|
| CH 99602 | 218° | TDZE | 964 |
| W22A | | Apt Elev | 964 |

RNP APCH.

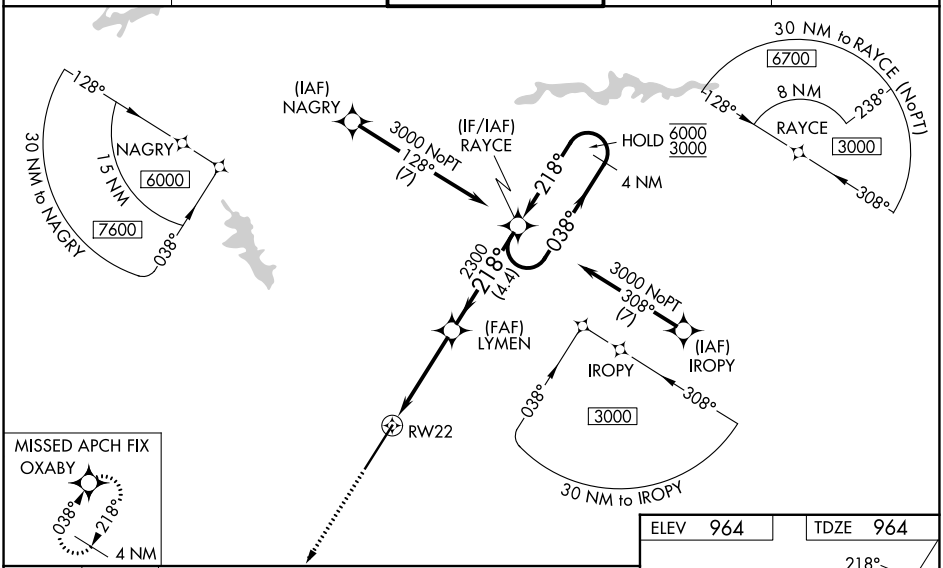
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Greenville downtown altimeter setting: increase LPV DA to 1193 feet; increase LNAV/VNAV DA to 1267 feet; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility to 2½ SM. For inop ALS, when using Greenville downtown altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. VDP and Baro-VNAV NA when using Greenville downtown altimeter setting.

T A

MALSR

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |



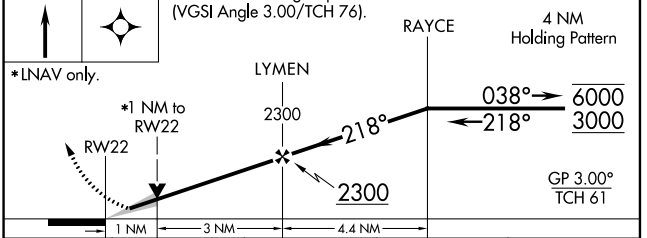




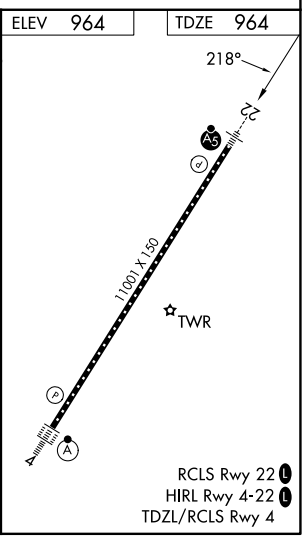
3000 OXABY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1164/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1238/24 274 (300-½) | | | |
| LNAV MDA | 1360/24 396 (400-½) | | 1360/35 396 (400-⅝) | |
| CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

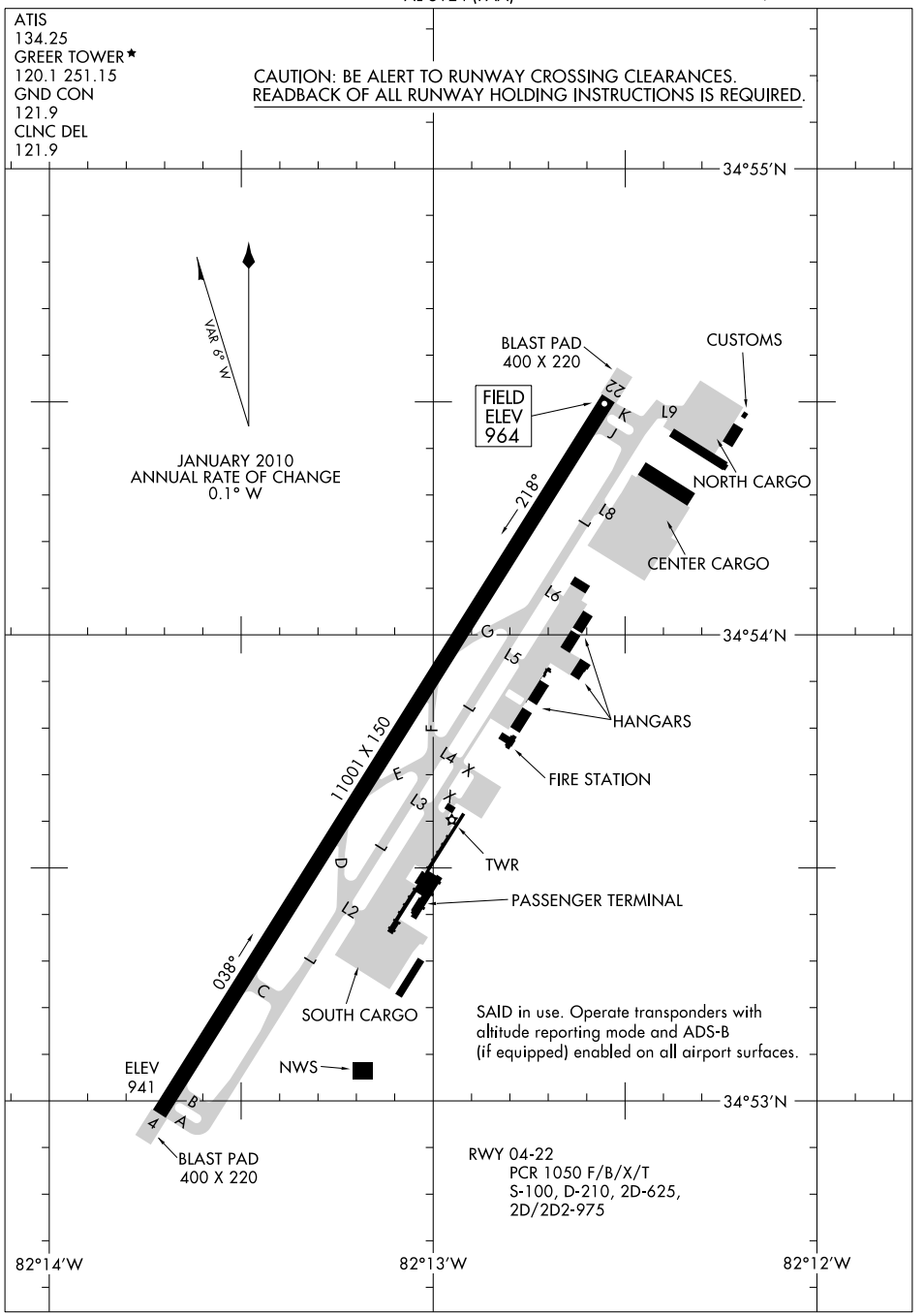
26246

# AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)

GREER, SOUTH CAROLINA

AL-5124 (FAA)




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246

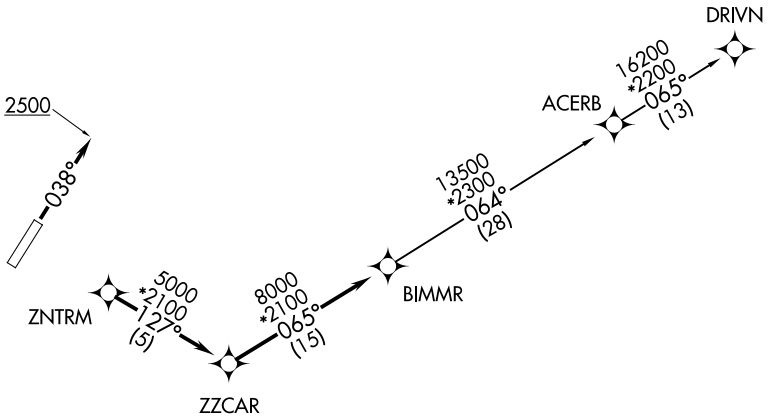
GREER, SOUTH CAROLINA
GREENVILLE SPARTANBURG INTL (GSP)

# BIMMR THREE DEPARTURE (RNAV)

ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

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

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwys 4, 22: Standard.

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038° to 2500 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 22: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

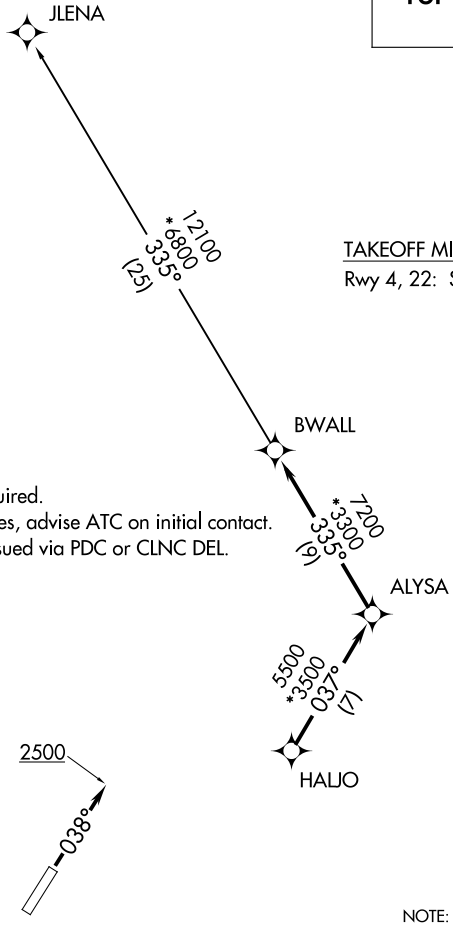
(BWALL2.BWALL) 19339 AL-5124 (FAA)

# BWALL TWO DEPARTURE (RNAV)

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA

ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning left.

JLENA TRANSITION (BWALL2.JLENA)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

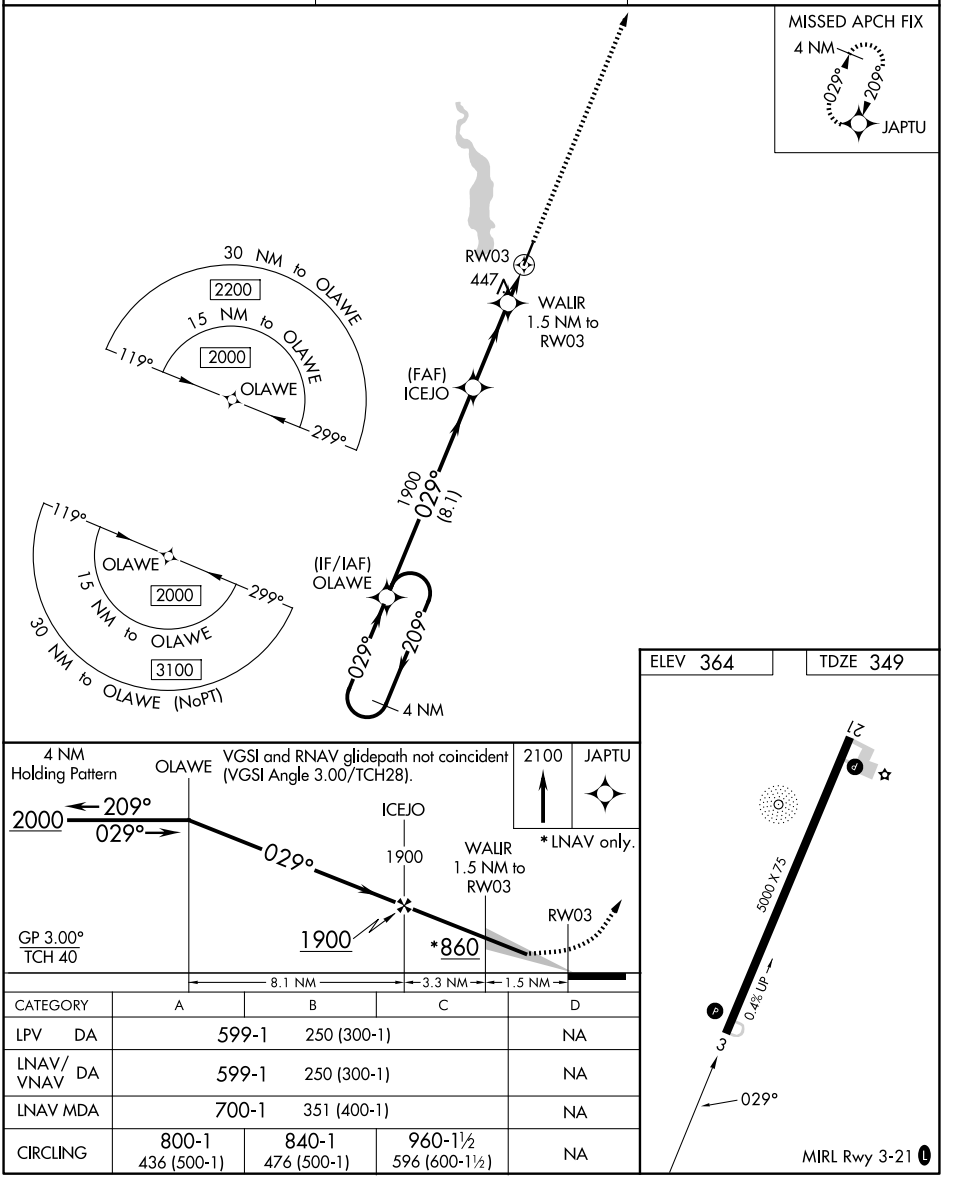
HARTSVILLE RGNL (HVS)

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 87140 | 029° | TDZE | 349 |
| W03A | | Apt Elev | 364 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct JAPTU and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 599-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 599-1 | 250 (300-1) | | NA |
| LNAV MDA | 700-1 | 351 (400-1) | | NA |
| CIRCLING | 800-1 (436 (500-1)) | 840-1 (476 (500-1)) | 960-1½ (596 (600-1½)) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

HARTSVILLE, SOUTH CAROLINA AL-5739 (FAA) 26078

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 69640 | 209° | TDZE | 364 |
| W21A | | Apt Elev | 364 |

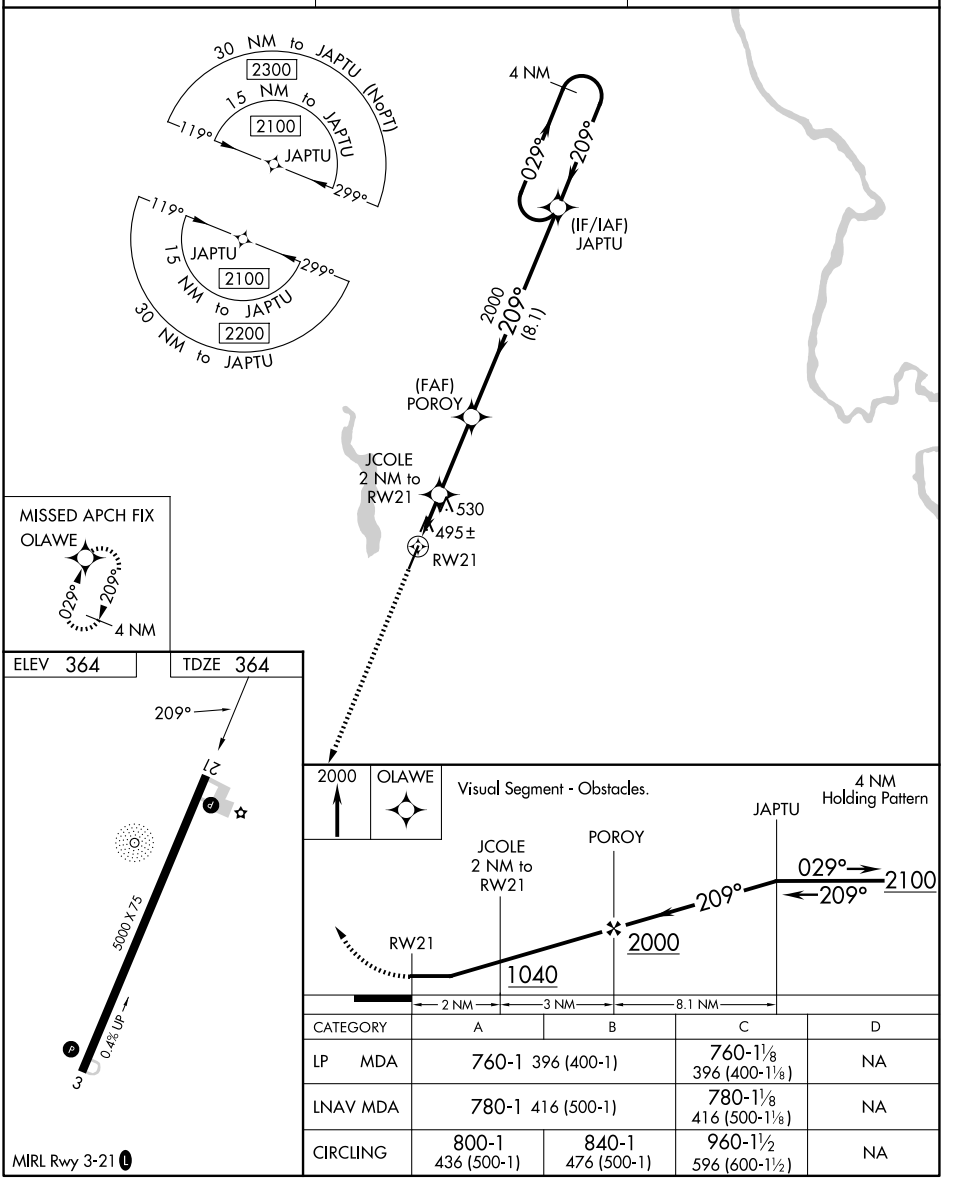
# RNAV (GPS) RWY 21

HARTSVILLE RGNL (HVS)

Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct OLAWE and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 381.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 760-1 396 (400-1) | | 760-1⅛ 396 (400-1⅛) | NA |
| LNAV MDA | 780-1 416 (500-1) | | 780-1⅛ 416 (500-1⅛) | NA |
| CIRCLING | 800-1 436 (500-1) | 840-1 476 (500-1) | 960-1½ 596 (600-1½) | NA |

HARTSVILLE, SOUTH CAROLINA
Amdt 1 17AUG17

34°24′N-80°07′W

HARTSVILLE RGNL (HVS)

RNAV (GPS) RWY 21

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR/DME CTF | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.55 | 155° | TDZE | N/A |
| Chan 92 (Y) | | Apt Elev | 364 |

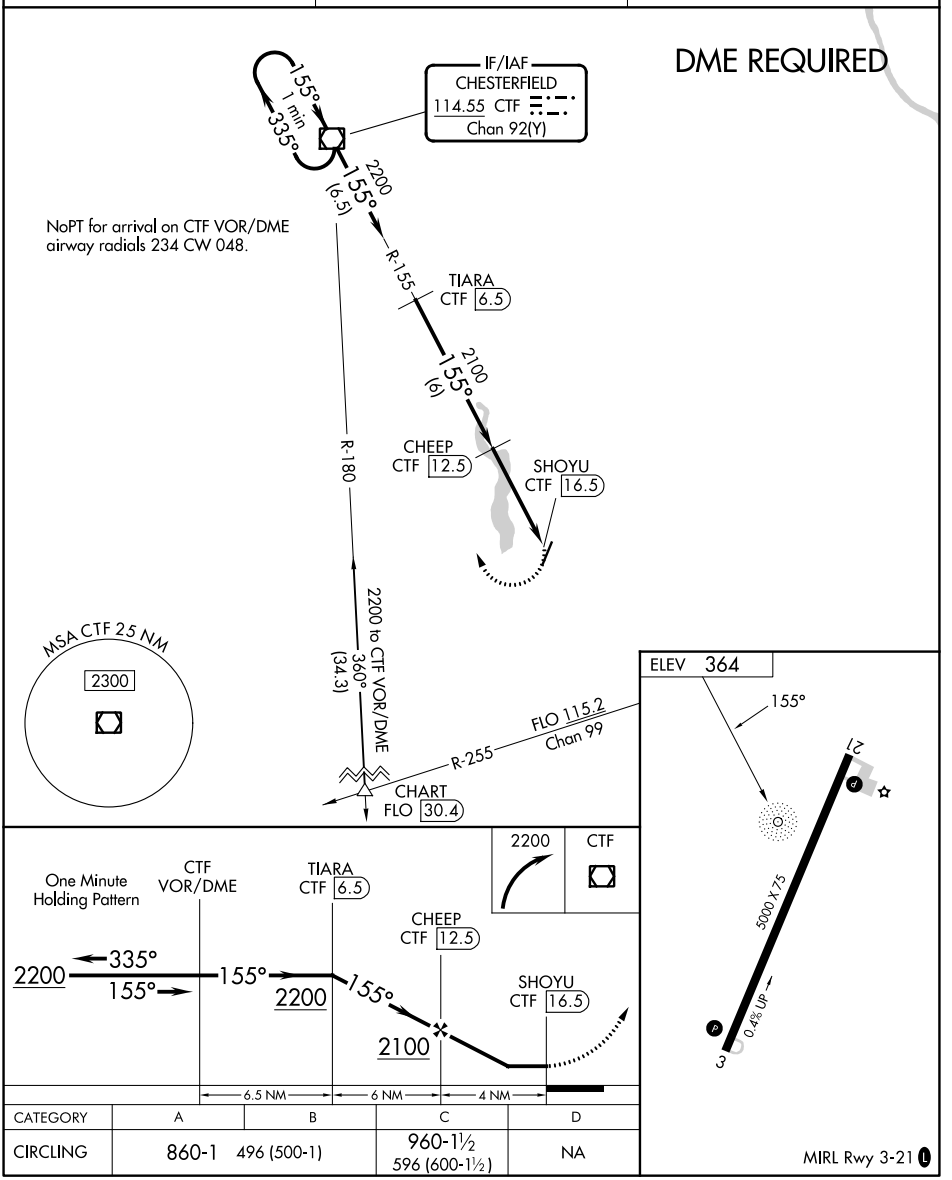
# VOR-A

HARTSVILLE RGNL (HVS)

DME required.

MISSED APPROACH: Climbing right turn to 2200 direct CTF VOR/DME and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 | 496 (500-1) | 960-1½ | NA |
| | | | 596 (600-1½) | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

HATTERAS, NORTH CAROLINA AL-6362 (FAA) 26134

# RNAV (GPS) RWY 7

BILLY MITCHELL (HSE)

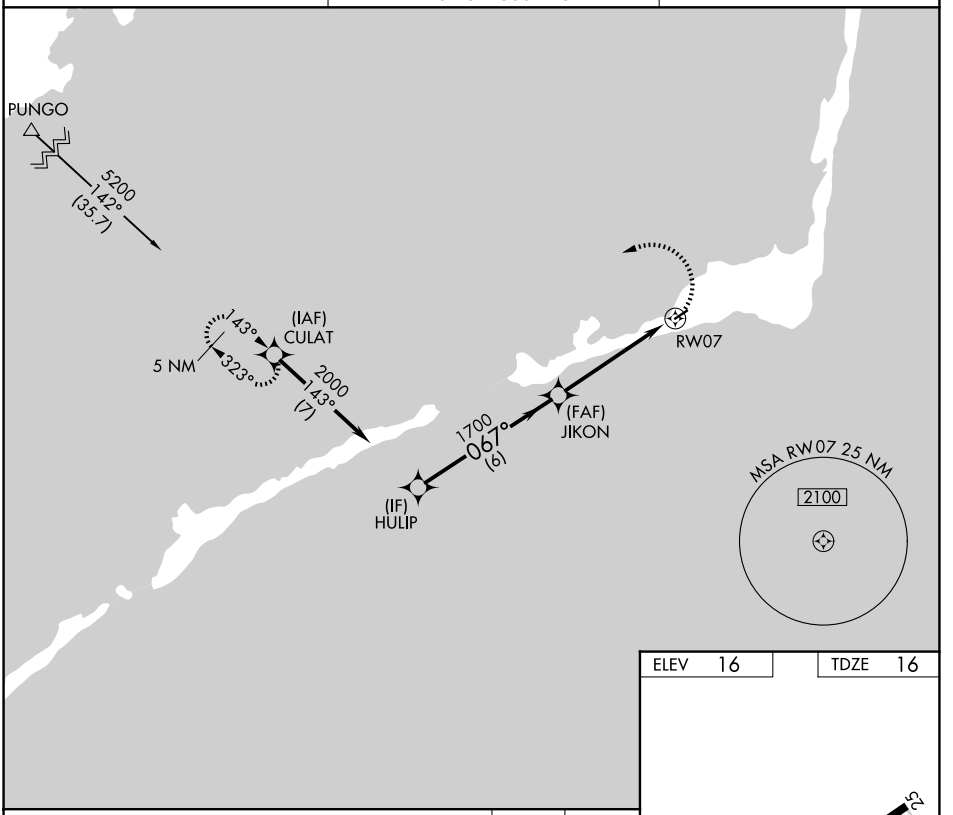
| APP CRS | Rwy Ldg | 3002 |
|---|---|---|
| 067° | TDZE | 16 |
| | Apt Elev | 16 |

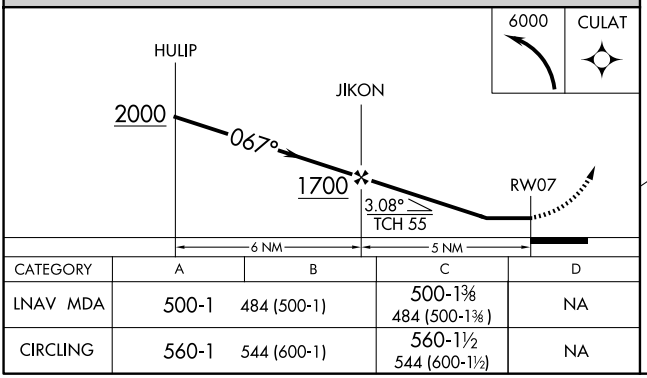
RNP APCH - GPS.

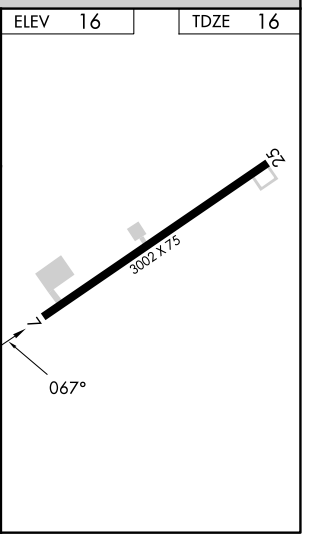
Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 6000 direct CULAT and hold, continue climb-in-hold to 6000.

| ASOS | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.375 | 119.75 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 484 (500-1) | 500-1⅜ 484 (500-1⅜) | NA |
| CIRCLING | 560-1 | 544 (600-1) | 560-1½ 544 (600-1½) | NA |

HATTERAS, NORTH CAROLINA
Orig-A 14MAY26

35°14'N-75°37'W

BILLY MITCHELL (HSE)

RNAV (GPS) RWY 7


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 25

BILLY MITCHELL (HSE)

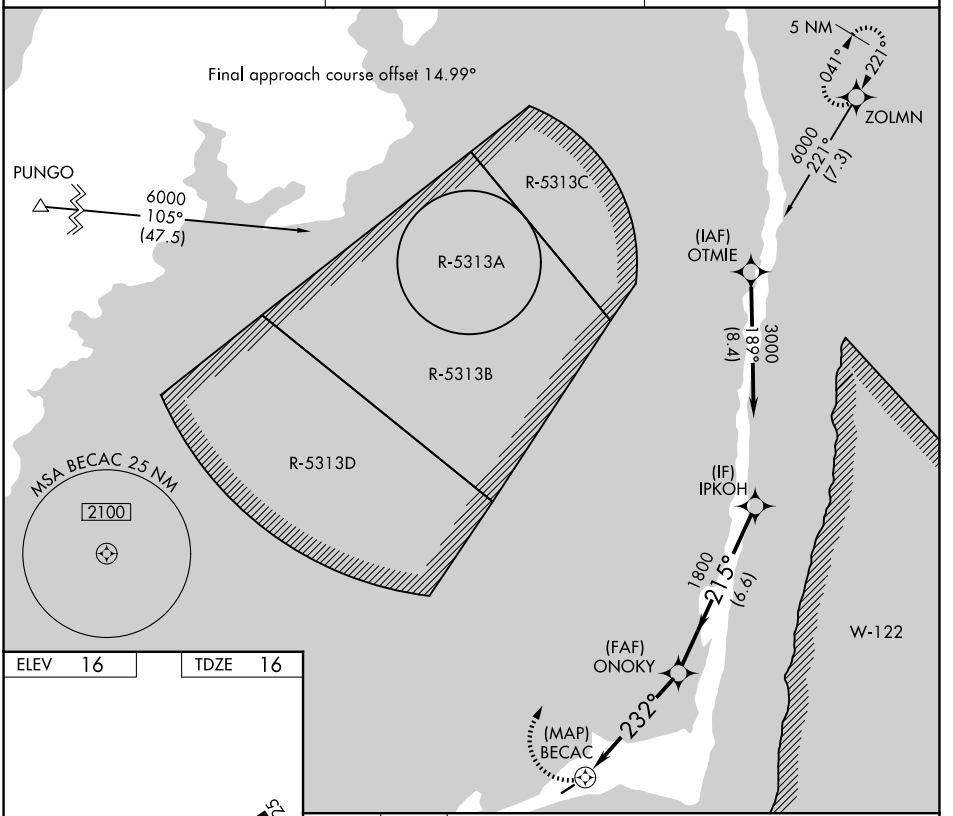
| APP CRS | Rwy Ldg | 3002 |
|---|---|---|
| 232° | TDZE | 16 |
| | Apt Elev | 16 |

RNP APCH - GPS.

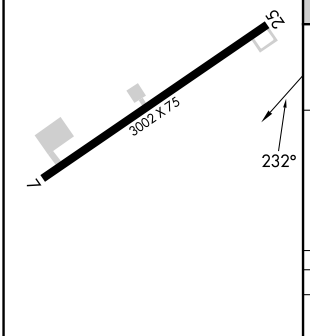
Procedure NA at night.
Rwy 25 helicopter visibility reduction below 1 SM NA.

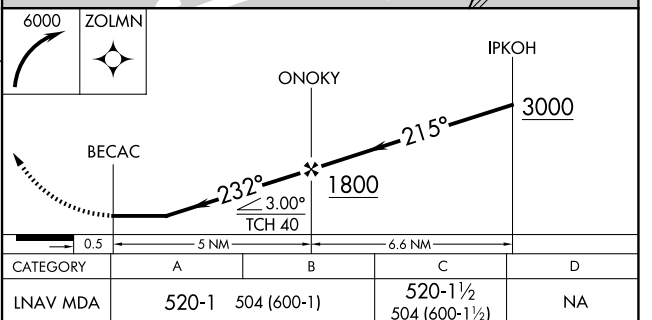
MISSED APPROACH: Climbing right turn to 6000 direct ZOLMN and hold, continue climb-in-hold to 6000.

| ASOS | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.375 | 119.75 360.775 | 122.9 |




ELEV 16 TDZE 16




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 504 (600-1) | 520-1½ 504 (600-1½) | NA |
| CIRCLING | 560-1 | 544 (600-1) | 560-1½ 544 (600-1½) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

HICKORY, NORTH CAROLINA AL-706 (FAA) 26246

# ILS or LOC RWY 24

HICKORY RGNL (HKY)

| LOC I-HKY | APP CRS | Rwy Ldg | 6401 |
|---|---|---|---|
| 108.7 | 241° | TDZE | 1190 |
| | | Apt Elev | 1190 |

For inop ALS, increase S-LOC 24 Cat C and D visibility ⅛ SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 340° and on BZM VOR/DME R-274 to BZM VOR/DME and hold.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 |

ALTERNATE MISSED APCH FIX

TAWBA HK 332

241° 061°

BARRETTS MOUNTAIN 113.75 BZM Chan 84(Y)

R-003 183° 003°

3400 NoPT 241° (14.5) (IAF) SANFI BZM 13.3

061° 286° 106°

R-274

LOM/IAF TAWBA 332 HK

4200 219° (5.9)

241°

(IF) MIRTY INT

2700 (4)

1326

VAESE A500 to LOM 081° (12.4)

R-183

LOCALIZER 108.7 I-HKY

MSA HK 25 NM 5800

ELEV 1190 D TDZE 1190

241°

TWR

6401 X 150

0.8% UP

| 1700 | 4000 hdg 340° | BZM R-274 | BZM |
|---|---|---|---|

HK LOM TAWBA

Remain within 10 NM

061°

2640

MIRTY INT

241° 3400

3400

2700

GS 3.00° TCH 53

4.4 NM 4 NM

HIRL Rwy 6-24 L

REIL Rwy 6

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1390-½ | 200 (200-½) | | |
| S-LOC 24 | 1580-½ | 390 (400-½) | 1580-⅝ | 390 (400-⅝) |
| CIRCLING | 1640-1 450 (500-1) | 1660-1 470 (500-1) | 2020-2½ 830 (900-2½) | 2040-2¾ 850 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 6

HICKORY RGNL (HKY)

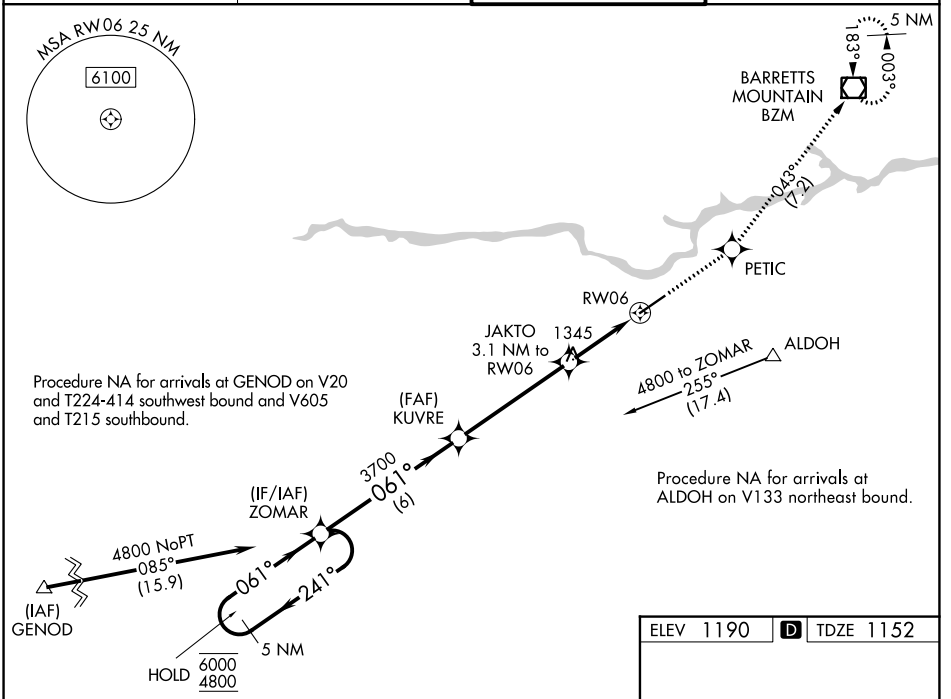
| WAAS CH 82623 W06A | APP CRS 061° | Rwy Ldg 6401 TDZE 1152 Apt Elev 1190 |
|---|---|---|

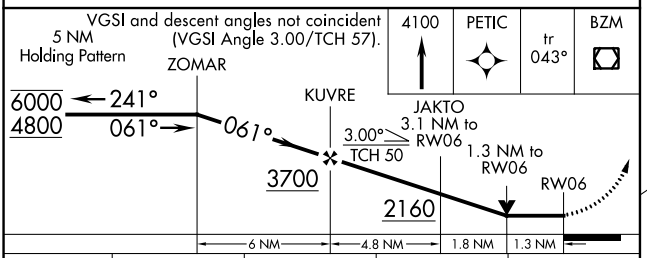
RNP APCH-GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA.

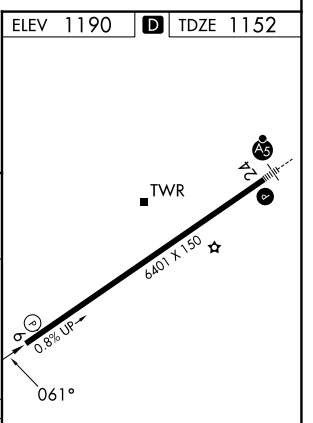
MISSED APPROACH: Climb to 4100 direct PETIC and on track 043° to BZM VOR/DME and hold, continue climb-in-hold to 4100.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1600-1 | 448 (500-1) | 1600-1⅜ | 448 (500-1⅜) |
| LNAV MDA | 1740-1 | 588 (600-1) | 1740-1¾ | 588 (600-1¾) |
| CIRCLING | 1740-1 | 550 (600-1) | 2020-2½ 830 (900-2½) | 2040-2¾ 850 (900-2¾) |




HIRL Rwy 6-24 L
REIL Rwy 6



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

HICKORY, NORTH CAROLINA AL-706 (FAA) 26190

# RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

| WAAS CH 42921 W24A | APP CRS 241° | Rwy Ldg 6401 TDZE 1190 Apt Elev 1190 |
|---|---|---|

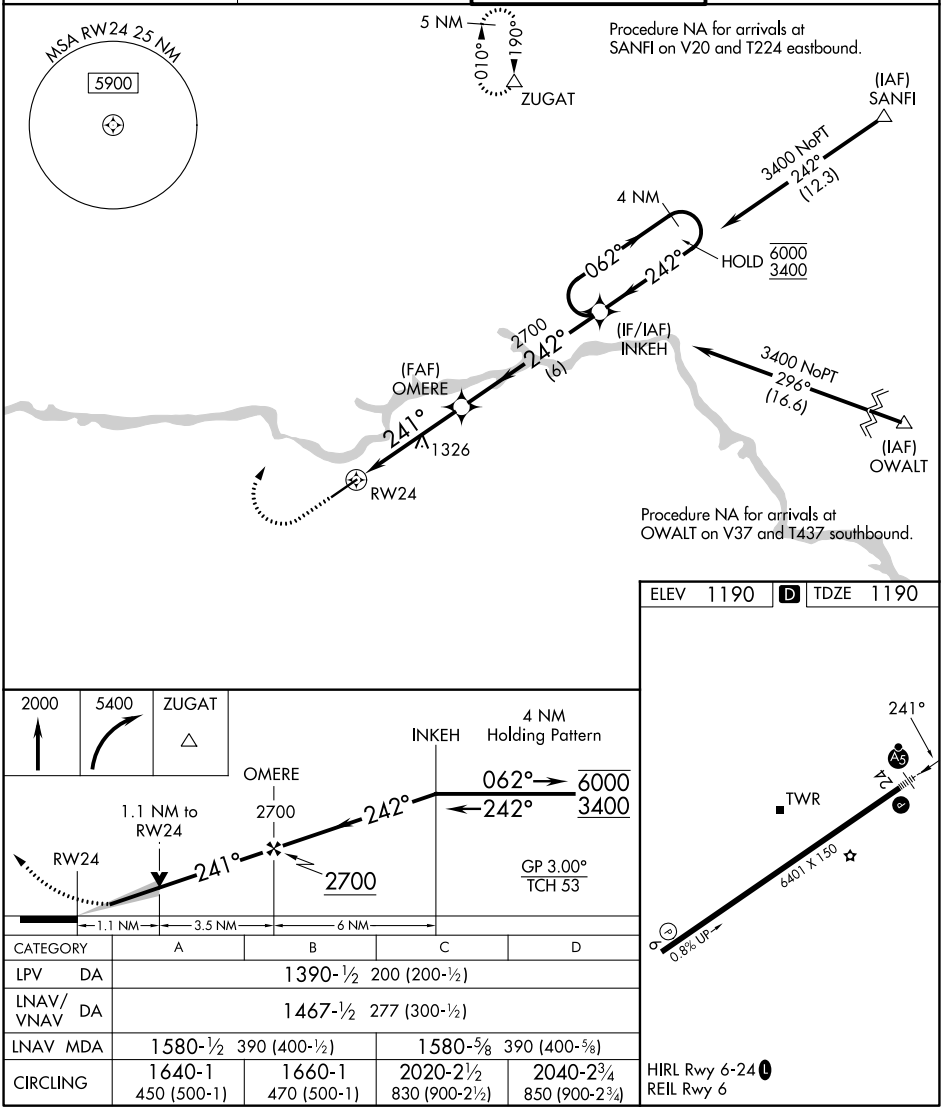
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 5400 direct ZUGAT and hold, continue climb-in-hold to 5400.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 |




ELEV 1190 D TDZE 1190




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1390-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1467-½ 277 (300-½) | | | |
| LNAV MDA | 1580-½ 390 (400-½) | | 1580-⅝ 390 (400-⅝) | |
| CIRCLING | 1640-1 450 (500-1) | 1660-1 470 (500-1) | 2020-2½ 830 (900-2½) | 2040-2¾ 850 (900-2¾) |




HIRL Rwy 6-24 L
REIL Rwy 6

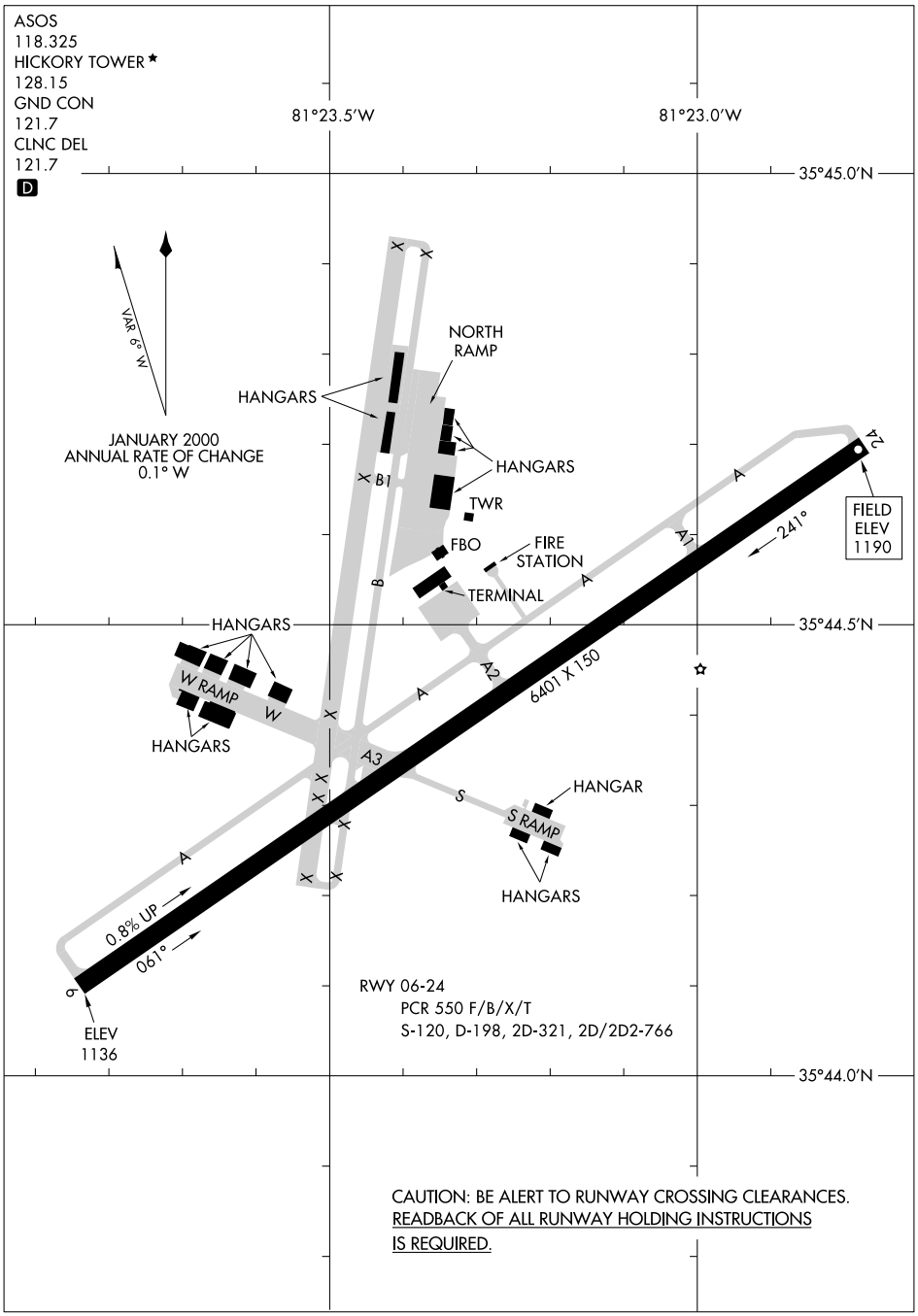
HICKORY, NORTH CAROLINA
Amdt 2 25JAN24

35°44'N-81°23'W

HICKORY RGNL (HKY)

RNAV (GPS) RWY 24


SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

# (HKY1.HKY) 26246
# HICKORY ONE DEPARTURE



HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

ATLANTA CENTER
125.15 263.0
ASOS
118.325
CLNC DEL
121.7
CLNC DEL (When twr closed)
124.25
GND CON
121.7
HICKORY TOWER ★
128.15 (CTAF)

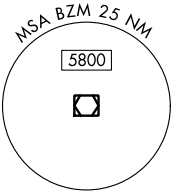
**TOP ALTITUDE: ASSIGNED BY ATC**

RADAR required.

BARRETTS MOUNTAIN
113.75 BZM
Chan 84(Y)



TAKEOFF MINIMUMS
Rwy 6: Standard.
Rwy 24: Standard with minimum climb of 275'/NM to 2900.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

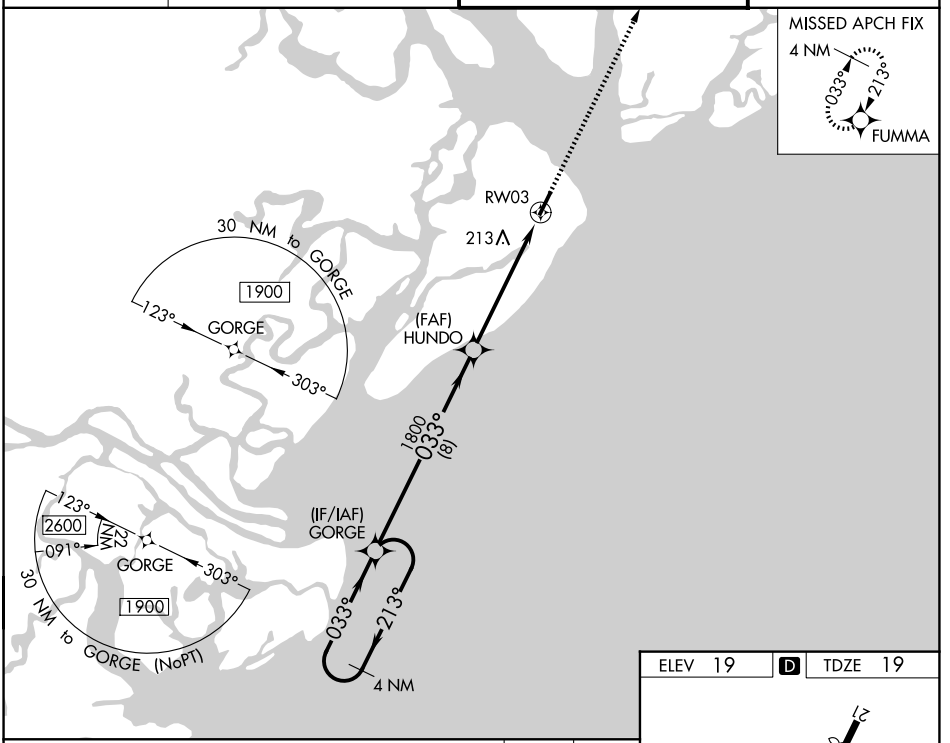
## HILTON HEAD (HXD)

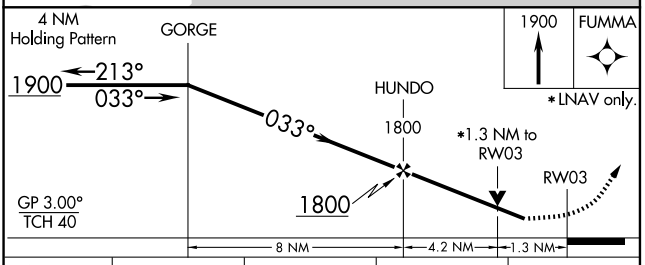
| WAAS | APP CRS | Rwy Ldg 4703 |
|---|---|---|
| CH 45641 | 033° | TDZE 19 |
| W03A | | Apt Elev 19 |

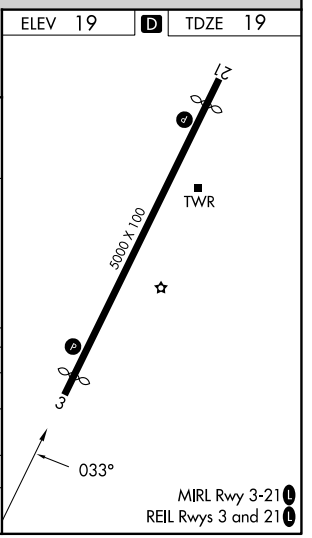
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1900 direct FUMMA and hold.

| ATIS | SAVANNAH APP CON★ | HILTON HEAD TOWER★ | GND CON |
|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 |




MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 321-1 | | 302 (400-1) | |
| LNAV/VNAV DA | 334-1 | | 315 (400-1) | |
| LNAV MDA | 480-1 461 (500-1) | | 480-1⅜ 461 (500-1⅜) | |
| CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

HILTON HEAD ISLAND, SOUTH CAROLINA AL-5709 (FAA) 26078

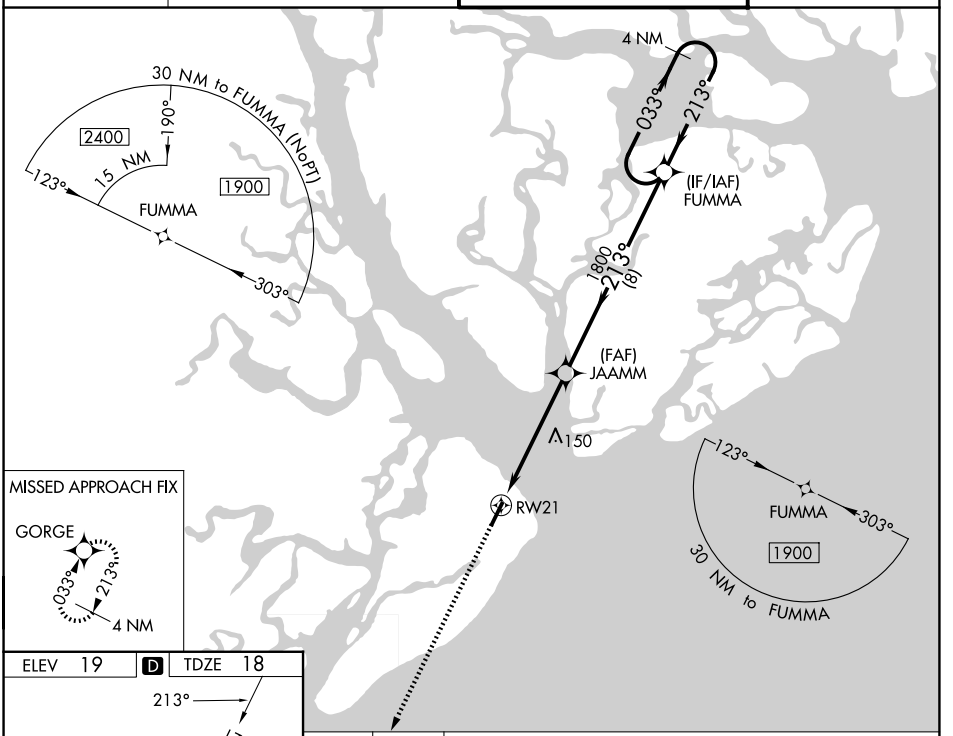
| WASS | APP CRS | Rwy Ldg 4597 |
|---|---|---|
| CH 77641 | 213° | TDZE 18 |
| W21A | | Apt Elev 19 |

# RNAV (GPS) RWY 21
## HILTON HEAD (HXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 direct GORGE and hold.

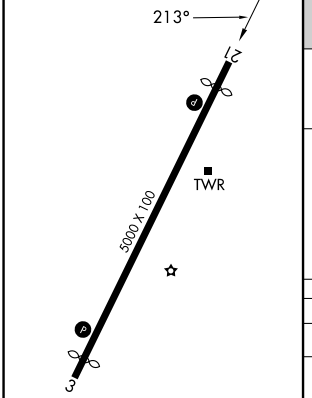
| ATIS | SAVANNAH APP CON★ | HILTON HEAD TOWER★ | GND CON |
|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 |




MISSED APPROACH FIX




ELEV 19 D TDZE 18

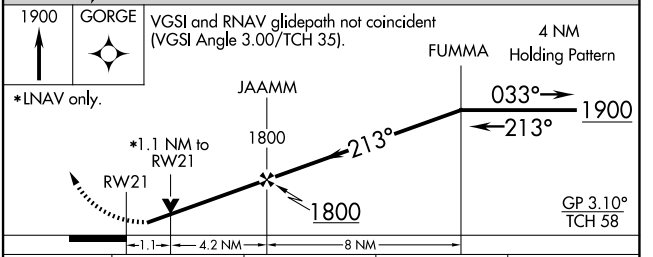



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

1900 | GORGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 340-1 322 (400-1) | | | |
| LNAV/VNAV DA | 293-⅞ 275 (300-⅞) | | | |
| LNAV MDA | 480-1 462 (500-1) | | 480-1⅜ 462 (500-1⅜) | |
| CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# LOC RWY 21
## HILTON HEAD (HXD)

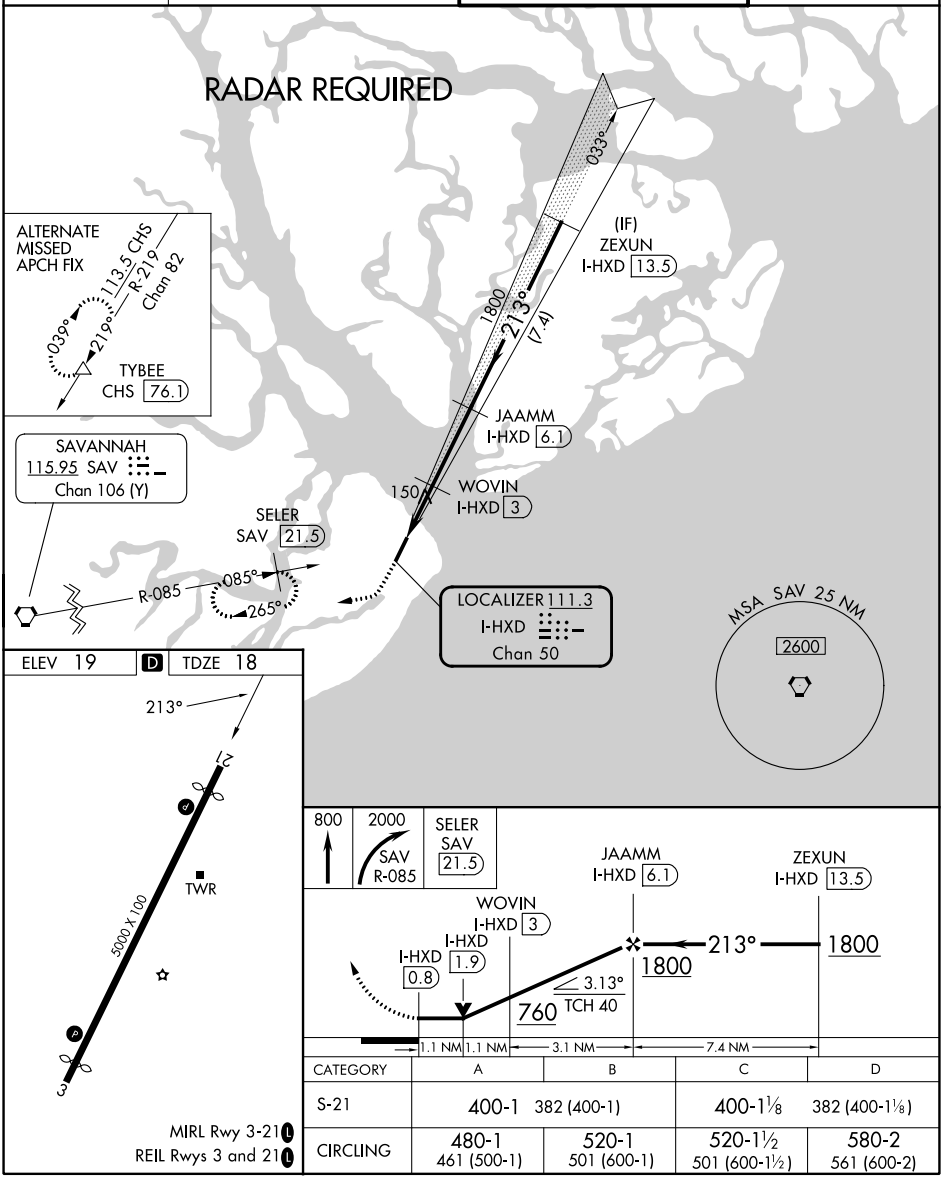
| LOC/DME I-HXD | APP CRS | Rwy Ldg | 4597 |
|---|---|---|---|
| 111.3 Chan 50 | 213° | TDZE | 18 |
| | | Apt Elev | 19 |

NA — Rwy 21 helicopter visibility reduction below 3/4 SM NA. DME required.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/SAV 21.5 DME and hold, continue climb-in-hold to 2000.

| ATIS | SAVANNAH APP CON★ | HILTON HEAD TOWER★ | GND CON |
|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 |

SE-2, 03 SEP 2026 to 29 OCT 2026




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 400-1 382 (400-1) | | 400-1⅛ | 382 (400-1⅛) |
| CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

HILTON HEAD ISLAND, SOUTH CAROLINA | AL-5709 (FAA) | 26078

VORTAC SAV 115.95 Chan 106 (Y) | APP CRS 085° | Rwy Ldg N/A | TDZE N/A | Apt Elev 19

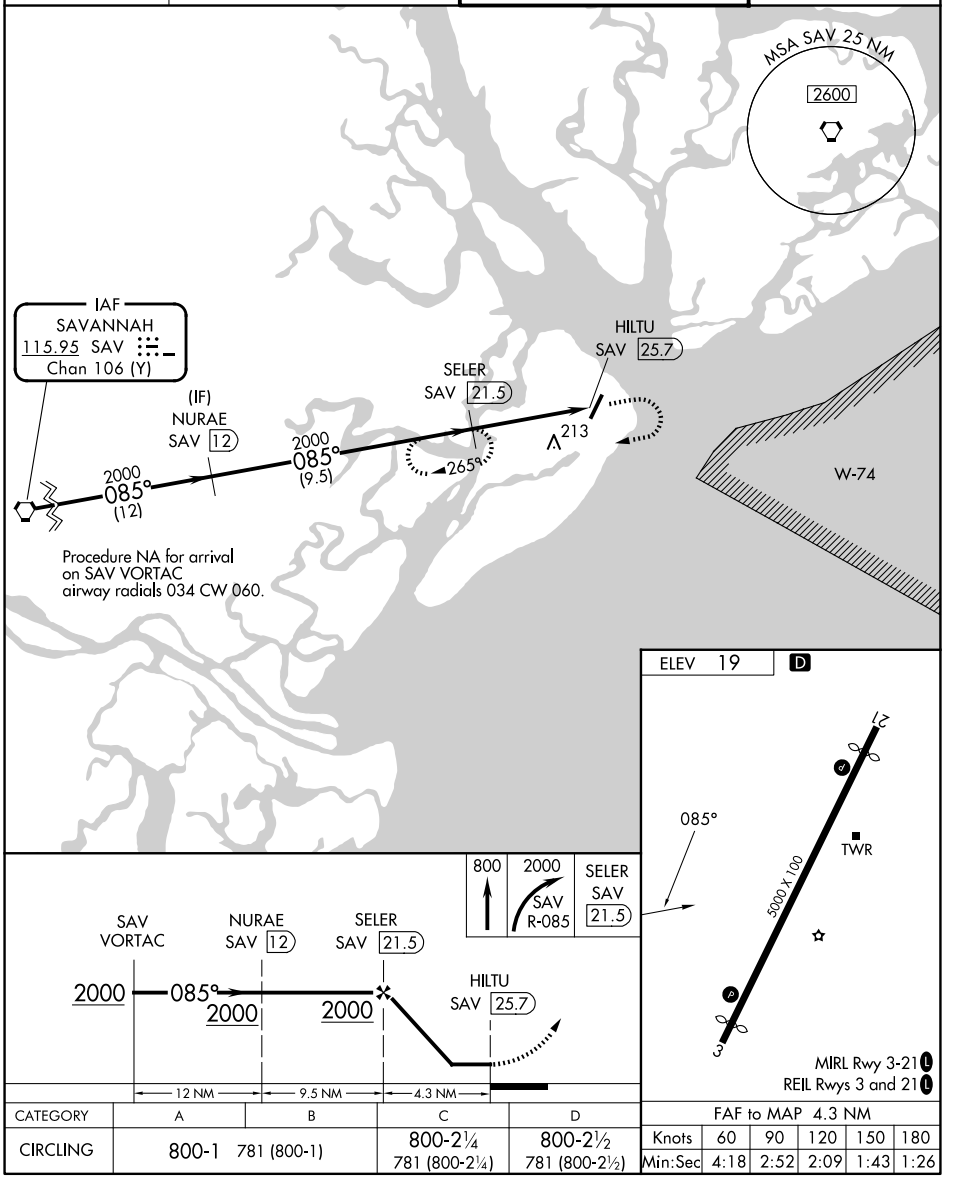
# VOR-A

## HILTON HEAD (HXD)

DME required

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/21.5 DME and hold, continue climb-in-hold to 2000.

| ATIS | SAVANNAH APP CON★ | HILTON HEAD TOWER★ | GND CON |
|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1 | 781 (800-1) | 800-2¼ | 800-2½ |
| | | | 781 (800-2¼) | 781 (800-2½) |

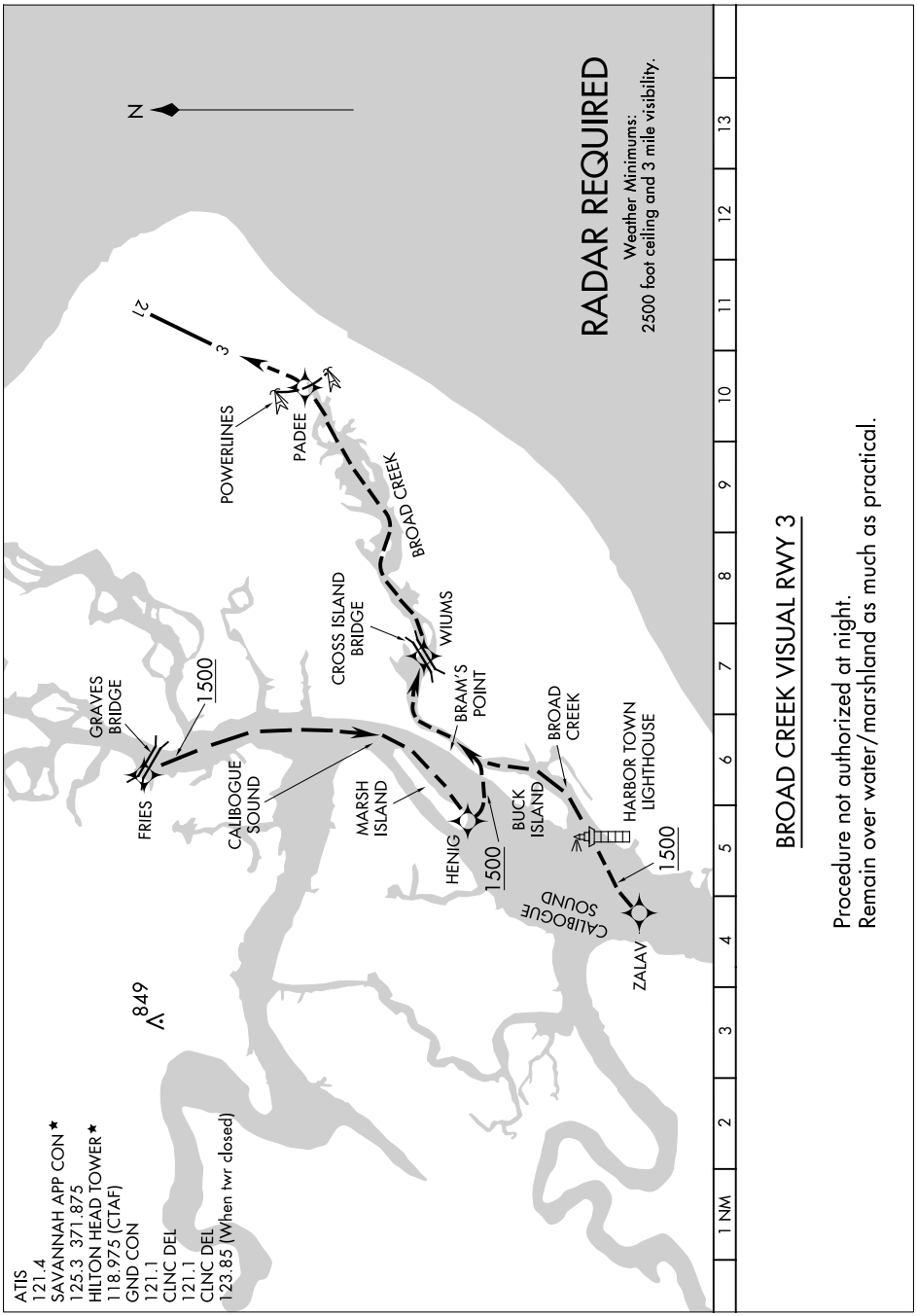
FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BROAD CREEK VISUAL RWY 3




SE-2, 03 SEP 2026 to 29 OCT 2026

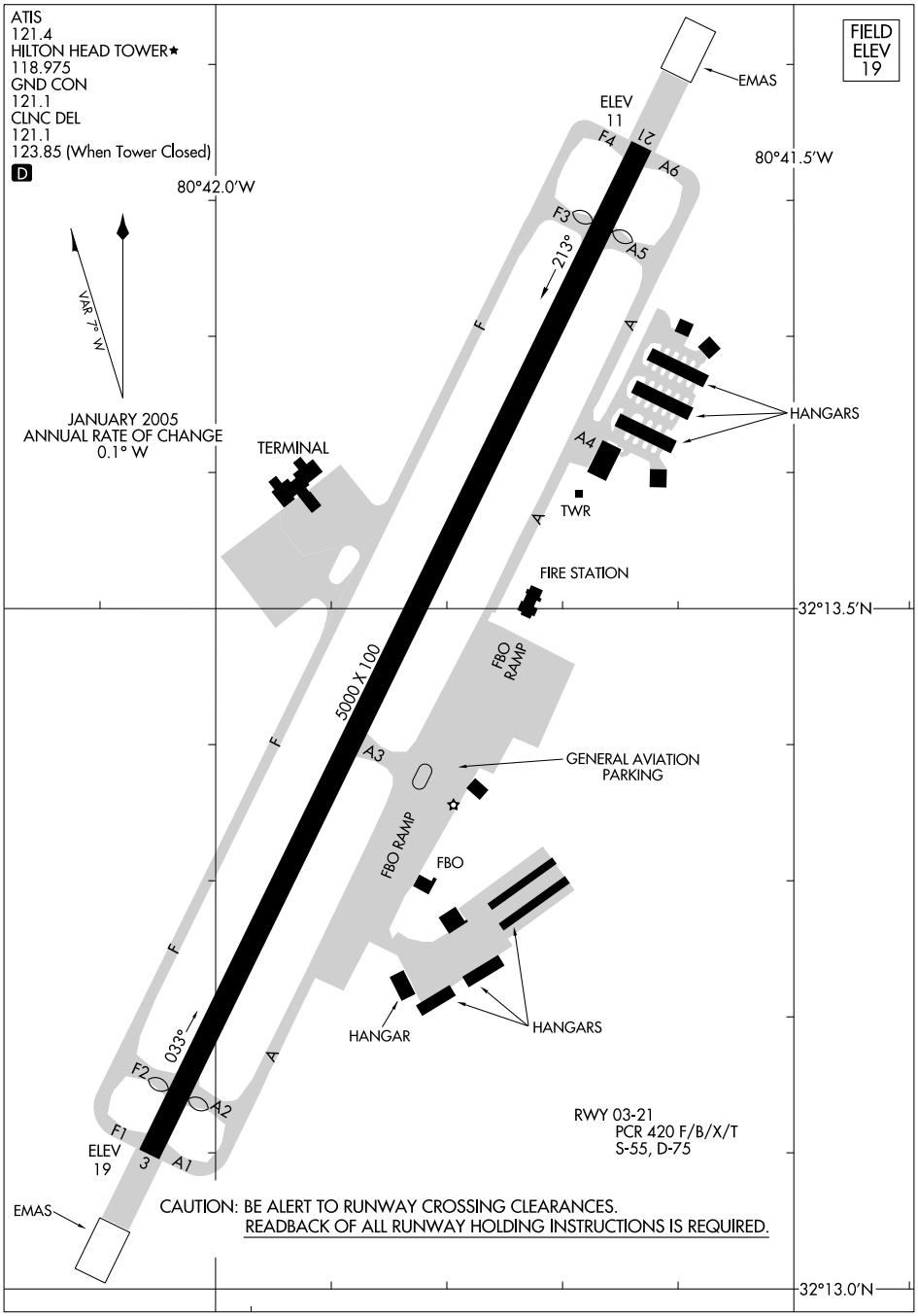
SE-2, 03 SEP 2026 to 29 OCT 2026

26134

# AIRPORT DIAGRAM

AL-5709 (FAA)

HILTON HEAD (HXD)
HILTON HEAD ISLAND, SOUTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

HILTON HEAD ISLAND, SOUTH CAROLINA
HILTON HEAD (HXD)

| LOC/DME I-OAJ | APP CRS | Rwy Ldg | 7100 |
|---|---|---|---|
| 108.7 | 052° | TDZE | 89 |
| Chan 24 | | Apt Elev | 93 |

# ILS or LOC RWY 5

## ALBERT J ELLIS (OAJ)

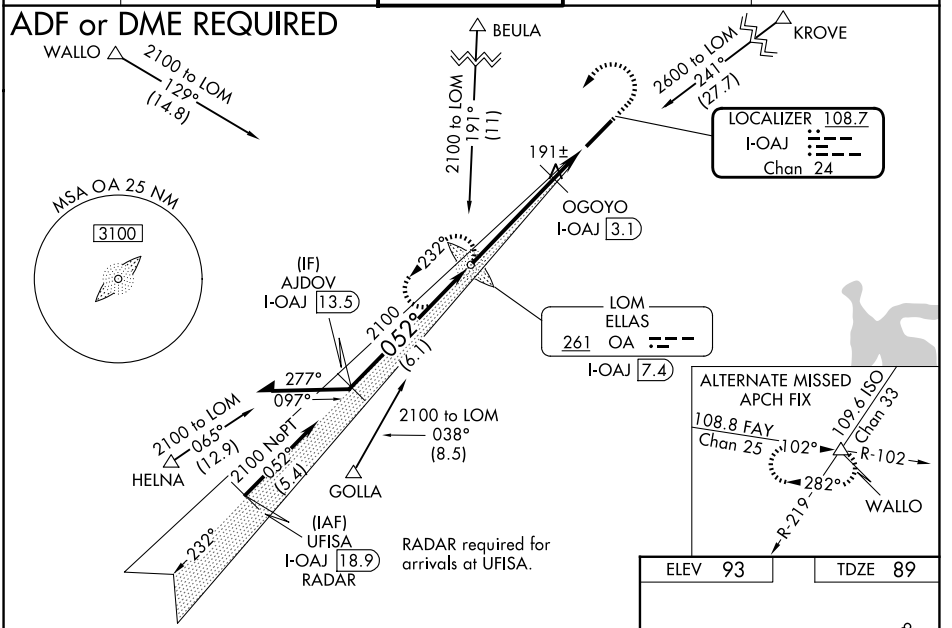
VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA to 382 feet; increase all MDAs 100 feet and visibility S-LOC 5 Cats C/D and Circling Cats C/D ¼ SM; OGOYO fix minimums: increase visibility S-LOC 5 Cats C/D ⅜ SM and Circling Cats C/D ¼ SM. For inoperative MALSR, increase S-LOC 5 Cats C/D visibility to 1⅜ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1 mile. For inoperative MALSR when using Wilmington altimeter setting, increase S-ILS 5 all Cats visibility to ⅞ mile, increase S-LOC 5 Cats C/D visibility to 1⅝ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1⅞ mile. ADF required.

MALSR

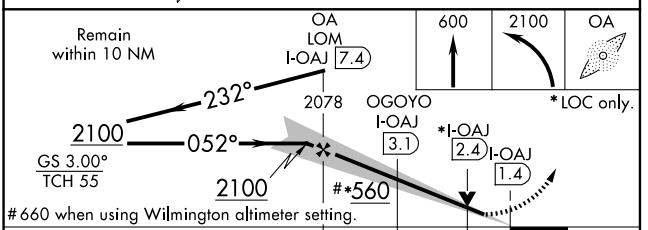
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.

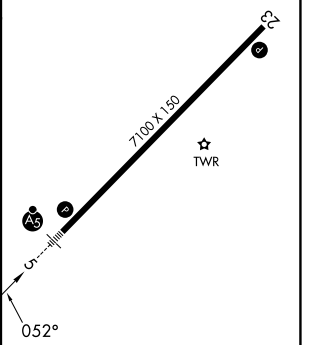
| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 122.95 |

## ADF or DME REQUIRED




| ELEV 93 | TDZE 89 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 289-½ 200 (200-½) | | | |
| S-LOC 5 | 560-½ 471 (500-½) | | 560-1 471 (500-1) | |
| CIRCLING | 560-1 467 (500-1) | | 720-1¾ 627 (700-1¾) | 720-2 627 (700-2) |
| OGOYO FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 5 | 460-½ 371 (400-½) | | 460-⅝ 371 (400-⅝) | |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 720-1¾ 627 (700-1¾) | 720-2 627 (700-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA AL-5880 (FAA) 26022

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 49009 | 052° | Rwy Ldg | 7100 |
| W05A | | TDZE | 89 |
| | | Apt Elev | 93 |

# RNAV (GPS) RWY 5

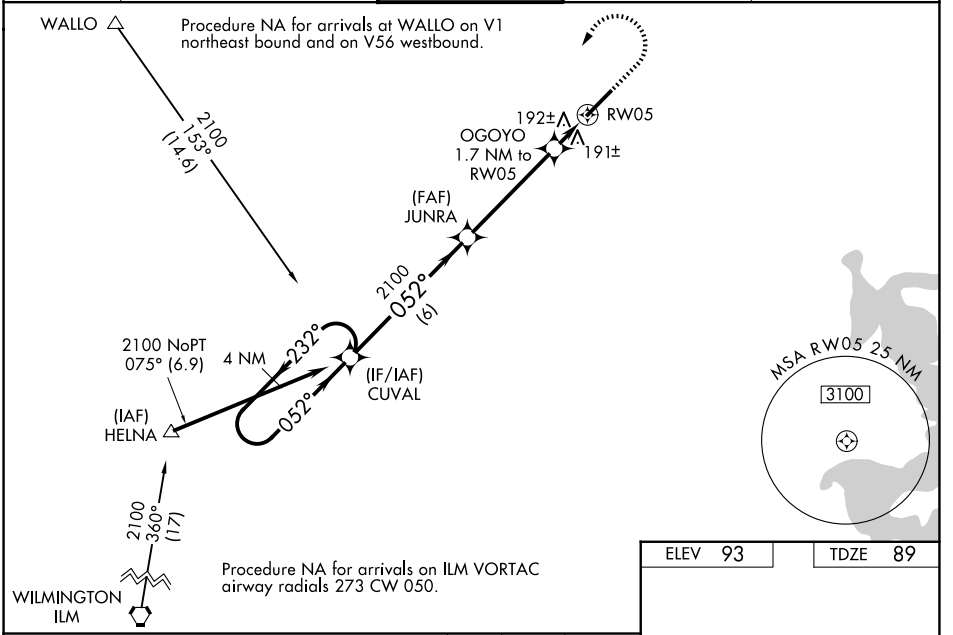
## ALBERT J ELLIS (OAJ)

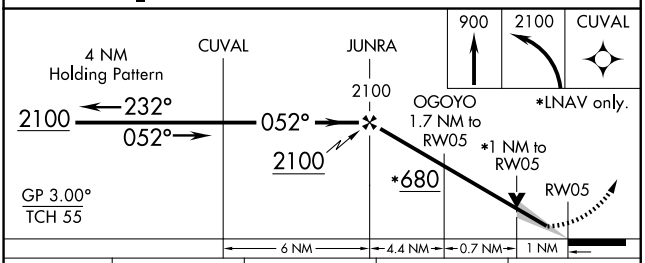
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 383 feet; increase LNAV/VNAV DA to 559 feet and all visibilities ⅜ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to ⅞ mile, increase LNAV/VNAV all Cats to 1½ mile, and LNAV Cat C/D to 1⅜ mile.

MALSR

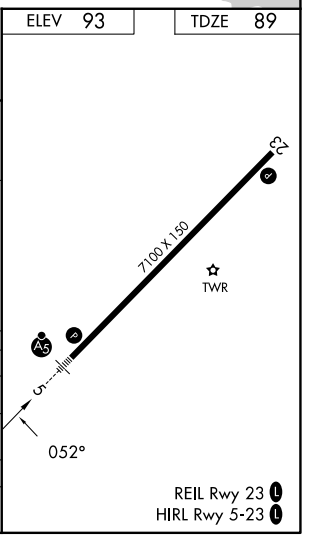
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 289-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 465-¾ | 376 (400-¾) | | |
| LNAV MDA | 460-½ | 371 (400-½) | 460-⅝ | 371 (400-⅝) |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 720-1¾ 627 (700-1¾) | 720-2 627 (700-2) |




JACKSONVILLE, NORTH CAROLINA
Amdt 1C 30DEC21

34°50'N-77°37'W

ALBERT J ELLIS (OAJ)
RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

ALBERT J ELLIS (OAJ)

| WAAS | APP CRS | Rwy Ldg | 7100 |
|---|---|---|---|
| CH 62827 | 232° | TDZE | 93 |
| W23A | | Apt Elev | 93 |

T A Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 387 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 591 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2100 direct CUVAL and hold.

| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 122.95 |

Procedure NA for arrivals on ISO VORTAC airway radials 130 CW 256.

KINSTON ISO

183° 3100 (17)

(IAF) ZAMUV

3100 NoPT 142° (8)

233° 053° 4 NM

(IF/IAF) FONPO

NoPT for arrival at FONPO on V56 westbound.

2100 233° (7.2)

(FAF) YOTUR

232°

196± RW23 197±

ZOTUS 1.9 NM to RW23

MSA RW 23 NM

3100

MISSED APCH FIX

4 NM 232° 052° CUVAL

2100 CUVAL

*LNAV only.

ZOTUS 1.9 NM to RW23

YOTUR 2100

FONPO

4 NM Holding Pattern

053° 233° 3100

233°

*1 NM to RW23

RW23

232°

*740

2100

GP 3.00° TCH 47

1 NM 0.9 NM 4.3 NM 7.2 NM

ELEV 93 TDZE 93

232°

7100 X 150

TWR

REIL Rwy 23 L

HIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 293-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 497-1⅜ 404 (500-1⅜) | | | |
| LNAV MDA | 460-1 367 (400-1) | | | |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 720-1¾ 627 (700-1¾) | 720-2 627 (700-2) |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

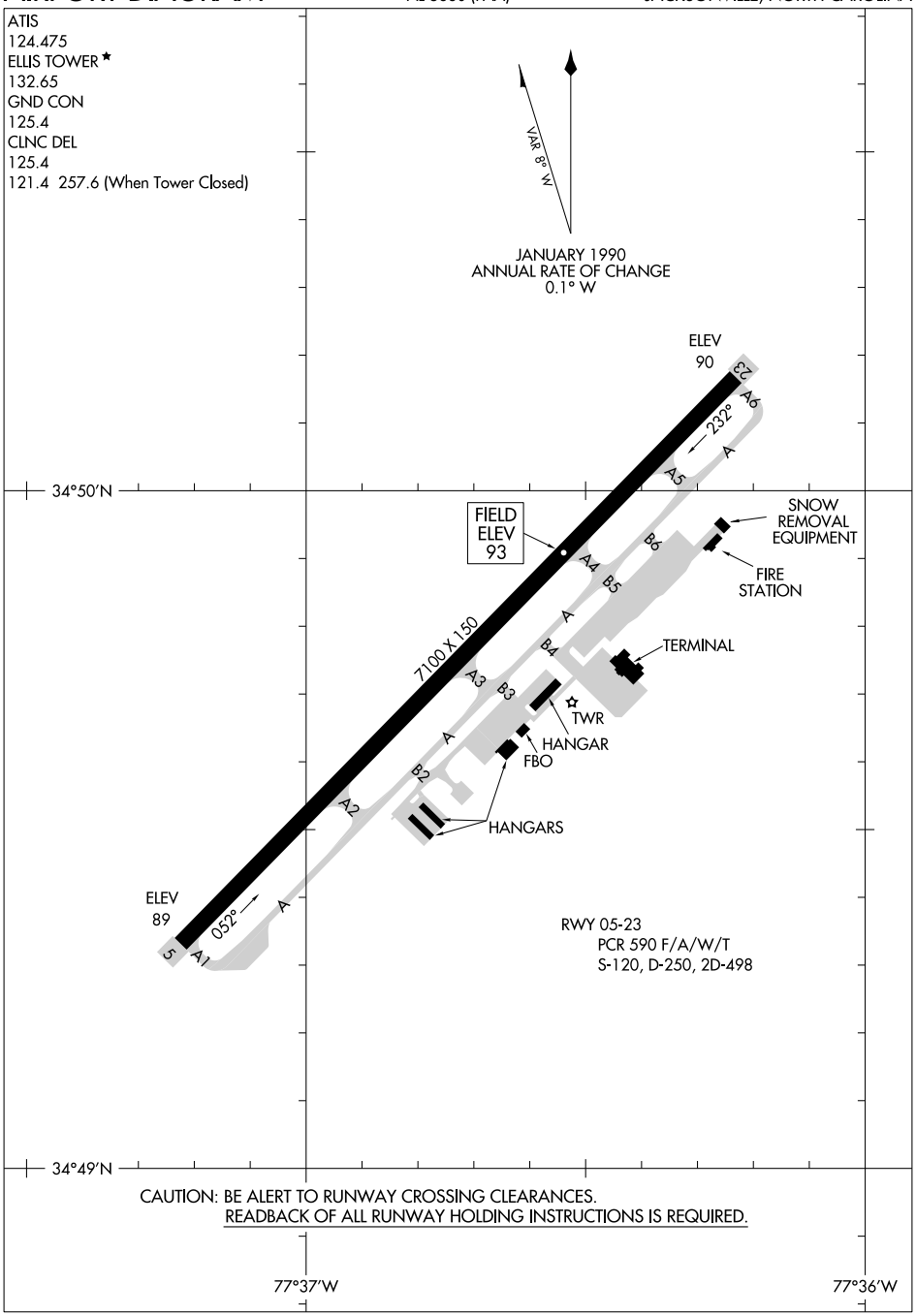
26246

# AIRPORT DIAGRAM

AL-5880 (FAA)

## ALBERT J ELLIS/JACKSONVILLE (OAJ)

JACKSONVILLE, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246

JACKSONVILLE, NORTH CAROLINA
ALBERT J ELLIS/JACKSONVILLE (OAJ)

| WAAS | APP CRS | Rwy Ldg | 5002 |
|---|---|---|---|
| CH 70437 | 276° | TDZE | 3142 |
| W28A | | Apt Elev | 3178 |

# RNAV (GPS) RWY 28
## ASHE COUNTY (GEV)

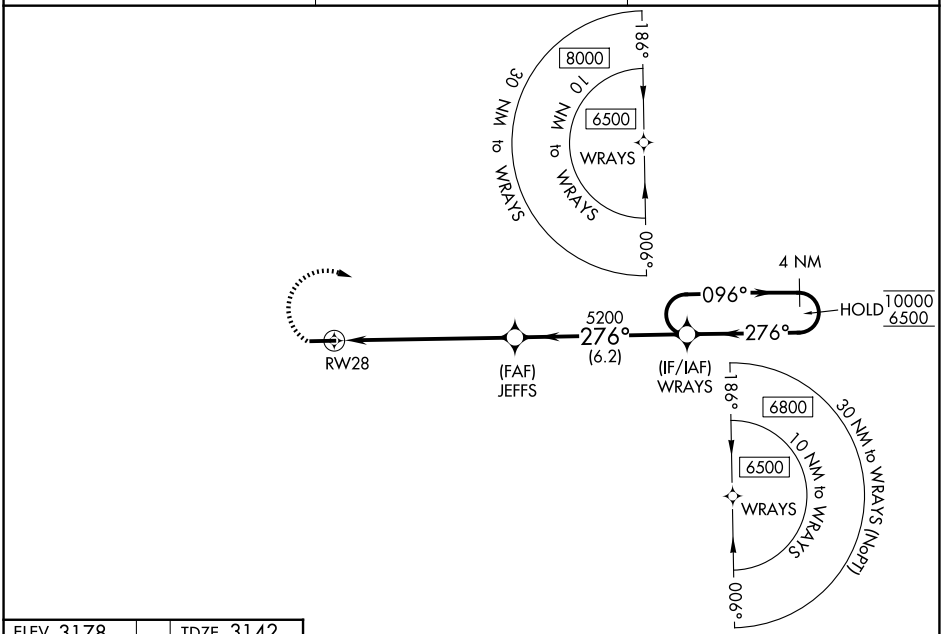
RNP APCH - GPS.

T A -16°C

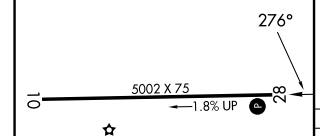
Circling to Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 14°C or above 54°C.

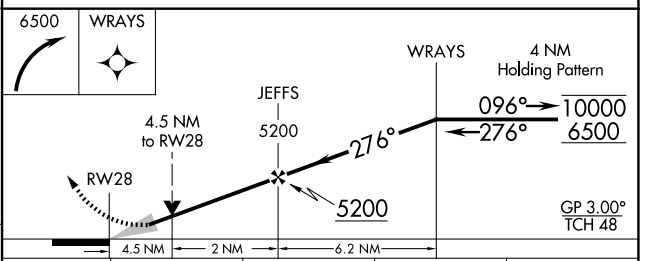
MISSED APPROACH: Climbing right turn to 6500 direct WRAYS and hold, continue climb-in-hold to 6500.
*Missed approach requires minimum climb of 350 feet per NM to 5700.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.675 | 125.15 263.0 | 122.8 (CTAF) L |




ELEV 3178 TDZE 3142




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 3799-1⅞ 657 (700-1⅞) | | | |
| LPV DA | 4052-4 910 (900-4) | | | |
| LNAV/VNAV DA | 4024-4 882 (900-4) | | | |
| LNAV MDA | 4560-1¼ 1418 (1400-1¼) | 4560-1½ 1418 (1400-1½) | 4560-3 1418 (1400-3) | |
| CIRCLING | 4560-1¼ 1382 (1400-1¼) | 4560-1½ 1382 (1400-1½) | 5140-3 1962 (2000-3) | 5180-3 2002 (2100-3) |

REIL Rwy 28 L
MIRL Rwy 10-28 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

JEFFERSON, NORTH CAROLINA AL-6790 (FAA) 26246

# LOC RWY 28

ASHE COUNTY (GEV)

| LOC/DME I-JUH | APP CRS | Rwy Ldg | 5002 |
|---|---|---|---|
| 109.35 | 276° | TDZE | 3142 |
| Chan 30(Y) | | Apt Elev | 3178 |

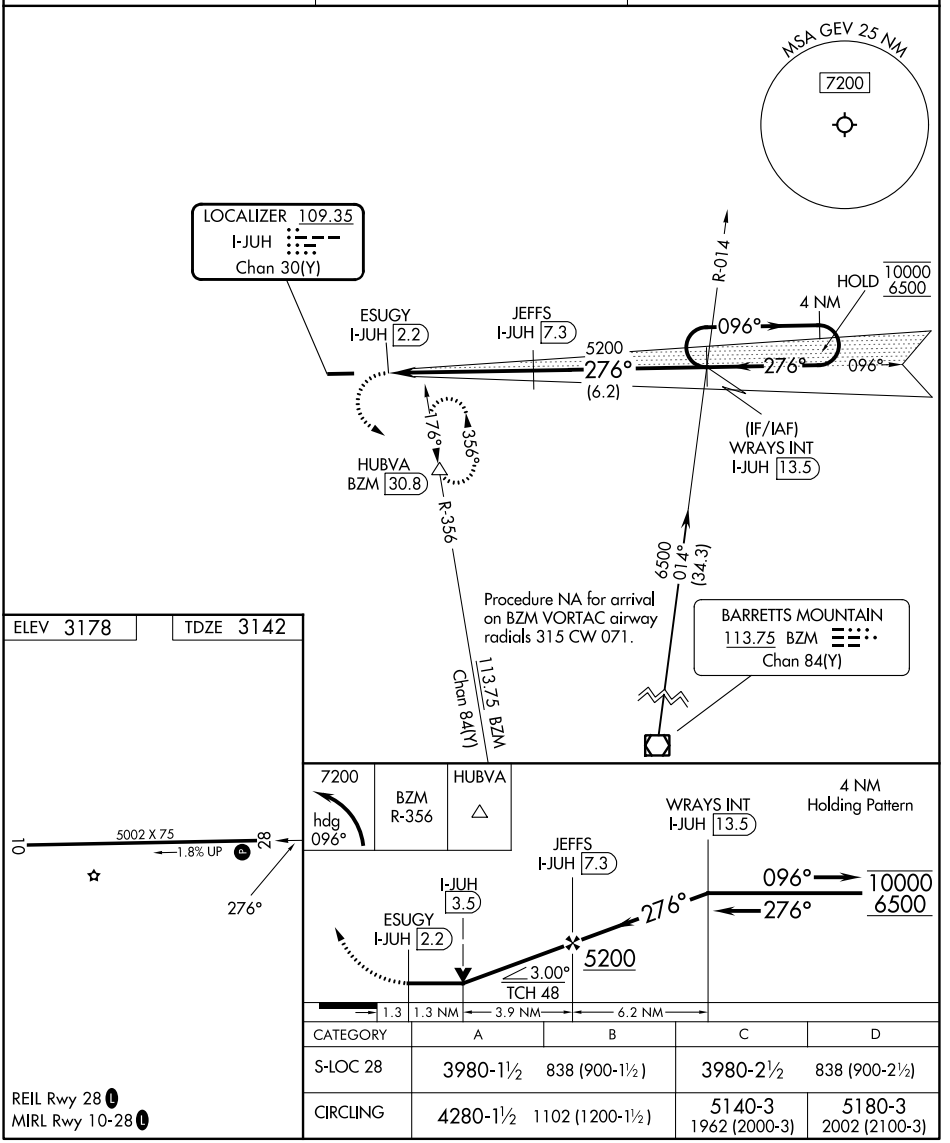
DME required.

Circling to Rwy 10 NA at night.

-16°C

MISSED APPROACH: Climbing left turn to 7200 on heading 096° and on BZM VOR/DME R-356 to HUBVA/BZM 30.8 DME and hold, continue climb-in-hold to 7200.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.675 | 125.15 263.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 28 | 3980-1½ | 838 (900-1½) | 3980-2½ | 838 (900-2½) |
| CIRCLING | 4280-1½ | 1102 (1200-1½) | 5140-3 1962 (2000-3) | 5180-3 2002 (2100-3) |

JEFFERSON, NORTH CAROLINA
Amdt 4 23FEB23

36°26′N-81°25′W

ASHE COUNTY (GEV)

LOC RWY 28

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

KENANSVILLE, NORTH CAROLINA AL-6228 (FAA) 26190

# RNAV (GPS) RWY 5
## DUPLIN COUNTY (DPL)

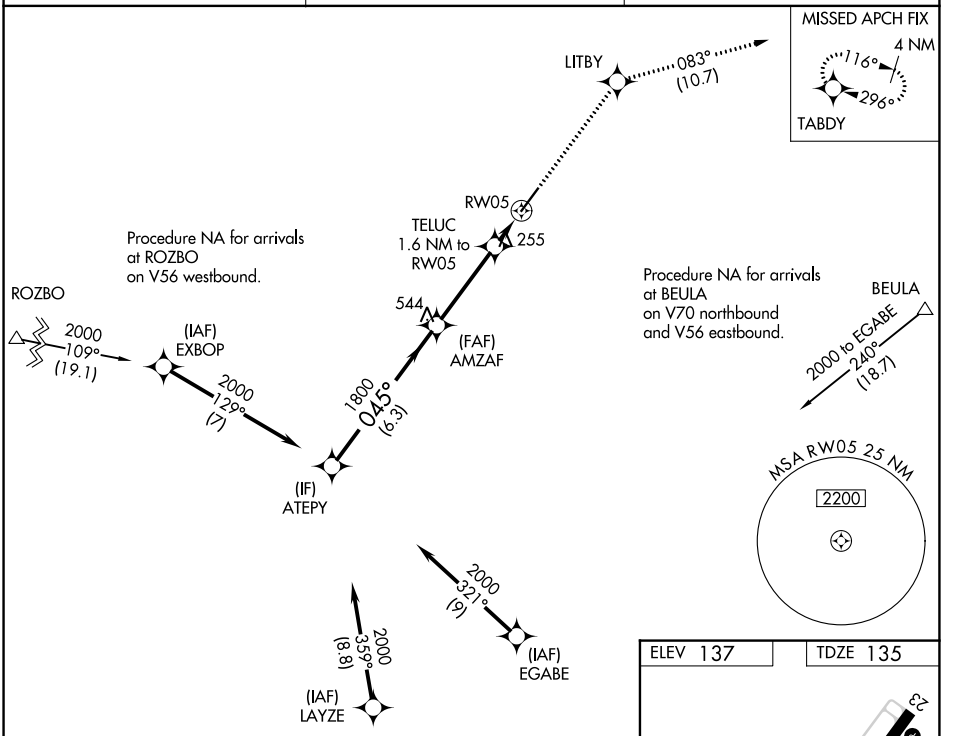
| WAAS | APP CRS | Rwy Ldg | 6003 |
|---|---|---|---|
| CH 63121 | 045° | TDZE | 135 |
| W05A | | Apt Elev | 137 |

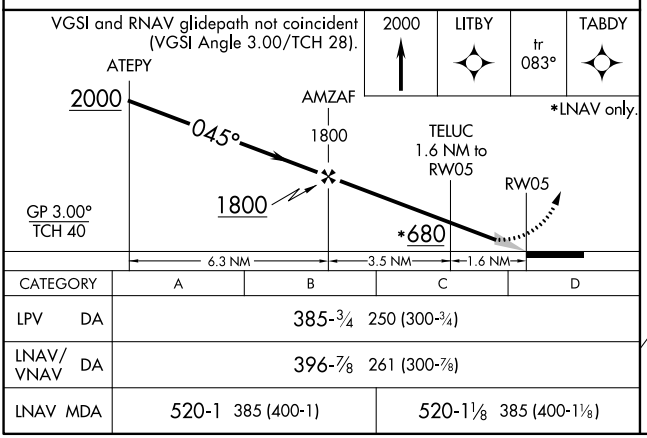
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

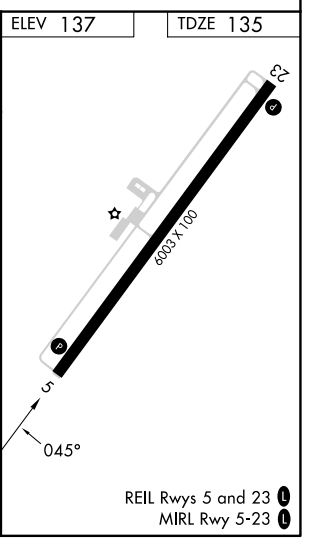
MISSED APPROACH: Climb to 2000 direct LITBY and on track 083° to TABDY and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON★ | UNICOM |
|---|---|---|
| 120.675 | 119.7 273.6 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 385-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 396-⅞ 261 (300-⅞) | | | |
| LNAV MDA | 520-1 385 (400-1) | | 520-1⅛ 385 (400-1⅛) | |




KENANSVILLE, NORTH CAROLINA
Amdt 1A 15AUG19

35°00′N-77°59′W

DUPLIN COUNTY (DPL)
RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 6003 |
|---|---|---|---|
| CH 69521 | 225° | TDZE | 137 |
| W23A | | Apt Elev | 137 |

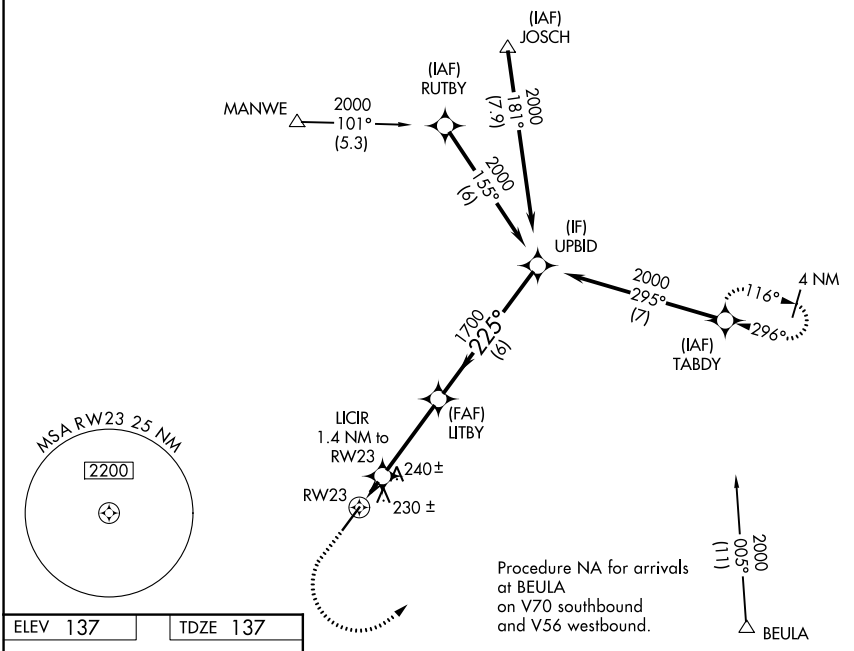
# RNAV (GPS) RWY 23
## DUPLIN COUNTY (DPL)

RNP APCH.

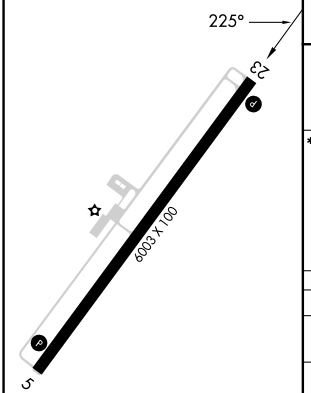
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

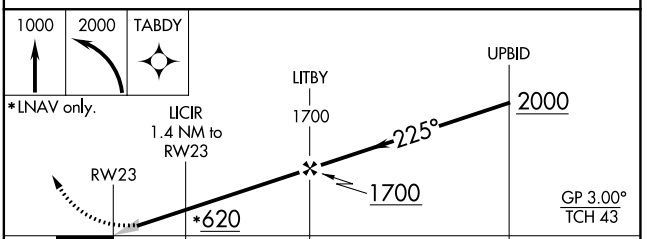
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 120.675 | 119.7 273.6 | 123.0 (CTAF) L |




| ELEV 137 | TDZE 137 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 337-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 407-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 480-1 343 (400-1) | | | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

KILL DEVIL HILLS, NORTH CAROLINA AL-10743 (FAA) 26022

# RNAV (GPS) RWY 3

FIRST FLIGHT (FFA)

| APP CRS | Rwy Ldg | 3000 |
|---|---|---|
| 001° | TDZE | 12 |
| | Apt Elev | 12 |

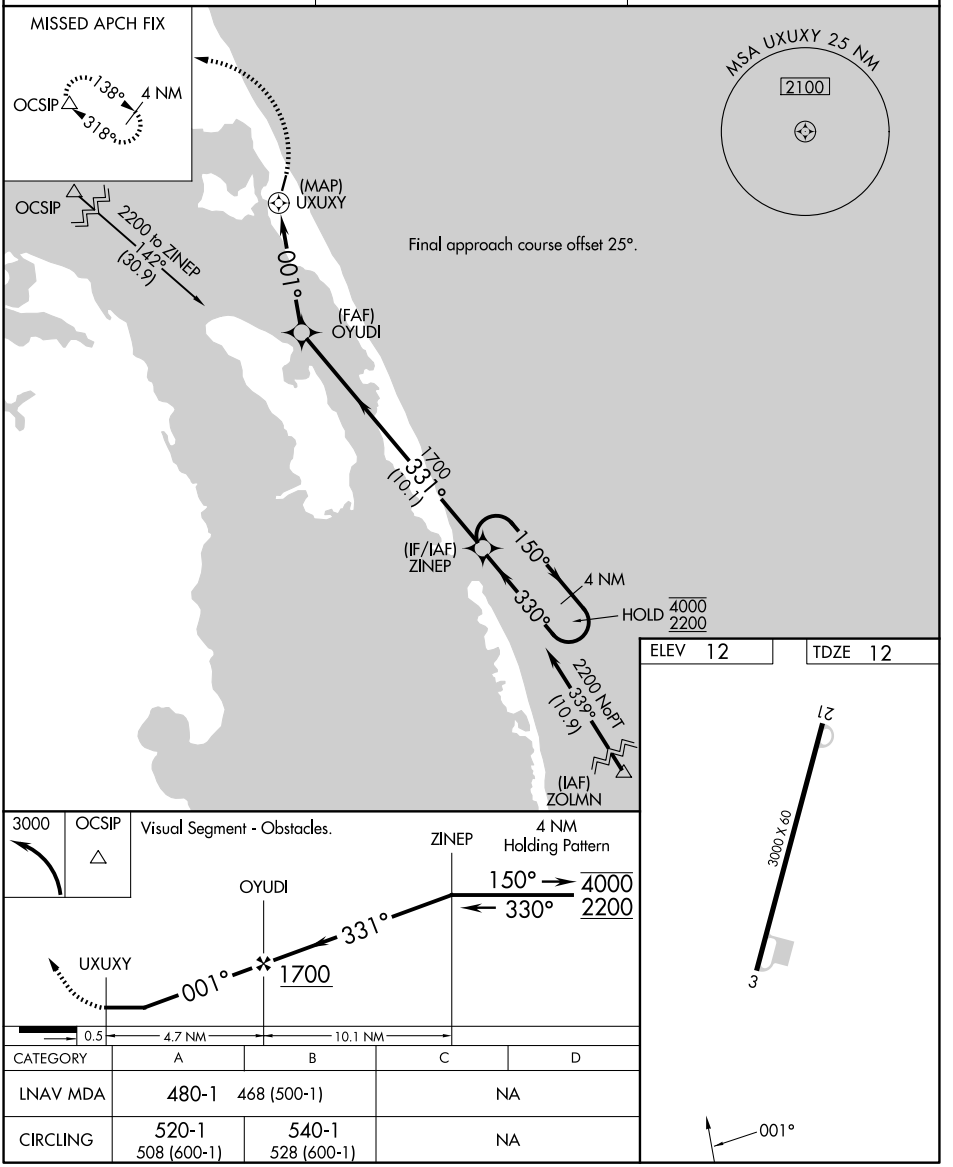
RNP APCH - GPS.

Procedure NA at night.

Rwy 3 helicopter visibility reduction below 1 SM NA.

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

| AWOS-3 | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.075 | 124.725 350.35 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 468 (500-1) | NA | |
| CIRCLING | 520-1<br>508 (600-1) | 540-1<br>528 (600-1) | NA | |

KILL DEVIL HILLS, NORTH CAROLINA
Orig-A 26JAN23

36°01'N-75°40'W

FIRST FLIGHT (FFA)

RNAV (GPS) RWY 3

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 21

FIRST FLIGHT(FFA)

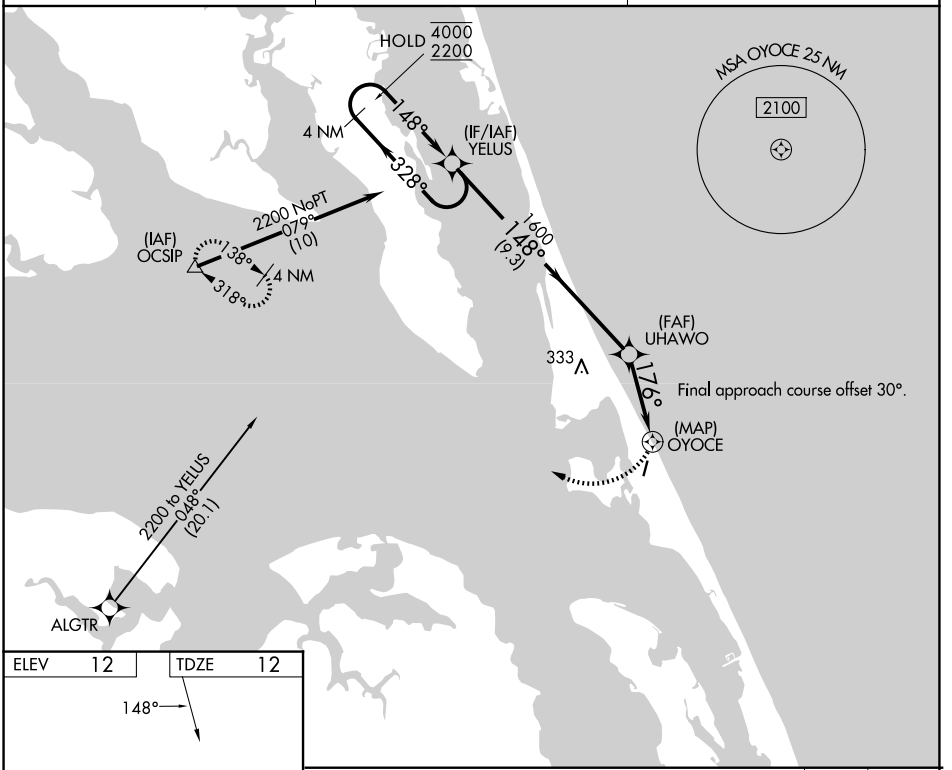
| WAAS CH 50240 W21A | APP CRS 176° | Rwy Ldg 3000 TDZE 12 Apt Elev 12 |
|---|---|---|

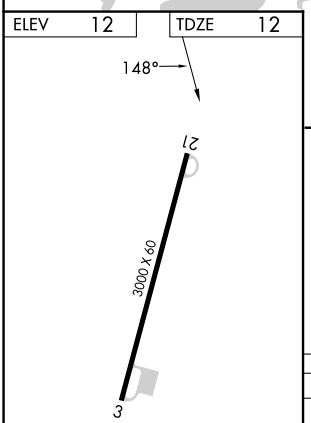
RNP APCH - GPS.

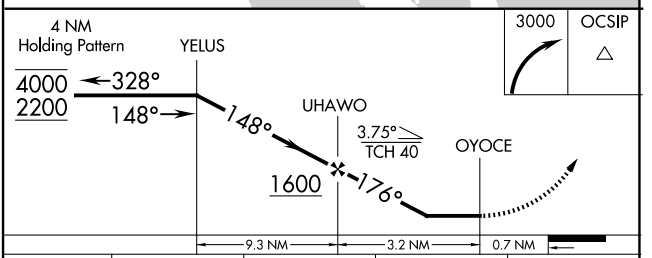
Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

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

| AWOS-3 | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.075 | 124.725 350.35 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 460-1 | 448 (500-1) | NA | |
| LNAV MDA | 500-1 | 488 (500-1) | NA | |
| CIRCLING | 520-1 508 (600-1) | 540-1 528 (600-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

KINGSTREE, SOUTH CAROLINA AL-6221 (FAA) 26190

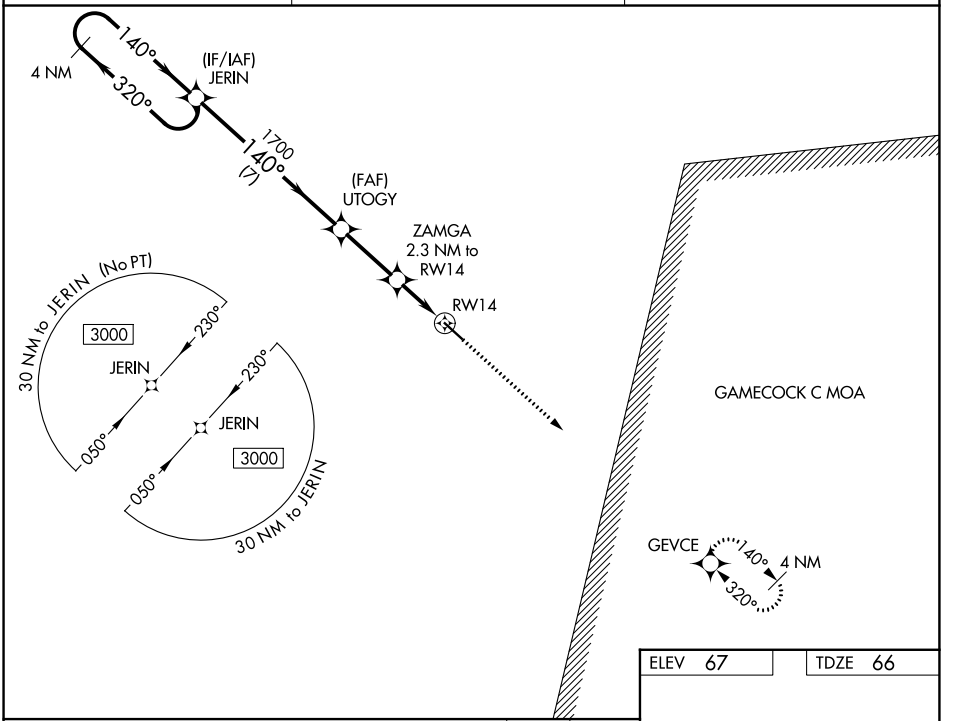
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 87040 | 140° | TDZE | 66 |
| W14A | | Apt Elev | 67 |

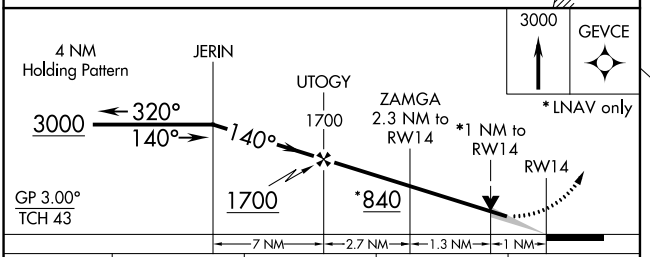
# RNAV (GPS) RWY 14
## WILLIAMSBURG RGNL (CKI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. DME/DME RNP-0.3 NA.

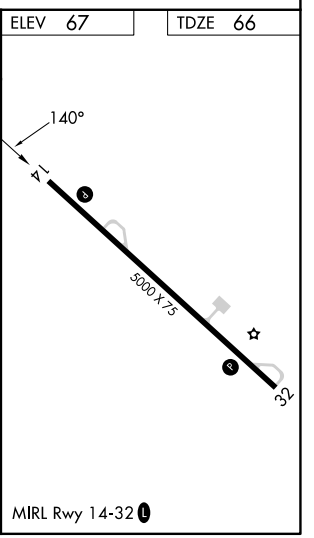
MISSED APPROACH: Climb to 3000 direct GEVCE and hold.

| AWOS-3 | MYRTLE BEACH APP CON * | UNICOM |
|---|---|---|
| 124.775 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 334-1<br>268 (300-1) | 334-⅞ 268 (300-⅞) | | |
| LNAV/VNAV DA | 454-1¼ 388 (400-1¼) | | | |
| LNAV MDA | 440-1 374 (400-1) | | | |
| CIRCLING | 480-1<br>413 (500-1) | 580-1<br>513 (600-1) | 960-2¾<br>893 (900-2¾) | 960-3<br>893 (900-3) |




KINGSTREE, SOUTH CAROLINA
Orig 17AUG17

33°43'N-79°51'W

WILLIAMSBURG RGNL (CKI)
RNAV (GPS) RWY 14


SE-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH **45740** **W32A** | APP CRS **320°** | Rwy Ldg **5000** TDZE **67** Apt Elev **67**

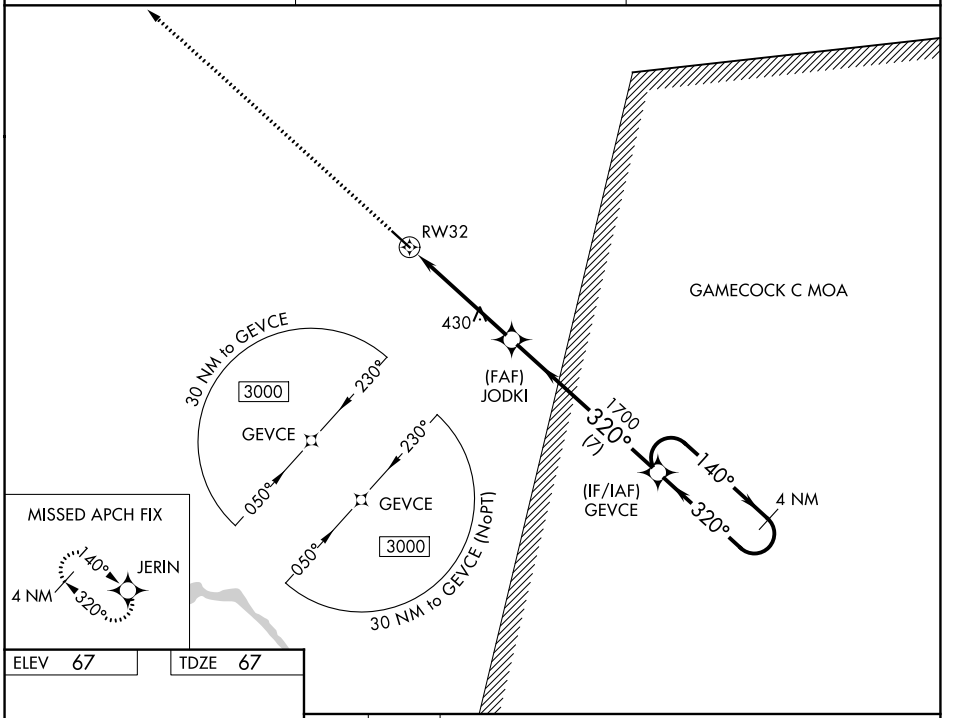
# RNAV (GPS) RWY 32

WILLIAMSBURG RGNL (CKI)

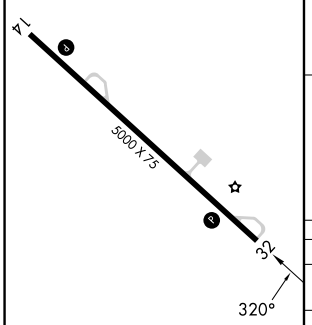
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. Rwy 32 helicopter visibility reduction below ¾SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JERIN and hold.

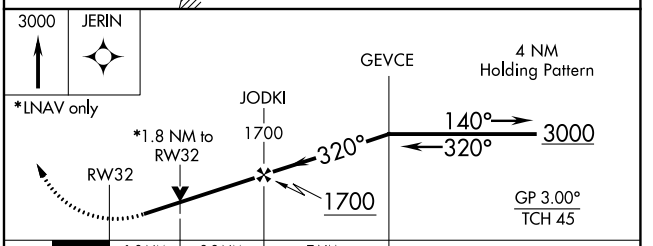
| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| **124.775** | **127.4 257.95** | **122.7** (CTAF) L |




ELEV 67 | TDZE 67




MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 317-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 334-⅞ 267 (300-⅞) | | | |
| LNAV MDA | 680-1 613 (700-1) | | 680-1¾ 613 (700-1¾) | |
| CIRCLING | 680-1 613 (700-1) | | 960-2¾ 893 (900-2¾) | 960-3 893 (900-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

KINSTON, NORTH CAROLINA AL-5038 (FAA) 26246

# ILS or LOC RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

| LOC/DME I-ISO | APP CRS | Rwy Ldg | 10960 |
|---|---|---|---|
| 111.3 | 050° | TDZE | 93 |
| Chan 50 | | Apt Elev | 93 |

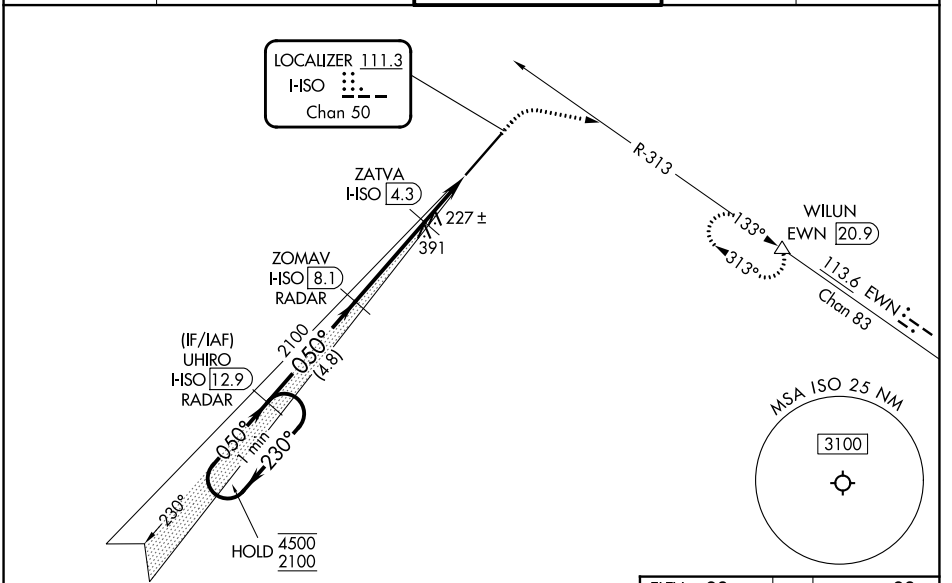
RADAR required for procedure entry. DME required.

VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase S-ILS 5 DA to 336 feet; increase all MDAs 60 feet and S-LOC 5 visibility Cat C/D/E to RVR 4500 and Circling visibility Cat E ¼ SM. For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 05 Cat E visibility RVR 6000. For inop ALS when using GSB altimeter setting, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1⅜ SM.

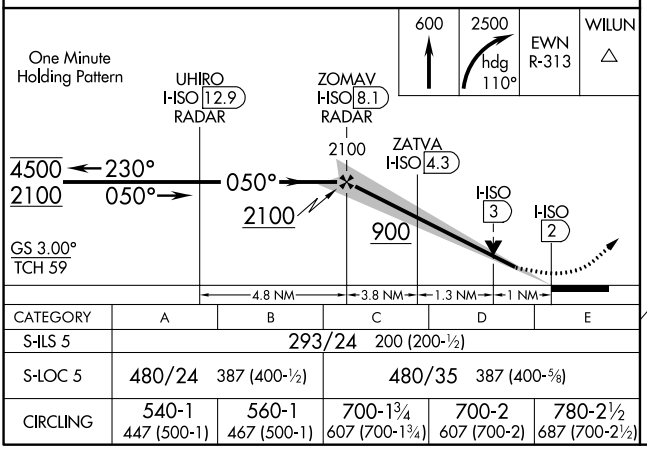
MALSR

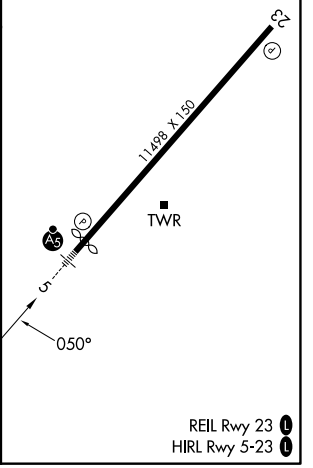
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 110° and on EWN VOR/DME R-313 to WILUN/EWN 20.9 DME and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |




ELEV 93 TDZE 93




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 | 293/24 200 (200-½) | | | | |
| S-LOC 5 | 480/24 387 (400-½) | | 480/35 387 (400-⅝) | | |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 700-1¾ 607 (700-1¾) | 700-2 607 (700-2) | 780-2½ 687 (700-2½) |

REIL Rwy 23 L
HIRL Rwy 5-23 L

KINSTON, NORTH CAROLINA
Amdt 13 22JAN26

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)
35°20'N-77°37'W

ILS or LOC RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

## KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

| WAAS CH 82004 W05A | APP CRS 050° | Rwy Ldg 10960 TDZE 93 Apt Elev 93 |
|---|---|---|

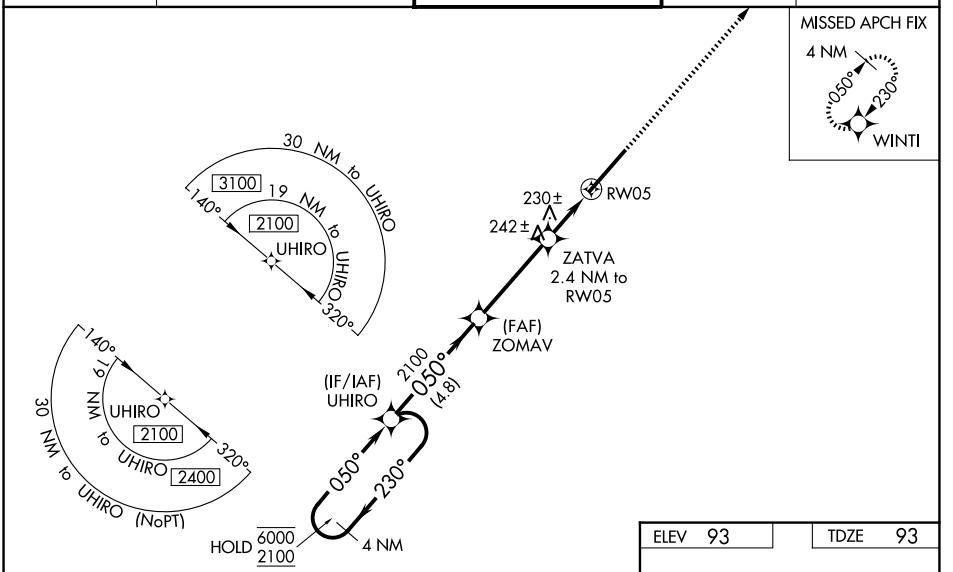
RNP APCH - GPS.

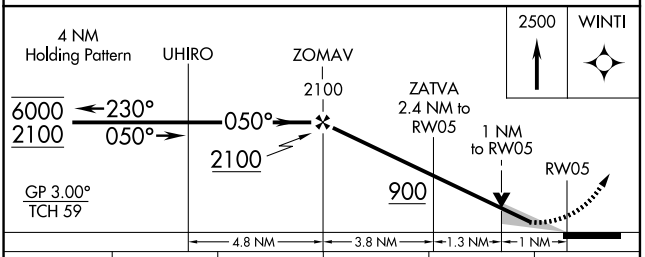
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase LPV DA to 336 feet; increase LNAV/VNAV DA to 523 feet and all visibilities to RVR 4000 increase all MDAs 60 feet and LNAV visibility Cat C/D/E to RVR 4500 and Circling visibility Cat E 1¼ SM. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV and LNAV Cat E visibility to RVR 6000. For inop ALS when using GSB altimeter setting, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV Cat E visibility to 1¼ SM; increase LNAV Cat E visibility to 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using GSB altimeter setting).

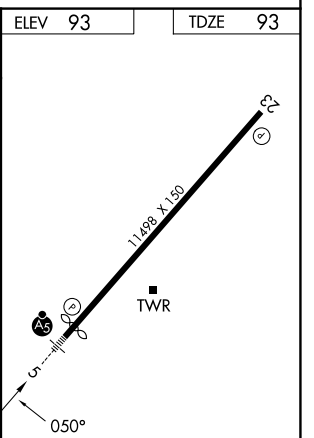
MALSR

MISSED APPROACH: Climb to 2500 direct WINTI and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA * | 293/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 480/35 387 (400-⅝) | | | | |
| LNAV MDA | 480/24 387 (400-½) | | 480/35 387 (400-⅝) | | |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 700-1¾ 607 (700-1¾) | 700-2 607 (700-2) | 780-2½ 687 (700-2½) |

REIL Rwy 23 L
HIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

KINSTON, NORTH CAROLINA | AL-5038 (FAA) | 26022

# RNAV (GPS) RWY 23

## KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

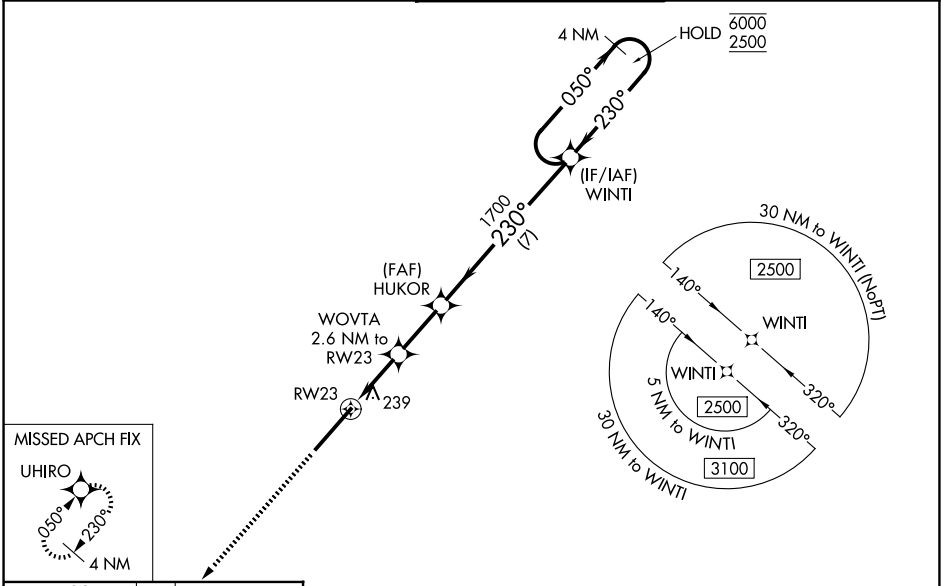
| WAAS CH 77704 W23A | APP CRS 230° | Rwy Ldg 11498 / TDZE 87 / Apt Elev 93 |
|---|---|---|

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase LPV DA to 433 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 480 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet; and Circling visibility Cat D/E ¼ SM.

MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

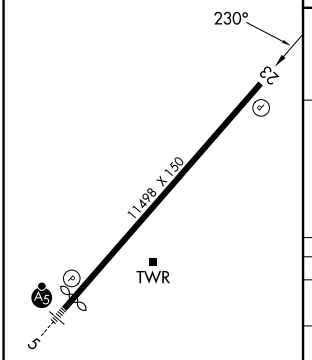
| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |

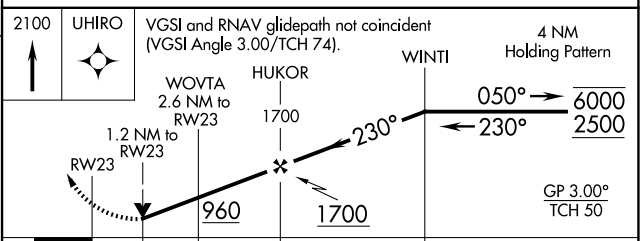



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

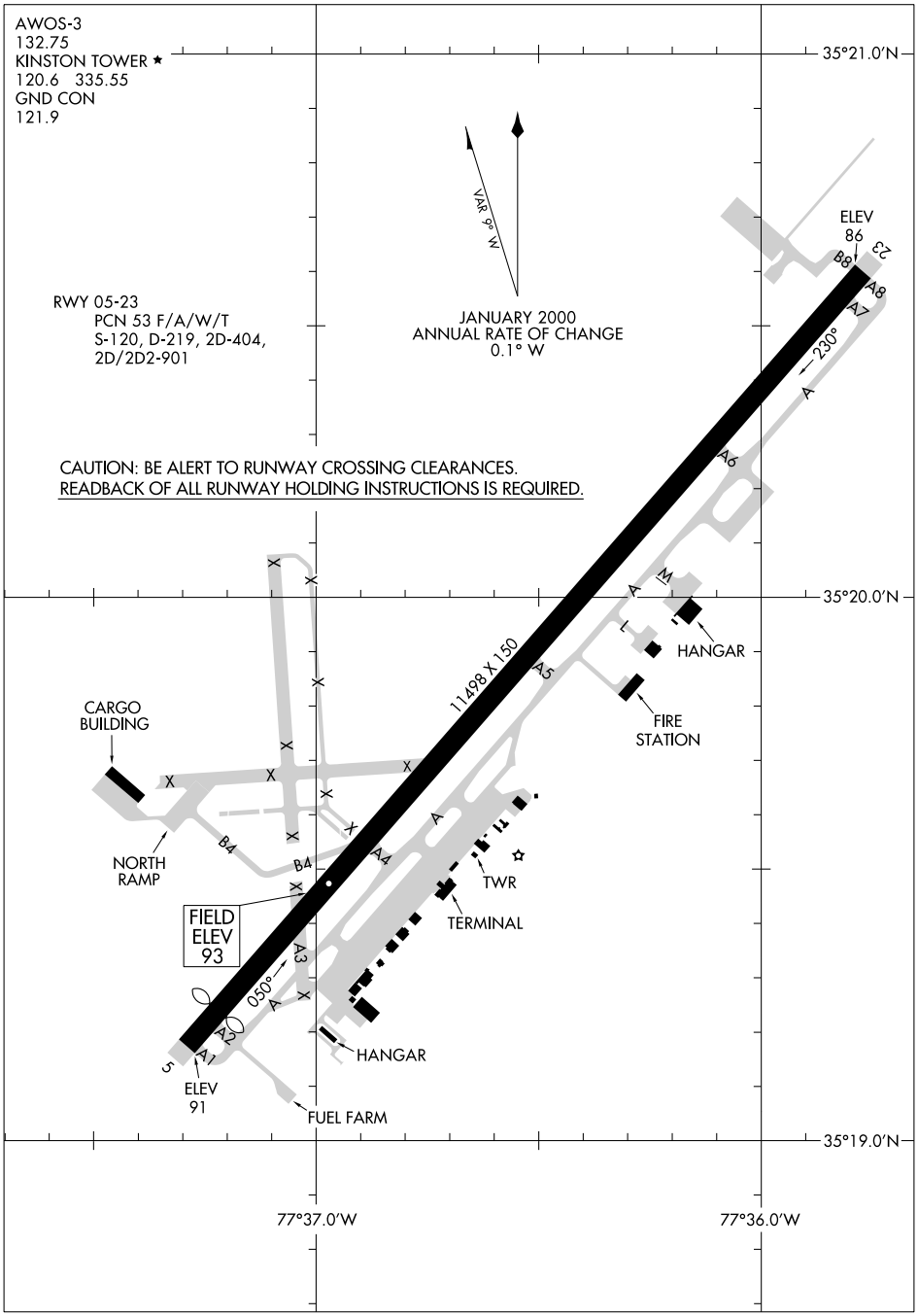
ELEV 93 | TDZE 87




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 390-⅞ 303 (300-⅞) | | | | |
| LNAV/VNAV DA | 437-1 350 (400-1) | | | | |
| LNAV MDA | 540-1 453 (500-1) | | 540-1⅜ 453 (500-1⅜) | | |
| CIRCLING | 540-1 447 (500-1) | 560-1 467 (500-1) | 700-1¾ 607 (700-1¾) | 740-2 647 (700-2) | 780-2½ 687 (700-2½) |

REIL Rwy 23 L
HIRL Rwy 5-23 L




SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LAKE CITY, SOUTH CAROLINA AL-6914 (FAA) 26246

# RNAV (GPS) RWY 1

LAKE CITY MUNI/CJ EVANS FLD (51J)

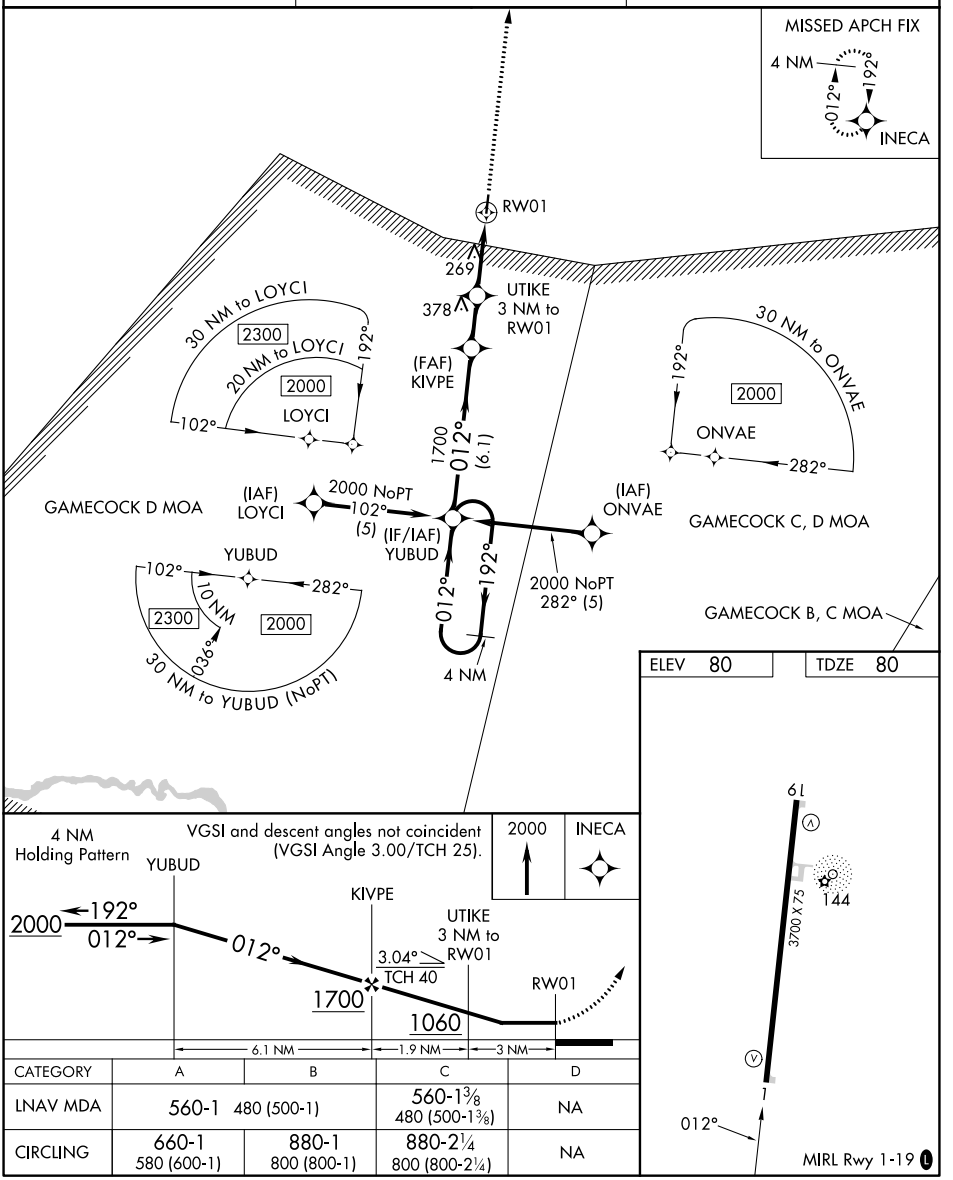
| APP CRS | Rwy Ldg | 3700 |
|---|---|---|
| 012° | TDZE | 80 |
| | Apt Elev | 80 |

RNP APCH - GPS.

T NA Procedure NA at night. Use CKI altimeter setting; when not received, use FLO altimeter setting and increase all MDAs 40 feet and Circling visibility Cats B/C ¼ SM. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

| CKI AWOS-3 | FLORENCE APP CON ★ | CTAF |
|---|---|---|
| 124.775 | 135.25 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 480 (500-1) | | 560-1⅜ 480 (500-1⅜) | NA |
| CIRCLING | 660-1 580 (600-1) | 880-1 800 (800-1) | 880-2¼ 800 (800-2¼) | NA |

LAKE CITY, SOUTH CAROLINA
Orig-B 14MAY26

33° 51'N-79° 46'W

LAKE CITY MUNI/CJ EVANS FLD (51J)

RNAV (GPS) RWY 1

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 19

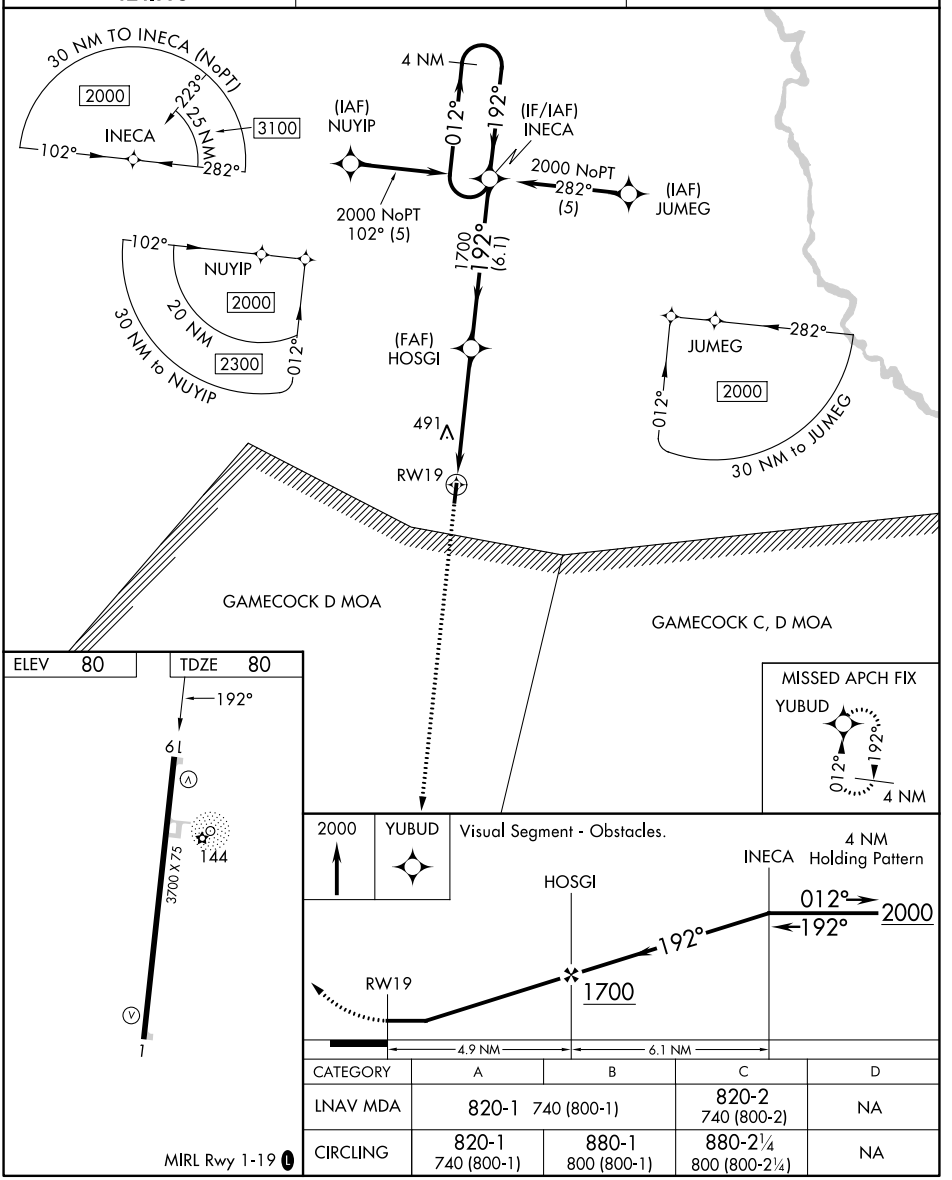
LAKE CITY MUNI/CJ EVANS FLD (51J)

| APP CRS | Rwy Ldg | 3700 |
|---|---|---|
| 192° | TDZE | 80 |
| | Apt Elev | 80 |

T NA Rwy 19 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Kingstree altimeter setting, when not received, use Florence altimeter setting and increase all MDAs 40 feet, increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, increase Circling Cats B/C visibility ¼ SM. Straight-in Rwy 19 NA at night.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

| CKI AWOS-3 | FLORENCE APP CON★ | CTAF |
|---|---|---|
| 124.775 | 135.25 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 740 (800-1) | | 820-2 740 (800-2) | NA |
| CIRCLING | 820-1 740 (800-1) | 880-1 800 (800-1) | 880-2¼ 800 (800-2¼) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 6

## LANCASTER COUNTY-MC WHIRTER FLD (LKR)

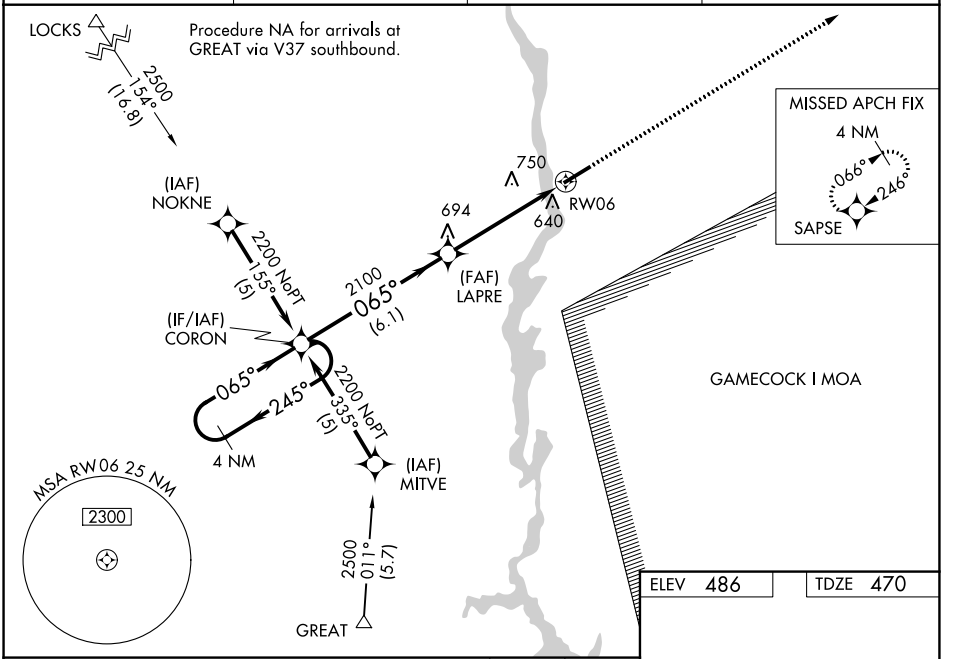
| WAAS CH 86816 W06A | APP CRS 065° | Rwy Ldg 5899 TDZE 470 Apt Elev 486 |
|---|---|---|

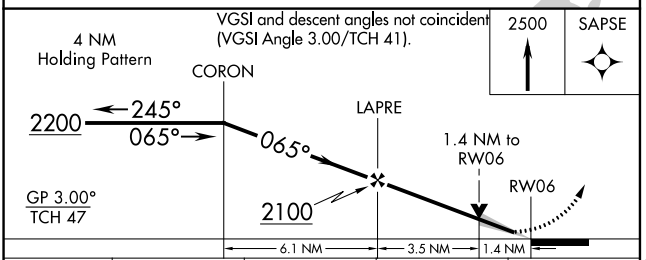
RNP APCH - GPS.

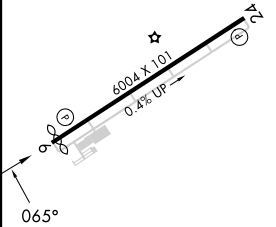
When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use UZA altimeter setting: increase LPV DA to 739 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1009 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cats C/D ¼ SM. Baro-VNAV and VDP NA when using UZA altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.825 | 120.05 307.8 | 121.725 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 670-¾ | 200 (200-¾) | | |
| LNAV/VNAV DA | 940-2 | 470 (500-2) | | |
| LNAV MDA | 940-1 | 470 (500-1) | 940-1⅜ 470 (500-1⅜) | 940-1½ 470 (500-1½) |
| CIRCLING | 1040-1 554 (600-1) | 1060-1 574 (600-1) | 1120-1¾ 634 (700-1¾) | 1160-2¼ 674 (700-2¼) |

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH **70416** **W24A** | APP CRS **246°** | Rwy Ldg **6004** TDZE **486** Apt Elev **486** |
|---|---|---|

# RNAV (GPS) RWY 24

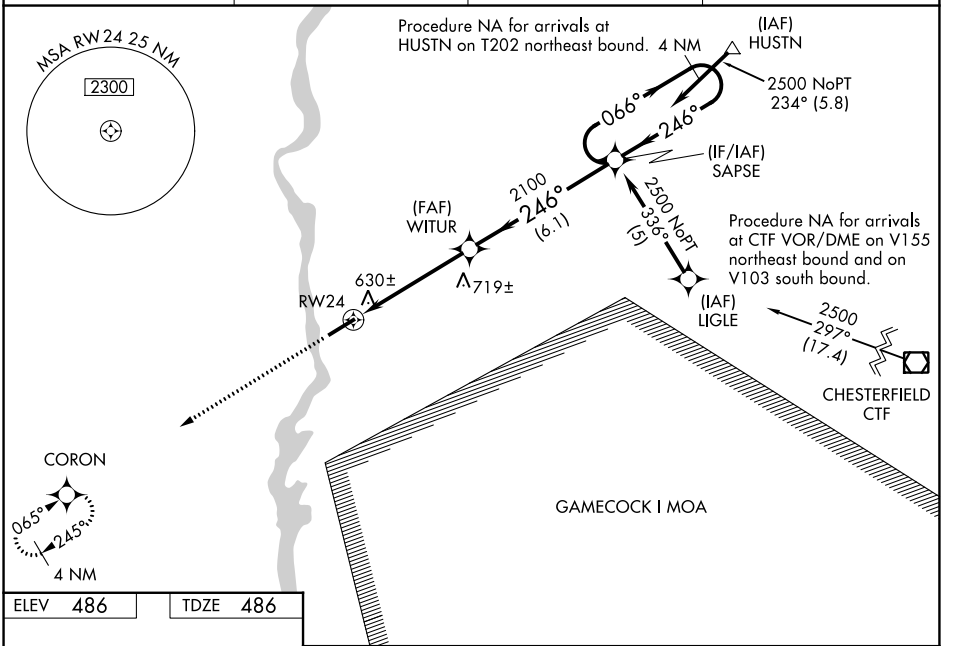
## LANCASTER COUNTY-MC WHIRTER FLD (LKR)

RNP APCH - GPS.

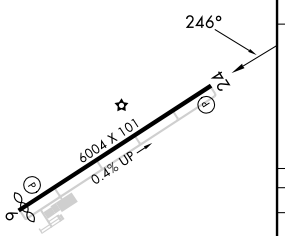
Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Baro-VNAV and VDP NA when using UZA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use UZA altimeter setting: increase LPV DA to 805 feet; increase LNAV/VNAV DA to 1086 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 2200 direct CORON and hold.

| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| **120.825** | **120.05 307.8** | **121.725** | **122.725** (CTAF) L |

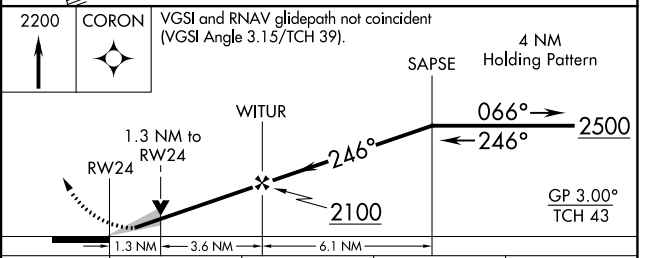



| ELEV 486 | TDZE 486 |
|---|---|




MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 736-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1017-2 531 (600-2) | | | |
| LNAV MDA | 960-1 474 (500-1) | | 960-1⅜ 474 (500-1⅜) | 960-1½ 474 (500-1½) |
| CIRCLING | 1040-1 554 (600-1) | 1060-1 574 (600-1) | 1120-1¾ 634 (700-1¾) | 1160-2¼ 674 (700-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BATTA ONE DEPARTURE (RNAV)

(BATTA1.BATTA) 03SEP26

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

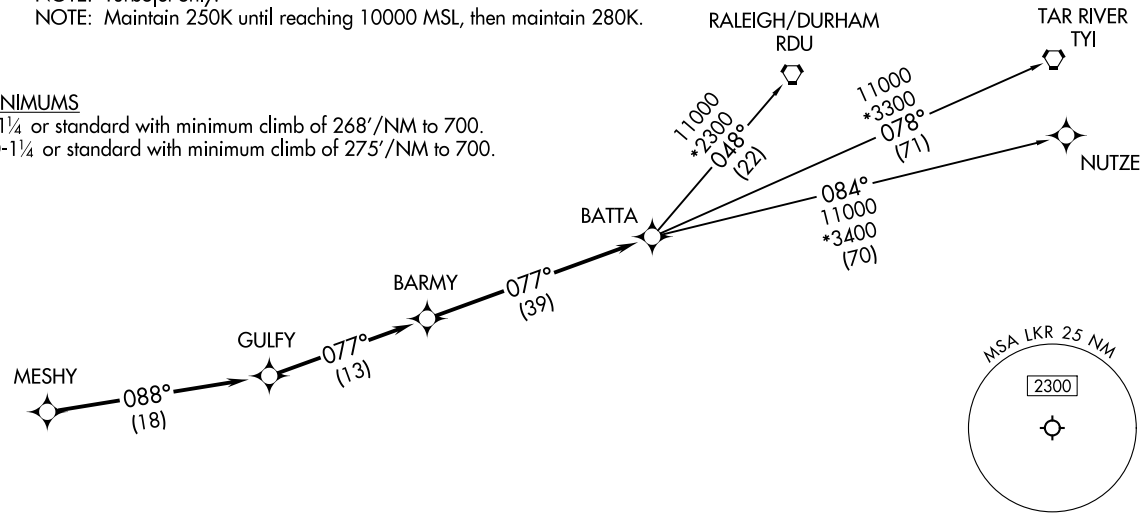
CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

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

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MESHY, then on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

NOTE: Chart not to scale.

(BATTA1.BATTA) 26246

BATTA ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

# BEAVY NINE DEPARTURE (RNAV)

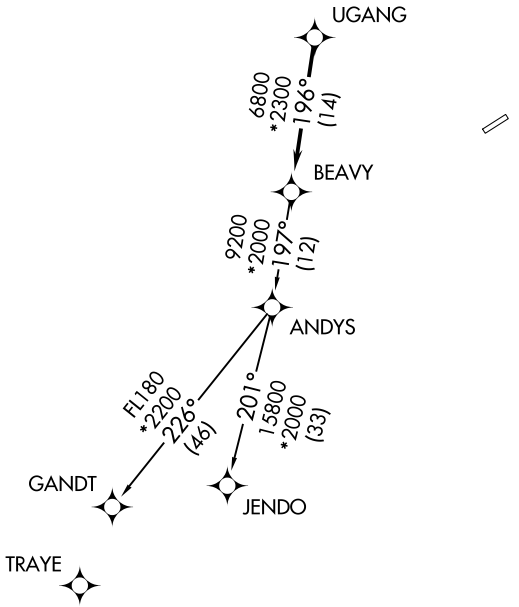


CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

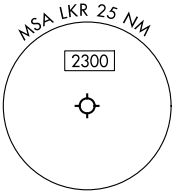
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

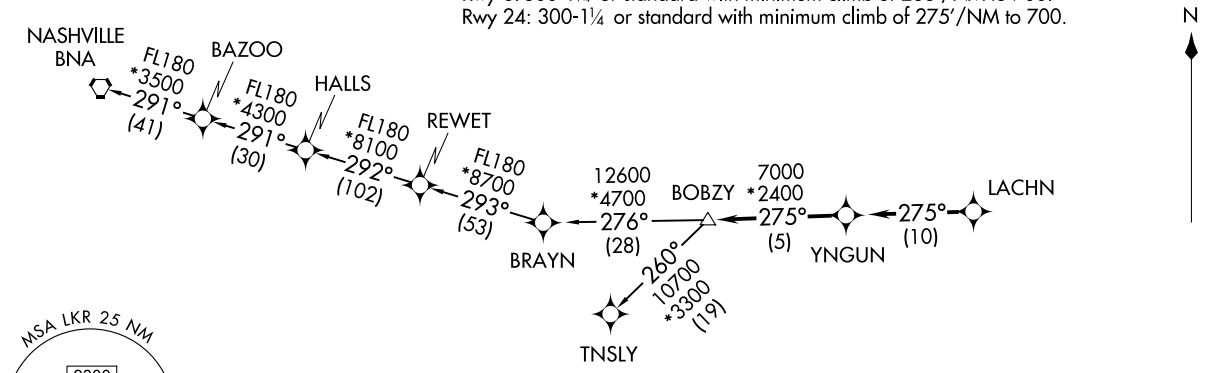
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246

BOBZY EIGHT DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

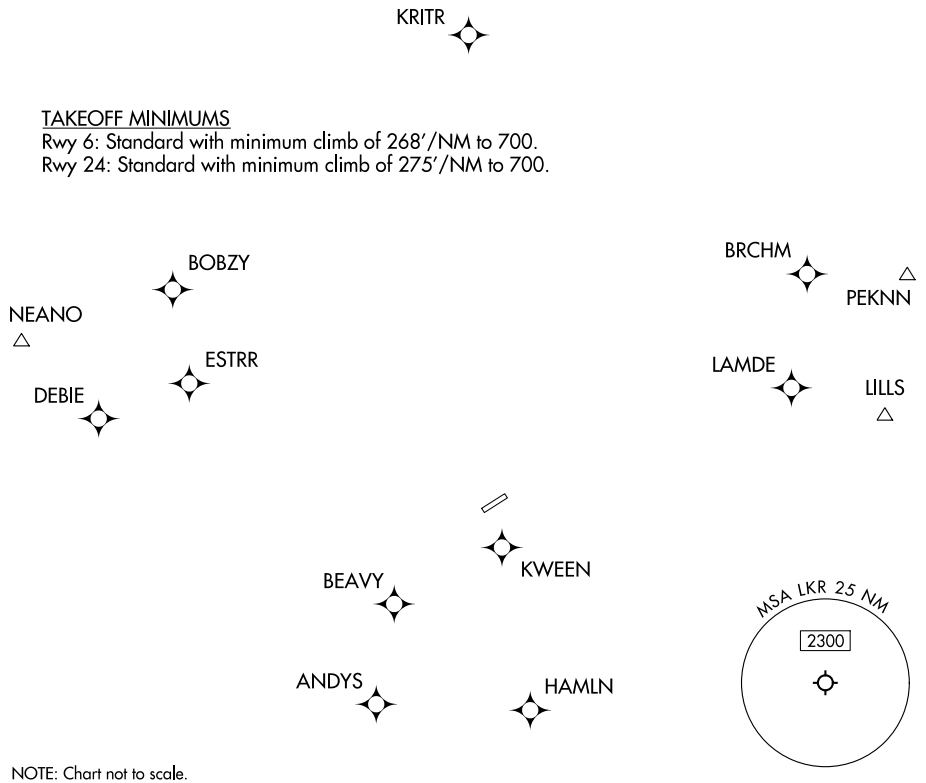
# CHARLOTTE SIX DEPARTURE

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

RADAR and DME required.

**TOP ALTITUDE: 3000**

NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.




TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 268'/NM to 700.
Rwy 24: Standard with minimum climb of 275'/NM to 700.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.




SE-2, 03 SEP 2026 to 29 OCT 2026

AL-5853 (FAA)

(DURST1.DURST) 26246

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

# DURST ONE DEPARTURE (RNAV)

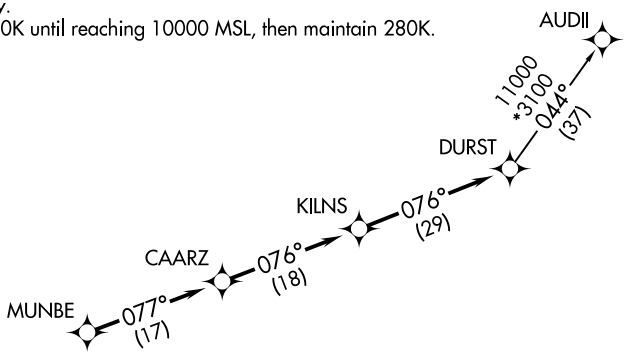
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

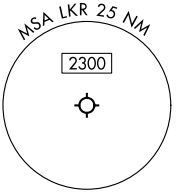
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026

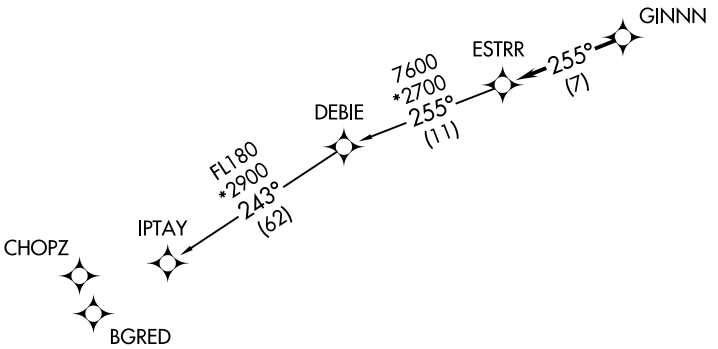
SE-2, 03 SEP 2026 to 29 OCT 2026

# ESTRR EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

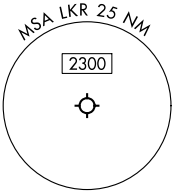
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(ICONS8.ICONS) 26246 AL-5853 (FAA)

# ICONS EIGHT DEPARTURE (RNAV)

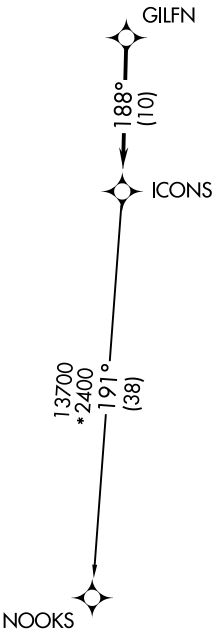
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

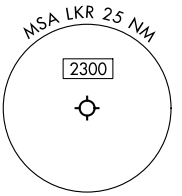
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GILFN, then on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

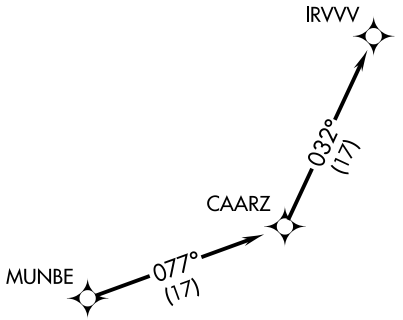
# IRVVV ONE DEPARTURE (RNAV)

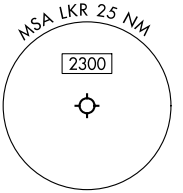
CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

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

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(JOJJO8.JOJJO) 26246 AL-5853 (FAA)

# JOJJO EIGHT DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA





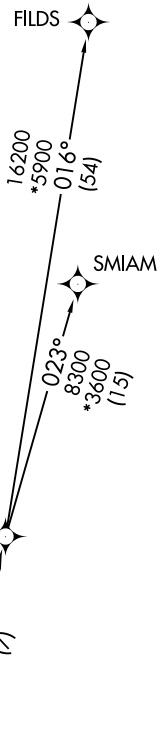

JOJJO EIGHT DEPARTURE (RNAV)
(JOJJO8.JOJJO) 03SEP26
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
SE-2, 03 SEP 2026 to 29 OCT 2026

# KRITR NINE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

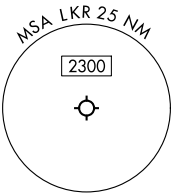
**TOP ALTITUDE: 3000**

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




TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.

NOTE: Jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to JDEAN, then on depicted route to KRITR. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AL-5853 (FAA)

(KWEEN8.KWEEN) 26246

# KWEEN EIGHT DEPARTURE (RNAV)

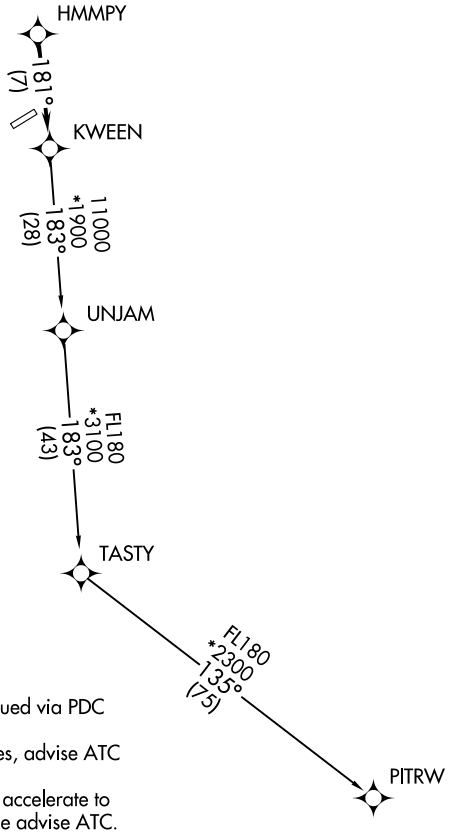
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.

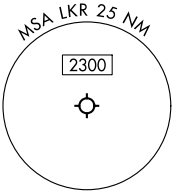



NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to HMMPY, then on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)




NOTE: Chart not to scale.



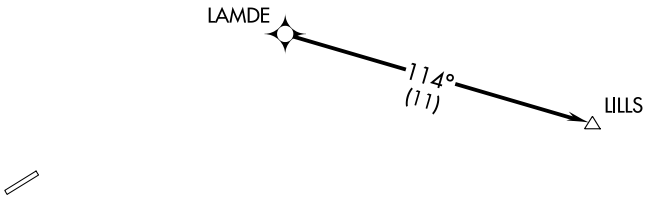
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

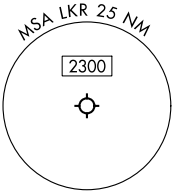
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(WEAZL8.WEAZL) 26246 AL-5853 (FAA)

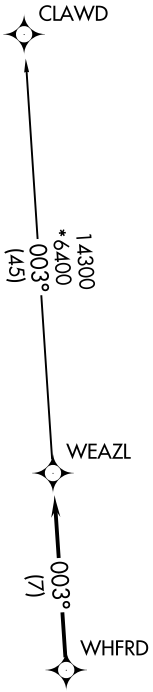
# WEAZL EIGHT DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725

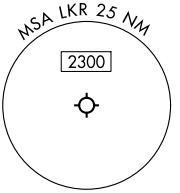
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwy 6: 300-1¼ or standard with minimum climb of 268'/NM to 700.
Rwy 24: 300-1¼ or standard with minimum climb of 275'/NM to 700.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to WHFRD, then on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)




SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 8

## LAURENS COUNTY (LUX)

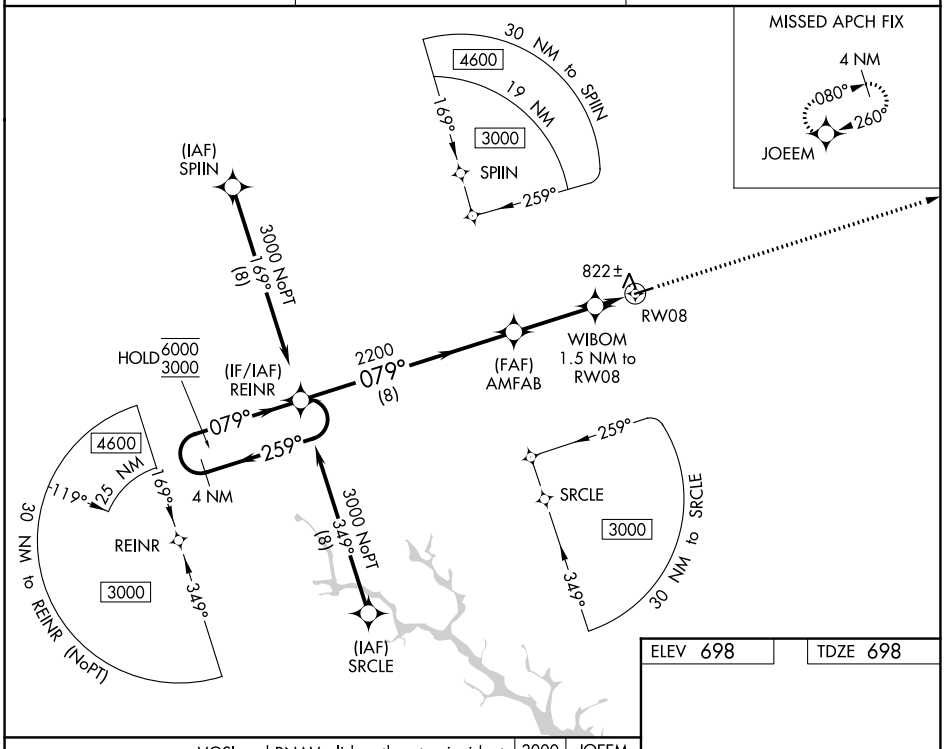
| WAAS | APP CRS | Rwy Ldg | 4051 |
|---|---|---|---|
| CH 72635 | 079° | TDZE | 698 |
| W08A | | Apt Elev | 698 |

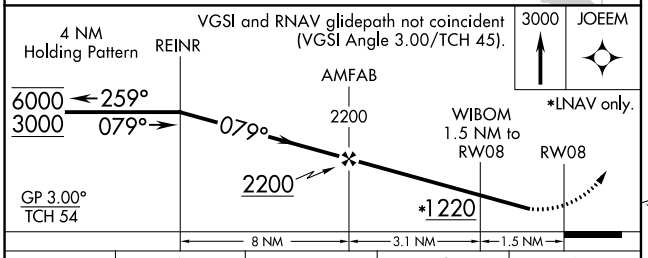
RNP APCH-GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

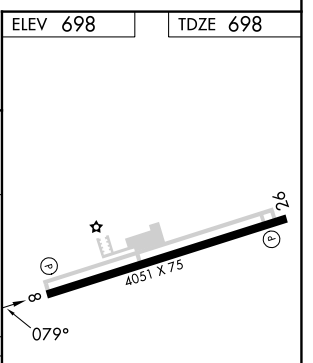
MISSED APPROACH: Climb to 3000 direct JOEEM and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 123.975 | 120.6 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 948-¾ | 250 (300-¾) | NA | |
| LNAV/VNAV DA | 957-¾ | 259 (300-¾) | NA | |
| LNAV MDA | 1080-1 | 382 (400-1) | NA | |
| CIRCLING | 1200-1 | 502 (600-1) | NA | |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LAURENS, SOUTH CAROLINA | AL-6166 (FAA) | 26190

# RNAV (GPS) RWY 26

LAURENS COUNTY (LUX)

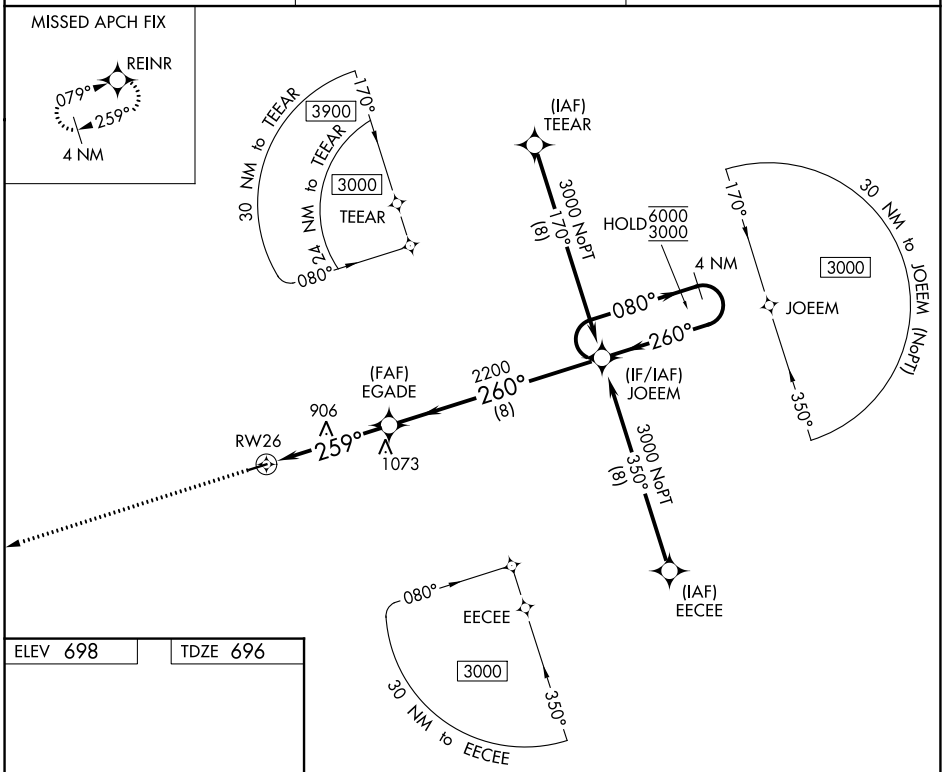
| WAAS CH 81935 W26A | APP CRS 259° | Rwy Ldg 4051 / TDZE 696 / Apt Elev 698 |
|---|---|---|

RNP APCH-GPS.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct REINR and hold.

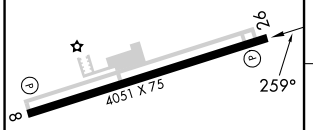
| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 123.975 | 120.6 350.2 | 122.8 (CTAF) L |




SE-2, 03 SEP 2026 to 29 OCT 2026

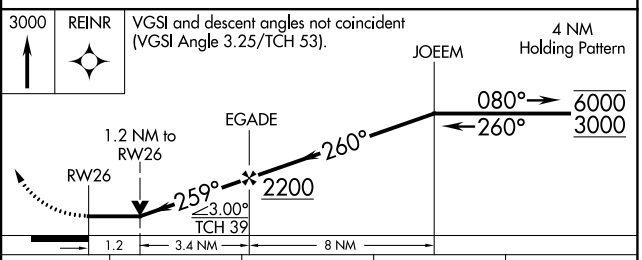
SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 698 | TDZE 696




REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 | 464 (500-1) | NA | |
| LNAV MDA | 1160-1 | 464 (500-1) | NA | |
| CIRCLING | 1200-1 | 502 (600-1) | NA | |

LAURENS, SOUTH CAROLINA | 34°30'N-81°57'W | LAURENS COUNTY (LUX)

Amdt 1A 20APR23

RNAV (GPS) RWY 26

| LOC/DME I-EXX | APP CRS | Rwy Ldg 5004 |
|---|---|---|
| 108.75 | 058° | TDZE 733 |
| Chan 24 (Y) | | Apt Elev 733 |

# ILS or LOC RWY 6

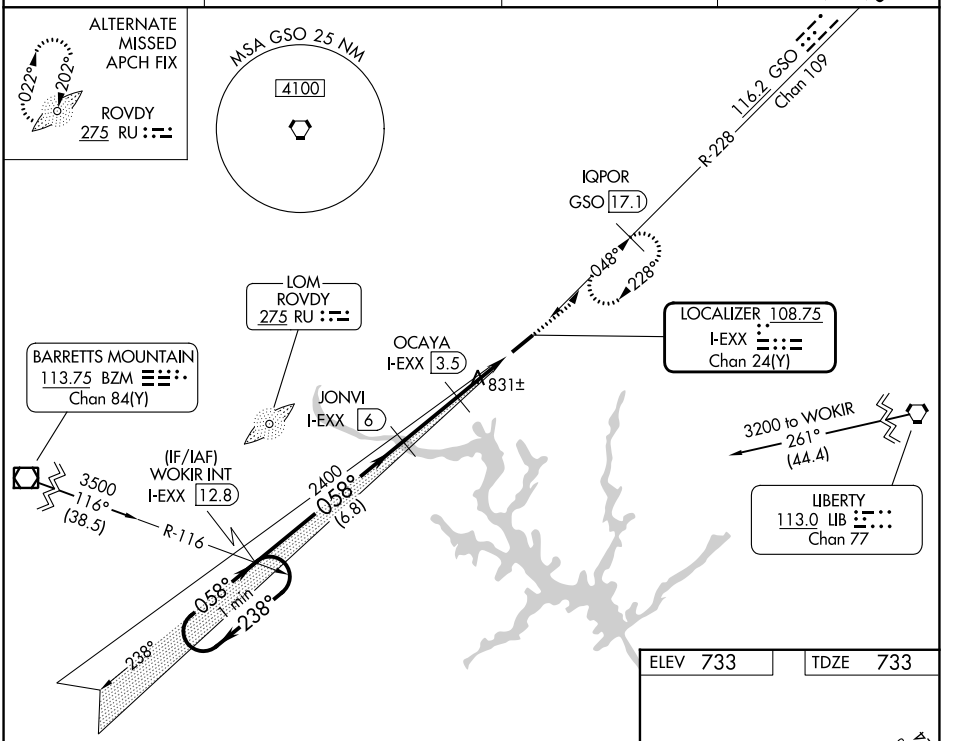
## DAVIDSON COUNTY EXEC (EXX)

T ANA VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility ⅛ mile. DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MALSR (A5)

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |



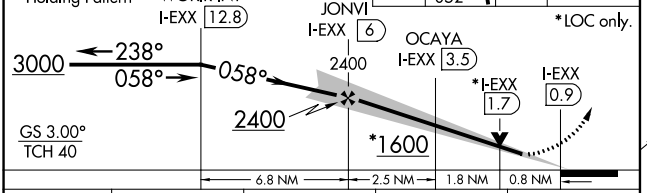

ELEV 733 TDZE 733

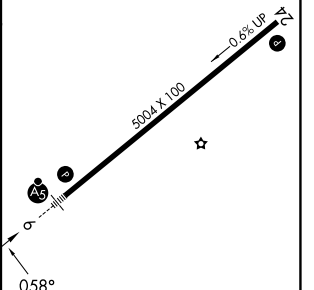
VGSI and ILS glidepath not coincident (VGSI Angle 4.00/TCH 28).

One Minute Holding Pattern

1200 2600 hdg 052° GSO R-228 IQPOR GSO 17.1

*LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 983-⅞ 250 (300-⅞) | | | NA |
| S-LOC 6 | 1120-1 387 (400-1) | | 1120-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 1220-1 487 (500-1) | 1240-1 507 (600-1) | 1340-1¾ 607 (700-1¾) | NA |

MIRL Rwy 6-24 L
REIL Rwys 24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LEXINGTON, NORTH CAROLINA AL-6294 (FAA) 26022

| WAAS | APP CRS | Rwy Ldg | 5004 |
|---|---|---|---|
| CH 97628 | 058° | TDZE | 733 |
| W06A | | Apt Elev | 733 |

# RNAV (GPS) RWY 6

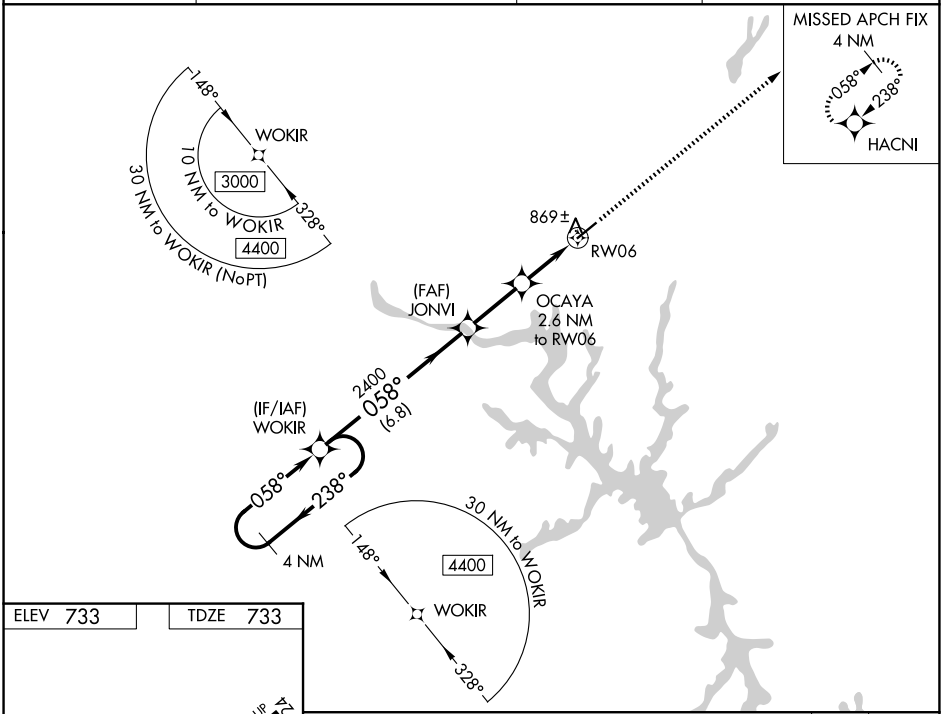
## DAVIDSON COUNTY EXEC (EXX)

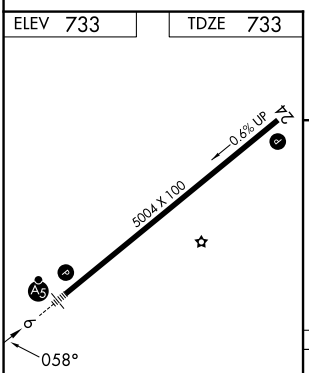
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

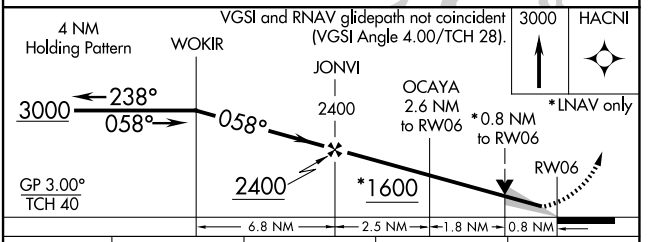
MALSR

MISSED APPROACH: Climb to 3000 direct HACNI and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983-⅞ | 250 (300-⅞) | | NA |
| LNAV/VNAV DA | 1020-1 | 287 (300-1) | | NA |
| LNAV MDA | 1120-1 387 (400-1) | | 1120-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 1220-1 487 (500-1) | 1240-1 507 (600-1) | 1340-1¾ 607 (700-1¾) | NA |

MIRL Rwy 6-24 L
REIL Rwys 24 L

LEXINGTON, NORTH CAROLINA
Orig-B 20MAY21

35°47'N-80°18'W

DAVIDSON COUNTY EXEC (EXX)
RNAV (GPS) RWY 6


SE-2, 03 SEP 2026 to 29 OCT 2026

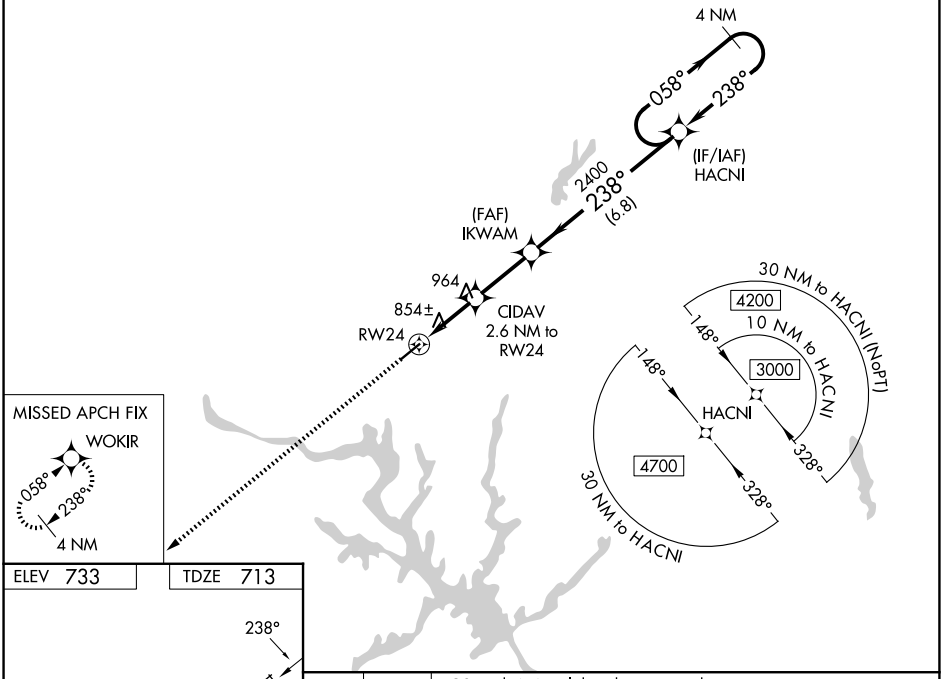
| WAAS | APP CRS | Rwy Ldg | 5004 |
|---|---|---|---|
| CH 69326 | 238° | TDZE | 713 |
| W24A | | Apt Elev | 733 |

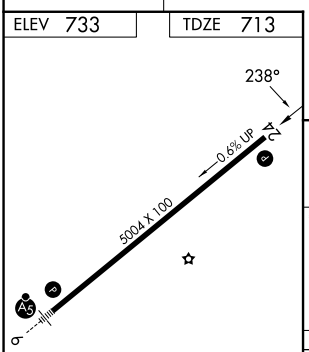
# RNAV (GPS) RWY 24
## DAVIDSON COUNTY EXEC (EXX)

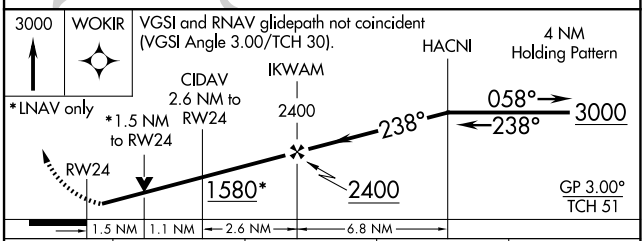
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C visibility ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1026-1 313 (300-1) | | | NA |
| LNAV/VNAV DA | 1150-1½ 437 (500-1½) | | | NA |
| LNAV MDA | 1220-1 507 (500-1) | | 1220-1⅜ 507 (500-1⅜) | NA |
| CIRCLING | 1220-1 487 (500-1) | 1240-1 507 (600-1) | 1340-1¾ 607 (700-1¾) | NA |

MIRL Rwy 6-24 L
REIL Rwys 24 L



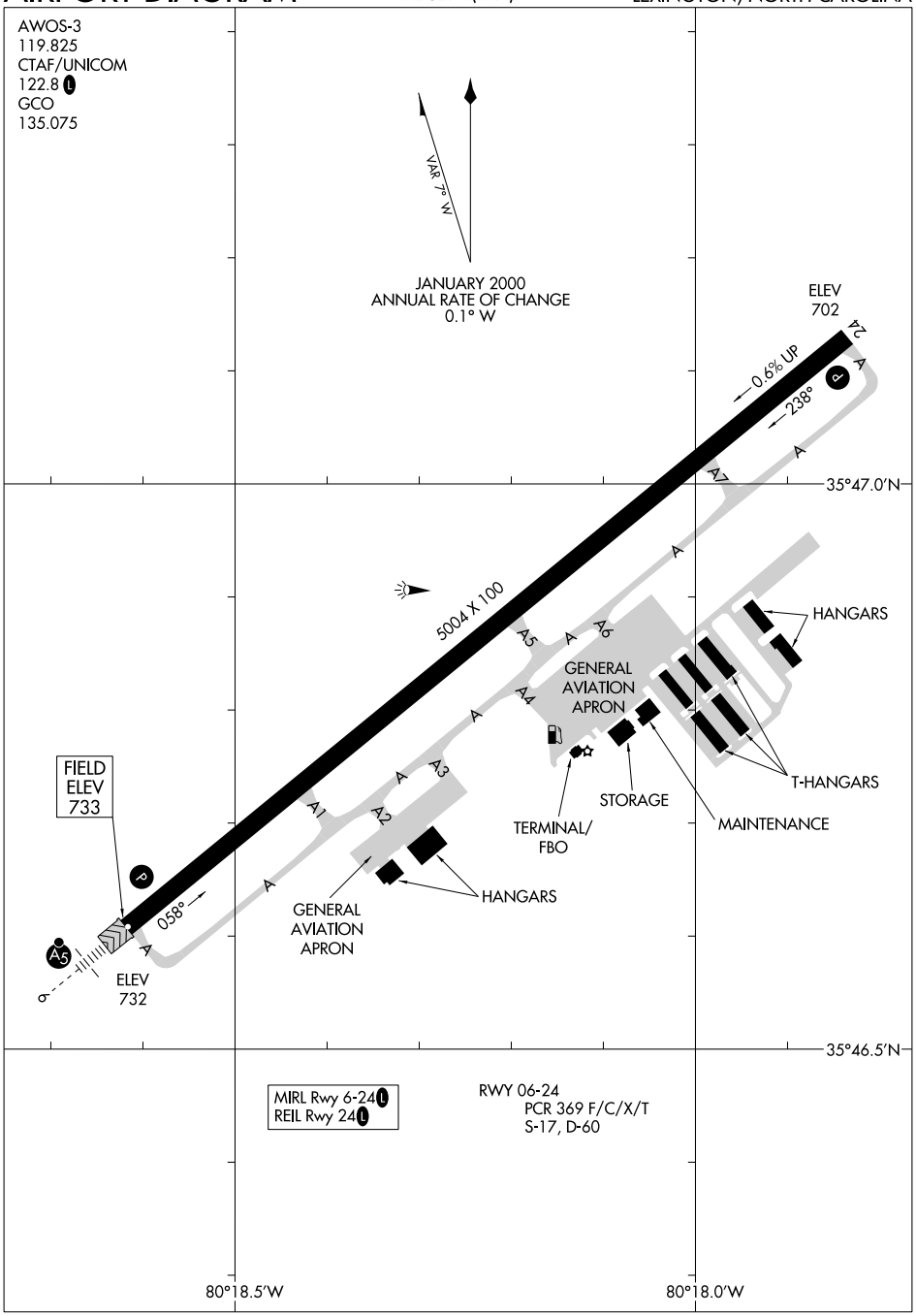
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26134

# AIRPORT DIAGRAM

AL-6294 (FAA)

DAVIDSON COUNTY EXEC (EXX)
LEXINGTON, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

LEXINGTON, NORTH CAROLINA
DAVIDSON COUNTY EXEC (EXX)

| LOC/DME I-IPJ | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 111.15 | 233° | TDZE | 872 |
| Chan 48(Y) | | Apt Elev | 878 |

# ILS Y or LOC Y RWY 23

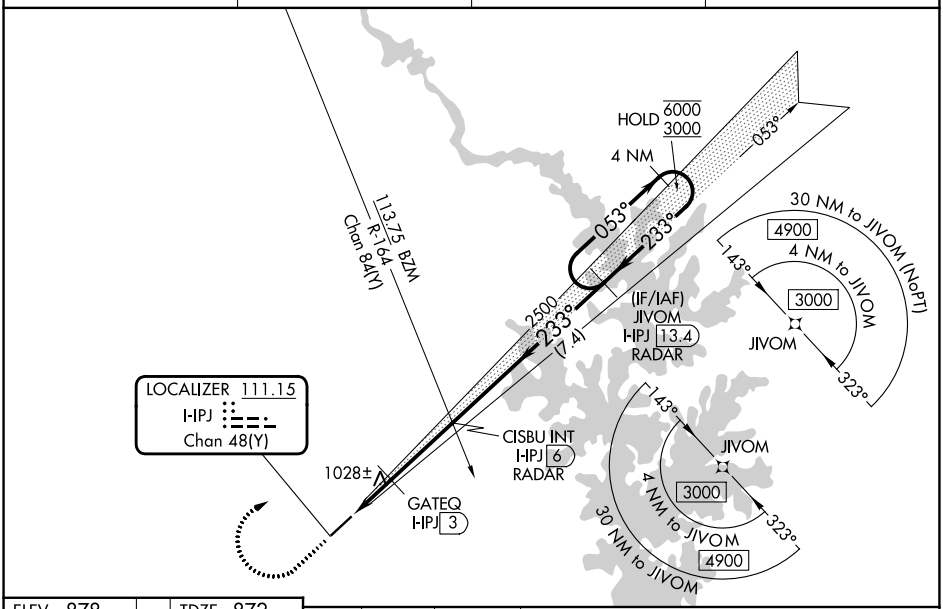
LINCOLN COUNTY RGNL (IPJ)

RNP APCH - GPS.

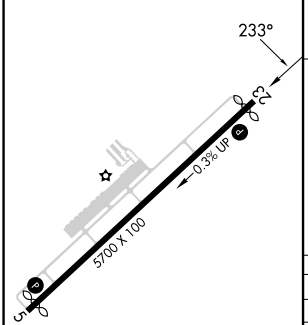
T A VDP NA when using CLT altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CLT altimeter setting: increase S-ILS 23 DA to 1213 feet and visibilities ⅛ SM; increase all MDAs 80 feet and S-LOC 23 visibility Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM; increase GATEQ Fix Minimums S-LOC visibility Cats C/D and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct JIVOM and hold.

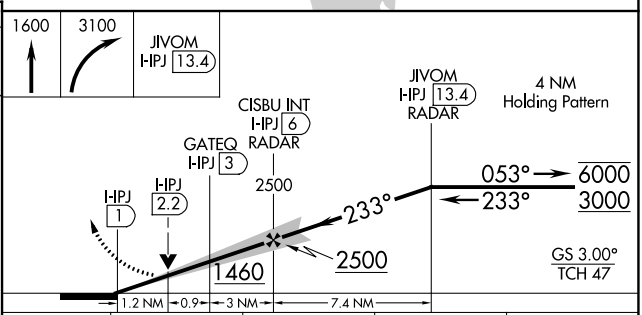
| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




ELEV 878 TDZE 872




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1149-⅞ 277 (300-⅞) | | | |
| S-LOC 23 | 1460-1 588 (600-1) | | 1460-1¾ 588 (600-1¾) | |
| CIRCLING | 1460-1 582 (600-1) | | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |
| GATEQ FIX MINIMUMS | | | | |
| S-LOC 23 | 1280-1 408 (500-1) | | 1280-1⅛ 408 (500-1⅛) | |
| CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 26246

| LOC/DME I-IPJ | APP CRS | Rwy Ldg 5501 |
|---|---|---|
| 111.15 | 233° | TDZE 872 |
| Chan 48 (Y) | | Apt Elev 878 |

# ILS Z or LOC Z RWY 23

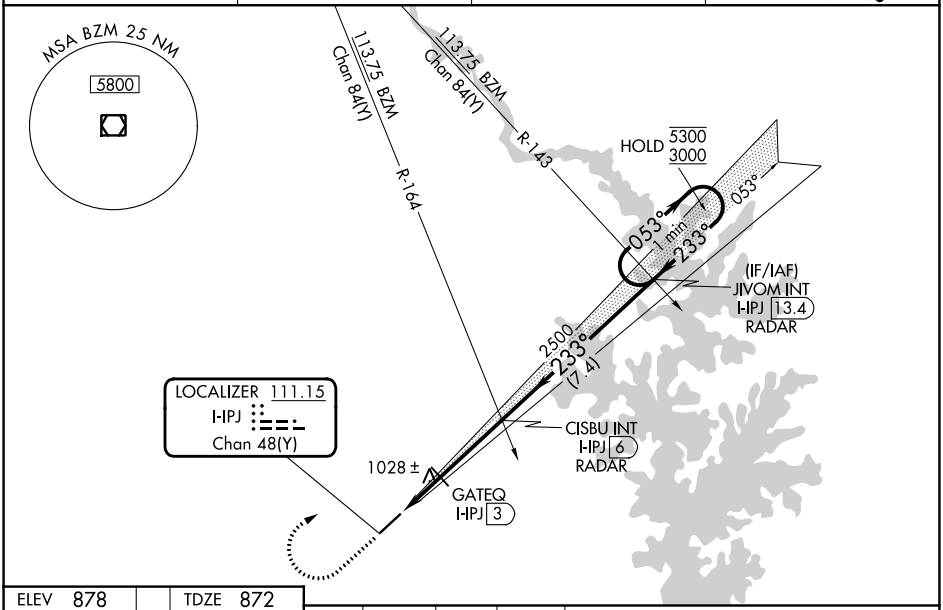
LINCOLN COUNTY RGNL (IPJ)

RADAR or RNAV required for procedure entry.

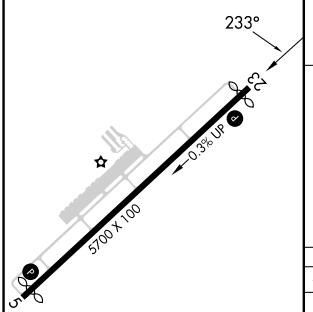
VDP NA when using CLT altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CLT altimeter setting: increase S-ILS 23 DA to 1213 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and S-LOC 23 visibility Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM; increase GATEQ Fix Minimums S-LOC visibility Cats C/D and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-IPJ 13.4 DME/RADAR and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




ELEV 878 TDZE 872

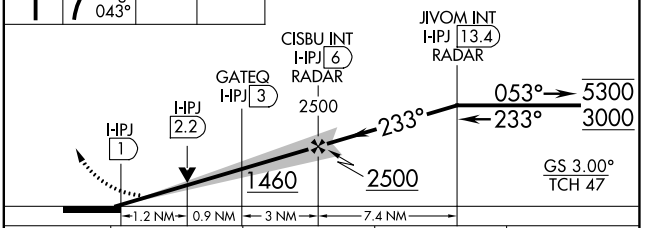



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| 1600 | 3100 hdg 043° | BZM R-143 | JIVOM INT |
|---|---|---|---|

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1149-⅞ 277 (300-⅞) | | | |
| S-LOC 23 | 1460-1 588 (600-1) | | 1460-1¾ 588 (600-1¾) | |
| CIRCLING | 1460-1 582 (600-1) | | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |
| GATEQ FIX MINIMUMS | | | | |
| S-LOC 23 | 1280-1 408 (500-1) | | 1280-1⅛ 408 (500-1⅛) | |
| CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |

LINCOLNTON, NORTH CAROLINA
Amdt 1 22JAN26

35°29'N-81°10'W

LINCOLN COUNTY RGNL (IPJ)
ILS Z or LOC Z RWY 23

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

## LINCOLN COUNTY RGNL (IPJ)

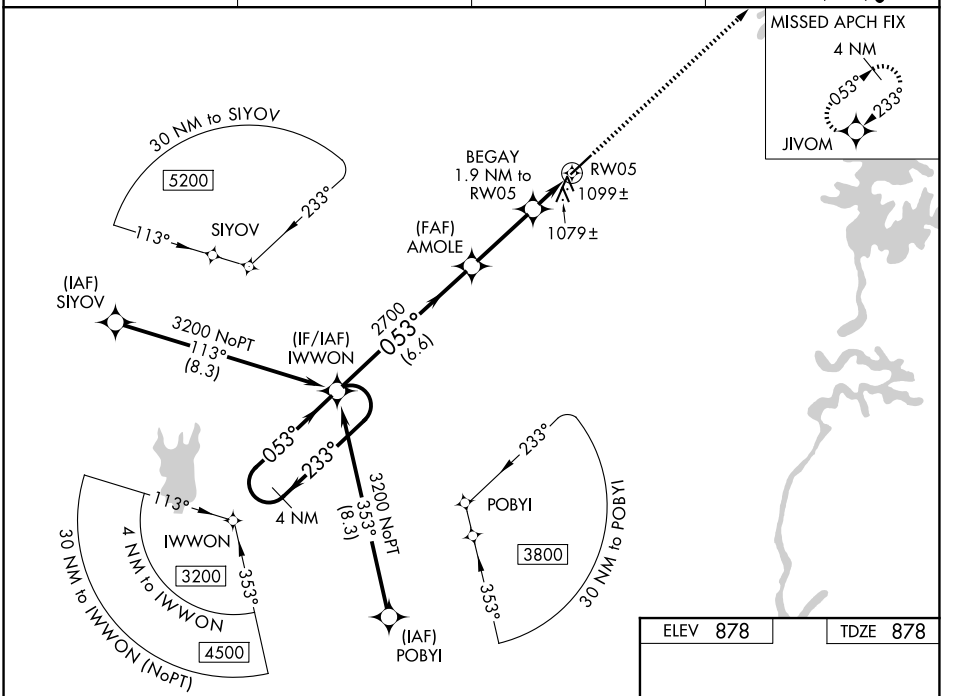
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 78408 | 053° | TDZE | 878 |
| W05A | | Apt Elev | 878 |

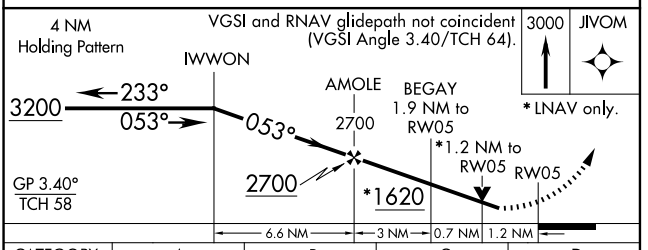
RNP APCH.

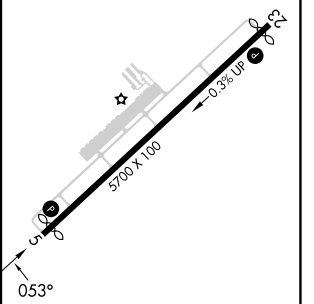
When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1395 feet, LNAV/VNAV DA to 1463 feet and visibility LNAV/VNAV ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Rwy 5 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1332-1⅜ 454 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 1400-1½ 522 (600-1½) | | | NA |
| LNAV MDA | 1360-1 482 (500-1) | | 1360-1⅜ 482 (500-1⅜) | |
| CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 26134

| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 69210 | 233° | TDZE | 872 |
| W23A | | Apt Elev | 878 |

# RNAV (GPS) RWY 23

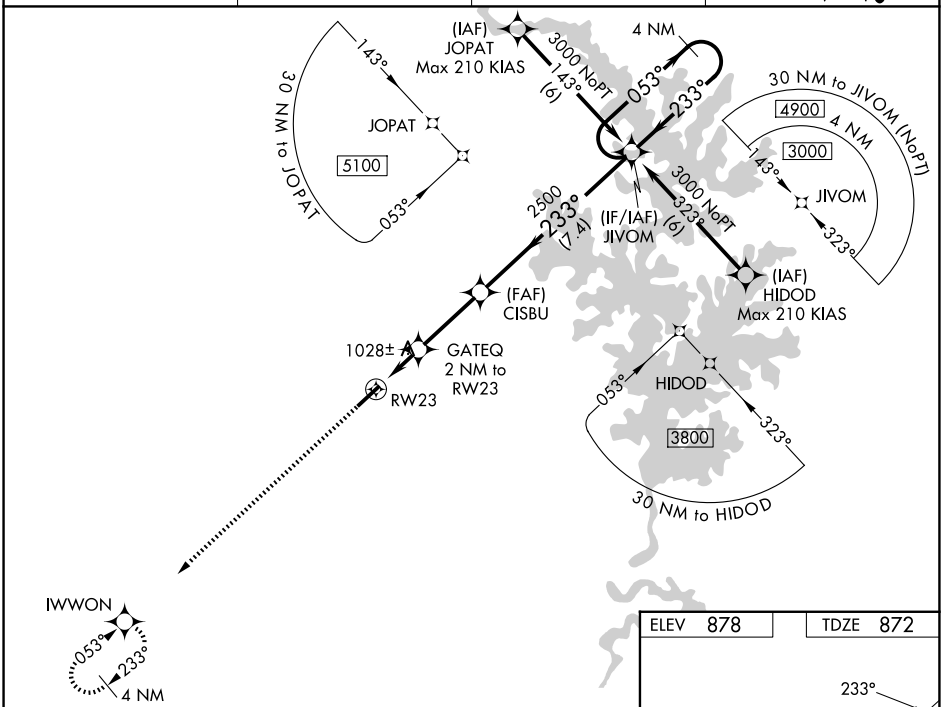
LINCOLN COUNTY RGNL (IPJ)

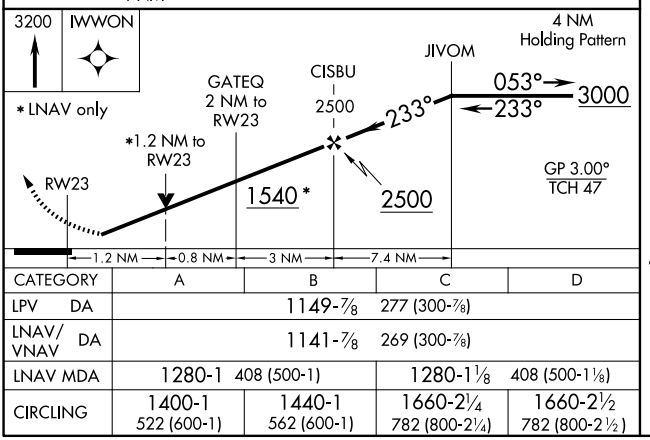
RNP APCH.

When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1212 feet, LNAV/VNAV DA to 1204 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

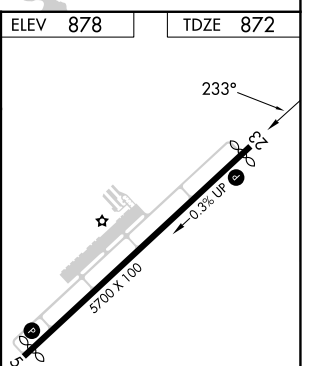
MISSED APPROACH: Climb to 3200 direct IWWON and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1149-⅞ | 277 (300-⅞) | | |
| LNAV/VNAV DA | 1141-⅞ | 269 (300-⅞) | | |
| LNAV MDA | 1280-1 | 408 (500-1) | 1280-1⅛ | 408 (500-1⅛) |
| CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1660-2¼ 782 (800-2¼) | 1660-2½ 782 (800-2½) |




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# BATTA ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, for vectors to MESHY, thence. . .

. . .on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

SE-2, 03 SEP 2026 to 29 OCT 2026

(BEAVY9.BEAVY) 26246 AL-6894 (FAA)

# BEAVY NINE DEPARTURE (RNAV)

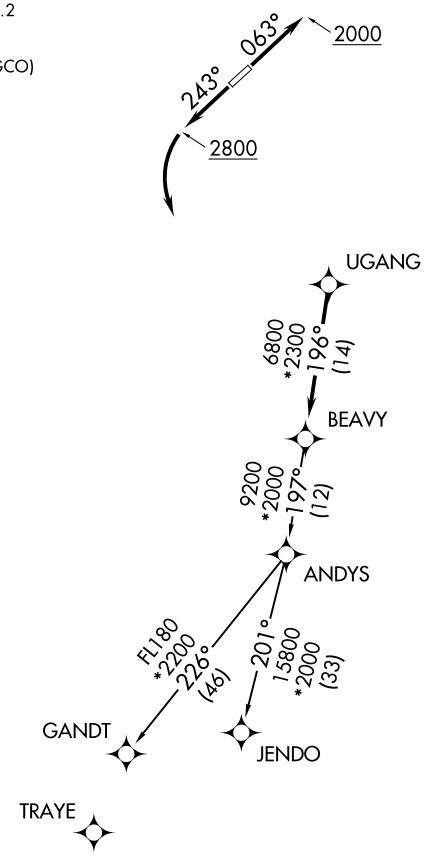
LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA



CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

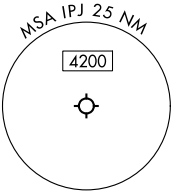
**TOP ALTITUDE: 3000**

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




TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to UGANG, thence. . .

. . .on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

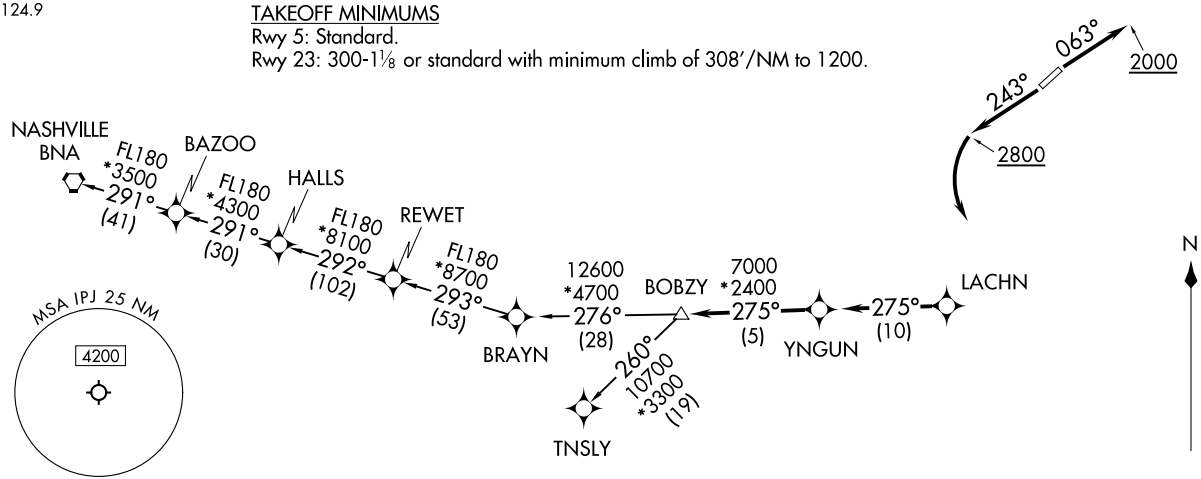
LINCOLNTON, NORTH CAROLINA
LINCOLN COUNTY RGNL (IPJ)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to LACHN, thence. . .

. . .on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246
BOBZY EIGHT DEPARTURE (RNAV)
LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

(CLT6.CLT) 26246

AL-6894 (FAA)

# CHARLOTTE SIX DEPARTURE

LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

RADAR and DME required.

**TOP ALTITUDE: 3000**

NALEY

NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.

KRITR

BOBZY

NEANO

ESTRR

DEBIE

BRCHM

PEKNN

LAMDE

LILLS

TAKEOFF MINIMUMS
Rwy 5: Standard with minimum climb of 295'/NM to 2900.
Rwy 23: Standard with minimum climb of 420'/NM to 3000.

KWEEN

BEAVY

ANDYS

HAMLN

MSA IPJ 25 NM
4200

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

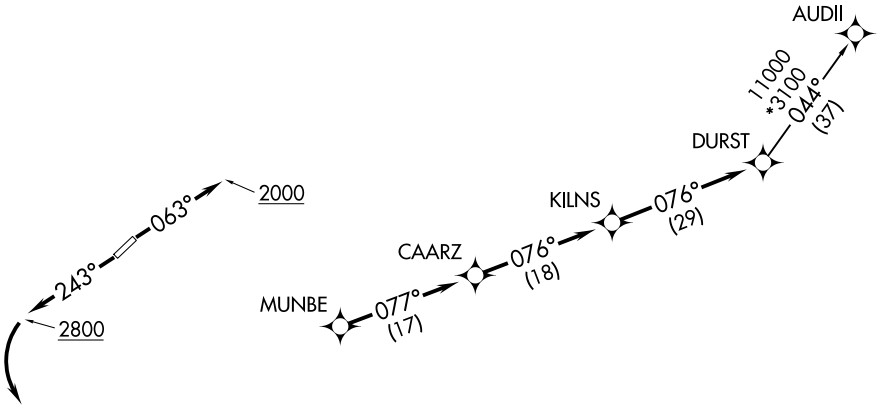
# DURST ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

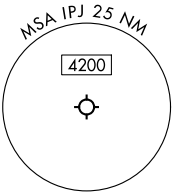
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, for vectors to MUNBE, thence. . .

. . .on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)




SE-2, 03 SEP 2026 to 29 OCT 2026

(ESTRR8.ESTRR) 26246 AL-6894 (FAA)

# ESTRR EIGHT DEPARTURE (RNAV)

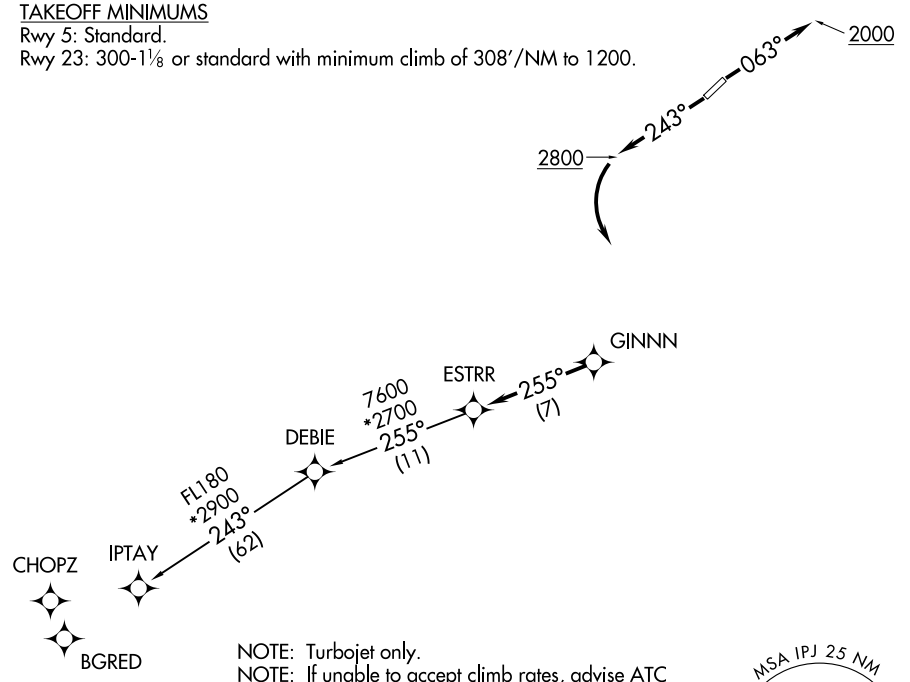
LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

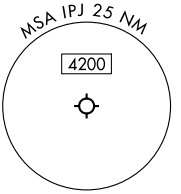
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to GINNN, thence. . .

. . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



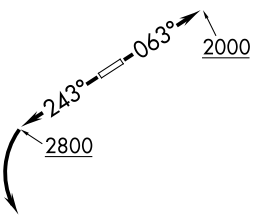

SE-2, 03 SEP 2026 to 29 OCT 2026

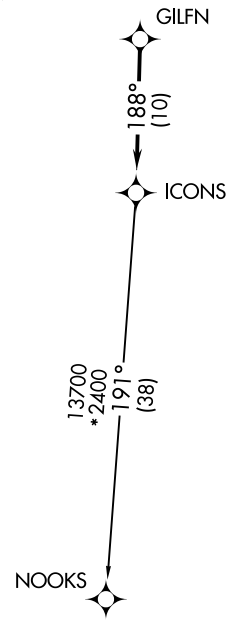
# ICONS EIGHT DEPARTURE (RNAV)

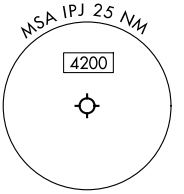
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to GILFN, thence. . .

. . .on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(IRVVV1.IRVVV) 26246

AL-6894 (FAA)

# IRVVV ONE DEPARTURE (RNAV)

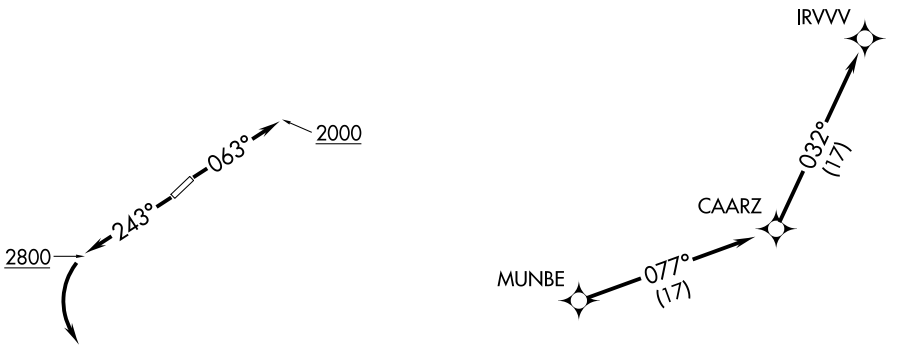
LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

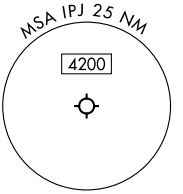
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to MUNBE, thence. . .

. . .on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

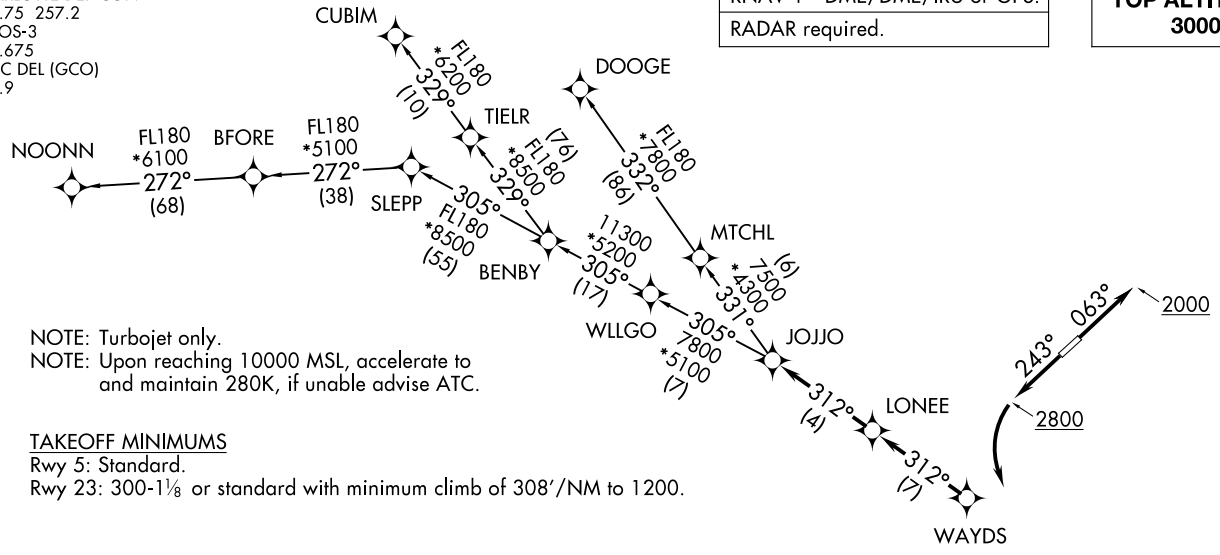
# JOJJO EIGHT DEPARTURE (RNAV)

(JOJJO8.JOJJO) 03SEP26

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

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

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

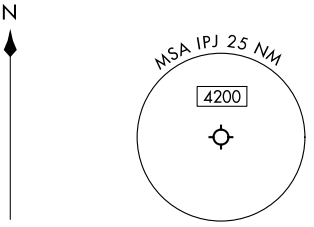
TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to WAYDS, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to WAYDS, thence. . .

. . .on depicted route to JOJJO, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)




NOTE: Chart not to scale.

LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

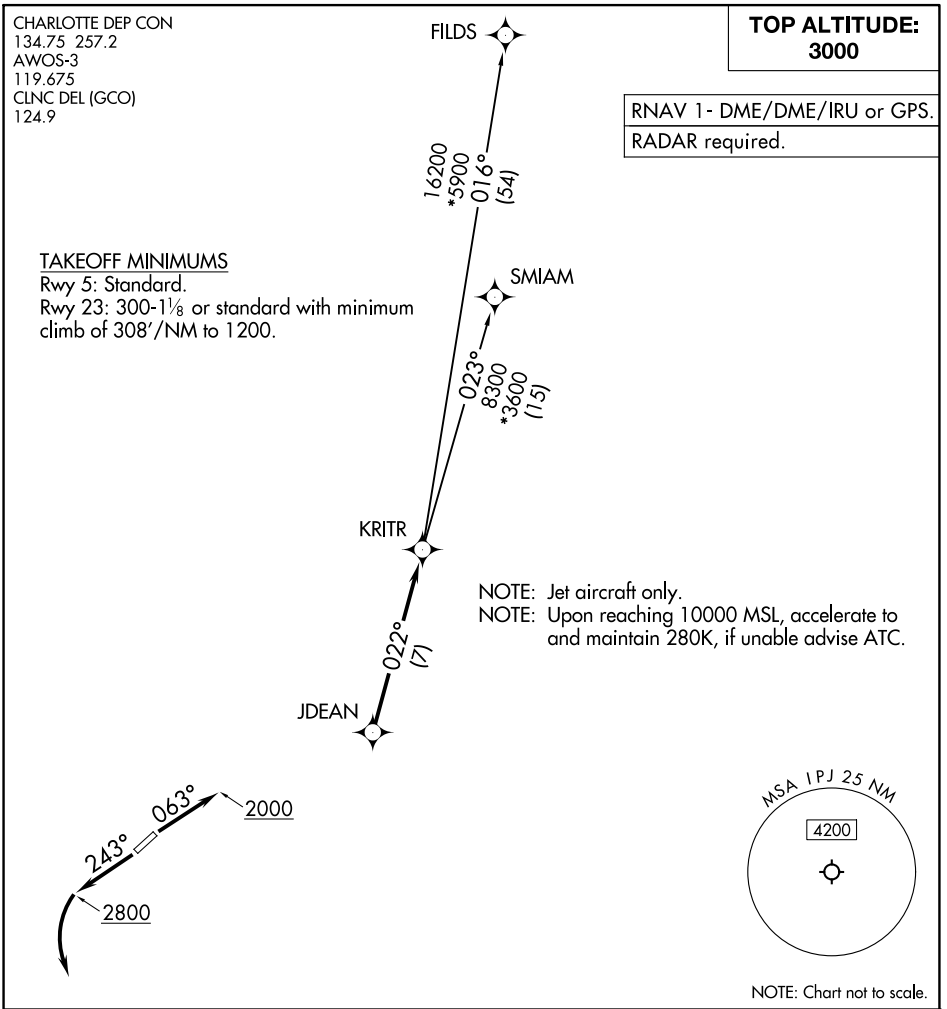
(JOJJO8.JOJJO) 26246

AL-6894 (FAA)

(KRITR9.KRITR) 26246 AL-6894 (FAA)

# KRITR NINE DEPARTURE (RNAV)

LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left for vectors to JDEAN, thence. . .

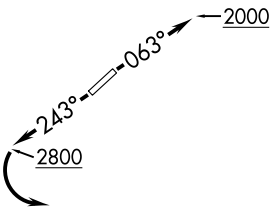
. . .on depicted route to KRITR, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

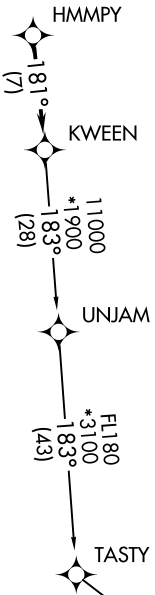
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9



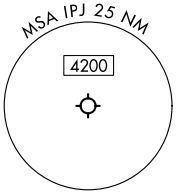

**TOP ALTITUDE: 3000**

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

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, for vectors to HMMPY, thence. . .

. . .on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246 AL-6894 (FAA)

# LILLS SIX DEPARTURE (RNAV)

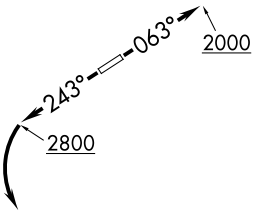
LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

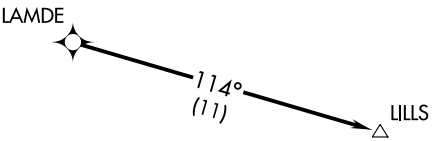
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

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

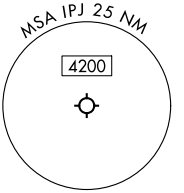
**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, for vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



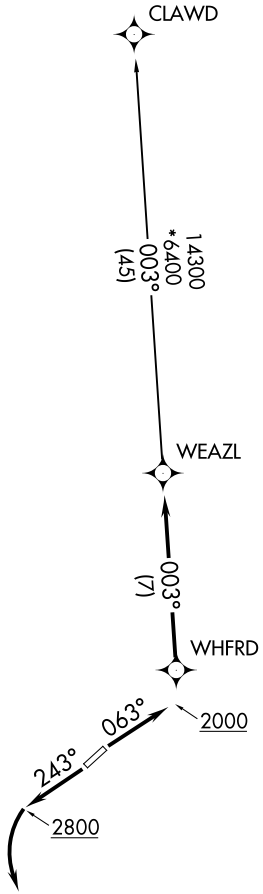

SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9

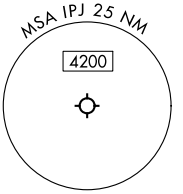
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: 300-1⅛ or standard with minimum climb of 308'/NM to 1200.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, for vectors to WHFRD, thence. . .

. . .on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)




SE-2, 03 SEP 2026 to 29 OCT 2026

LORIS, SOUTH CAROLINA AL-6525 (FAA) 19115

# GPS RWY 26

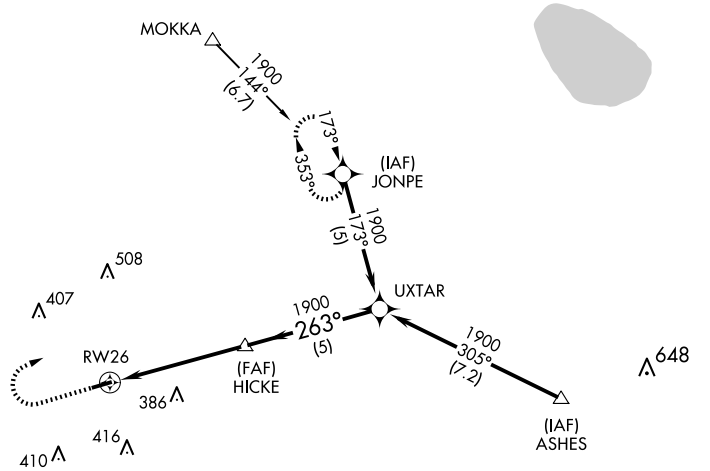
TWIN CITY (5J9)

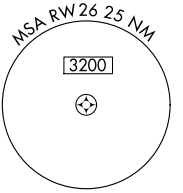
| APP CRS | Rwy Idg | 3694 |
|---|---|---|
| 263° | TDZE | 99 |
| | Apt Elev | 99 |

Use Myrtle Beach Intl altimeter setting.
Procedure NA at night.
Helicopter visibility below 1 SM NA.

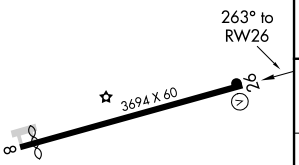
MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

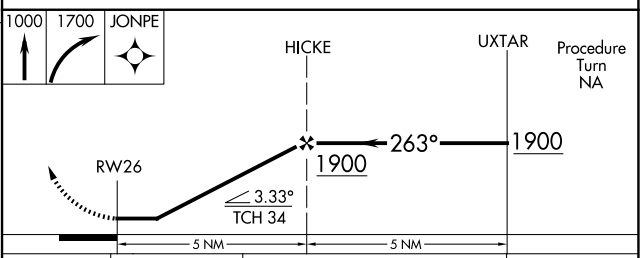
| MYRTLE BEACH APP CON ★ | CTAF |
|---|---|
| 119.2 350.3 | 122.9 |




ELEV 99 TDZE 99




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 540-1 441 (500-1) | | NA | |
| CIRCLING | 600-1 501 (600-1) | | NA | |

LIRL Rwy 8-26

LORIS, SOUTH CAROLINA
Orig-A 10DEC15

34°05'N-78°52'W

TWIN CITY (5J9)

GPS RWY 26


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 5

## TRIANGLE NORTH EXEC (LHZ)

| LOC/DME I-LHZ | APP CRS | Rwy Ldg | 5498 |
|---|---|---|---|
| 109.35 | 046° | TDZE | 368 |
| Chan 30 (Y) | | Apt Elev | 368 |

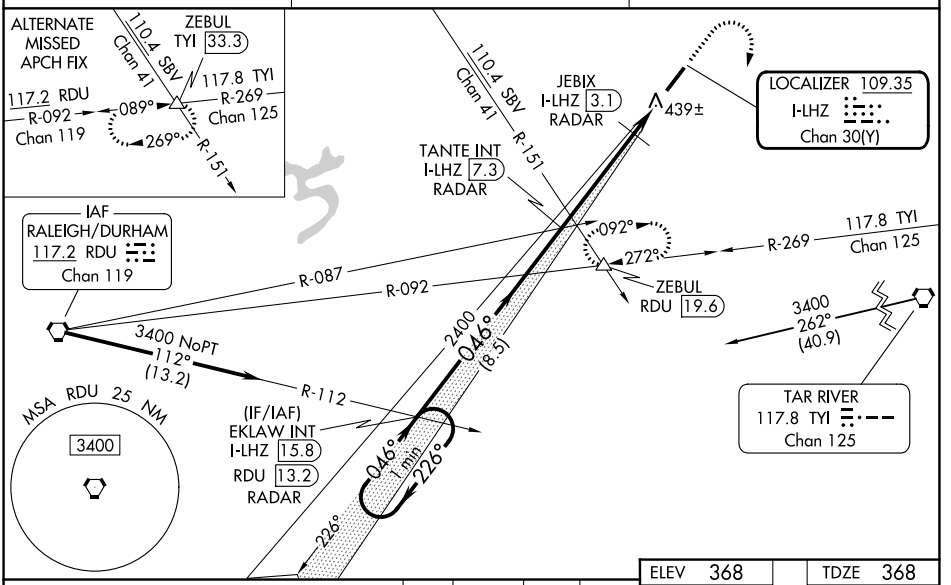
DME or RADAR required.

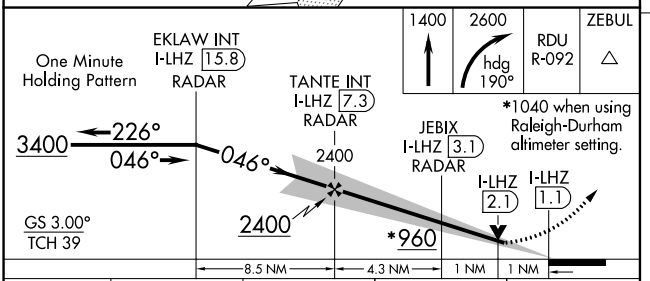
T A NA VDP NA when using Raleigh-Durham altimeter setting. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase ILS DA to 633 feet and all MDAs 80 feet; increase S-LOC and Circling visibility Cats C/D ¼ SM and JEBIX Fix Minimums: Circling visibility Cat C/D ¼ SM. Autopilot coupled approach NA below 600 feet MSL.

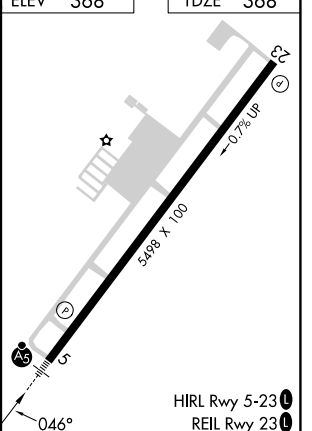
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on heading 190° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 568-½ 200 (200-½) | | | |
| S-LOC 5 | 960-½ 592 (600-½) | | 960-1¼ 592 (600-1¼) | |
| CIRCLING | 960-1 592 (600-1) | | 980-1¾ 612 (700-1¾) | 1000-2 632 (700-2) |
| JEBIX FIX MINIMUMS | | | | |
| S-LOC 5 | 700-½ 332 (400-½) | | 700-¾ 332 (400-¾) | |
| CIRCLING | 800-1 432 (500-1) | 840-1 472 (500-1) | 980-1¾ 612 (700-1¾) | 1000-2 632 (700-2) |

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LOUISBURG, NORTH CAROLINA AL-9131 (FAA) 26246

| WAAS | APP CRS | Rwy Ldg | 5498 |
|---|---|---|---|
| CH **90103** | **046°** | TDZE | **368** |
| **W05A** | | Apt Elev | **368** |

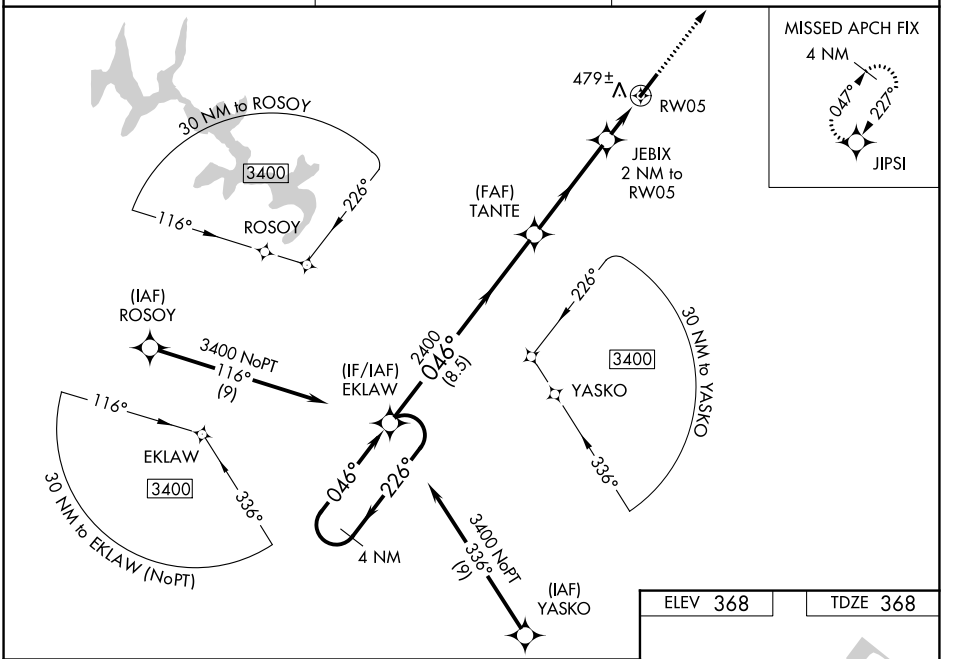
# RNAV (GPS) RWY 5
## TRIANGLE NORTH EXEC (LHZ)

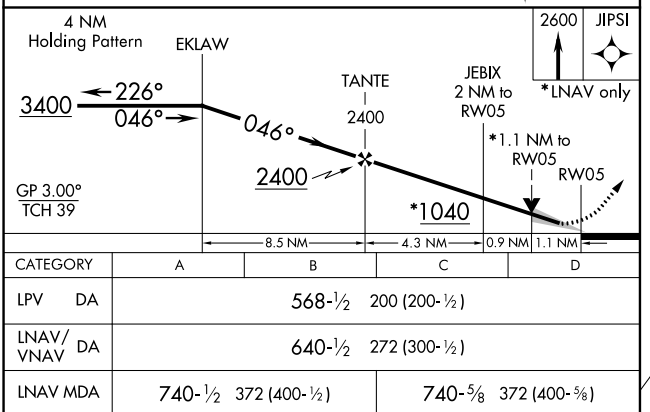
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase LPV DA to 633 feet; LNAV/VNAV DA to 705 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and visibility Cat C/D ¼ SM. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cats C/D visibility to 1 mile. For inop MALSR when using Raleigh-Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile. Baro-VNAV and VDP NA with Raleigh-Durham altimeter setting.

MALSR

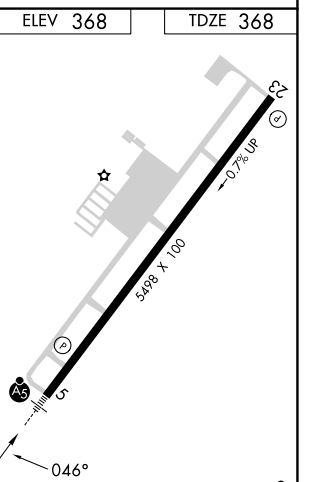
MISSED APPROACH: Climb to 2600 direct JIPSI and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| **118.325** | **125.3 353.675** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 568-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 640-½ 272 (300-½) | | | |
| LNAV MDA | 740-½ 372 (400-½) | | 740-⅝ 372 (400-⅝) | |
| CIRCLING | 800-1 432 (500-1) | 840-1 472 (500-1) | 980-1¾ 612 (700-1¾) | 1000-2 632 (700-2) |







SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

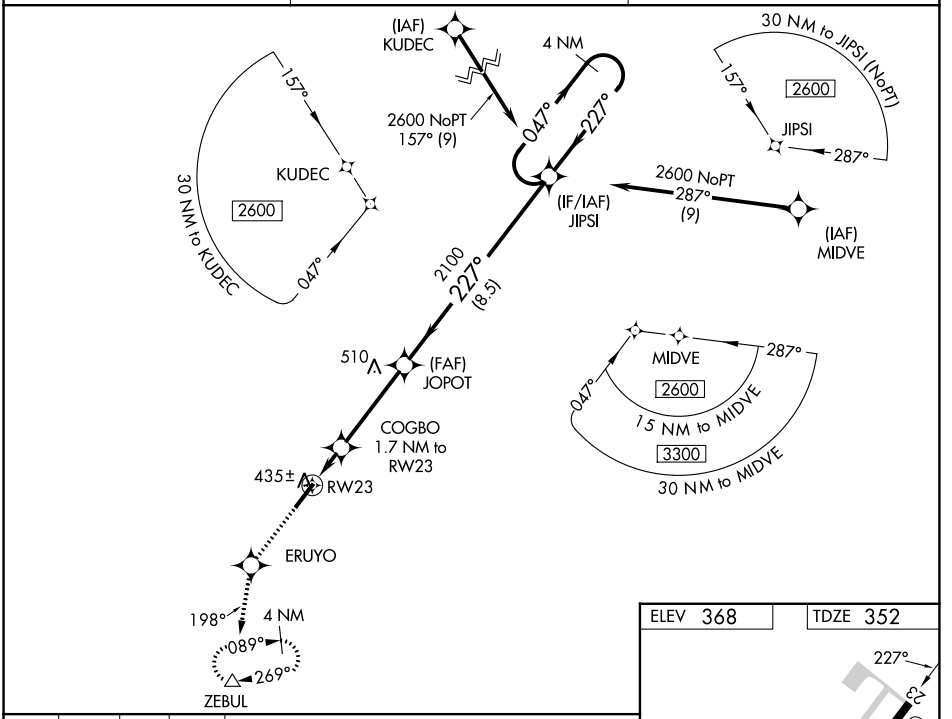
## TRIANGLE NORTH EXEC (LHZ)

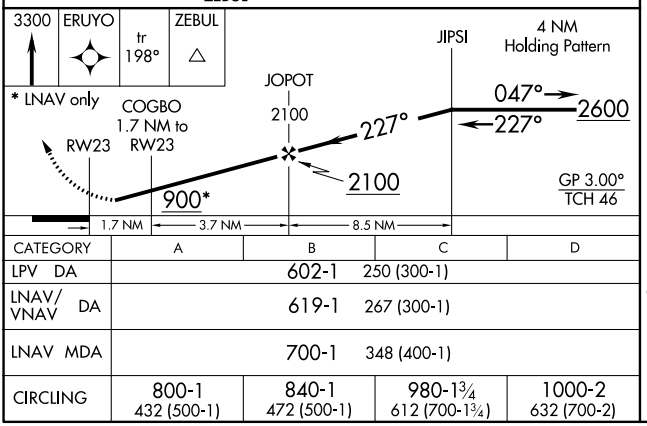
| WAAS CH 62825 W23A | APP CRS 227° | Rwy Ldg 5498 / TDZE 352 / Apt Elev 368 |
|---|---|---|

T A Baro-VNAV NA when using Raleigh-Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase LPV DA to 667 feet; LNAV/VNAV DA to 684 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and visibility Cats C/D ⅜ SM.

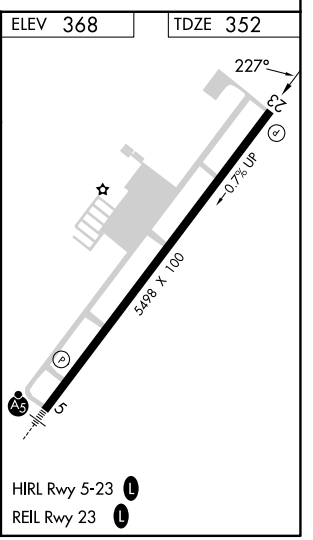
MISSED APPROACH: Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 602-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 619-1 | 267 (300-1) | |
| LNAV MDA | | 700-1 | 348 (400-1) | |
| CIRCLING | 800-1<br>432 (500-1) | 840-1<br>472 (500-1) | 980-1¾<br>612 (700-1¾) | 1000-2<br>632 (700-2) |




HIRL Rwy 5-23 L
REIL Rwy 23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LOUISBURG, NORTH CAROLINA

AL-9131 (FAA)

26246

| VORTAC RDU | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 117.2 | 077° | TDZE | N/A |
| Chan 119 | | Apt Elev | 368 |

# VOR-A

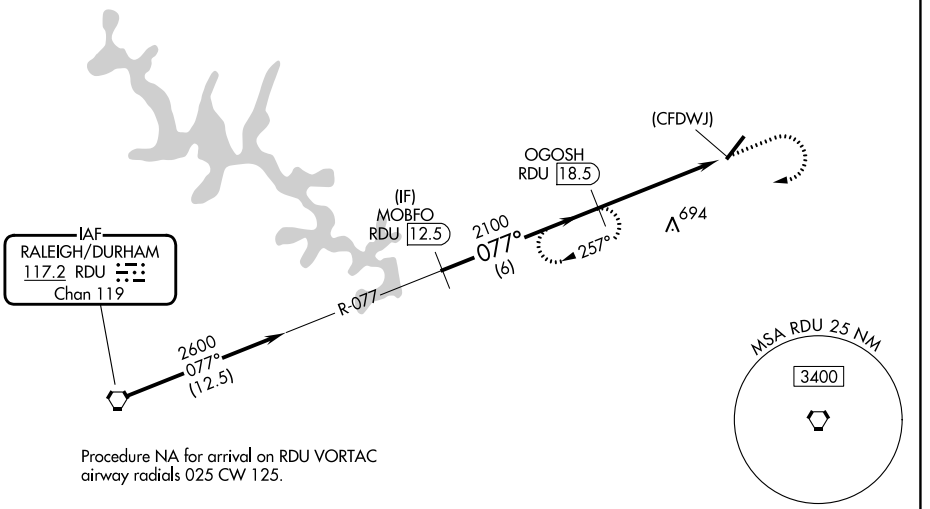
TRIANGLE NORTH EXEC (LHZ)

DME required.

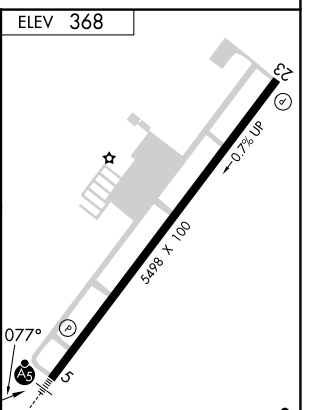
When local altimeter not received, use Raleigh-Durham Intl altimeter setting and increase all MDA 80 feet and Cats B/C visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 on heading 280° and on RDU VORTAC R-077 to OGOSH/RDU 18.5 DME and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) L |

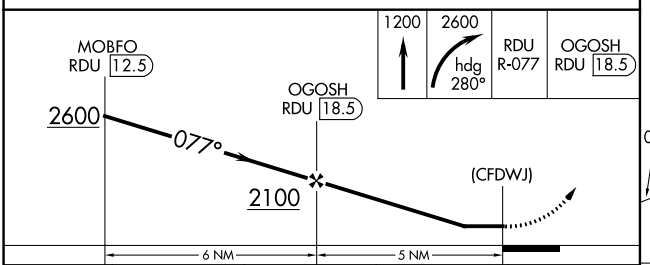



Procedure NA for arrival on RDU VORTAC airway radials 025 CW 125.




HIRL Rwy 5-23 L

REIL Rwy 23 L




| 1200 | 2600 | RDU | OGOSH |
|---|---|---|---|
| | hdg 280° | R-077 | RDU 18.5 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1¼ 892 (900-1¼) | | 1260-2¾ 892 (900-2¾) | 1260-3 892 (900-3) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 5

LUMBERTON RGNL (LBT)

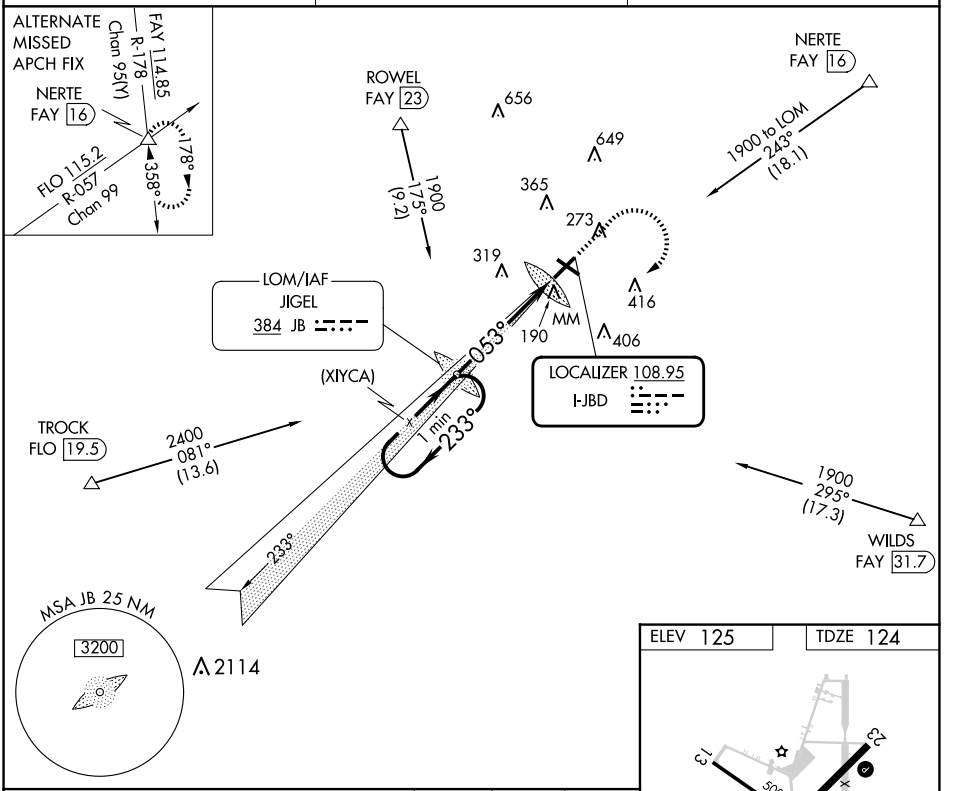
| LOC I-JBD | APP CRS | Rwy Idg | 5343 |
|---|---|---|---|
| 108.95 | 053° | TDZE | 124 |
| | | Apt Elev | 125 |

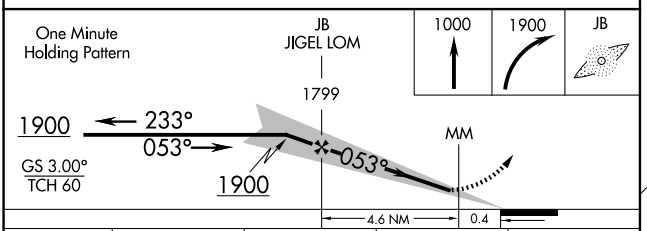
ADF required.

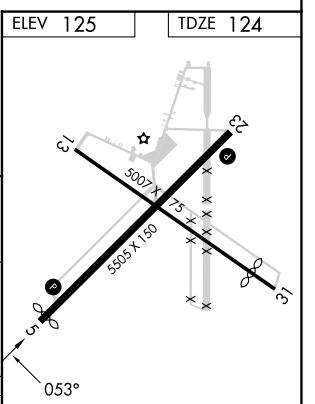
When local altimeter setting not received, use Maxton altimeter setting and increase DA to 416 feet and all visibility ⅛ SM; increase all MDA to 60 feet and S-LOC 5 visibility Cat C ⅛ SM and Circling visibility Cat C ¼ SM. Circling Rwy 13, 31 NA at night. Autopilot coupled approach NA below 1250.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 360-¾ 236 (300-¾) | | | NA |
| S-LOC 5 | 600-1 476 (500-1) | | 600-1⅜ 476 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 720-1½ 595 (600-1½) | NA |

FAF to MAP 5 NM

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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LUMBERTON, NORTH CAROLINA | AL-800 (FAA) | 25163

| WAAS | APP CRS | Rwy Idg | 5343 |
|---|---|---|---|
| CH 97421 | 053° | TDZE | 124 |
| W05A | | Apt Elev | 125 |

# RNAV (GPS) RWY 5

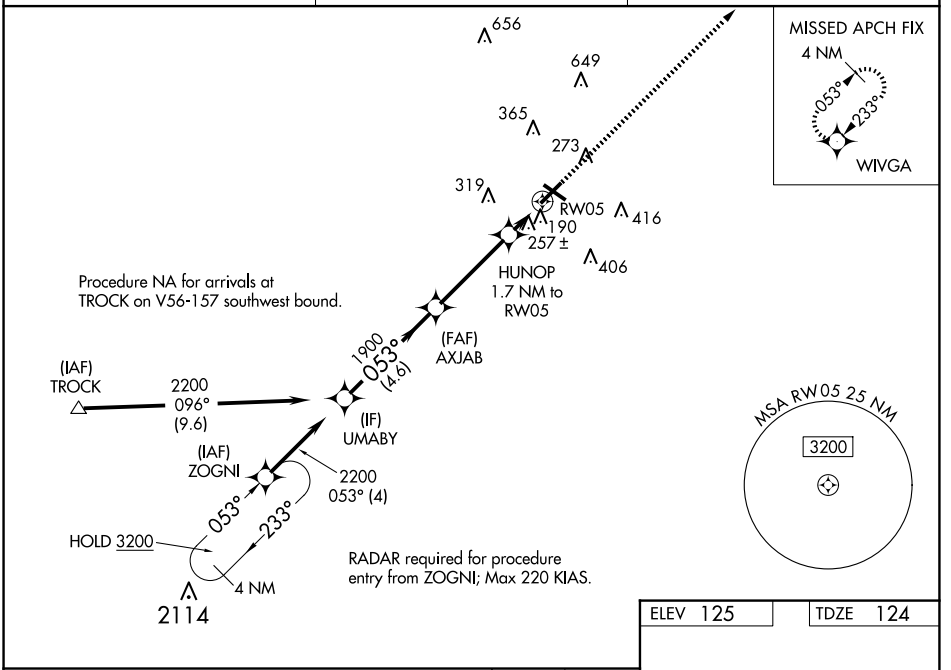
LUMBERTON RGNL (LBT)

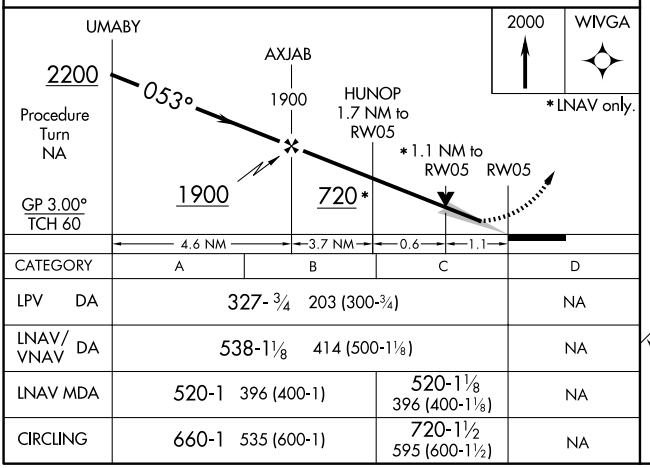
RNP APCH - GPS.

When local altimeter setting not received, use Maxton altimeter setting: increase LPV DA to 383 feet; LNAV/VNAV DA to 594 feet and all visibility ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C and Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct WIVGA and hold.

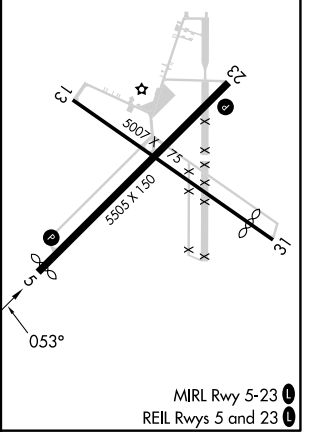
| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 327-¾ 203 (300-¾) | | | NA |
| LNAV/VNAV DA | 538-1⅛ 414 (500-1⅛) | | | NA |
| LNAV MDA | 520-1 396 (400-1) | | 520-1⅛ 396 (400-1⅛) | NA |
| CIRCLING | 660-1 535 (600-1) | | 720-1½ 595 (600-1½) | NA |

ELEV 125 | TDZE 124




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

LUMBERTON, NORTH CAROLINA | 34°37'N-79°04'W | LUMBERTON RGNL (LBT)

Orig-C 12AUG21

RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Idg | 5007 |
|---|---|---|---|
| CH 61221 | 133° | TDZE | 125 |
| W13A | | Apt Elev | 125 |

# RNAV (GPS) RWY 13

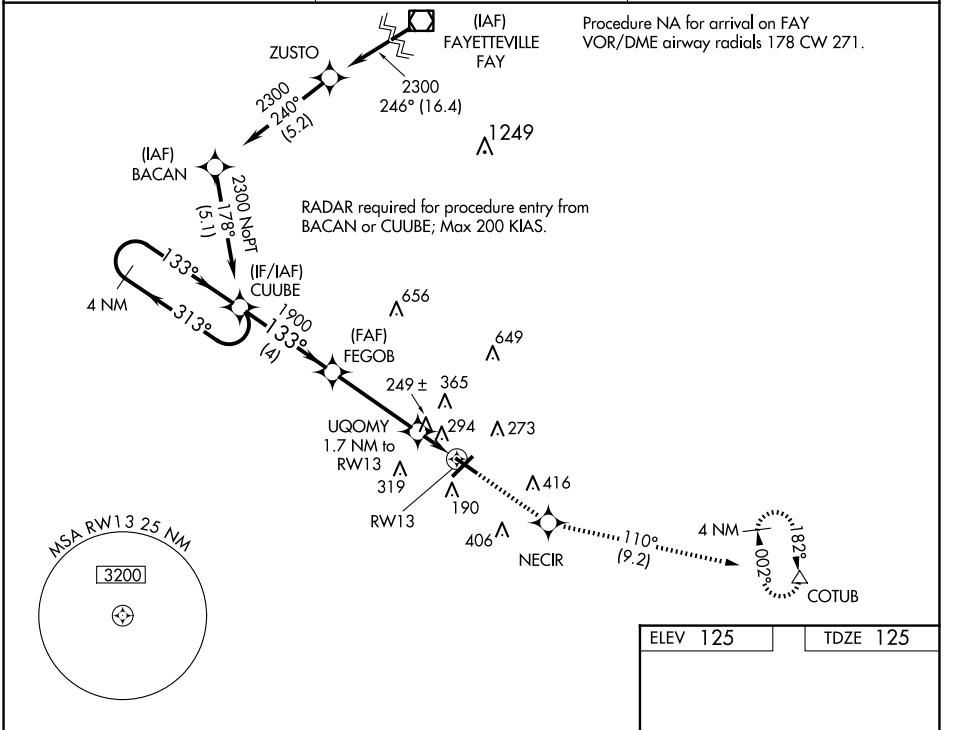
## LUMBERTON RGNL (LBT)

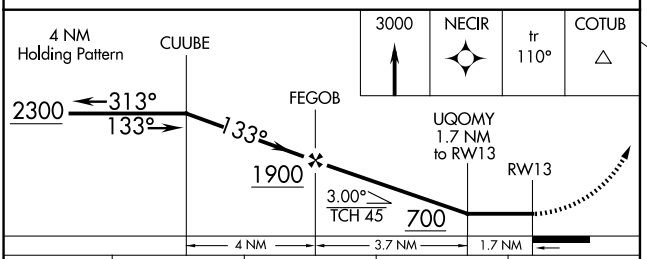
RNP APCH-GPS.

Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Maxton altimeter setting; increase all MDAs 60 feet; increase LP Cat C and Circling Cat C visibility ¼ SM and LNAV Cat C ⅛ SM. Straight-in Rwy 13 NA at night, Circling Rwy 13, 31 NA at night.

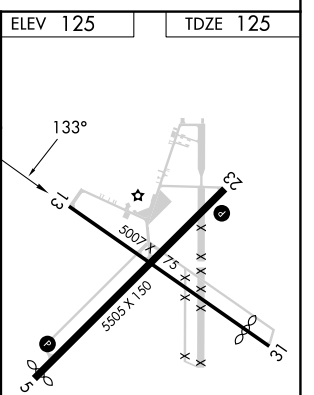
MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 500-1 375 (400-1) | | | NA |
| LNAV MDA | 600-1 475 (500-1) | | 600-1⅜ 475 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 720-1½ 595 (600-1½) | NA |




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

LUMBERTON, NORTH CAROLINA | AL-800 (FAA) | 25163

| WAAS | APP CRS | Rwy Idg | 5505 |
|---|---|---|---|
| CH 50221 | 233° | TDZE | 124 |
| W23A | | Apt Elev | 125 |

# RNAV (GPS) RWY 23

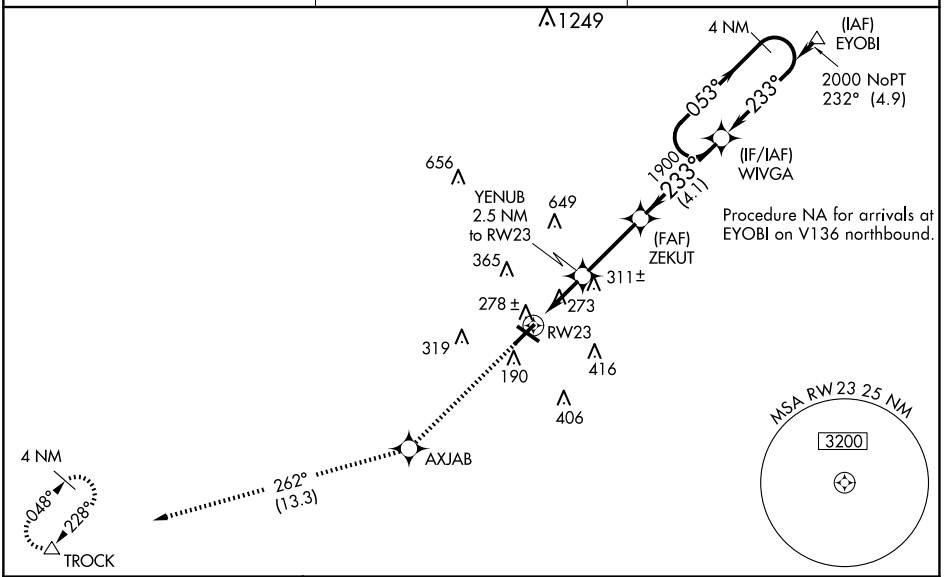
LUMBERTON RGNL (LBT)

RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Maxton altimeter setting: increase LPV DA to 469 feet and all visibility ⅛ SM; LNAV/VNAV DA to 495 feet and all visibility ⅛ SM; increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2200 direct AXJAB and on track 262° to TROCK and hold.

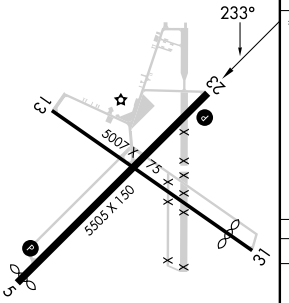
| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |

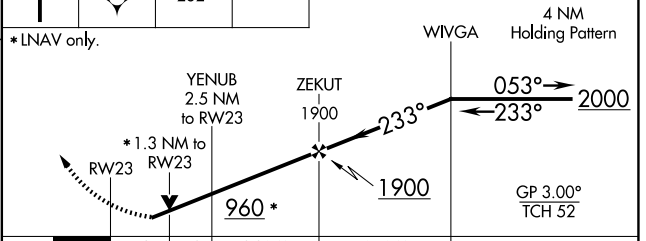



ELEV 125 | TDZE 124

| 2200 | AXJAB | tr 262° | TROCK |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 413-⅞ 289 (300-⅞) | | | NA |
| LNAV/VNAV DA | 439-⅞ 315 (400-⅞) | | | NA |
| LNAV MDA | 580-1 456 (500-1) | | 580-1⅜ 456 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 720-1½ 595 (600-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

LUMBERTON, NORTH CAROLINA
Orig-C 12AUG21

34°37′N-79°04′W

LUMBERTON RGNL (LBT)

RNAV (GPS) RWY 23


SE-2, 03 SEP 2026 to 29 OCT 2026

CAMP MACKALL, NORTH CAROLINA

# RNAV (GPS) RWY 12

| WAAS CH 92382 W12A | APCH CRS 118° | Rwy ldg 4794 TDZE 375 Arpt Elev 376 |
|---|---|---|

(USA)

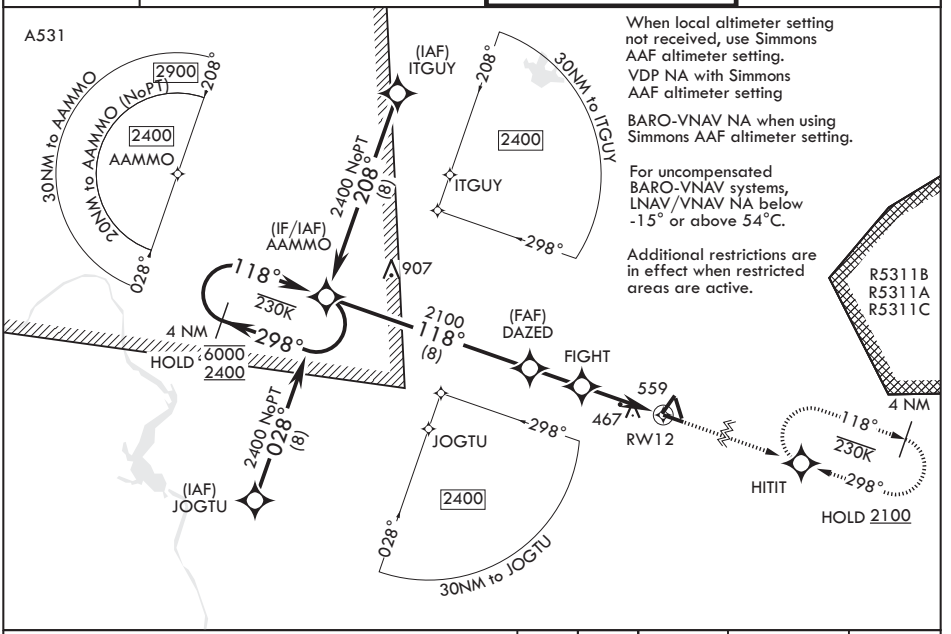
MACKALL AAF (KHFF)

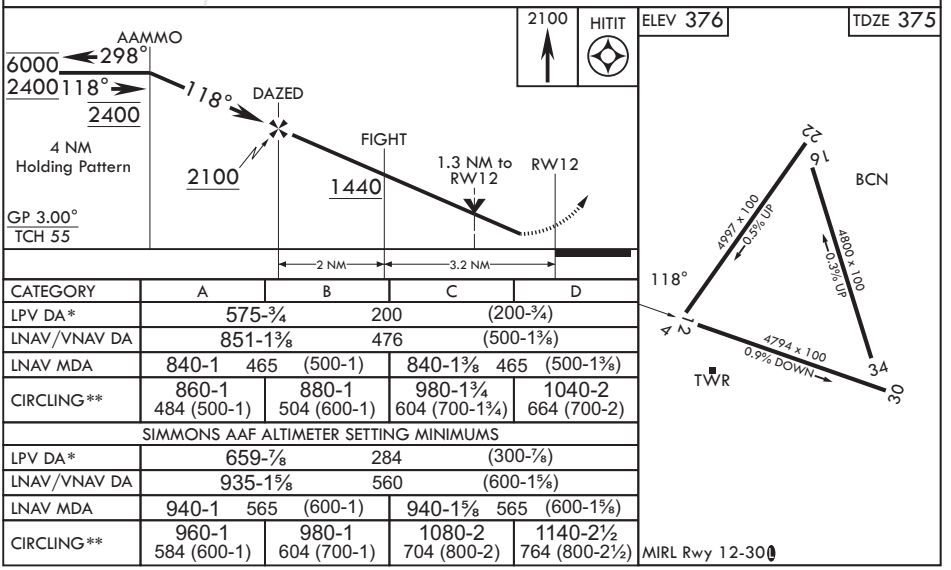
RNP APCH - GPS

MISSED APPROACH: Climb to 2100 direct HITIT and hold.

* When tower closed, increase vis to 1 mile.
** Circling NA to RWYs 4,16,22, and 34.

| D-ATIS | FAYETTEVILLE APP CON/DEP CON | TOWER★ | GND CON |
|---|---|---|---|
| 141.4 | 127.8 343.725 | 121.0 (CTAF) 254.4 | 128.35 251.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 575-¾ | 200 | (200-¾) | |
| LNAV/VNAV DA | 851-1⅜ | 476 | (500-1⅜) | |
| LNAV MDA | 840-1 465 | (500-1) | 840-1⅜ 465 | (500-1⅜) |
| CIRCLING** | 860-1 484 (500-1) | 880-1 504 (600-1) | 980-1¼ 604 (700-1¼) | 1040-2 664 (700-2) |
| SIMMONS AAF ALTIMETER SETTING MINIMUMS | | | | |
| LPV DA* | 659-⅞ | 284 | (300-⅞) | |
| LNAV/VNAV DA | 935-1⅝ | 560 | (600-1⅝) | |
| LNAV MDA | 940-1 565 | (600-1) | 940-1⅝ 565 | (600-1⅝) |
| CIRCLING** | 960-1 584 (600-1) | 980-1 604 (700-1) | 1080-2 704 (800-2) | 1140-2½ 764 (800-2½) |

MIRL Rwy 12-30

CAMP MACKALL, NORTH CAROLINA 35°02'N - 79°30'W MACKALL AAF (KHFF)

Amdt 1 10AUG23

RNAV (GPS) RWY 12



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CAMP MACKALL, NORTH CAROLINA

# RNAV (GPS) RWY 30

| WAAS CH 51219 W30A | APCH CRS 298° | Rwy ldg 4794 TDZE 352 Arpt Elev 376 |
|---|---|---|

(USA)

MACKALL AAF (KHFF)

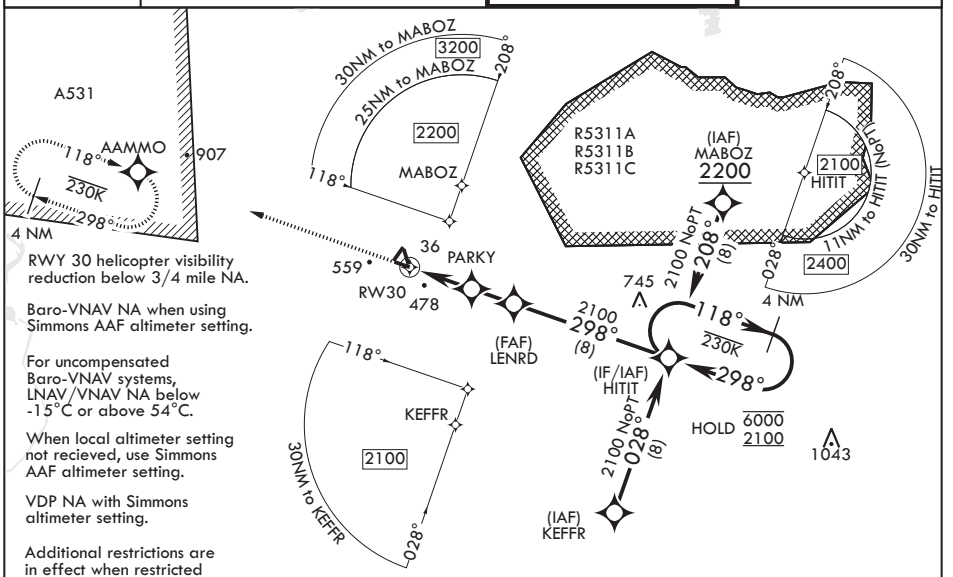
RNP APCH - GPS

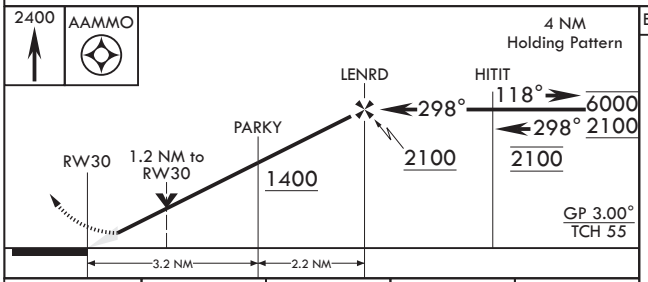
RADAR required when special use space active.

T * When tower closed, increase vis to 1 mile.
** Circling NA to RWYs 4,16,22, and 34.

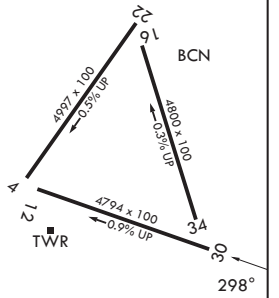
MISSED APPROACH: Climb to 2400 direct AAMMO and hold.

| D-ATIS | FAYETTEVILLE APP CON/DEP CON | TOWER★ | GND CON |
|---|---|---|---|
| 141.4 | 127.8 343.725 | 121.0 (CTAF) 254.4 | 128.35 251.05 |




ELEV 376 TDZE 352




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 602-¾ | 250 | (300-¾) | |
| LNAV/VNAV DA | 793-1⅜ | 441 | (500-1⅜) | |
| LNAV MDA | 760-1 408 | (400-1) | 760-1⅛ 408 | (400-1⅛) |
| CIRCLING** | 860-1 484 (500-1) | 880-1 504 (600-1) | 980-1¾ 604 (700-1¾) | 1040-2 664 (700-2) |
| SIMMONS AAF ALTIMETER SETTING MINIMUMS | | | | |
| LPV DA | 686-1 | 334 | (400-1) | |
| LNAV/VNAV DA | 860-1⅜ | 508 | (500-1⅜) | |
| LNAV MDA | 860-1 508 | (500-1) | 860-1⅜ 508 | (500-1⅜) |
| CIRCLING** | 960-1 584 (600-1) | 980-1 604 (700-1) | 1080-2 704 (800-2) | 1140-2½ 764 (800-2½) |

MIRL Rwy 12-30

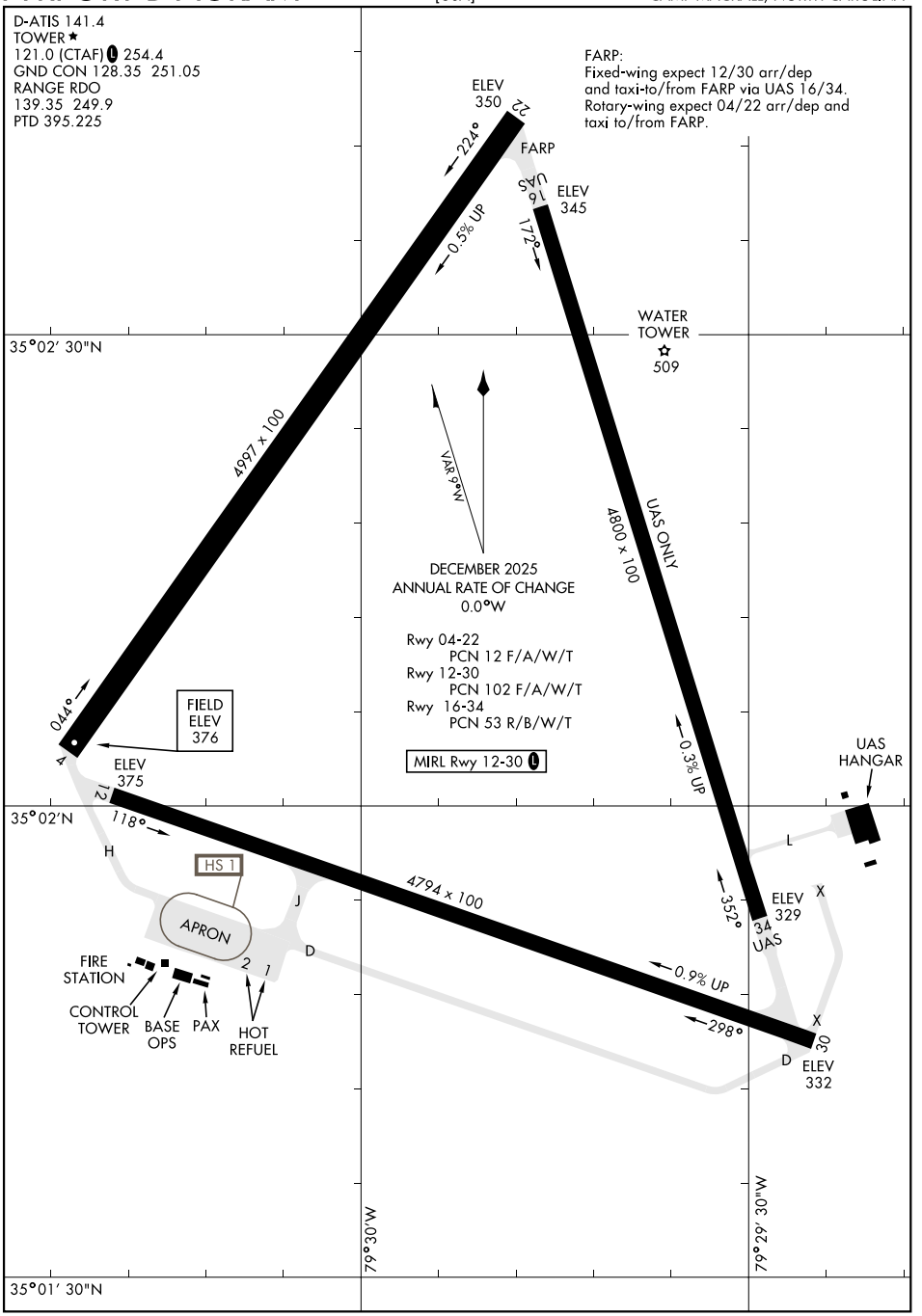
CAMP MACKALL, NORTH CAROLINA 35°02'N - 79°30'W MACKALL AAF (KHFF)

Amdt 1 07SEP23

RNAV (GPS) RWY 30



SE-2, 03 SEP 2026 to 29 OCT 2026







SE-2, 03 SEP 2026 to 29 OCT 2026

MANNING, SOUTH CAROLINA | AL-5510 (FAA) | 26162

# RNAV (GPS) RWY 20

SANTEE COOPER RGNL (MNI)

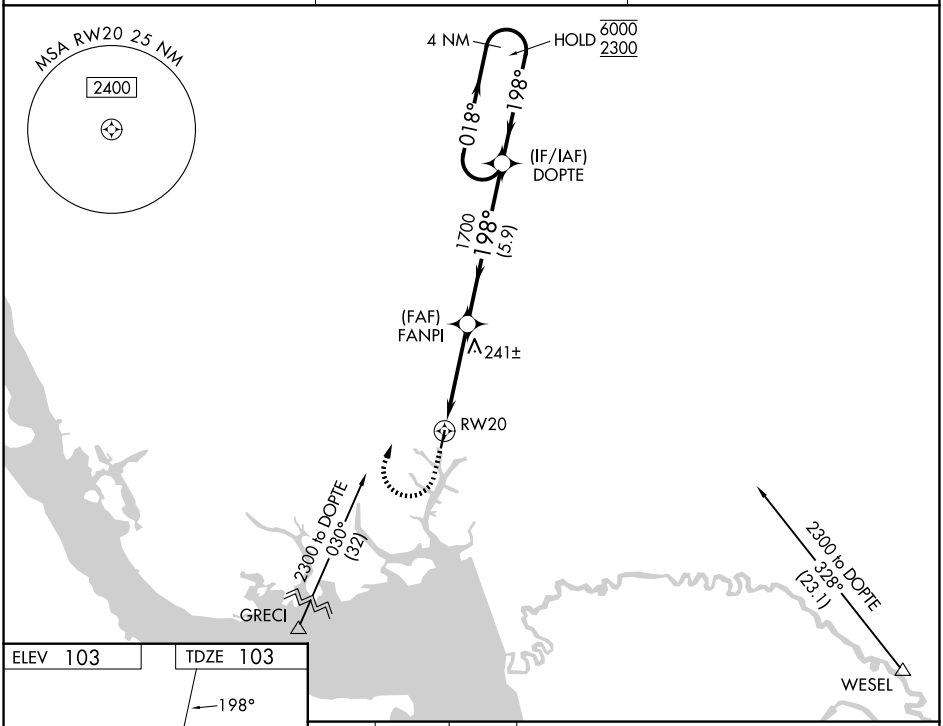
| WAAS | APP CRS | Rwy Ldg | 3602 |
|---|---|---|---|
| CH 82247 | 198° | TDZE | 103 |
| W20A | | Apt Elev | 103 |

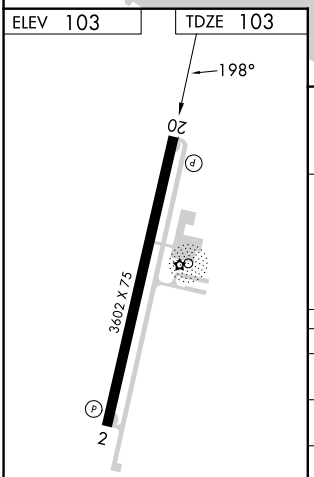
RNP APCH - GPS.

Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 51°C.

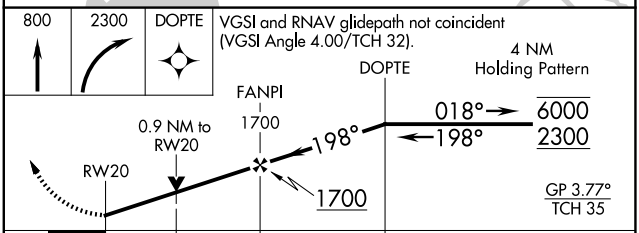
MISSED APPROACH: Climb to 800, then climbing right turn to 2300 direct DOPTE and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 120.175 | 125.4 318.1 | 122.8 (CTAF) L |




MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 426-1 323 (400-1) | | | NA |
| LNAV/VNAV DA | 500-1⅛ 397 (400-1⅛) | | | NA |
| LNAV MDA | 500-1 397 (400-1) | | 500-1⅛ 397 (400-1⅛) | NA |
| CIRCLING | 540-1 437 (500-1) | 560-1 457 (500-1) | 800-2 697 (700-2) | NA |

MANNING, SOUTH CAROLINA
Orig 14MAY26

33°35′N-80°13′W

SANTEE COOPER RGNL (MNI)
RNAV (GPS) RWY 20


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 72626 W05A | APP CRS 047° | Rwy Ldg 4001 TDZE 12 Apt Elev 13 |
|---|---|---|

# RNAV (GPS) RWY 5

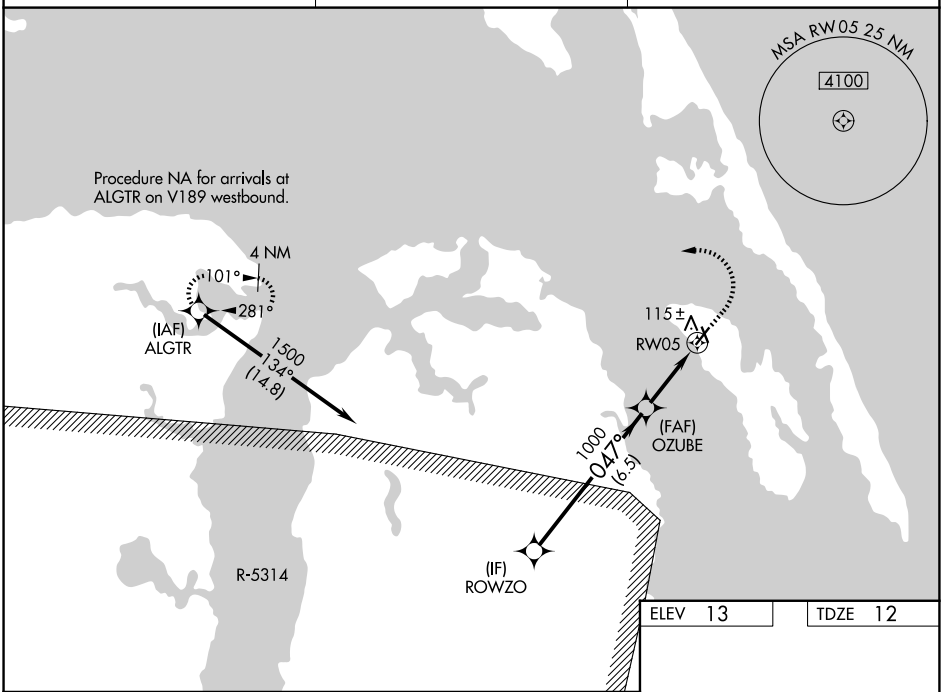
DARE COUNTY RGNL (MQI)

RNP APCH - GPS.

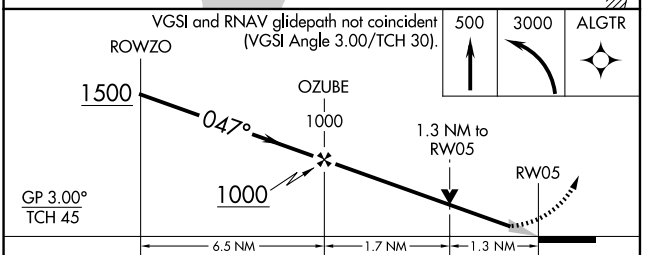
Circling Rwy 17, 23, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

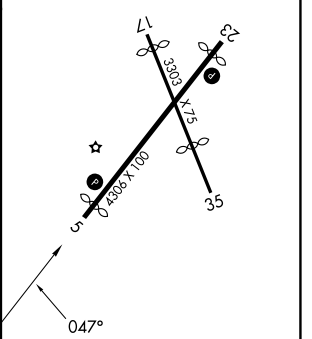
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |




ELEV 13 TDZE 12




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 262-¾ | 250 (300-¾) | | NA |
| LNAV/VNAV DA | 347-1 | 335 (400-1) | | NA |
| LNAV MDA | 460-1 | 448 (500-1) | 460-1⅜ 448 (500-1⅜) | NA |
| CIRCLING | 600-1 | 587 (600-1) | 600-1½ 587 (600-1½) | NA |

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MANTEO, NORTH CAROLINA AL-6372 (FAA) 26134

| APP CRS | Rwy Ldg | 3013 |
|---|---|---|
| 167° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (GPS) RWY 17

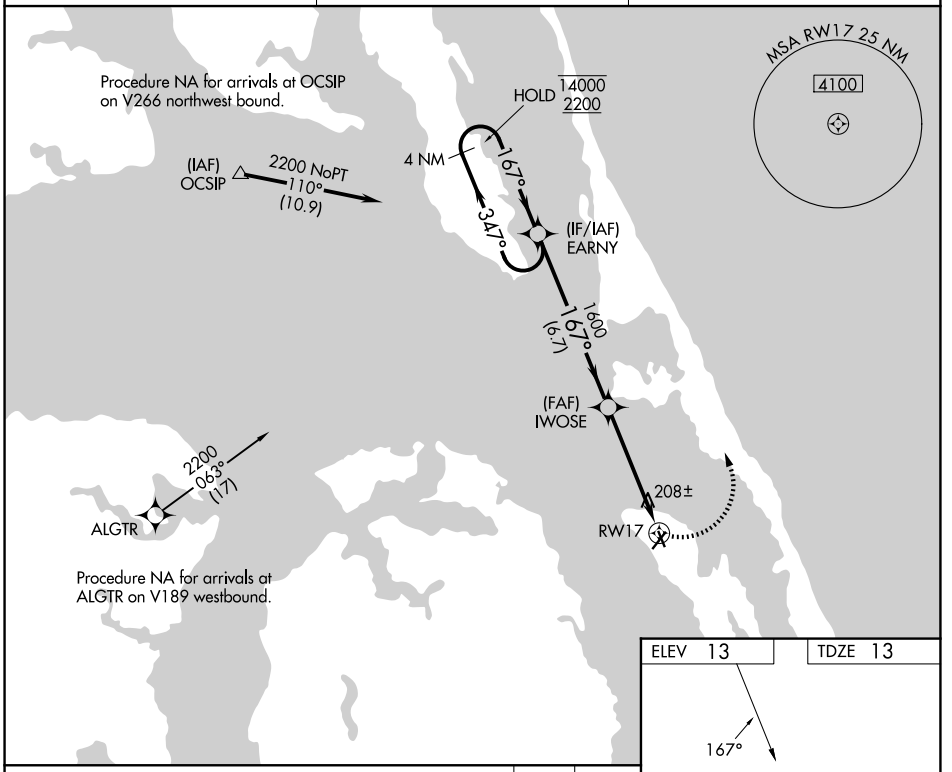
DARE COUNTY RGNL (MQI)

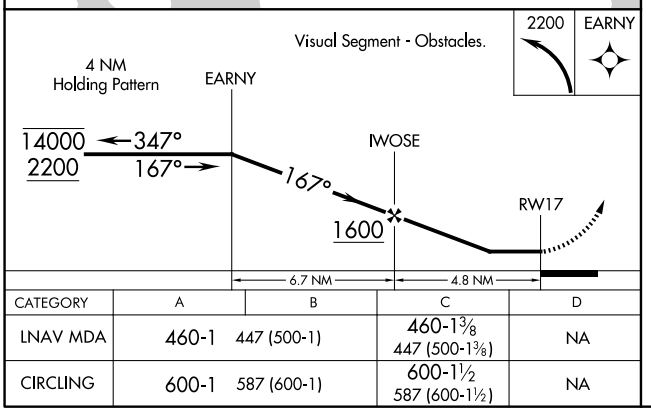
RNP APCH - GPS.

Circling Rwy 23, 35 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.

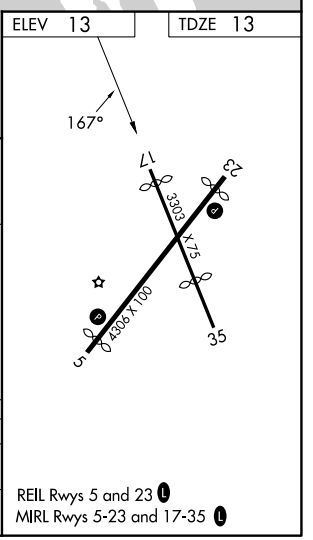
MISSED APPROACH: Climbing left turn to 2200 direct EARNY and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 447 (500-1) | 460-1⅜ 447 (500-1⅜) | NA |
| CIRCLING | 600-1 | 587 (600-1) | 600-1½ 587 (600-1½) | NA |




REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L

MANTEO, NORTH CAROLINA
Orig-B 20APR23

35°55′N-75°42′ W

DARE COUNTY RGNL (MQI)
RNAV (GPS) RWY 17

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

DARE COUNTY RGNL (MQI)

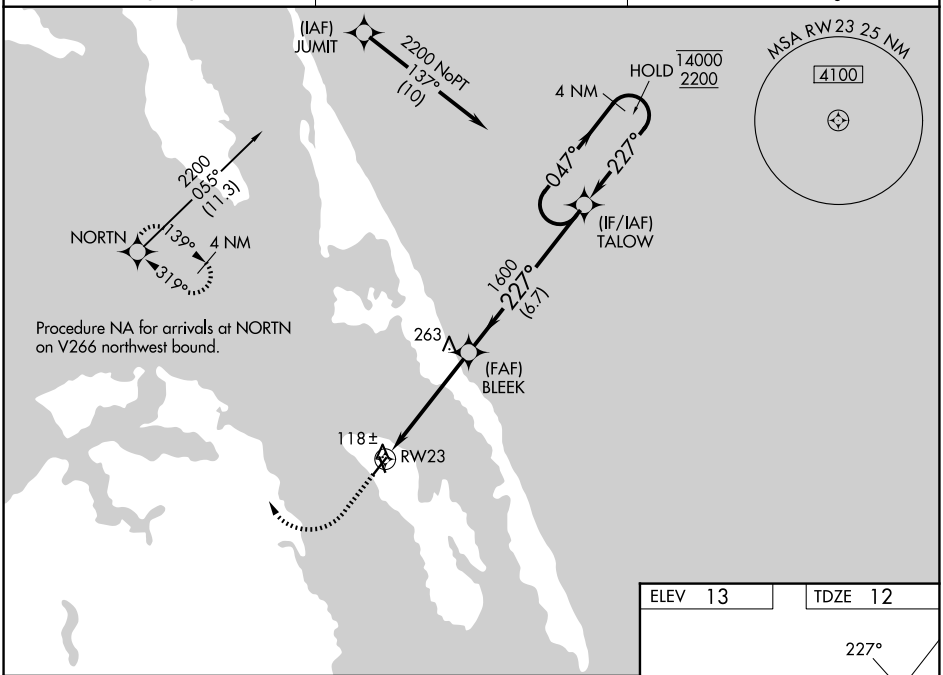
| APP CRS | Rwy Ldg | 4005 |
|---|---|---|
| 227° | TDZE | 12 |
| | Apt Elev | 13 |

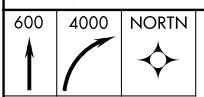
RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 23 NA at night.

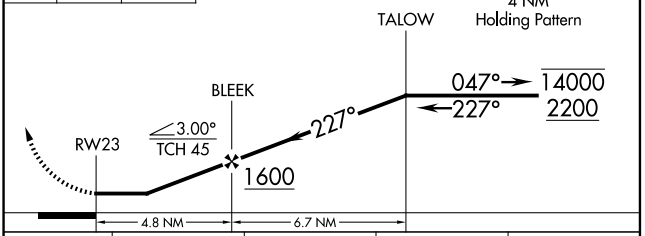
MISSED APPROACH: Climb to 600 then climbing right turn to 4000 direct NORTN and hold, continue climb-in-hold to 4000.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |



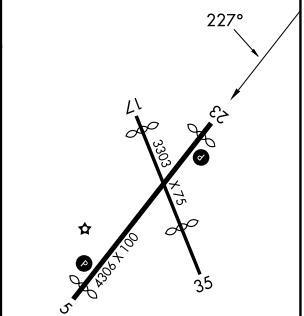




VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 32).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 508 (600-1) | 520-1⅜ 508 (600-1⅜) | NA |
| CIRCLING | 600-1 | 587 (600-1) | 600-1½ 587 (600-1½) | NA |

ELEV 13 TDZE 12




REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L



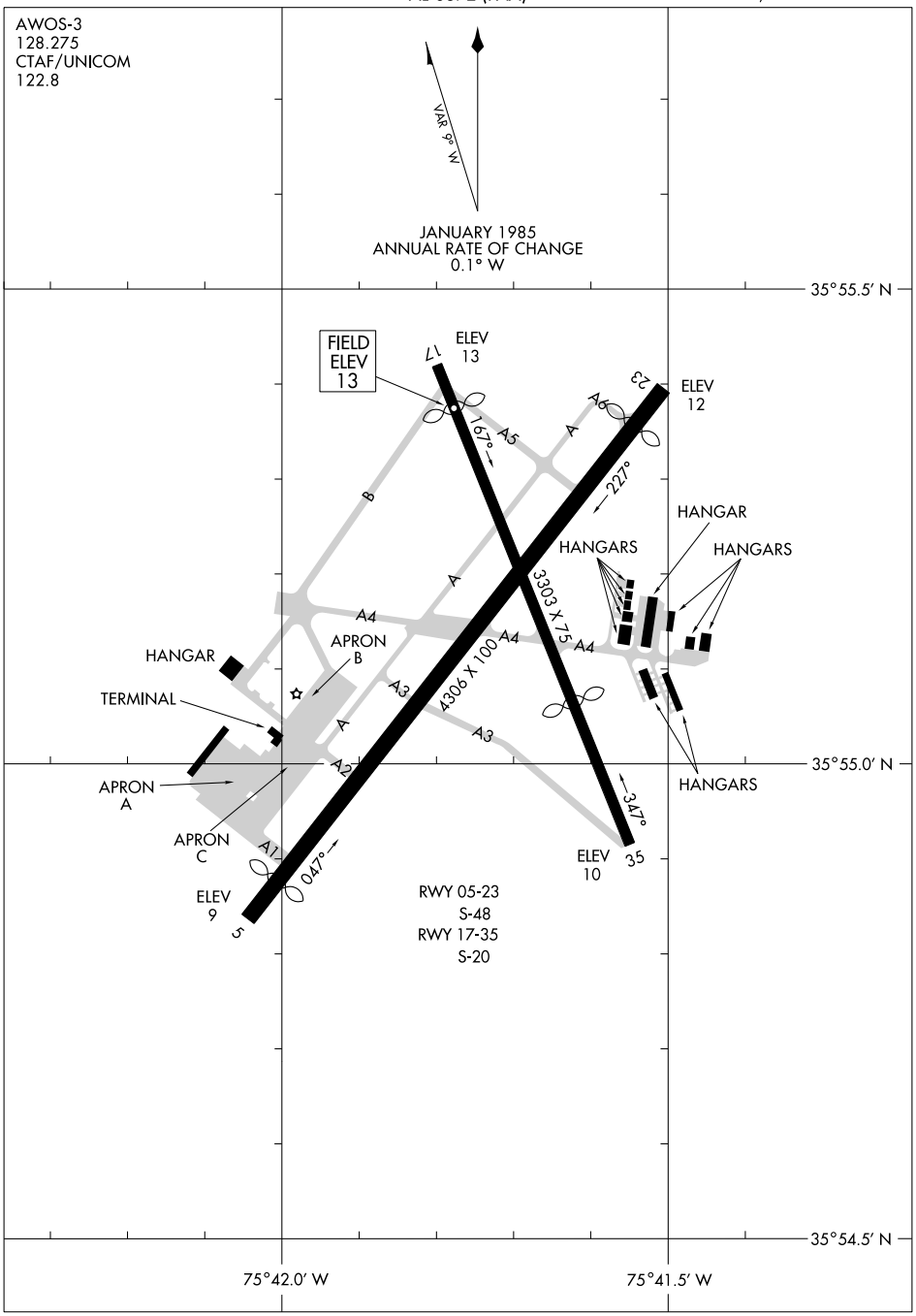
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26246

# AIRPORT DIAGRAM

AL-6372 (FAA)

DARE COUNTY RGNL (MQI)
MANTEO, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246
MANTEO, NORTH CAROLINA
DARE COUNTY RGNL (MQI)

WAAS CH **40336** **W04A** | APP CRS **043°** | Rwy Ldg **4505** TDZE **92** Apt Elev **92**

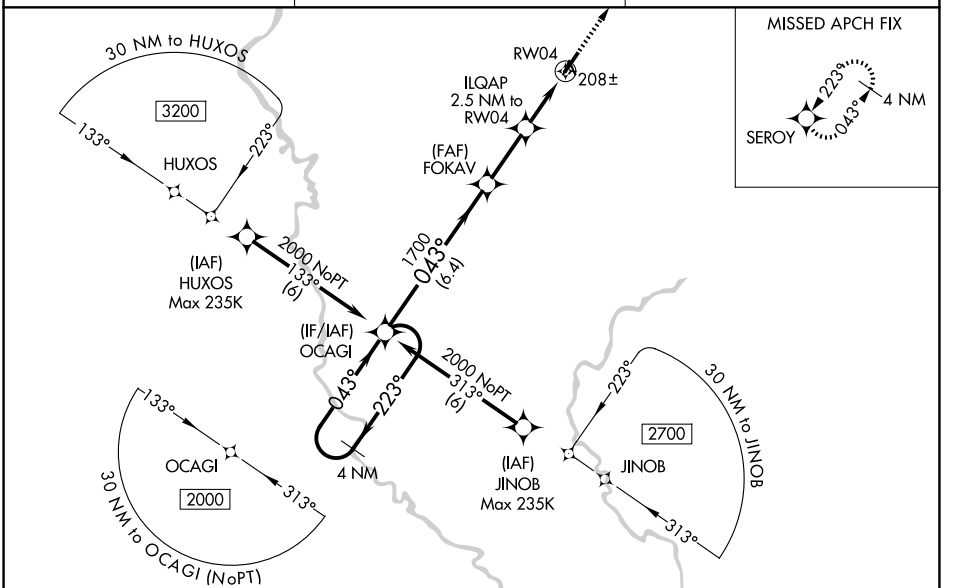
# RNAV (GPS) RWY 4

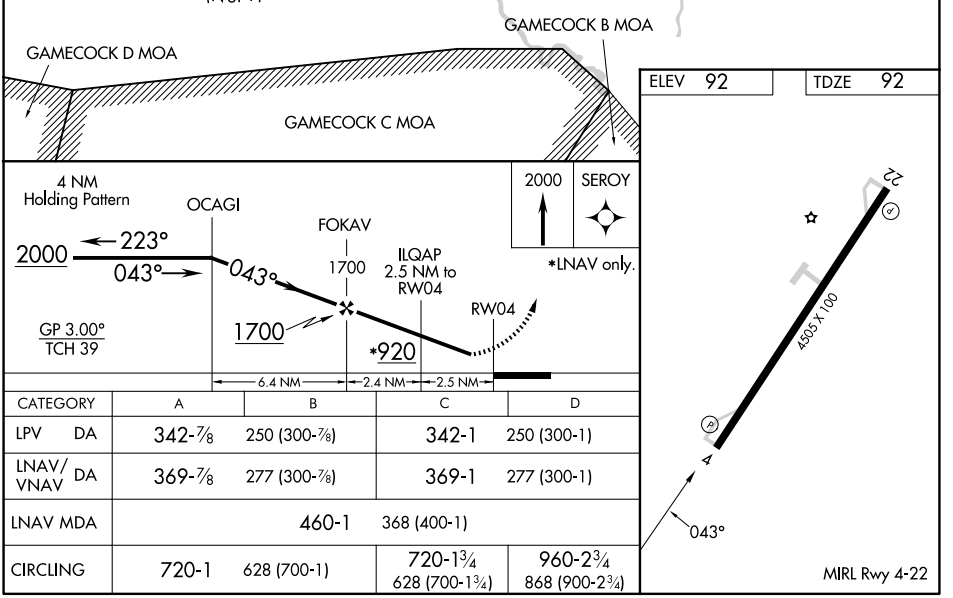
MARION COUNTY (MAO)

Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ⅛ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct SEROY and hold.

| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| **119.875** | **135.25 316.15** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 342-⅞ | 250 (300-⅞) | 342-1 | 250 (300-1) |
| LNAV/VNAV DA | 369-⅞ | 277 (300-⅞) | 369-1 | 277 (300-1) |
| LNAV MDA | 460-1 | | 368 (400-1) | |
| CIRCLING | 720-1 | 628 (700-1) | 720-1¾ 628 (700-1¾) | 960-2¾ 868 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MARION, SOUTH CAROLINA AL-5662 (FAA) 26078

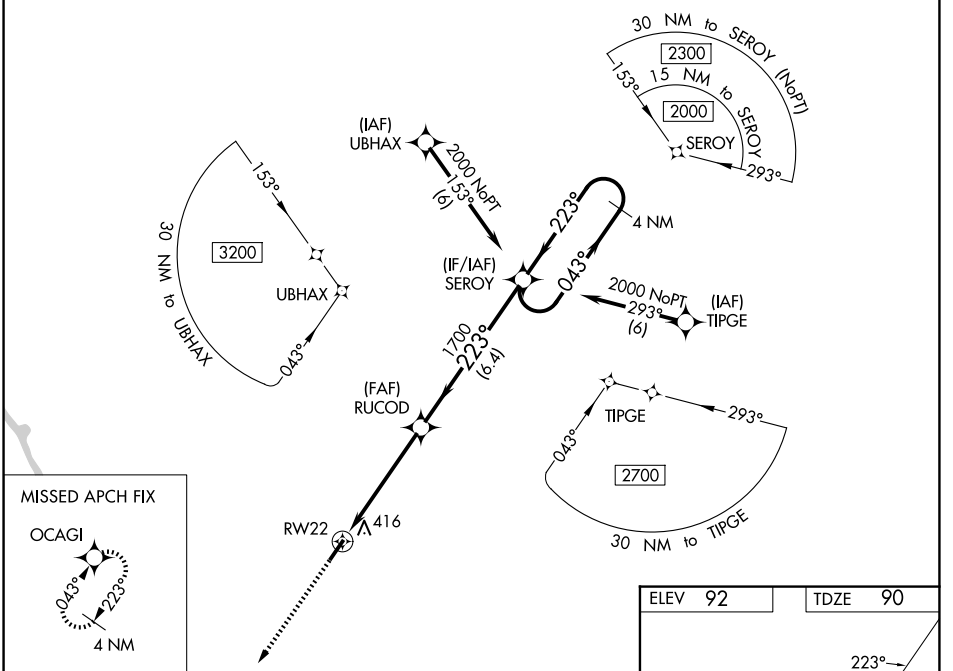
| WAAS | APP CRS | Rwy Ldg | 4505 |
|---|---|---|---|
| CH 45836 | 223° | TDZE | 90 |
| W22A | | Apt Elev | 92 |

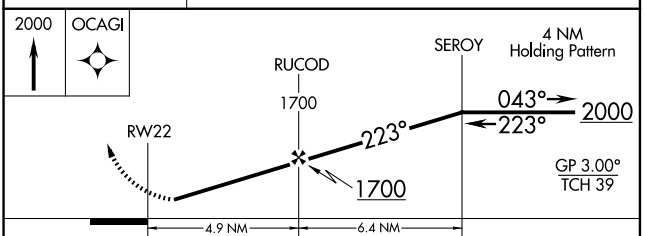
# RNAV (GPS) RWY 22
MARION COUNTY (MAO)

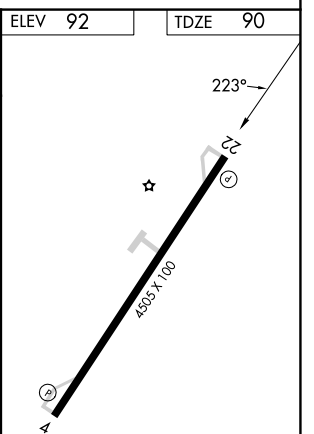
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ¼ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct OCAGI and hold.

| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 119.875 | 135.25 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 396-1 | 306 (400-1) | | |
| LNAV/VNAV DA | 577-1⅝ | 487 (500-1⅝) | | |
| LNAV MDA | 680-1 | 590 (600-1) | 680-1¾ | 590 (600-1¾) |
| CIRCLING | 720-1 | 628 (700-1) | 720-1¾ 628 (700-1¾) | 960-2¾ 868 (900-2¾) |

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 5

LAURINBURG/MAXTON (MEB)

| LOC I-MEB | APP CRS | Rwy Ldg | 6503 |
|---|---|---|---|
| 110.7 | 054° | TDZE | 216 |
| | | Apt Elev | 216 |

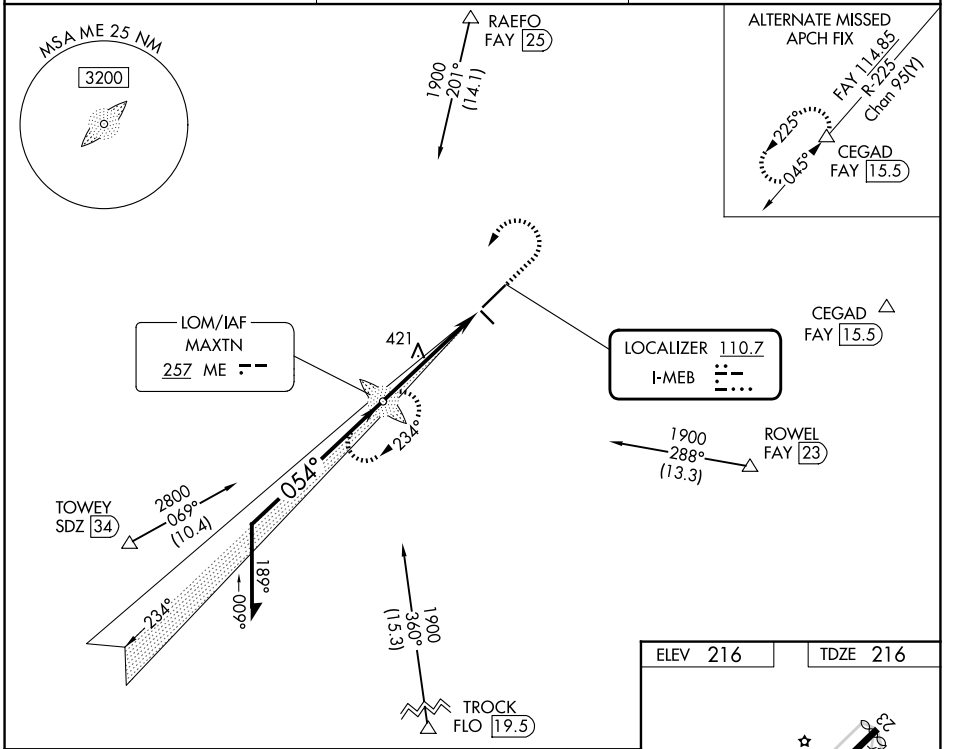
ADF required for procedure entry.
ADF required.

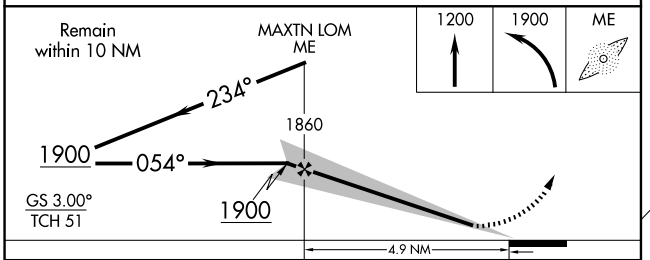
Circling Rwy 13 and 31 NA at night. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1⅜ SM.

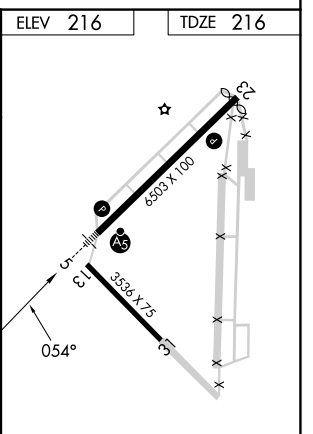
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 1900 direct MAXTN LOM and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.125 | 127.8 343.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 416-½ 200 (200-½) | | | |
| S-LOC 5 | 680-½ 464 (500-½) | | 680-1 464 (500-1) | |
| CIRCLING | 740-1 524 (600-1) | | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MAXTON, NORTH CAROLINA AL-5519 (FAA) 25219

# RNAV (GPS) RWY 5

LAURINBURG/MAXTON (MEB)

| WAAS | APP CRS | Rwy Ldg | 6503 |
|---|---|---|---|
| CH 90423 | 054° | TDZE | 216 |
| W05A | | Apt Elev | 216 |

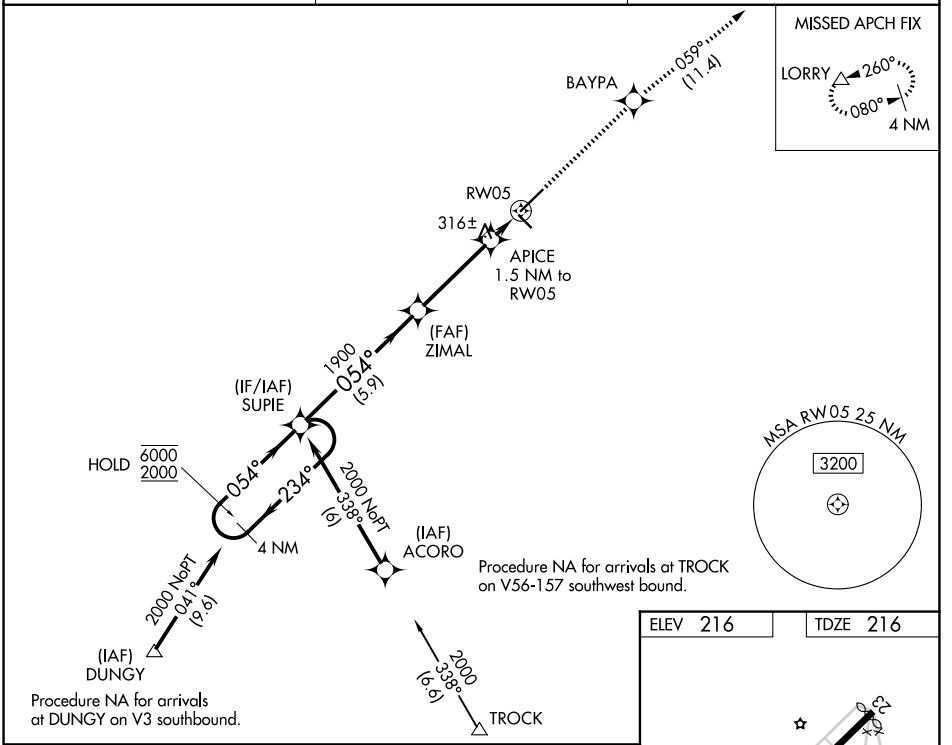
RNP APCH.

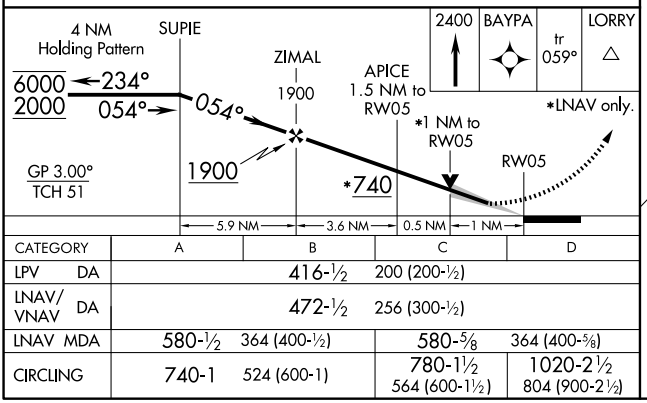
Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM.

MALSR

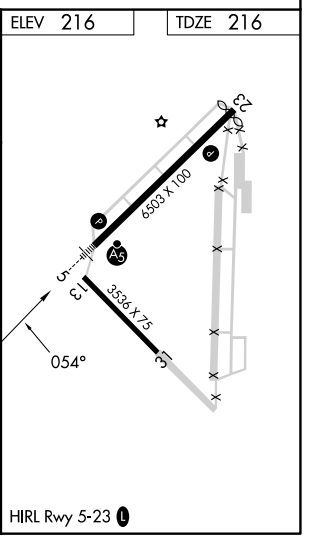
MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.125 | 127.8 343.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 416-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 472-½ | 256 (300-½) | | |
| LNAV MDA | 580-½ | 364 (400-½) | 580-⅝ | 364 (400-⅝) |
| CIRCLING | 740-1 | 524 (600-1) | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |




MAXTON, NORTH CAROLINA
Amdt 1C 10OCT19

34°48′N-79°22′W

LAURINBURG/MAXTON (MEB)

RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

LAURINBURG/MAXTON (MEB)

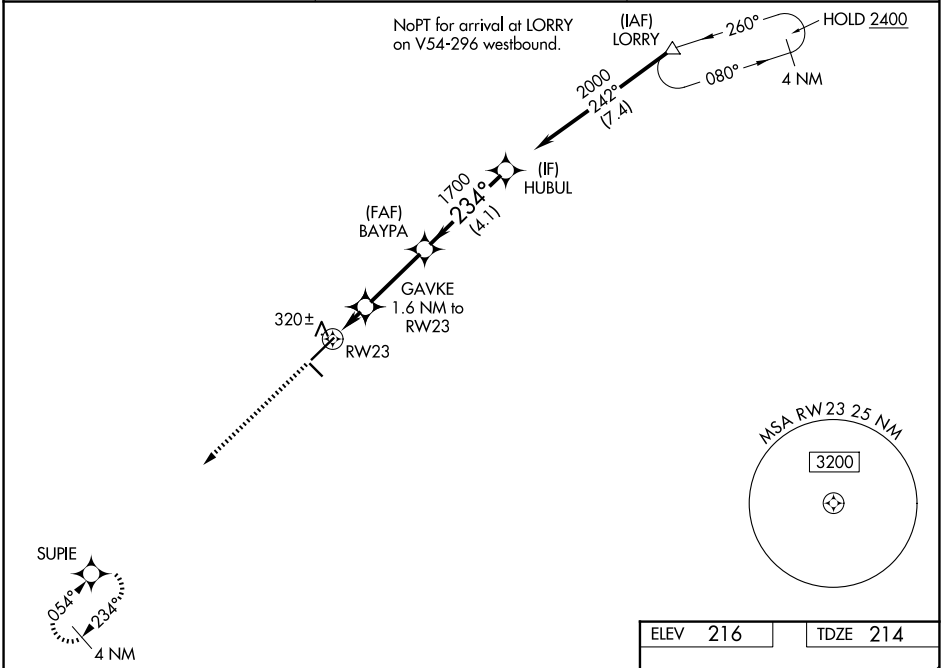
| WAAS | APP CRS | Rwy Ldg | 6316 |
|---|---|---|---|
| CH 61023 | 234° | TDZE | 214 |
| W23A | | Apt Elev | 216 |

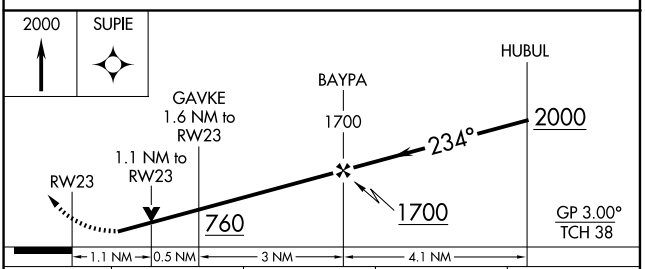
RNP APCH-GPS.

Circling to Rwy 13 and 31 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

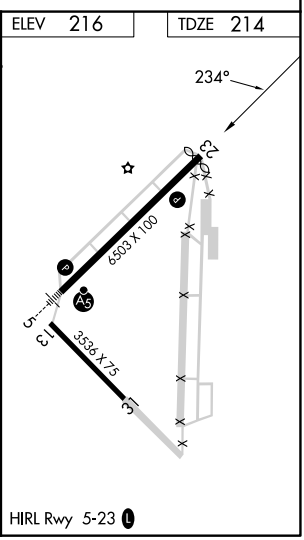
MISSED APPROACH: Climb to 2000 direct SUPIE and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.125 | 127.8 343.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 483-⅞ | 269 (300-⅞) | | |
| LNAV/VNAV DA | 483-⅞ | 269 (300-⅞) | | |
| LNAV MDA | 580-1 | 366 (400-1) | | |
| CIRCLING | 740-1 524 (600-1) | | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

EASTOVER, SOUTH CAROLINA

# ILS or LOC/DME RWY 32

| LOC I-MMT | APCH CRS | Rwy ldg | 9012 |
|---|---|---|---|
| 111.1 | 322° | THRE | 243 |
| | | Arpt Elev | 254 |

[USAF]

MC ENTIRE JNGB (KMMT)

∗ When ALS inop, increase RVR to 40, and vis to ¾ mile.
∗∗ When ALS inop, increase RVR to 55, and vis to 1 mile.

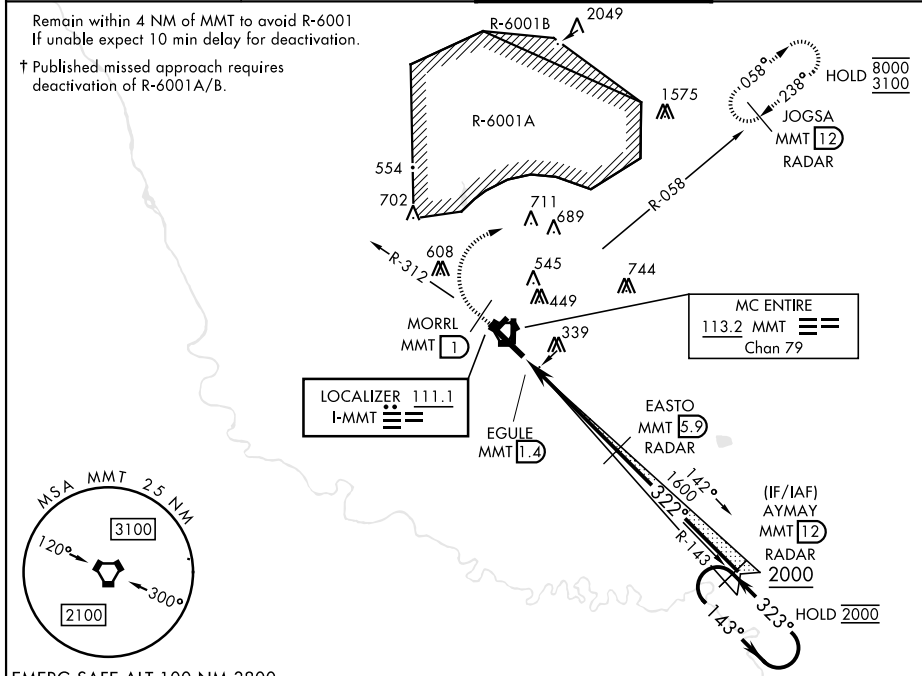
ALSF-1

† MISSED APPROACH: Climb to 1100 direct MORRL/ 1 DME then climbing right to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

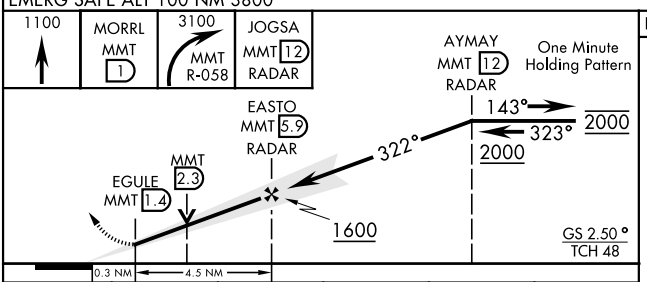
| ATIS ★ | SHAW APP CON ★ | TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) L ★ 253.5 | 127.625 226.675 |

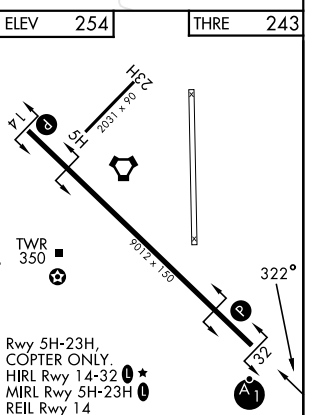
Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.




EMERG SAFE ALT 100 NM 3800




Rwy 5H-23H, COPTER ONLY.
HIRL Rwy 14-32 L ★
MIRL Rwy 5H-23H L
REIL Rwy 14

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 ∗ | 443/24 | | 200 | | (200-½) |
| S-LOC 32∗∗ | 620/24 377 (400-½) | | 620/35 377 (400-⅝) | | |
| CIRCLING | 740-1 486 (500-1) | 840-1 586 (600-1) | 880-1¾ 626 (700-1¾) | 940-2¼ 686 (700-2¼) | 1020-2¾ 766 (800-2¾) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:15 | 1:56 | 1:41 | 1:30 | 1:21 |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

EASTOVER, SOUTH CAROLINA

# TACAN RWY 14

| VORTAC MMT | APCH CRS | Rwy Idg | 9012 |
|---|---|---|---|
| 113.2 | 132° | THRE | 251 |
| Chan 79 | | Arpt Elev | 254 |

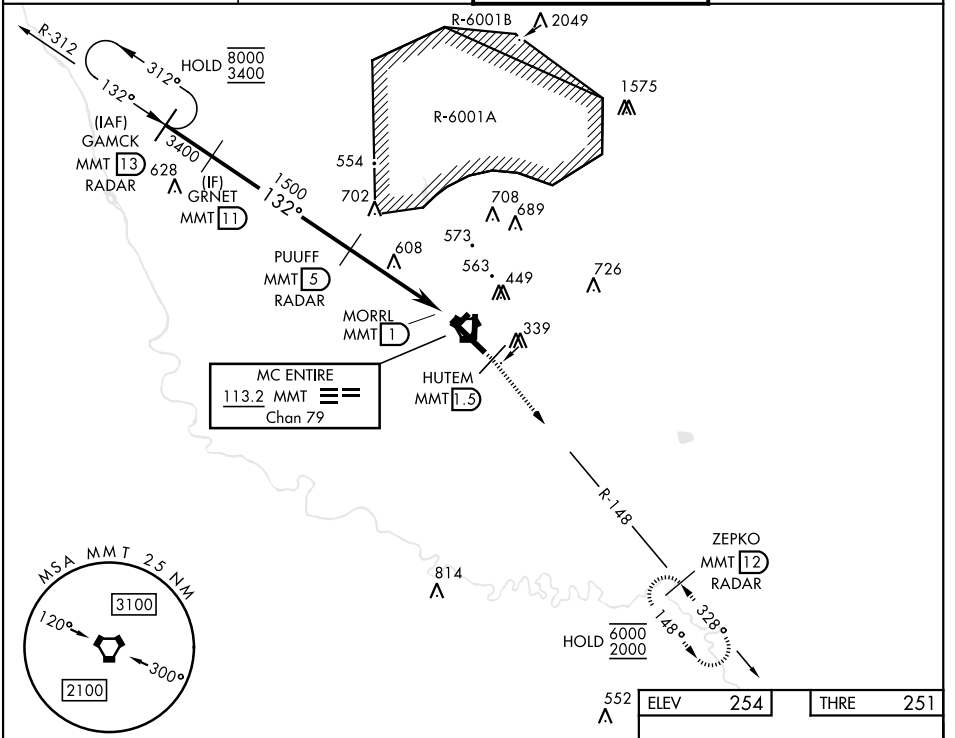
[USAF]

MC ENTIRE JNGB (KMMT)

* Circling to Rwy 05H-23H not authorized at night.

MISSED APPROACH: Climb to 1100 direct HUTEM/1.5 DME then climbing right turn to 2000 intercept MMT R-148 direct ZEPKO/12 DME and hold.

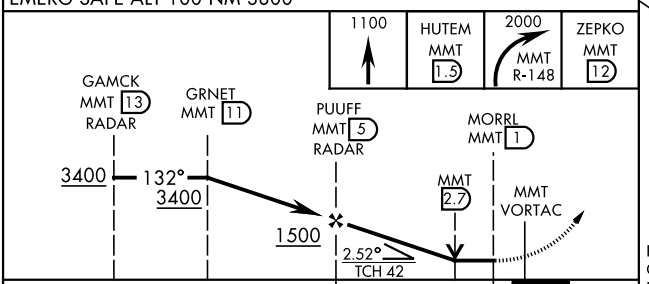
| ATIS ★ | SHAW APP CON ★ | TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) L ★ 253.5 | 127.625 226.675 |

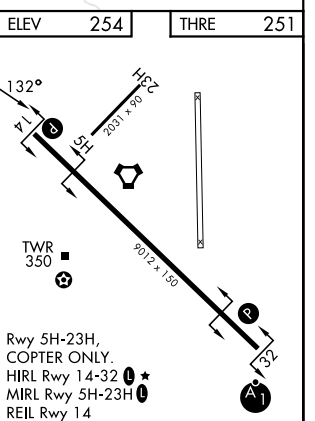



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 880-1 | 629 (700-1) | 880-1¾ | 629 (700-1¾) | |
| CIRCLING * | 880-1 | 626 (700-1) | 880-1¾ 626 (700-1¾) | 1020-2½ 766 (800-2½) | 1020-2¾ 766 (800-2¾) |

| FAF to MAP 4.0 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

EASTOVER, SOUTH CAROLINA

33°55′N-80°48′W

MC ENTIRE JNGB (KMMT)

Amdt 1 25MAY17

TACAN RWY 14

EASTOVER, SOUTH CAROLINA

# TACAN RWY 32

| VORTAC MMT | APCH CRS | Rwy Idg | 9012 |
|---|---|---|---|
| 113.2 | 328° | THRE | 243 |
| Chan 79 | | Arpt Elev | 254 |

[USAF]

MC ENTIRE JNGB (KMMT)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

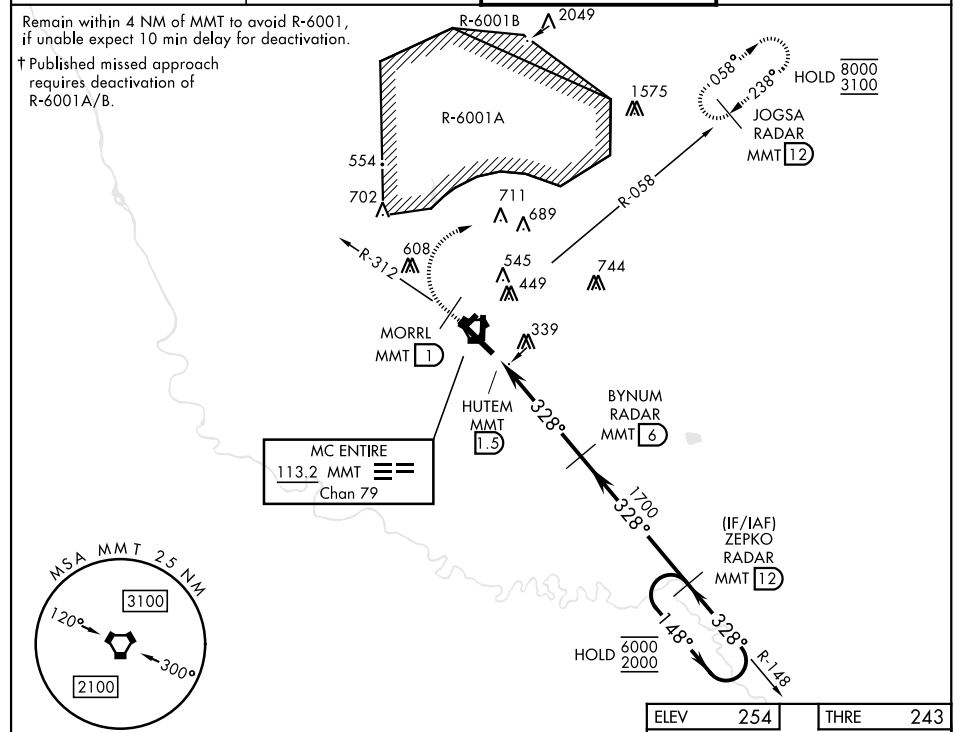
ALSF-1

† MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right turn to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

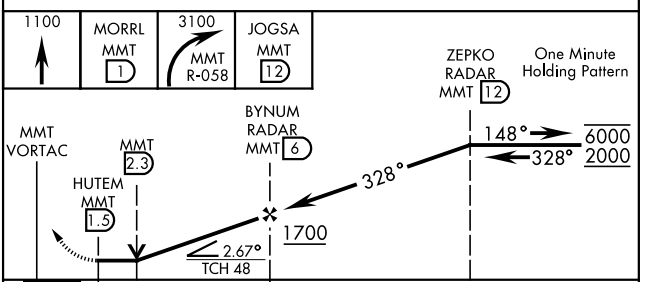
| ATIS ★ | SHAW APP CON ★ | TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) L ★ 253.5 | 127.625 226.675 |

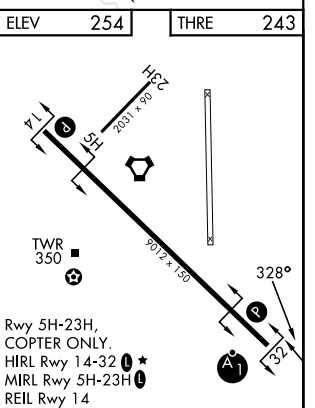
Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 * | 640/24 397 (400-½) | | 640/40 397 (400-¾) | | |
| CIRCLING | 740-1 486 (500-1) | 840-1 586 (600-1) | 880-1¾ 626 (700-1¾) | 940-2¼ 686 (700-2¼) | 1020-2¾ 766 (800-2¾) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |





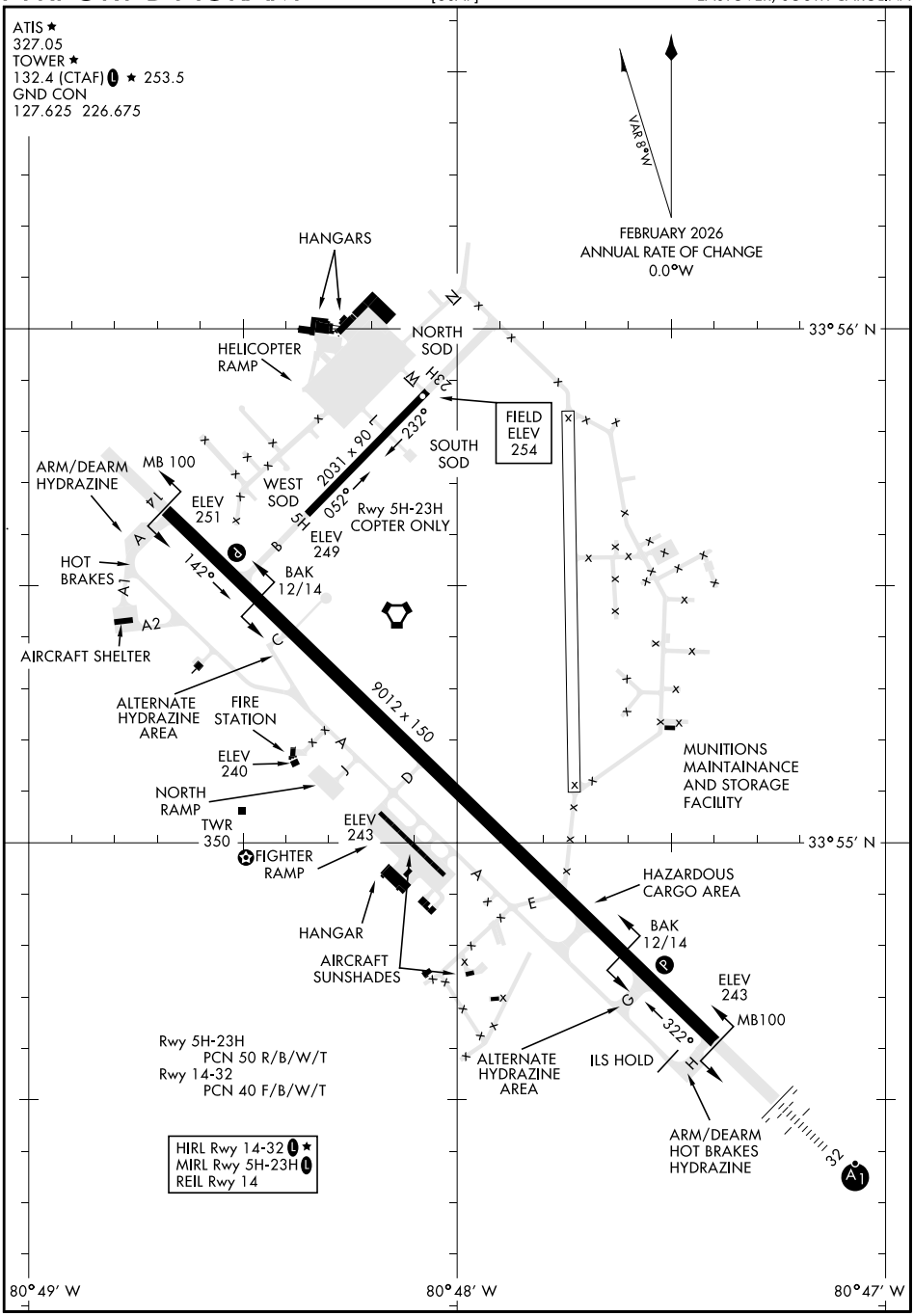








SE-2, 03 SEP 2026 to 29 OCT 2026




AIRPORT DIAGRAM
EASTOVER, SOUTH CAROLINA
MC ENTIRE JNGB (KMMT)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MOCKSVILLE, NORTH CAROLINA AL-6616 (FAA) 26078

# RNAV (GPS) RWY 9

TWIN LAKES (8A7)

| APP CRS | Rwy Ldg | 2943 |
|---|---|---|
| 094° | TDZE | 818 |
| | Apt Elev | 818 |

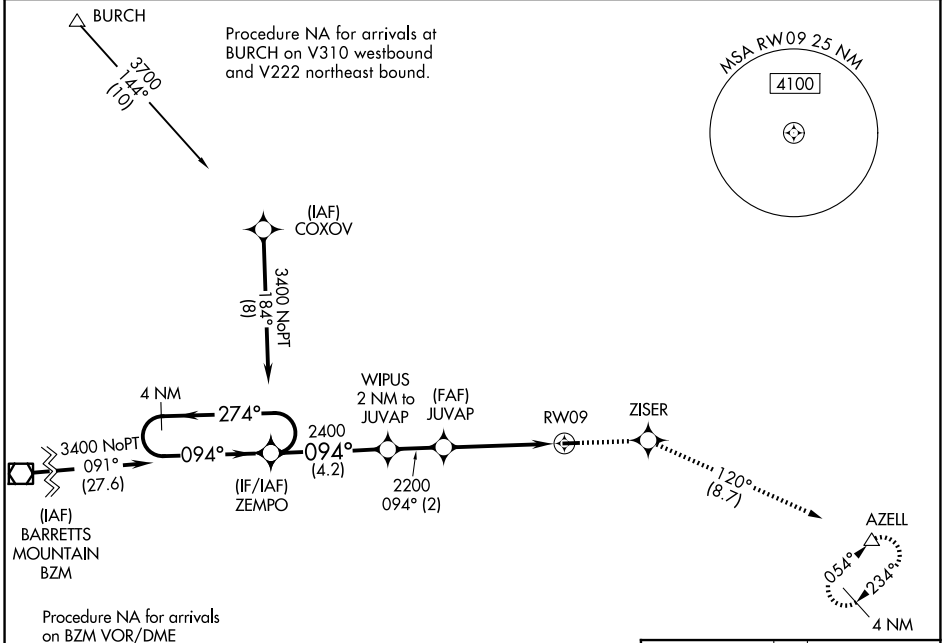
RNP APCH.

NA

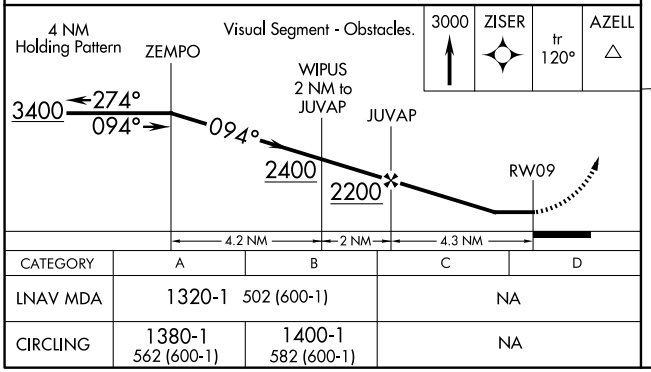
Use Davidson County Exec altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

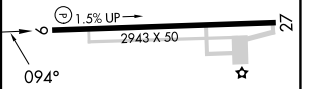
MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.

| EXX AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.825 | 124.35 269.225 | 122.7 (CTAF) |




ELEV 818 TDZE 818




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 | 502 (600-1) | NA | |
| CIRCLING | 1380-1<br>562 (600-1) | 1400-1<br>582 (600-1) | NA | |

LIRL Rwy 9-27

MOCKSVILLE, NORTH CAROLINA

Amdt 1B 11OCT18

35°55'N-80°27'W

TWIN LAKES (8A7)

RNAV (GPS) RWY 9

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Idg | 4351 |
|---|---|---|---|
| CH 63210 | 050° | TDZE | 74 |
| W05A | | Apt Elev | 74 |

# RNAV (GPS) RWY 5

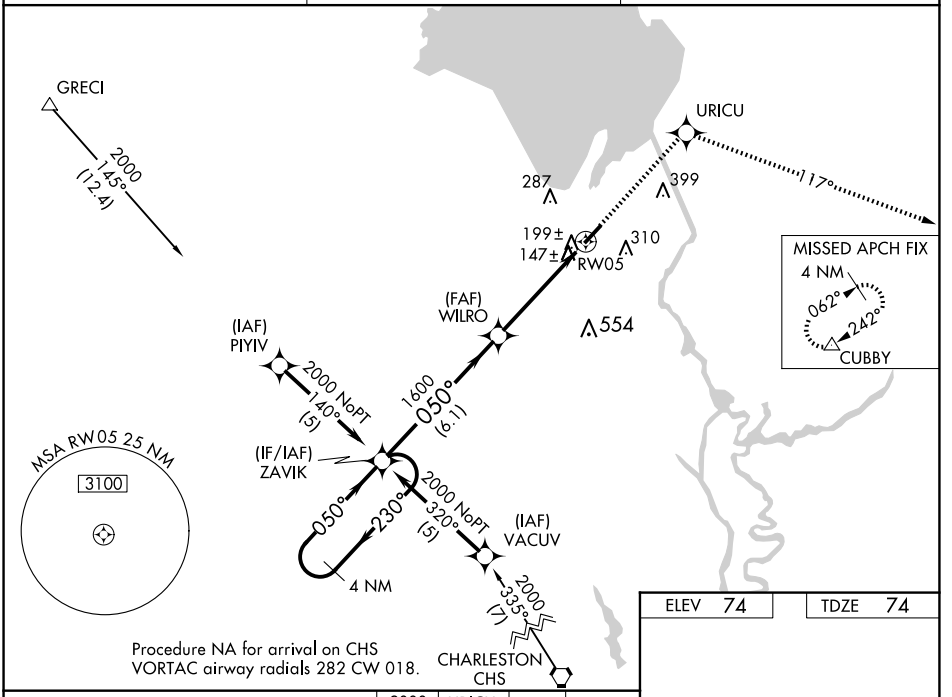
BERKELEY COUNTY (MKS)

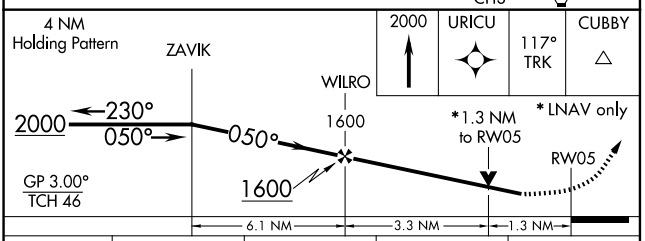
RNP APCH-GPS.

T A NA — Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet; increase all MDA 60 feet and increase LNAV Cat C and Circling Cat C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

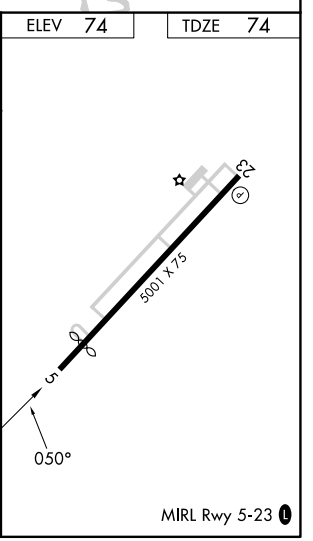
MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 121.275 379.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 407-1¼ 333 (400-1¼) | | | |
| LNAV/VNAV DA | 469-1½ 395 (400-1½) | | | |
| LNAV MDA | 520-1 446 (500-1) | | 520-1¼ 446 (500-1¼) | 520-1½ 446 (500-1½) |
| CIRCLING | 580-1 506 (600-1) | 620-1 546 (600-1) | 700-1¾ 626 (700-1¾) | 860-2½ 786 (800-2½) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MONCKS CORNER, SOUTH CAROLINA AL-6202 (FAA) 23222

# RNAV (GPS) RWY 23

BERKELEY COUNTY (MKS)

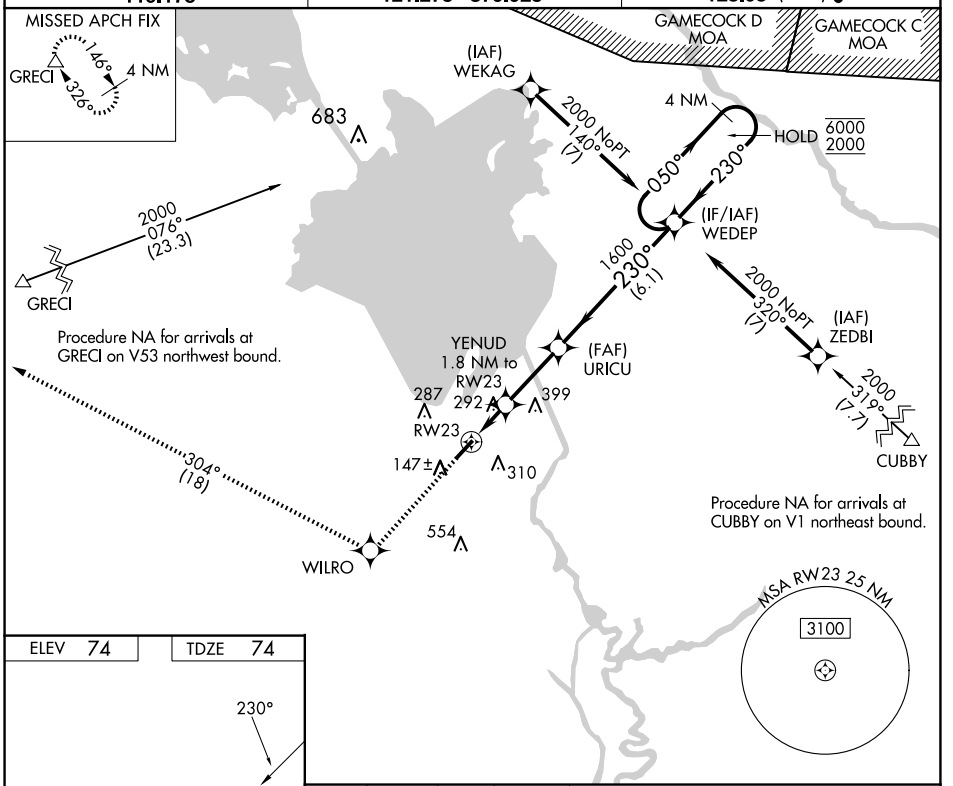
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 230° | TDZE | 74 |
| | Apt Elev | 74 |

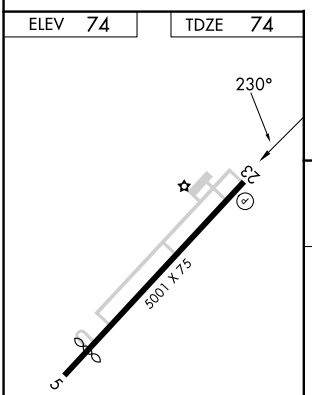
RNP APCH - GPS.

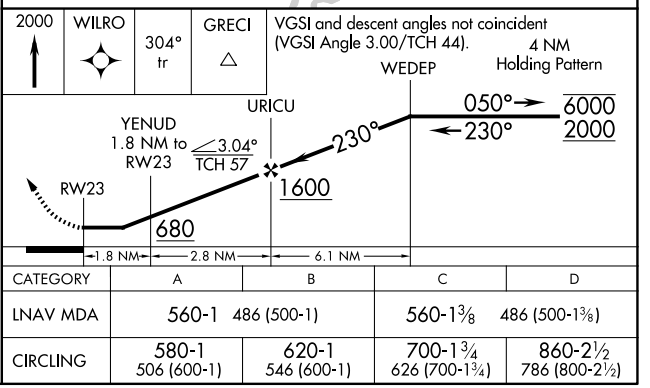
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase all MDAs 60 feet and increase LNAV visibility Cat C and D and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct WILRO and on track 304° to GRECI and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 121.275 379.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 486 (500-1) | | 560-1⅜ | 486 (500-1⅜) |
| CIRCLING | 580-1 506 (600-1) | 620-1 546 (600-1) | 700-1¾ 626 (700-1¾) | 860-2½ 786 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC CHS | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.5 | 185° | TDZE | N/A |
| Chan 82 | | Apt Elev | 74 |

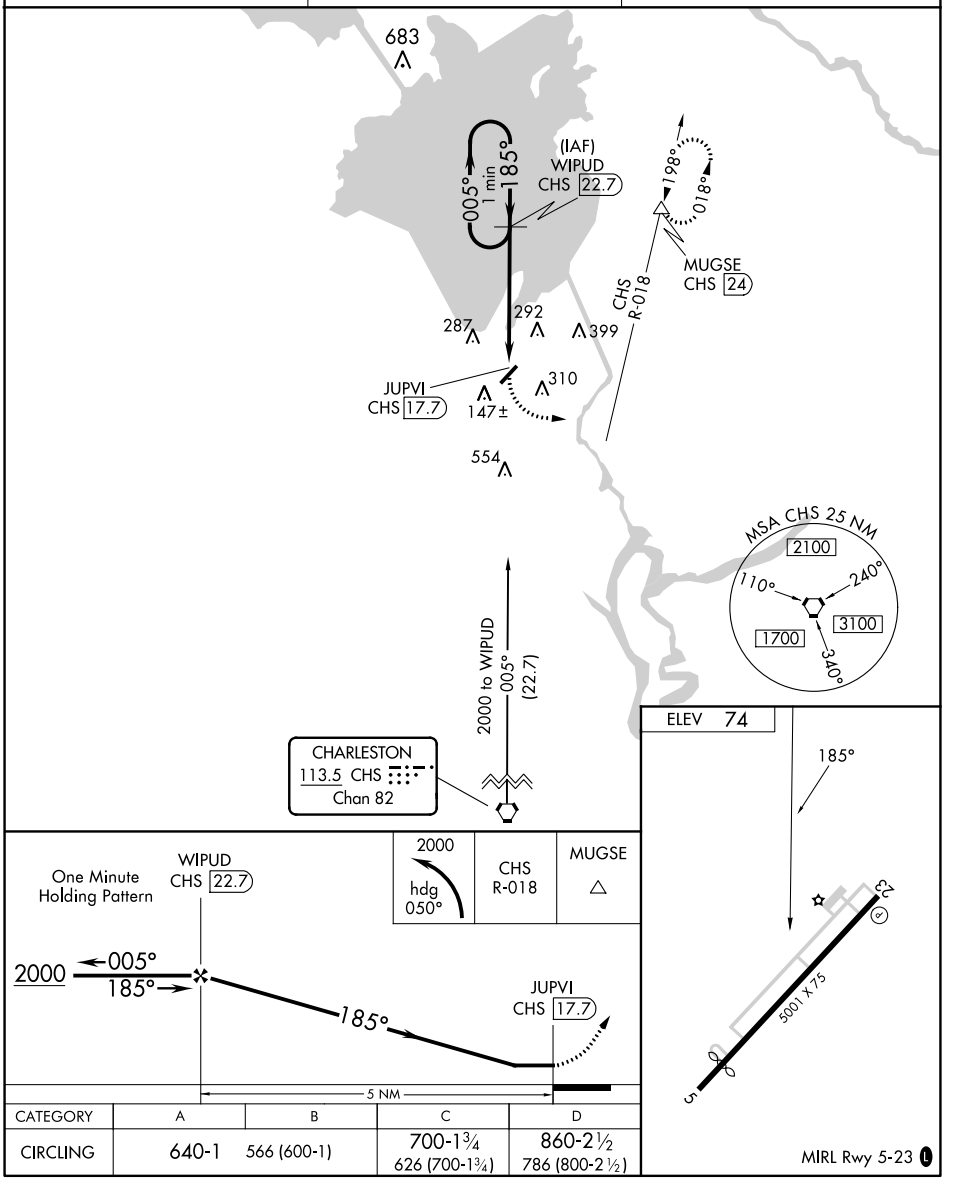
# VOR/DME-A

## BERKELEY COUNTY (MKS)

Procedure NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase all MDA 60 feet and Cat C/D visibility ¼ SM. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 121.275 379.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 | 566 (600-1) | 700-1¾ 626 (700-1¾) | 860-2½ 786 (800-2½) |

MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MONROE, NORTH CAROLINA | AL-5726 (FAA) | 26246

# ILS or LOC RWY 5

CHARLOTTE/MONROE EXEC (EQY)

| LOC/DME I-EQY | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| 109.75 | 053° | TDZE | 683 |
| Chan 34(Y) | | Apt Elev | 683 |

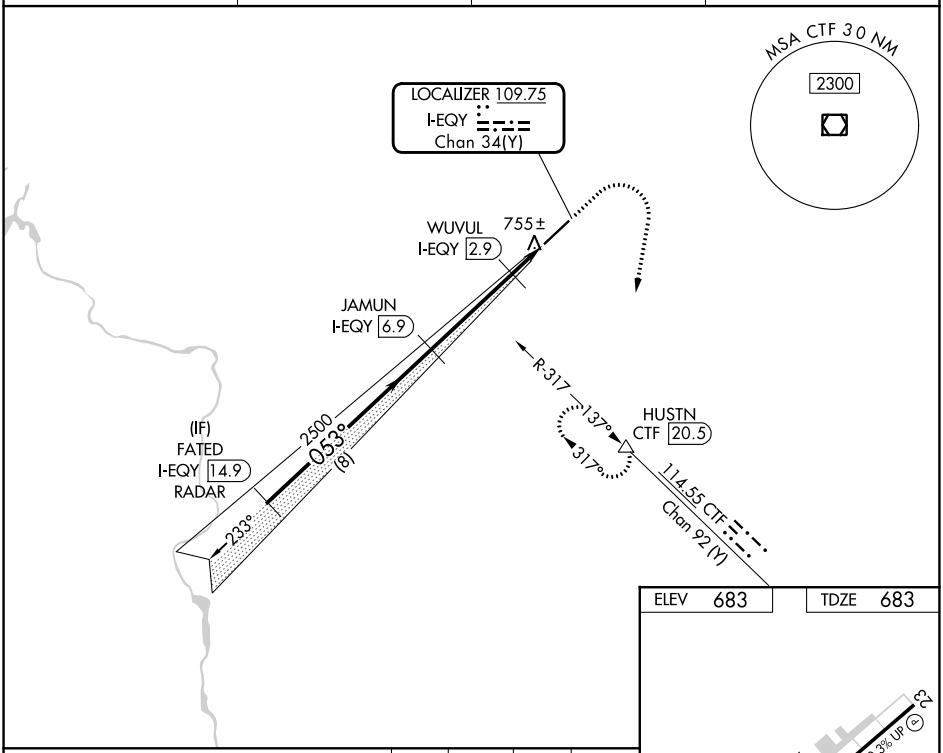
DME required. RADAR required for procedure entry.

Rwy 5 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 5 all Cats. For inop ALS, increase S-LOC 5 all Cats visibility to 1 SM.

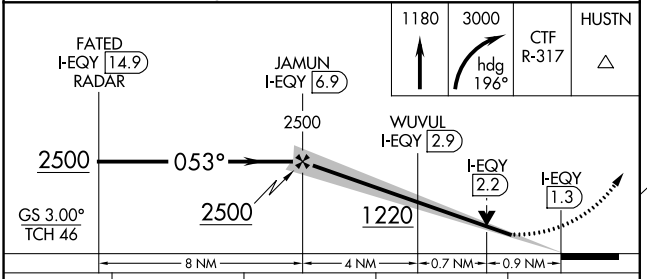
MALSR

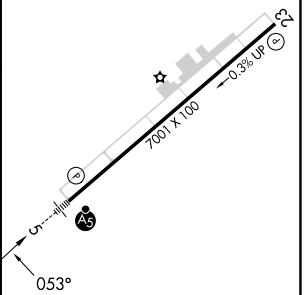
MISSED APPROACH: Climb to 1180 then climbing right turn to 3000 on heading 196° and CTF VOR/DME R-317 to HUSTN/CTF 20.5 DME and hold, continue climb-in-hold to 3000.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) |




| ELEV 683 | TDZE 683 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 933-¾ | 250 (300-¾) | | |
| S-LOC 5 | 1020-¾ | 337 (400-¾) | | |
| CIRCLING | 1220-1 | 537 (600-1) | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |

HIRL Rwy 5-23
REIL Rwy 23

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:35 | 3:44 | 2:48 | 2:14 | 1:52 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 66002 W05A | APP CRS 053° | Rwy Ldg 7001 TDZE 683 Apt Elev 683 |
|---|---|---|

# RNAV (GPS) RWY 5

## CHARLOTTE/MONROE EXEC (EQY)

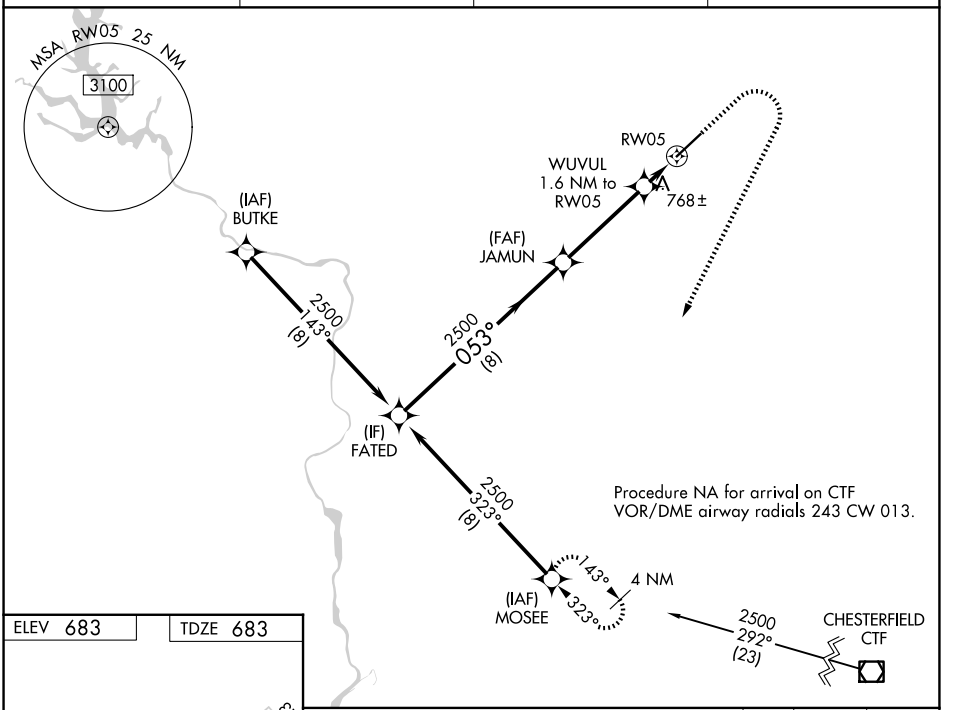
RNP APCH-GPS.

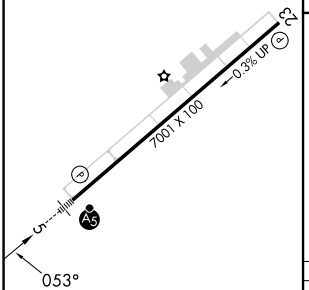
Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV all Cats visibility to 1 SM.

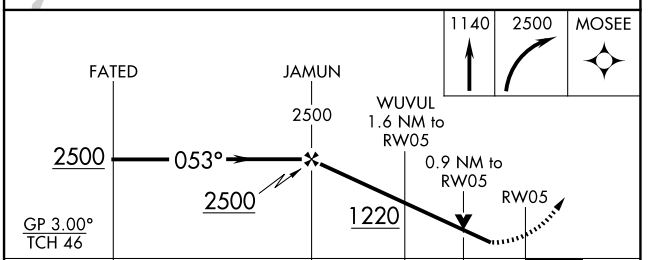
MALSR

MISSED APPROACH: Climb to 1140 then climbing right turn to 2500 direct MOSEE and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 933-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1001-¾ 318 (400-¾) | | | |
| LNAV MDA | 1020-¾ 337 (400-¾) | | | |
| CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |

HIRL Rwy 5-23 L
REIL Rwy 23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MONROE, NORTH CAROLINA AL-5726 (FAA) 25331

# RNAV (GPS) RWY 23

CHARLOTTE/MONROE EXEC (EQY)

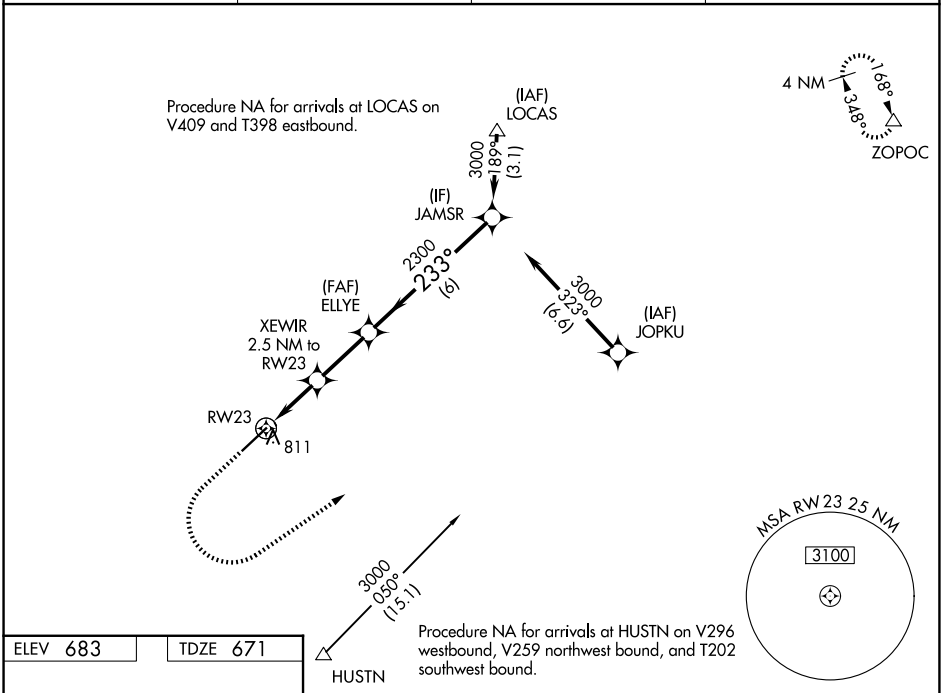
| WAAS CH 90141 W23A | APP CRS 233° | Rwy Ldg 7001 TDZE 671 Apt Elev 683 |
|---|---|---|

RNP APCH-GPS.

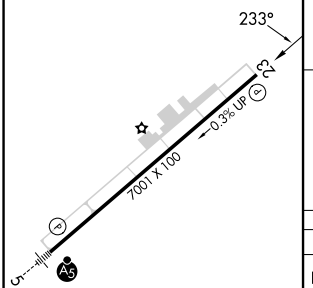
Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

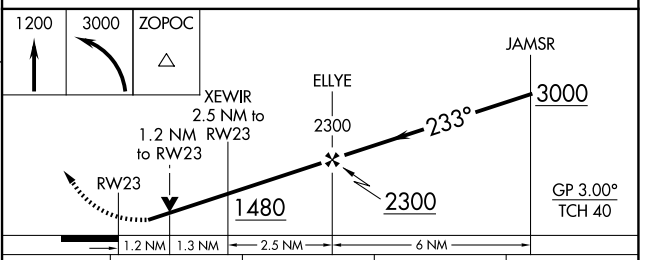
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct ZOPOC and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) L |




ELEV 683 TDZ 671




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 939-1 268 (300-1) | | | |
| LNAV/VNAV DA | 981-1 310 (300-1) | | | |
| LNAV MDA | 1080-1 409 (400-1) | | 1080-1⅛ 409 (400-1⅛) | |
| CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |

HIRL Rwys 5-23 L
REIL Rwy 23 L

MONROE, NORTH CAROLINA
Amdt 1C 30NOV23

35°01′N-80°37′W

CHARLOTTE/MONROE EXEC (EQY)

RNAV (GPS) RWY 23

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# BATTA ONE DEPARTURE (RNAV)






BATTA ONE DEPARTURE (RNAV)
(BATTA1.BATTA) 03SEP26
MONROE, NORTH CAROLINA
CHARLOTTE/MONROE EXEC (EQY)

(BEAVY9.BEAVY) 26246 AL-5726 (FAA)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

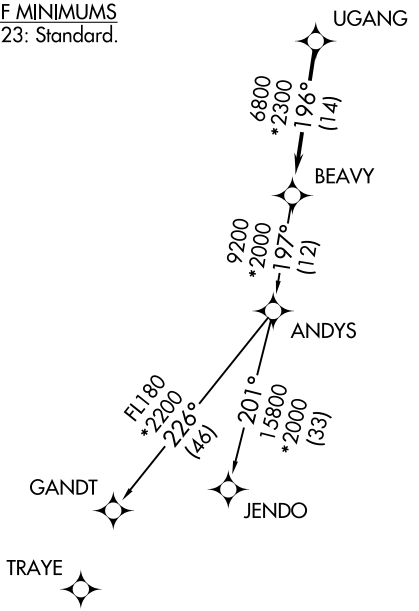
# BEAVY NINE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

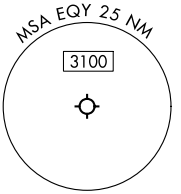
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

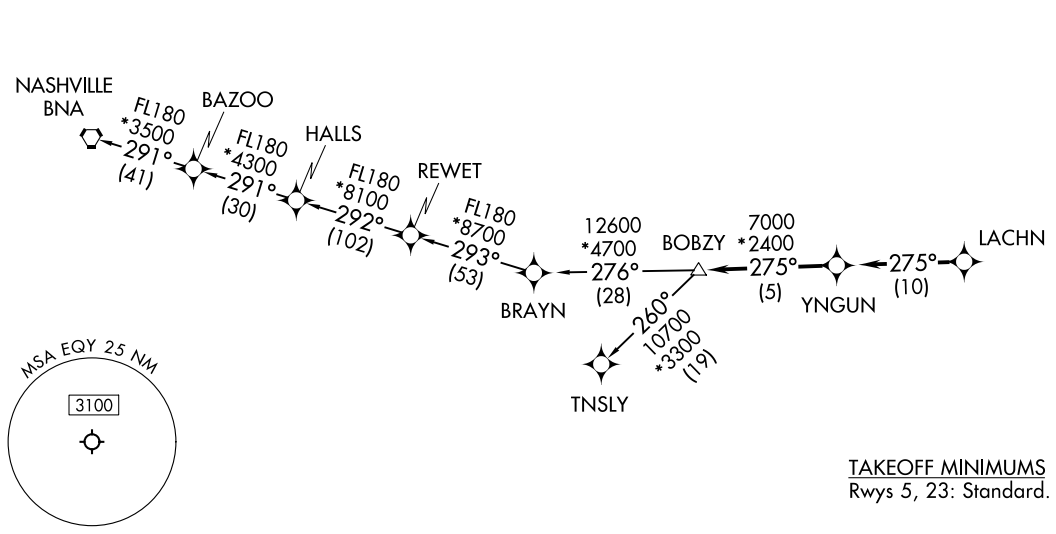
CHARLOTTE/MONROE EXEC (EQY)

MONROE, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246
BOBZY EIGHT DEPARTURE (RNAV)
AL-5726 (FAA)
CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

(CLT6.CLT) 26246 AL-5726 (FAA)

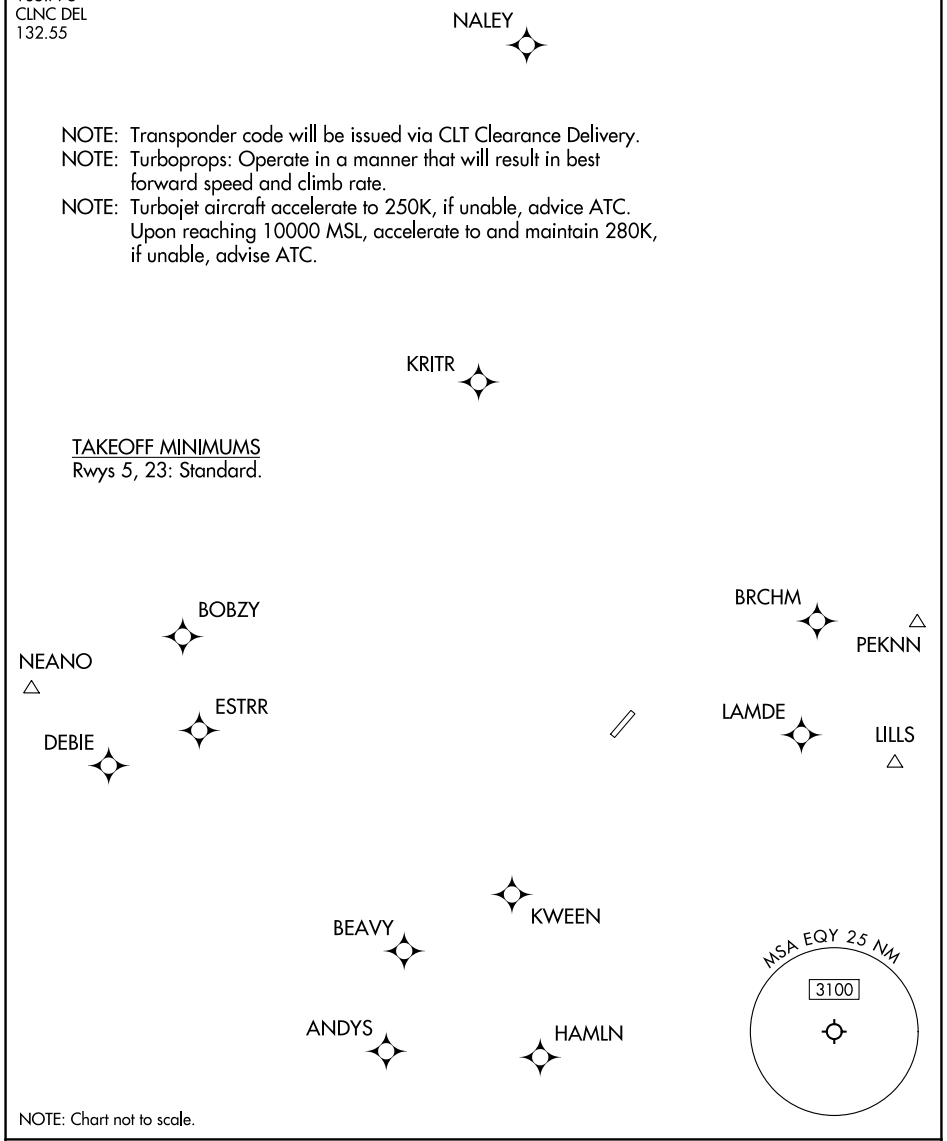
# CHARLOTTE SIX DEPARTURE

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

RADAR and DME required.

**TOP ALTITUDE: 3000**




NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.


SE-2, 03 SEP 2026 to 29 OCT 2026

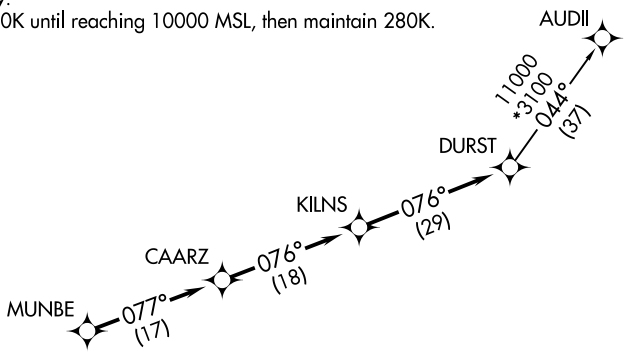
# DURST ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

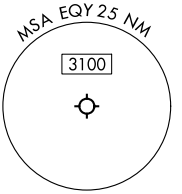
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(ESTRR8.ESTRR) 26246 AL-5726 (FAA)

# ESTRR EIGHT DEPARTURE (RNAV)

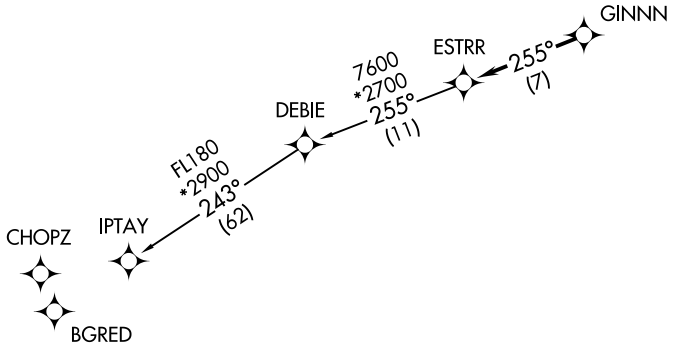
CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

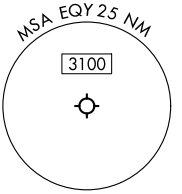
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



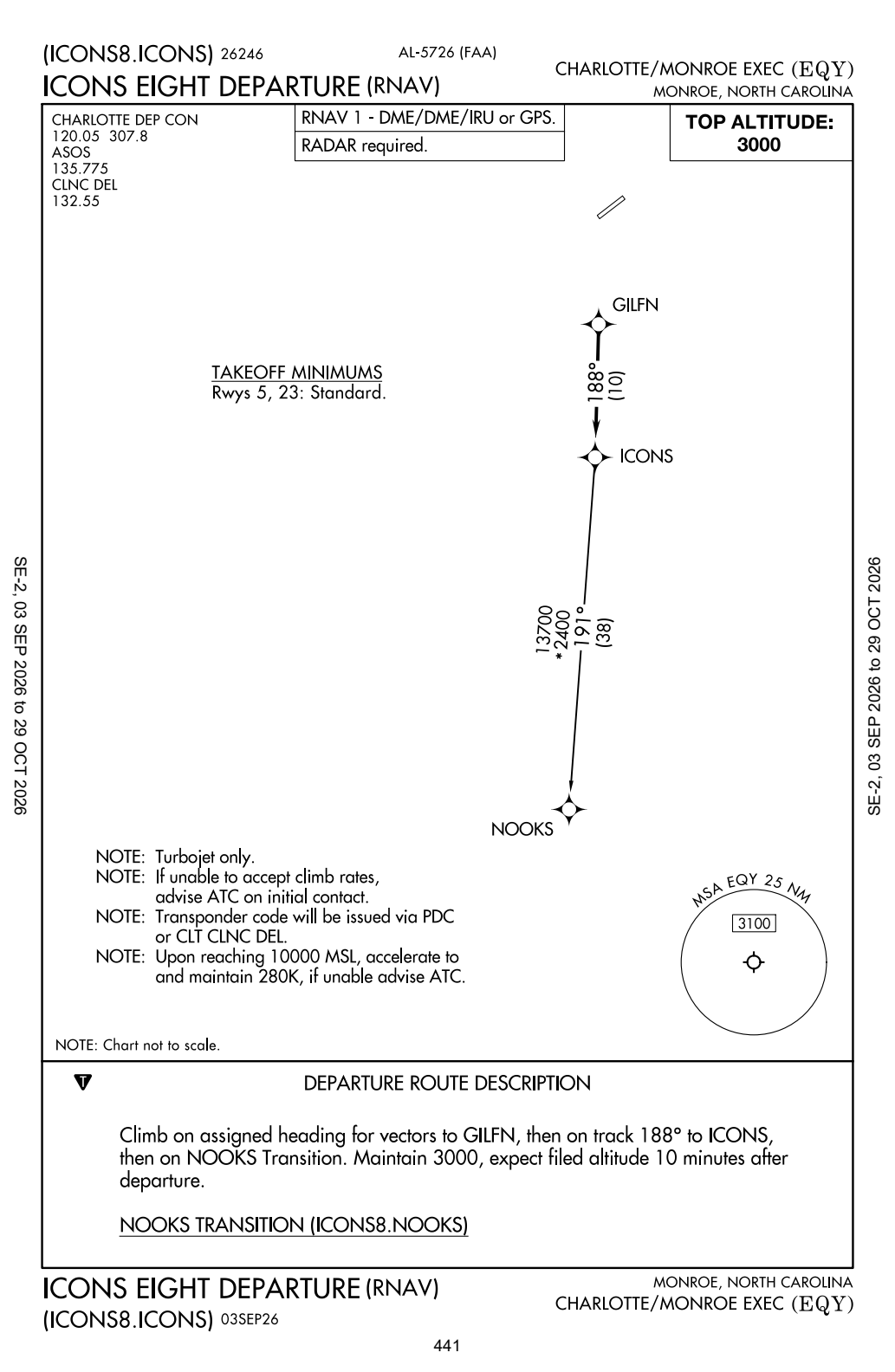
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GILFN, then on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(IRVVV1.IRVVV) 26246

AL-5726 (FAA)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

# IRVVV ONE DEPARTURE (RNAV)

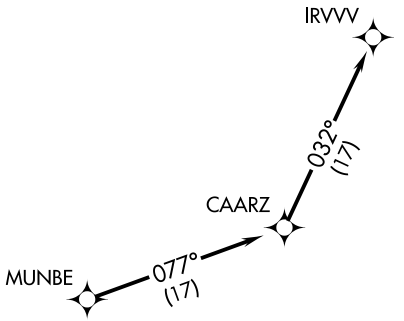
CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

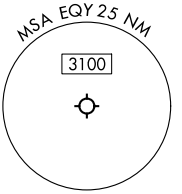
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# JOJJO EIGHT DEPARTURE (RNAV)

(JOJJO8.JOJJO) 03SEP26

CHARLOTTE/MONROE EXEC (EQY)

MONROE, NORTH CAROLINA

(JOJJO8.JOJJO) 26246

JOJJO EIGHT DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)

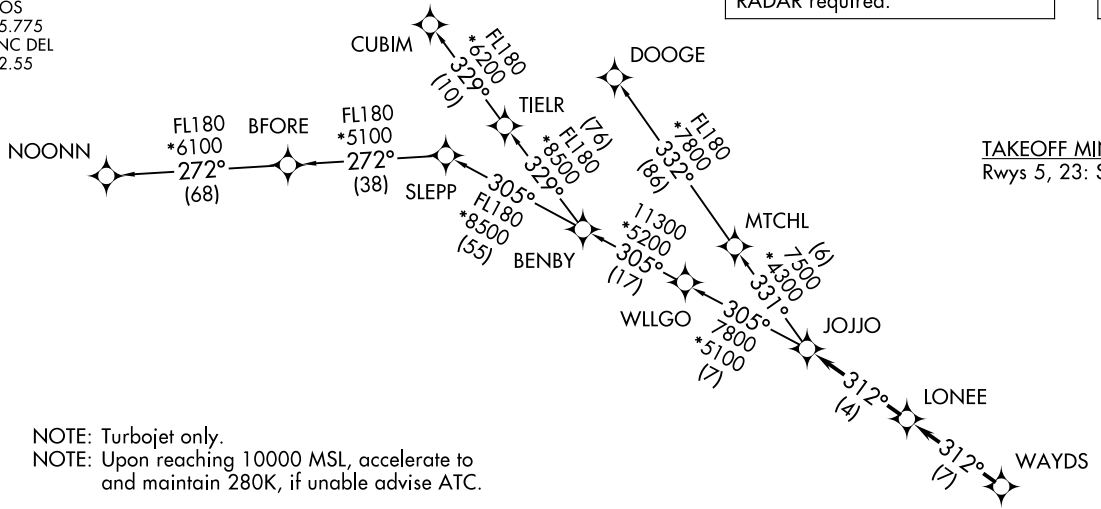
MONROE, NORTH CAROLINA

AL-5726 (FAA)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

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

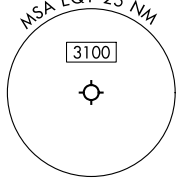
**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

N




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

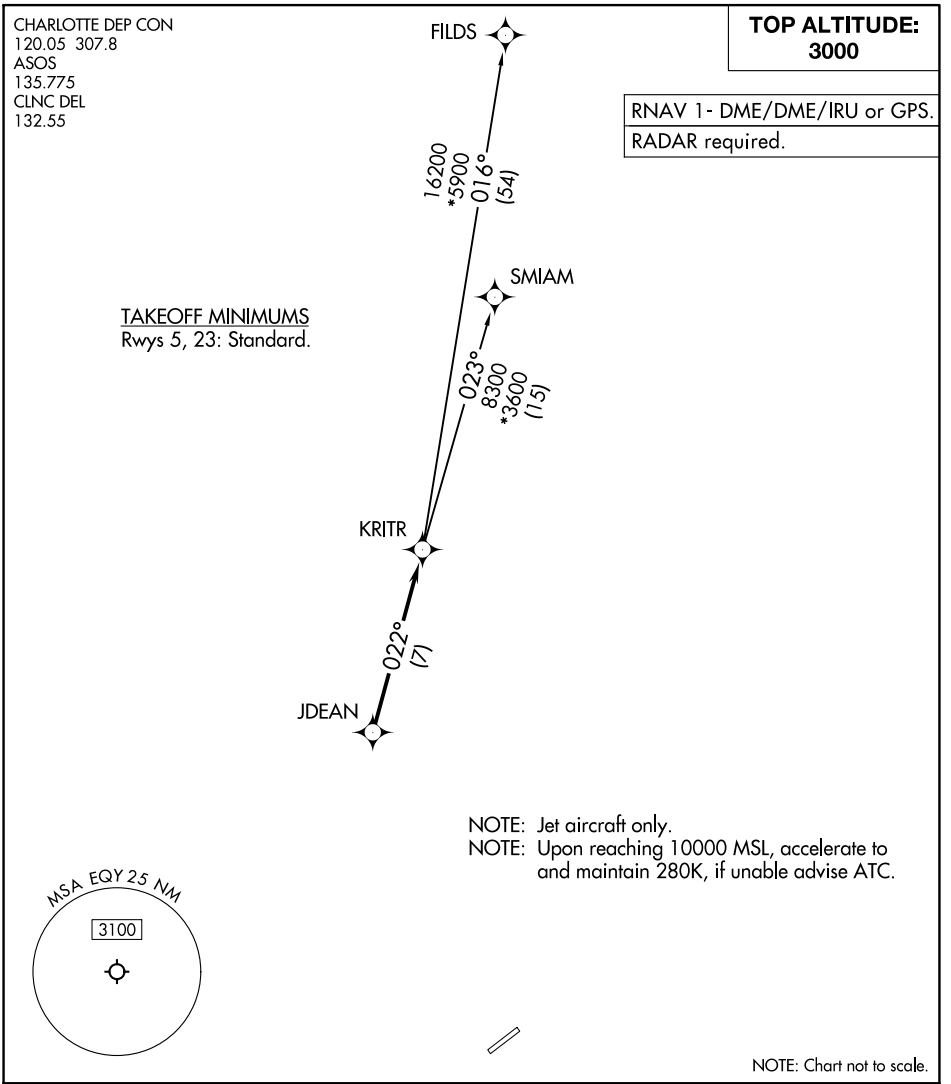
Climb on assigned heading for vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)

(KRITR9.KRITR) 26246 AL-5726 (FAA)

# KRITR NINE DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to JDEAN, then on depicted route to KRITR. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

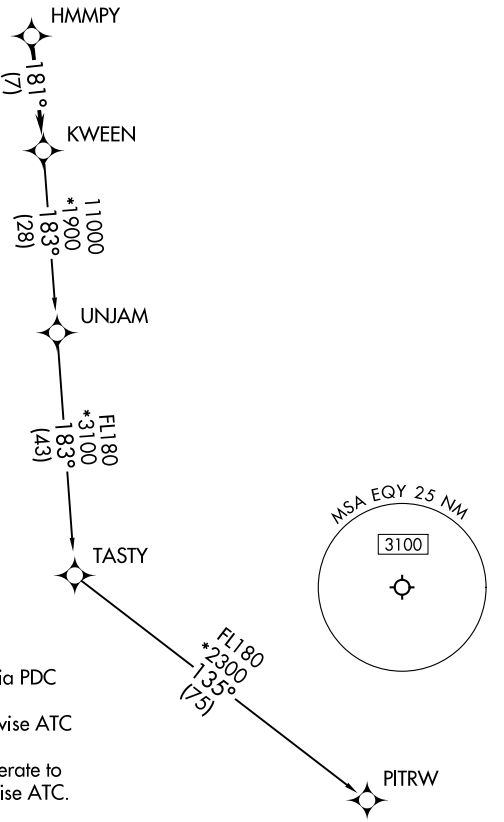
# KWEEN EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to HMMPY, then on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246 AL-5726 (FAA)

# LILLS SIX DEPARTURE (RNAV)

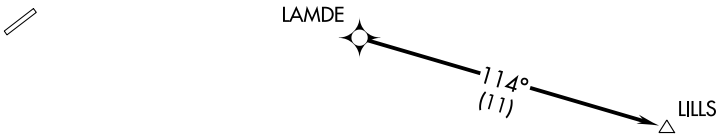
CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

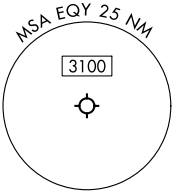
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



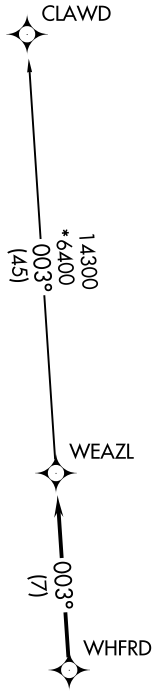
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55

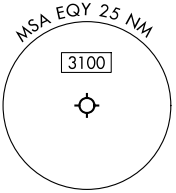
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwy 5, 23: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to WHFRD, then on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 14

## LAKE NORMAN AIRPARK (14A)

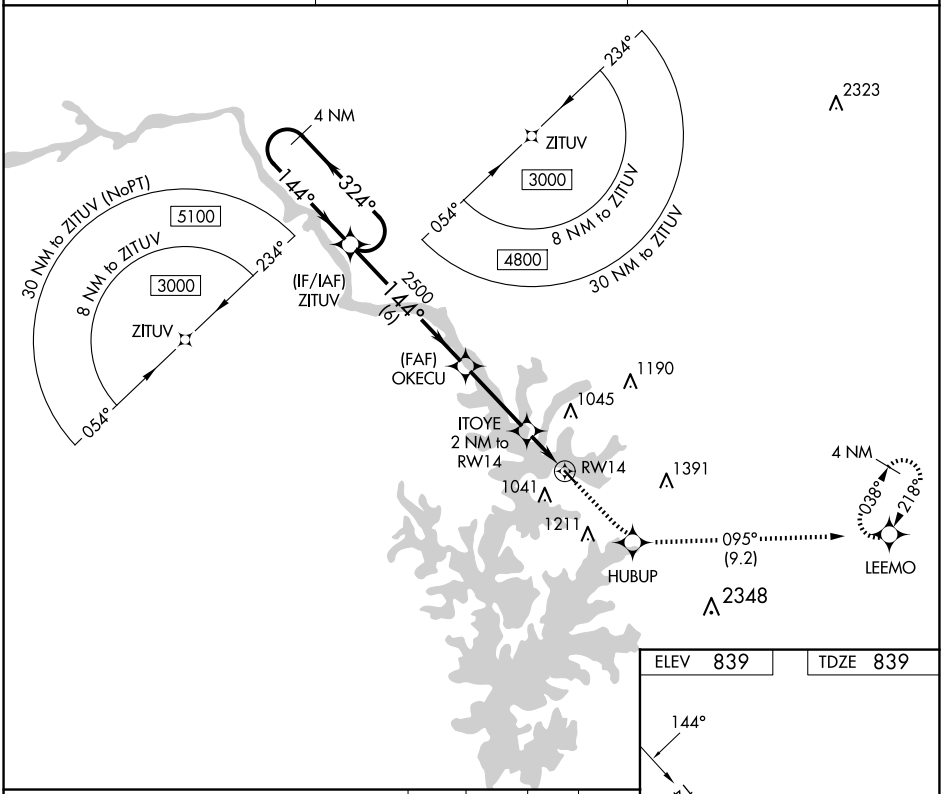
| APP CRS | Rwy ldg | 2962 |
|---|---|---|
| 144° | TDZE | 839 |
| | Apt Elev | 839 |

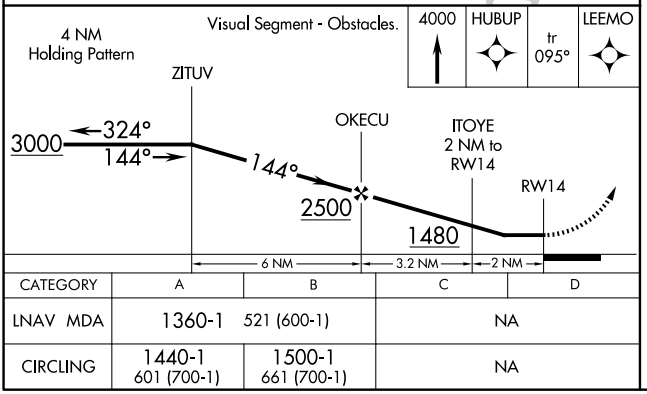
NA

Procedure NA at night. DME/DME RNP-0.3 NA. Use Statesville altimeter setting; when not received, use Charlotte altimeter setting and increase all MDA 40 feet. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

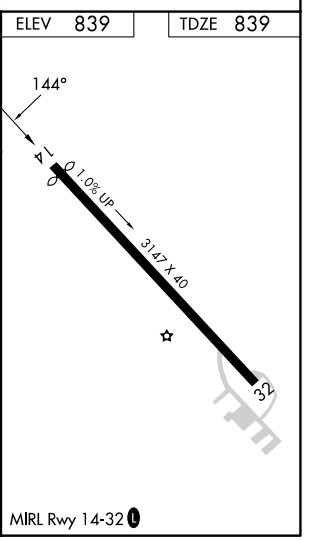
MISSED APPROACH: Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

| SVH AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.225 | 134.75 257.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 521 (600-1) | NA | |
| CIRCLING | 1440-1<br>601 (700-1) | 1500-1<br>661 (700-1) | NA | |






35°37′N-80°54′W



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

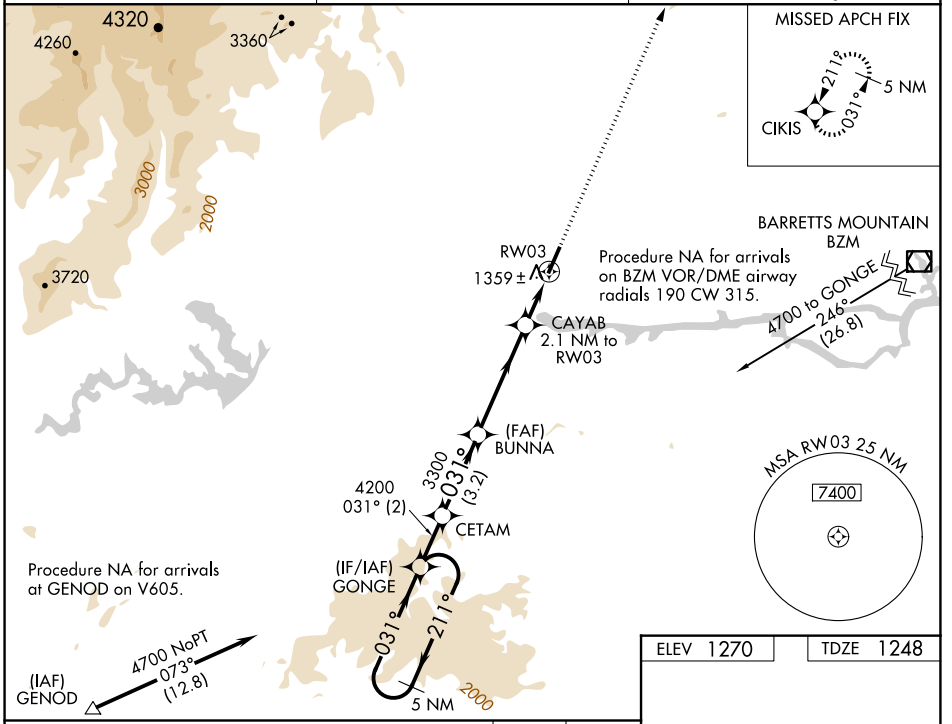
FOOTHILLS RGNL (MRN)

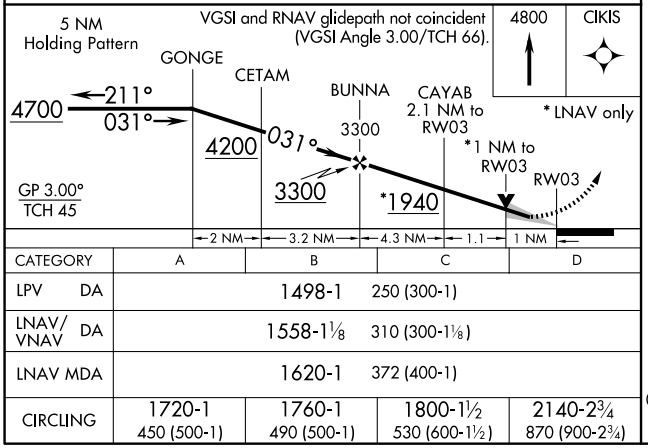
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 69322 | 031° | TDZE | 1248 |
| W03A | | Apt Elev | 1270 |

Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter not received use Hickory altimeter: increase LPV DA to 1540 feet, LNAV/VNAV DA to 1600 feet, and visibility LNAV/VNAV all Cats ⅛ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ⅛ SM and Circling Cat D ¼ SM.

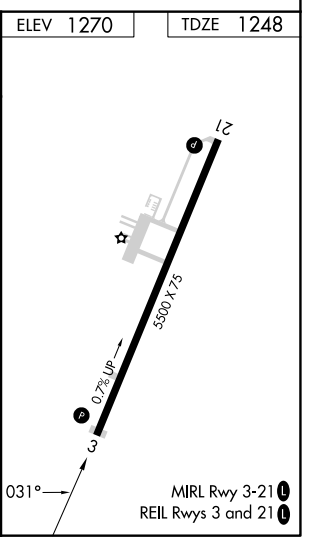
MISSED APPROACH: Climb to 4800 direct CIKIS and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1498-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 1558-1⅛ | 310 (300-1⅛) | |
| LNAV MDA | | 1620-1 | 372 (400-1) | |
| CIRCLING | 1720-1 450 (500-1) | 1760-1 490 (500-1) | 1800-1½ 530 (600-1½) | 2140-2¾ 870 (900-2¾) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MORGANTON, NORTH CAROLINA

AL-5707 (FAA)

26134

# RNAV (GPS) RWY 21

FOOTHILLS RGNL (MRN)

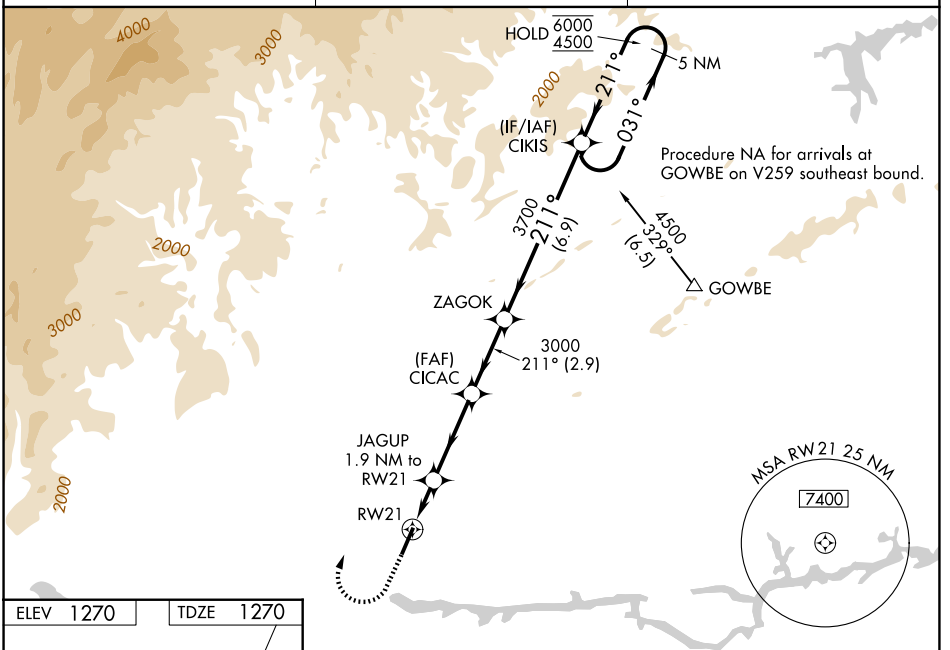
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 40322 | 211° | TDZE | 1270 |
| W21A | | Apt Elev | 1270 |

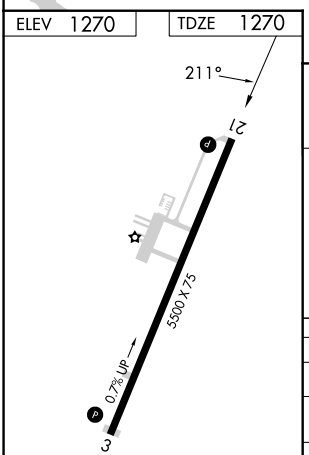
RNP APCH - GPS.

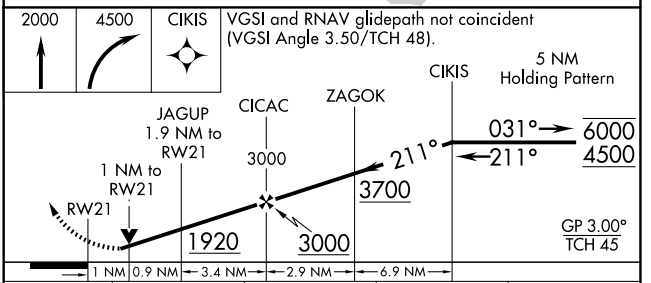
T A Baro-VNAV and VDP NA when using HKY altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter not received, use HKY altimeter setting and increase LPV DA to 1562 feet; LNAV/VNAV DA to 1642 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4500 direct CIKIS and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1520-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1600-1 330 (400-1) | | | |
| LNAV MDA | 1680-1 410 (500-1) | | 1680-1⅛ 410 (500-1⅛) | |
| CIRCLING | 1720-1 450 (500-1) | 1760-1 490 (500-1) | 1800-1½ 530 (600-1½) | 2140-2¾ 870 (900-2¾) |

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC I-MRN | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 111.1 | 031° | TDZE | 1248 |
| | | Apt Elev | 1270 |

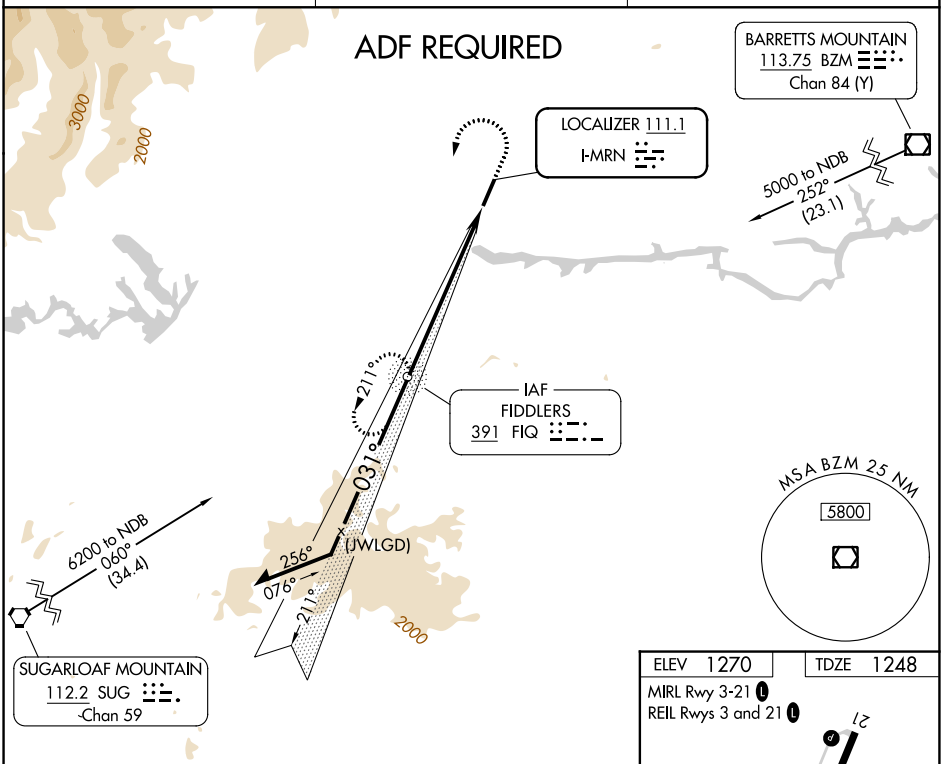
# LOC RWY 3

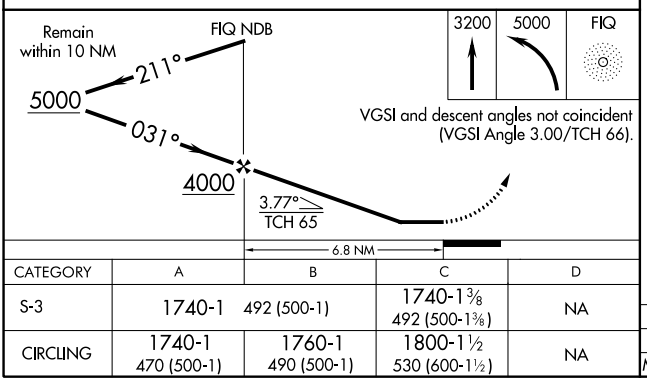
FOOTHILLS RGNL (MRN)

ADF required. When local altimeter setting not received, use Hickory altimeter setting: increase all MDA 60 feet and visibility S-3 Cat C ¼ SM.

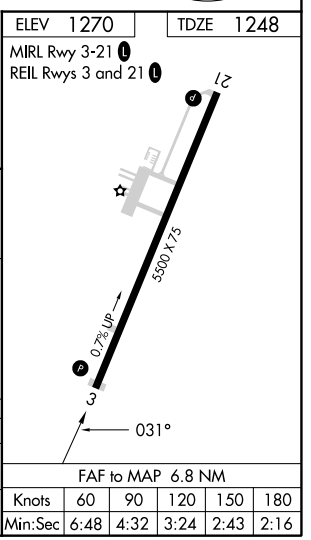
MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1740-1 492 (500-1) | | 1740-1⅜ 492 (500-1⅜) | NA |
| CIRCLING | 1740-1 470 (500-1) | 1760-1 490 (500-1) | 1800-1½ 530 (600-1½) | NA |




FAF to MAP 6.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MOUNT AIRY, NORTH CAROLINA

AL-6492 (FAA)

26134

# RNAV (GPS) RWY 18

MOUNT AIRY/SURRY COUNTY (MWK)

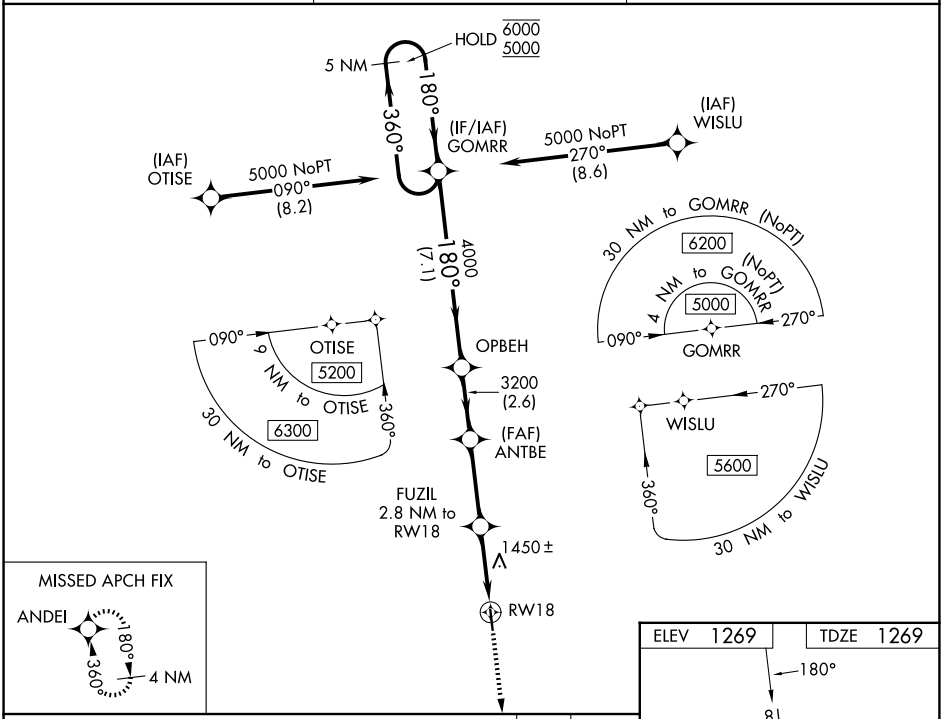
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 58317 | 180° | TDZE | 1269 |
| W18A | | Apt Elev | 1269 |

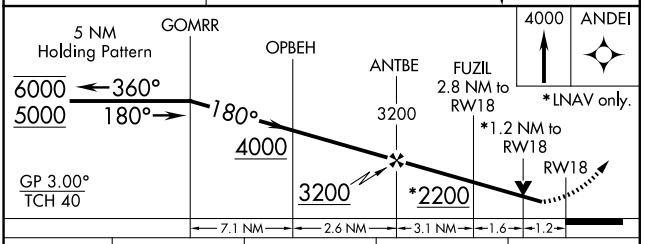
RNP APCH.

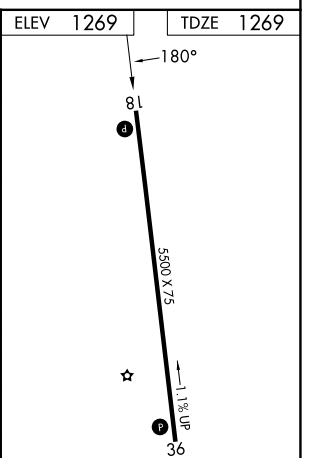
▼ Rwy 18 helicopter visibility reduction below ¾ SM NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

| AWOS-3PT | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 121.125 | 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1522-1 253 (300-1) | | | |
| LNAV/VNAV DA | 1742-1⅜ 473 (500-1⅜) | | | |
| LNAV MDA | 1700-1 431 (500-1) | | 1700-1¼ 431 (500-1¼) | |
| CIRCLING | 1940-1 671 (700-1) | 2040-1 771 (800-1) | 2180-2¾ 911 (1000-2¾) | 2340-3 1071 (1100-3) |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

MOUNT AIRY, NORTH CAROLINA
Amdt 1A 05NOV20

36°28'N-80°33'W

MOUNT AIRY/SURRY COUNTY (MWK)

RNAV (GPS) RWY 18


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 36

MOUNT AIRY/SURRY COUNTY (MWK)

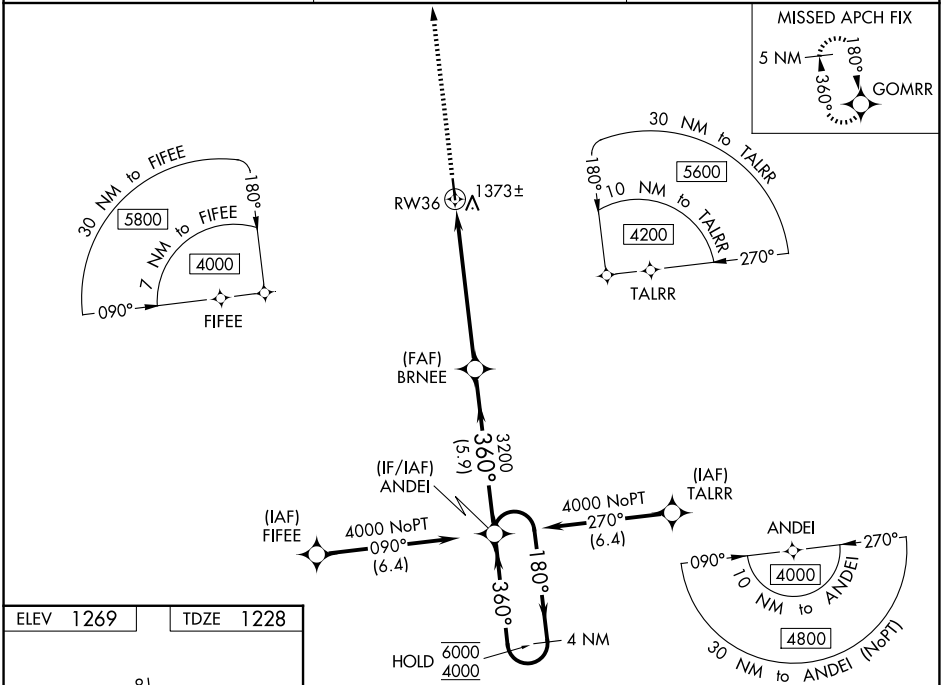
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 99717 | 360° | TDZE | 1228 |
| W36A | | Apt Elev | 1269 |

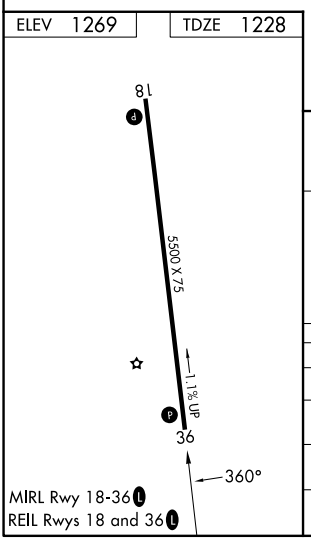
RNP APCH.

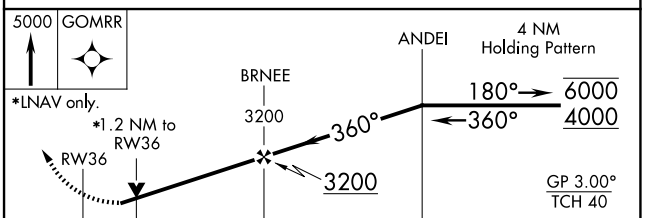
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

| AWOS-3PT | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 121.125 | 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1527-1 299 (300-1) | | | |
| LNAV/VNAV DA | 1637-1⅛ 409 (400-1⅛) | | | |
| LNAV MDA | 1640-1 412 (400-1) | | 1640-1⅛ 412 (400-1⅛) | |
| CIRCLING | 1940-1 671 (700-1) | 2040-1 771 (800-1) | 2180-2¾ 911 (1000-2¾) | 2340-3 1071 (1100-3) |



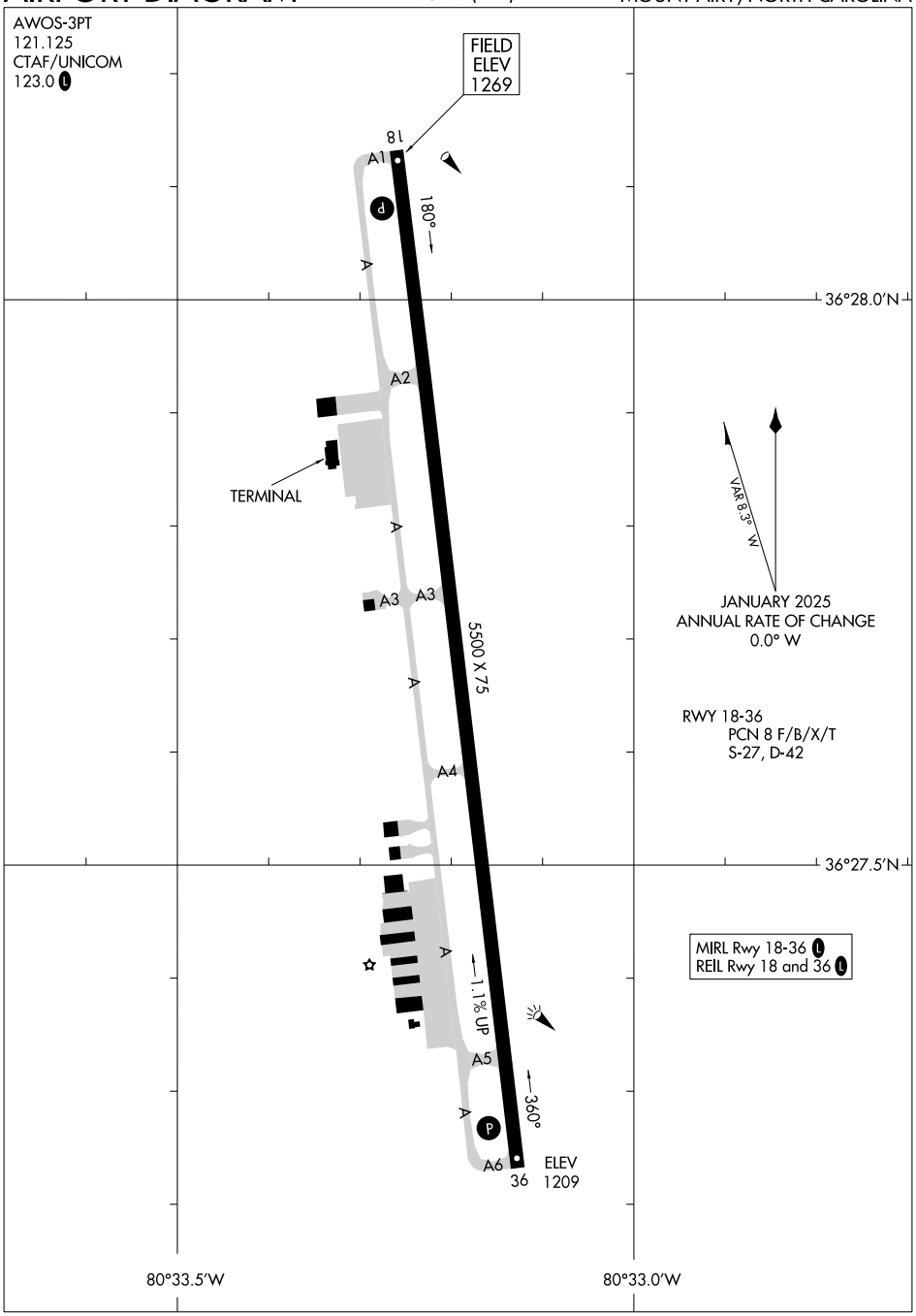
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26134

# AIRPORT DIAGRAM

AL-6492 (FAA)

MOUNT AIRY/SURRY COUNTY (MWK)
MOUNT AIRY, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134
MOUNT AIRY, NORTH CAROLINA
MOUNT AIRY/SURRY COUNTY (MWK)

# RNAV (GPS) RWY 5

## MOUNT OLIVE MUNI (W40)

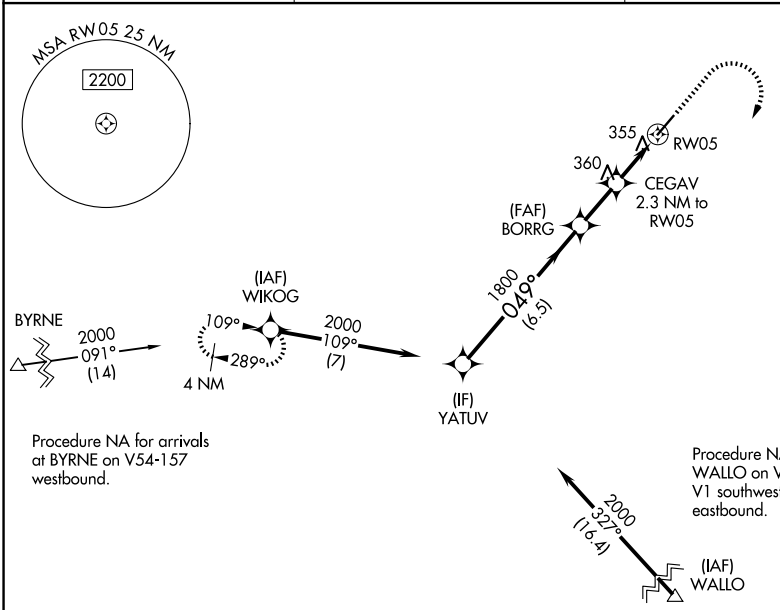
| WAAS | APP CRS | Rwy Ldg | 5254 |
|---|---|---|---|
| CH 69431 | 049° | TDZE | 166 |
| W05A | | Apt Elev | 166 |

RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Goldsboro altimeter setting.

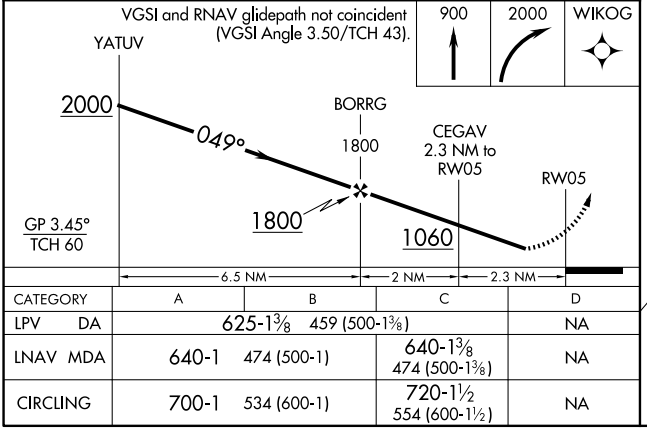
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON★ | UNICOM |
|---|---|---|
| 120.075 | 119.7 273.6 | 122.8 (CTAF) L |

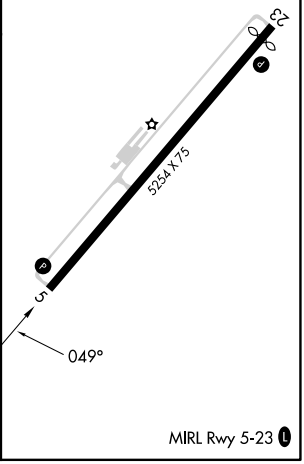



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 625-1⅜ | 459 (500-1⅜) | | NA |
| LNAV MDA | 640-1 | 474 (500-1) | 640-1⅜ 474 (500-1⅜) | NA |
| CIRCLING | 700-1 | 534 (600-1) | 720-1½ 554 (600-1½) | NA |



MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

26022

# RNAV (GPS) RWY 23

MOUNT OLIVE MUNI (W40)

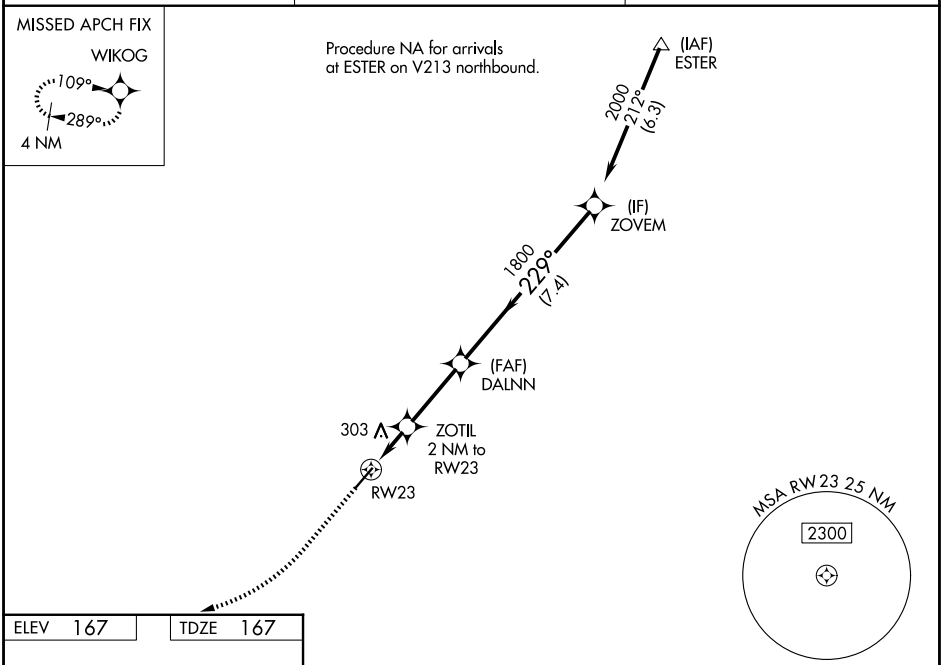
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 90331 | 229° | TDZE | 167 |
| W23A | | Apt Elev | 167 |

RNP APCH - GPS.

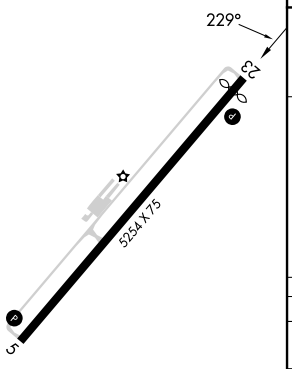
Rwy 23 helicopter visibility reduction below ¾ SM NA. VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase LPV DA to 524 feet.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.

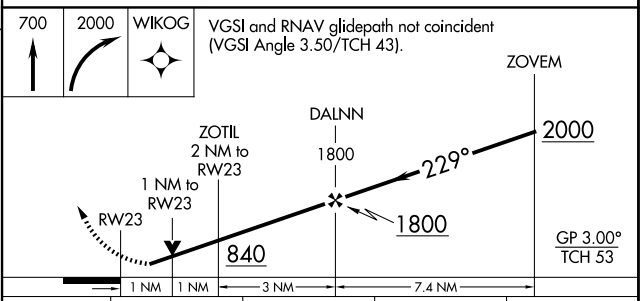
| AWOS-3P | SEYMOUR JOHNSON APP CON* | UNICOM |
|---|---|---|
| 120.075 | 119.7 273.6 | 122.8 (CTAF) L |




ELEV 167 | TDZE 167




MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 497-1 330 (400-1) | | | NA |
| LNAV MDA | 580-1 413 (500-1) | | 580-1⅛ 413 (500-1⅛) | NA |
| CIRCLING | 700-1 533 (600-1) | | 720-1½ 553 (600-1½) | NA |

MOUNT OLIVE, NORTH CAROLINA

Orig-E 22JAN26

35°13'N-78°02'W

MOUNT OLIVE MUNI (W40)

RNAV (GPS) RWY 23

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 17

## MT PLEASANT RGNL-FAISON FLD (LRO)

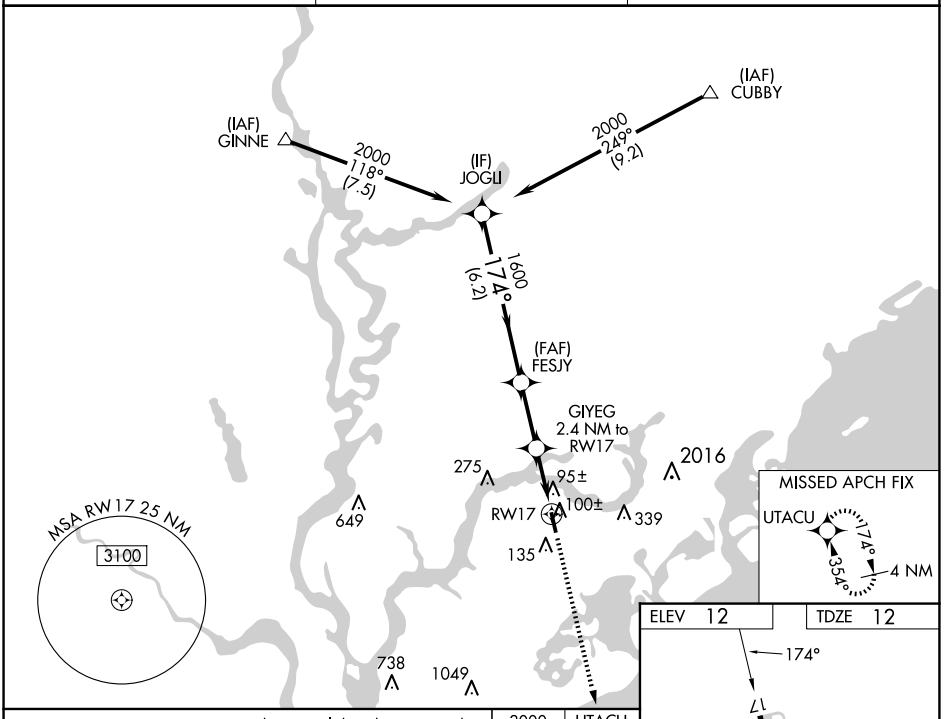
| WAAS CH **62817** **W17A** | APP CRS **174°** | Rwy Ldg **3700** TDZE **12** Apt Elev **12** |
|---|---|---|

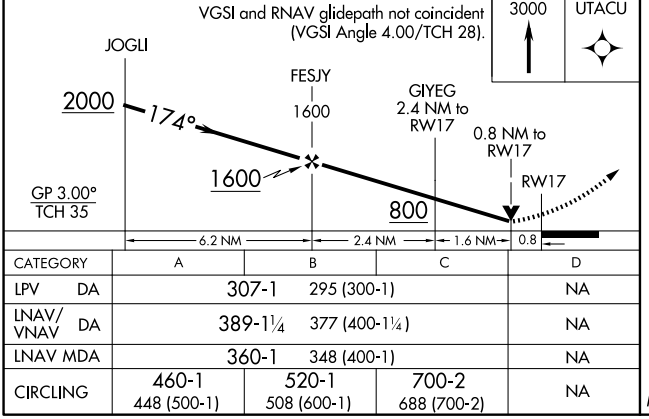
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

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

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| **118.625** | **121.275 379.925** | **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 307-1 | 295 (300-1) | | NA |
| LNAV/VNAV DA | 389-1¼ | 377 (400-1¼) | | NA |
| LNAV MDA | 360-1 | 348 (400-1) | | NA |
| CIRCLING | 460-1 448 (500-1) | 520-1 508 (600-1) | 700-2 688 (700-2) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 35

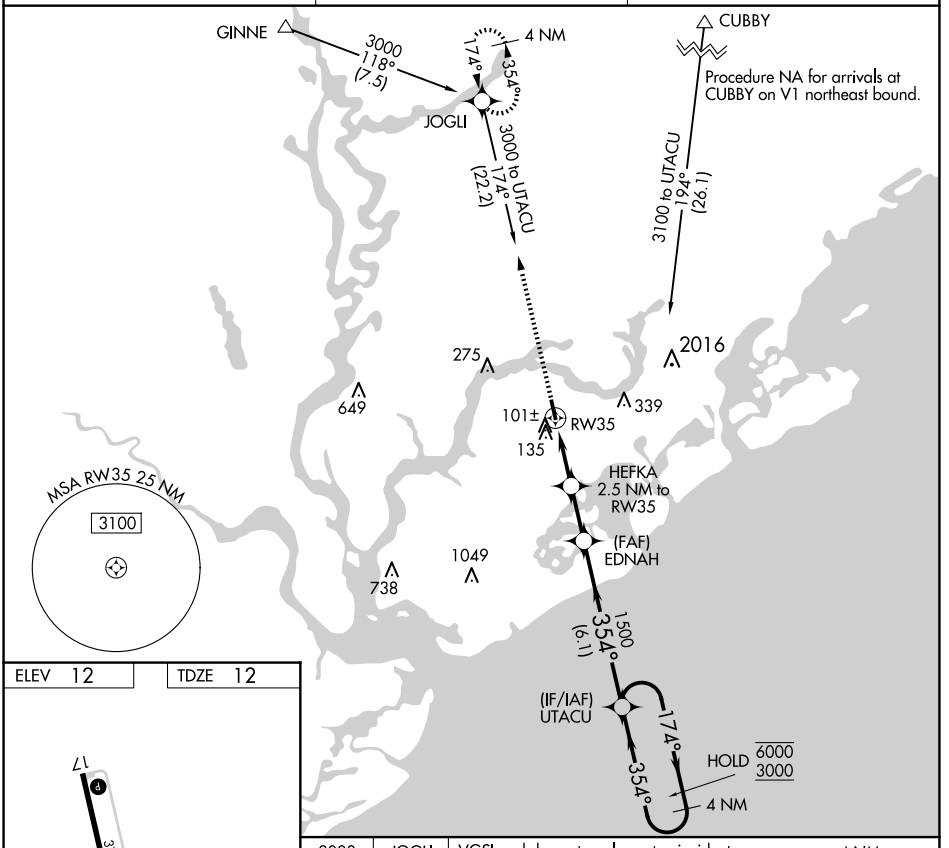
## MT PLEASANT RGNL-FAISON FLD (LRO)

| APP CRS | Rwy Ldg | 3700 |
|---|---|---|
| 354° | TDZE | 12 |
| | Apt Elev | 12 |

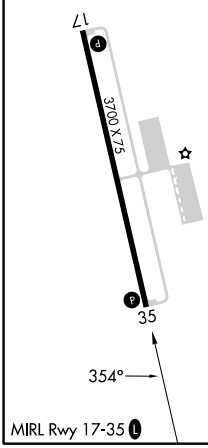
RNP APCH - GPS.

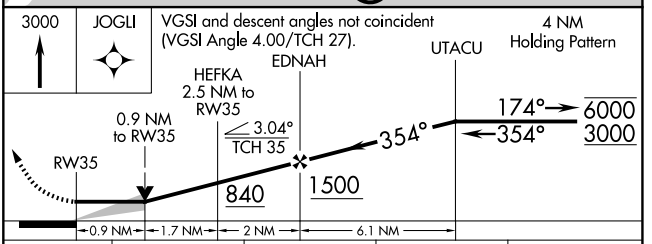
MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.625 | 121.275 379.925 | 122.7 (CTAF) |




ELEV 12 TDZE 12




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 | 388 (400-1) | 400-1⅛ 388 (400-1⅛) | NA |
| CIRCLING | 460-1 448 (500-1) | 520-1 508 (600-1) | 700-2 688 (700-2) | NA |





SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

| LOC/DME I-MYR | APP CRS | Rwy Ldg | 9503 |
|---|---|---|---|
| 109.5 | 177° | TDZE | 23 |
| Chan 32 | | Apt Elev | 25 |

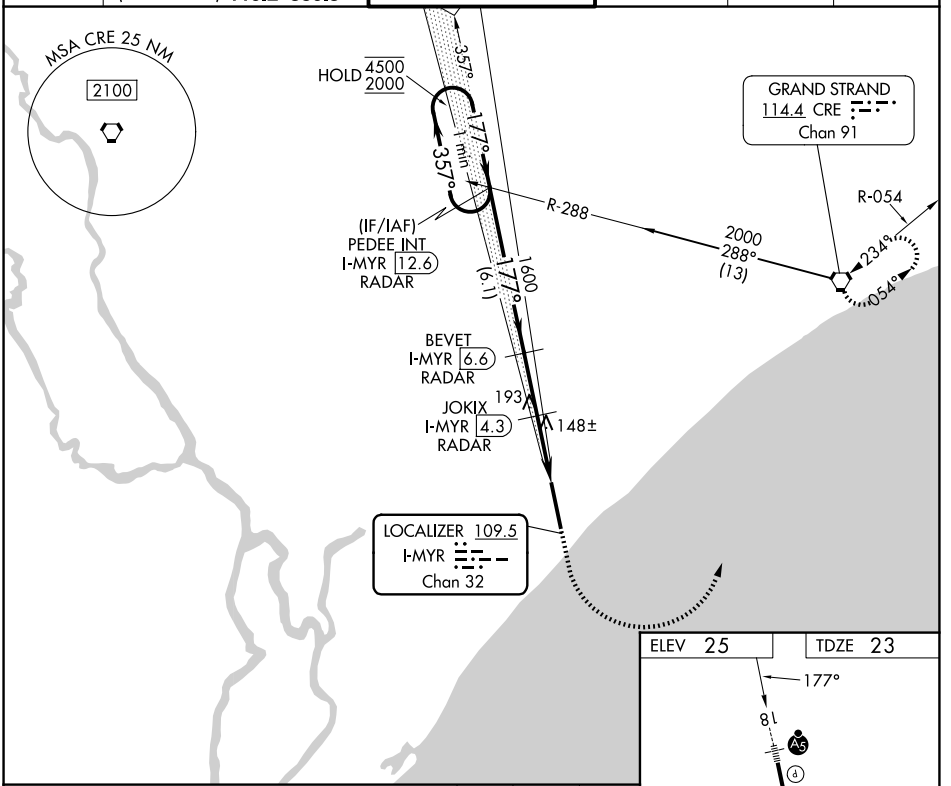
DME required.

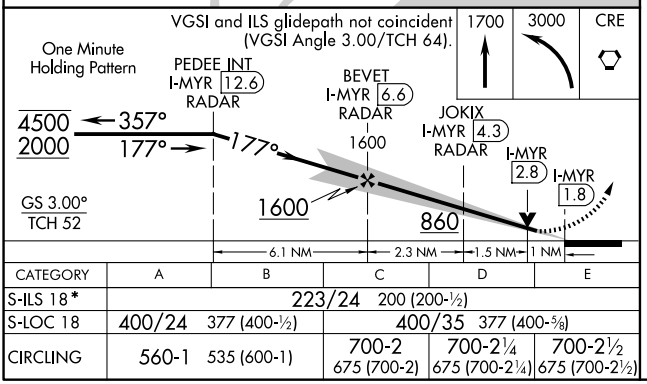
For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

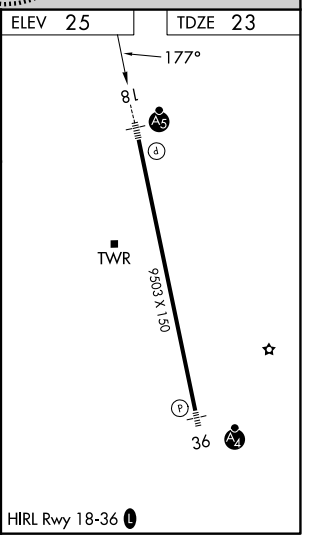
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.

| ATIS | MYRTLE BEACH APP CON★ | MYRTLE BEACH TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18* | 223/24 200 (200-½) | | | | |
| S-LOC 18 | 400/24 377 (400-½) | | 400/35 377 (400-⅝) | | |
| CIRCLING | 560-1 535 (600-1) | | 700-2 675 (700-2) | 700-2¼ 675 (700-2¼) | 700-2½ 675 (700-2½) |

HIRL Rwy 18-36 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MYRTLE BEACH, SOUTH CAROLINA AL-280 (FAA) 25219

# ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

| LOC I-BSQ | APP CRS | Rwy Ldg | 9503 |
|---|---|---|---|
| 111.9 | 357° | TDZE | 25 |
| | | Apt Elev | 25 |

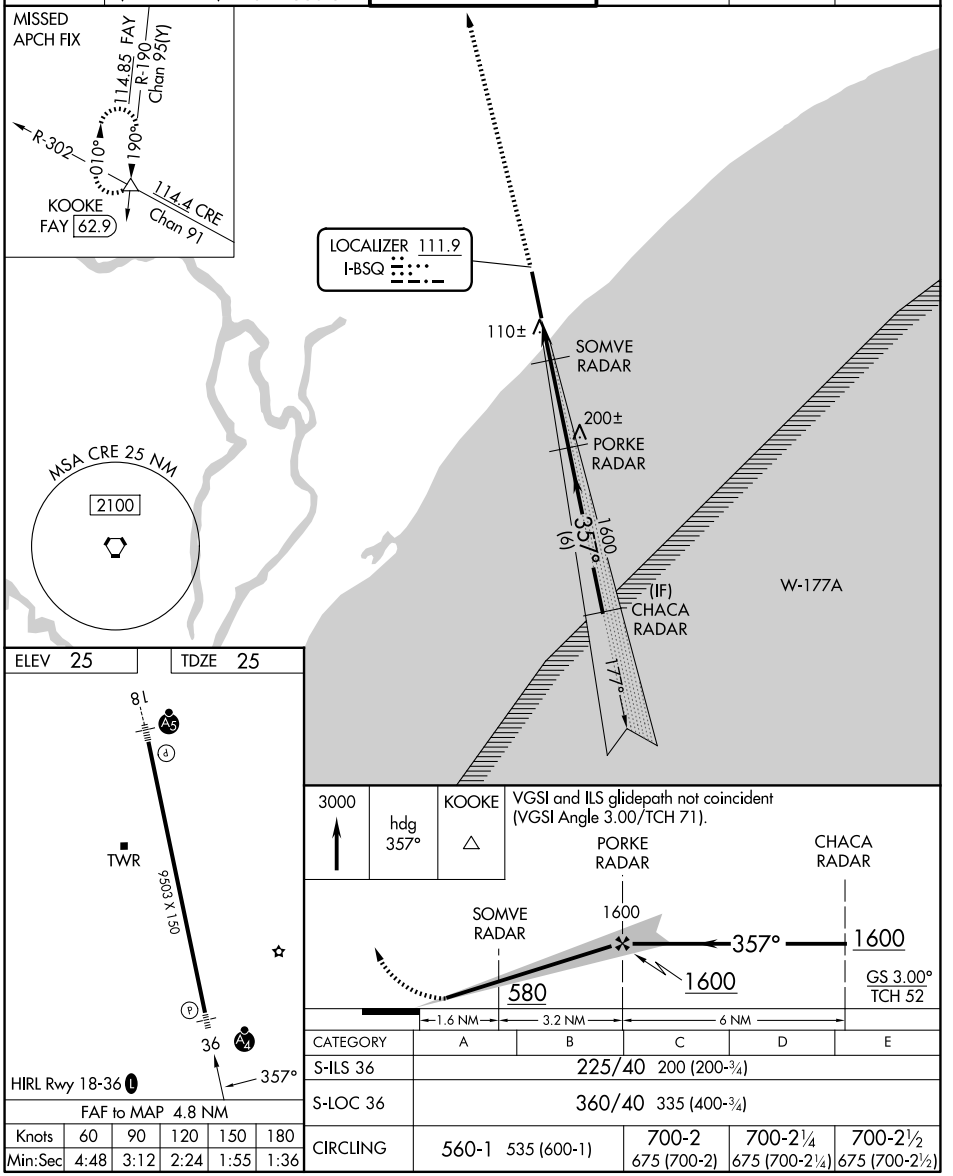
RADAR required.

For inop ALS increase S-LOC 36 Cats D/E visibility to RVR 5000.

MALSF

MISSED APPROACH: Climb to 3000 on heading 357° expect RADAR vectors to KOOKE INT/FAY 62.9 DME and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36 | 225/40 200 (200-¾) | | | | |
| S-LOC 36 | 360/40 335 (400-¾) | | | | |
| CIRCLING | 560-1 535 (600-1) | | 700-2 675 (700-2) | 700-2¼ 675 (700-2¼) | 700-2½ 675 (700-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 18 (SA CAT I & II)

## MYRTLE BEACH INTL (MYR)

| LOC/DME I-MYR | APP CRS | Rwy Ldg | 9503 |
|---|---|---|---|
| 109.5 | 177° | TDZE | 23 |
| Chan 32 | | Apt Elev | 25 |

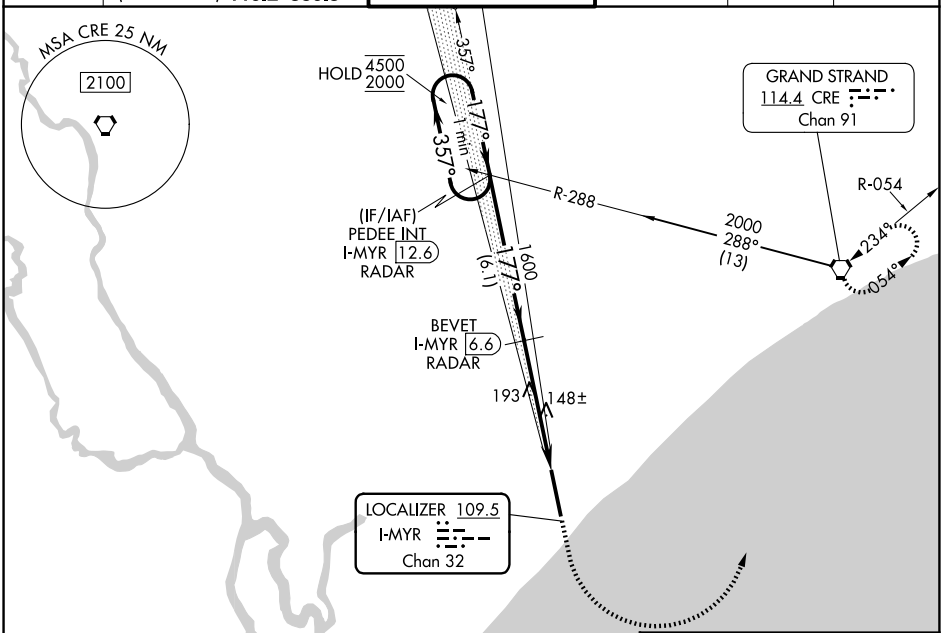
DME required.

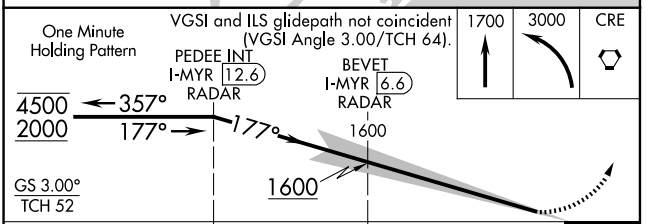
SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.

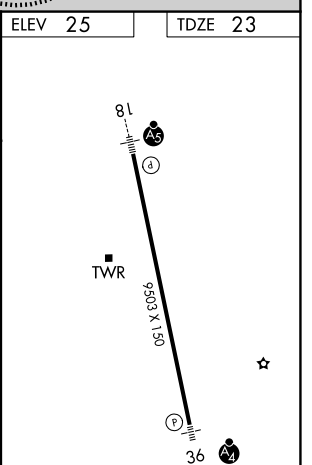
| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | SA CAT I RA 156/14 150 DA 173 | | | |
| S-ILS 18 | SA CAT II RA 101/12 100 DA 123 | | | |

**SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MYRTLE BEACH, SOUTH CAROLINA | AL-280 (FAA) | 25219

# RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

| WAAS CH 93819 W18A | APP CRS 177° | Rwy Ldg 9503 / TDZE 23 / Apt Elev 25 |
|---|---|---|

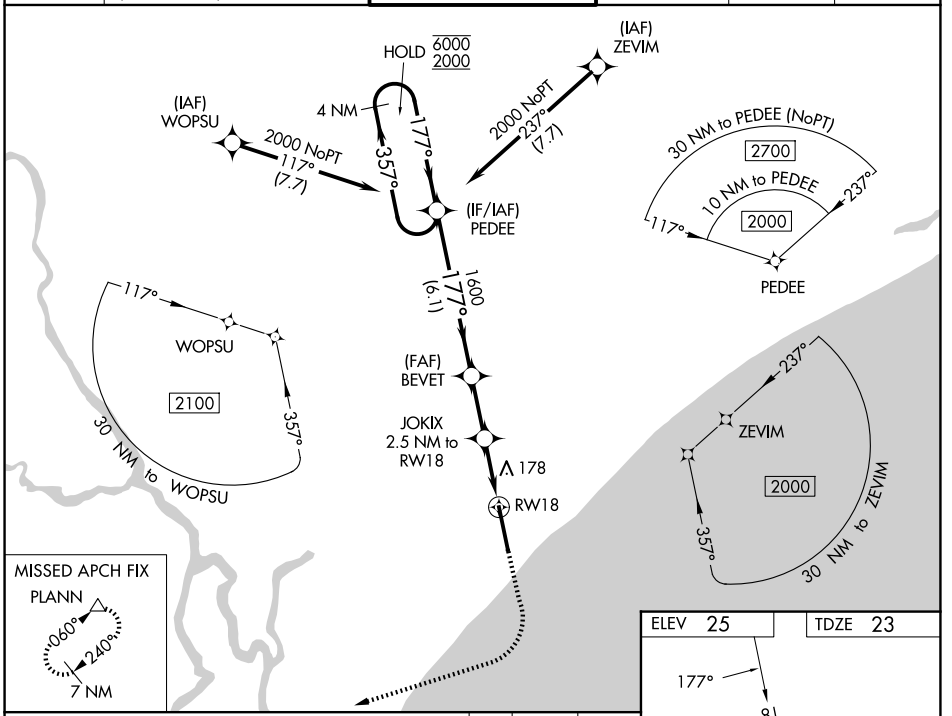
RNP APCH - GPS.

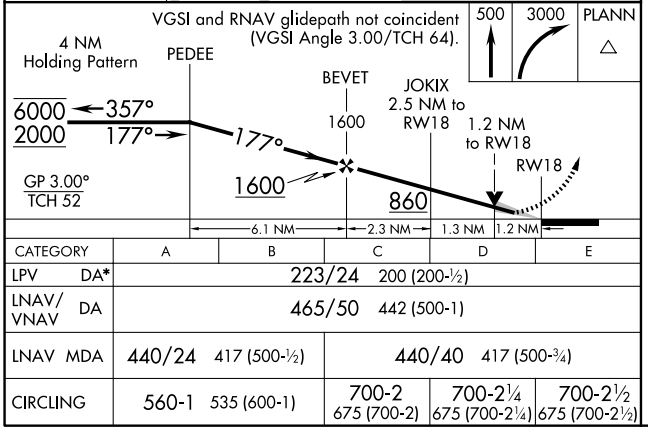
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ mile and increase LNAV Cats C, D and E visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

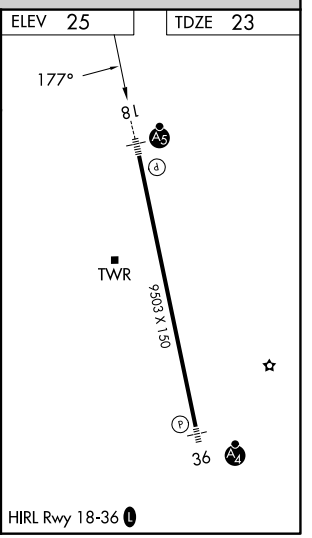
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANN and hold, continue climb-in-hold to 3000.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 223/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 465/50 442 (500-1) | | | | |
| LNAV MDA | 440/24 417 (500-½) | | 440/40 417 (500-¾) | | |
| CIRCLING | 560-1 535 (600-1) | | 700-2 675 (700-2) | 700-2¼ 675 (700-2¼) | 700-2½ 675 (700-2½) |




MYRTLE BEACH, SOUTH CAROLINA
Amdt 4C 21MAR24

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

RNAV (GPS) RWY 18


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

| WAAS | APP CRS | Rwy Ldg | 9503 |
|---|---|---|---|
| CH 93719 | 357° | TDZE | 25 |
| W36A | | Apt Elev | 25 |

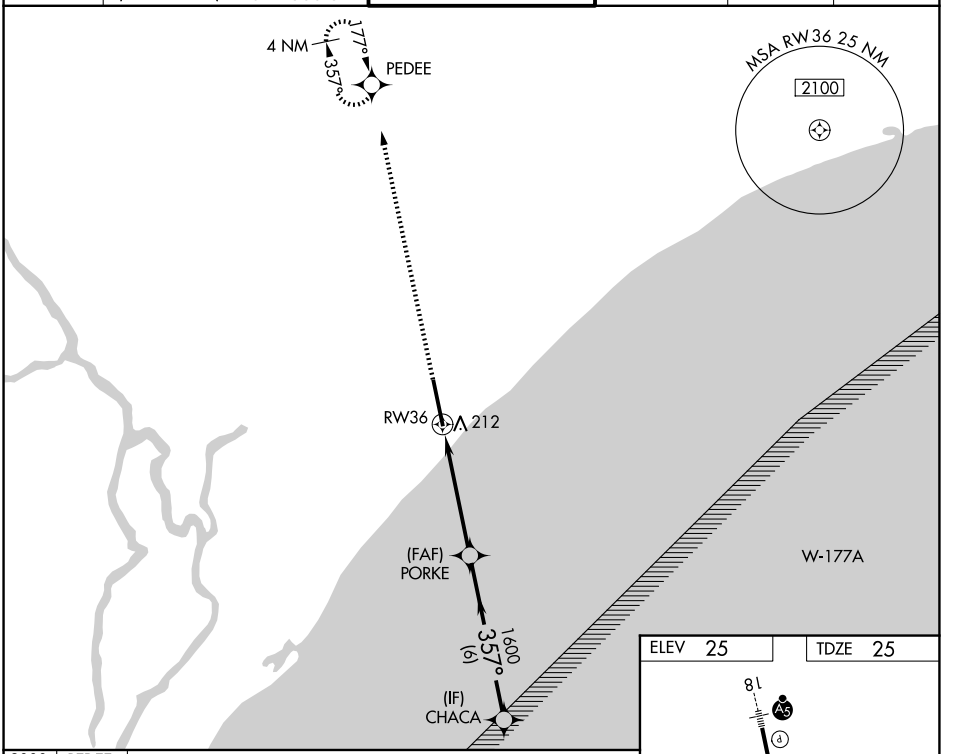
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV Cats C, D, and E visibility to 1⅜ SM.

MALSF

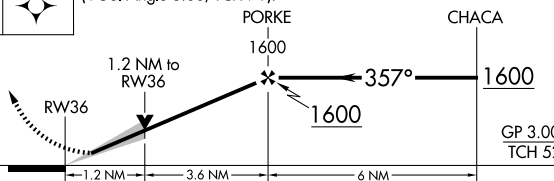
MISSED APPROACH: Climb to 2000 direct PEDEE and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |



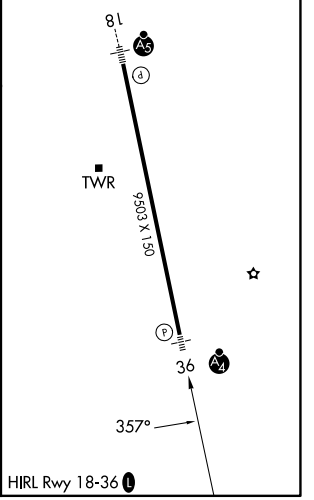

2000 PEDEE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 225/40 200 (200-¾) | | | | |
| LNAV/VNAV DA | 374/45 349 (400-⅞) | | | | |
| LNAV MDA | 480/40 455 (500-¾) | | 480/55 455 (500-1) | | |
| CIRCLING | 560-1 535 (600-1) | | 700-2 675 (700-2) | 700-2¼ 675 (700-2¼) | 700-2½ 675 (700-2½) |

ELEV 25 TDZE 25




HIRL Rwy 18-36 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

MYRTLE BEACH, SOUTH CAROLINA AL-280 (FAA) 25219

# RNAV (GPS)-A

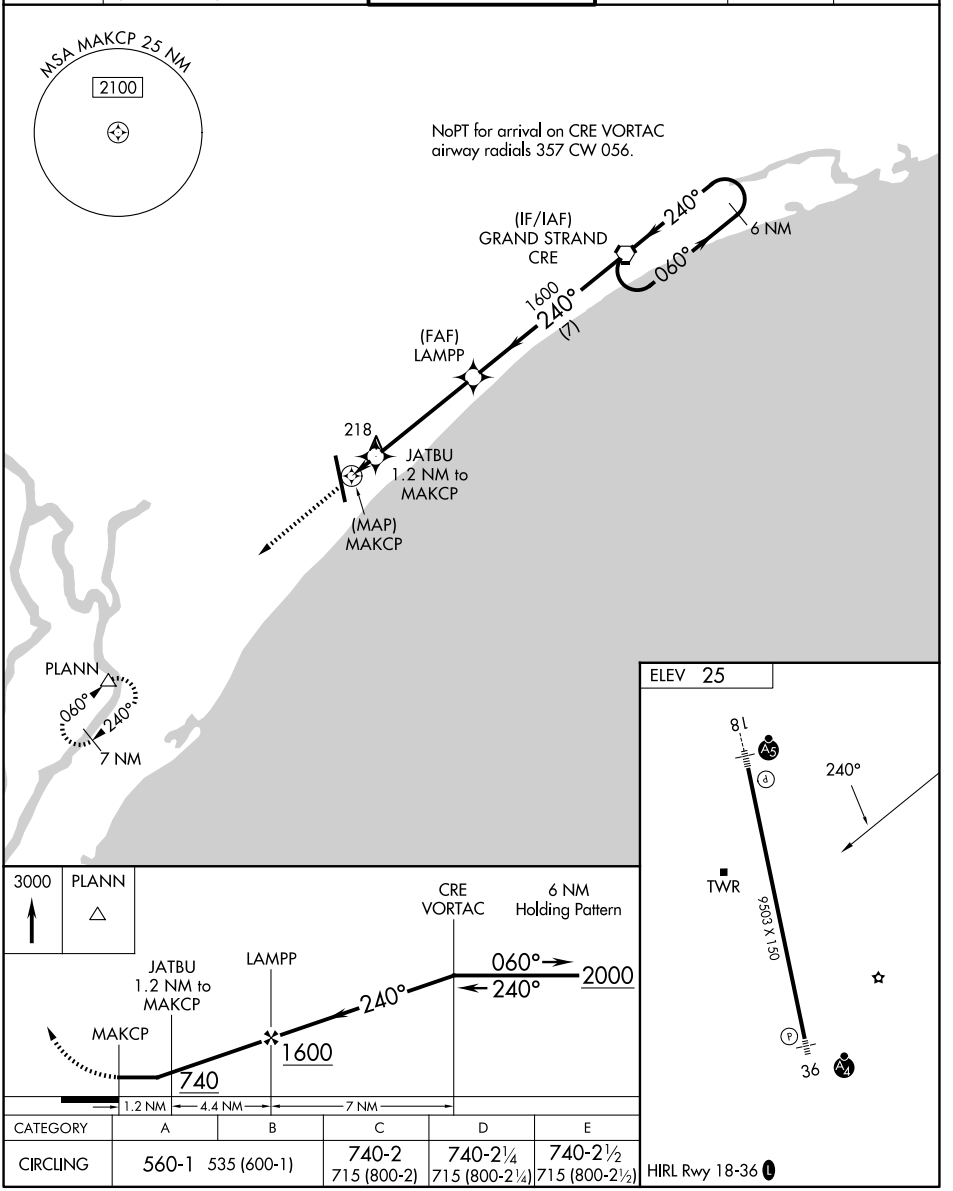
MYRTLE BEACH INTL (MYR)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 240° | TDZE | N/A |
| | Apt Elev | 25 |

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PLANN and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 560-1 | 535 (600-1) | 740-2<br>715 (800-2) | 740-2¼<br>715 (800-2¼) | 740-2½<br>715 (800-2½) |

HIRL Rwy 18-36 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# VOR-A

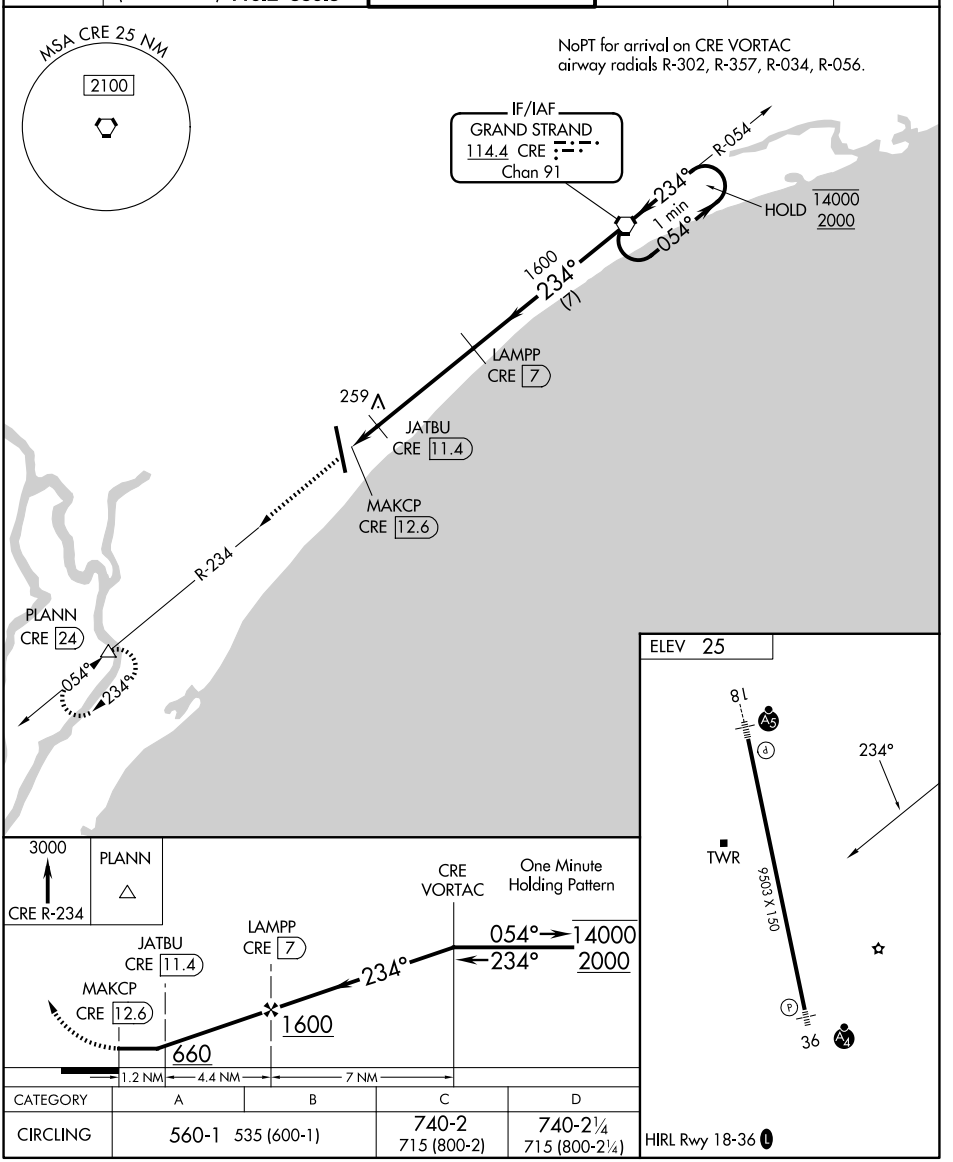
MYRTLE BEACH INTL (MYR)

| VORTAC CRE | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.4 | 234° | TDZE | N/A |
| Chan 91 | | Apt Elev | 25 |

DME required.

MISSED APPROACH: Climb to 3000 on CRE VORTAC R-234 to PLANN/24 DME and hold, continue climb-in-hold to 3000.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) Ⓛ 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 535 (600-1) | | 740-2<br>715 (800-2) | 740-2¼<br>715 (800-2¼) |

HIRL Rwy 18-36 Ⓛ



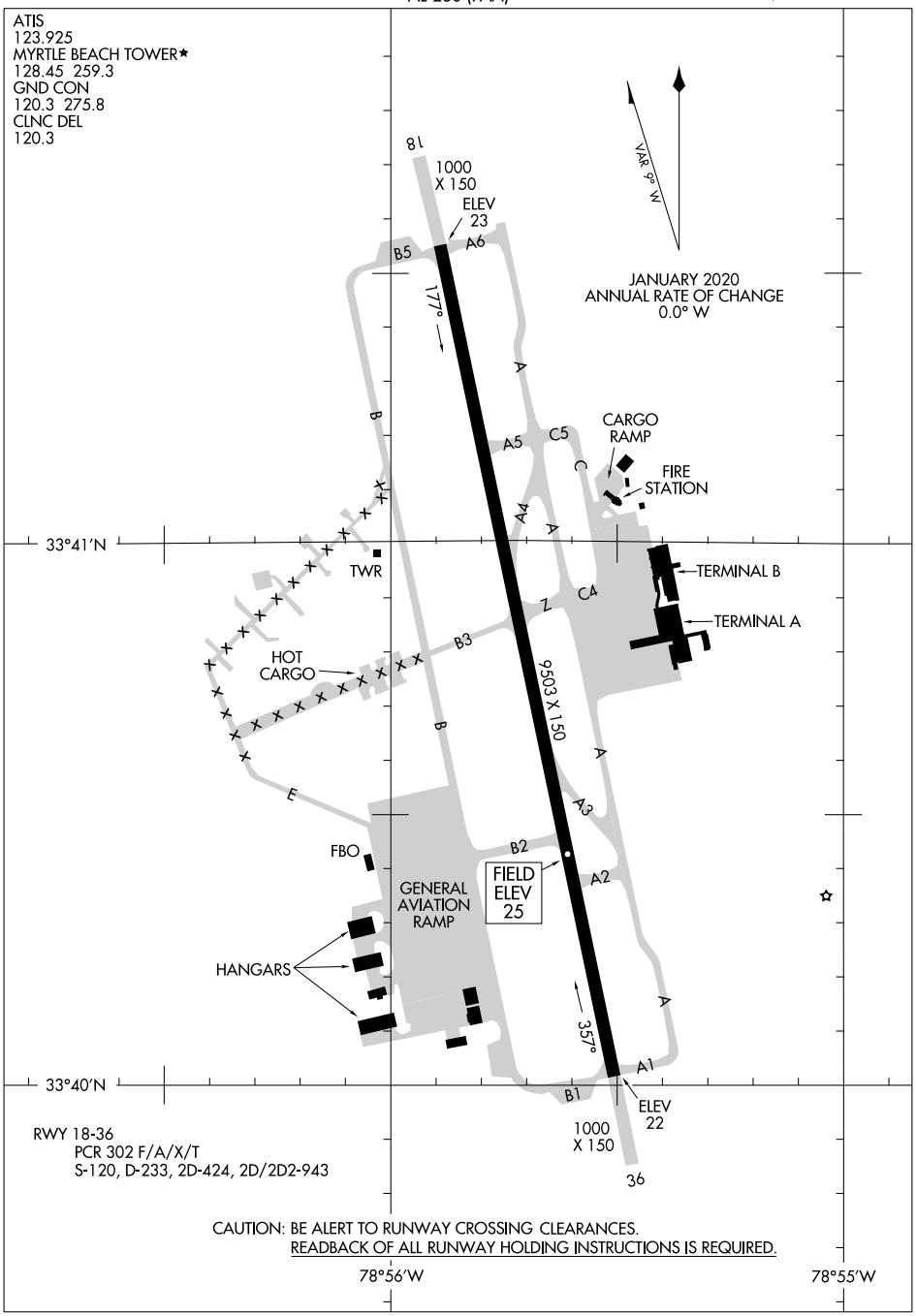
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26134

# AIRPORT DIAGRAM

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

MYRTLE BEACH, SOUTH CAROLINA
MYRTLE BEACH INTL (MYR)

# ILS or LOC RWY 4

COASTAL CAROLINA RGNL (EWN)

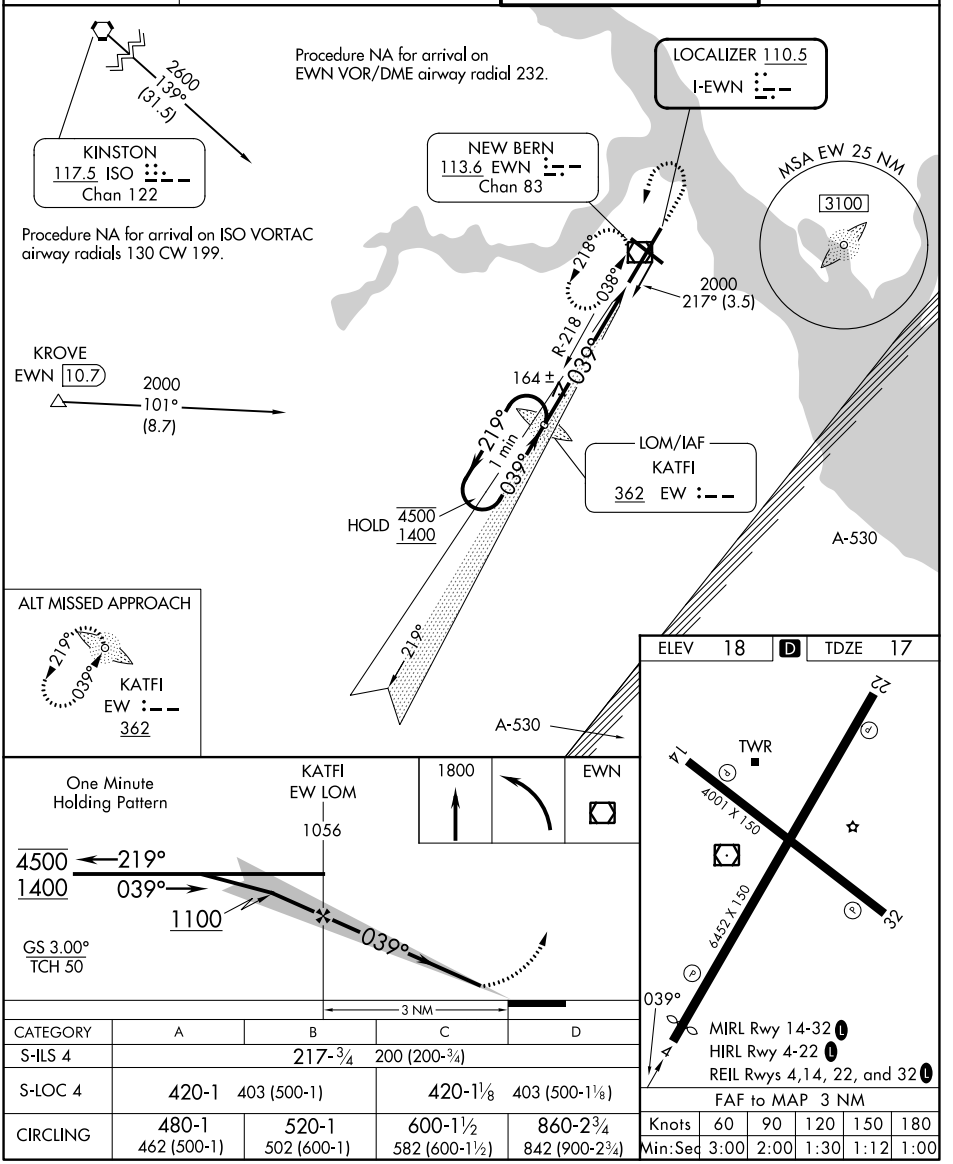
| LOC I-EWN | APP CRS | Rwy Ldg | 5753 |
|---|---|---|---|
| 110.5 | 039° | TDZE | 17 |
| | | Apt Elev | 18 |

RADAR or ADF required for procedure entry. ADF required for LOC only.

Circling Rwy 14, 32 NA at night.
Autopilot coupled approach NA below 540 ft MSL.

MISSED APPROACH: Climb to 1800 then climbing left turn direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | GND CON |
|---|---|---|---|
| 118.525 | 119.35 377.175 | 124.25 (CTAF) L | 121.7 |




FAF to MAP 3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 217-¾ 200 (200-¾) | | | |
| S-LOC 4 | 420-1 403 (500-1) | | 420-1⅛ 403 (500-1⅛) | |
| CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NEW BERN, NORTH CAROLINA AL-670 (FAA) 25275

# RNAV (GPS) RWY 4

COASTAL CAROLINA RGNL (EWN)

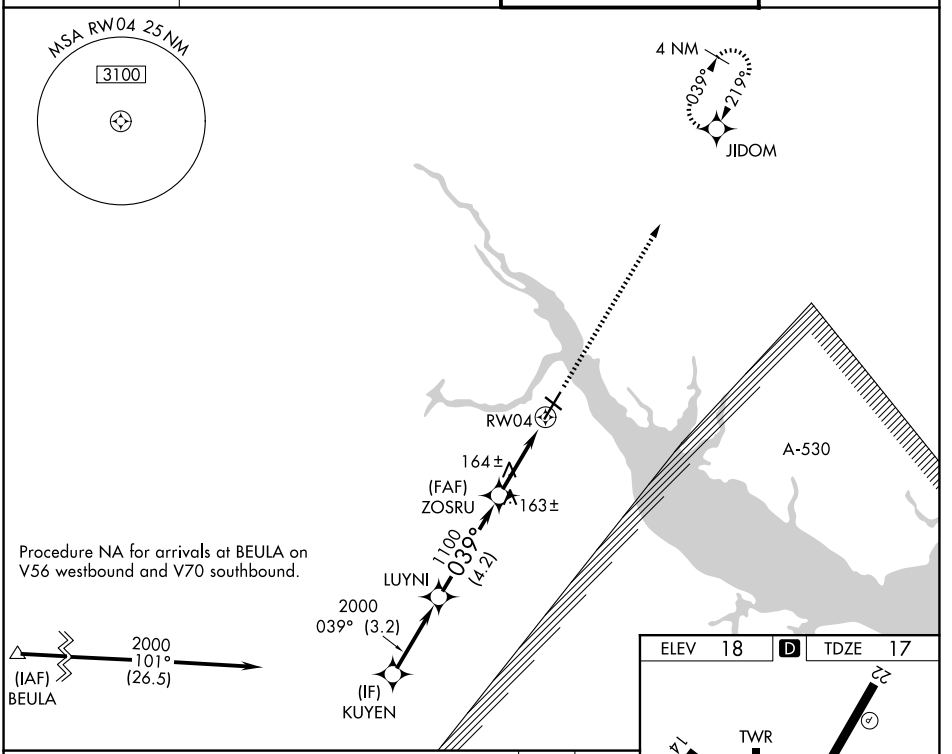
| WAAS | APP CRS | Rwy Ldg | 5753 |
|---|---|---|---|
| CH 69402 | 039° | TDZE | 17 |
| W04A | | Apt Elev | 18 |

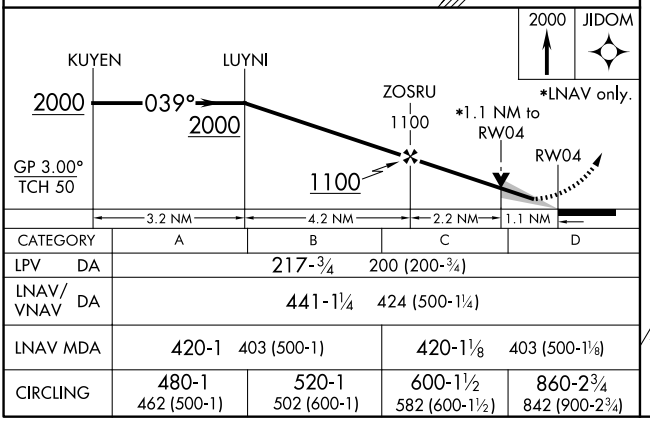
RNP APCH-GPS.

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

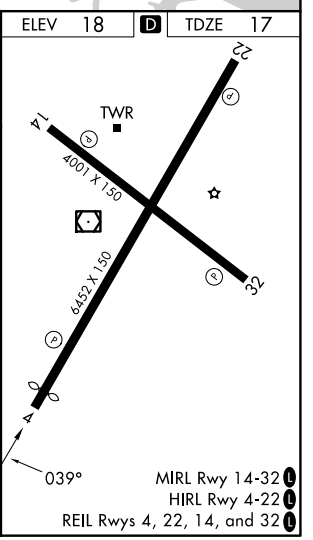
MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | GND CON |
|---|---|---|---|
| 118.525 | 119.35 377.175 | 124.25 (CTAF) L | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 217-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 441-1¼ 424 (500-1¼) | | | |
| LNAV MDA | 420-1 403 (500-1) | | 420-1⅛ 403 (500-1⅛) | |
| CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |




NEW BERN, NORTH CAROLINA
Amdt 2A 06OCT22

35°04'N-77°03'W

COASTAL CAROLINA RGNL (EWN)

RNAV (GPS) RWY 4


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22

## COASTAL CAROLINA RGNL (EWN)

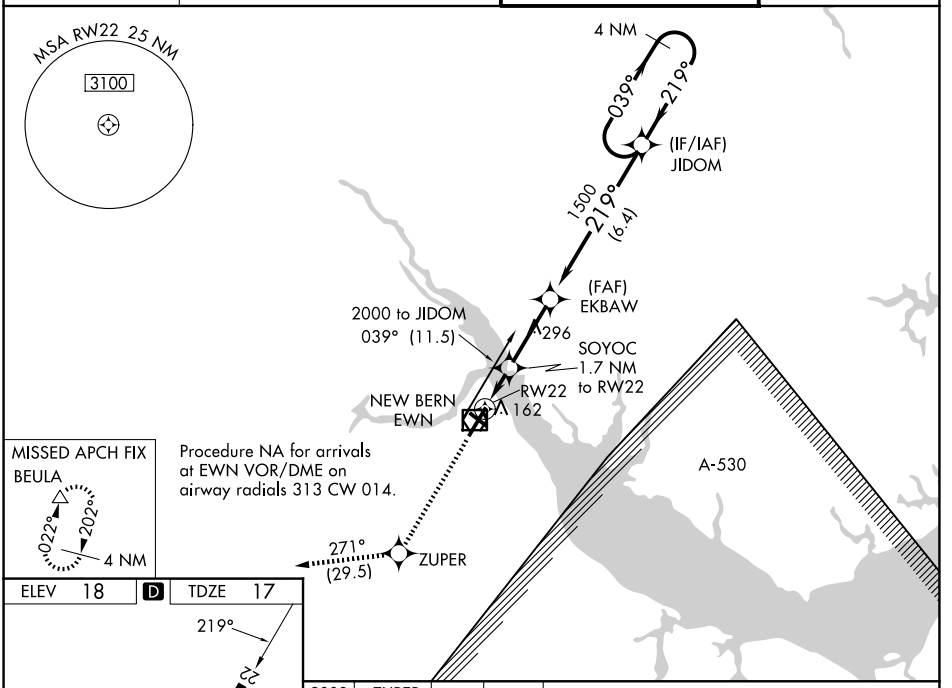
| WAAS | APP CRS | Rwy Ldg | 6153 |
|---|---|---|---|
| CH 63002 | 219° | TDZE | 17 |
| W22A | | Apt Elev | 18 |

RNP APCH.

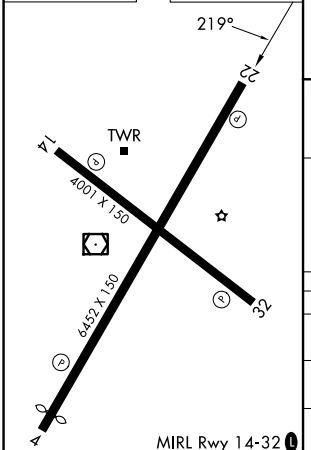
Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. Baro-VNAV NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Cherry Point altimeter setting; increase all DA 32 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV visibility ⅛ SM, and Circling Cat C/D visibility ¼ SM.

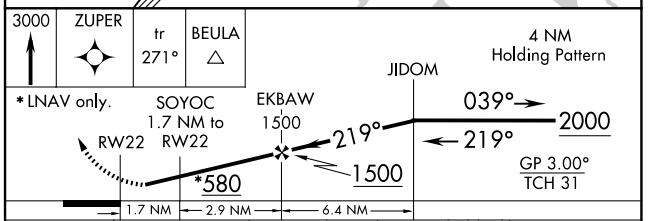
MISSED APPROACH: Climb to 3000 direct ZUPER and on track 271° to BEULA and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | GND CON |
|---|---|---|---|
| 118.525 | 119.35 377.175 | 124.25 (CTAF) L | 121.7 |




| ELEV 18 | D | TDZE 17 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269-⅞ 252 (300-⅞) | | | |
| LNAV/VNAV DA | 376-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 480-1 463 (500-1) | | 480-1⅜ 463 (500-1⅜) | |
| CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NEW BERN, NORTH CAROLINA AL-670 (FAA) 26246

# VOR RWY 22

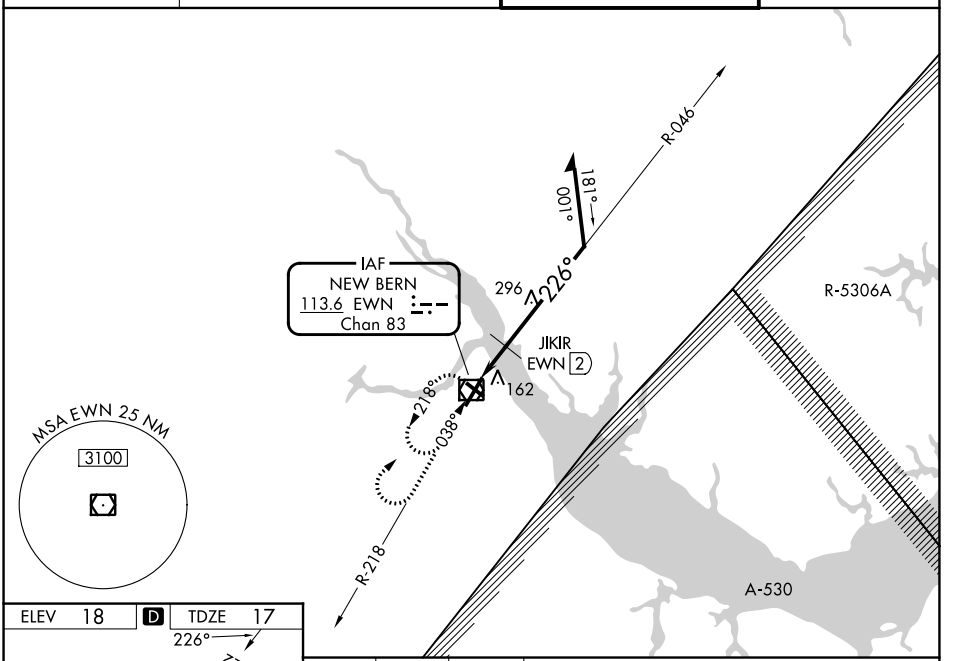
COASTAL CAROLINA RGNL (EWN)

| VOR/DME EWN | APP CRS | Rwy Ldg 6153 |
|---|---|---|
| 113.6 Chan 83 | 226° | TDZE 17 |
| | | Apt Elev 18 |

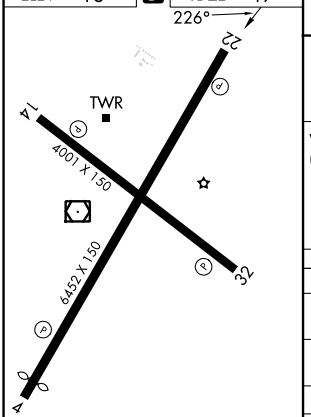
Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. JIKIR fix minimums: S-22 Cat D minimums NA when using Cherry Point altimeter setting. When local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility ¼ SM and JIKIR fix minimums Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | GND CON |
|---|---|---|---|
| 118.525 | 119.35 377.175 | 124.25 (CTAF) L | 121.7 |




ELEV 18 D TDZE 17

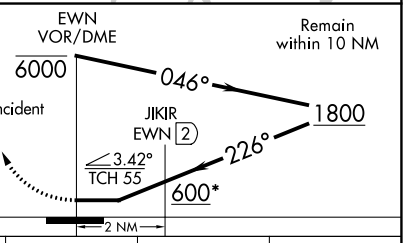



MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

| 1000 | 2000 | EWN |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

*640 when using Cherry Point altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 600-1 583 (600-1) | | 600-1¾ 583 (600-1¾) | |
| CIRCLING | 600-1 582 (600-1) | | 600-1¾ 582 (600-1¾) | 860-2¾ 842 (900-2¾) |
| JIKIR FIX MINIMUMS (DME REQUIRED) | | | | |
| S-22 | 480-1 463 (500-1) | | 480-1⅜ 463 (500-1⅜) | |
| CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |

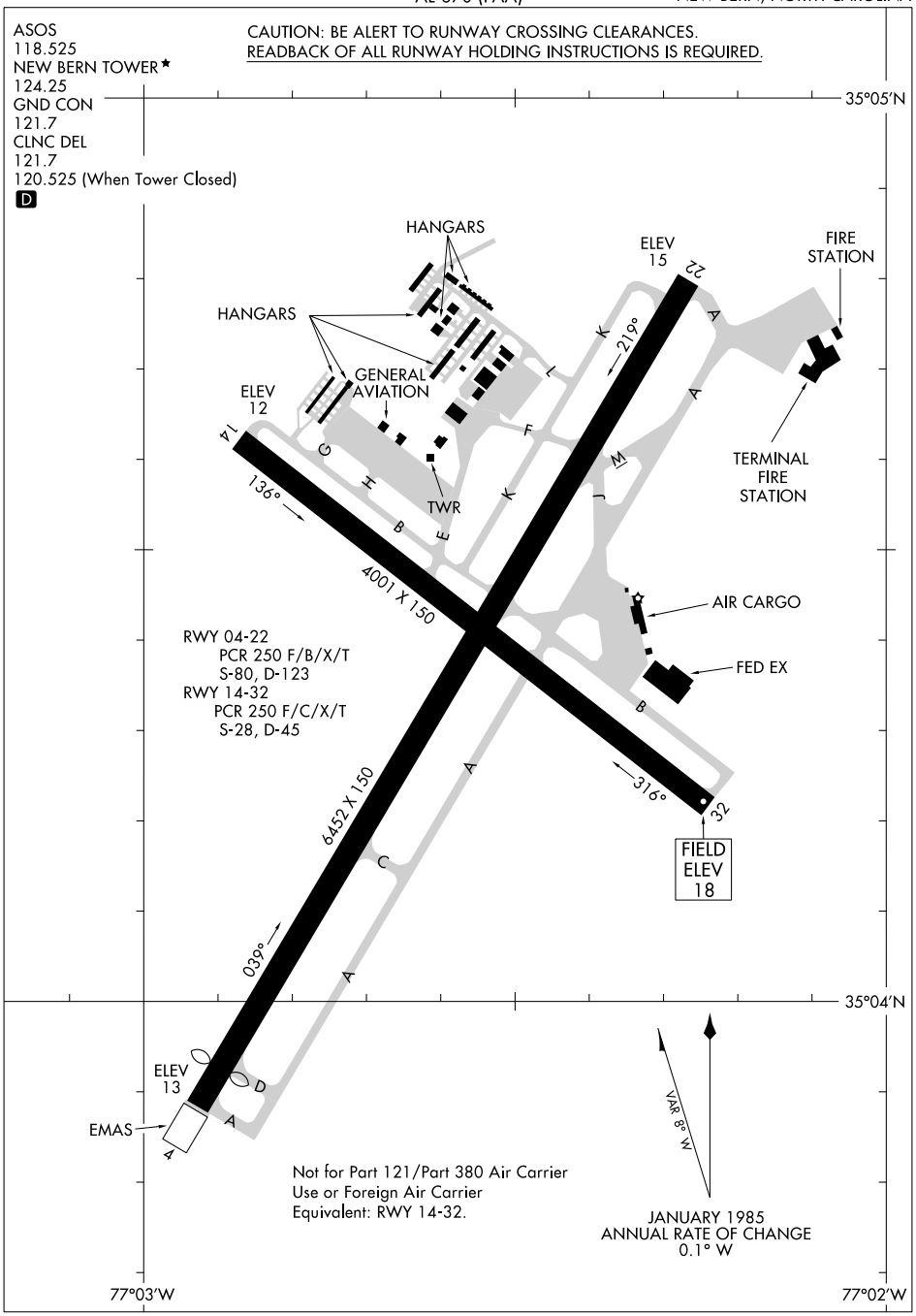
NEW BERN, NORTH CAROLINA
Amdt 3C 08OCT20

35°04'N-77°03'W

COASTAL CAROLINA RGNL (EWN)

VOR RWY 22


SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

26246

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 1

| APCH CRS | Rwy Idg | 4789 |
|---|---|---|
| 008° | THRE | 24 |
| | Arpt Elev | 26 |

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RNP APCH-GPS

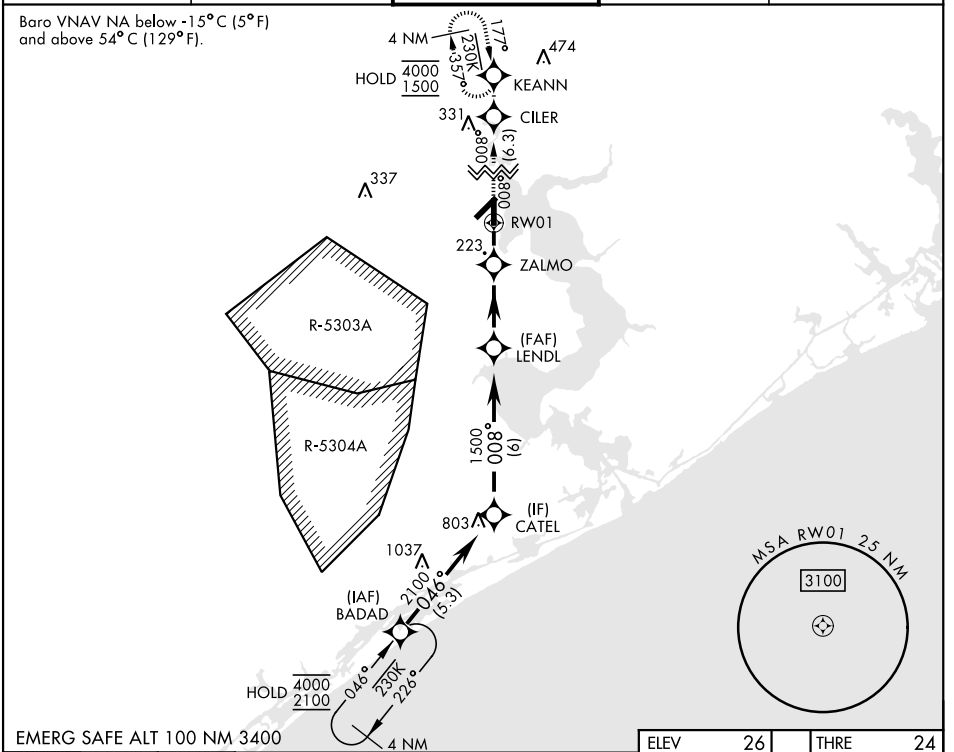
T * When ALS inop, increase vis to 1⅜ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.

SALSF

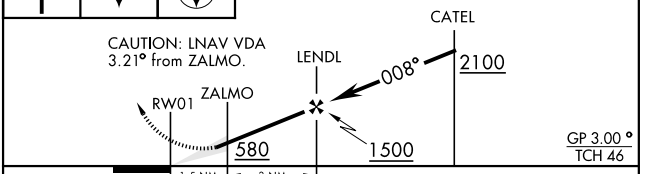
MISSED APPROACH: Climb to 1500 direct CILER, 008° track to KEANN and hold.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) L★ 360.2 | 121.8 254.275 | |

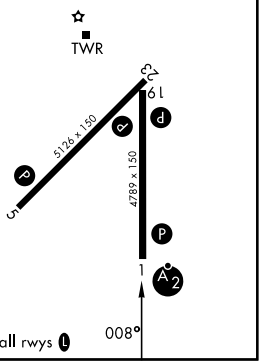
Baro VNAV NA below -15°C (5°F) and above 54°C (129°F).




| 1500 | CILER | KEANN |
|---|---|---|




ELEV 26 THRE 24




HIRL all rwys L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/ VNAV DA * | 480-1 | | 456 (500-1) | | |
| LNAV MDA** | 480-¾ 456 (500-¾) | | 480-1 456 (500-1) | | |
| CIRCLING | 540-1 514 (600-1) | | 700-2 674 (700-2) | 700-2¼ 674 (700-2¼) | 700-2½ 674 (700-½) |

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 7 03SEP26

RNAV (GPS) RWY 1

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 5

| WAAS | APCH CRS | Rwy Idg | 5126 |
|---|---|---|---|
| Chan 77243 | 053° | TDZE | 26 |
| W05A | | Arpt Elev | 26 |

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

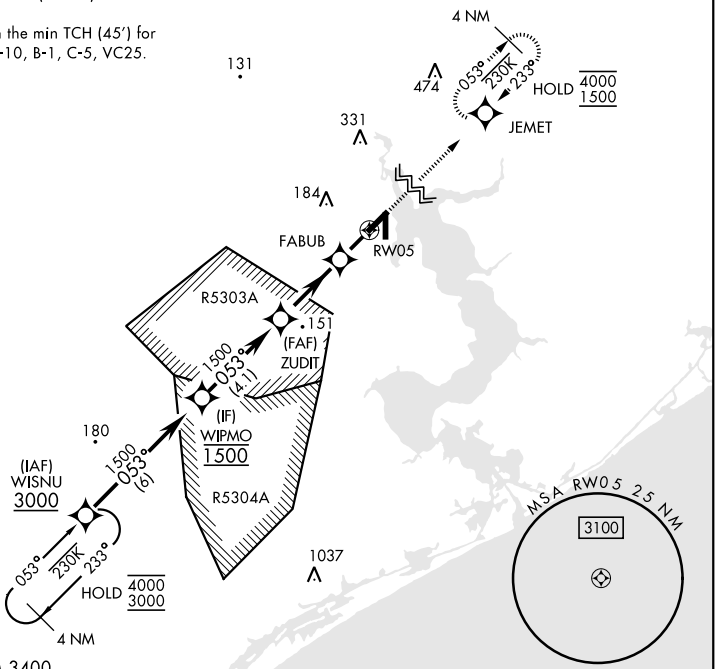
RNP APCH - GPS

MISSED APPROACH: Climb to 1500 direct JEMET and hold.

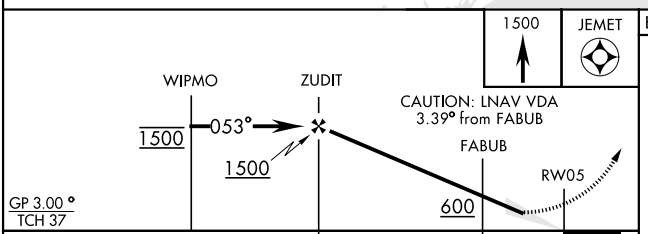
| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) L★ 360.2 | 121.8 254.275 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

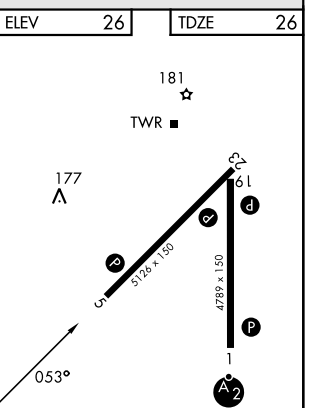
CAUTION: TCH 37 is less than the min TCH (45') for acft similar to B-767/777, KC-10, B-1, C-5, VC25.




EMERG SAFE ALT 100 NM 3400




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 226-¾ | | 200 | (200-¾) | |
| LNAV/VNAV DA | 480-1⅜ | | 454 | (500-1⅜) | |
| LNAV MDA | 480-1 | 454 (500- 1) | 480-1⅜ | 454 (500-1⅜) | |
| CIRCLING | 540-1 | 514 (600- 1) | 700-2<br>674<br>(700-2) | 700-2¼<br>674<br>(700-2¼) | 700-2½<br>674<br>(700-2½) |




JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 10 03SEP26

RNAV (GPS) RWY 5



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg | 4789 |
|---|---|---|
| 188° | TDZE | 23 |
| | Arpt Elev | 26 |

[USN]

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RNP APCH - GPS

MISSED APPROACH: Climb to 2100 direct ZUDGA, track 188° to CATEL and hold, continue climb-in-hold to 2100.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) Ⓛ★ 360.2 | 121.8 254.275 | |

492

4 NM

177°

230K

357°

HOLD 4000 1500

(IF/IAF) KEANN

1500

188° (5.1)

Baro VNAV NA below -15°C (5°F) and above 54°C (129°F).

CAUTION: TCH 41 is less than the min TCH (45°) for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25

353

474

(FAF) TOMAH

331

CELAD

181

337

RW19

223°

ZUDGA

R5303A

R5304A

188° (7.3)

CATEL

1037

046°

230K

226°

HOLD 4000 2100

4 NM

EMERG SAFE ALT 100 NM 3400

MSA RW 19 2.5 NM

3100

| 2100 | ZUDGA | tr 188° | CATEL |
|---|---|---|---|

TOMAH

CATEL

4 NM Holding Pattern

188°

357° 4000

177° 1500

CELAD

1.2 NM to RW19

RW19

700

1500

GP 3.00°

TCH 41

2 NM

2.5 NM

ELEV 26

TDZE 23

188°

TWR

13

31

6 L

5126 x 150

4789 x 150

1

A2

HIRL all rwys Ⓛ

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 438-1⅛ | | 415 | (500-1⅛) | |
| LNAV MDA | 440-1 417 (500-1) | | 440-1⅛ | 417 | (500-1⅛) |
| CIRCLING | 540-1 514 (600-1) | | 700-2 674 (700-2) | 700-2¼ 674 (700-2¼) | 700-2½ 674 (700-2½) |

JACKSONVILLE, NORTH CAROLINA 34° 43'N - 77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 7 03SEP26

RNAV (GPS) RWY 19



SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 23

| WAAS | APCH CRS | Rwy Idg 5126 |
|---|---|---|
| Chan 92556 | 233° | TDZE 24 |
| W23A | | Arpt Elev 26 |

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

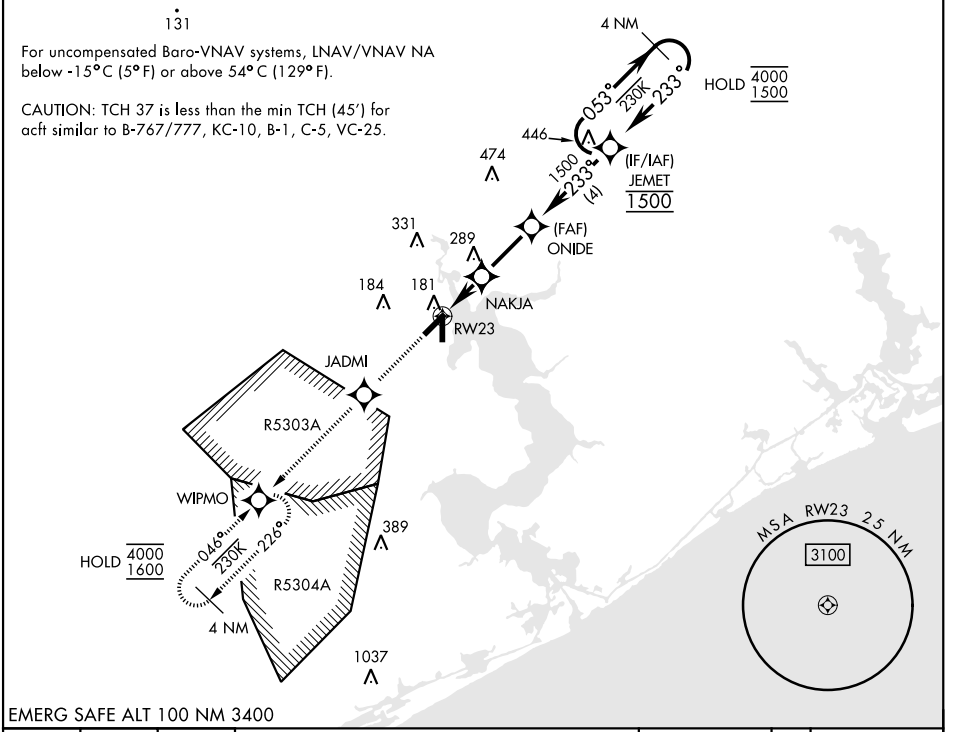
RNP APCH - GPS

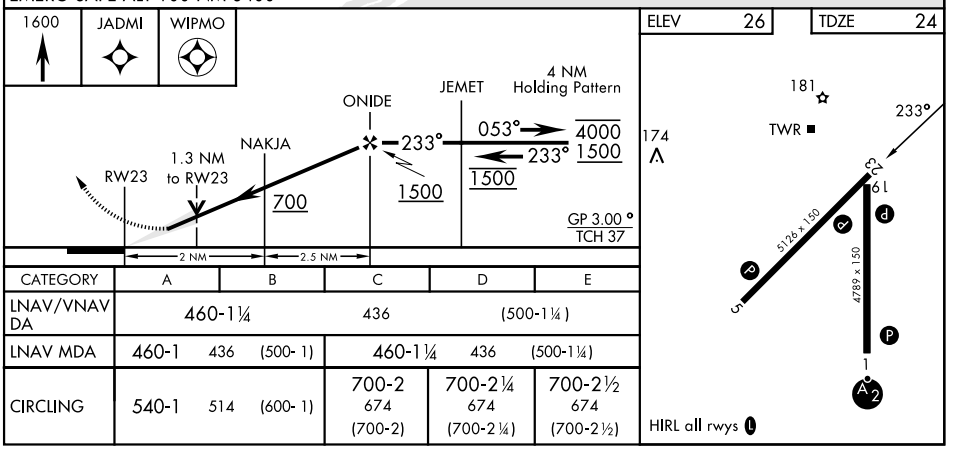
MISSED APPROACH: Climb to 1600 direct JADMI, track 233° to WIPMO and hold.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) L ★ 360.2 | 121.8 254.275 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

CAUTION: TCH 37 is less than the min TCH (45') for acft similar to B-767/777, KC-10, B-1, C-5, VC-25.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 460-1¼ | | 436 | | (500-1¼) |
| LNAV MDA | 460-1 | 436 (500-1) | 460-1¼ | 436 | (500-1¼) |
| CIRCLING | 540-1 | 514 (600-1) | 700-2<br>674<br>(700-2) | 700-2¼<br>674<br>(700-2¼) | 700-2½<br>674<br>(700-2½) |

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 8 03SEP26

RNAV (GPS) RWY 23





SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 1

| TACAN | APCH CRS | Rwy ldg | 4789 |
|---|---|---|---|
| NCA Chan 101 | 357° | TDZE | 24 |
| | | Arpt Elev | 26 |

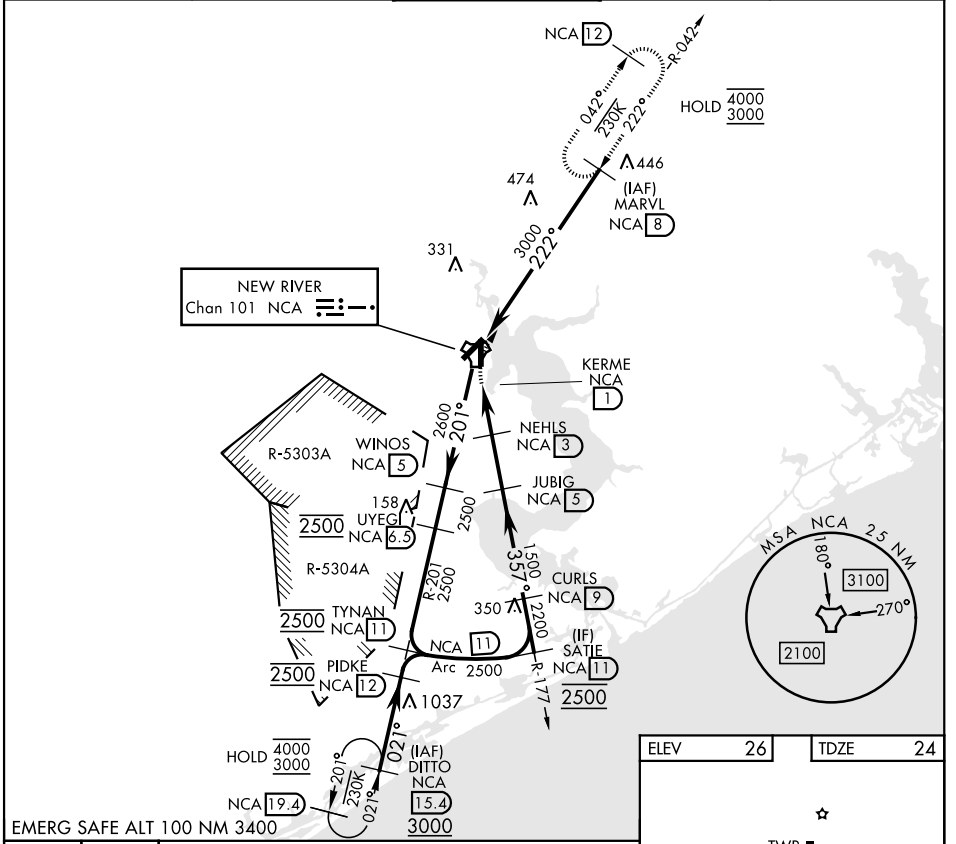
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

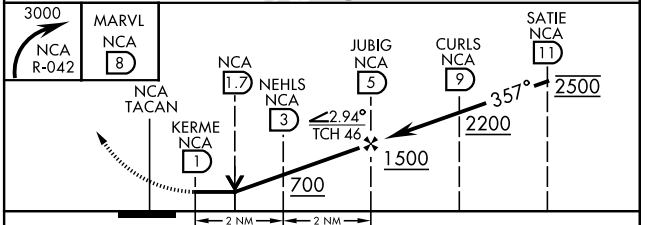
T * When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅜ miles.

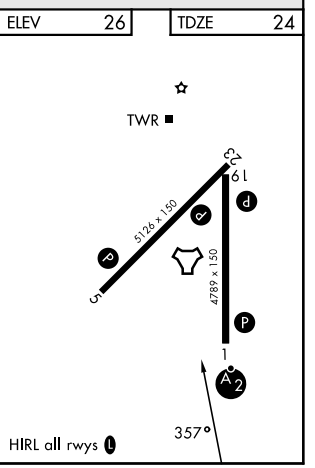
SALSF

MISSED APPROACH: Climbing right turn to 3000, intercept NCA TACAN R-042 to MARVL/ 8 DME) and hold. Continue climb-in-hold to 3000.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) L★ 360.2 | 121.8 254.275 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1 | 480-¾ 456 (500-¾) | | 480-1 456 (500-1) | | |
| CIRCLING | 540-1 514 (600-1) | | 700-2 674 700-2 | 700-2¼ 674 (700-2¼) | 700-2½ 674 (700-2½) |

JACKSONVILLE, NORTH CAROLINA 34°43′N-77°26′W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 03SEP26

# TACAN RWY 1

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 5

| TACAN | APCH CRS | Rwy Idg | 5126 |
|---|---|---|---|
| Chan 101 | 064° | TDZE | 26 |
| NCA | | Arpt Elev | 26 |

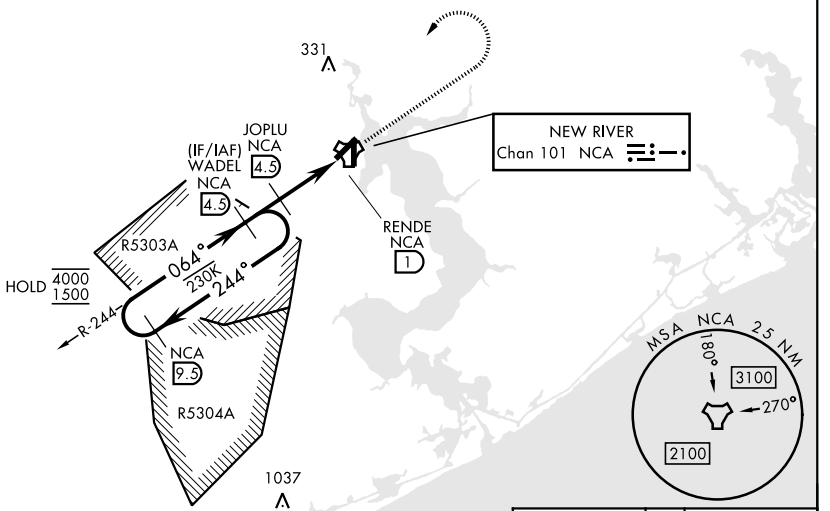
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RADAR required

RNAV substitution not authorized for holding.

MISSED APPROACH: Climb to 1500 then left turn to intercept NCA TACAN R-244 to WADEL/4.5 DME and hold.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) L★ 360.2 | 121.8 254.275 | |

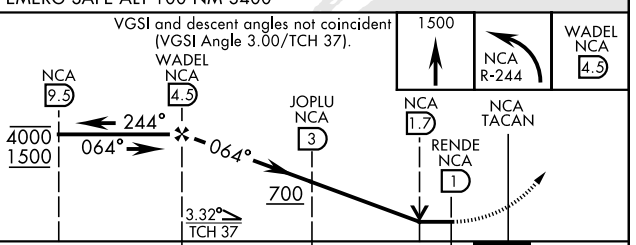



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

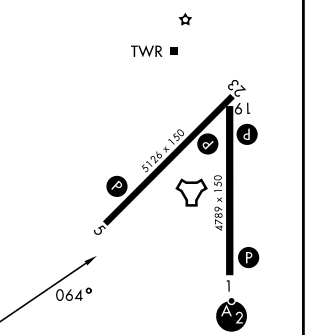
EMERG SAFE ALT 100 NM 3400

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).




| CATEGORY | A | | B | C | | D | |
|---|---|---|---|---|---|---|---|
| S-5 | 480-1 | 454 | (500-1) | 480-1⅜ | 454 | (500-1⅜) | |
| CIRCLING | 540-1 | 514 | (600-1) | 700-2<br>674 (700-2) | | 700-2¼<br>674 (700-2¼) | |

| ELEV | 26 | TDZE | 26 |
|---|---|---|---|




JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 03SEP26

TACAN RWY 5

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 19

| TACAN | APCH CRS | Rwy ldg | 4789 |
|---|---|---|---|
| NCA Chan 101 | 199° | TDZE | 23 |
| | | Arpt Elev | 26 |

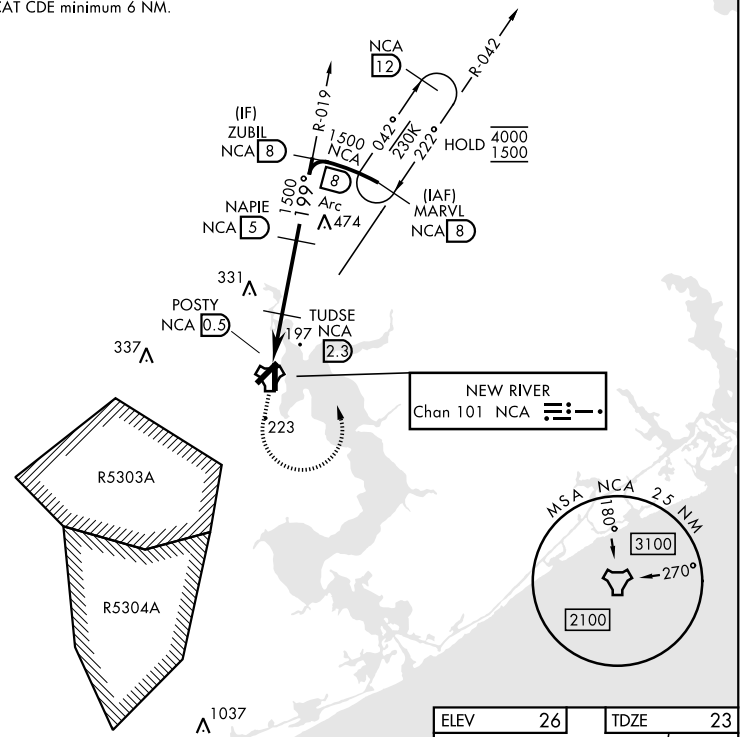
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RADAR required

MISSED APPROACH: Climbing left turn to 1500 on heading 357°and NCA TACAN R-042 to MARVL/8 DME and hold.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95(CTAF) L 360.2 | 121.8 254.275 | |

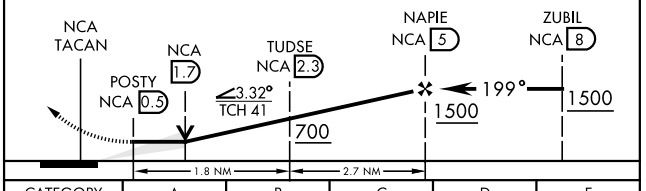
CAUTION: Intmed segment length 3 NM less than CAT AB minimum 5 NM; CAT CDE minimum 6 NM.




EMERG SAFE ALT 100 NM 3400

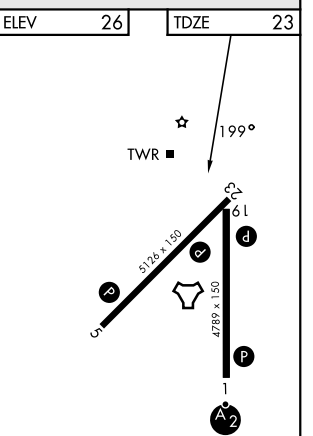
1500 hdg 357° / NCA R-042 / MARVL NCA 8

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19 | 460-1 437 (500-1) | | 460-1¼ 437 (500-1¼) | | |
| CIRCLING | 540-1 514 (600-1) | | 700-2 674 (700-2) | 700-2 ¼ 674 (700-2¼) | 700-2½ 674 (700-2½) |

ELEV 26 TDZE 23




HIRL all rwys L

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 03SEP26

TACAN RWY 19



SE-2, 03 SEP 2026 to 29 OCT 2026

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 23

| TACAN | APCH CRS | Rwy ldg | 5126 |
|---|---|---|---|
| Chan 101 | 222° | TDZE | 24 |
| | | Arpt Elev | 26 |

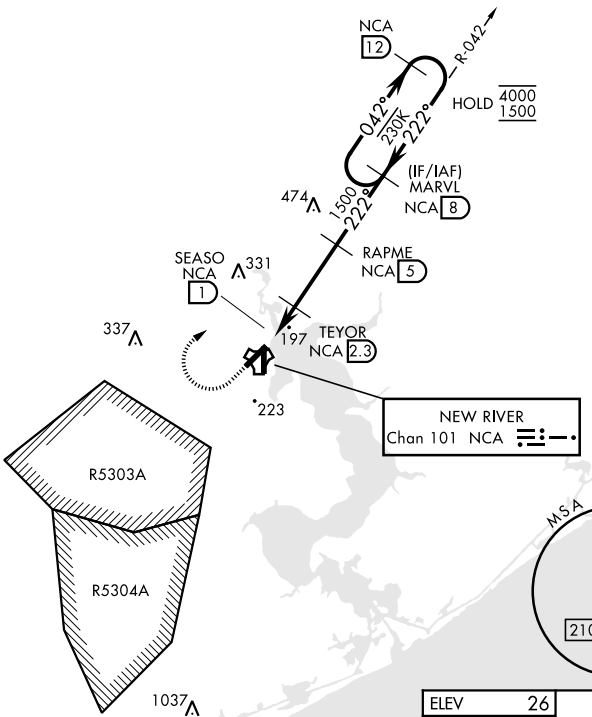
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RADAR required

MISSED APPROACH: Climb to 600 then climbing right turn to 1500 on heading 087° and NCA TACAN R-042 to MARVL/8 DME and hold.

| ATIS ★ | CHERRY POINT APP CON | TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.325 288.325 | 119.35 377.175 | 134.95 (CTAF) 360.2 | 121.8 254.275 | |

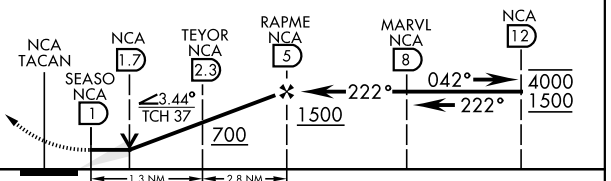
CAUTION: Intermediate segment length 3 NM less than CAT AB minimum 5 NM; CAT CDE minimum 6 NM.




EMERG SAFE ALT 100 NM 3400

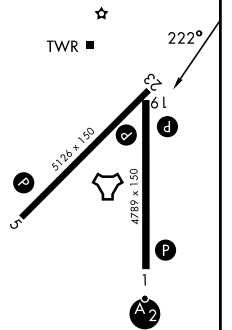
600 | 1500 hdg 087° | NCA R-042 | MARVL NCA 8

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).




| CATEGORY | A | | B | | C | D | E |
|---|---|---|---|---|---|---|---|
| S-23 | 460-1 | 436 | (500-1) | | 460-1¼ | 436 | (500-1¼) |
| CIRCLING | 540-1 | 514 | (600-1) | | 700-2 674 (700-2) | 700-2¼ 674 (700-2¼) | 700-2½ 674 (700-2½) |

ELEV 26 | TDZE 24




HIRL all rwys

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 03SEP26

TACAN RWY 23





SE-2, 03 SEP 2026 to 29 OCT 2026

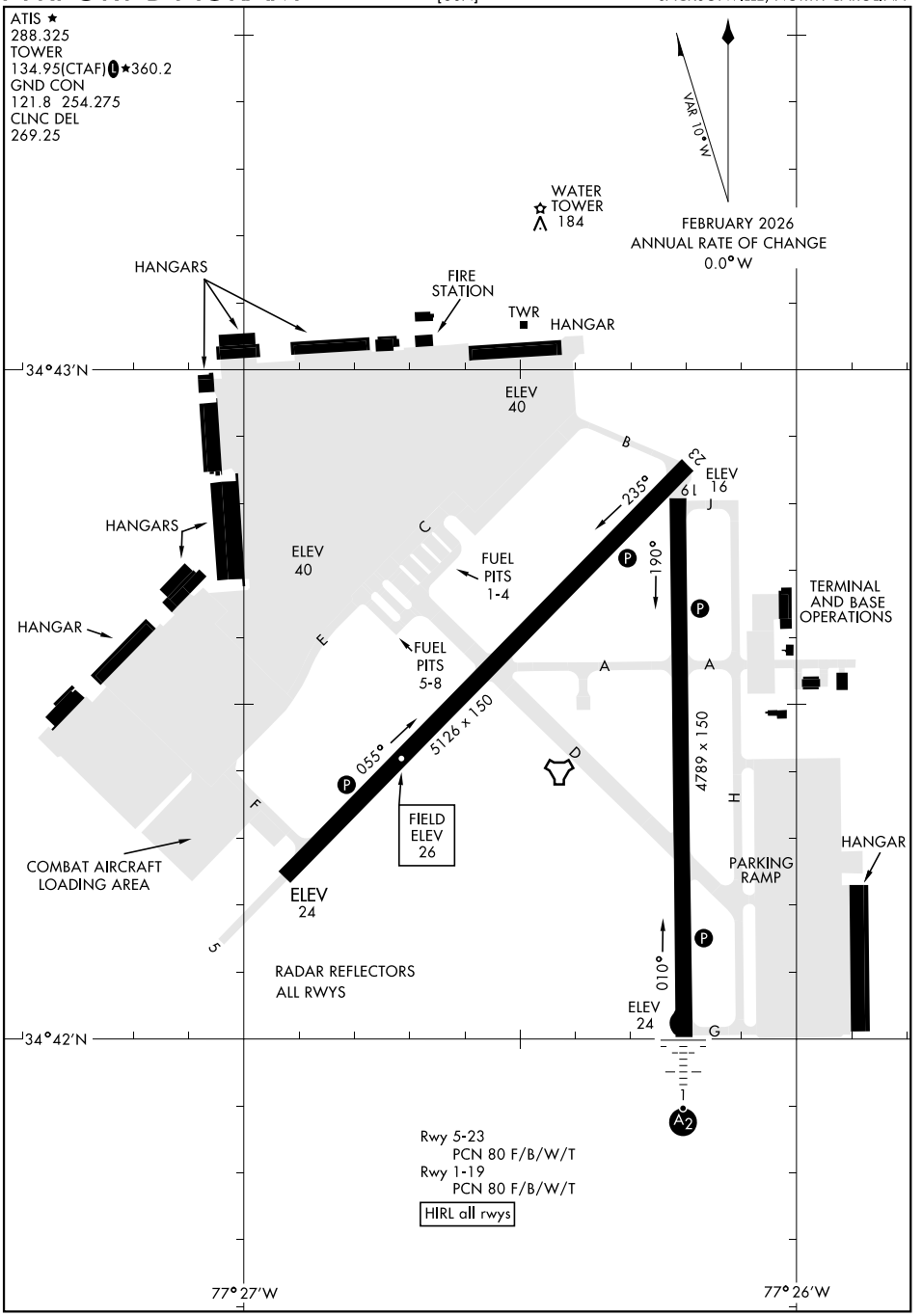
26106

# AIRPORT DIAGRAM

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

[USN]

JACKSONVILLE, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

| APP CRS | Rwy Ldg | 4001 |
|---|---|---|
| 044° | TDZE | 558 |
| | Apt Elev | 570 |

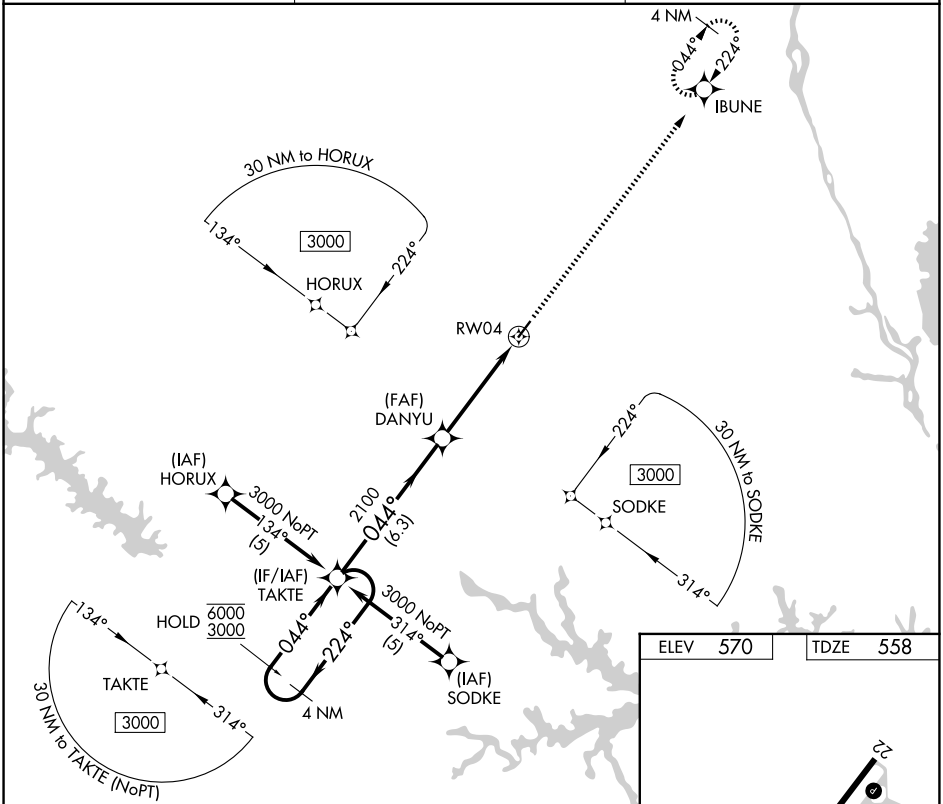
# RNAV (GPS) RWY 4
## NEWBERRY COUNTY (EOE)

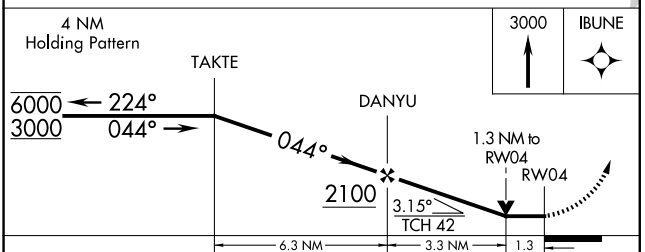
RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below ¾ SM NA. VDP NA when using GRD altimeter setting. When local altimeter setting not received, use GRD altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

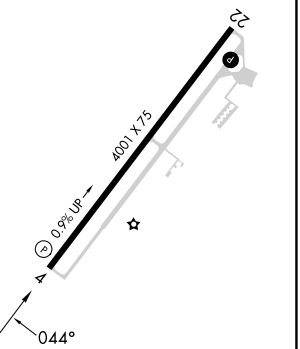
| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 124.275 | 133.4 285.6 | 122.8 (CTAF) L |




| 3000 | IBUNE |
|---|---|

| ELEV 570 | TDZE 558 |
|---|---|




MIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 442 (500-1) | NA | |
| CIRCLING | 1080-1<br>510 (600-1) | 1160-1<br>590 (600-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA) 25275

| APP CRS | Rwy Ldg | 4001 |
|---|---|---|
| 224° | TDZE | 570 |
| | Apt Elev | 570 |

# RNAV (GPS) RWY 22

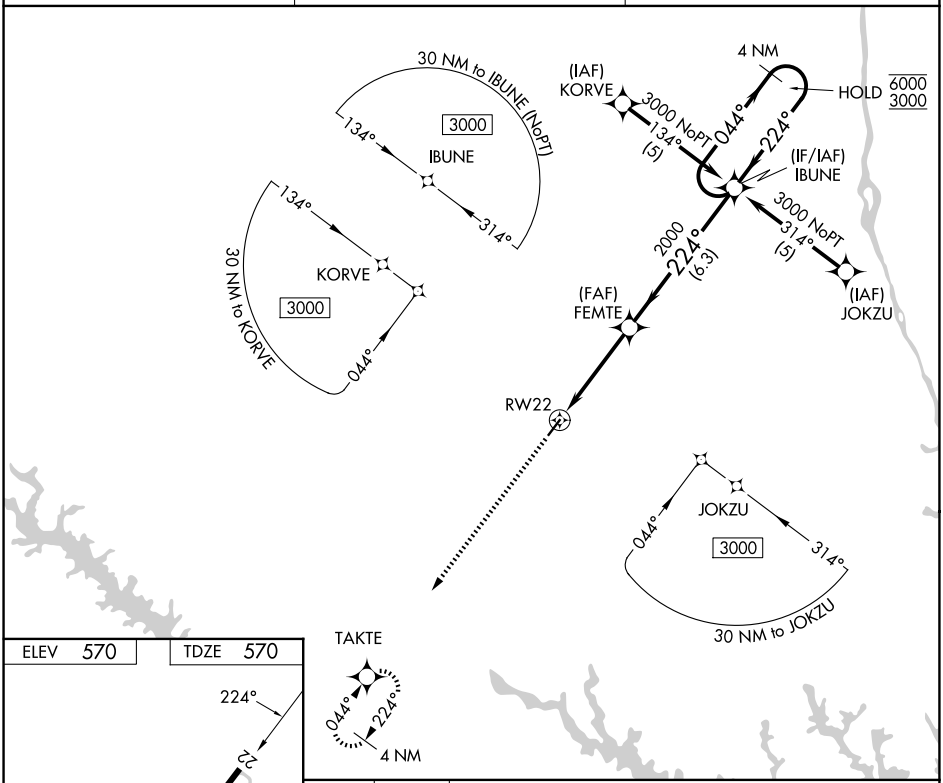
NEWBERRY COUNTY (EOE)

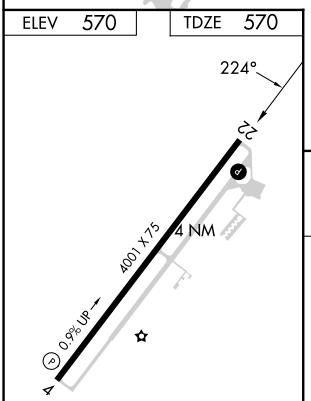
RNP APCH - GPS.

T A VDP NA when using GRD altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GRD altimeter setting and increase all MDA 80 feet.

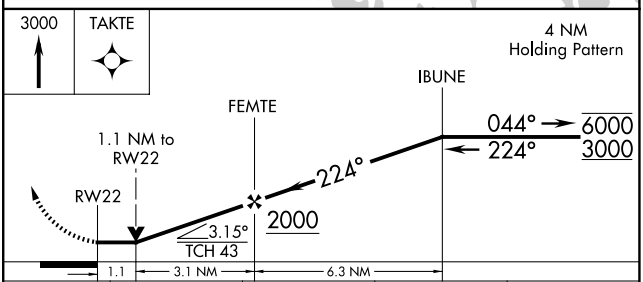
MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 124.275 | 133.4 285.6 | 122.8 (CTAF) L |




MIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 410 (500-1) | | NA | |
| CIRCLING | 1080-1 510 (600-1) | 1160-1 590 (600-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH, SOUTH CAROLINA

# RNAV (GPS) RWY 6

| APCH CRS | Rwy Idg | 9003 |
|---|---|---|
| 061° | TDZE | 281 |
| | Arpt Elev | 321 |

(USAF)

NORTH AF AUX (KXNO)

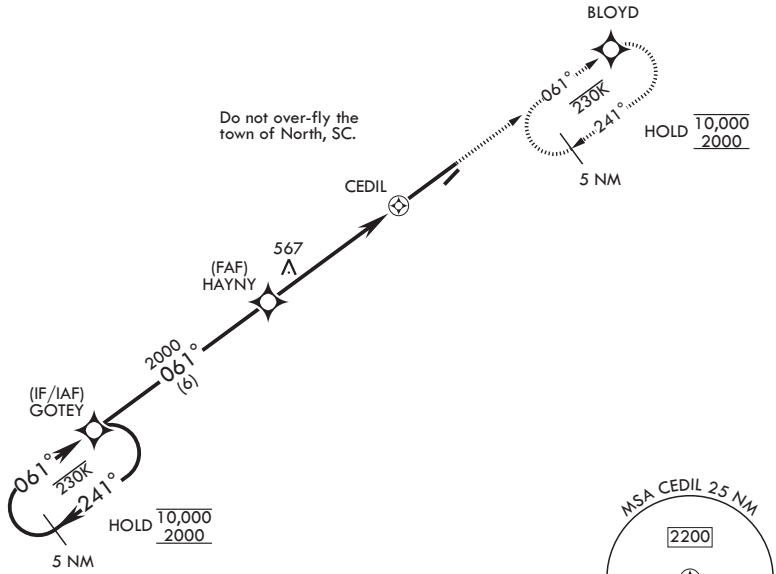
RNP APCH.

MISSED APPROACH: Climb to 2000 direct BLOYD and hold.

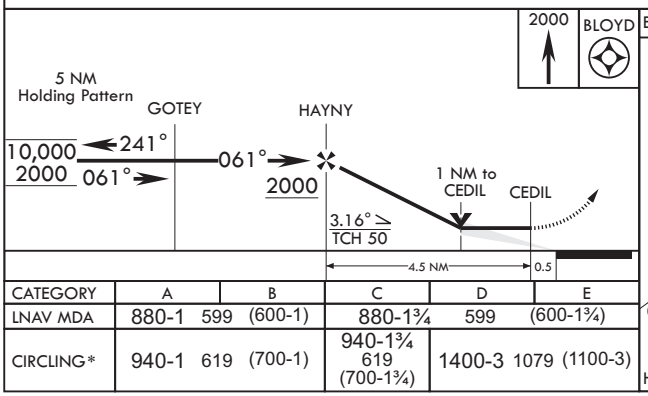
* Circling NA to Assault Strip.

| ASOS | COLUMBIA APP CON/DEP CON | LZ/DZ OPS FAC |
|---|---|---|
| 118.525 | 124.15 338.2 | 120.475 235.775 |

CAUTION: Uncontrolled airspace below 700 ft AGL.

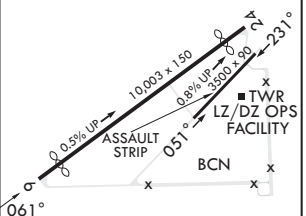



EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 880-1 599 | (600-1) | 880-1¾ 599 | | (600-1¾) |
| CIRCLING* | 940-1 619 | (700-1) | 940-1¾ 619 (700-1¾) | 1400-3 1079 | (1100-3) |

ELEV 321 See Supp for declared dist. TDZE 281




HIRL Rwy 6-24

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 6



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

26078

NORTH, SOUTH CAROLINA

# RNAV (GPS) RWY 24

| APCH CRS | Rwy ldg | 8999 |
|---|---|---|
| 241° | TDZE | 316 |
| | Arpt Elev | 321 |

(USAF)

NORTH AF AUX (KXNO)

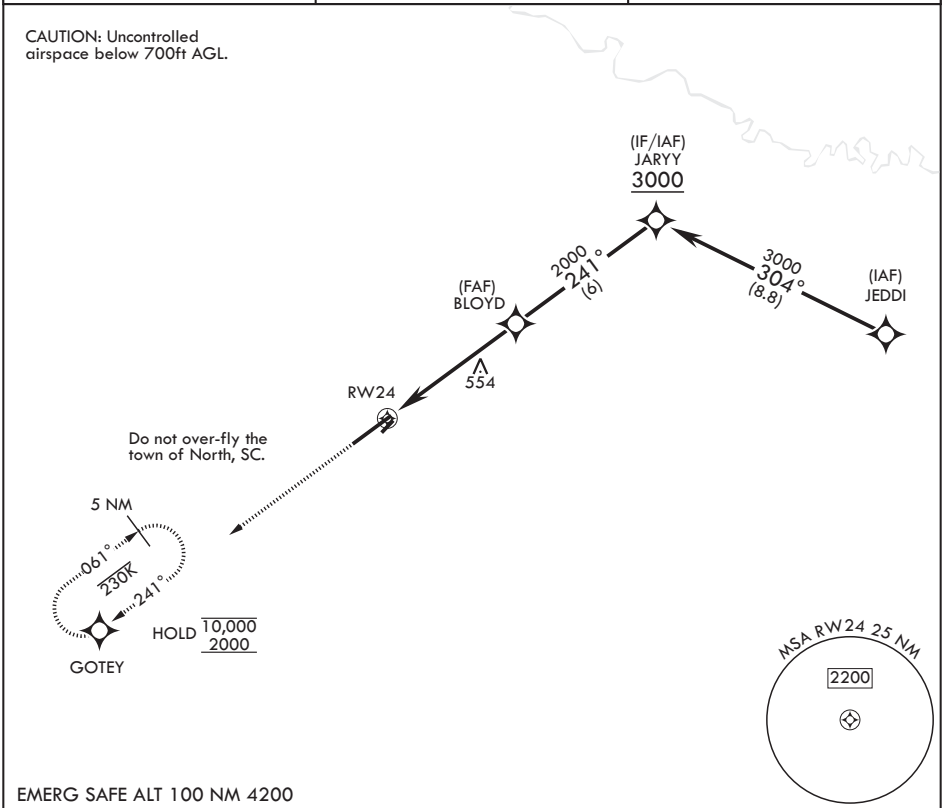
RNP APCH

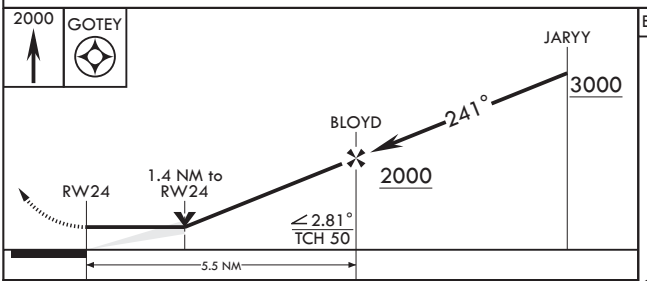
* Circling NA to Assault Strip.

MISSED APPROACH: Climb to 2000 direct GOTEY and hold, continue climb-in-hold to 2000.

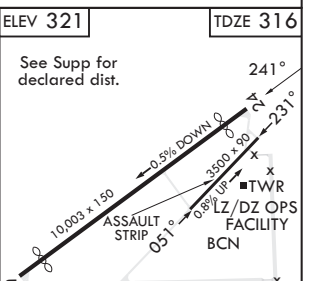
| ASOS | COLUMBIA APP CON/DEP CON | LZ/DZ OPS FAC |
|---|---|---|
| 118.525 | 124.15 338.2 | 120.475 235.775 |

CAUTION: Uncontrolled airspace below 700ft AGL.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 880-1 564 (600-1) | | 880-1⅛ 564 (600-1⅛) | | |
| CIRCLING* | 940-1 619 (700-1) | | 940-1¾ 619 (700-1¾) | 1400-3 1079 (1100-3) | |




HIRL Rwy 6-24

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 24



SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH, SOUTH CAROLINA

# VOR or TACAN A

| VORTAC CAE | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.7 | 186° | TDZE | N/A |
| Chan 94 | | Arpt Elev | 321 |

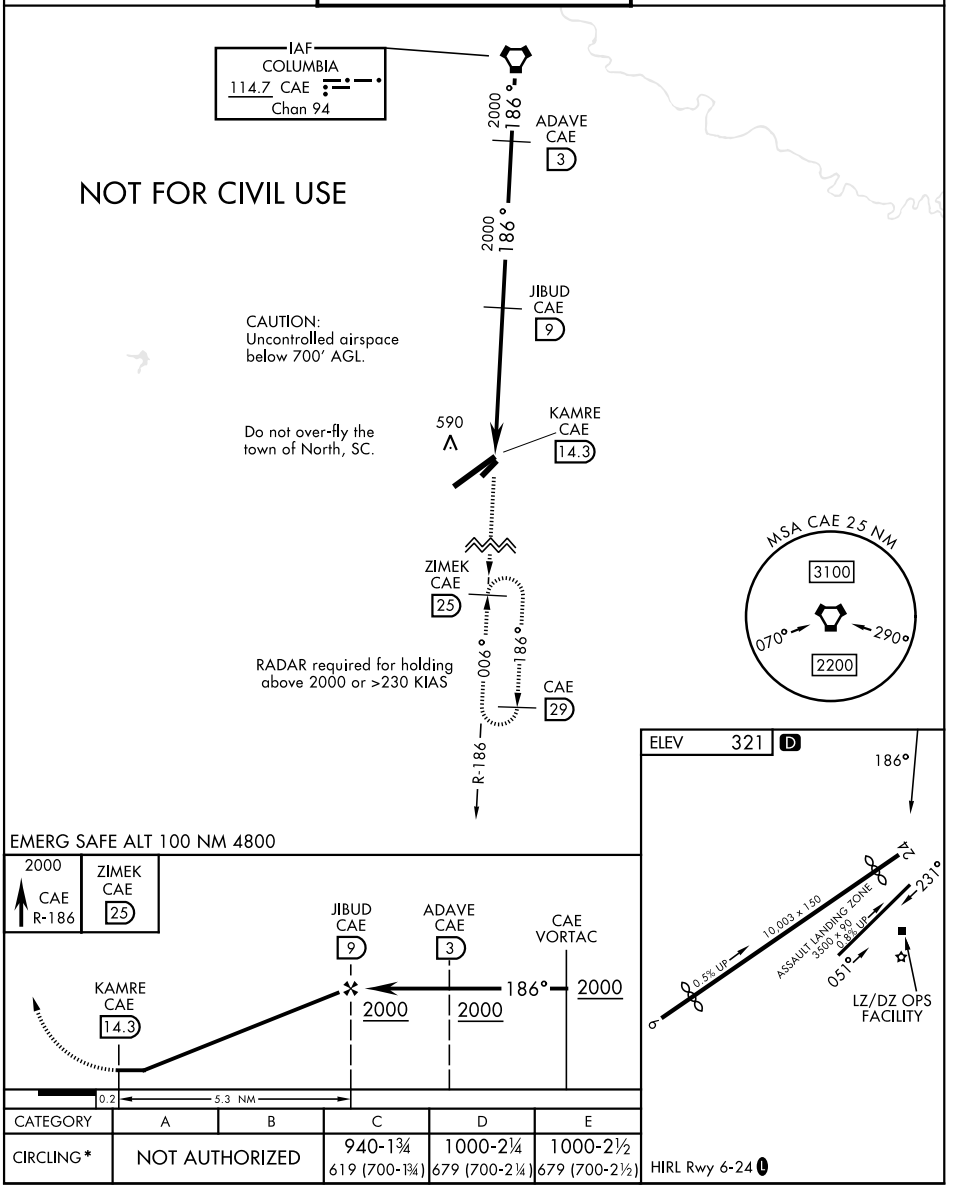
[USAF]

NORTH AF AUX (KXNO)

*Circling noth authorized to Assault Strip.

MISSED APPROACH: Climb to 2000 via CAE VORTAC R-186 to ZIMEK and hold as published.

| ASOS (KOGB) | LZ/DZ OPS FACILITY | COLUMBIA APP CON |
|---|---|---|
| 118.525 | 120.475 (L) 235.775 | 124.15 338.2 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING* | NOT AUTHORIZED | | 940-1¾ 619 (700-1¾) | 1000-2¼ 679 (700-2¼) | 1000-2½ 679 (700-2½) |

HIRL Rwy 6-24 (L)

NORTH, SOUTH CAROLINA

33°37'N-81°05'W

NORTH AF AUX (KXNO)

Amdt 5 21MAR24

VOR or TACAN A





SE-2, 03 SEP 2026 to 29 OCT 2026

26106

# AIRPORT DIAGRAM

NORTH AF AUX (KXNO)

[USAF]

NORTH, SOUTH CAROLINA




# AIRPORT DIAGRAM

NORTH, SOUTH CAROLINA

NORTH AF AUX (KXNO)

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 23

## GRAND STRAND (CRE)

| LOC/DME I-CRE | APP CRS | Rwy Ldg | 5997 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 30 |
| Chan 54 | | Apt Elev | 32 |

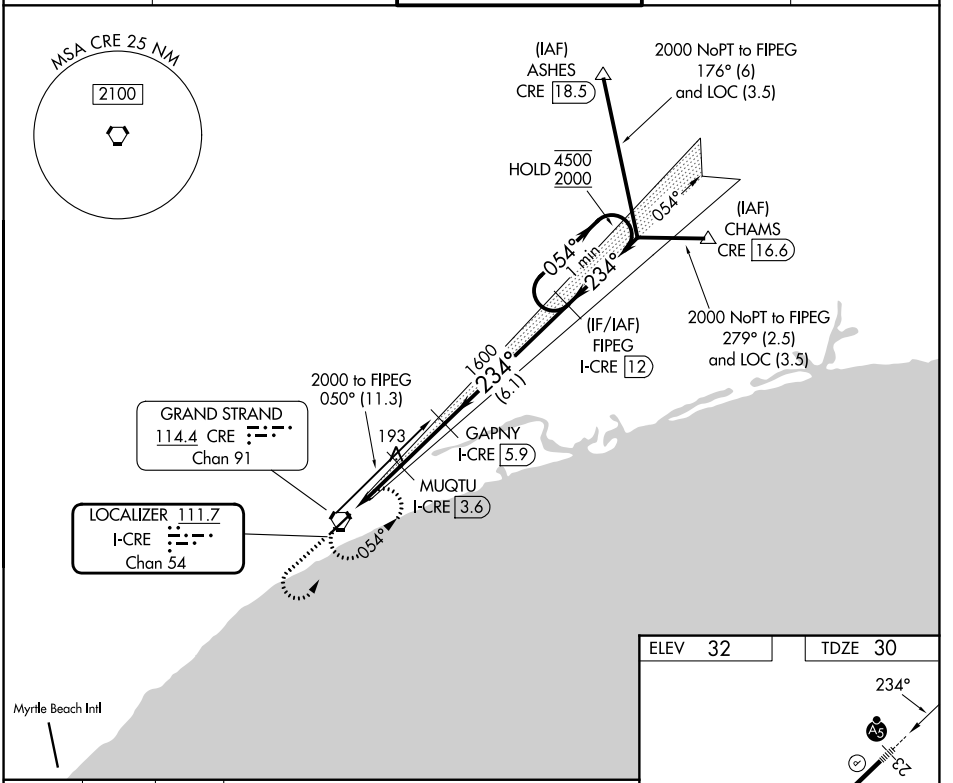
DME required.

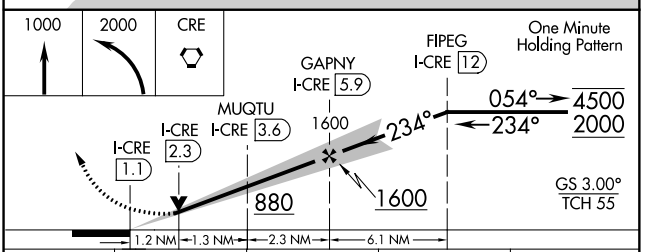
Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 23 Cat A/B visibility to 1 SM.

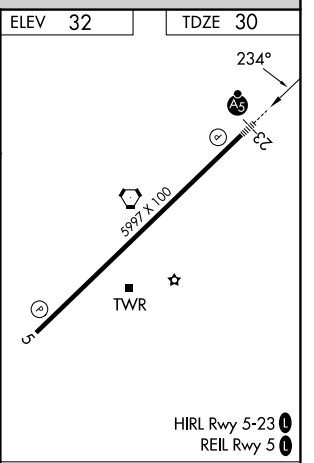
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold, continue climb-in-hold to 2000.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 230-½ | 200 (200-½) | | |
| S-LOC 23 | 460-¾ | 430 (500-¾) | | |
| CIRCLING | 520-1 | 488 (500-1) | 720-2 688 (700-2) | 720-2¼ 688 (700-2¼) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 26190

# RNAV (GPS) RWY 5

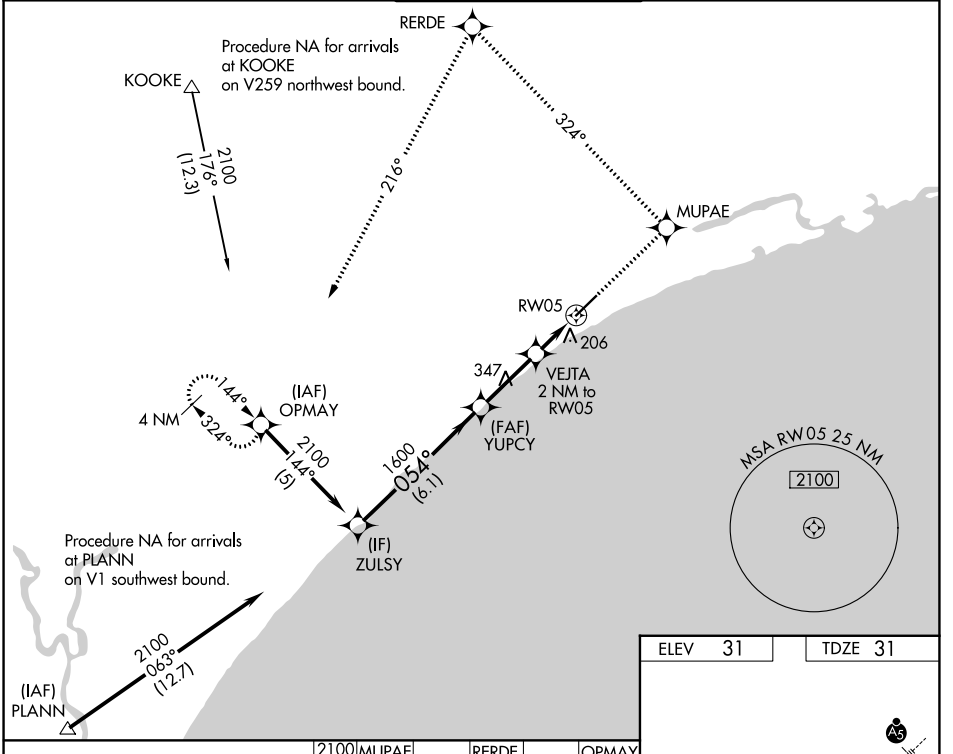
GRAND STRAND (CRE)

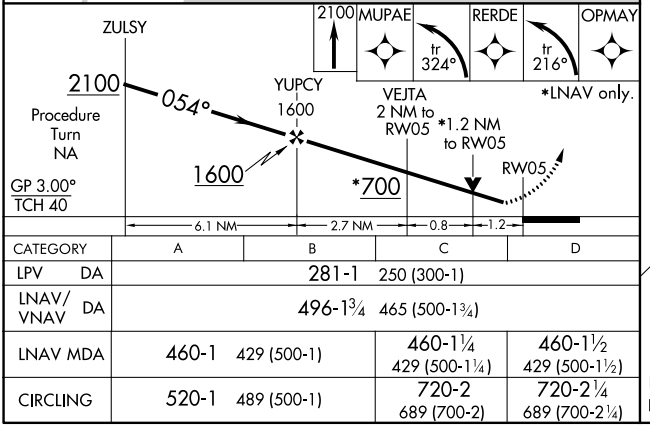
| WAAS | APP CRS | Rwy Ldg | 5997 |
|---|---|---|---|
| CH 82519 | 054° | TDZE | 31 |
| W05A | | Apt Elev | 31 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

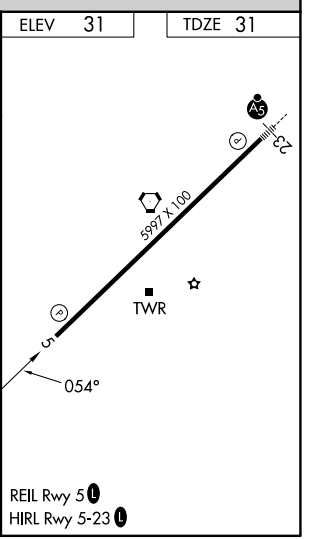
MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 281-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 496-1¾ | 465 (500-1¾) | | |
| LNAV MDA | 460-1 | 429 (500-1) | 460-1¼ 429 (500-1¼) | 460-1½ 429 (500-1½) |
| CIRCLING | 520-1 | 489 (500-1) | 720-2 689 (700-2) | 720-2¼ 689 (700-2¼) |




NORTH MYRTLE BEACH, SOUTH CAROLINA

Orig-A 20MAY21

33°49′N-78°43′W

GRAND STRAND (CRE)

RNAV (GPS) RWY 5



SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

GRAND STRAND (CRE)

| WAAS CH 42819 W23A | APP CRS 234° | Rwy Ldg 5997 TDZE 30 Apt Elev 32 |
|---|---|---|

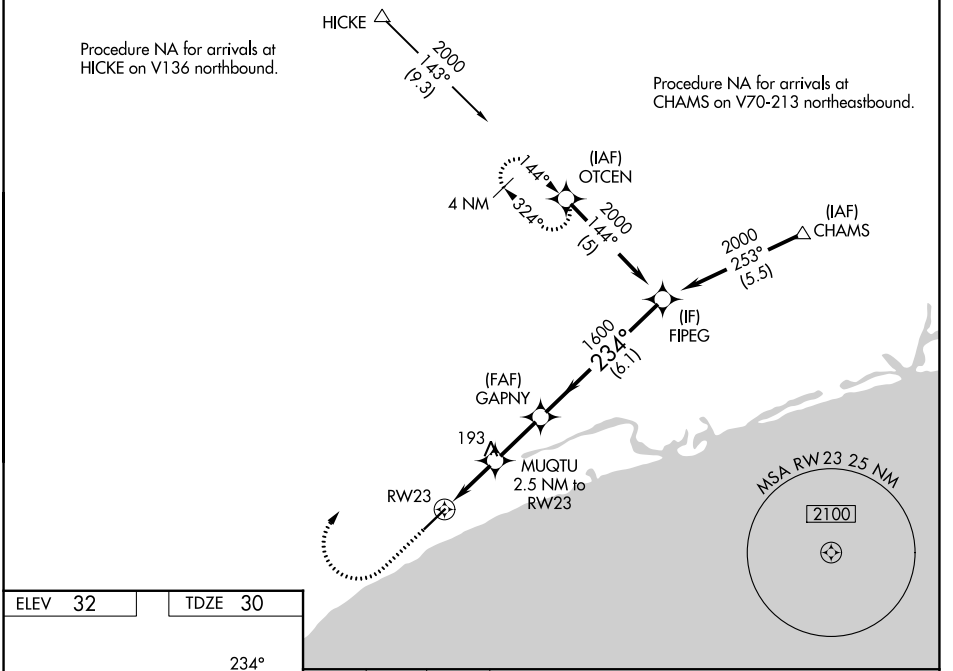
RNP APCH-GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM; increase LNAV Cats A/B visibility to 1 SM.

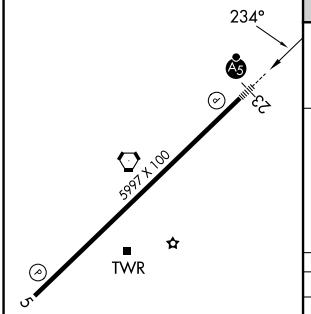
MALSR

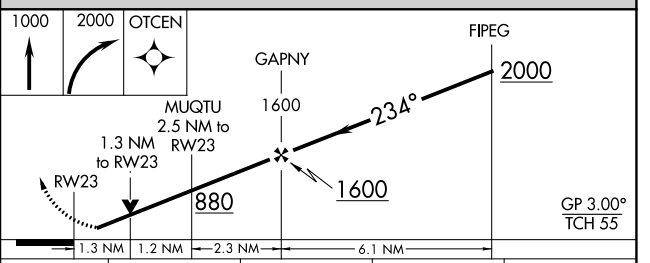
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




ELEV 32 TDZE 30




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 230-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 412-¾ | 382 (400-¾) | | |
| LNAV MDA | 480-¾ | 450 (500-¾) | 480-⅞ | 450 (500-⅞) |
| CIRCLING | 520-1 | 488 (500-1) | 720-2 | 688 (700-2) |
| | | | 720-2¼ | 688 (700-2¼) |

REIL Rwy 5 L
HIRL Rwy 5-23 L




SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 26190

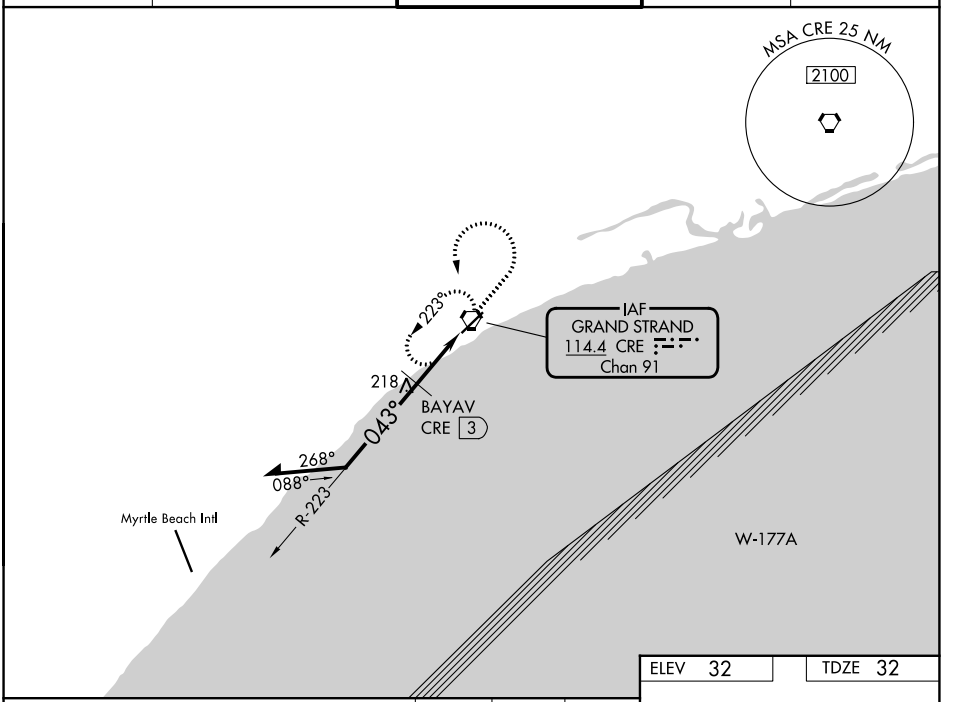
| VORTAC CRE | APP CRS | Rwy Ldg 5997 |
|---|---|---|
| 114.4 | 043° | TDZE 32 |
| Chan 91 | | Apt Elev 32 |

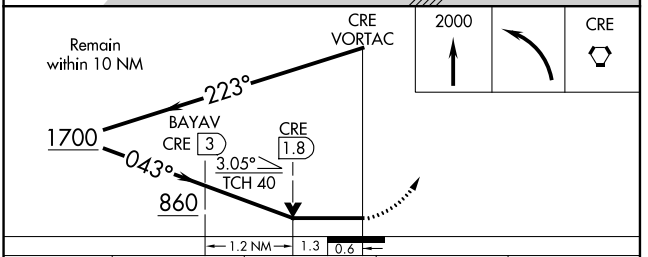
# VOR RWY 5
GRAND STRAND (CRE)

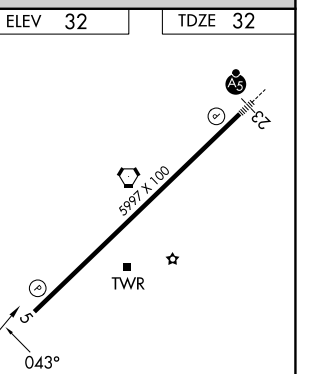
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 860-1<br>828 (900-1) | 860-1¼<br>828 (900-1¼) | 860-2½<br>828 (900-2½) | |
| CIRCLING | 860-1¼<br>828 (900-1¼) | | 860-2½<br>828 (900-2½) | 860-2¾<br>828 (900-2¾) |
| BAYAV FIX MINIMUMS | | | | |
| S-5 | 480-1<br>448 (500-1) | | 480-1⅜<br>448 (500-1⅜) | |
| CIRCLING | 520-1<br>488 (500-1) | | 720-2<br>688 (700-2) | 720-2¼<br>688 (700-2¼) |

REIL Rwy 5 L
HIRL Rwy 5-23 L

NORTH MYRTLE BEACH, SOUTH CAROLINA
Amdt 22B 27JAN22

33°49′N-78°43′W

GRAND STRAND (CRE)
VOR RWY 5


SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC CRE | APP CRS | Rwy Ldg 5997 |
|---|---|---|
| 114.4 | 238° | TDZE 30 |
| Chan 91 | | Apt Elev 32 |

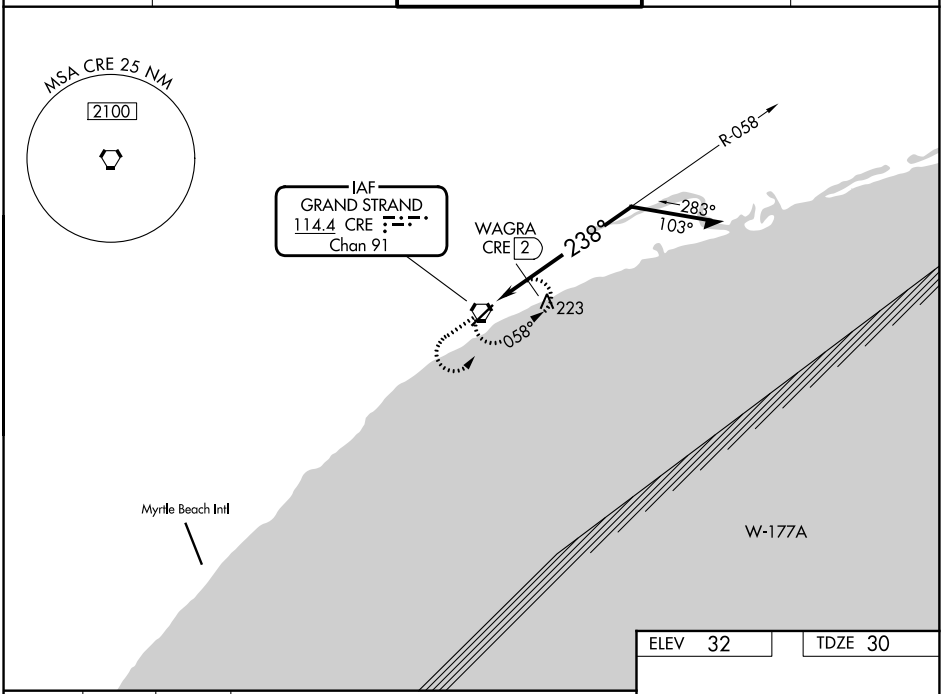
# VOR RWY 23
## GRAND STRAND (CRE)

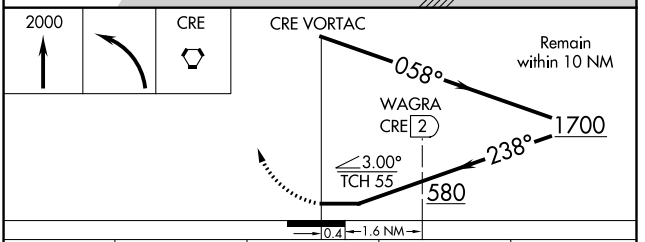
Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-23 Cats A/B visibility to 1 SM.

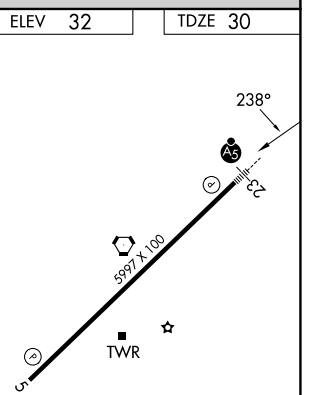
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 580-¾ | 550 (600-¾) | 580-1⅛ | 550 (600-1⅛) |
| CIRCLING | 580-1 | 548 (600-1) | 720-2 688 (700-2) | 720-2¼ 688 (700-2¼) |
| WAGRA FIX MINIMUMS | | | | |
| S-23 | 480-¾ | 450 (500-¾) | 480-⅞ | 450 (500-⅞) |
| CIRCLING | 520-1 | 488 (500-1) | 720-2 688 (700-2) | 720-2¼ 688 (700-2¼) |

HIRL Rwy 5-23 L
REIL Rwy 5 L



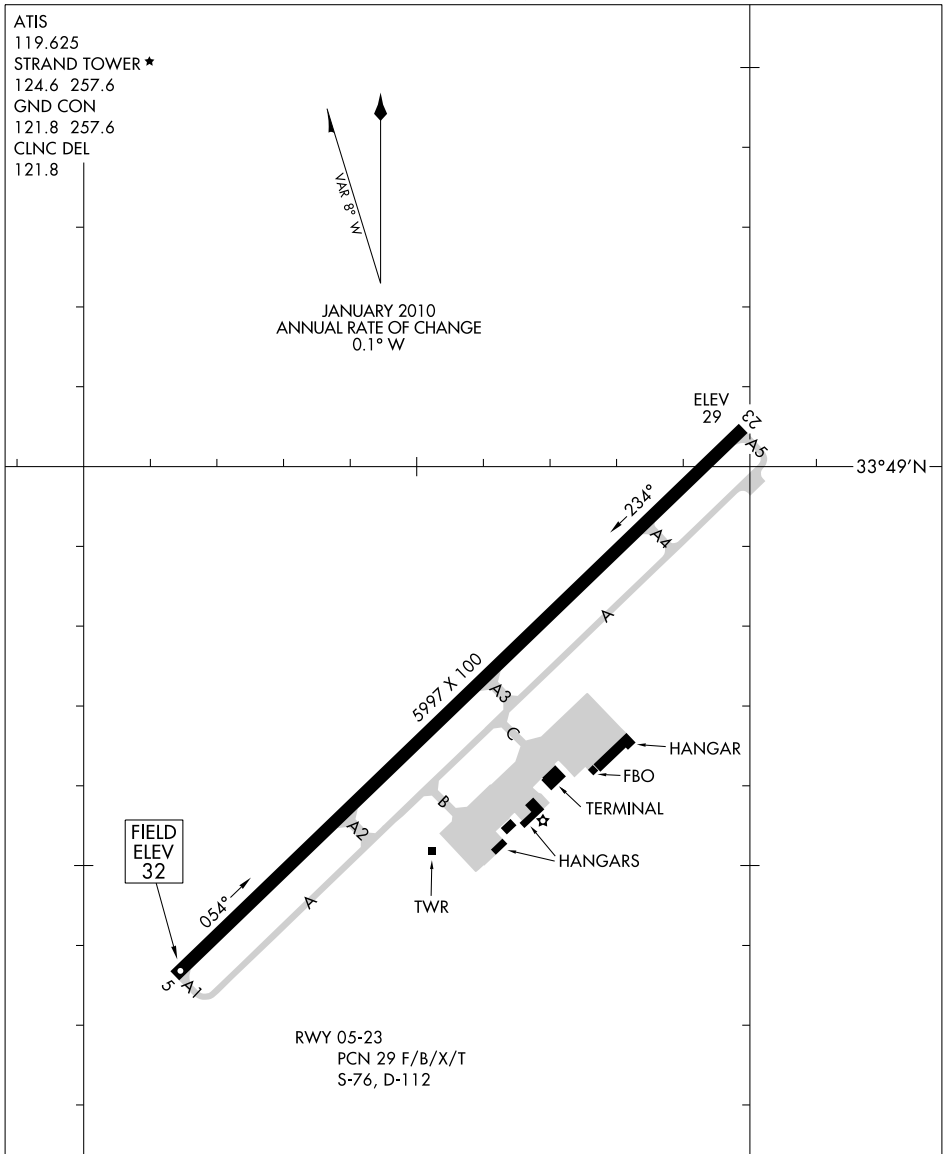
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26190

# AIRPORT DIAGRAM

AL-5097 (FAA)

GRAND STRAND (CRE)
NORTH MYRTLE BEACH, SOUTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26190
NORTH MYRTLE BEACH, SOUTH CAROLINA
GRAND STRAND (CRE)

| LOC/DME I-UKF | APP CRS | Rwy Ldg | 6201 |
|---|---|---|---|
| 111.55 | 007° | TDZE | 1276 |
| Chan 52 (Y) | | Apt Elev | 1303 |

# ILS Y or LOC Y RWY 1

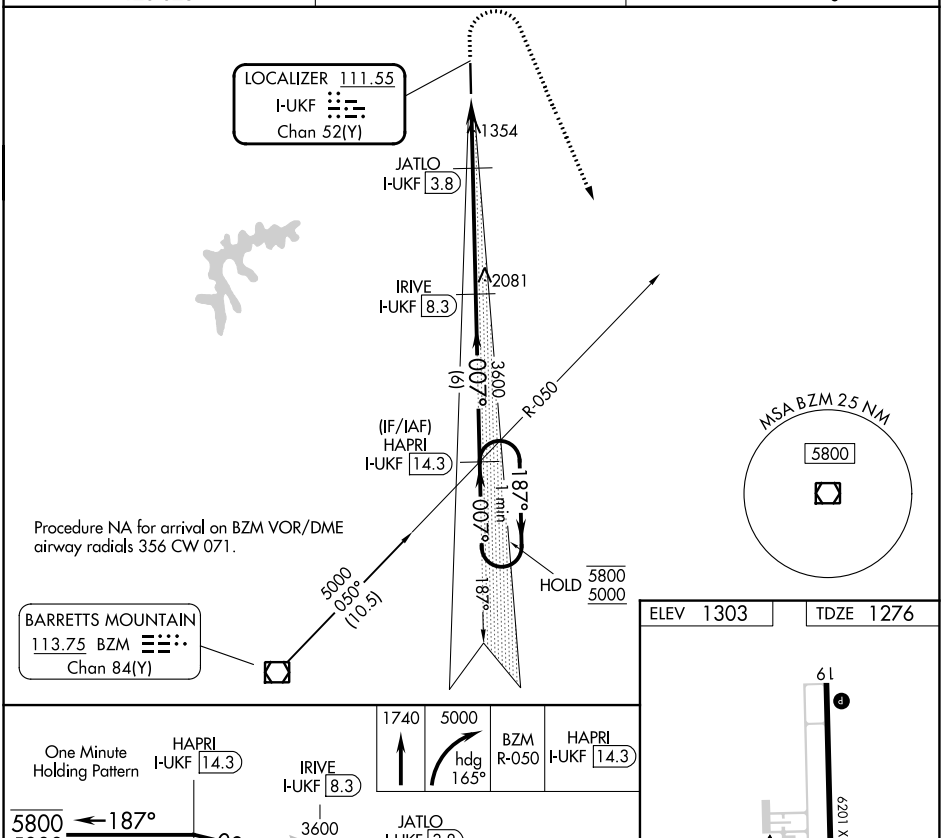
WILKES COUNTY (UKF)

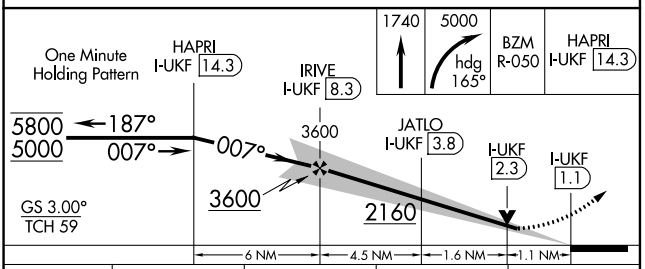
DME required.

MALSR

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 on heading 165° and BZM VOR/DME R-050 to HAPRI/I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

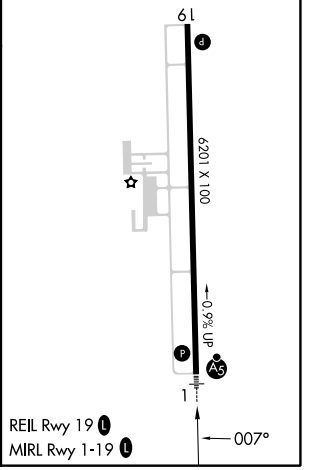
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1476-½ | 200 (200-½) | | |
| S-LOC 1 | 1660-½ | 384 (400-½) | 1660-⅝ | 384 (400-⅝) |
| CIRCLING | 1800-1<br>497 (500-1) | 1880-1<br>577 (600-1) | 1940-1¾<br>637 (700-1¾) | 2260-3<br>957 (1000-3) |

ELEV 1303 TDZE 1276






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

26246

# ILS Z or LOC Z RWY 1

WILKES COUNTY (UKF)

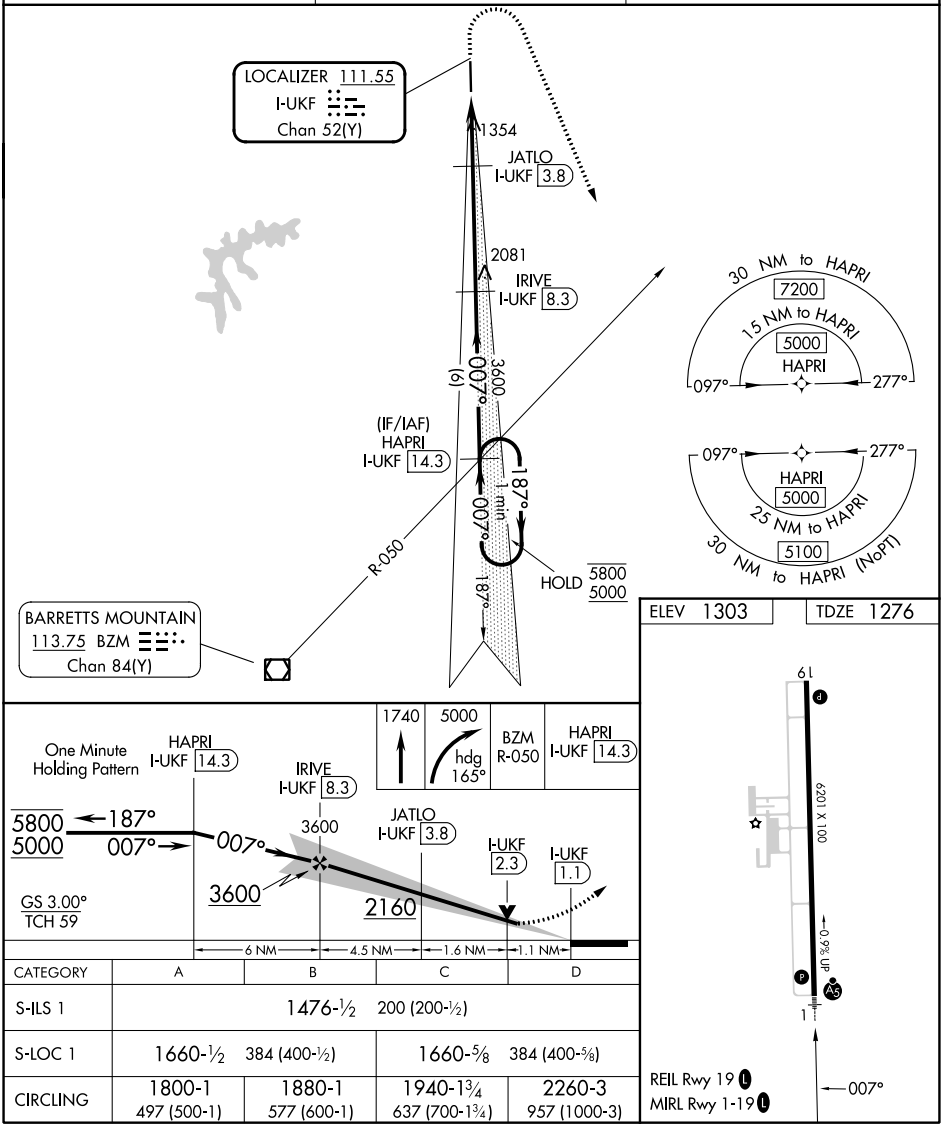
| LOC/DME I-UKF | APP CRS | Rwy Ldg | 6201 |
|---|---|---|---|
| 111.55 | 007° | TDZE | 1276 |
| Chan 52 (Y) | | Apt Elev | 1303 |

RNAV 1- GPS.

MALSR

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 on heading 165° and BZM VOR/DME R-050 to HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1476-½ | 200 (200-½) | | |
| S-LOC 1 | 1660-½ | 384 (400-½) | 1660-⅝ | 384 (400-⅝) |
| CIRCLING | 1800-1<br>497 (500-1) | 1880-1<br>577 (600-1) | 1940-1¾<br>637 (700-1¾) | 2260-3<br>957 (1000-3) |

NORTH WILKESBORO, NORTH CAROLINA

Orig-B 14MAY26

36°13'N-81°06'W

WILKES COUNTY (UKF)

ILS Z or LOC Z RWY 1



SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 6201 |
|---|---|---|---|
| CH **40440** | **007°** | TDZE | **1276** |
| **W01A** | | Apt Elev | **1303** |

# RNAV (GPS) RWY 1

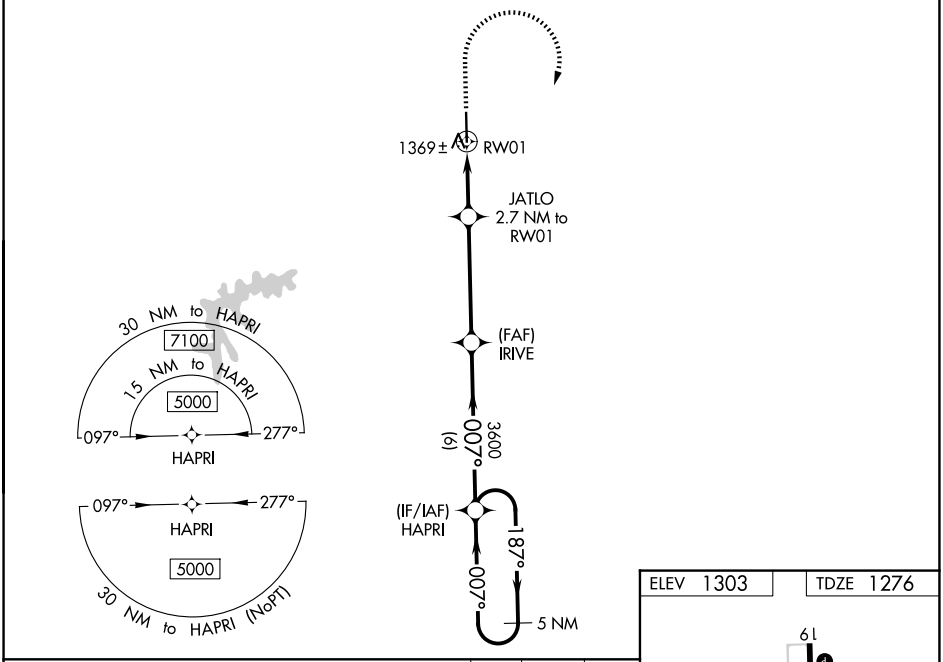
## WILKES COUNTY (UKF)

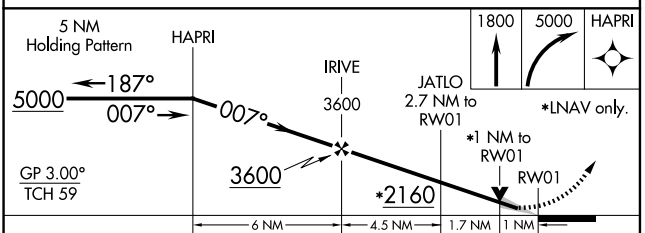
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hickory altimeter setting and increase LPV DA to 1566 feet and LNAV/VNAV DA to 1669 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D ¼ SM and Circling Cat C ½ SM. For inop ALS when using Hickory altimeter setting, increase LPV all Cats visibility to 1 SM. VDP and Baro-VNAV NA when using Hickory altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

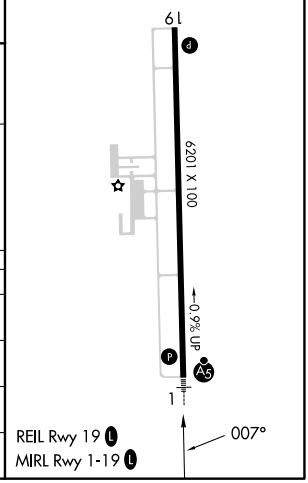
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| **126.625** | **125.15 263.0** | **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1476-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1579-⅝ 303 (300-⅝) | | | |
| LNAV MDA | 1620-½ 344 (400-½) | | 1620-⅝ 344 (400-⅝) | |
| CIRCLING | 1800-1 497 (500-1) | 1880-1 577 (600-1) | 1880-1½ 577 (600-1½) | 2240-3 937 (1000-3) |

ELEV 1303 TDZE 1276






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

26078

# RNAV (GPS) RWY 19

WILKES COUNTY (UKF)

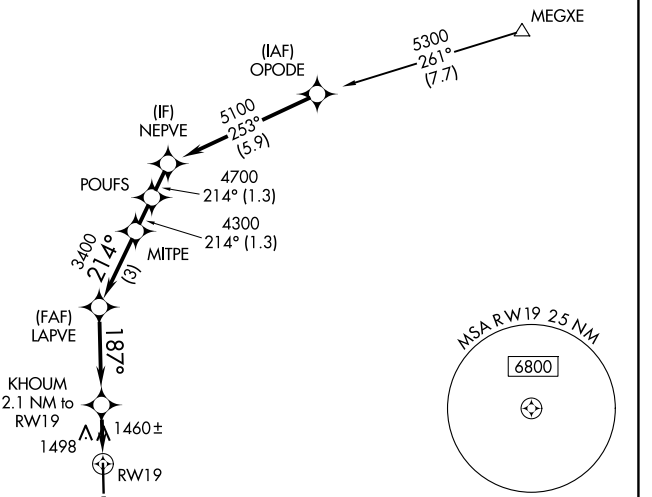
| WAAS | APP CRS | Rwy Ldg | 6201 |
|---|---|---|---|
| CH 99740 | 187° | TDZE | 1303 |
| W19A | | Apt Elev | 1303 |

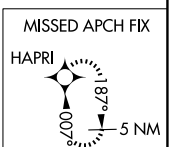
DME/DME RNP-0.3 NA. VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase all MDAs 100 feet and LP and LNAV visibility Cats C/D ¼ SM and increase Circling visibility Cat C ½ SM. Rwy 19 helicopter visibility reduction below ¾ SM NA.

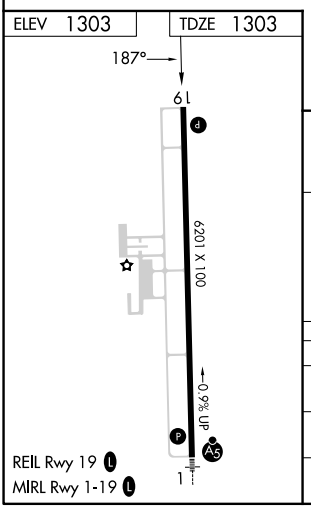
MISSED APPROACH: Climb to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

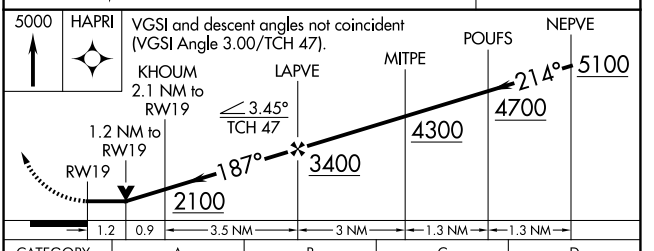
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) L |

Procedure NA for arrival at MEGXE on V37 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1720-1 | 417 (500-1) | 1720-1⅛ | 417 (500-1⅛) |
| LNAV MDA | 1760-1 | 457 (500-1) | 1760-1⅜ | 457 (500-1⅜) |
| CIRCLING | 1800-1<br>497 (500-1) | 1880-1<br>577 (600-1) | 1880-1½<br>577 (600-1½) | 2240-3<br>937 (1000-3) |

NORTH WILKESBORO, NORTH CAROLINA

Orig 17AUG17

36°13′N-81°06′W

WILKES COUNTY (UKF)

RNAV (GPS) RWY 19



SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

## CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

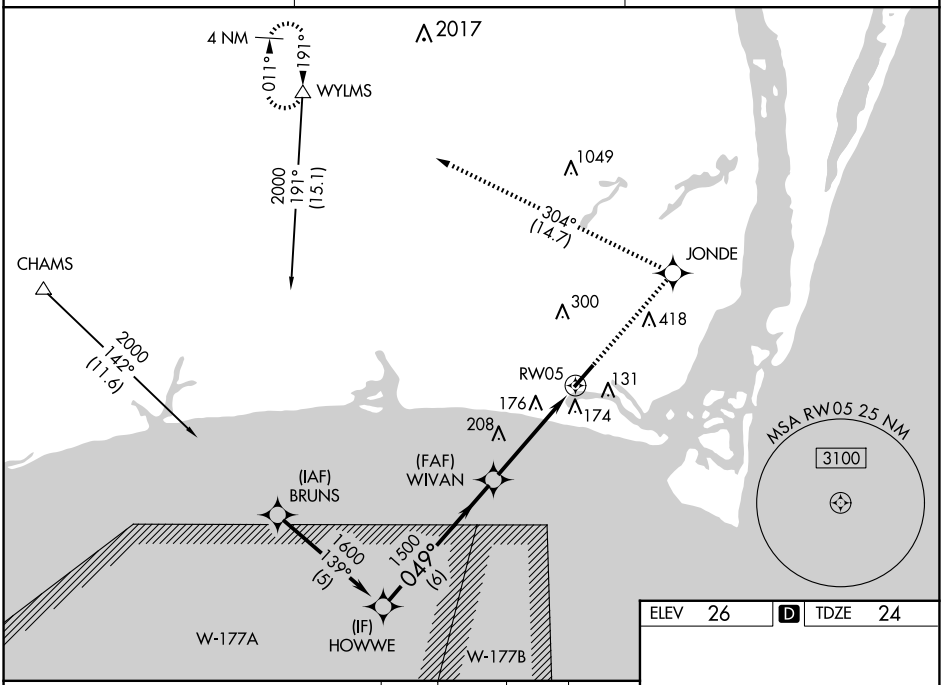
| WAAS CH 86917 W05A | APP CRS 049° | Rwy Idg 5105 / TDZE 24 / Apt Elev 26 |
|---|---|---|

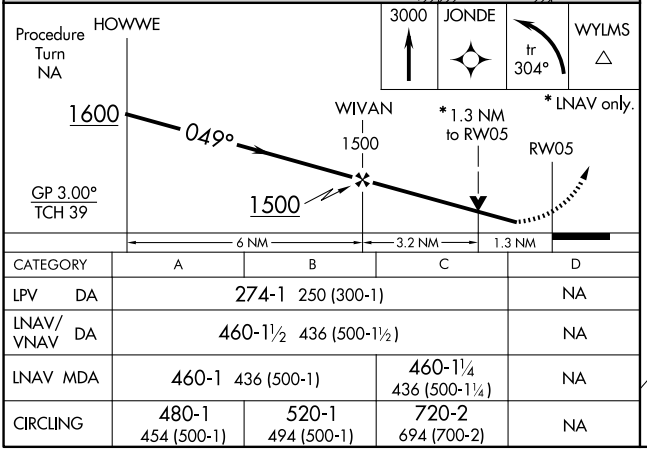
RNP APCH - GPS.

Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 325 feet, increase LNAV/VNAV DA to 511 feet, increase all MDAs 60 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Wilmington altimeter setting.

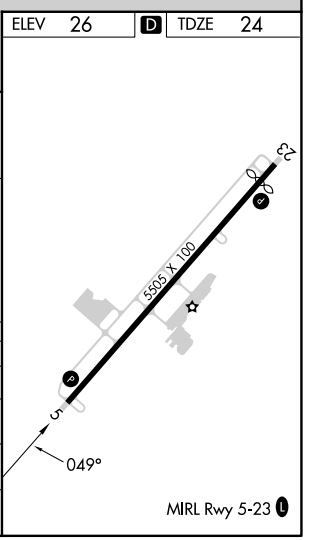
MISSED APPROACH: Climb to 3000 direct JONDE and left turn on track 304° to WYLMS and hold.

| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 124.175 | 118.25 284.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 274-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 460-1½ 436 (500-1½) | | | NA |
| LNAV MDA | 460-1 436 (500-1) | | 460-1¼ 436 (500-1¼) | NA |
| CIRCLING | 480-1 454 (500-1) | 520-1 494 (500-1) | 720-2 694 (700-2) | NA |







SE-2, 03 SEP 2026 to 29 OCT 2026

OAK ISLAND, NORTH CAROLINA AL-6533 (FAA) 24193

| WAAS | APP CRS | Rwy Idg | 5105 |
|---|---|---|---|
| CH 90527 | 229° | TDZE | 26 |
| W23A | | Apt Elev | 26 |

# RNAV (GPS) RWY 23

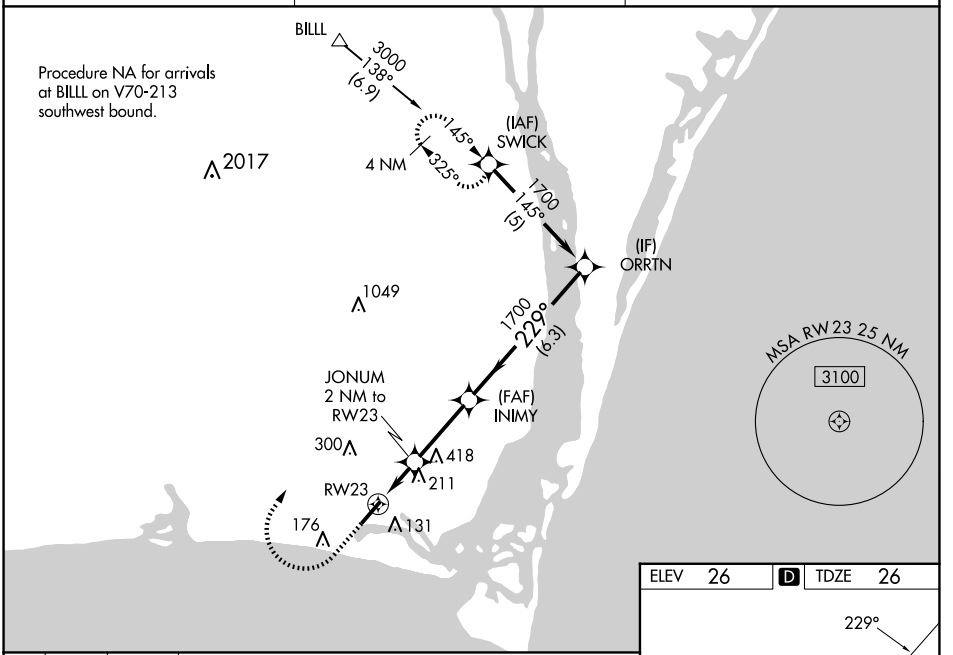
## CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

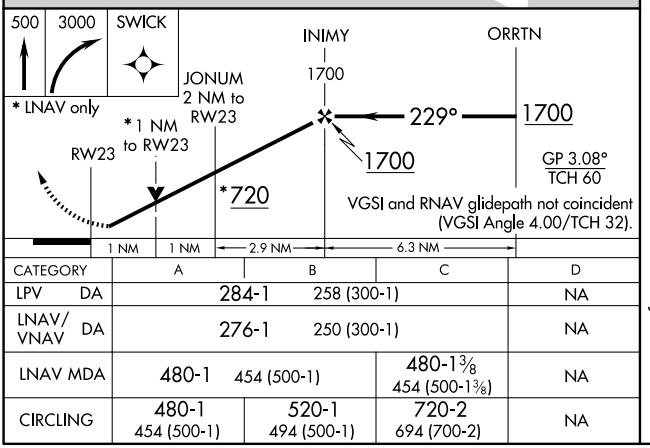
RNP APCH - GPS.

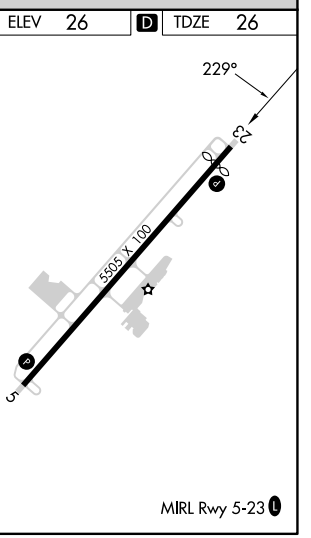
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 335 feet, increase LNAV/VNAV DA to 327 feet, increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Rwy 23 helicopter visibility reduction below ¾ SM NA. VDP NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct SWICK and hold.

| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 124.175 | 118.25 284.65 | 123.05(CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 284-1 | 258 (300-1) | | NA |
| LNAV/VNAV DA | 276-1 | 250 (300-1) | | NA |
| LNAV MDA | 480-1 454 (500-1) | | 480-1⅜ 454 (500-1⅜) | NA |
| CIRCLING | 480-1 454 (500-1) | 520-1 494 (500-1) | 720-2 694 (700-2) | NA |

OAK ISLAND, NORTH CAROLINA
Orig-D 06OCT22

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)
33°56′N-78°04′W

RNAV (GPS) RWY 23


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 6

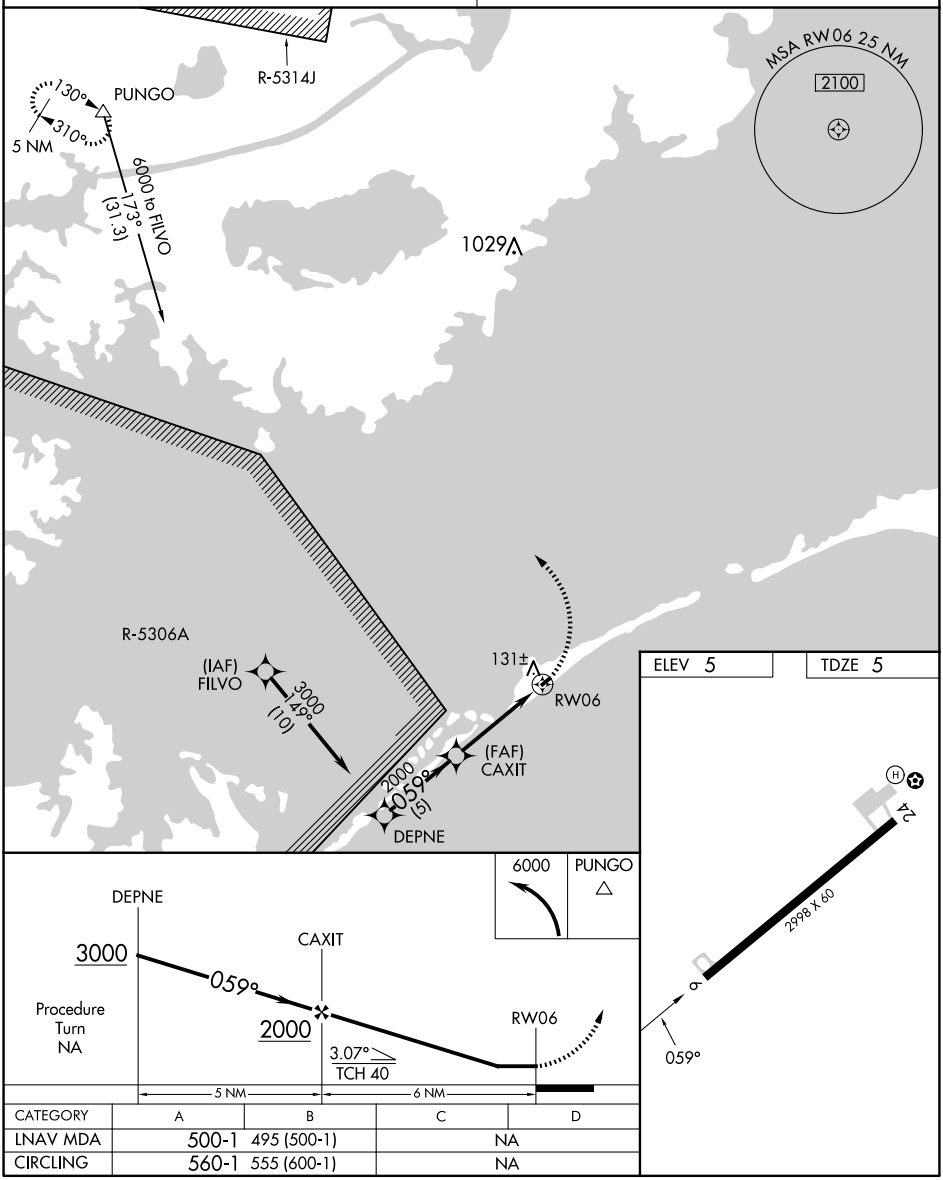
## OCRACOKE ISLAND (W95)

| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 059° | TDZE | 5 |
| | Apt Elev | 5 |

NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

| CHERRY POINT APP CON | CTAF |
|---|---|
| 119.75 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 495 (500-1) | NA | |
| CIRCLING | 560-1 | 555 (600-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

OCRACOKE, NORTH CAROLINA AL-6810 (FAA) 22307

# RNAV (GPS) RWY 24

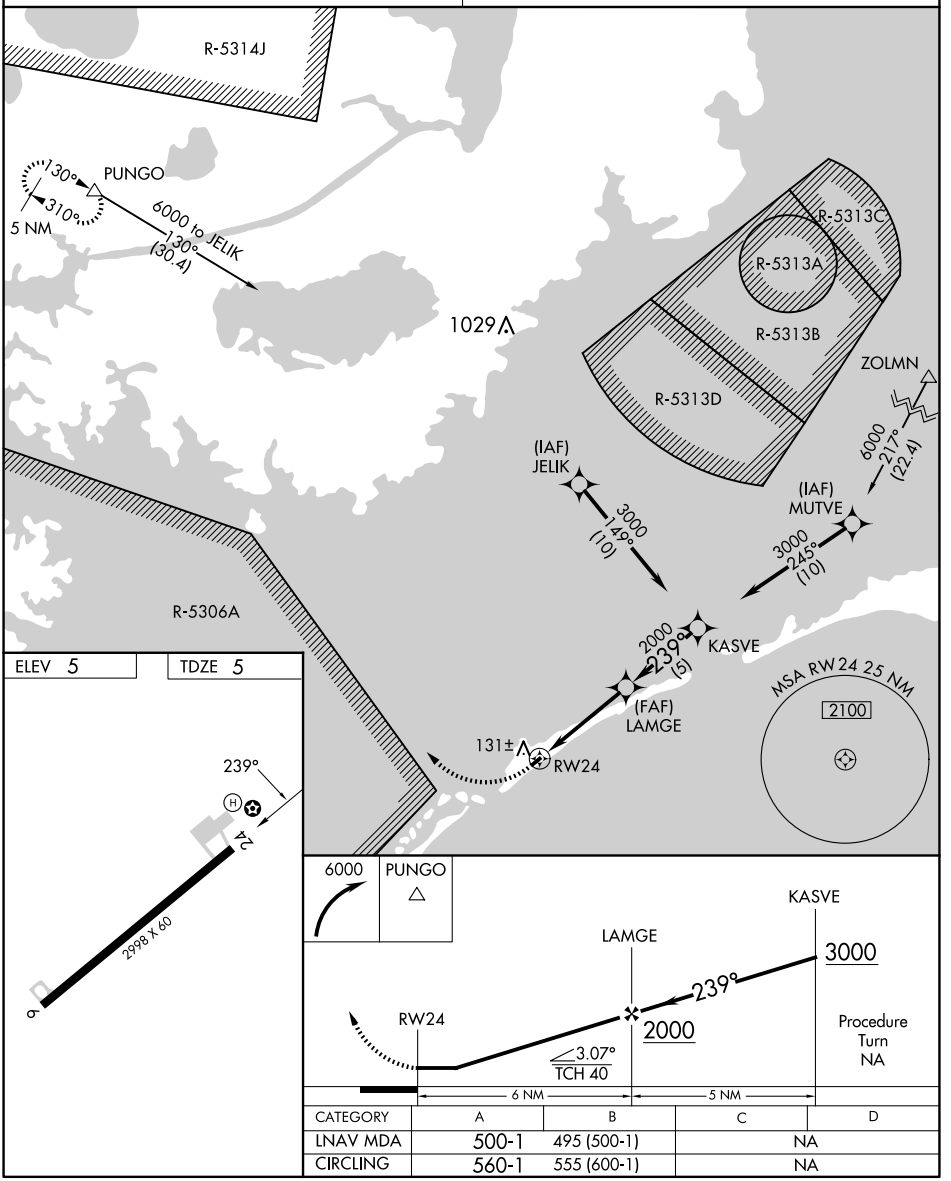
OCRACOKE ISLAND (W95)

| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 239° | TDZE | 5 |
| | Apt Elev | 5 |

NA — Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

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

| CHERRY POINT APP CON | CTAF |
|---|---|
| 119.75 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 495 (500-1) | NA | |
| CIRCLING | 560-1 | 555 (600-1) | NA | |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 57918 W05A | APP CRS 049° | Rwy Ldg 4508 TDZE 191 Apt Elev 195 |
|---|---|---|

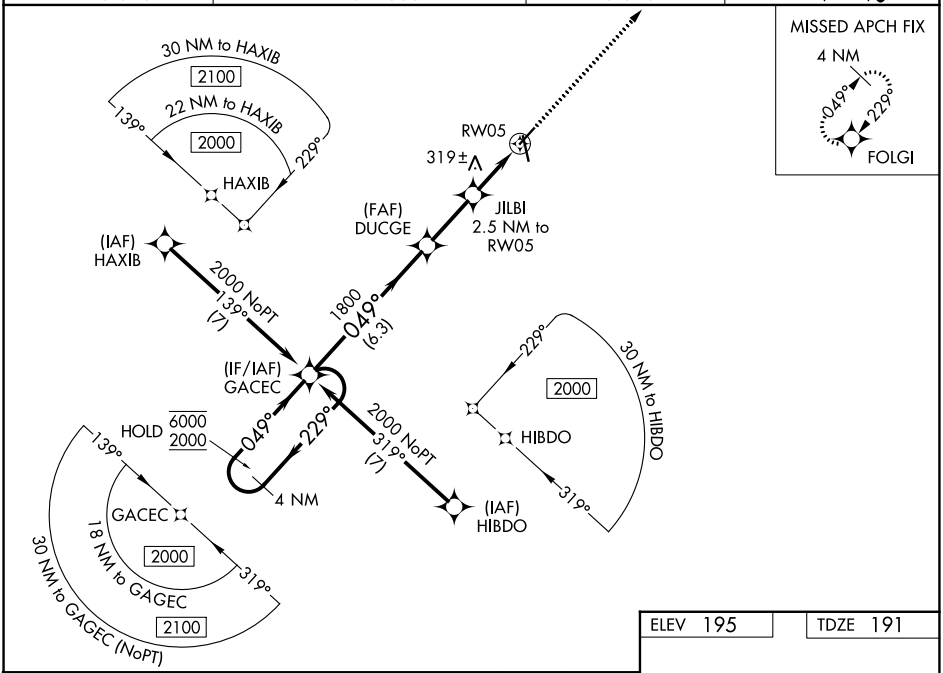
# RNAV (GPS) RWY 5
## ORANGEBURG MUNI (OGB)

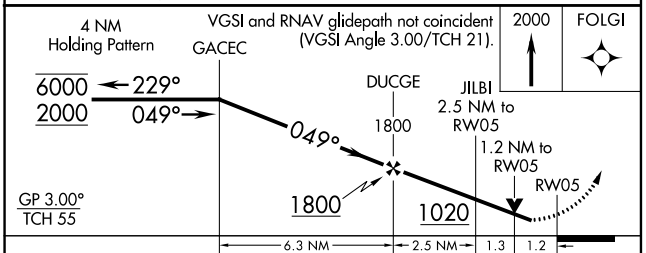
RNP APCH - GPS.

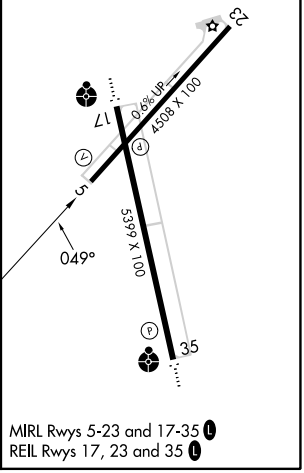
Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 542 feet; increase LNAV/VNAV DA to 520 feet; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct FOLGI and hold.

| ASOS | COLUMBIA APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 125.675 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 463-1 272 (300-1) | | | |
| LNAV/VNAV DA | 441-1 250 (300-1) | | | |
| LNAV MDA | 580-1 389 (400-1) | | 580-1⅛ 389 (400-1⅛) | |
| CIRCLING | 680-1 485 (500-1) | 740-1 545 (600-1) | 980-2¼ 785 (800-2¼) | 980-2½ 785 (800-2½) |

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 17, 23 and 35 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ORANGEBURG, SOUTH CAROLINA AL-5711 (FAA) 26246

# RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

| APP CRS | Rwy Ldg | 5399 |
|---|---|---|
| 174° | TDZE | 181 |
| | Apt Elev | 195 |

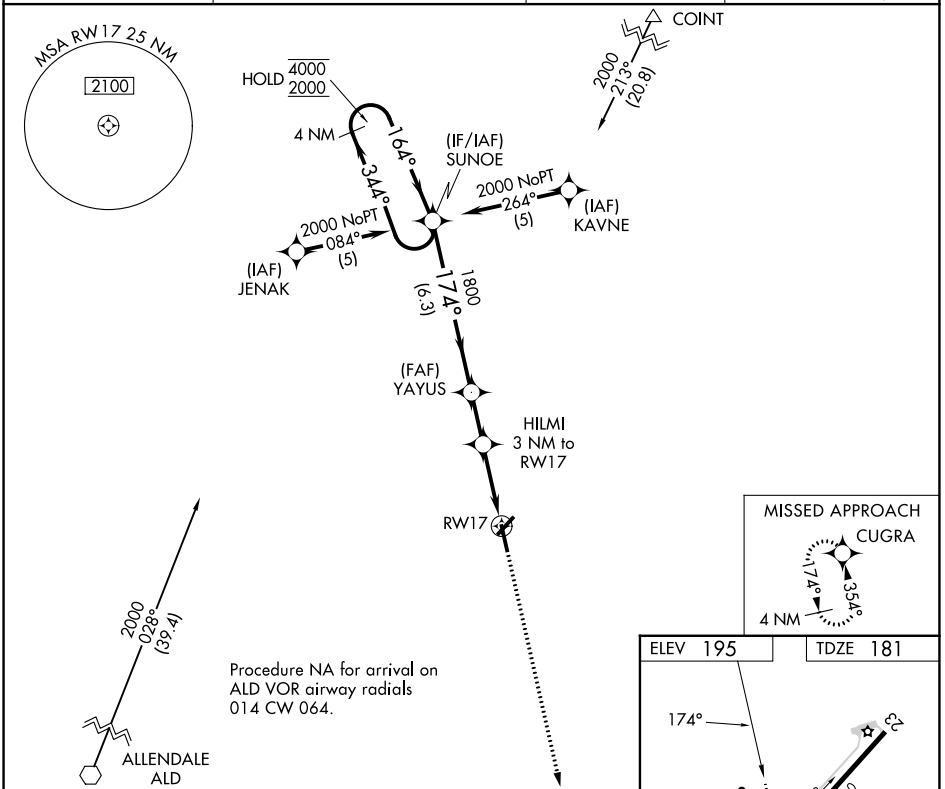
RNP APCH - GPS.

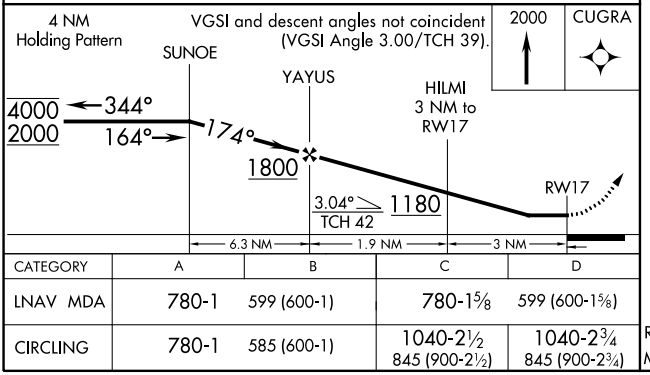
T A Rwy 17 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LNAV Cats A and B. When local altimeter setting not received, use CAE altimeter setting and increase all MDAs 80 feet and visibility Cats C/D ⅛ SM, and Circling visibility Cats C/D ¼ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

ODALS

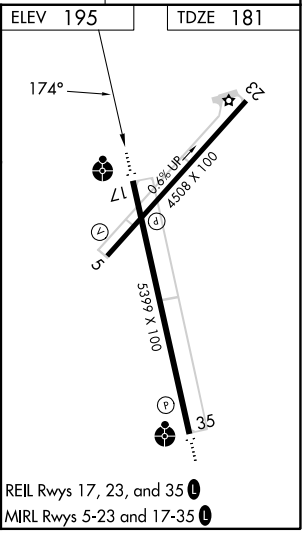
MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

| ASOS | COLUMBIA APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 125.675 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 599 (600-1) | 780-1⅝ | 599 (600-1⅝) |
| CIRCLING | 780-1 | 585 (600-1) | 1040-2½ 845 (900-2½) | 1040-2¾ 845 (900-2¾) |




REIL Rwys 17, 23, and 35 L

MIRL Rwys 5-23 and 17-35 L

ORANGEBURG, SOUTH CAROLINA

Orig-E 03SEP26

33°28'N-80°51'W

ORANGEBURG MUNI (OGB)

RNAV (GPS) RWY 17

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 99318 W23A | APP CRS 229° | Rwy Ldg 4508 TDZE 195 Apt Elev 195 |
|---|---|---|

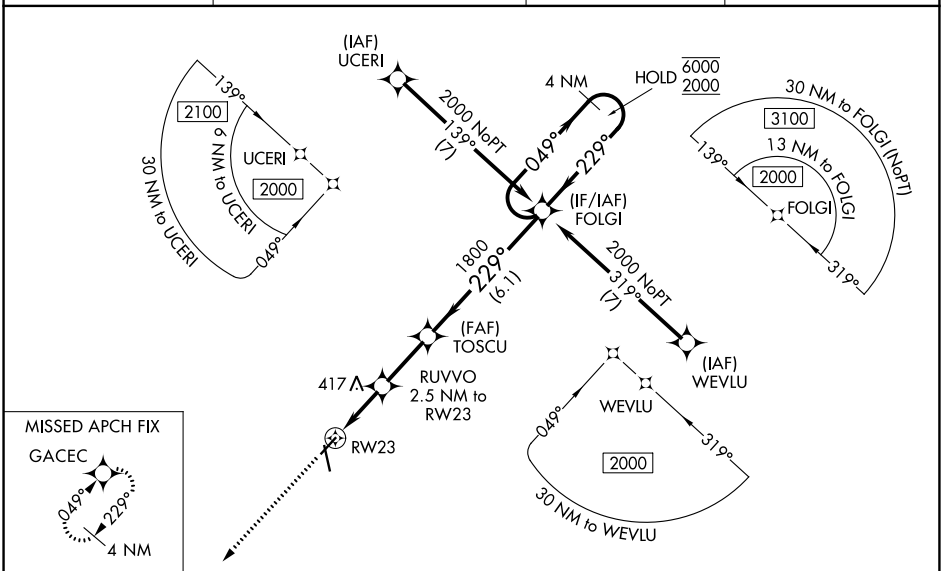
# RNAV (GPS) RWY 23
## ORANGEBURG MUNI (OGB)

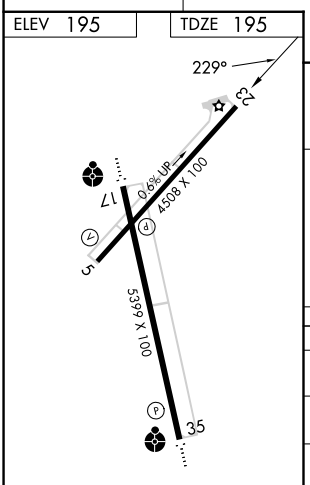
RNP APCH-GPS.

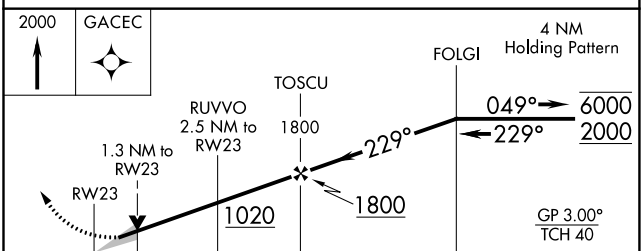
T A Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 538 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 740 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

| ASOS | COLUMBIA APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 125.675 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-⅞ 264 (300-⅞) | | | |
| LNAV/VNAV DA | 660-1⅜ 465 (500-1⅜) | | | |
| LNAV MDA | 660-1 465 (500-1) | | 660-1⅜ 465 (500-1⅜) | |
| CIRCLING | 680-1 485 (500-1) | 740-1 545 (600-1) | 980-2¼ 785 (800-2¼) | 980-2½ 785 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 35

## ORANGEBURG MUNI (OGB)

| WAAS CH 97418 W35A | APP CRS 354° | Rwy Ldg 5399 TDZE 186 Apt Elev 195 |
|---|---|---|

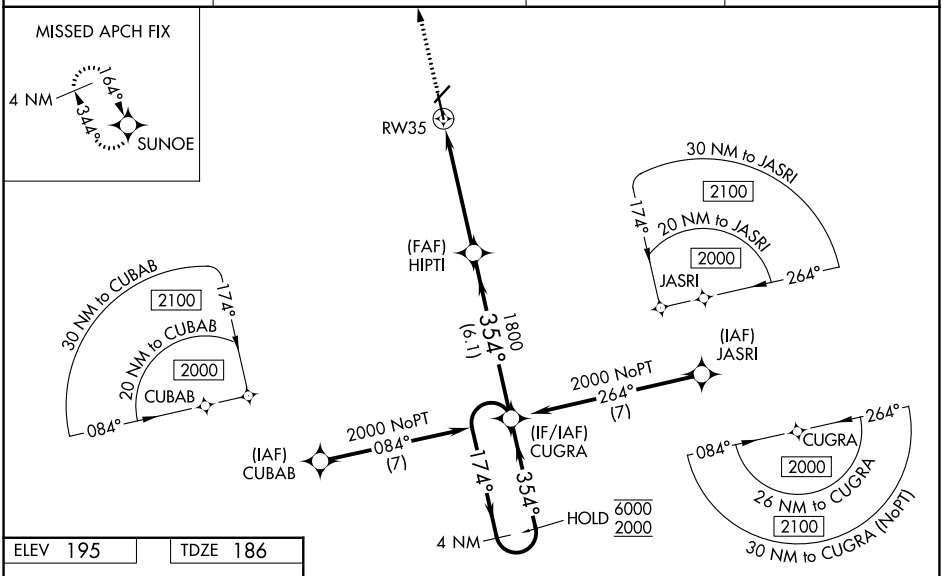
RNP APCH - GPS.

Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to ⅞ SM and LNAV Cat C/D visibility to 1⅜ SM. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 515 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 559 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS when using Columbia Metro altimeter setting, increase LPV and LNAV/VNAV Cat A/B visibility to 1 SM.

ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

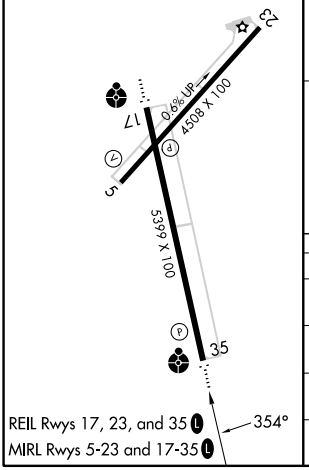
| ASOS | COLUMBIA APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 125.675 | 122.7 (CTAF) L |

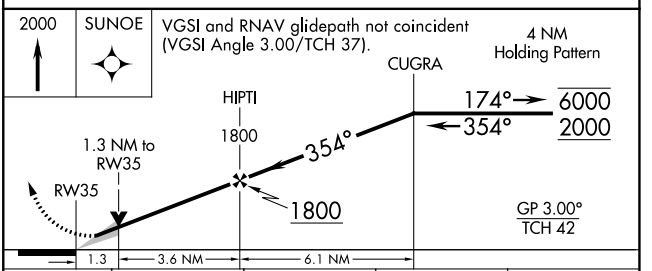



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 195 TDZE 186




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 480-¾ | 294 (300-¾) | | |
| LNAV MDA | 640-¾ | 454 (500-¾) | 640-1⅛ | 454 (500-1⅛) |
| CIRCLING | 680-1 485 (500-1) | 740-1 545 (600-1) | 980-2¼ 785 (800-2¼) | 980-2½ 785 (800-2½) |

# RNAV (GPS) RWY 6

## HENDERSON/OXFORD (HNZ)

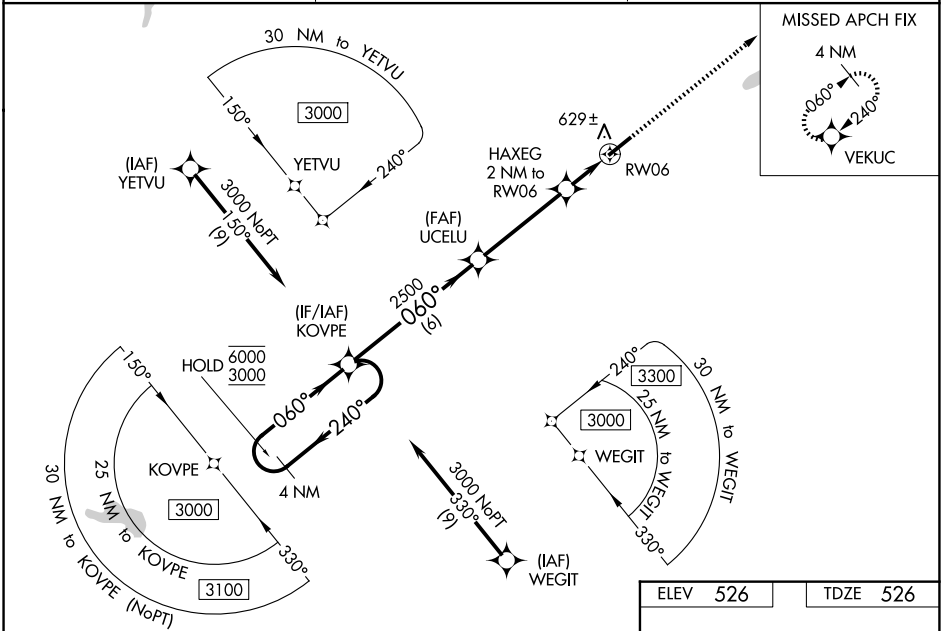
| WAAS CH **45709** **W06A** | APP CRS **060°** | Rwy Ldg **5501** TDZE **526** Apt Elev **526** |
|---|---|---|

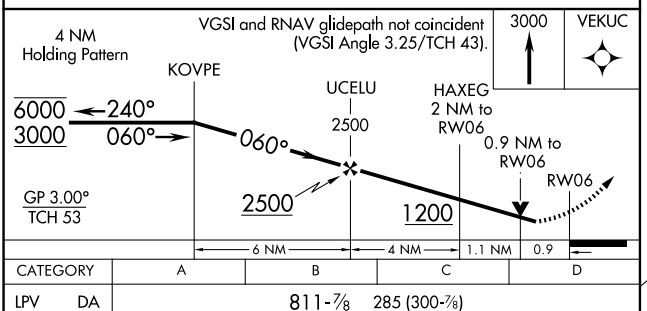
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
When local altimeter setting not received, use Roxboro altimeter setting: increase all DA to 875 feet and all visibilities ⅛ SM; increase all MDA 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Roxboro altimeter setting.
Rwy 6 helicopter visibility reduction below ¾ SM NA.

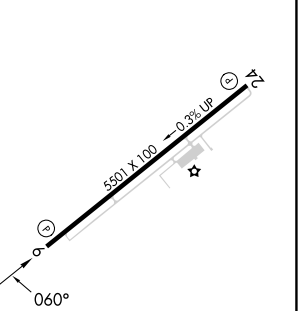
MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| **118.625** | **132.35 256.9** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 811-⅞ 285 (300-⅞) | | | |
| LNAV/VNAV DA | 810-⅞ 284 (300-⅞) | | | |
| LNAV MDA | 880-1 354 (400-1) | | | |
| CIRCLING | 960-1 434 (500-1) | 980-1 454 (500-1) | 1100-1½ 574 (600-1½) | 1280-2½ 754 (800-2½) |




REIL Rwy 6 L
MIRL Rwy 6-24 L


SE-2, 03 SEP 2026 to 29 OCT 2026

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

26078

# RNAV (GPS) RWY 24

HENDERSON/OXFORD (HNZ)

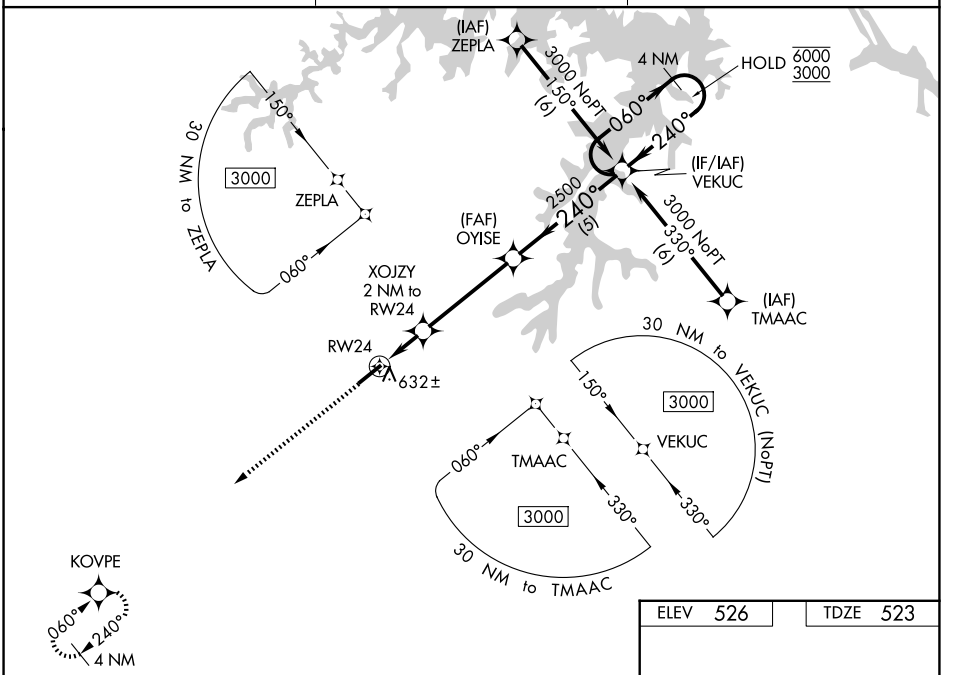
| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 63009 | 240° | TDZE | 523 |
| W24A | | Apt Elev | 526 |

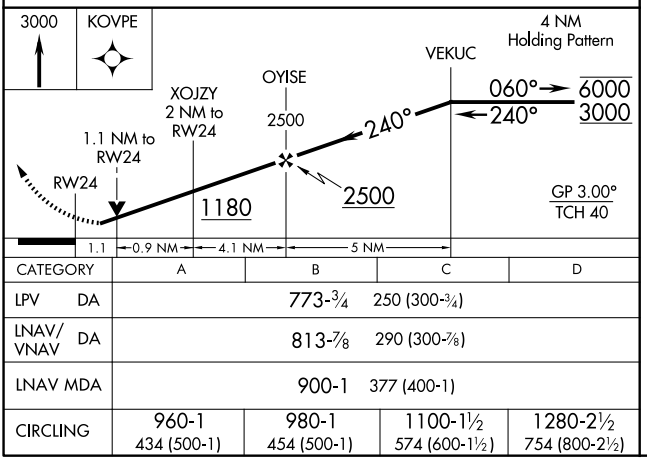
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Roxboro altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 877 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM.

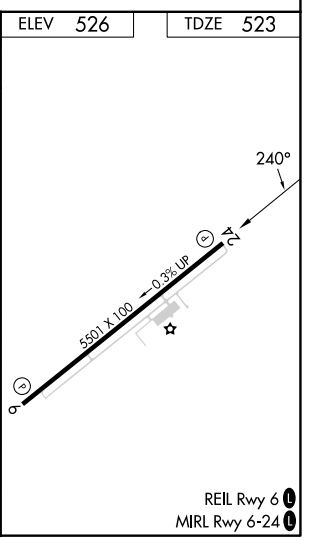
MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.625 | 132.35 256.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 773-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 813-⅞ 290 (300-⅞) | | | |
| LNAV MDA | 900-1 377 (400-1) | | | |
| CIRCLING | 960-1 434 (500-1) | 980-1 454 (500-1) | 1100-1½ 574 (600-1½) | 1280-2½ 754 (800-2½) |




OXFORD, NORTH CAROLINA
Amdt 1A 31OCT24

36°22'N-78°32'W

HENDERSON/OXFORD (HNZ)

RNAV (GPS) RWY 24

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# LOC RWY 6

## HENDERSON/OXFORD (HNZ)

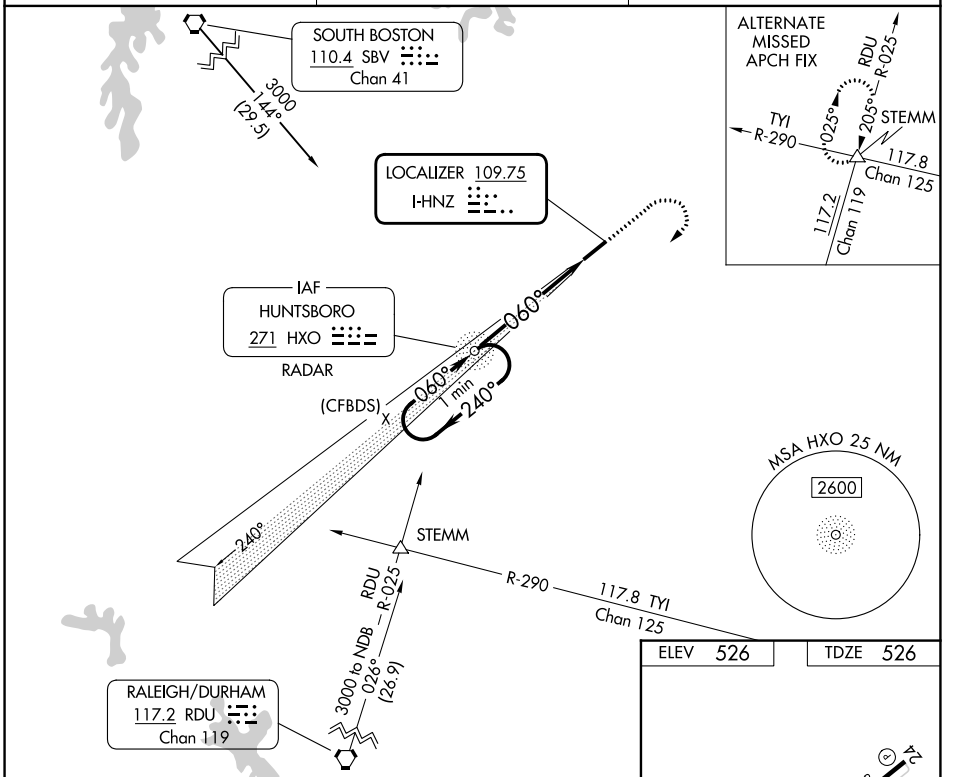
| LOC I-HNZ | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 109.75 | 060° | TDZE | 526 |
| | | Apt Elev | 526 |

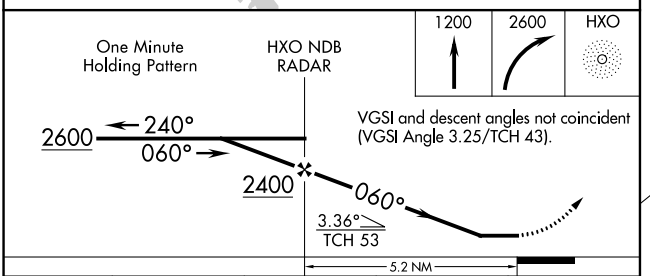
ADF or RADAR required. ADF or RADAR required for procedure entry.

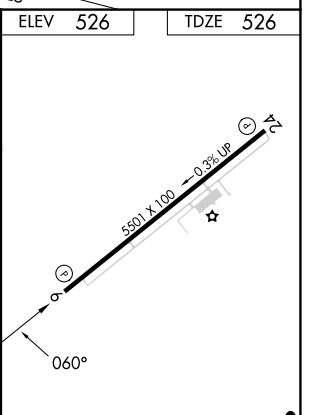
Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cat C/D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct HXO NDB/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.625 | 132.35 256.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 980-1 | 454 (500-1) | 980-1⅜ | 454 (500-1⅜) |
| CIRCLING | 980-1 | 454 (500-1) | 1100-1½<br>574 (600-1½) | 1280-2½<br>754 (800-2½) |

REIL Rwy 6 L
MIRL Rwy 6-24 L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

PAGELAND, SOUTH CAROLINA AL-6955 (FAA) 26078

| WAAS | APP CRS | Rwy Ldg | 3396 |
|---|---|---|---|
| CH 56440 | 058° | TDZE | 574 |
| W06A | | Apt Elev | 575 |

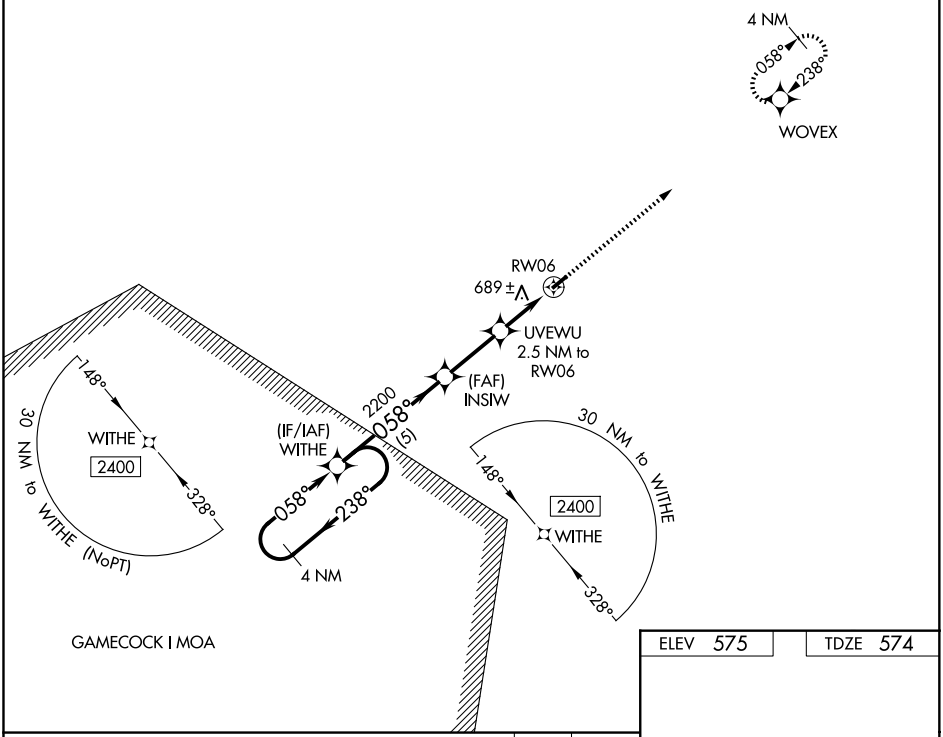
# RNAV (GPS) RWY 6

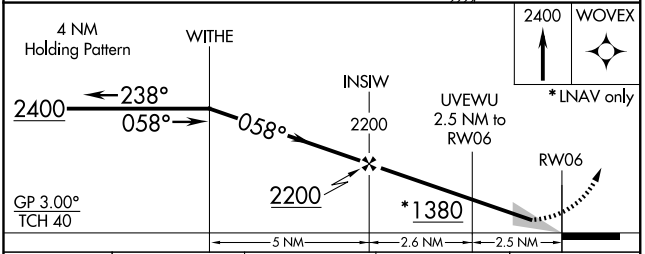
PAGELAND (PYG)

T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Charlotte/Monroe Exec altimeter setting. When Charlotte/Monroe Exec altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 943 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1139 feet and all visibilities ¼ SM. Increase all MDA 60 feet.

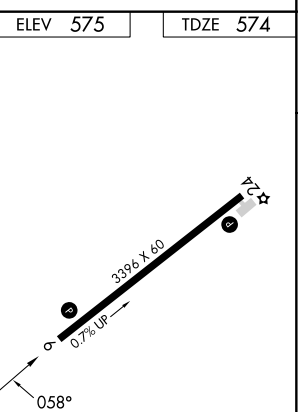
MISSED APPROACH: Climb to 2400 direct WOVEX and hold.

| EQY ASOS | CHARLOTTE APP CON | (CTAF) |
|---|---|---|
| 135.775 | 120.05 307.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 889-1⅛ | 315 (400-1⅛) | NA | |
| LNAV/VNAV DA | 1085-1⅞ | 511 (600-1⅞) | NA | |
| LNAV MDA | 1020-1 | 446 (500-1) | NA | |
| CIRCLING | 1100-1⅞ | 525 (600-1⅞) | NA | |




PAGELAND, SOUTH CAROLINA
Orig 02MAR17

33°45'N-80°21'W

PAGELAND (PYG)

RNAV (GPS) RWY 6


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 3396 |
|---|---|---|---|
| CH **97540** | **238°** | TDZE | **575** |
| **W24A** | | Apt Elev | **575** |

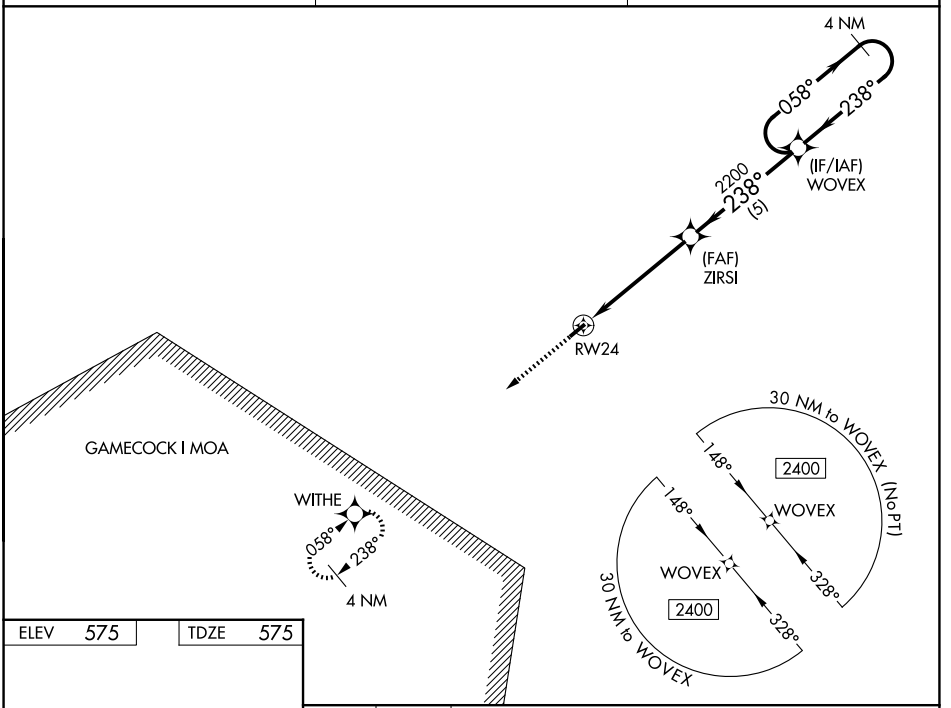
# RNAV (GPS) RWY 24
PAGELAND (PYG)

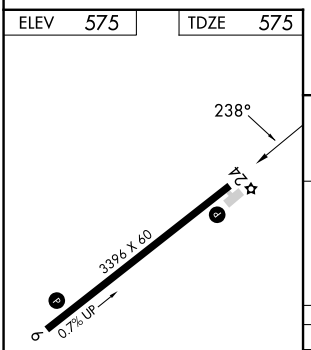
T NA

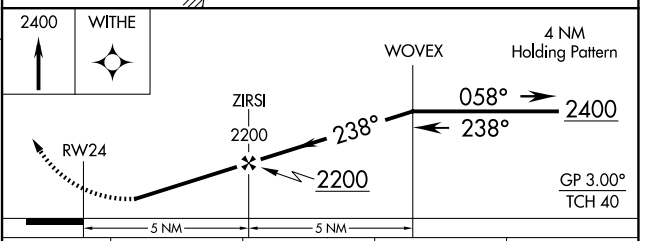
Baro-VNAV NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Charlotte/Monroe Exec altimeter setting. When Charlotte/Monroe Exec altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 944 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 986 feet and all visibilities ⅛ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct WITHE and hold.

| EQY ASOS | CHARLOTTE APP CON | (CTAF) |
|---|---|---|
| **135.775** | **120.05 307.8** | **122.9** |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 890-1 | 315 (400-1) | NA | |
| LNAV/VNAV | DA | 932-1¼ | 357 (400-1¼) | NA | |
| LNAV | MDA | 1040-1 | 465 (500-1) | NA | |
| CIRCLING | | 1100-1 | 525 (600-1) | NA | |

MIRL Rwy 6-24
REIL Rwys 6 and 24



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

PELION, SOUTH CAROLINA AL-6765 (FAA) 22027

| WAAS | APP CRS | Rwy Idg | 4335 |
|---|---|---|---|
| CH 82526 | 178° | TDZE | 452 |
| W18A | | Apt Elev | 452 |

# RNAV (GPS) RWY 18

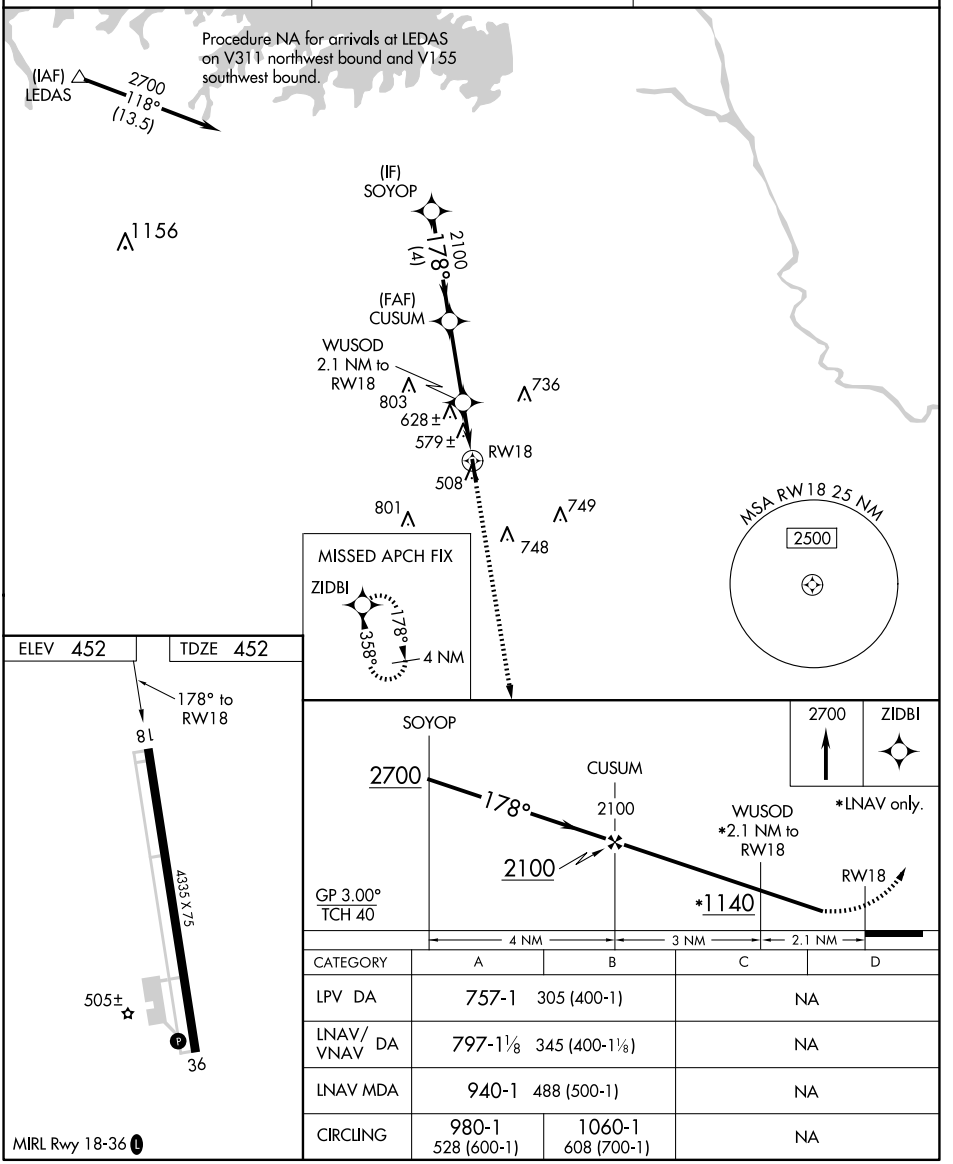
LEXINGTON COUNTY (6JØ)

RNP APCH.

Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 2700 direct ZIDBI and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 120.15 | 124.15 338.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 757-1 305 (400-1) | | NA | |
| LNAV/VNAV DA | 797-1⅛ 345 (400-1⅛) | | NA | |
| LNAV MDA | 940-1 488 (500-1) | | NA | |
| CIRCLING | 980-1 528 (600-1) | 1060-1 608 (700-1) | NA | |

PELION, SOUTH CAROLINA
Orig-C 27JAN22

33°48′N-81°15′W

LEXINGTON COUNTY (6JØ)

RNAV (GPS) RWY 18


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH **40326** **W36A** | APP CRS **358°** | Rwy Idg **4335** TDZE **452** Apt Elev **452** |
|---|---|---|

# RNAV (GPS) RWY 36
LEXINGTON COUNTY (6J0)

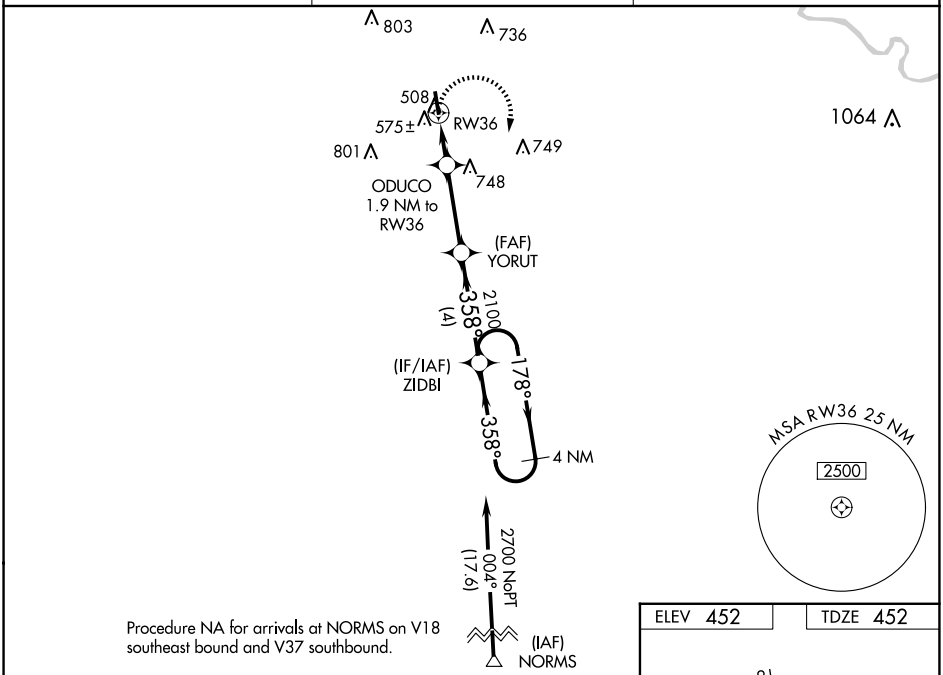
RNP APCH.

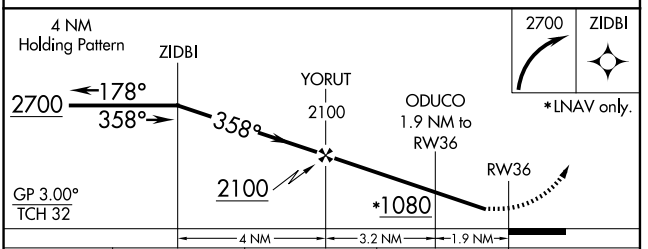
NA

Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

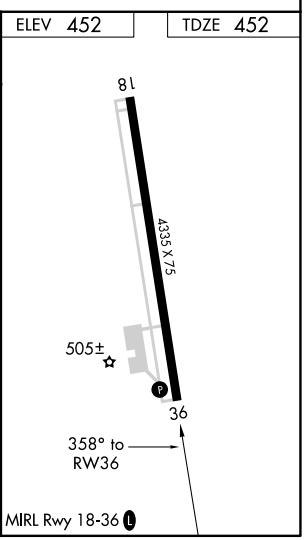
MISSED APPROACH: Climbing right turn to 2700 direct ZIDBI and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| **120.15** | **124.15 338.2** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 757-1 | 305 (400-1) | NA | |
| LNAV/VNAV DA | 793-1⅛ | 341 (400-1⅛) | NA | |
| LNAV MDA | 880-1 | 428 (500-1) | NA | |
| CIRCLING | 980-1 528 (600-1) | 1060-1 608 (700-1) | NA | |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

PELION, SOUTH CAROLINA | AL-6765 (FAA) | 26246

# VOR-A

LEXINGTON COUNTY (6JØ)

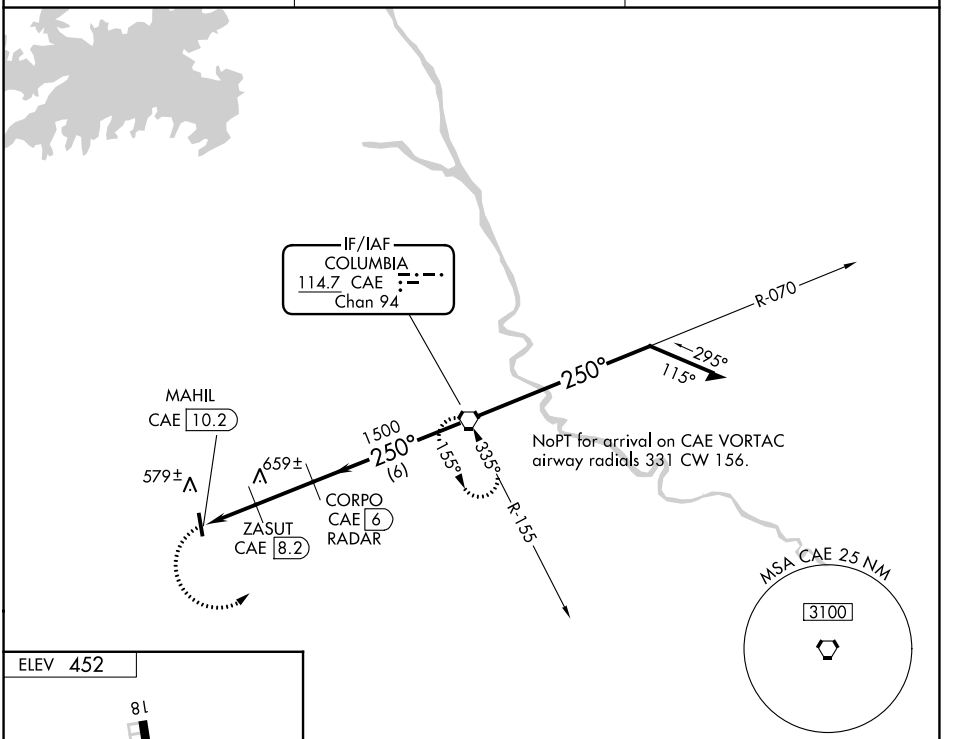
| VORTAC CAE 114.7 Chan 94 | APP CRS 250° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 452 |
|---|---|---|

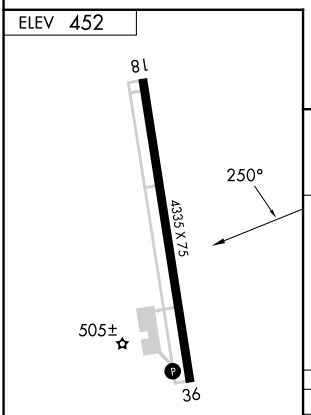
DME or RADAR required.

NA — Use Columbia Metro altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet.

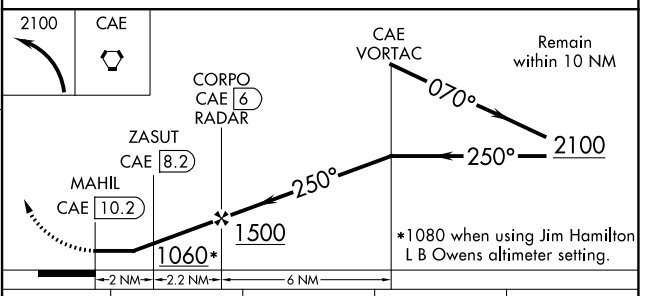
MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 120.15 | 124.15 338.2 | 123.0 (CTAF) L |




MIRL Rwy 18-36 L




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

ZASUT FIX MINIMUMS

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 608 (700-1) | | NA | |
| CIRCLING | 980-1 528 (600-1) | 1060-1 608 (700-1) | NA | |

PELION, SOUTH CAROLINA
Amdt 3B 30DEC21

33°48'N-81°15'W

LEXINGTON COUNTY (6JØ)
VOR-A

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 99517 | 048° | TDZE | 996 |
| W05A | | Apt Elev | 1013 |

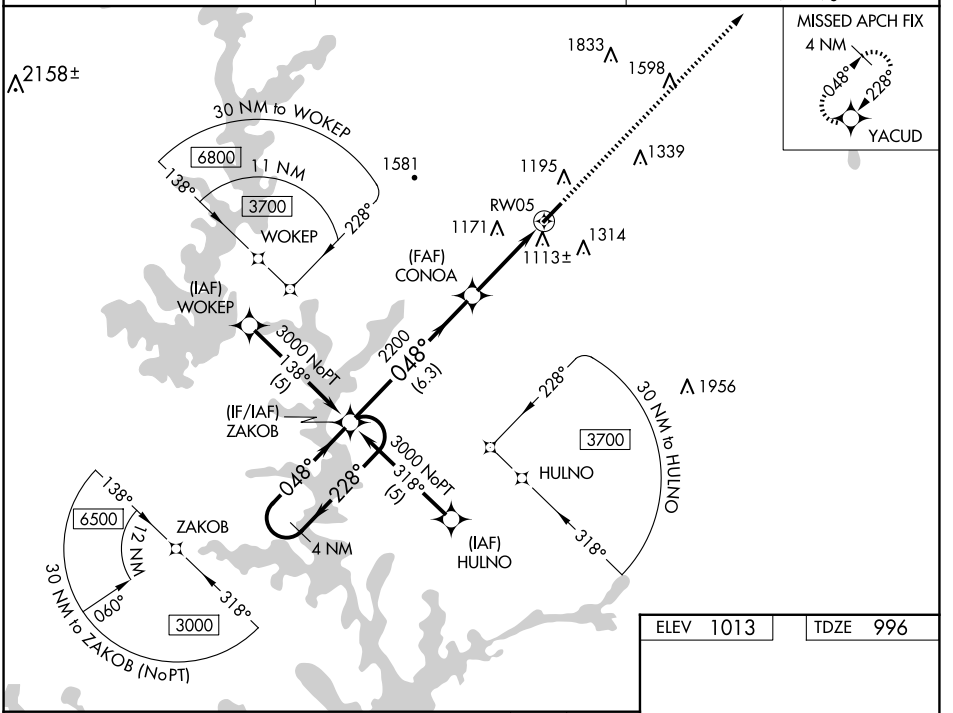
# RNAV (GPS) RWY 5

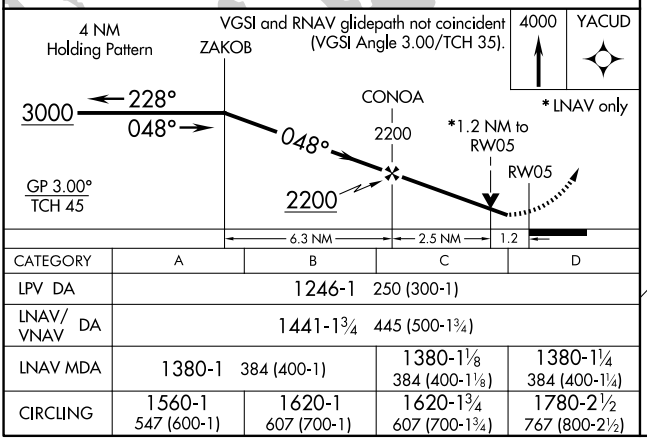
PICKENS COUNTY (LQK)

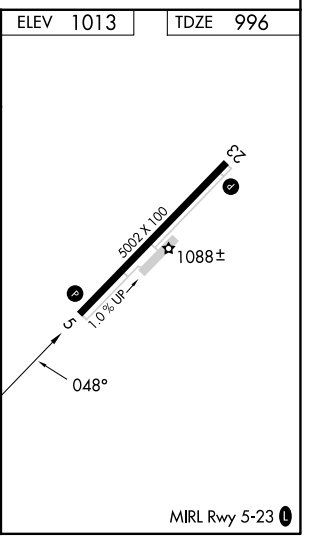
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1487 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, and LNAV Cat D visibility ⅛ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH: Climb to 4000 direct YACUD and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 120.0 | 118.8 270.275 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1246-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1441-1¾ 445 (500-1¾) | | | |
| LNAV MDA | 1380-1 384 (400-1) | | 1380-1⅛ 384 (400-1⅛) | 1380-1¼ 384 (400-1¼) |
| CIRCLING | 1560-1 547 (600-1) | 1620-1 607 (700-1) | 1620-1¾ 607 (700-1¾) | 1780-2½ 767 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

PICKENS COUNTY (LQK)

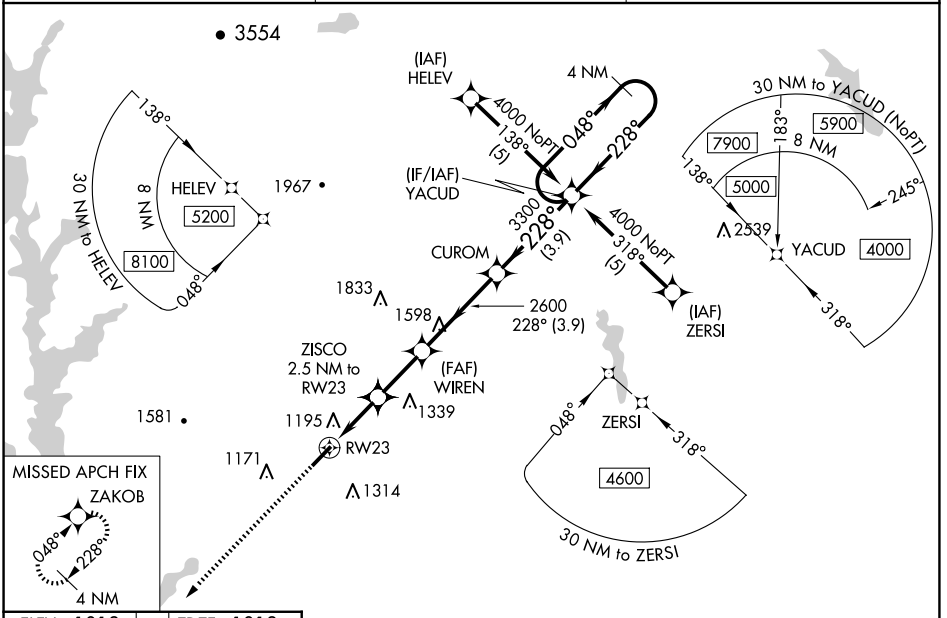
| WAAS | APP CRS | | |
|---|---|---|---|
| Ch **42817** | **228°** | Rwy Idg | **5002** |
| **W23A** | | TDZE | **1013** |
| | | Apt Elev | **1013** |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1594 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, increase LNAV Cat D visibility ⅛ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

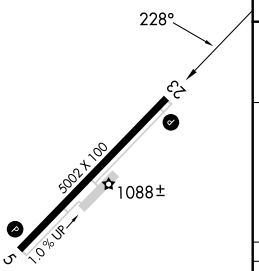
NA

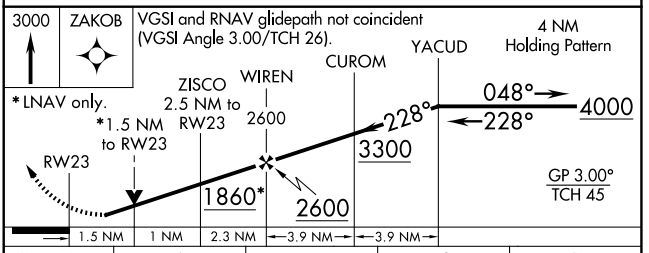
MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| **120.0** | **118.8 270.275** | **122.8** (CTAF) L |




| ELEV 1013 | TDZE 1013 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1310-1 297 (300-1) | | | |
| LNAV/ VNAV DA | 1548-2 535 (600-2) | | | |
| LNAV MDA | 1500-1 487 (500-1) | | 1500-1⅜ 487 (500-1⅜) | 1500-1½ 487 (500-1½) |
| CIRCLING | 1560-1 547 (600-1) | 1620-1 607 (700-1) | 1620-1¾ 607 (700-1¾) | 1780-2½ 767 (800-2½) |

MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC/DME I-SOP | APP CRS | Rwy Ldg | 5502 |
|---|---|---|---|
| 111.5 | 054° | TDZE | 455 |
| Chan 52 | | Apt Elev | 459 |

# ILS Y or LOC Y RWY 5

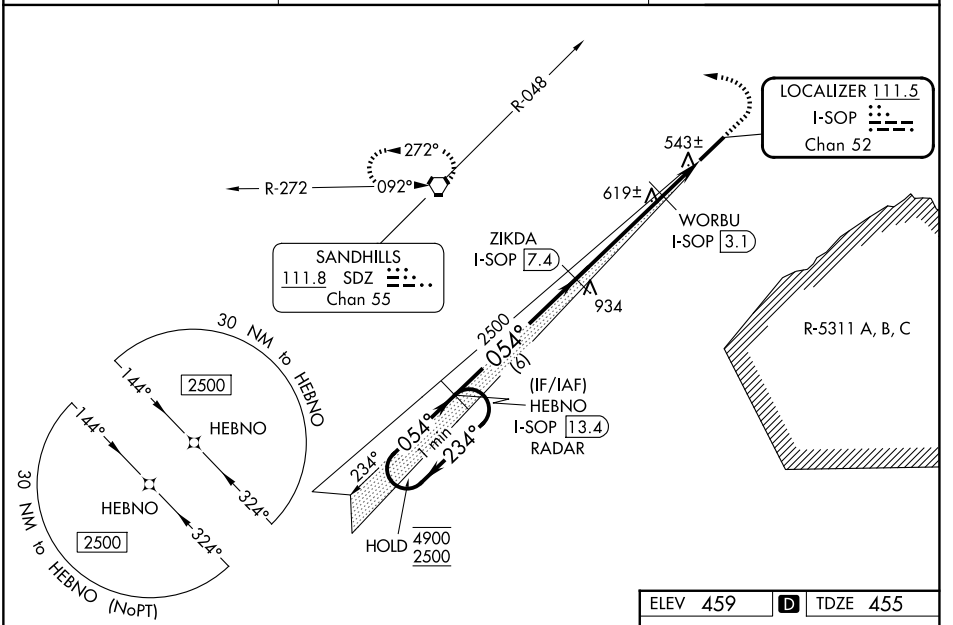
MOORE COUNTY (SOP)

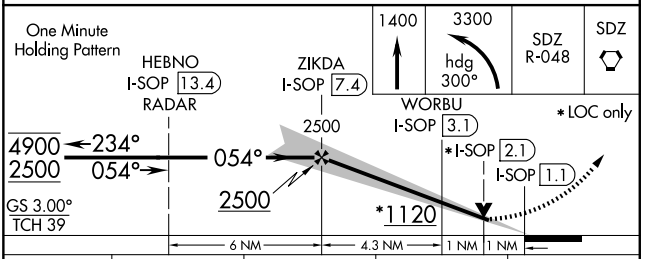
DME required.
RNAV-1 GPS or RADAR required.

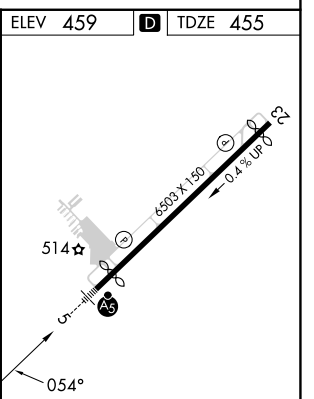
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 127.575 | 127.8 343.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 655-½ 200 (200-½) | | | |
| S-LOC 5 | 800-½ 345 (400-½) | | 800-⅝ 345 (400-⅝) | |
| CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23 L
HIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Z or LOC Z RWY 5

MOORE COUNTY (SOP)

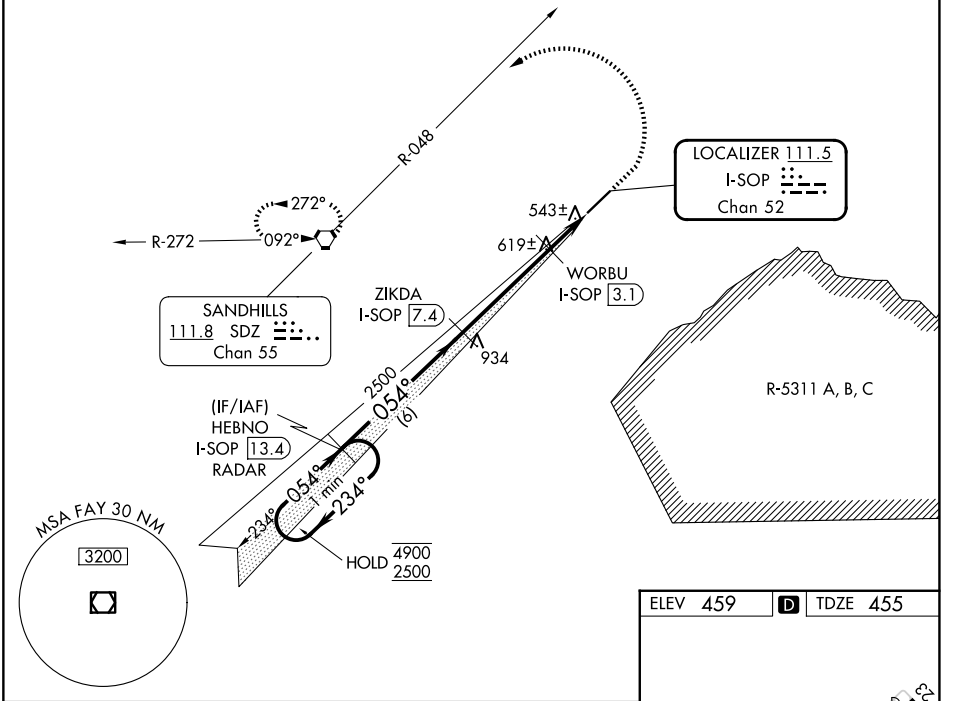
| LOC/DME I-SOP | APP CRS | Rwy Ldg | 5502 |
|---|---|---|---|
| 111.5 | 054° | TDZE | 455 |
| Chan 52 | | Apt Elev | 459 |

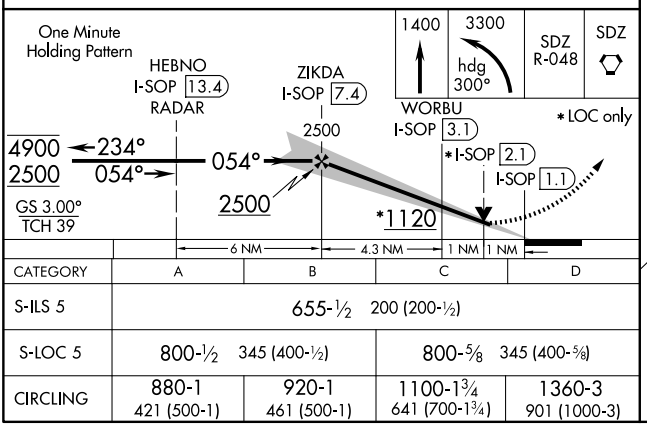
DME required.
RADAR required for procedure entry.

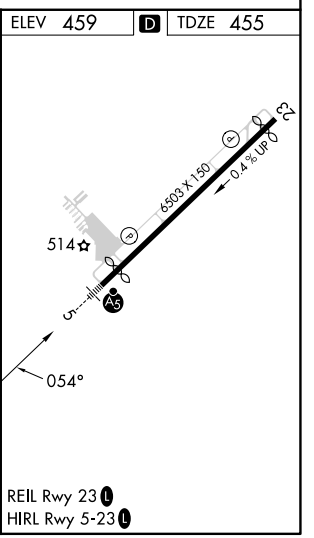
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 127.575 | 127.8 343.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 655-½ 200 (200-½) | | | |
| S-LOC 5 | 800-½ 345 (400-½) | | 800-⅝ 345 (400-⅝) | |
| CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23 L
HIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 70526 W05A | APP CRS 054° | Rwy Ldg 5502<br>TDZE 455<br>Apt Elev 459 |
|---|---|---|

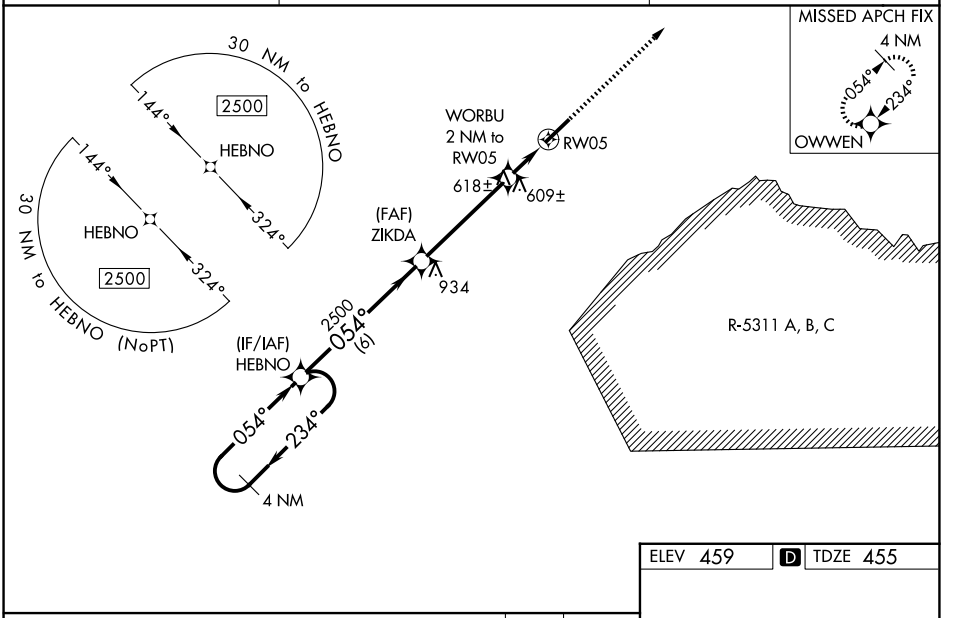
# RNAV (GPS) RWY 5
## MOORE COUNTY (SOP)

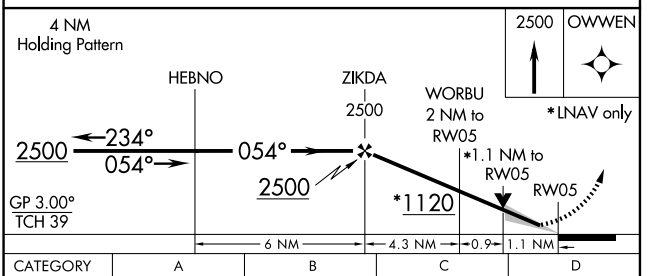
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cat C ½ mile. When using Sanford altimeter setting, for inop MALSR increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1⅜ mile. Baro-VNAV and VDP NA when using Sanford altimeter setting.

MALSR

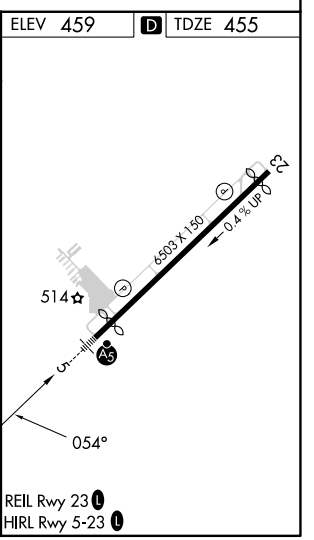
MISSED APPROACH: Climb to 2500 direct OWWEN and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 127.575 | 127.8 343.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 655-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 750-½ 295 (300-½) | | | |
| LNAV MDA | 860-½ 405 (500-½) | | 860-¾ 405 (500-¾) | |
| CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

MOORE COUNTY (SOP)

| WAAS | APP CRS | Rwy Ldg | 5722 |
|---|---|---|---|
| CH 42726 | 234° | TDZE | 443 |
| W23A | | Apt Elev | 459 |

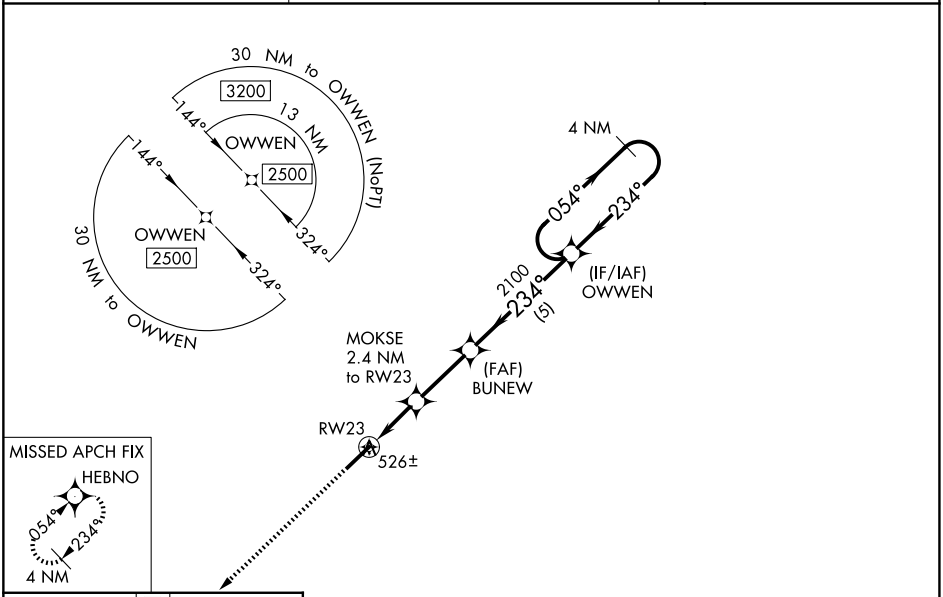
RNP APCH.

T Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility 3/8 mile and Circling Cat C visibility ½ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

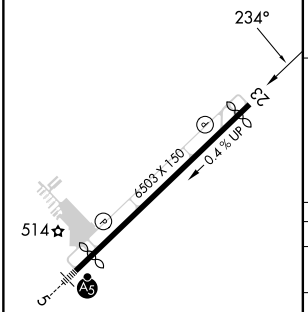
A

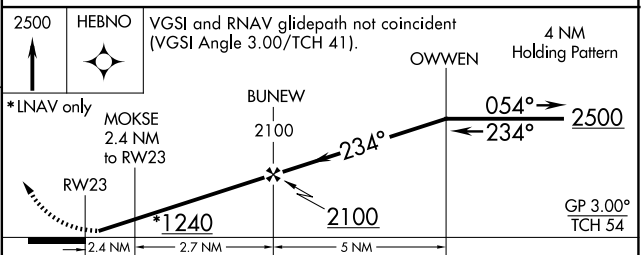
MISSED APPROACH: Climb to 2500 direct HEBNO and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 127.575 | 127.8 343.725 | 123.05 (CTAF) L |




ELEV 459 D TDZE 443




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 693-1 250 (300-1) | | | |
| LNAV/VNAV DA | 699-1 256 (300-1) | | | |
| LNAV MDA | 780-1 337 (400-1) | | | |
| CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23 L
HIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 93825 | 027° | TDZE | 36 |
| W03A | | Apt Elev | 36 |

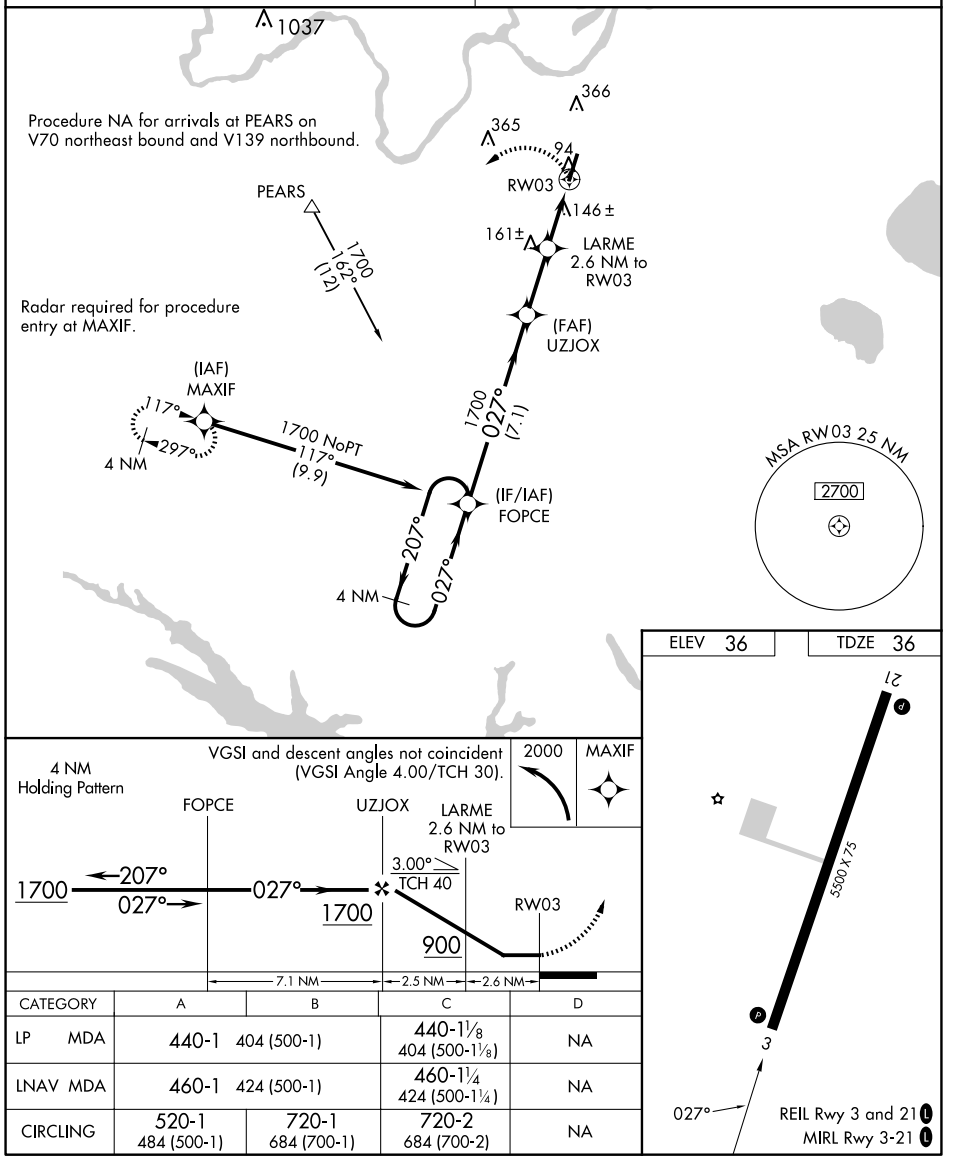
# RNAV (GPS) RWY 3

PLYMOUTH MUNI (PMZ)

Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ¼ SM. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

| CHERRY POINT APP CON | UNICOM |
|---|---|
| 119.35 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 440-1 404 (500-1) | | 440-1⅛ 404 (500-1⅛) | NA |
| LNAV MDA | 460-1 424 (500-1) | | 460-1¼ 424 (500-1¼) | NA |
| CIRCLING | 520-1 484 (500-1) | 720-1 684 (700-1) | 720-2 684 (700-2) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA) 21140

# RNAV (GPS) RWY 21

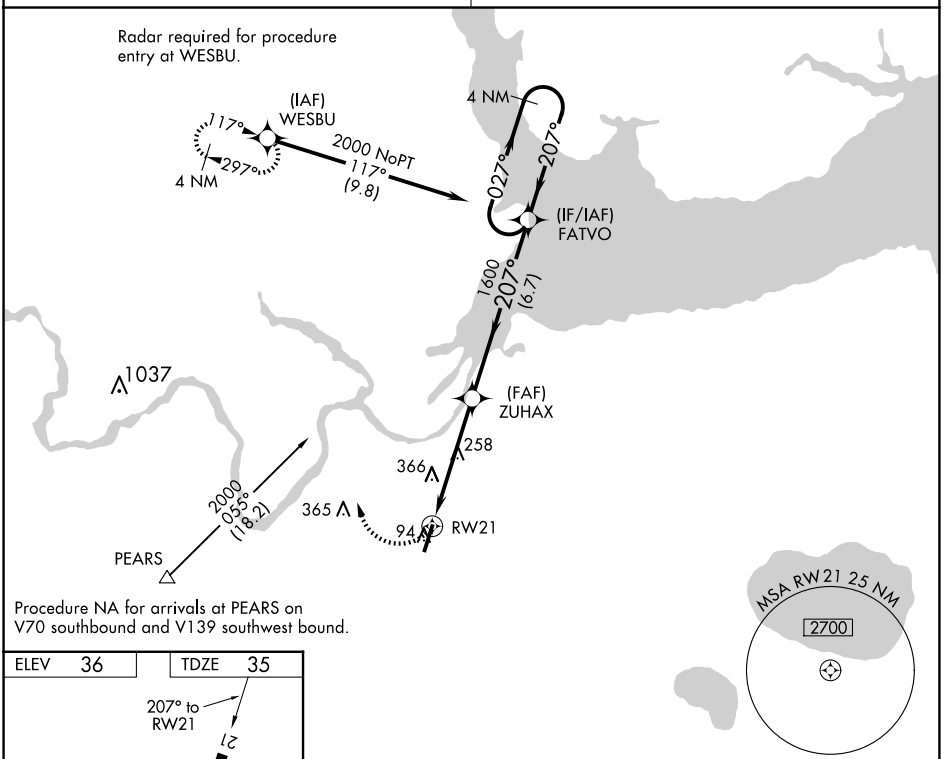
PLYMOUTH MUNI (PMZ)

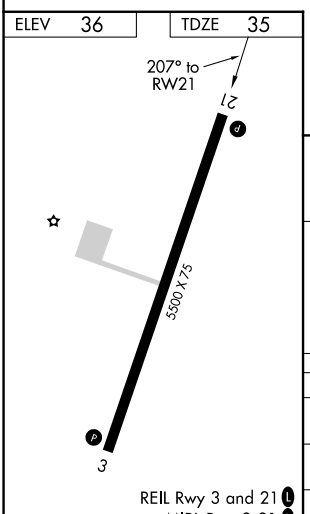
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 63125 | 207° | TDZE | 35 |
| W21A | | Apt Elev | 36 |

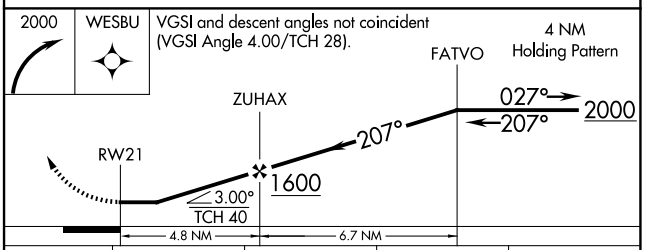
T A NA — Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ¼ SM. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct WESBU and hold.

| CHERRY POINT APP CON | UNICOM |
|---|---|
| 119.35 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 600-1 565 (600-1) | | 600-1⅝ 565 (600-1⅝) | NA |
| LNAV MDA | 660-1 625 (700-1) | | 660-1¾ 625 (700-1¾) | NA |
| CIRCLING | 660-1 624 (700-1) | 720-1 684 (700-1) | 720-2 684 (700-2) | NA |

PLYMOUTH, NORTH CAROLINA

Orig-B 20MAY21

35°49'N-76°46'W

PLYMOUTH MUNI (PMZ)

RNAV (GPS) RWY 21

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

FORT BRAGG, NORTH CAROLINA

# ILS or LOC RWY 23

POPE AAF (KPOB)

| LOC I-POB | APCH CRS | Rwy ldg | 7501 |
|---|---|---|---|
| 110.9 | 228° | TDZE | 200 |
| | | Arpt Elev | 225 |

[USAF]

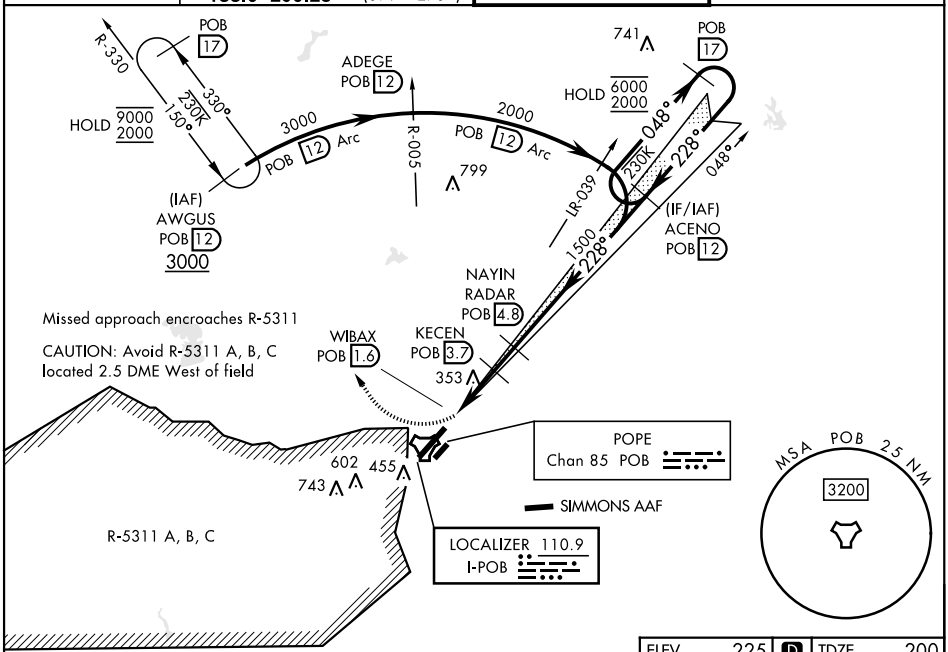
RADAR required

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.
**** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1⅜ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct AWGUS/POB 12 DME and hold. Missed approach requires use of RNAV or ATC radar monitoring.

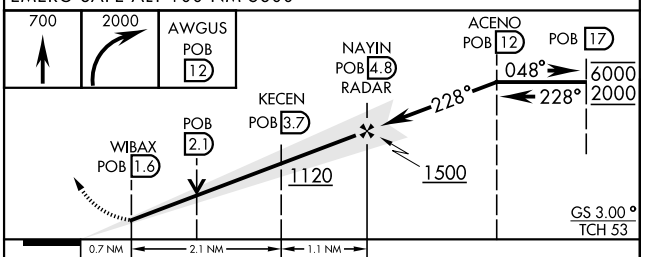
| ATIS | FAYETTEVILLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°)<br>133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 |




SE-2, 03 SEP 2026 to 29 OCT 2026

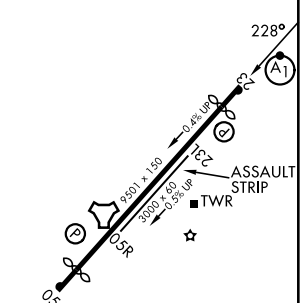
SE-2, 03 SEP 2026 to 29 OCT 2026

EMERG SAFE ALT 100 NM 5300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 * | 400/24 200 (200-½) | | | |
| S-LOC 23 ** | 620/24 420 (500-½) | | 620/40 420 (500-¾) | |
| CIRCLING *** | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |
| WITHOUT LAST STEPDOWN FIX | | | | |
| S-LOC 23 **** | 720/24 520 (600-½) | | 720/55 520 (600-1) | |

ELEV 225 D TDZE 200




HIRL Rwy 05-23
LIRL Rwy 05R-23L
REIL Rwy 05

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

FORT BRAGG, NORTH CAROLINA 35° 10'N-79° 01'W POPE AAF (KPOB)

Amdt 9 09JUL26

ILS or LOC RWY 23

FORT BRAGG, NORTH CAROLINA

# RNAV (GPS) RWY 23

| WAAS | APCH CRS | Rwy ldg | 7501 |
|---|---|---|---|
| CH 52202 | 228° | TDZE | 200 |
| W23A | | Arpt Elev | 225 |

(USAF)

POPE AAF (FORT BRAGG) (KPOB)

RNP APCH-GPS

RADAR required

T * When ALS inop, increase RVR to 40 vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct AWGUS and hold, continue climb-in-hold to 2000.

| ATIS | FAYETTEVILLE APP CON/DEP CON | TOWER | GND CON |
|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 271°-090°<br>133.0 290.25 091°-270° | 135.025 291.1 | 124.55 275.8 |

*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1 3/8 miles.

**** Circling not authorized SE of Rwy 5-23. When circling to Rwy 5 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

5 NM
HOLD 9000 2000
330°
150°
230K
AWGUS

799

5 NM
049°
230K
229°
HOLD 6000 2000
(IF/IAF)
BEVCA

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (129° F).

Circling Visibility Reduction by Helicopters NA.

1500
229°
(5)
(FAF)
TECOM
228°
297
RW23

Missed Approach encroaches R-5311.

R-5311 A, B, C

602
743

CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

SIMMONS AAF

MSA RW23 25 NM
3200

EMERG SAFE ALT 100 NM 5300

800 2000 AWGUS

5 NM Holding Pattern
BEVCA
049°
6000
2000
229°

TECOM
229°
1.5 NM to RW23
RW23
228°
1500

GP 3.00°
TCH 53

4 NM

ELEV 225 D TDZE 200

228°
23
230°
ASSAULT STRIP
0.4% UP 9501 x 150
3000 x 60
0.5% UP
TWR
BCN
050°
5

HIRL Rwy 5-23
LIRL Rwy 050°-230°
REIL Rwy 5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 400/24 | 200 (200-½) | | |
| LNAV/VNAV DA** | 581/35 | 381 (400-⅝) | | |
| LNAV MDA*** | 720/24 520 (600-½) | | 720/55 520 (600-1) | |
| CIRCLING**** | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |



35°10'N - 79°01'W





SE-2, 03 SEP 2026 to 29 OCT 2026

FORT BRAGG, NORTH CAROLINA

# TACAN RWY 23

POPE AAF (KPOB)

| TACAN POB Chan 85 | APCH CRS 232° | Rwy ldg 7501 TDZE 200 Arpt Elev 225 |
|---|---|---|

[USAF]

RADAR required

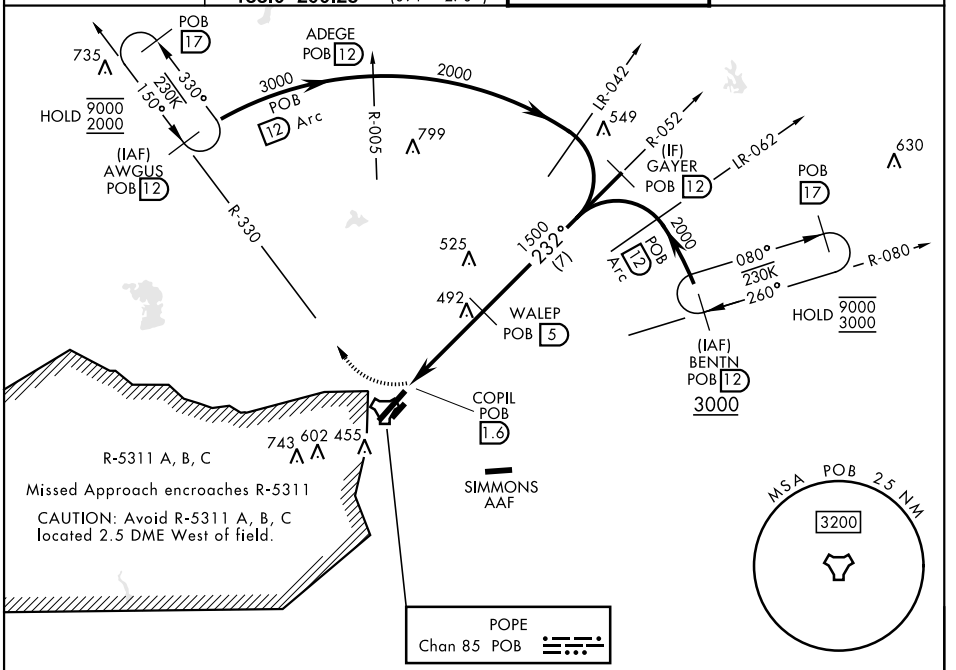
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1⅝ miles.

** Circling not authorized SE of Rwy 5-23. When circling to Rwy 5 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

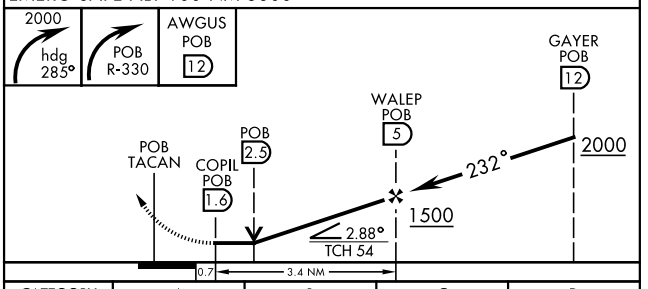
ALSF-1

MISSED APPROACH: Climbing right turn to 2000 on heading 285° and POB TACAN R-330 to AWGUS/POB 12 DME and hold.

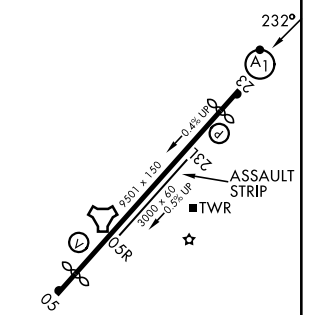
| ATIS | FAYETTEVILLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 |




EMERG SAFE ALT 100 NM 5300




ELEV 225 D TDZE 200




| CATEGORY | A | | B | C | | D |
|---|---|---|---|---|---|---|
| S-23* | 760-1 | 560 | (600-1) | 760-1⅝ | 560 | (600-1⅝) |
| CIRCLING** | 760-1 | 542 | (600-1) | 920-2 702 (800-2) | | 1060-2¾ 842 (900-2¾) |

HIRL Rwy 05-23
LIRL Rwy 05R-23L
REIL Rwy 05

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amdt 6 09JUL26

TACAN RWY 23



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

FORT BRAGG, NORTH CAROLINA

# TACAN-A

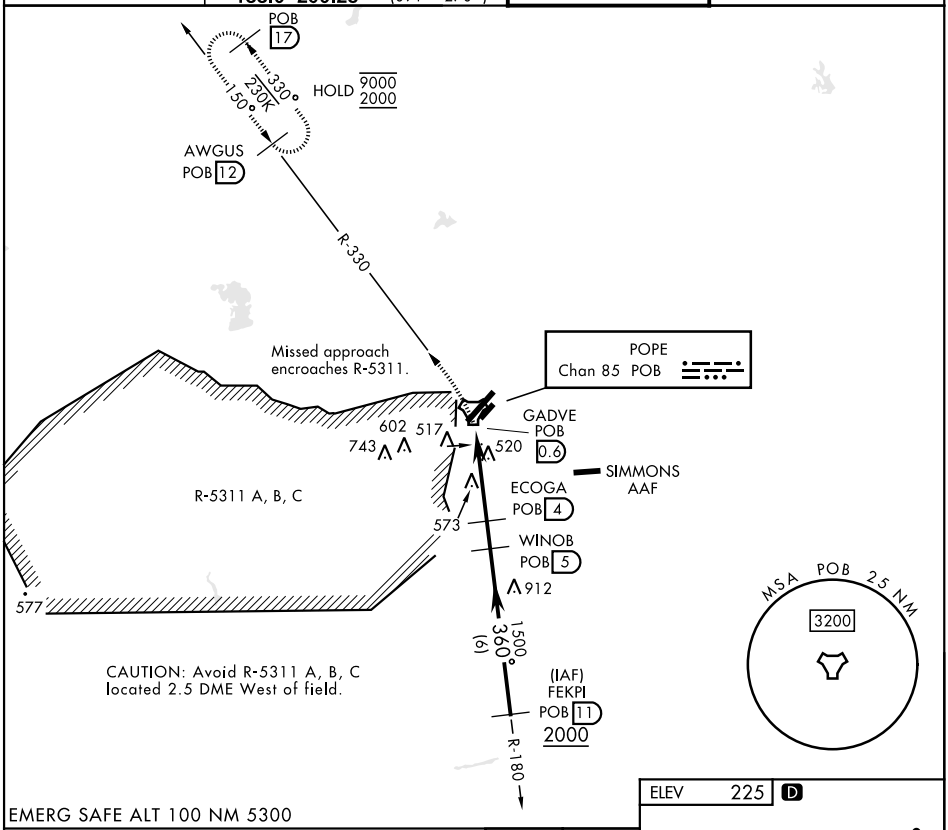
| TACAN POB Chan 85 | APCH CRS 360° | Rwy Idg N/A TDZE N/A Arpt Elev 225 | [USAF] | POPE AAF (KPOB) |
|---|---|---|---|---|

RADAR required

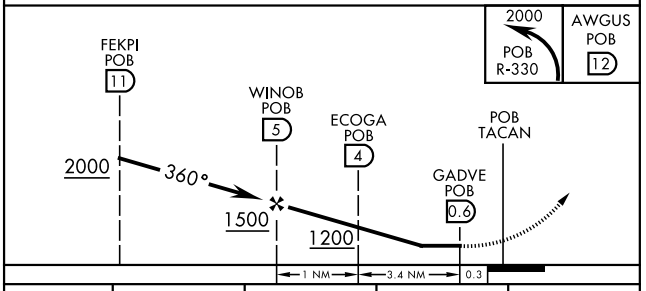
▼ * Circling not authorized SE of Rwy 5-23. When circling to Rwy 5 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

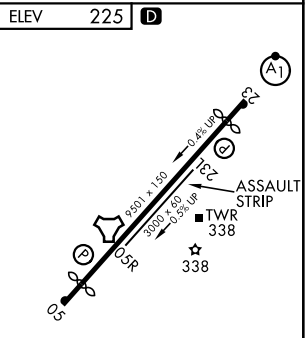
MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

| ATIS | FAYETTEVILLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 |




EMERG SAFE ALT 100 NM 5300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 840-1 | 622 (700-1) | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |

HIRL Rwy 05-23
LIRL Rwy 05R-23L
REIL Rwy 05
360°

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amdt 5 09JUL26

TACAN-A



SE-2, 03 SEP 2026 to 29 OCT 2026

# AIRPORT DIAGRAM

POPE AAF (KPOB)

[USAF]

FORT BRAGG, NORTH CAROLINA




AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA

POPE AAF (KPOB)



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

RAEFORD, NORTH CAROLINA | AL-6439 (FAA) | 26190

# RNAV (GPS)-A

P K AIRPARK (5W4)

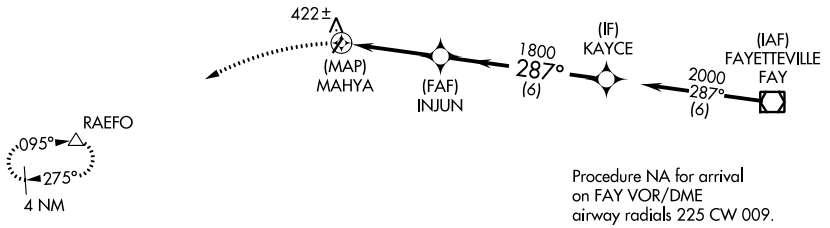
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 287° | TDZE | N/A |
| | Apt Elev | 304 |

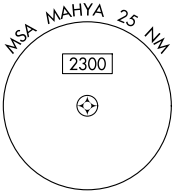
NA

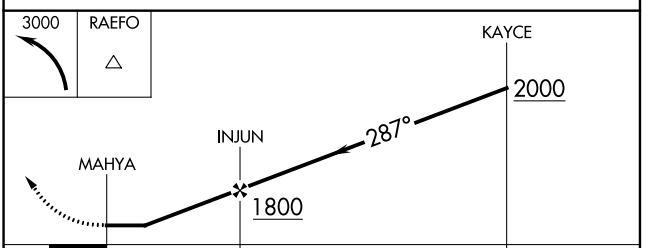
DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Fayetteville altimeter setting.

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

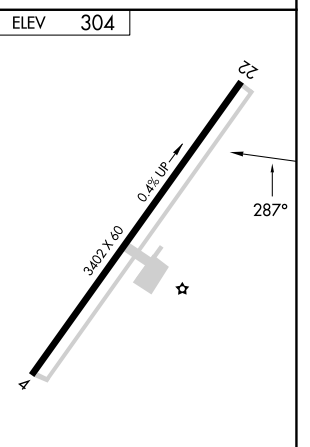
| FAYETTEVILLE APP CON | UNICOM |
|---|---|
| 127.8 290.25 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>536 (600-1) | 860-1<br>556 (600-1) | 920-1¾<br>616 (700-1¾) | NA |




RAEFORD, NORTH CAROLINA | P K AIRPARK (5W4)

Orig 01FEB18 | 35°01'N-79°11'W | RNAV (GPS)-A


SE-2, 03 SEP 2026 to 29 OCT 2026

| VOR/DME FAY | APP CRS | Rwy Ldg N/A |
|---|---|---|
| 114.85 | 282° | TDZE N/A |
| Chan 95 (Y) | | Apt Elev 304 |

# VOR-A

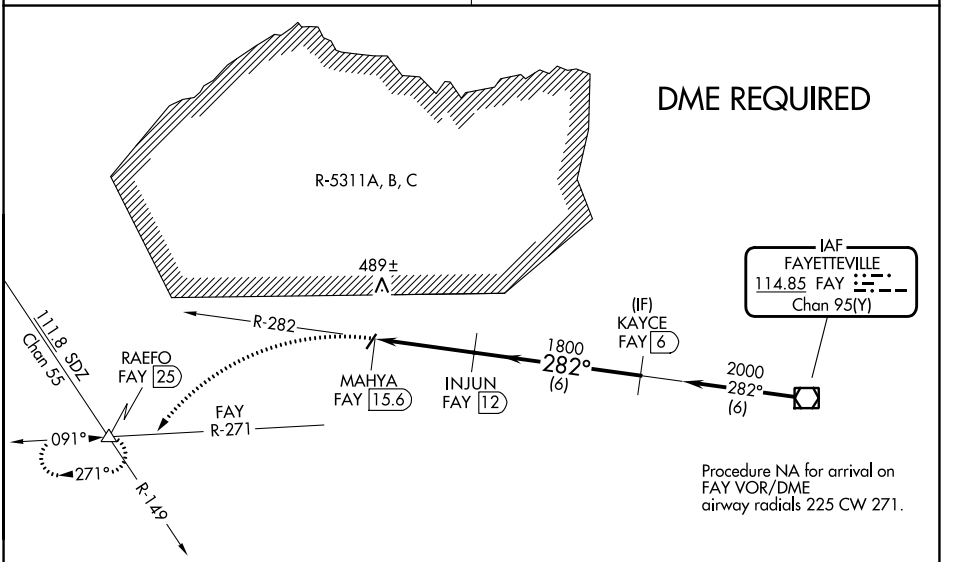
P K AIRPARK (5W4)

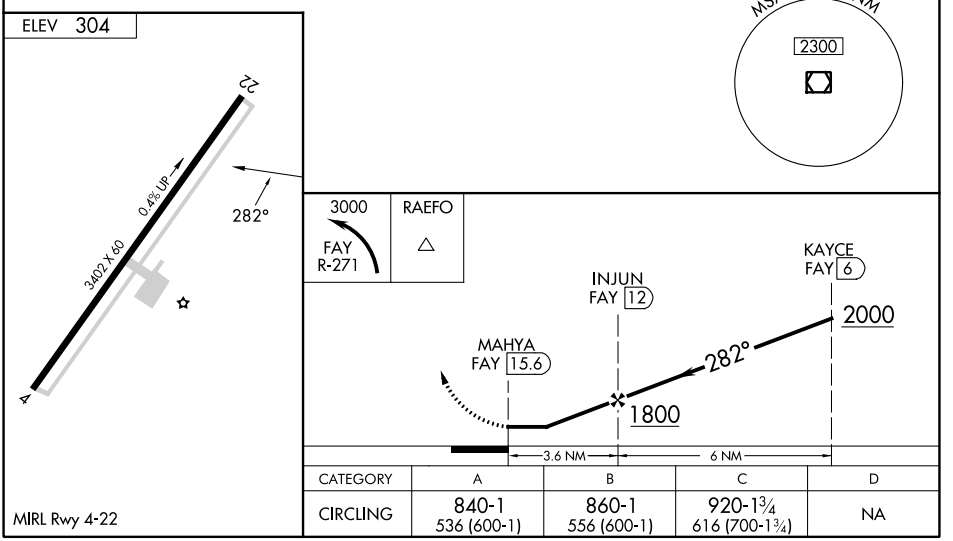
DME required. Procedure NA at night. Use Fayetteville altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 on FAY VOR/DME R-271 to RAEFO/FAY 25 DME and hold.

| FAYETTEVILLE APP CON | UNICOM |
|---|---|
| 127.8 290.25 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>536 (600-1) | 860-1<br>556 (600-1) | 920-1¾<br>616 (700-1¾) | NA |

MIRL Rwy 4-22



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 26246

# ILS or LOC RWY 5L

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-GKK | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| 109.1 | 054° | TDZE 384 |
| Chan 28 | | Apt Elev 435 |

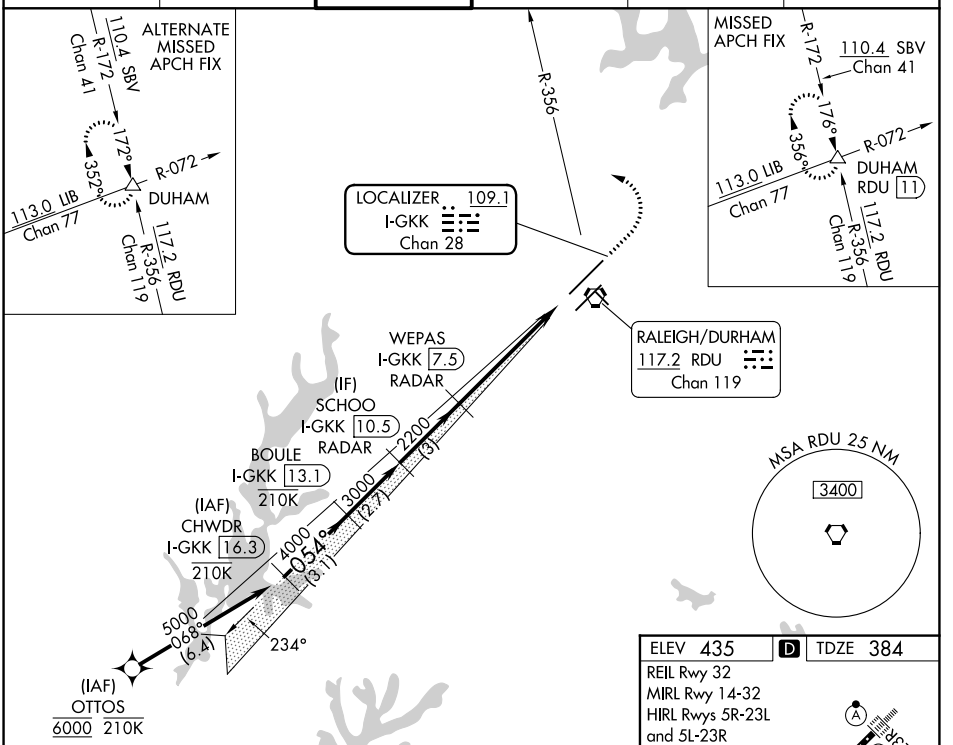
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

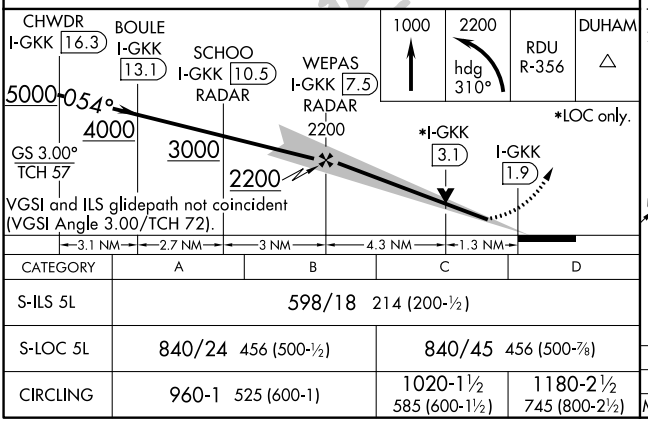
T A Simultaneous approach authorized.

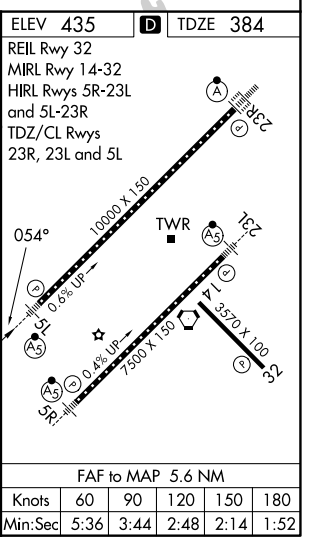
MALSR (A5)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 310° and RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 598/18 214 (200-½) | | | |
| S-LOC 5L | 840/24 456 (500-½) | | 840/45 456 (500-⅞) | |
| CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 6 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)
ILS or LOC RWY 5L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 5R

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-RDU | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 109.5 | 054° | TDZE | 420 |
| Chan 32 | | Apt Elev | 435 |

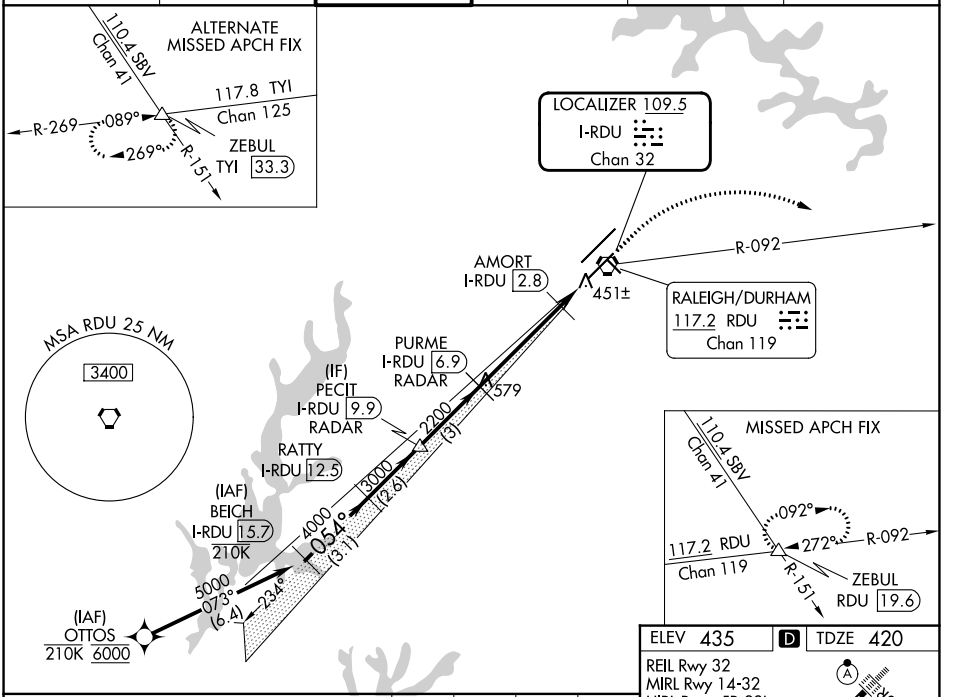
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

Simultaneous approach authorized.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

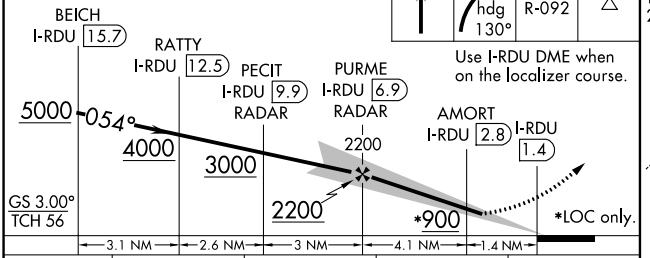
MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/ RDU 19.6 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |



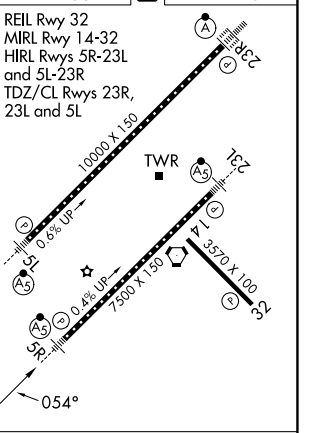

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).

| 1000 | 2600 hdg 130° | RDU R-092 | ZEBUL |
|---|---|---|---|




ELEV 435 D TDZE 420

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R # | 620/24 200 (200-½) | | | |
| S-LOC 5R | 760/24 340 (400-½) | | 760/26 340 (400-½) | |
| CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

26246

# ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-LEI | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 108.5 | 234° | TDZE | 435 |
| Chan 22 | | Apt Elev | 435 |

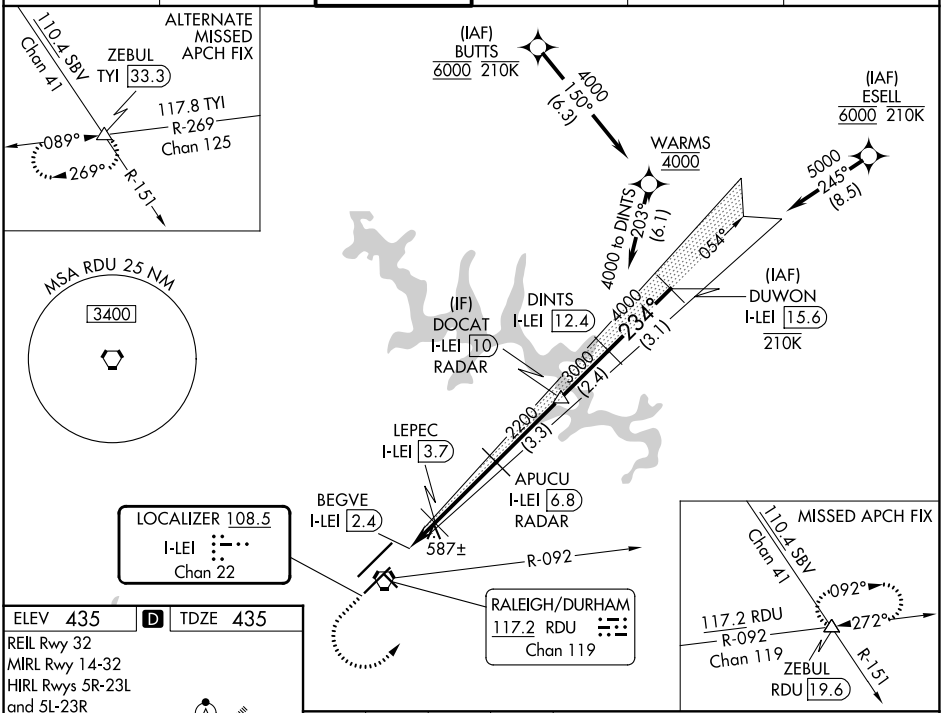
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME required for LOC only.

T A Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all Cats visibility to RVR 5500. Localizer unusable for coupled approaches below 1100 or within 2 NM of threshold.

MALSR (A5)

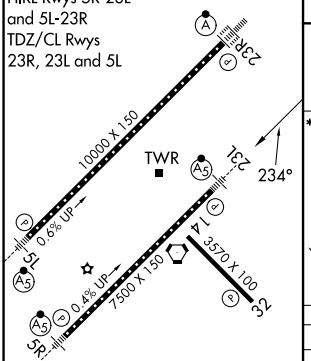
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

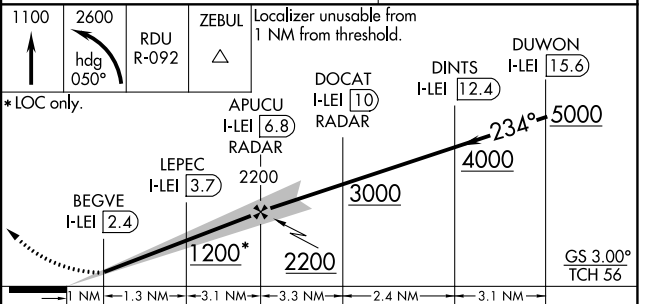
| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




ELEV 435 | D | TDZE 435

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | 806/35 | | 371 (400-⅝) | |
| S-LOC 23L | 840/40 | | 405 (500-¾) | |
| CIRCLING | 960-1¼ | 525 (600-1¼) | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 10 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

ILS or LOC RWY 23L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-DMP | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 409 |
| Chan 54 | | Apt Elev | 435 |

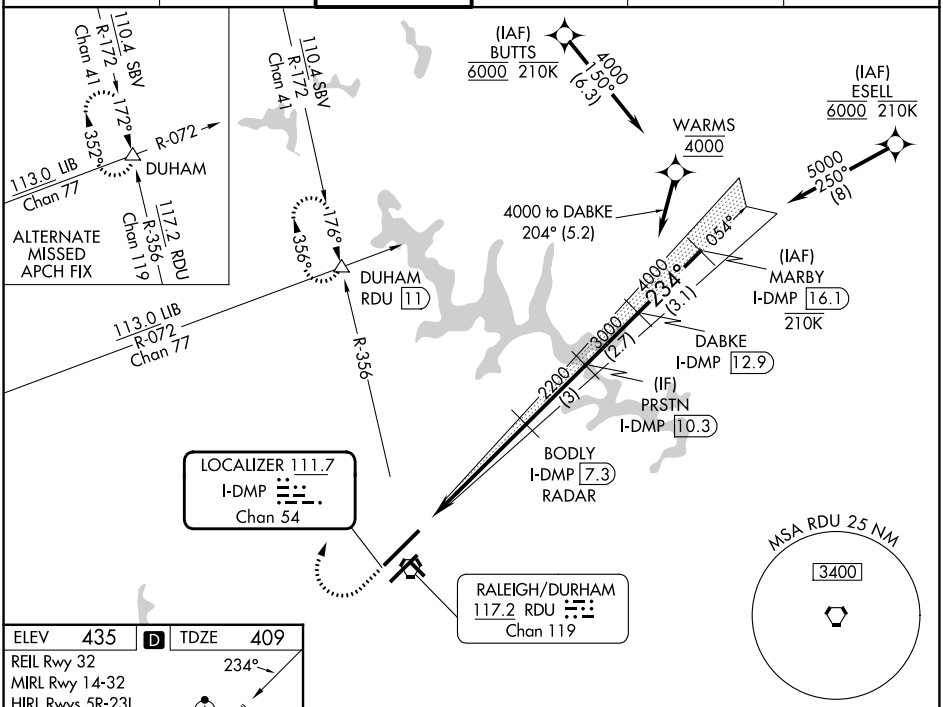
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. RADAR or DME required for LOC only.

Simultaneous approach authorized. For inop ALS increase S-LOC 23R Cat C/D visibility to 1⅝ SM.

ALSF-2

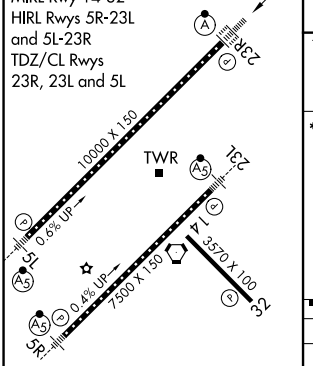
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |

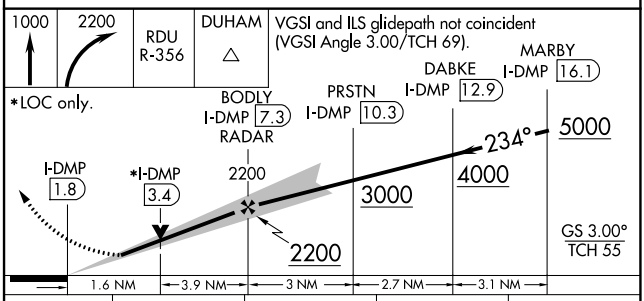



| ELEV 435 | D | TDZE 409 |
|---|---|---|

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | 609/18 200 (200-½) | | | |
| S-LOC 23R | 980/24 571 (600-½) | | 980-1¼ 571 (600-1¼) | |
| CIRCLING | 980-1 545 (600-1) | | 1020-1⅝ 585 (600-1⅝) | 1180-2½ 745 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 26246

# ILS RWY 5R (SA CAT I & II)

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-RDU | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 109.5 | 054° | TDZE | 420 |
| Chan 32 | | Apt Elev | 435 |

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

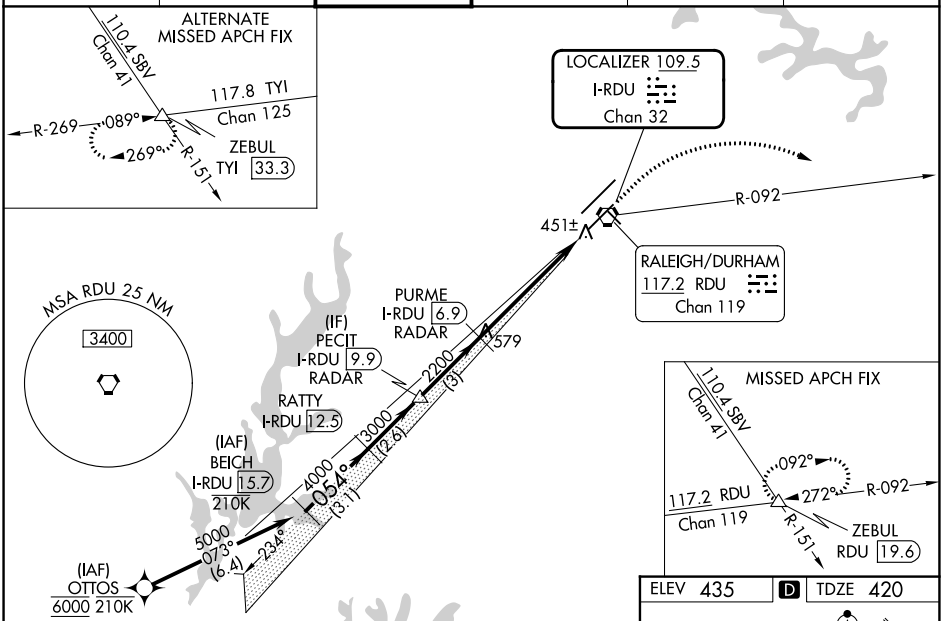
T

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

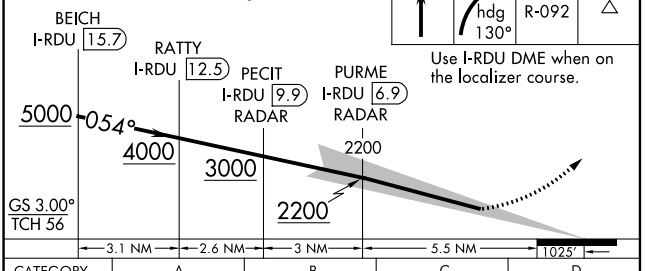
| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).

| 1000 | 2600 | RDU | ZEBUL |
|---|---|---|---|
| | hdg 130° | R-092 | △ |

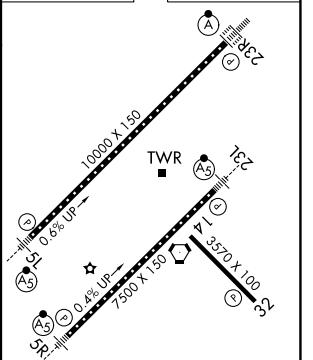
Use I-RDU DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | SA CAT I | RA 230/14 | 150 | DA 570 |
| S-ILS 5R | SA CAT II | RA 183/12 | 100 | DA 520 |

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 435 D TDZE 420




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 31 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

ILS RWY 5R (SA CAT I & II)

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS RWY 23R (CAT II & III)

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-DMP | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 409 |
| Chan 54 | | Apt Elev | 435 |

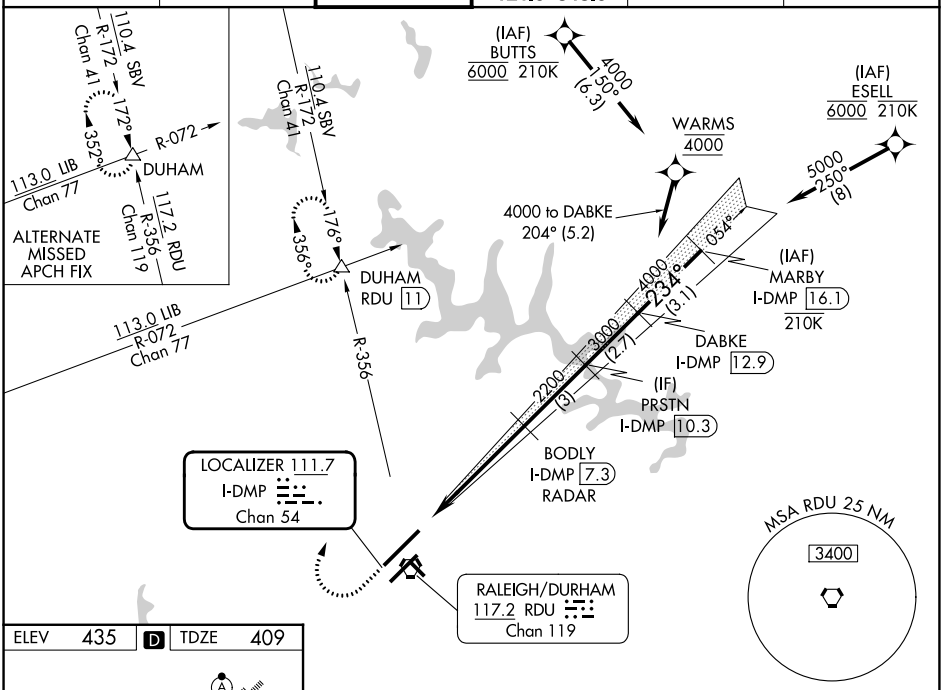
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

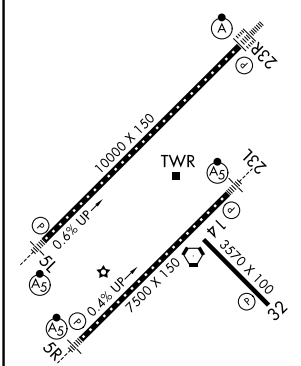
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |



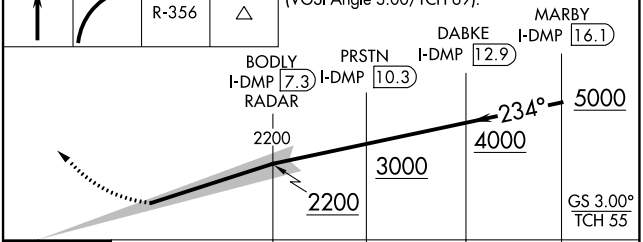

| ELEV | 435 | D | TDZE | 409 |
|---|---|---|---|---|




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

| 1000 | 2200 | RDU R-356 | DUHAM |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | CAT II RA 105/12 100 DA 509 | | | |
| S-ILS 23R | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

# RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 054° | TDZE | 384 |
| | Apt Elev | 435 |

RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at HEAVE. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |

MISSED APCH FIX

4 NM 173° 353° DUHAM

(IF) HEAVE 6000 210K until WEPAS (RF REQD)

4700 234° (1.6) ZOSAP

5100 234° (2.7) JEMMY

RW05L

(FAF) WEPAS 2200 (7.9) 054° (5.6)

3000 054° (2.7) (IF) SCHOO

2200 054° (3)

BOULE

4000 054° (3.1)

5000 068° (6.4) (IAF) CHWDR 210K

(IAF) OTTOS 6000 210K

MSA RW05L 25 NM 3400

ELEV 435 D TDZE 384

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

1000 2200 DUHAM

See planview for multiple IF locations.

WEPAS 2200 054° RW05L

GP 3.00° TCH 57

5.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 684/24 300 (300-½) | | | |
| RNP 0.30 DA | 780/35 396 (400-⅝) | | | |

AUTHORIZATION REQUIRED

TWR

10000 X 150

0.6% UP

7500 X 150

0.4% UP

3570 X 100

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwys 5R-23L and 5L-23R

TDZ/CL Rwys 5L, 23L, and 23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy Ldg | 7500 |
|---|---|---|
| 054° | TDZE | 420 |
| | Apt Elev | 435 |

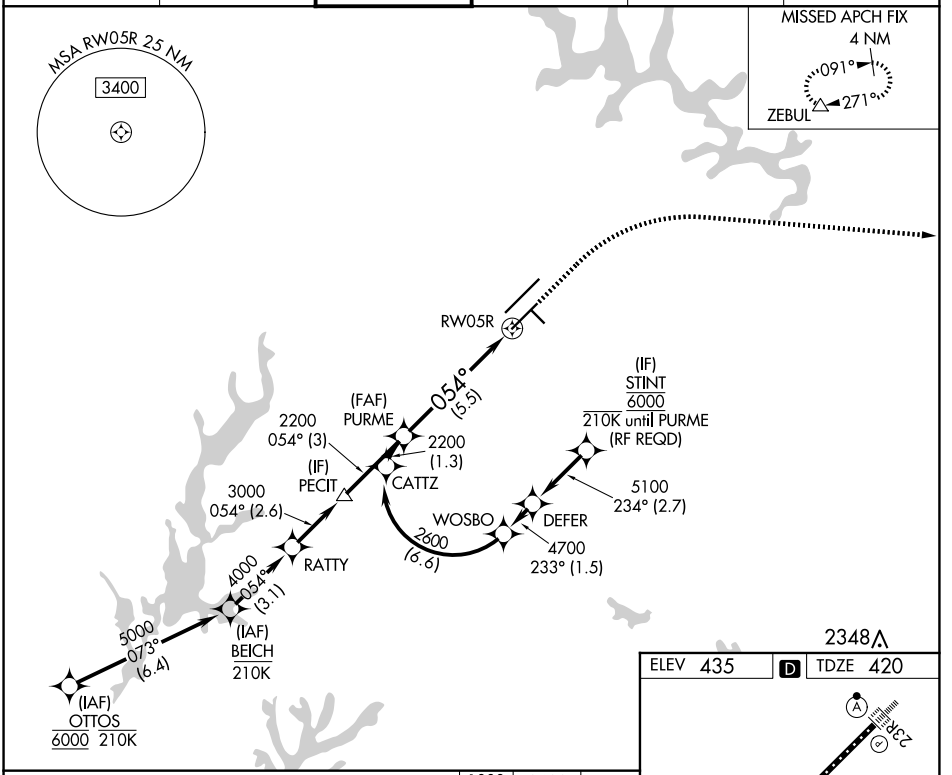
RNP AR APCH-GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500. Simultaneous approach authorized, except for arrivals at STINT.

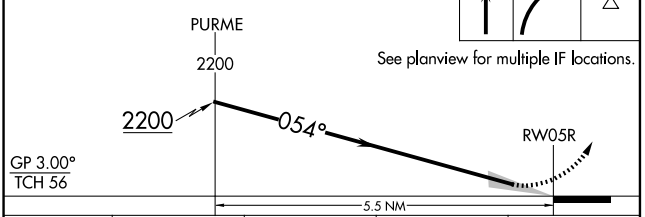
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).




| 1000 | 2600 | ZEBUL |
|---|---|---|
| ↑ | ↗ | △ |

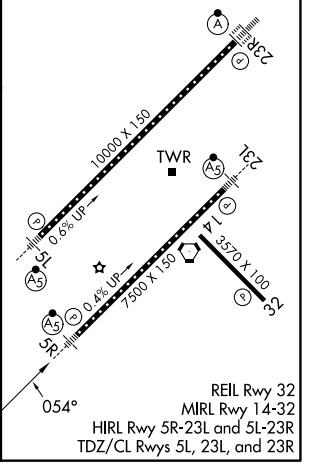
See planview for multiple IF locations.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 721/24 301 (400-½) | | | |

AUTHORIZATION REQUIRED

2348

ELEV 435 D TDZE 420




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwy 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

| APP CRS | Rwy Ldg | 7500 |
|---|---|---|
| 234° | TDZE | 435 |
| | Apt Elev | 435 |

# RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

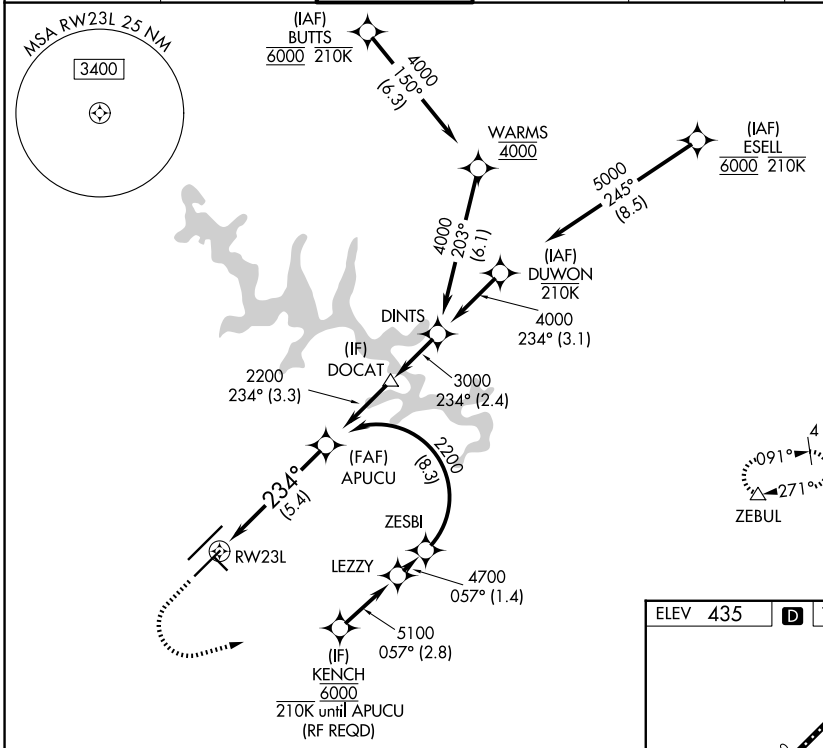
RNP AR APCH-GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at KENCH. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500.

MALSR (A5)

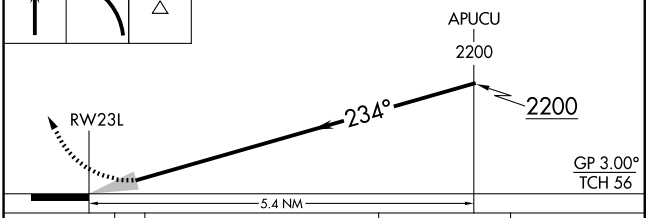
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




| 1100 | 2600 | ZEBUL |
|---|---|---|
| ↑ | ↶ | △ |

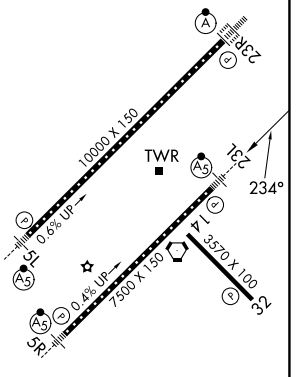
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 776/30 341 (400-⅝) | | | |
| RNP 0.30 DA | 826/35 391 (400-⅝) | | | |

AUTHORIZATION REQUIRED

ELEV 435 D TDZE 435




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 234° | TDZE | 409 |
| | Apt Elev | 435 |

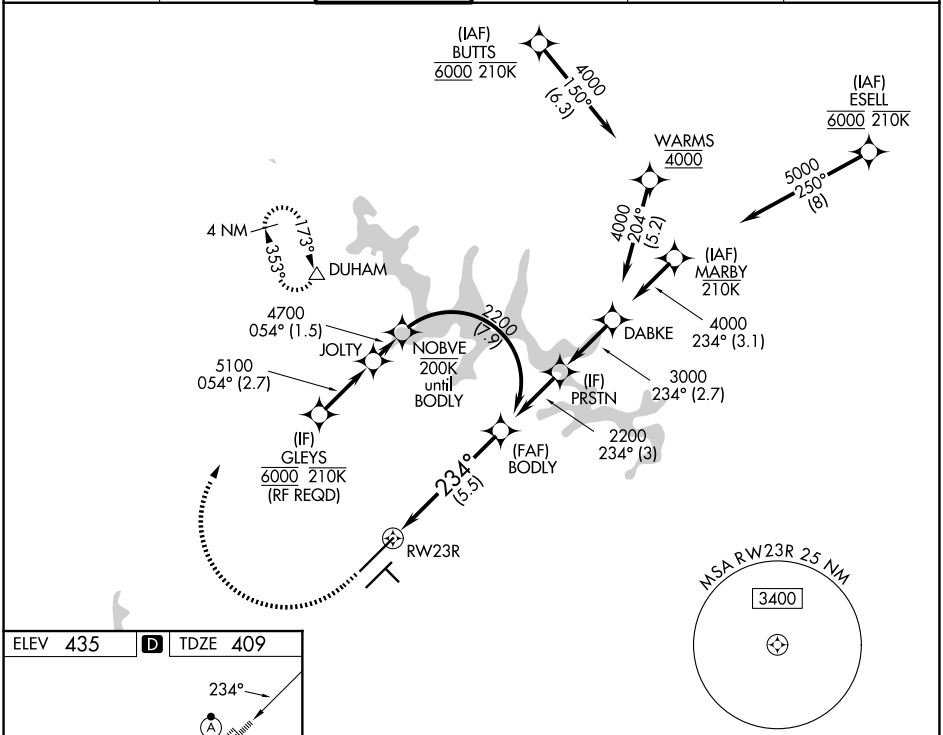
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized except for arrivals at GLEYS.

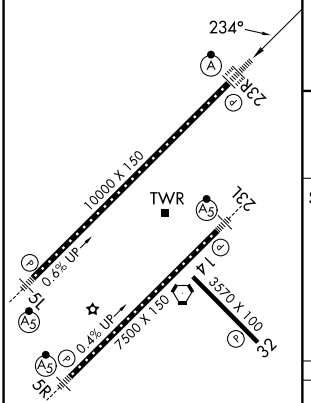
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




ELEV 435 D TDZE 409

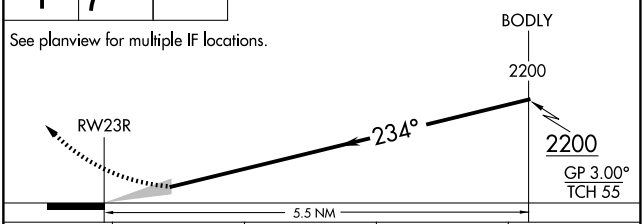



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

| 1000 | 2200 | DUHAM |
|---|---|---|
| ↑ | ↱ | △ |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 760/30 351 (400-⅜) | | | |
| RNP 0.30 DA | 910/55 501 (500-1) | | | |

AUTHORIZATION REQUIRED



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 32

RALEIGH-DURHAM INTL (RDU)

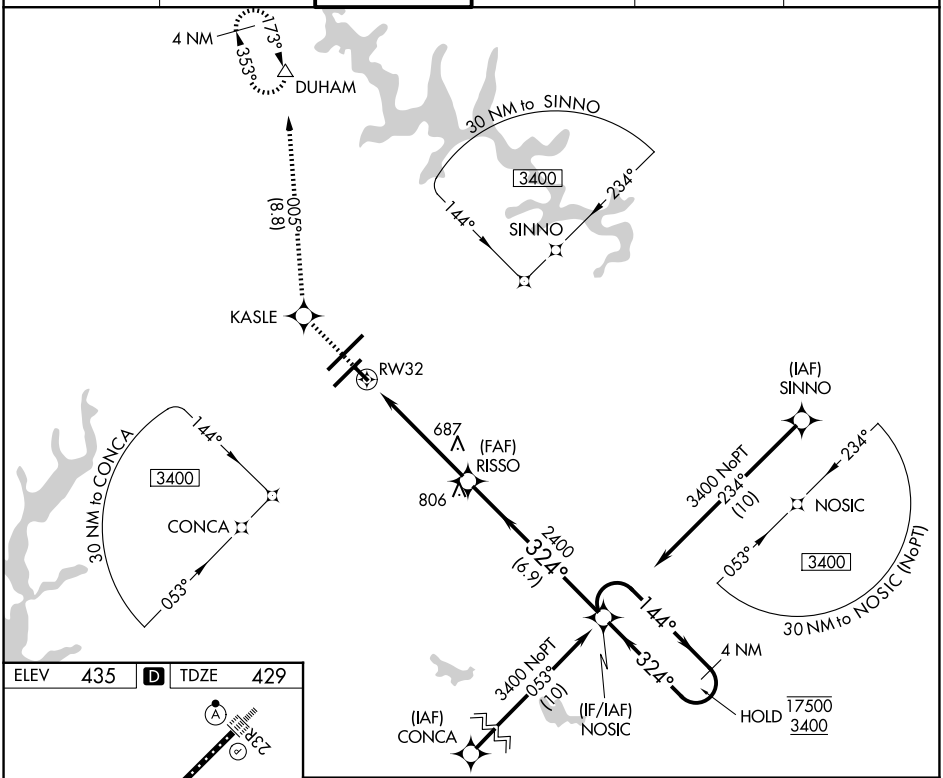
| APP CRS | Rwy Ldg | 3570 |
|---|---|---|
| 324° | TDZE | 429 |
| | Apt Elev | 435 |

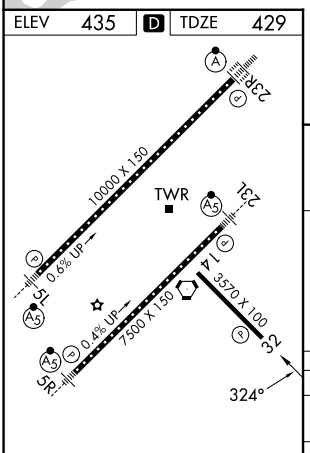
RNP APCH - GPS.

T Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

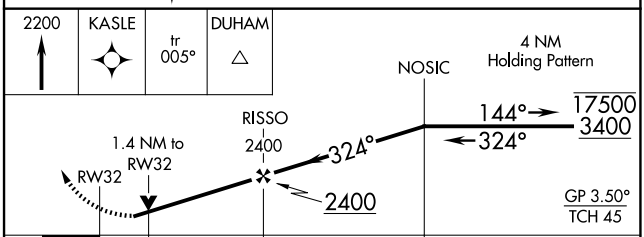
MISSED APPROACH: Climb to 2200 direct KASLE and on track 005° to DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 820-1⅛ 391 (400-1⅛) | | | NA |
| LNAV MDA | 1000-1 571 (600-1) | | 1000-1⅝ 571 (600-1⅝) | NA |
| CIRCLING | 1000-1 565 (600-1) | | 1040-1¾ 605 (700-1¾) | NA |




SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 5L

## RALEIGH-DURHAM INTL (RDU)

| WAAS CH 48813 W05A | APP CRS 054° | Rwy Ldg 10000 TDZE 384 Apt Elev 435 |
|---|---|---|

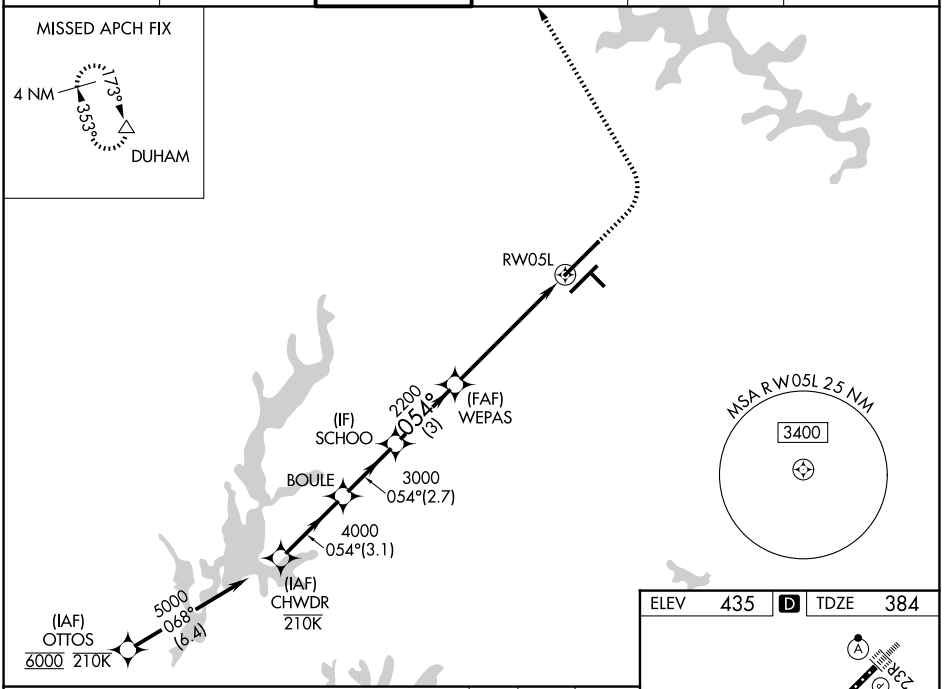
RNP APCH-GPS.

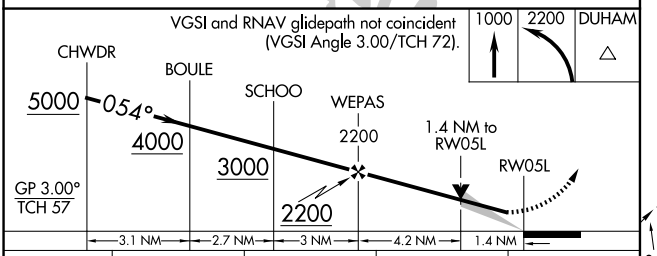
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

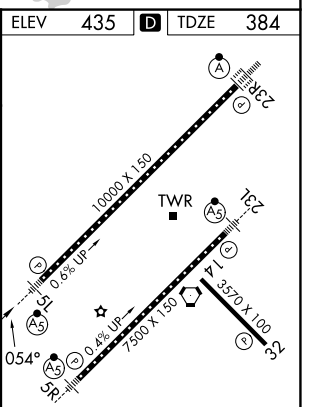
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 598/18 | 214 (200-½) | | |
| LNAV/VNAV DA | 748/35 | 364 (400-⅝) | | |
| LNAV MDA | 880/24 496 (500-½) | | 880/50 496 (500-1) | |
| CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 90213 | 054° | TDZE | 420 |
| W05B | | Apt Elev | 435 |

# RNAV (GPS) Y RWY 5R

RALEIGH-DURHAM INTL (RDU)

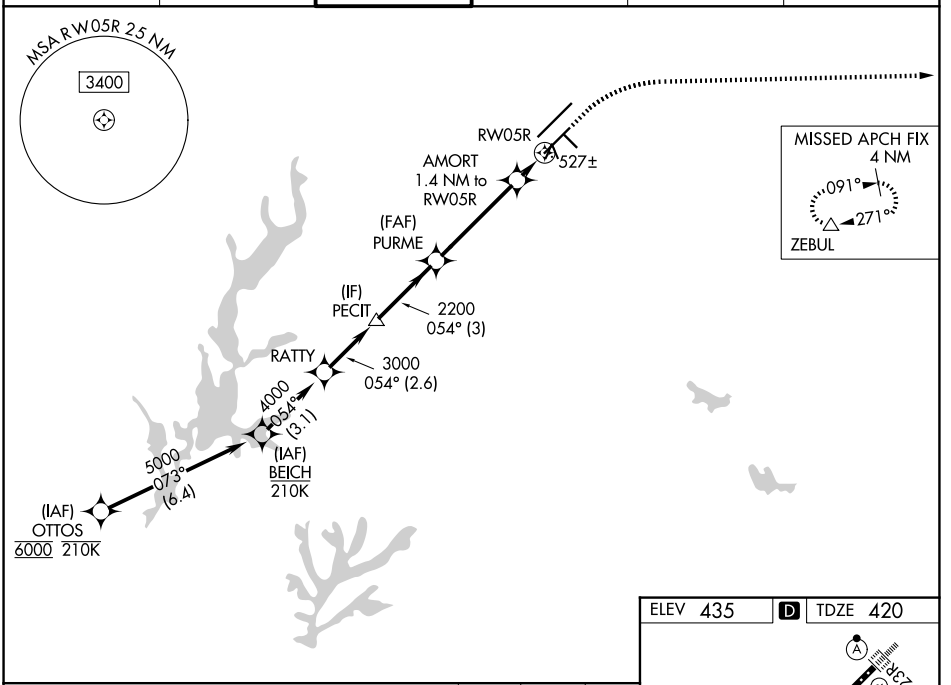
RNP APCH-GPS.

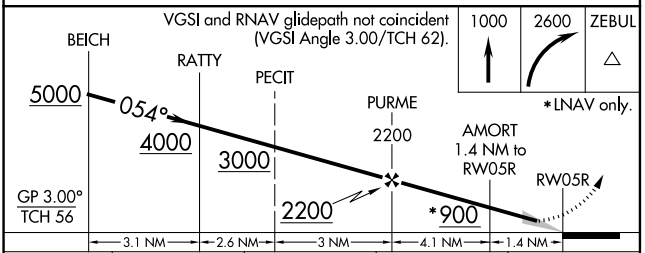
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

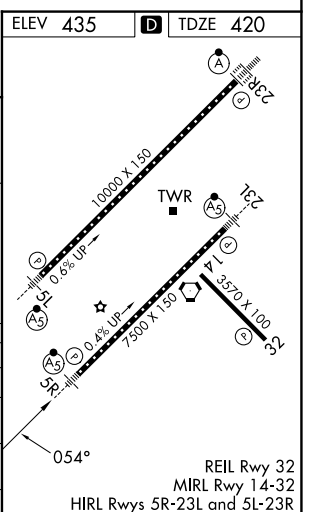
MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | #620/24 200 (200-½) | | | |
| LNAV/VNAV DA | 688/24 268 (300-½) | | | |
| LNAV MDA | 780/24 360 (400-½) | | 780/40 360 (400-¾) | |
| CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

| WAAS CH 65713 W23B | APP CRS 234° | Rwy Ldg 7500 TDZE 435 Apt Elev 435 |
|---|---|---|

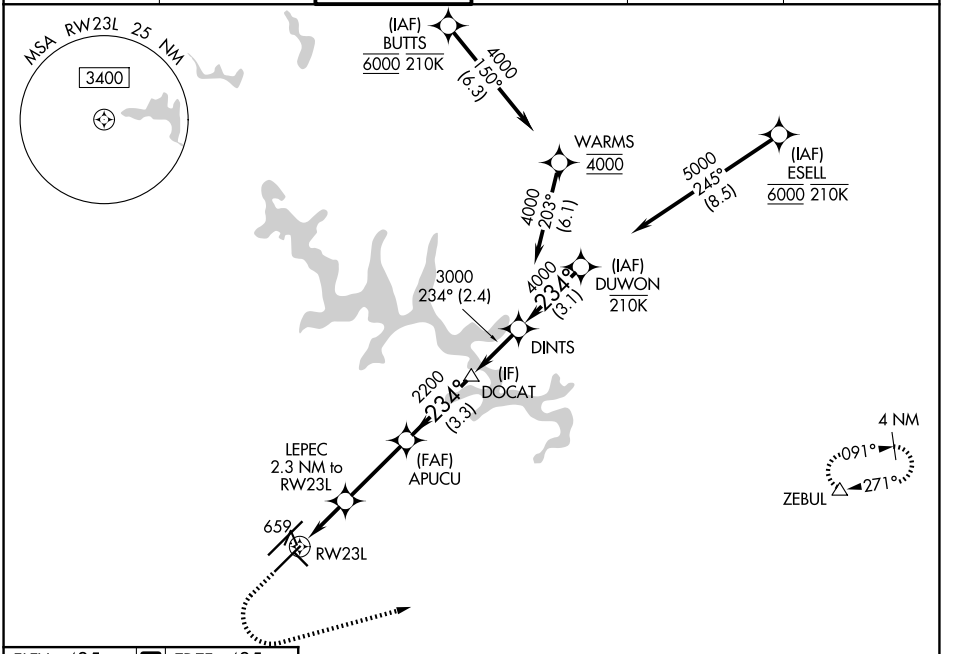
RNP APCH-GPS.

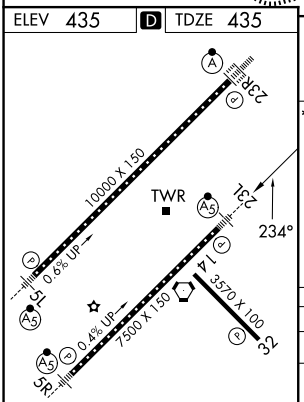
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

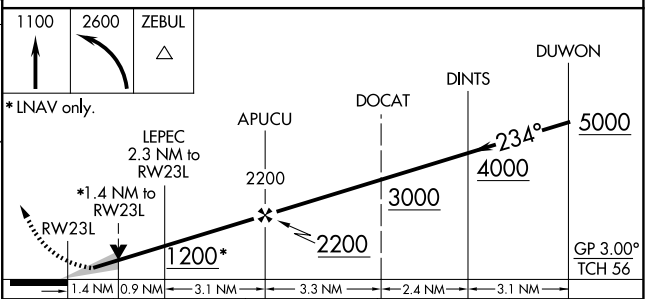
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 635/18 200 (200-½) | | | |
| LNAV/VNAV DA | 820/35 385 (400-⅝) | | | |
| LNAV MDA | 920/24 485 (500-½) | | 920/50 485 (500-1) | |
| CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 45613 | 234° | TDZE | 409 |
| W23A | | Apt Elev | 435 |

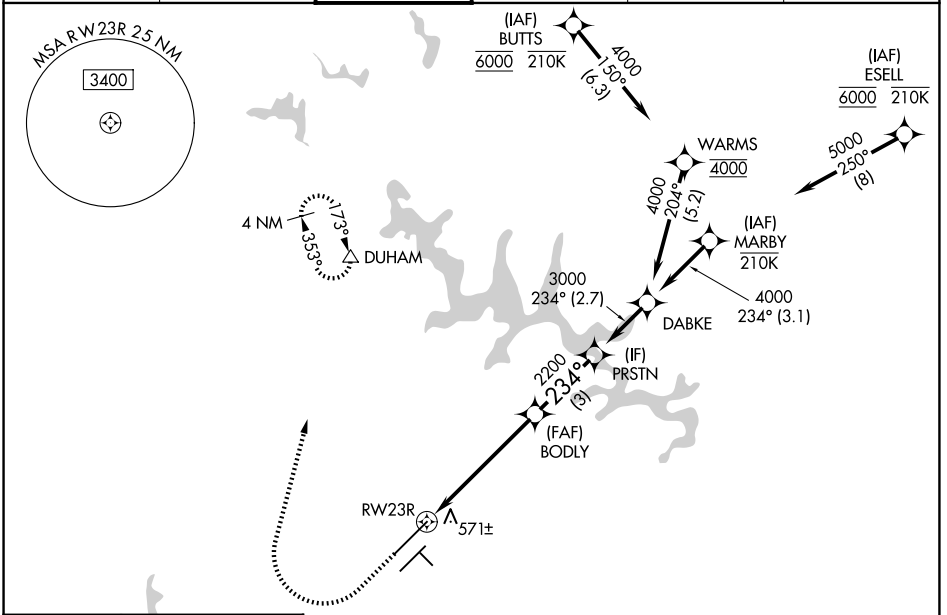
RNP APCH - GPS.

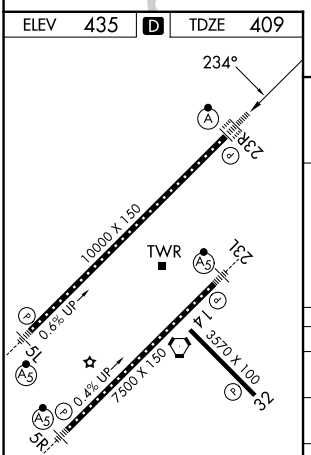
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1⅝ NM.

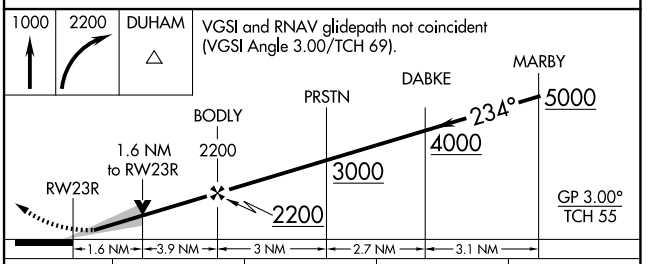
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 | 121.9 348.6 | 120.1 | |



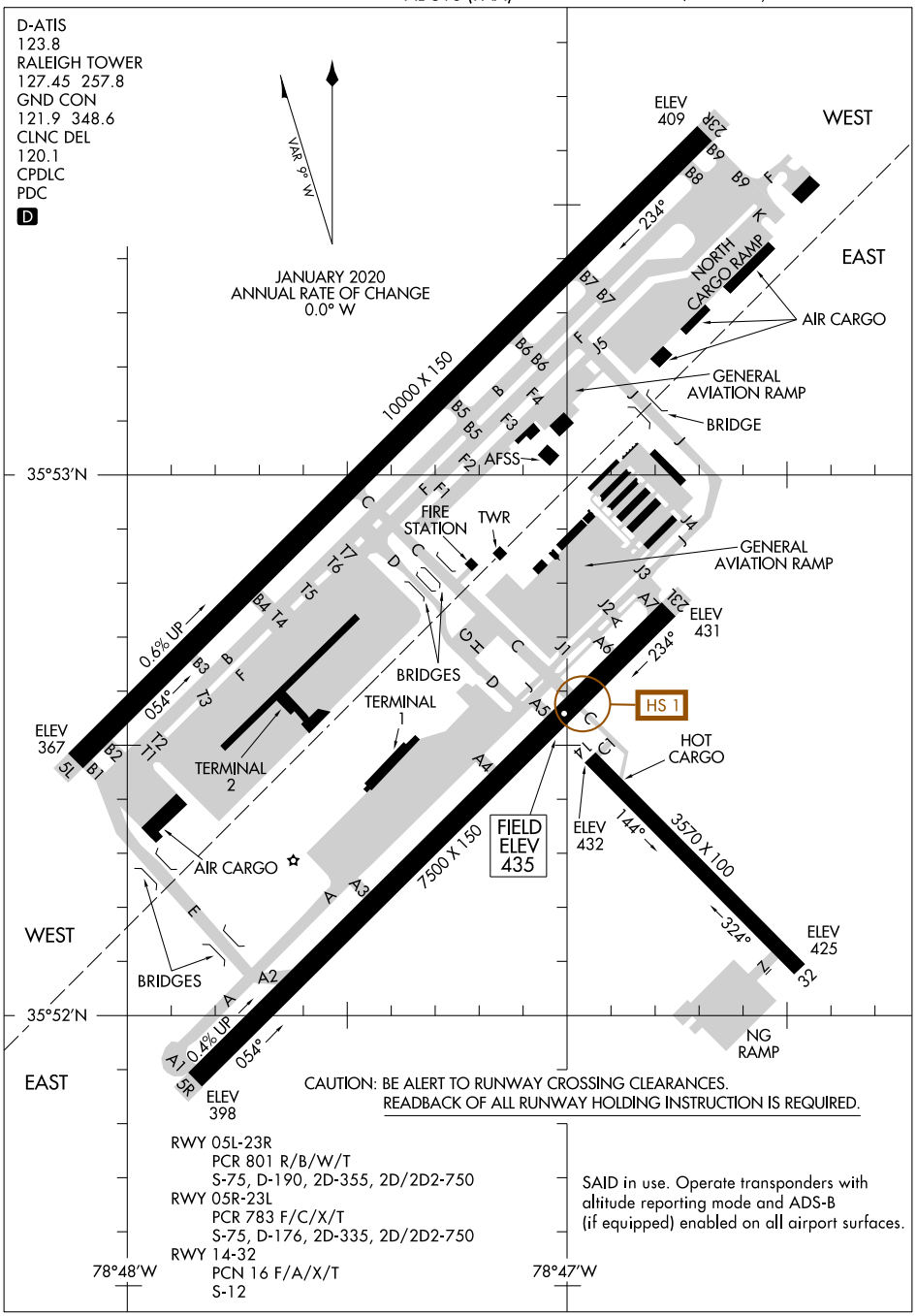




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 609/18 200 (200-½) | | | |
| LNAV/VNAV DA | 826/40 417 (400-¾) | | | |
| LNAV MDA | 980/24 571 (600-½) | | 980-1¼ 571 (600-1¼) | |
| CIRCLING | 980-1 545 (600-1) | | 1020-1⅝ 585 (600-1⅝) | 1180-2½ 745 (800-2½) |

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5L-23R and 5R-23L
TDZ/CL Rwys 5L, 23L, and 23R




SE-2, 03 SEP 2026 to 29 OCT 2026









SE-2, 03 SEP 2026 to 29 OCT 2026

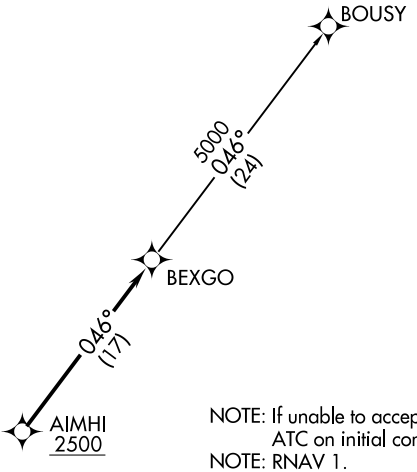
(BEXGO5.BEXGO) 24361 AL-516 (FAA)

# BEXGO FIVE DEPARTURE (RNAV)

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

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

**TOP ALTITUDE:**
**(JETS) 6000**
**(PROPS) ASSIGNED BY ATC**




NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross AIMHI at or above 2500, thence. . . .

. . . .on track 046° to BEXGO. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

BOUSY TRANSITION (BEXGO5.BOUSY)

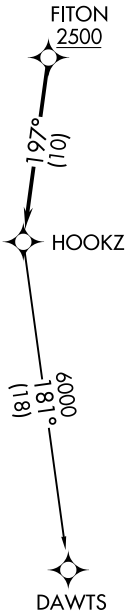


SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

**TOP ALTITUDE:**
**(JETS) 6000**
**(PROPS) ASSIGNED BY ATC**

RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.




NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross FITON at or above 2500, thence. . . .

. . . .on track 197° to HOOKZ. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

DAWTS TRANSITION (HOOKZ5.DAWTS)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# HURIC FOUR DEPARTURE (RNAV)





RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

**TOP ALTITUDE:**
**(JETS) 6000**
**(PROPS) ASSIGNED BY ATC**

N

STRMY
2500

092°
(10)

HURIC

5000
092°
(11)

FEBEL

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross STRMY at or above 2500, thence. . . .

. . . .on track 092° to HURIC. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

FEBEL TRANSITION (HURIC4.FEBEL)

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

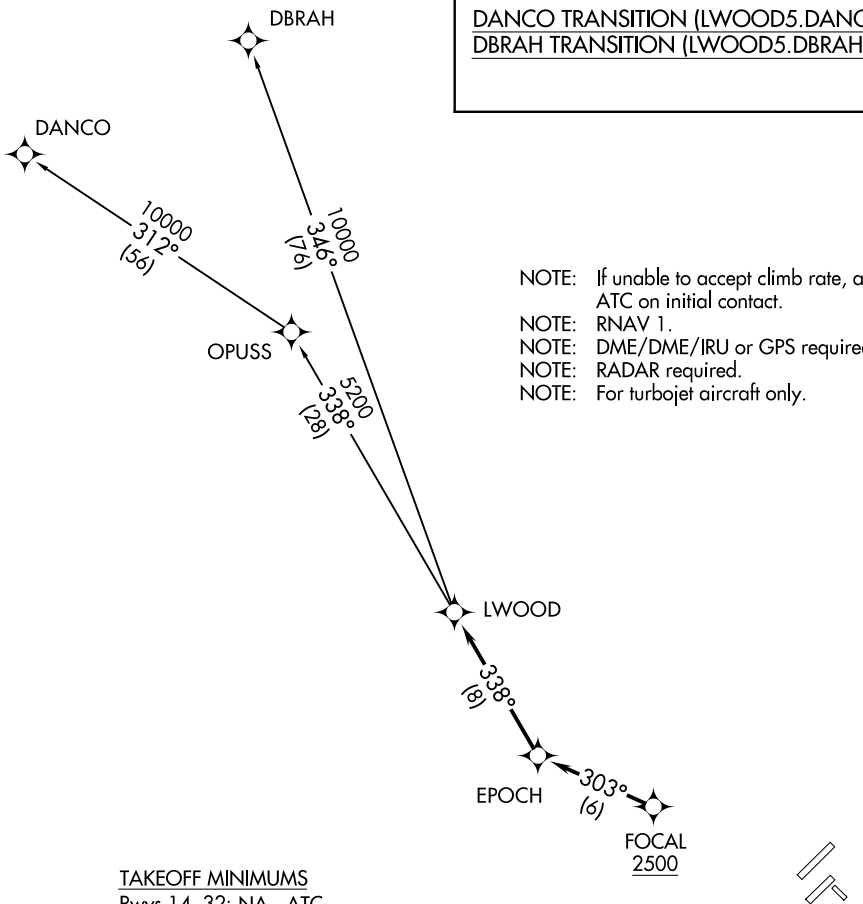
**TOP ALTITUDE: 6000**

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross FOCAL at or above 2500, thence. . . .

. . . .on depicted route to LWOOD. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

DANCO TRANSITION (LWOOD5.DANCO)
DBRAH TRANSITION (LWOOD5.DBRAH)




NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS
Rwys 14, 32: NA - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

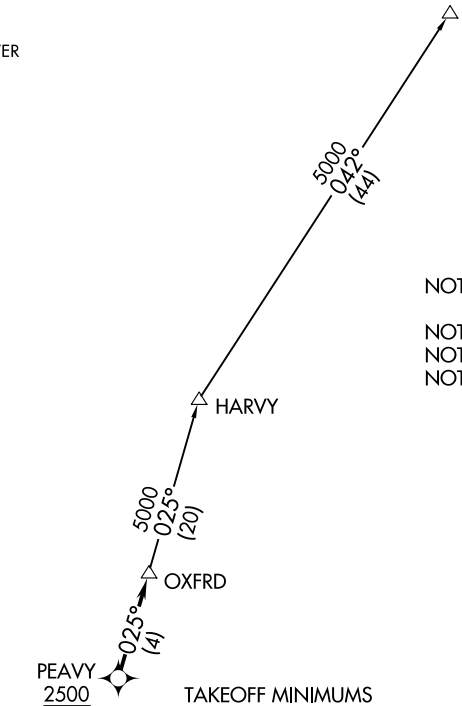
(OXFRD5.OXFRD) 24361 AL-516 (FAA)

# OXFRD FIVE DEPARTURE (RNAV)

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

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

**TOP ALTITUDE:**
**(JETS) 6000**
**(PROPS) ASSIGNED BY ATC**




NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross PEAVY at or above 2500, thence. . . .

. . . .on track 025° to OXFRD. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

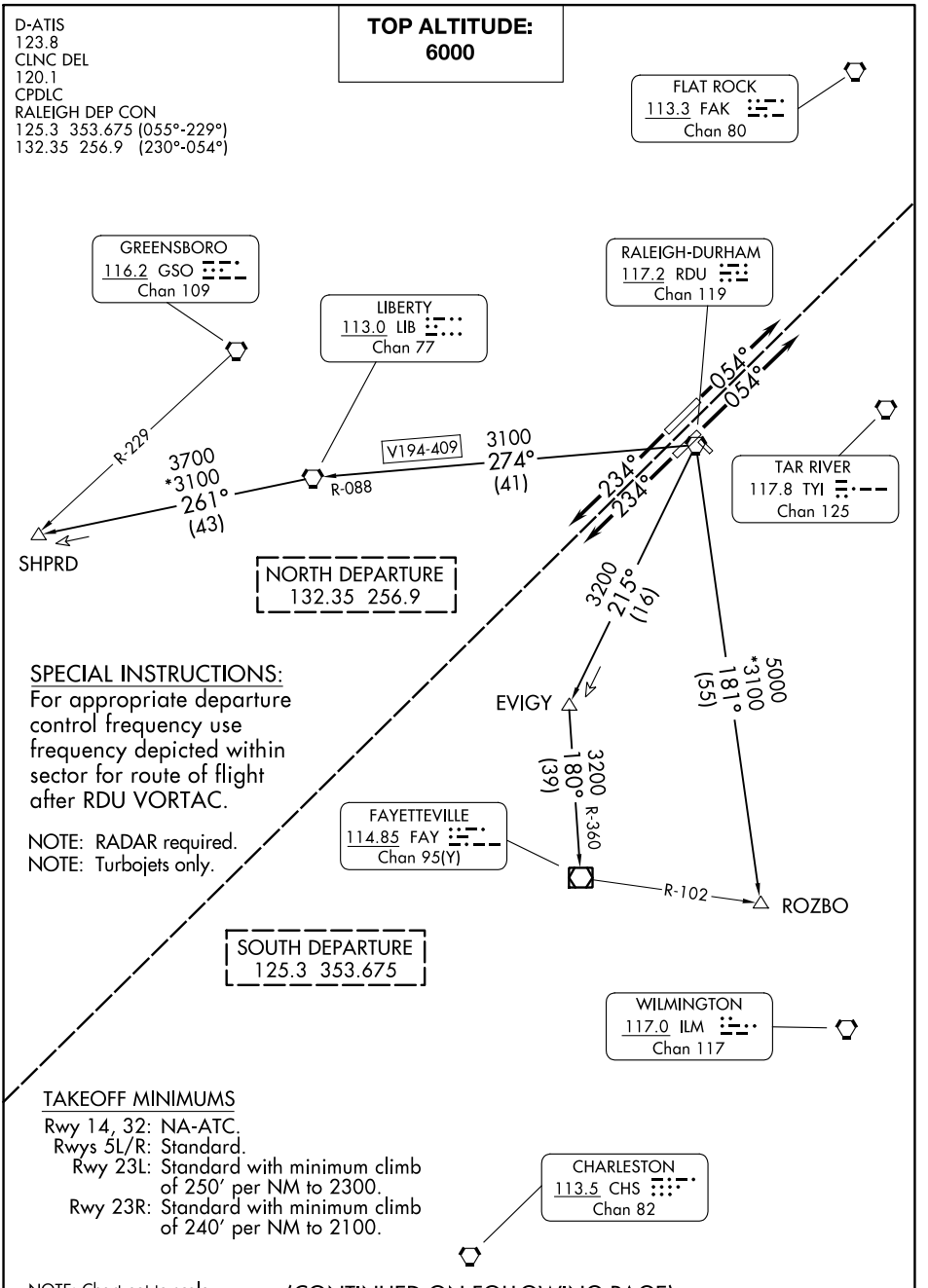
CARML TRANSITION (OXFRD5.CARML)

NOTE: Chart not to scale.

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# PACKK NINE DEPARTURE




(CONTINUED ON FOLLOWING PAGE)



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, or as assigned by ATC, thence. . . .

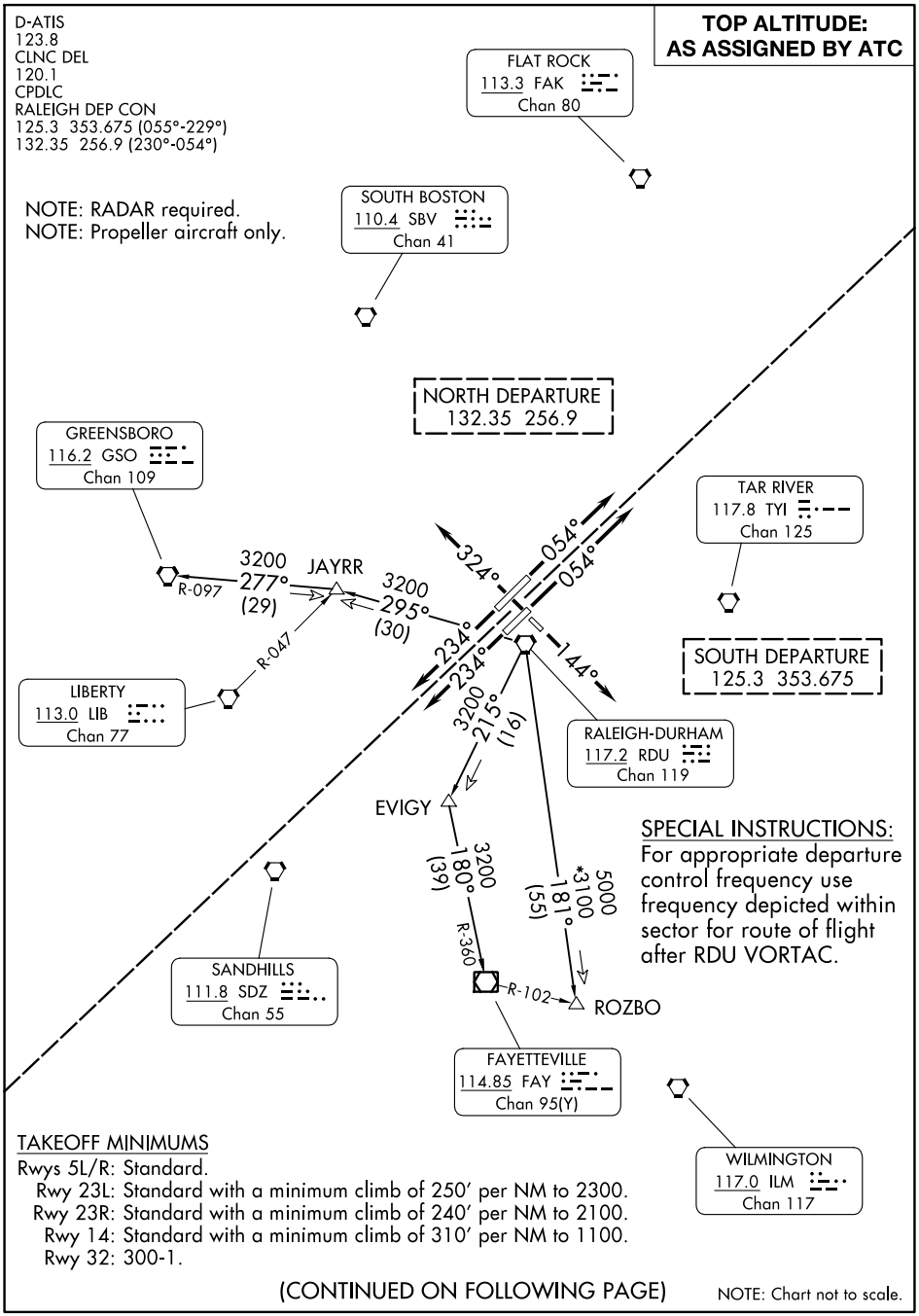
. . . .for RADAR vectors to assigned/filed transition/fix/navaid/airway, maintain 6000, expect filed altitude ten minutes after departure.

FAYETTEVILLE TRANSITION (PACK9.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.
ROZBO TRANSITION (PACK9.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.
SHPRD TRANSITION (PACK9.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.


SE-2, 03 SEP 2026 to 29 OCT 2026

# RALEIGH ONE DEPARTURE






SE-2, 03 SEP 2026 to 29 OCT 2026

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid/airway. Maintain altitude assigned by ATC, expect clearance to filed altitude/flight level 10 minutes after departure.

FAYETTEVILLE TRANSITION (RDU1.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.

GREENSBORO TRANSITION (RDU1.GSO): From over RDU VORTAC on RDU R-295 to JAYRR, then on GSO R-097 to GSO VORTAC.

ROZBO TRANSITION (RDU1.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.


SE-2, 03 SEP 2026 to 29 OCT 2026

# ROZBO FIVE DEPARTURE (RNAV)

RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

**TOP ALTITUDE:**
**(JETS) 6000**
**(PROPS) ASSIGNED BY ATC**






NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32:
Climb on assigned heading for RADAR vectors to cross EAGER at or above 2500, thence . . . .

.... on track 182° to ROZBO, then as assigned. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

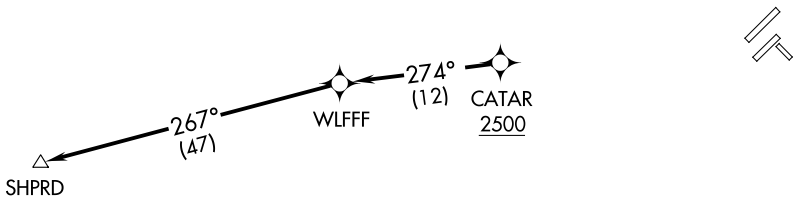
(SHPRD4.SHPRD) 24361 AL-516 (FAA)

# SHPRD FOUR DEPARTURE (RNAV)

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

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

**TOP ALTITUDE: 6000**




NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS

Rwys 14, 32: NA - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250' per NM to 2300.
Rwy 23R: Standard with minimum climb of 240' per NM to 2100.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross CATAR at or above 2500, thence. . . .

. . . .on depicted route to SHPRD, then as assigned. Maintain 6000, expect clearance to filed altitude within ten minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| APP CRS | Rwy Ldg | 4700 |
|---|---|---|
| 132° | TDZE | 686 |
| | Apt Elev | 694 |

# RNAV (GPS) RWY 13

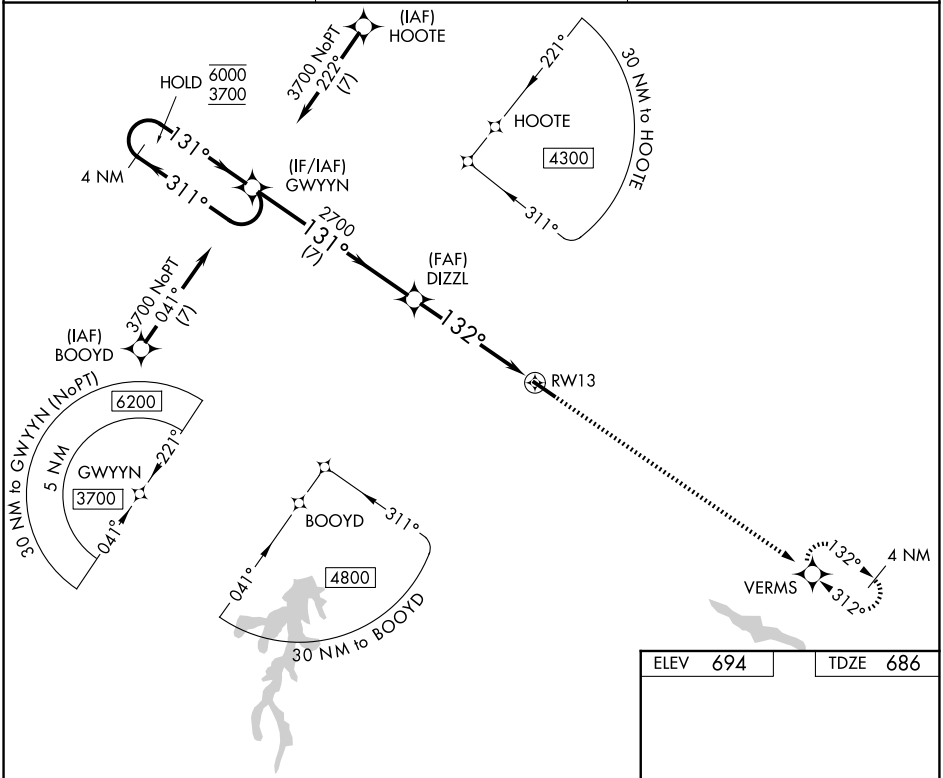
## ROCKINGHAM COUNTY NC SHILOH (SIF)

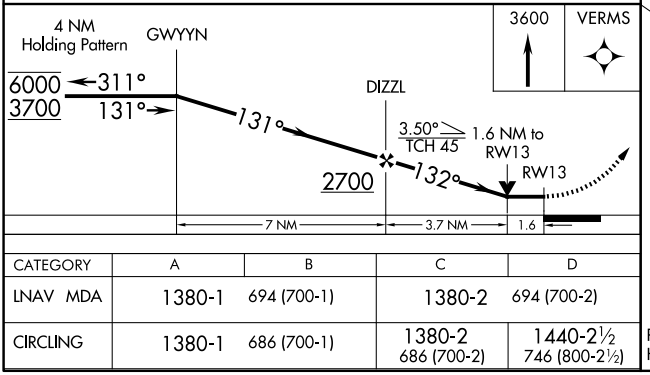
RNP APCH - GPS.

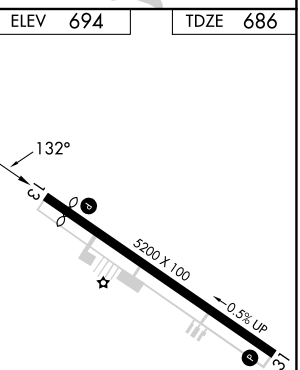
VDP NA when using GSO altimeter setting.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 694 (700-1) | 1380-2 | 694 (700-2) |
| CIRCLING | 1380-1 | 686 (700-1) | 1380-2<br>686 (700-2) | 1440-2½<br>746 (800-2½) |

REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 31

## ROCKINGHAM COUNTY NC SHILOH (SIF)

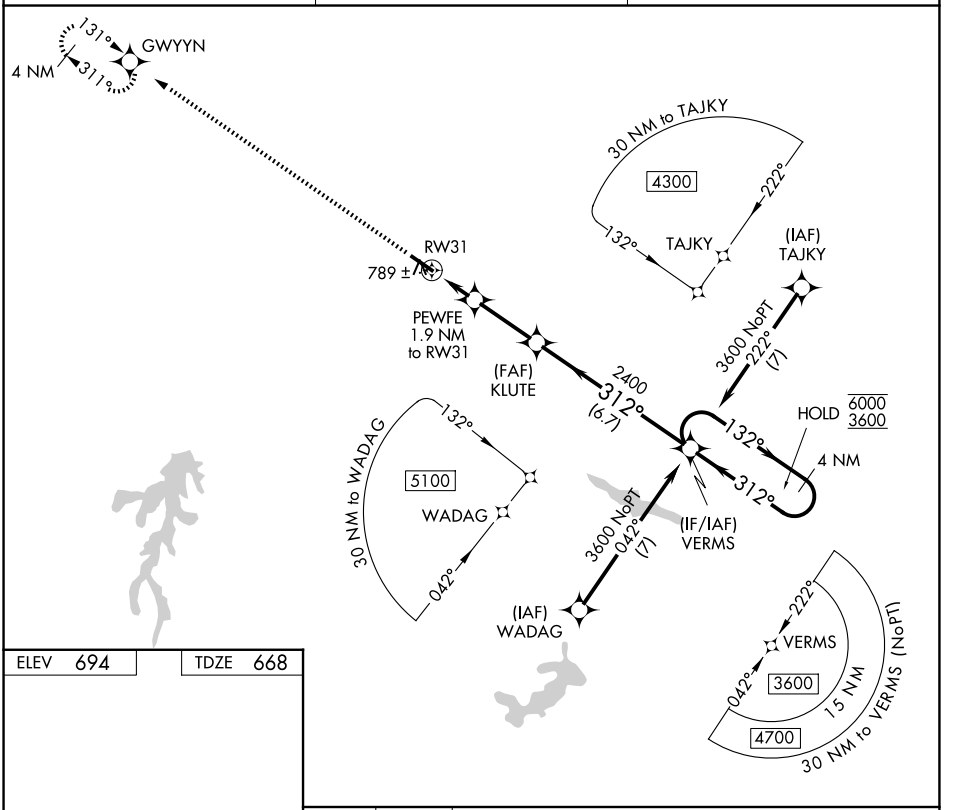
| APP CRS | Rwy Ldg | 5200 |
|---|---|---|
| 312° | TDZE | 668 |
| | Apt Elev | 694 |

RNP APCH - GPS.

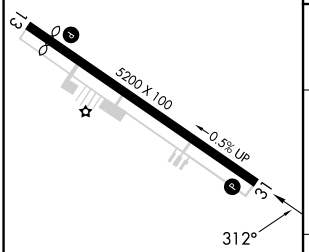
VDP NA when using GSO altimeter setting.
Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

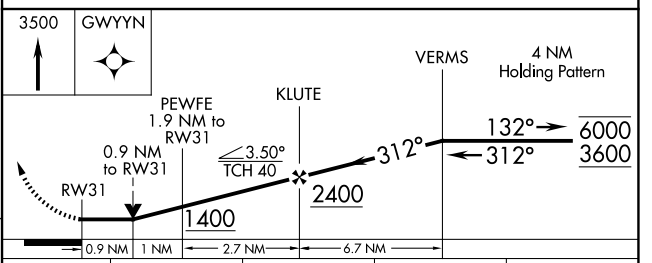
| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |




ELEV 694 TDZE 668




REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 412 (400-1) | 1080-1⅛ | 412 (400-1⅛) |
| CIRCLING | 1280-1<br>586 (600-1) | 1340-1<br>646 (700-1) | 1360-1¾<br>666 (700-1¾) | 1440-2½<br>746 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC GSO 116.2 Chan 109 | APP CRS 018° | Rwy Ldg N/A TDZE N/A Apt Elev 694 |
|---|---|---|

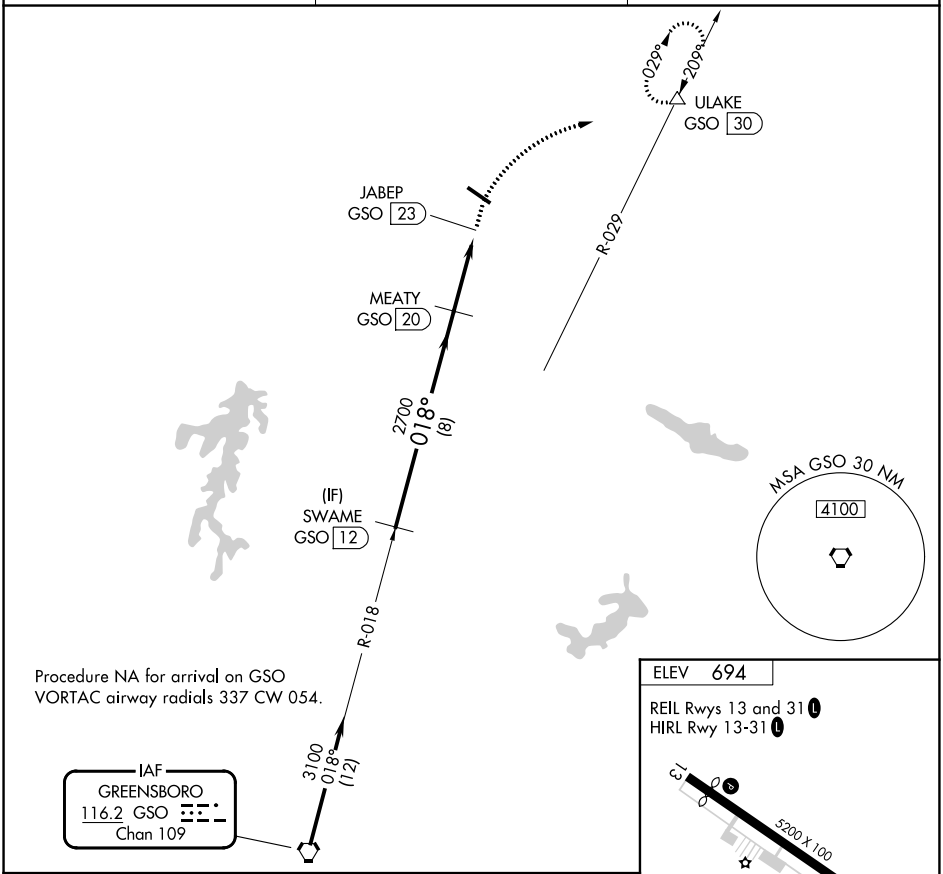
# VOR-A

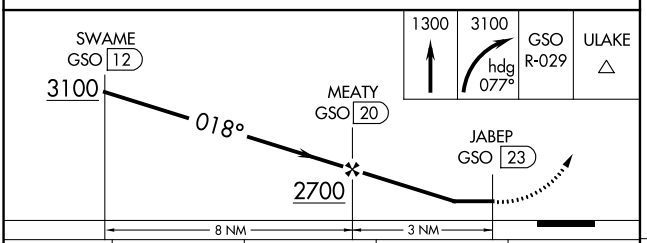
ROCKINGHAM COUNTY NC SHILOH (SIF)

DME required.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on heading 077° and GSO VORTAC R-029 to ULAKE/GSO 30 DME and hold, continue cimb-in-hold to 3100.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |

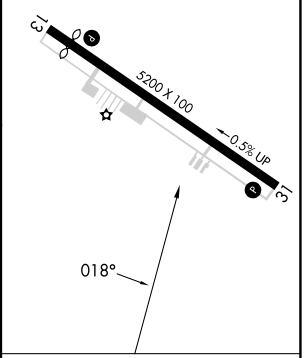



ELEV 694

REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1½ 586 (600-1½) | 1340-1½ 646 (700-1½) | 1340-1¾ 646 (700-1¾) | 1440-2½ 746 (800-2½) |

FAF to MAP 3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 2

## HALIFAX/NORTHAMPTON RGNL (IXA)

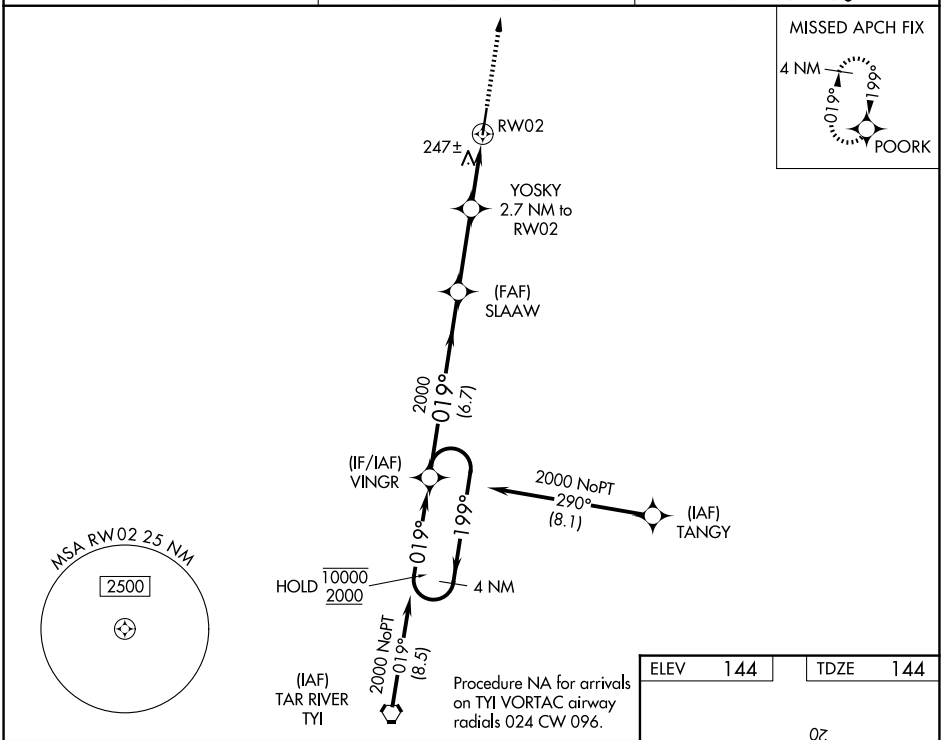
| WAAS CH 78025 W02A | APP CRS 019° | Rwy Ldg 5500 TDZE 144 Apt Elev 144 |
|---|---|---|

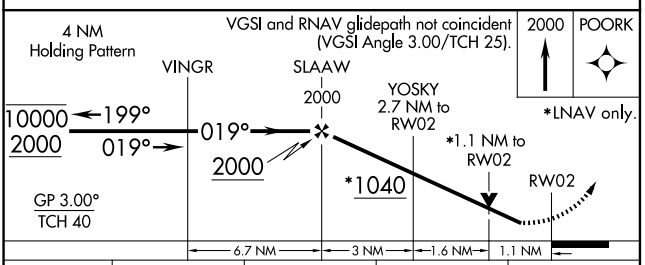
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwys 2-20.

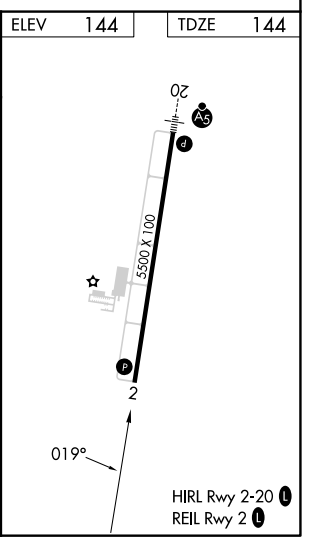
MISSED APPROACH: Climb to 2000 direct POORK and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.975 | 132.025 290.425 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 394-⅞ | 250 (300-⅞) | |
| LNAV/VNAV DA | | 433-1 | 289 (300-1) | |
| LNAV MDA | | 500-1 | 356 (400-1) | |
| CIRCLING | 580-1 436 (500-1) | 600-1 456 (500-1) | 780-1¾ 636 (700-1¾) | 860-2¼ 716 (800-2¼) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 72725 | 199° | TDZE | 144 |
| W20A | | Apt Elev | 144 |

# RNAV (GPS) RWY 20

## HALIFAX/NORTHAMPTON RGNL (IXA)

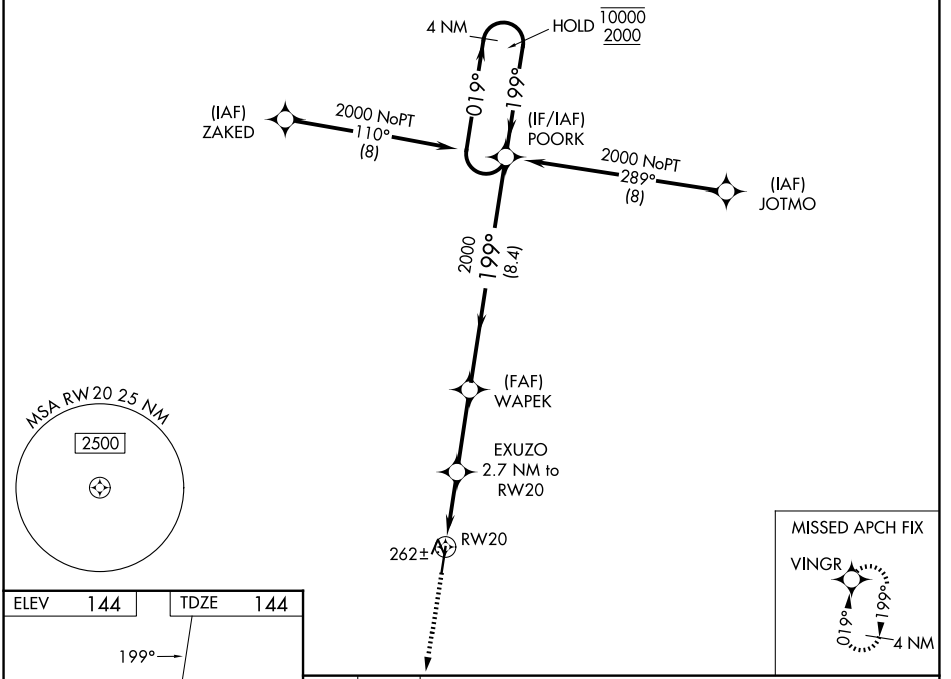
RNP APCH-GPS.

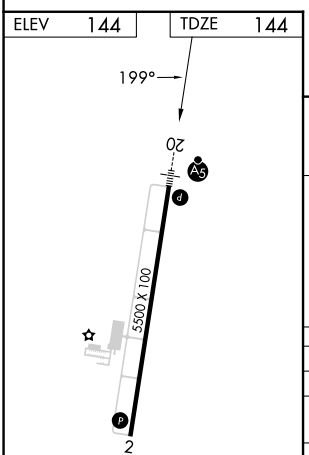
T A Circling NA east of Rwy 2-20. Rwy 20 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV visibility all Cats to 1 SM.

MALSR

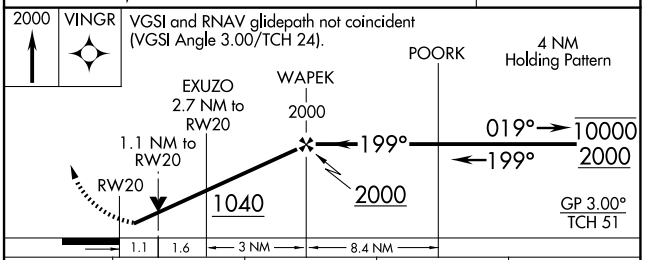
MISSED APPROACH: Climb to 2000 direct VINGR and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.975 | 132.025 290.425 | 123.075 (CTAF) L |




HIRL Rwy 2-20 L
REIL Rwy 2 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 423-¾ 279 (300-¾) | | | |
| LNAV MDA | 520-¾ 376 (400-¾) | | | |
| CIRCLING | 580-1 436 (500-1) | 600-1 456 (500-1) | 780-1¾ 636 (700-1¾) | 860-2¼ 716 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ROCK HILL, SOUTH CAROLINA AL-5361 (FAA) 26022

# ILS or LOC RWY 2

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

| LOC/DME I-UZA | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 108.5 | 016° | TDZE | 666 |
| Chan 22 | | Apt Elev | 666 |

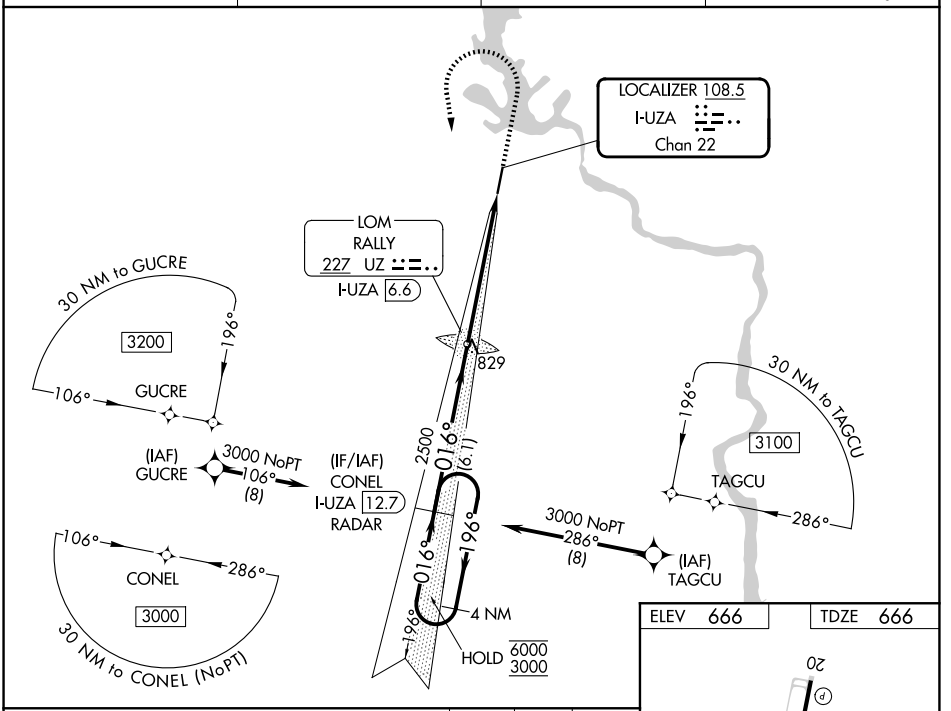
RNP APCH-GPS.

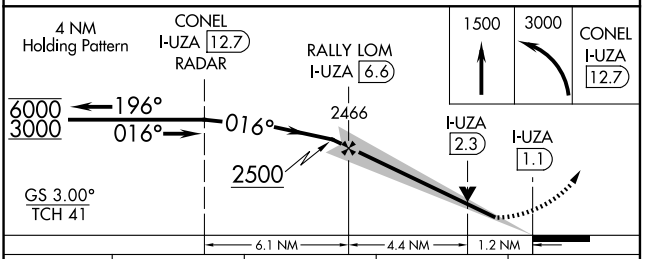
VDP NA when using CLT altimeter setting. When local altimeter setting not received, use CLT altimeter setting and increase S-ILS 2 DA to 910 feet; increase all MDAs 60 feet and S-LOC 2 visibility Cat C and D ¼ SM. For inop ALS, increase S-LOC 2 Cat C and D visibility to 1⅛ SM.

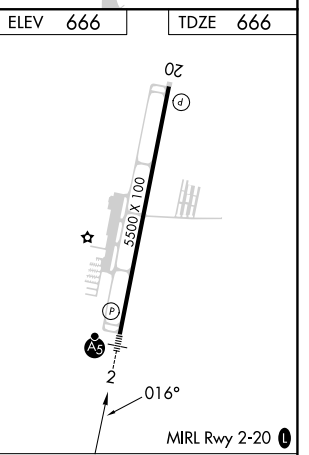
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CONEL and hold.

| ASOS | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 121.725 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 866-½ 200 (200-½) | | | |
| S-LOC 2 | 1080-½ 414 (500-½) | | 1080-¾ 414 (500-¾) | |
| CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 70425 | 016° | TDZE | 666 |
| W02A | | Apt Elev | 666 |

# RNAV (GPS) RWY 2

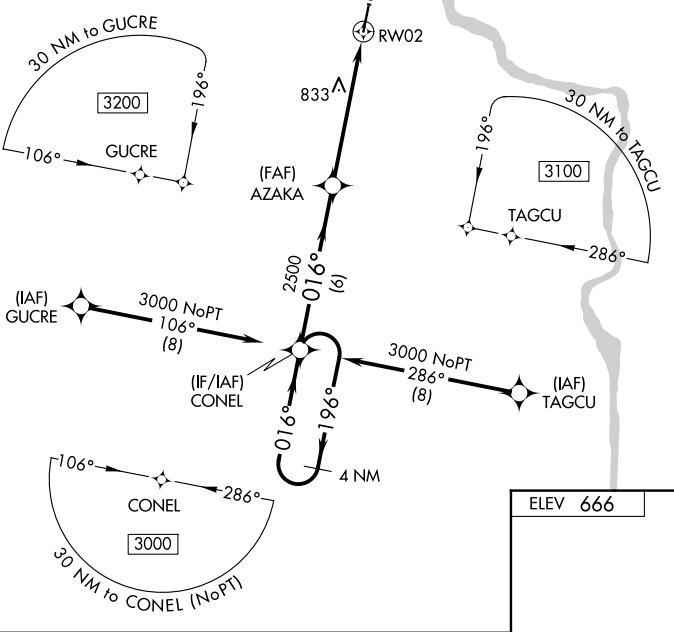
## ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

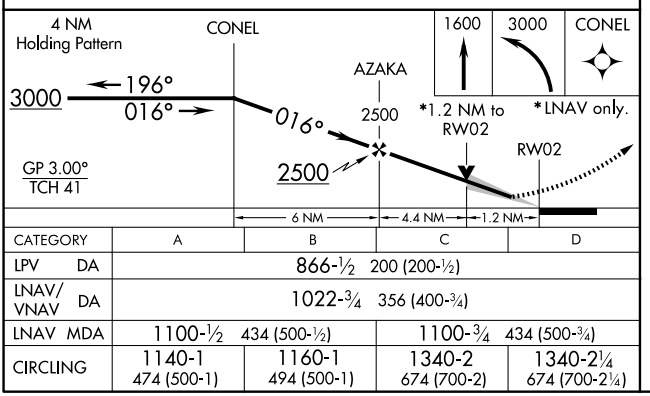
Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D visibility ¼ mile.

MALSR

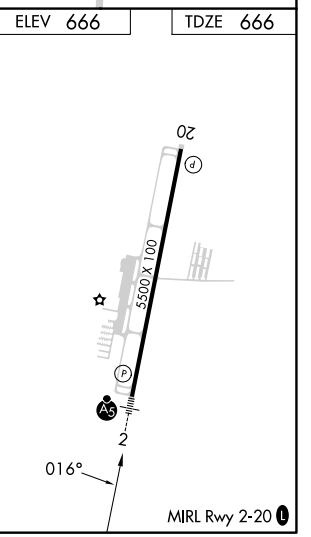
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

| ASOS | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1022-¾ 356 (400-¾) | | | |
| LNAV MDA | 1100-½ 434 (500-½) | | 1100-¾ 434 (500-¾) | |
| CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

26022

# RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

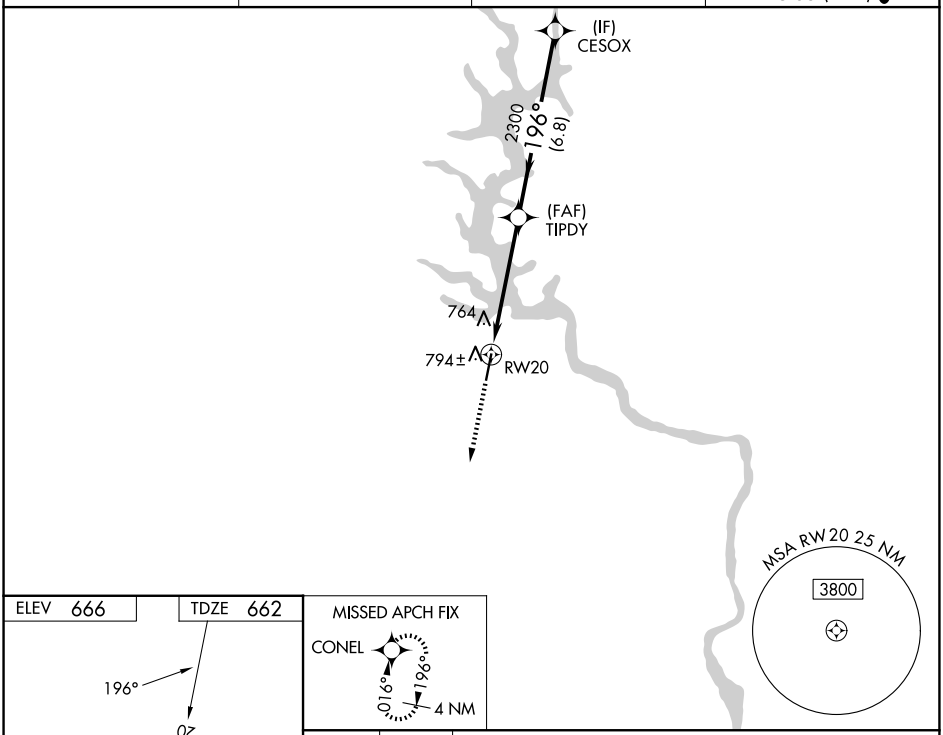
| WAAS CH 90325 W20A | APP CRS 196° | Rwy Ldg 5500 | TDZE 662 | Apt Elev 666 |
|---|---|---|---|---|

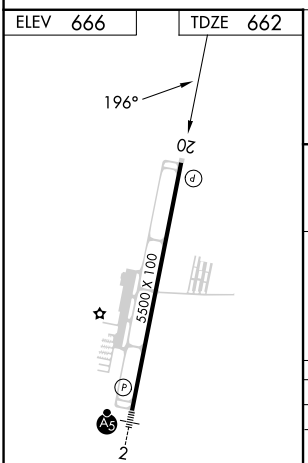
RNP APCH-GPS.

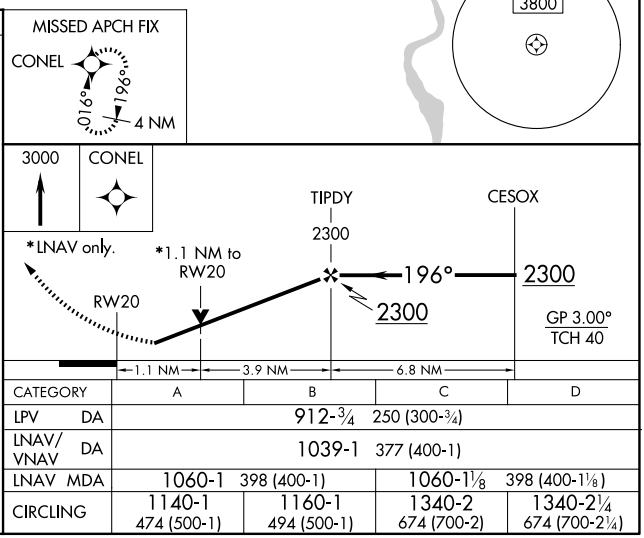
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 39°C. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 957 feet, LNAV/VNAV DA to 1084 feet, and all MDAs 60 feet; increase LPV visibility all Cats ⅛ SM, LNAV/VNAV visibility all Cats ¼ SM, and LNAV visibility Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Charlotte/Douglas Intl altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

| ASOS | CHARLOTTE APP CON | | GCO | UNICOM |
|---|---|---|---|---|
| 120.775 | 120.05 | 307.8 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 912-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1039-1 377 (400-1) | | | |
| LNAV MDA | 1060-1 398 (400-1) | | 1060-1⅛ 398 (400-1⅛) | |
| CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# BATTA ONE DEPARTURE (RNAV)

(BATTA1.BATTA) 03SEP26

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

ROCK HILL, SOUTH CAROLINA

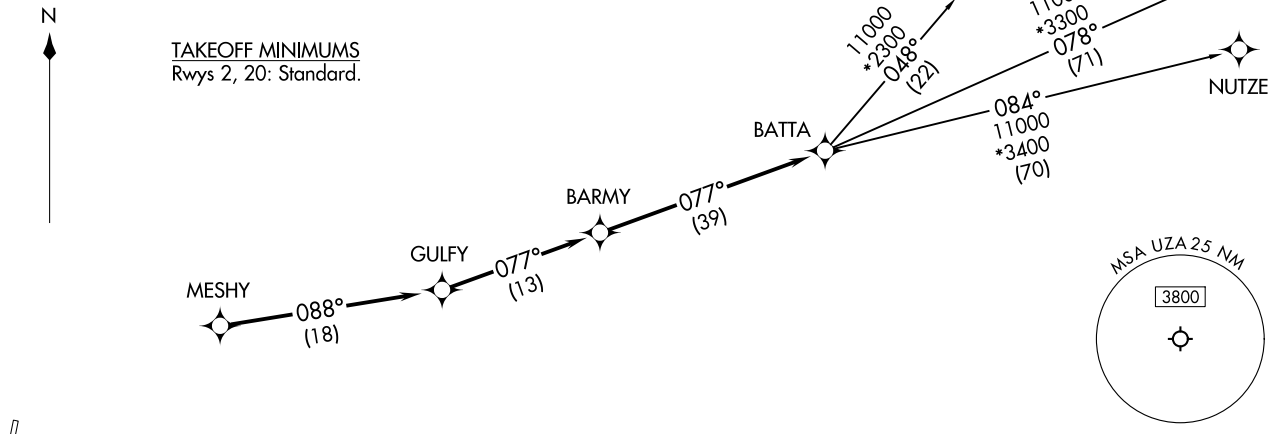
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

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

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MESHY, then on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

(BATTA1.BATTA) 26246

BATTA ONE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

(BEAVY9.BEAVY) 26246 AL-5361 (FAA)

# BEAVY NINE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

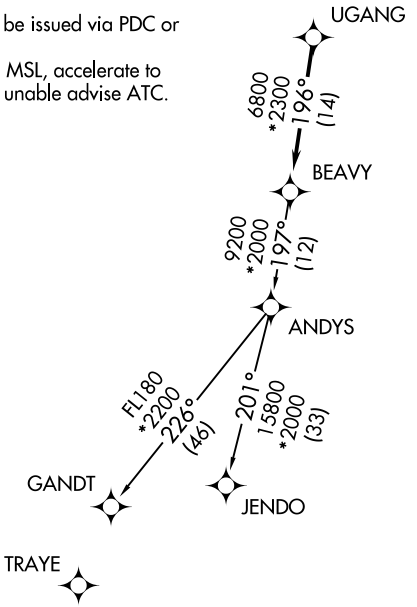
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

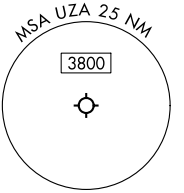
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)




SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

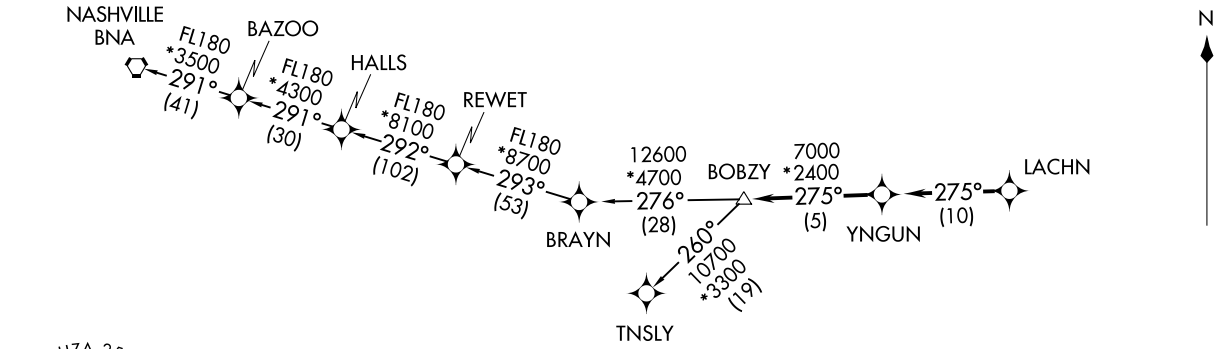
ROCK HILL, SOUTH CAROLINA

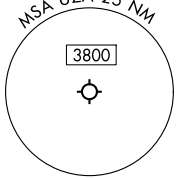
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246
BOBZY EIGHT DEPARTURE (RNAV)
AL-5361 (FAA)
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

(CLT6.CLT) 26246

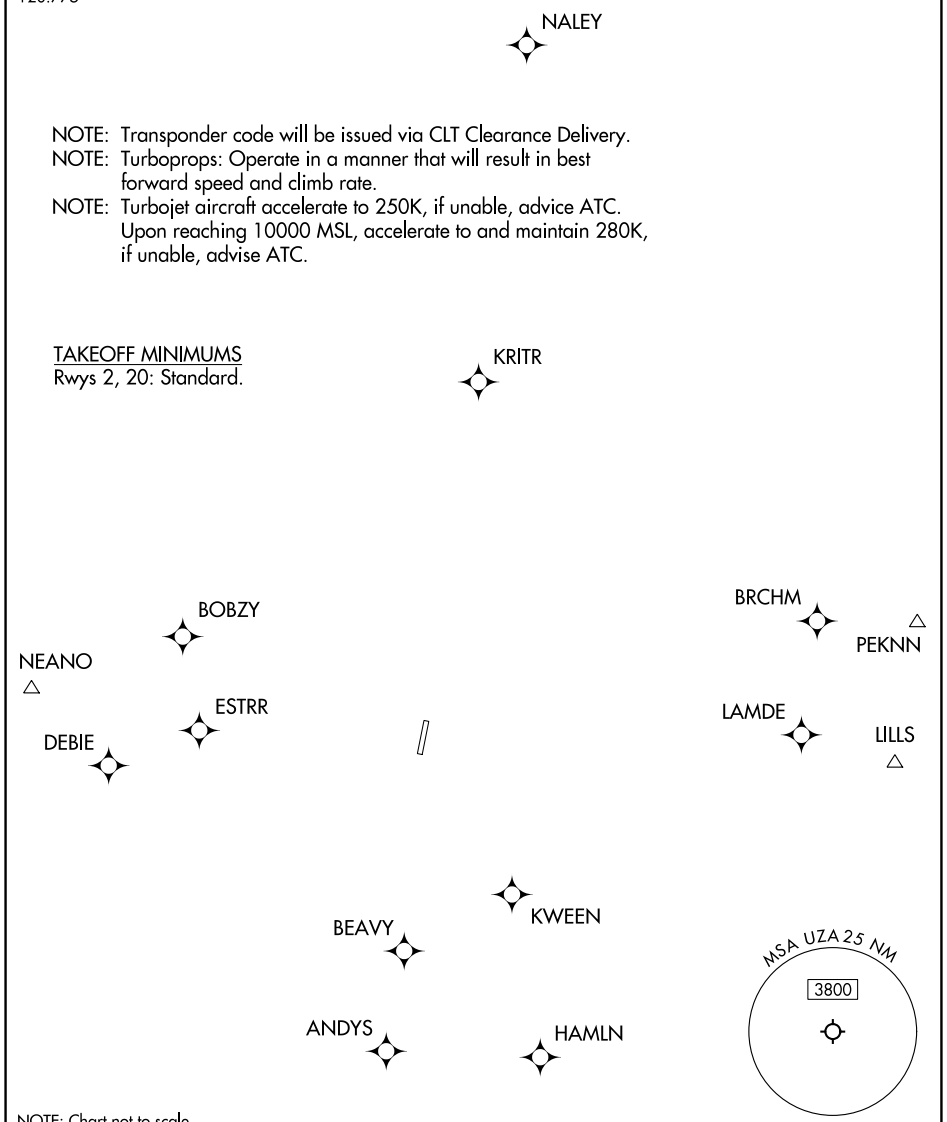
# CHARLOTTE SIX DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON
120.5 307.8
ASOS
120.775

RADAR and DME required.

**TOP ALTITUDE: 3000**




NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.





SE-2, 03 SEP 2026 to 29 OCT 2026

# DURST ONE DEPARTURE (RNAV)

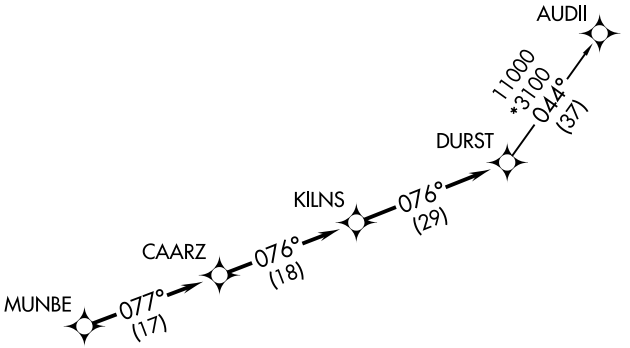
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

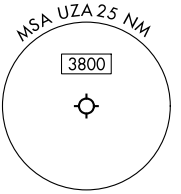
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AL-5361 (FAA)

(ESTRR8.ESTRR) 26246

# ESTRR EIGHT DEPARTURE (RNAV)

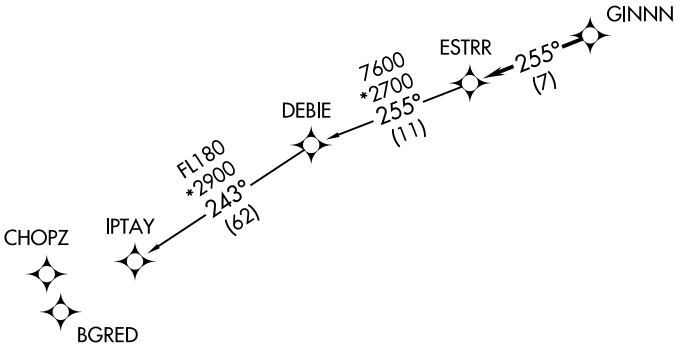
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

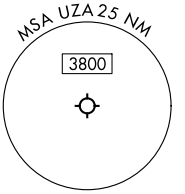
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



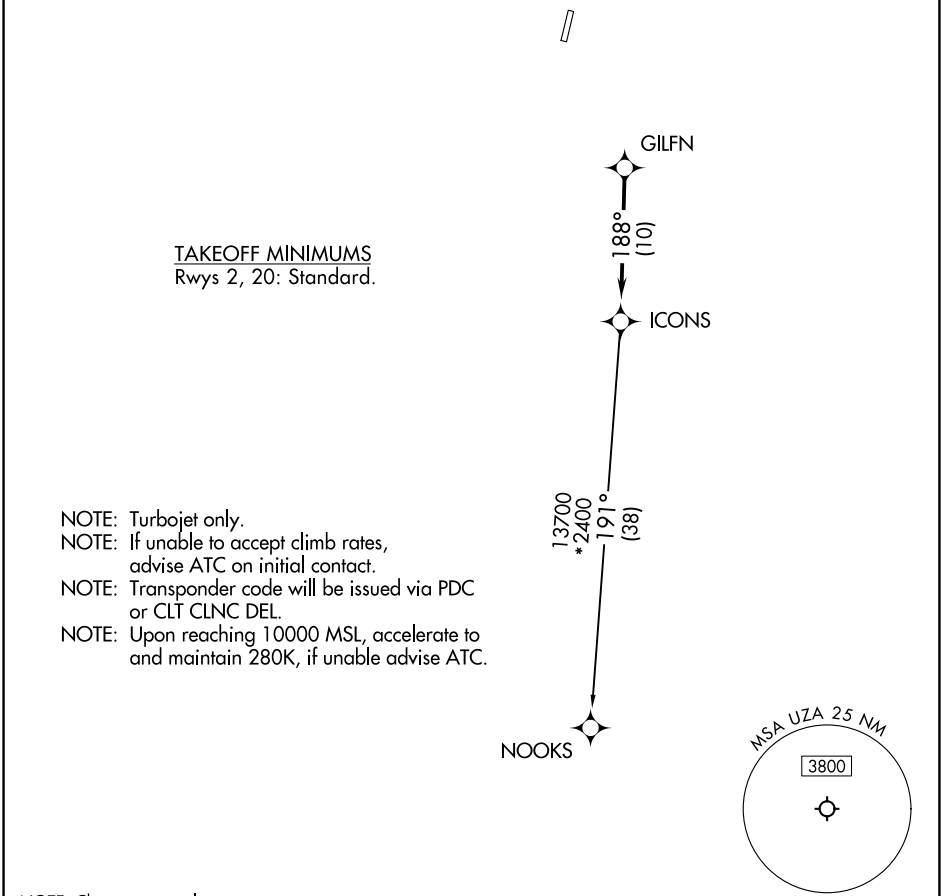
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to GILFN, then on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AL-5361 (FAA)

(IRVVV1.IRVVV) 26246

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

# IRVVV ONE DEPARTURE (RNAV)

ROCK HILL, SOUTH CAROLINA

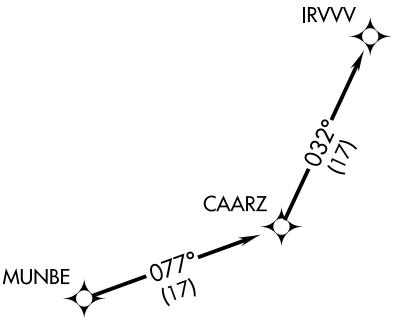
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

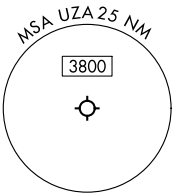
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to MUNBE, then on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026

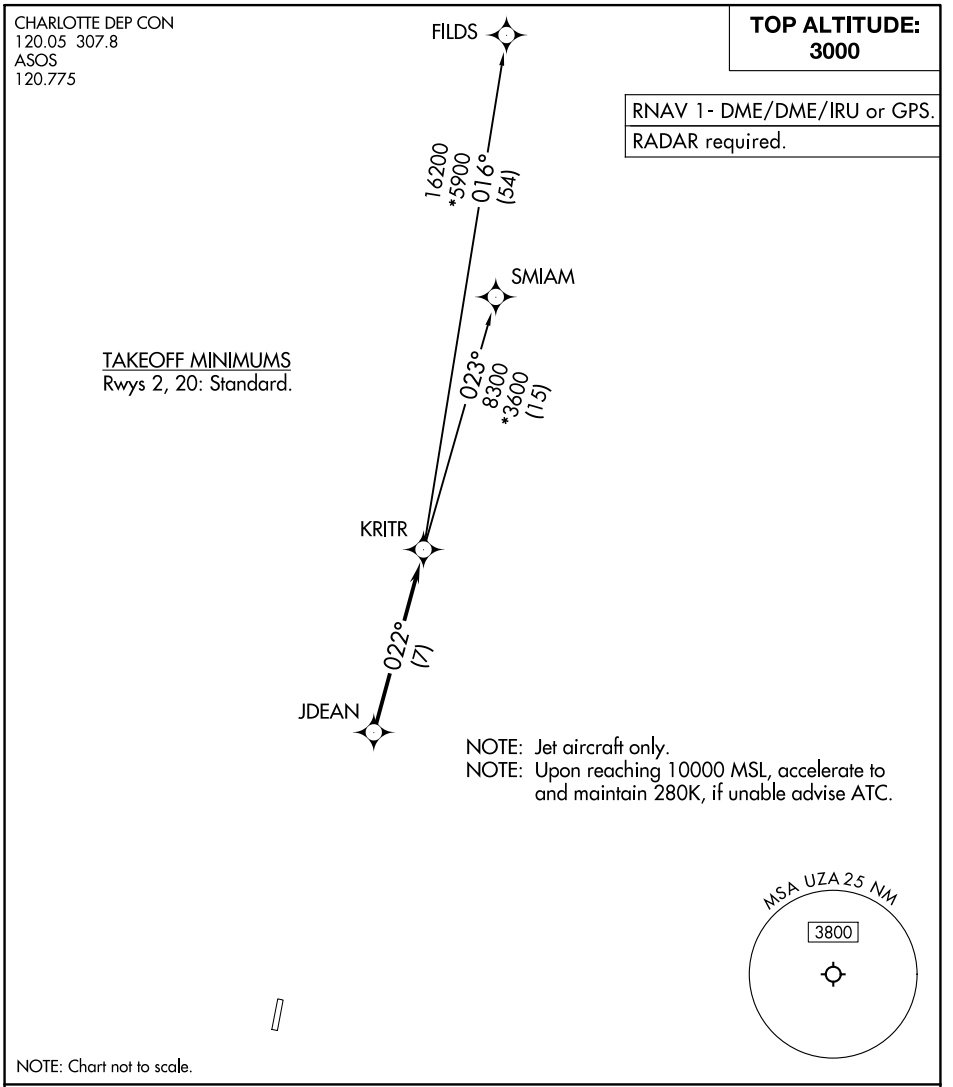
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
TOP ALTITUDE: 3000
TAKEOFF MINIMUMS
Rwys 2, 20: Standard.
NOONN
FL180 *6100 272° (68)
BFORE
FL180 *5100 272° (38)
SLEPP
305° FL180 *8500 (55)
BENBY
(76) FL180 *8500 329°
TIELR
FL180 *6200 329° (10)
CUBIM
11300 *5200 305° (17)
WLLGO
305° 7800 *5100 (7)
DOOGE
FL180 *7800 332° (86)
MTCHL
(6) 7500 *4300 331°
JOJJO
312° (4)
LONEE
312° (7)
WAYDS
N
MSA UZA 25 NM
3800
NOTE: Chart not to scale.
NOTE: Turbojet only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.
CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)

(KRITR9.KRITR) 26246

# KRITR NINE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
AL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to JDEAN, then on depicted route to KRITR. Then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



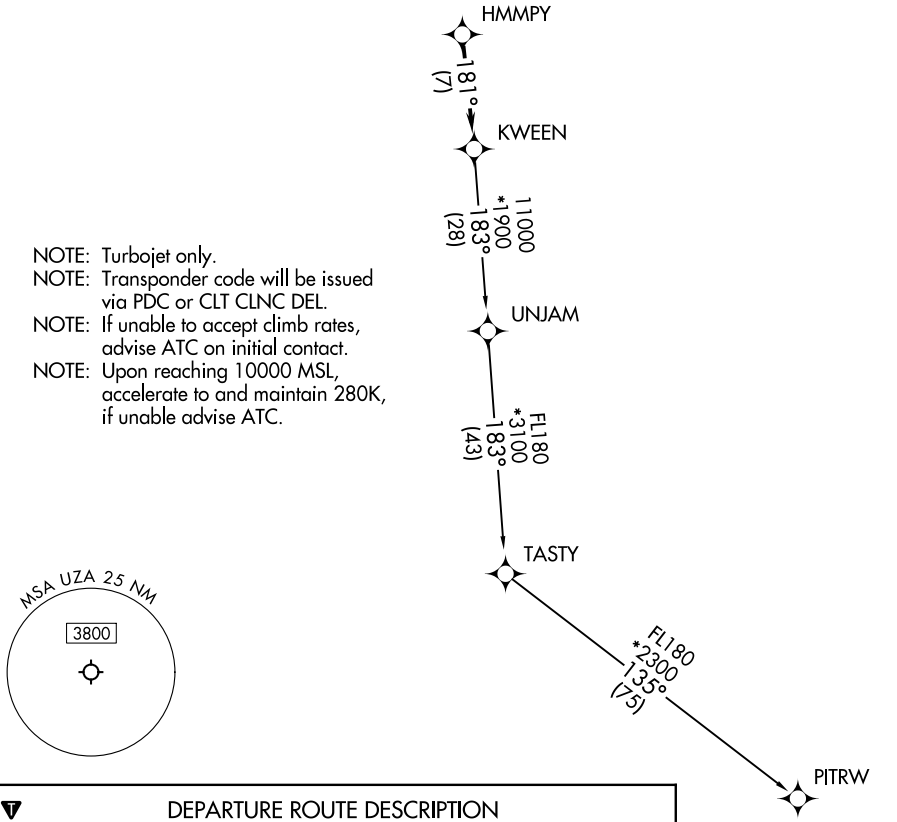
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for vectors to HMMPY, then on depicted route to KWEEN, then on transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(LILLS6.LILLS) 26246

AL-5361 (FAA)

# LILLS SIX DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

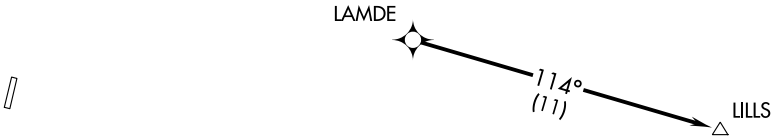
RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS

Rwys 2, 20: Standard.

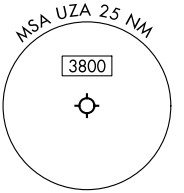



NOTE: Turbojet only.

NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026

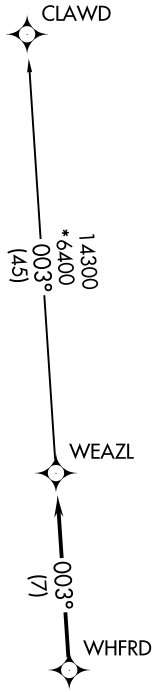
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775

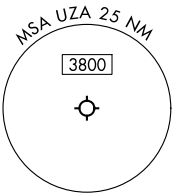
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vectors to WHFRD, then on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)




SE-2, 03 SEP 2026 to 29 OCT 2026

ROCKINGHAM, NORTH CAROLINA | AL-5578 (FAA) | 26246

| WAAS | APP CRS | Rwy Ldg | 4800 |
|---|---|---|---|
| CH 63217 | 315° | TDZE | 356 |
| W32A | | Apt Elev | 358 |

# RNAV (GPS) RWY 32

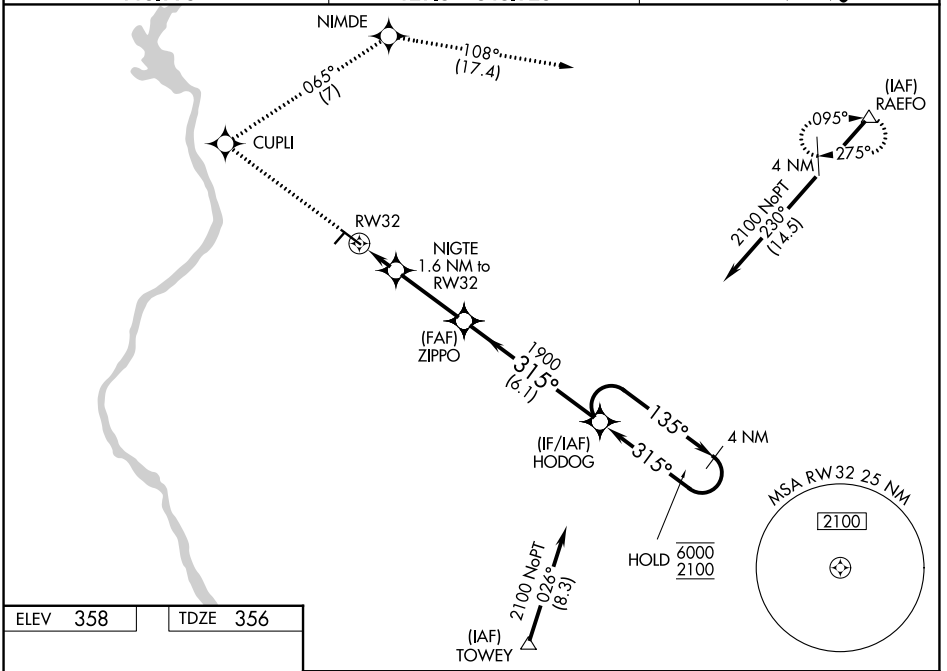
RICHMOND COUNTY (RCZ)

RNP APCH - GPS.

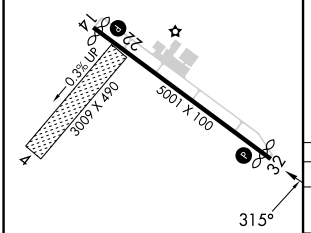
Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 NA. Baro-VNAV NA when using Mackall altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Mackall altimeter setting: increase LPV DA to 679 feet; LNAV/VNAV DA to 833 feet and all visibilities 1/8 SM; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

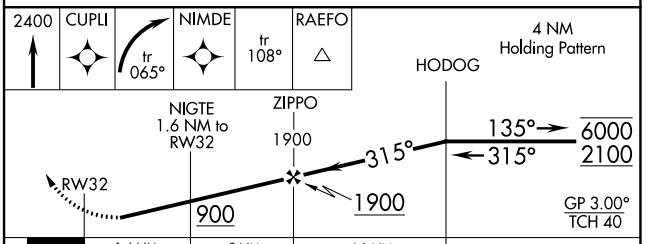
| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 118.775 | 127.8 343.725 | 122.8 (CTAF) L |




ELEV 358 | TDZE 356




REIL Rwy 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 640-1 284 (300-1) | | | |
| LNAV/VNAV DA | 794-1¼ 438 (500-1¼) | | | |
| LNAV MDA | 740-1 384 (400-1) | | 740-1⅛ 384 (400-1⅛) | |
| CIRCLING | 800-1 442 (500-1) | 820-1 462 (500-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 4

ROCKY MOUNT/WILSON RGNL (RWI)

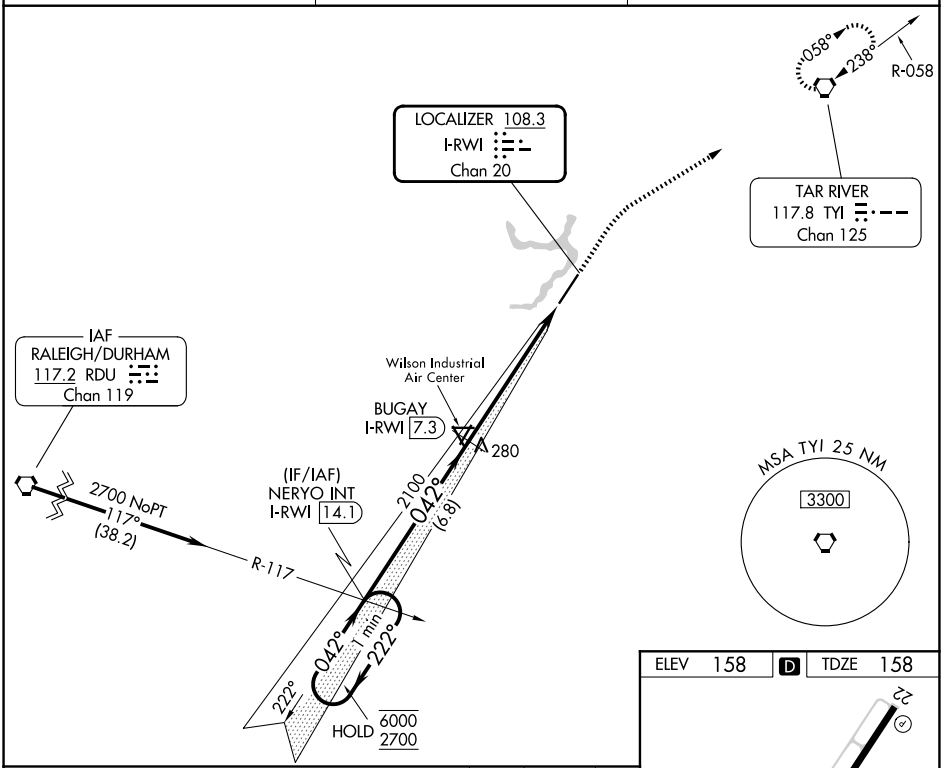
| LOC/DME I-RWI | APP CRS | Rwy Ldg | 7099 |
|---|---|---|---|
| 108.3 | 042° | TDZE | 158 |
| Chan 20 | | Apt Elev | 158 |

DME required for LOC only.

MALSR

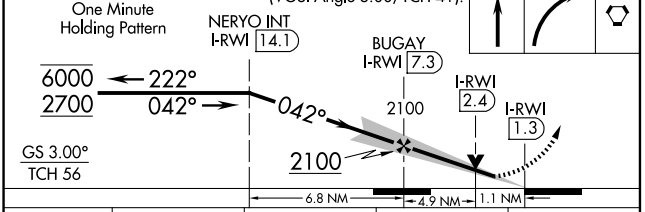
MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |

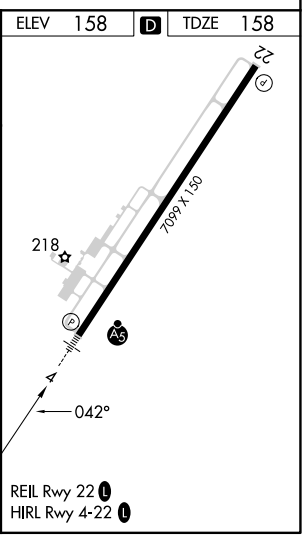



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 41).

| 1200 | 2100 | TYI |
|---|---|---|
| | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 408-½ 250 (300-½) | | | |
| S-LOC 4 | 540-½ 382 (400-½) | | 540-⅝ 382 (400-⅝) | |
| CIRCLING | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 740-2 582 (600-2) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ROCKY MOUNT, NORTH CAROLINA | AL-5743 (FAA) | 25331

# RNAV (GPS) RWY 4

## ROCKY MOUNT/WILSON RGNL (RWI)

| WAAS CH 56513 W04A | APP CRS 042° | Rwy Ldg 7099 | TDZE 158 | Apt Elev 158 |
|---|---|---|---|---|

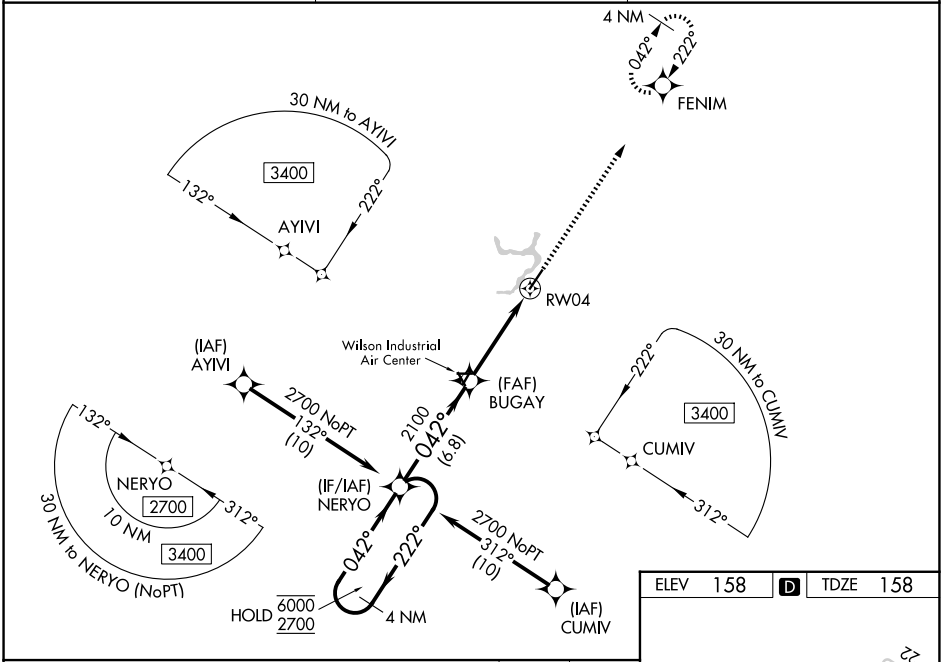
RNP APCH - GPS.

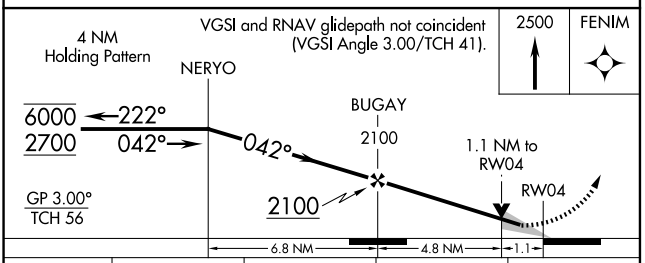
Baro-VNAV and VDP NA when using GWW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. When local altimeter setting not received, use GWW altimeter setting and increase LPV DA to 467 feet; increase LNAV/VNAV DA to 601 feet and all visibilities ¼ SM, increase all MDAs 60 feet and LNAV Cats C/D and Circling Cat C visibilities ¼ SM. For inop ALS, increase LNAV Cats C/D visibility to 1⅛ SM. For inop ALS when using GWW altimeter setting, increase LPV all Cats visibility to ⅞ SM.

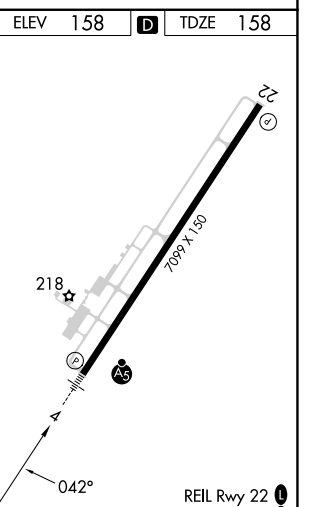
MALSR

MISSED APPROACH: Climb to 2500 direct FENIM and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 408-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 542-⅝ 384 (400-⅝) | | | |
| LNAV MDA | 560-½ 402 (500-½) | | 560-¾ 402 (500-¾) | |
| CIRCLING | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 740-2 582 (600-2) |

ROCKY MOUNT, NORTH CAROLINA
Amdt 3 27NOV25

35°51'N-77°54'W

ROCKY MOUNT/WILSON RGNL (RWI)

RNAV (GPS) RWY 4


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 70435 W22A | 222° | Rwy Ldg | 6900 |
| | | TDZE | 152 |
| | | Apt Elev | 158 |

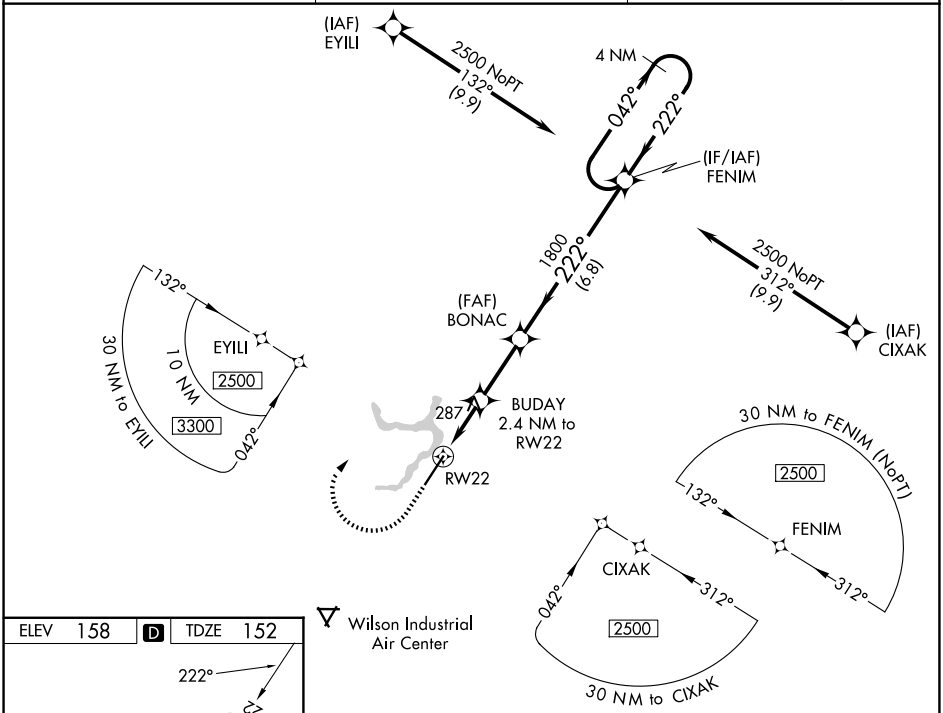
# RNAV (GPS) RWY 22

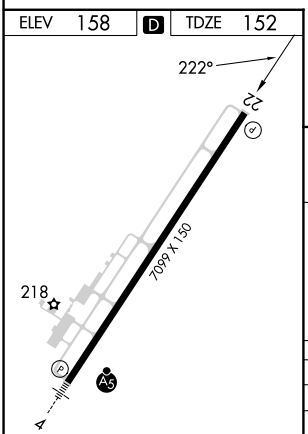
## ROCKY MOUNT/WILSON RGNL (RWI)

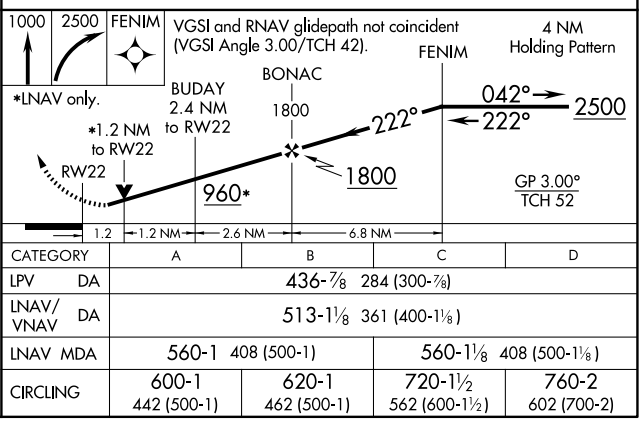
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Exec Jetport altimeter setting. When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase all DA 59 feet and all visibilities ¼ mile; increase all MDA 60 feet and all LNAV Cats C/D and Circling Cat C visibility ¼ mile. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct FENIM and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-⅞ 284 (300-⅞) | | | |
| LNAV/VNAV DA | 513-1⅛ 361 (400-1⅛) | | | |
| LNAV MDA | 560-1 408 (500-1) | | 560-1⅛ 408 (500-1⅛) | |
| CIRCLING | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 760-2 602 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ROXBORO, NORTH CAROLINA AL-6901 (FAA) 26246

# ILS or LOC RWY 6

RALEIGH RGNL AT PERSON COUNTY (TDF)

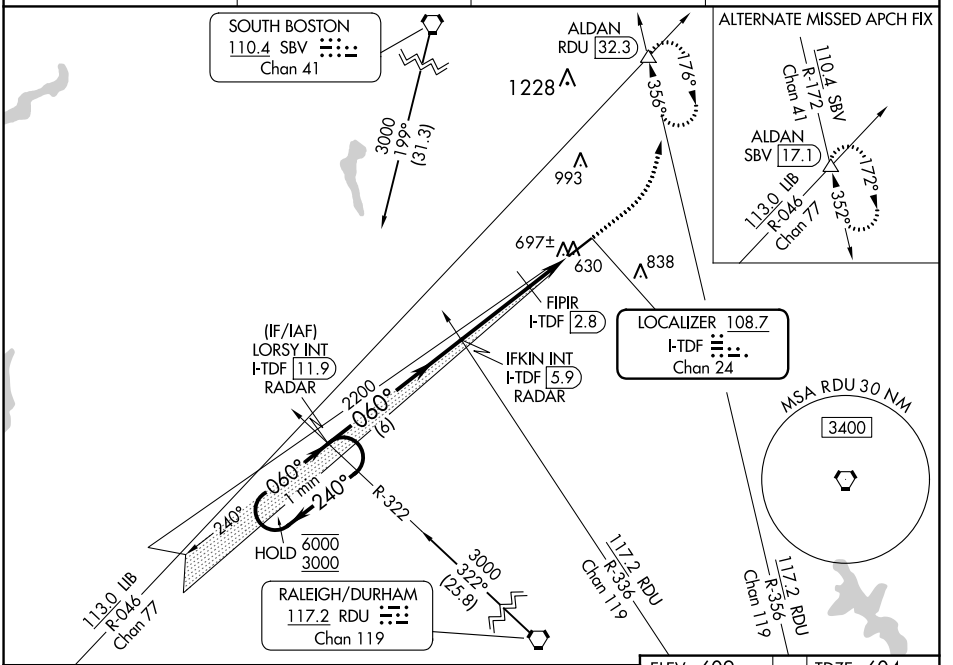
| LOC/DME I-TDF | APP CRS | Rwy Ldg | 5702 |
|---|---|---|---|
| 108.7 | 060° | TDZE | 604 |
| Chan 24 | | Apt Elev | 609 |

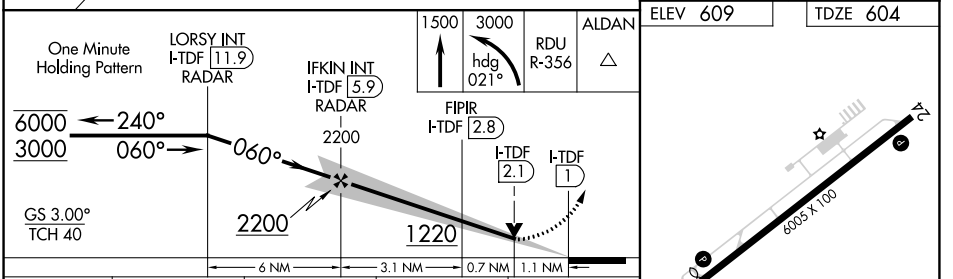
For inop ALS, increase S-LOC 6 visibility Cats C/D to 1¾ SM and increase FIPIR fix minimums NA S-LOC 6 visibility Cats C/D to 1 SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 021° and on RDU VORTAC R-356 to ALDAN INT/RDU 32.3 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 804-½ 200 (200-½) | | | |
| S-LOC 6 | 1220-½ 616 (700-½) | | 1220-1⅜ 616 (700-1⅜) | |
| CIRCLING | 1220-1 611 (700-1) | | 1300-2 691 (700-2) | 1300-2¼ 691 (700-2¼) |
| FIPIR FIX MINIMUMS | | | | |
| S-LOC 6 | 980-½ 376 (400-½) | | 980-⅝ 376 (400-⅝) | |
| CIRCLING | 1080-1 471 (500-1) | | 1300-2 691 (700-2) | 1300-2¼ 691 (700-2¼) |

REIL Rwy 24 L
MIRL Rwy 6-24 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 |

ROXBORO, NORTH CAROLINA
Amdt 2A 05OCT23

36°17'N-78°59'W

RALEIGH RGNL AT PERSON COUNTY (TDF)

ILS or LOC RWY 6

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH 86512 W06A | APP CRS 060° | Rwy Idg 5702 TDZE 604 Apt Elev 609 |
|---|---|---|

# RNAV (GPS) RWY 6

## RALEIGH RGNL AT PERSON COUNTY (TDF)

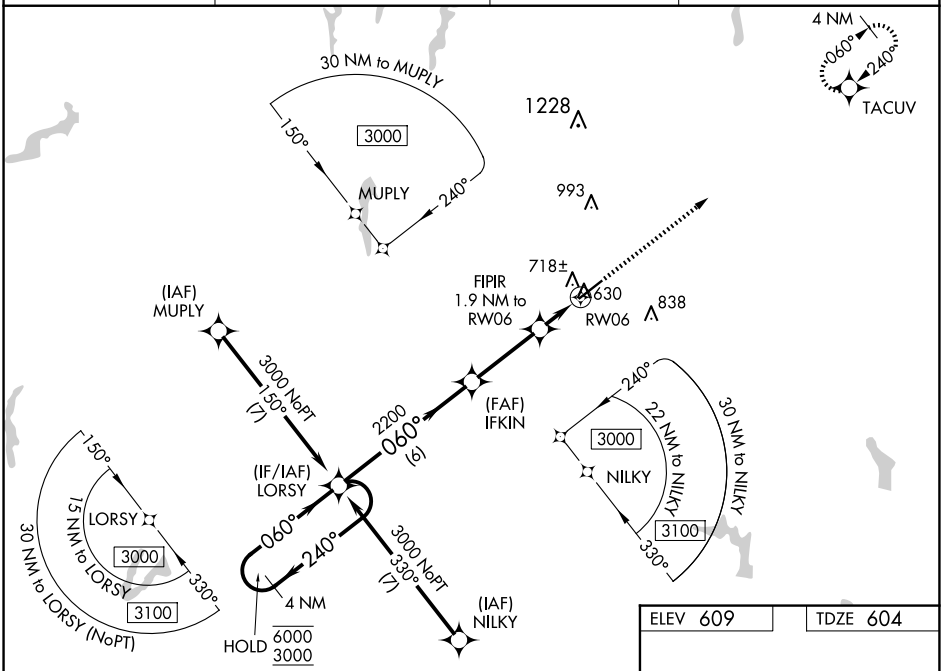
RNP APCH - GPS.

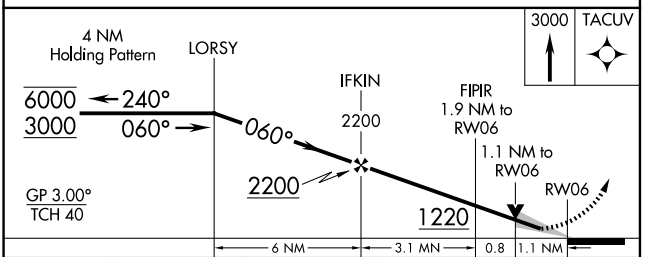
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct TACUV and hold.

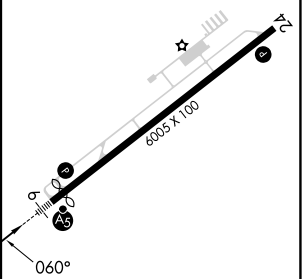
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 804-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 879-½ 275 (300-1½) | | | |
| LNAV MDA | 980-½ 376 (400-½) | | 980-⅝ 376 (400-⅝) | |
| CIRCLING | 1080-1 471 (500-1) | | 1300-2 691 (700-2) | 1300-2¼ 691 (700-2¼) |

ELEV 609 TDZE 604




REIL Rwy 24 L
MIRL Rwy 6-24 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

ROXBORO, NORTH CAROLINA AL-6901 (FAA) 21308

| WAAS | APP CRS | Rwy Idg | 6005 |
|---|---|---|---|
| CH 50510 | 240° | TDZE | 609 |
| W24A | | Apt Elev | 609 |

# RNAV (GPS) RWY 24

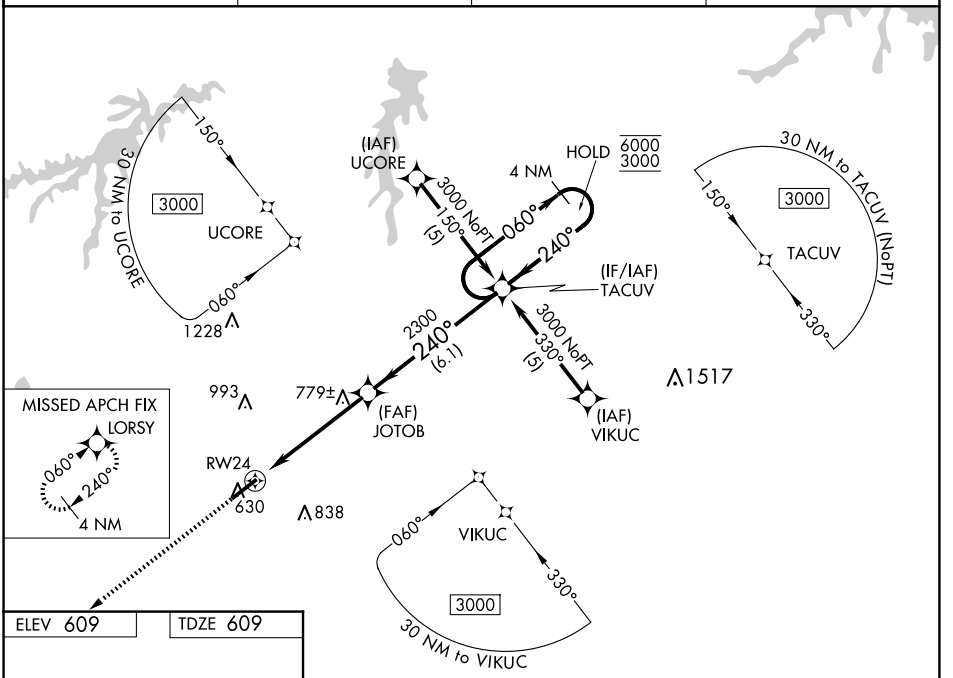
## RALEIGH RGNL AT PERSON COUNTY (TDF)

RNP APCH.

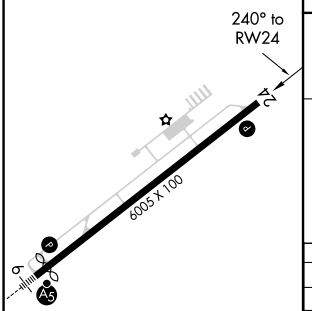
Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

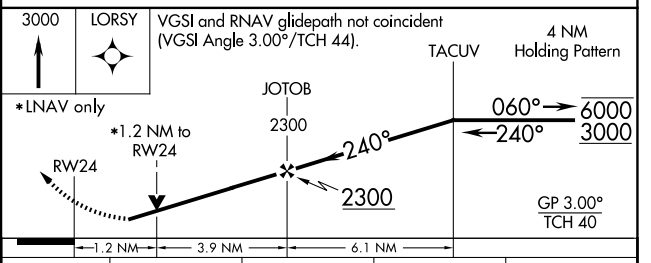
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |




ELEV 609 TDZE 609




REIL Rwy 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 920-1 311 (400-1) | | | |
| LNAV/VNAV DA | 997-1½ 388 (400-1½) | | | |
| LNAV MDA | 1040-1 431 (500-1) | | 1040-1¼ 431 (500-1¼) | 1040-1½ 431 (500-1½) |
| CIRCLING | 1080-1 471 (500-1) | | 1300-2 691 (700-2) | 1300-2¼ 691 (700-2¼) |

ROXBORO, NORTH CAROLINA
Orig-D 04NOV21

RALEIGH RGNL AT PERSON COUNTY (TDF)
36°17'N-78°59'W
RNAV (GPS) RWY 24


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 40021 | 009° | TDZE | 1059 |
| W01A | | Apt Elev | 1077 |

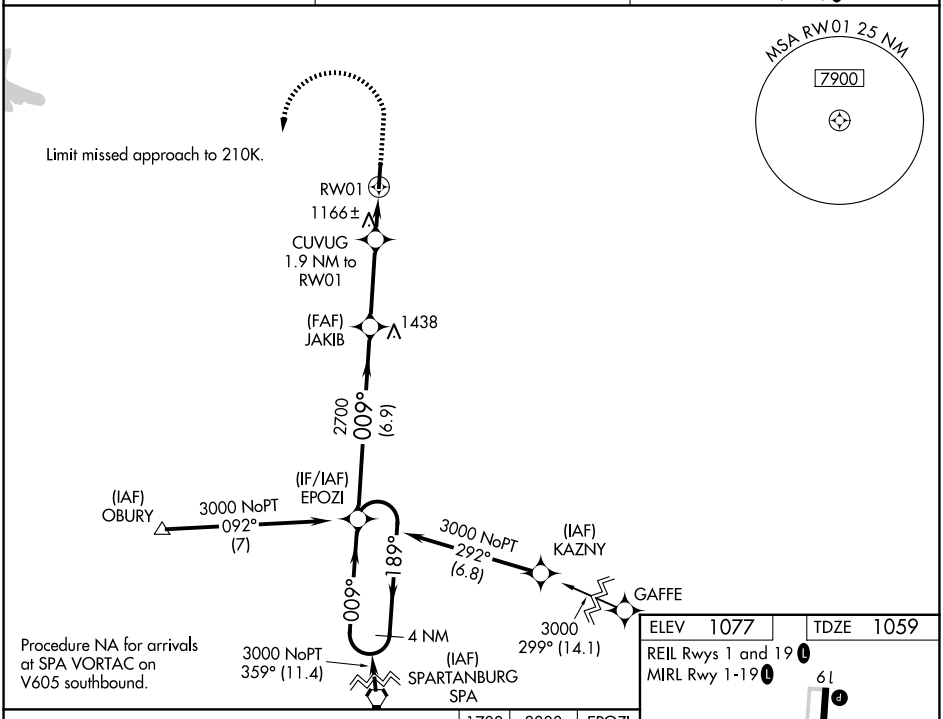
# RNAV (GPS) RWY 1

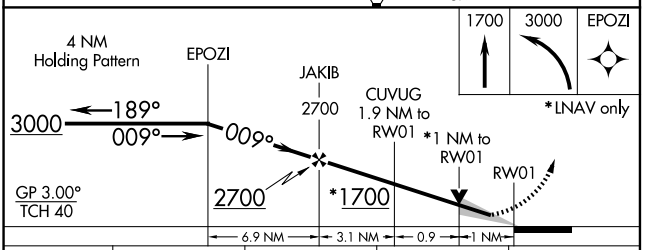
## RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct EPOZI and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 118.275 | 119.4 350.2 | 122.8 (CTAF) L |



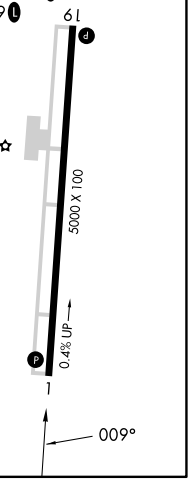




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1309-⅞ | 250 (300-⅞) | | |
| LNAV/VNAV DA | 1459-1⅜ | 400 (400-1⅜) | | |
| LNAV MDA | 1420-1 | 361 (400-1) | | |
| CIRCLING | 1560-1<br>483 (500-1) | 1620-1<br>543 (600-1) | 1640-1½<br>563 (600-1½) | 1820-2½<br>743 (800-2½) |

ELEV 1077 TDZE 1059

REIL Rwys 1 and 19 L

MIRL Rwy 1-19 L






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

RUTHERFORDTON, NORTH CAROLINA | AL-6297 (FAA) | 25275

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 82335 | 189° | TDZE | 1077 |
| W19A | | Apt Elev | 1077 |

# RNAV (GPS) RWY 19

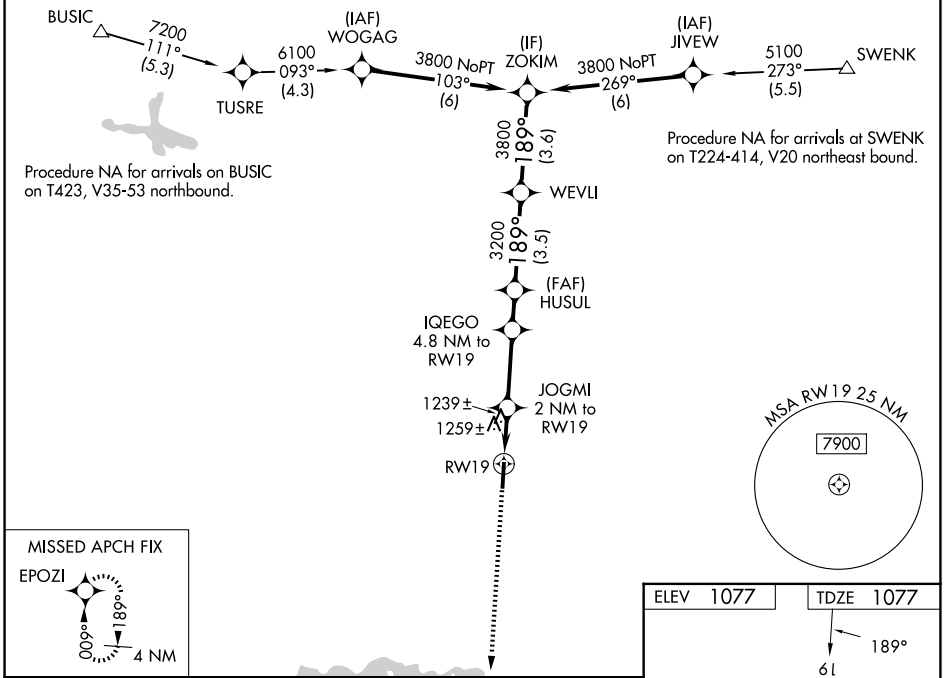
## RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

RNP APCH - GPS.

When local altimeter setting not received, use EHO altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C/D 1⅛ SM and LP visibility Cat C/D 1⅛ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using EHO altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPOZI and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 118.275 | 119.4 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1500-1 423 (500-1) | | 1500-1¼ 423 (500-1¼) | |
| LNAV MDA | 1520-1 443 (500-1) | | 1520-1⅜ 443 (500-1⅜) | |
| CIRCLING | 1560-1 483 (500-1) | 1620-1 543 (600-1) | 1660-1½ 583 (600-1½) | 1820-2½ 743 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

ST GEORGE (6J2)

| APP CRS | Rwy Idg | 3201 |
|---|---|---|
| 052° | TDZE | 84 |
| | Apt Elev | 85 |

NA

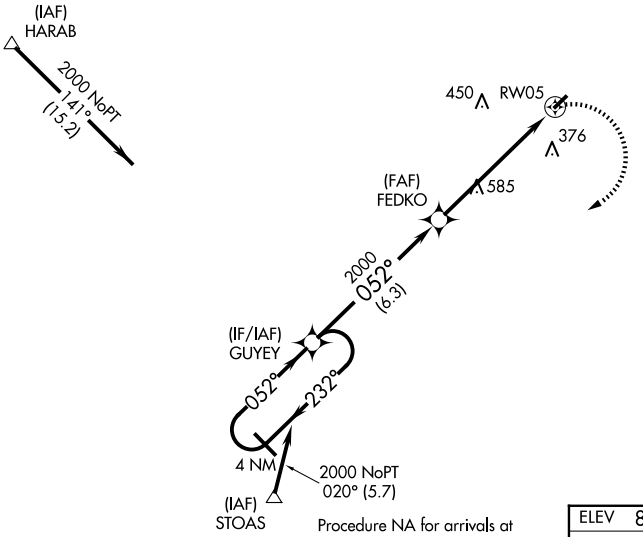
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

| CHARLESTON APP CON | UNICOM |
|---|---|
| 120.7 306.925 | 122.8 (CTAF) |

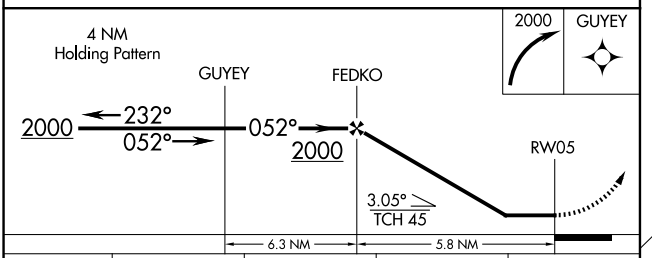
648

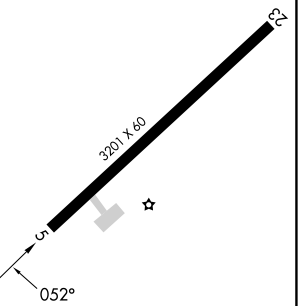
Procedure NA for arrivals at HARAB on V18 Northwest bound.




Procedure NA for arrivals at STOAS on V3 Southbound.

ELEV 85 TDZE 84




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1¼ | 856 (900-1¼) | 940-2½ 856 (900-2½) | 940-2¾ 856 (900-2¾) |
| CIRCLING | 940-1¼ | 855 (900-1¼) | 940-2½ 855 (900-2½) | 940-2¾ 855 (900-2¾) |

LIRL Rwy 5-23



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SALISBURY, NORTH CAROLINA AL-5551 (FAA) 26246

# ILS or LOC RWY 20

MID-CAROLINA RGNL (RUQ)

| LOC I-RUQ | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 109.95 | 202° | TDZE | 772 |
| | | Apt Elev | 772 |

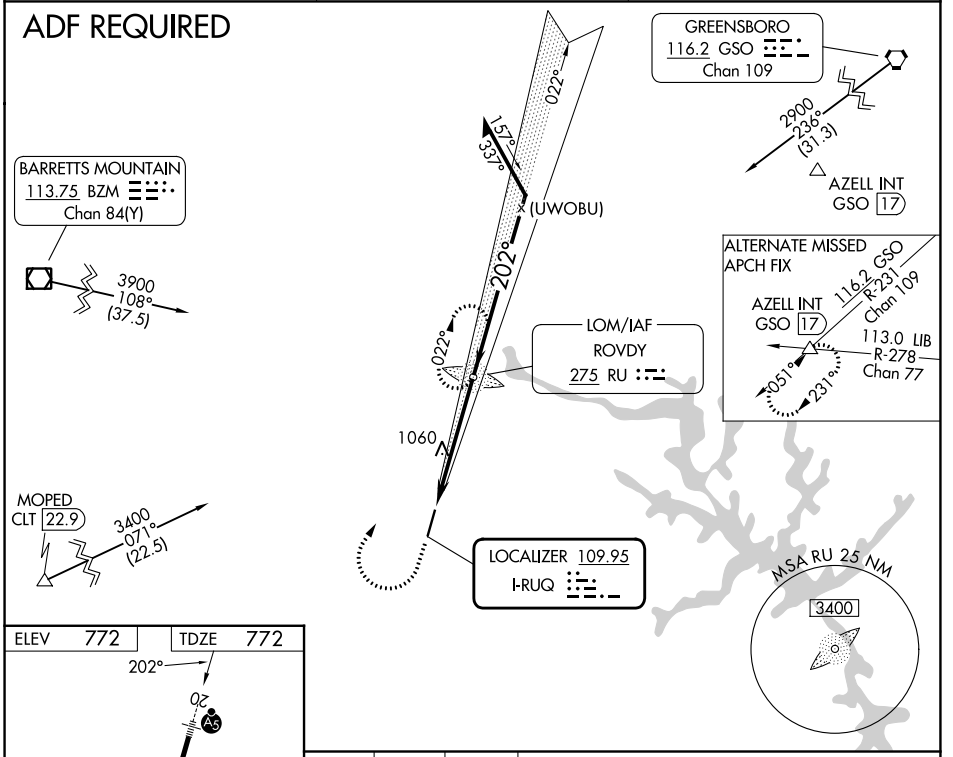
T NA ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1¾ mile.

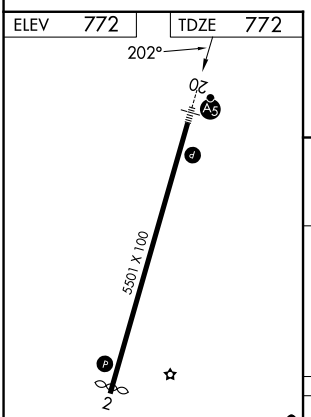
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.

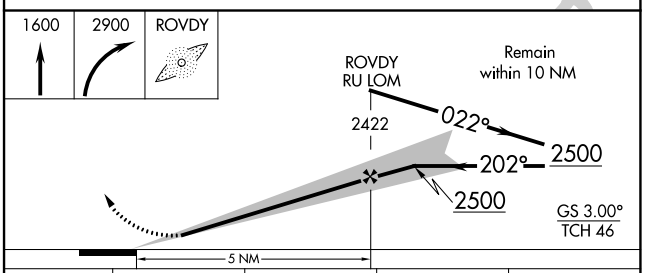
| AWOS-3P | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.175 | 128.325 307.8 | 122.725 (CTAF) L |

## ADF REQUIRED




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 972-½ 200 (200-½) | | | |
| S-LOC 20 | 1360-½ 588 (600-½) | | 1360-1¼ 588 (600-1¼) | |
| CIRCLING | 1360-1 588 (600-1) | | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |

SALISBURY, NORTH CAROLINA
Amdt 1C 27FEB20

35°39′N-80°31′W

MID-CAROLINA RGNL (RUQ)

ILS or LOC RWY 20

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 2

## MID-CAROLINA RGNL (RUQ)

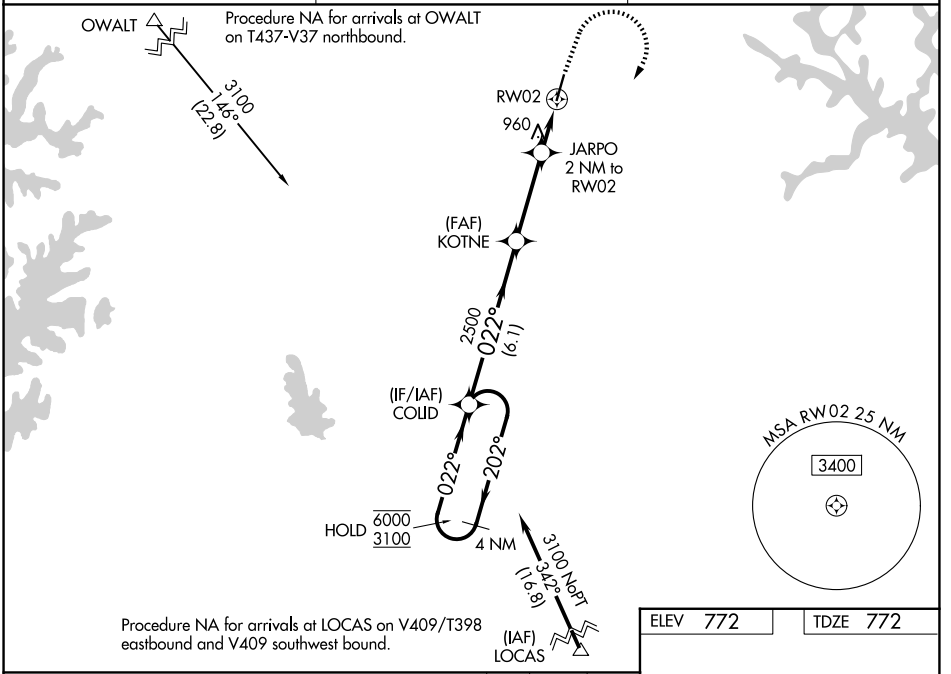
| WAAS CH 40321 W02A | APP CRS 022° | Rwy Ldg 5375 TDZE 772 Apt Elev 772 |
|---|---|---|

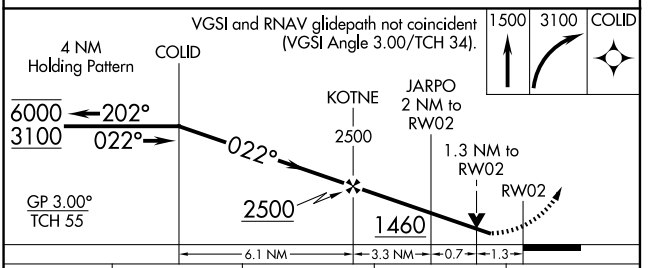
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct COLID and hold.

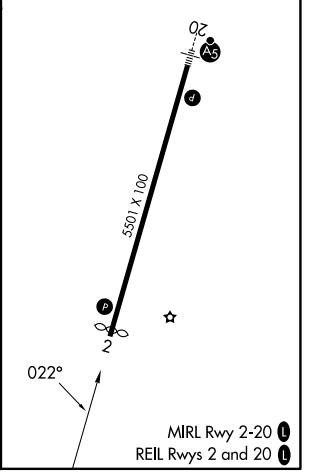
| AWOS-3P | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.175 | 128.325 307.8 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1138-1 366 (400-1) | | | |
| LNAV/VNAV DA | 1181-1⅛ 409 (500-1⅛) | | | |
| LNAV MDA | 1220-1 448 (500-1) | | 1220-1⅜ 448 (500-1⅜) | |
| CIRCLING | 1240-1 468 (500-1) | 1260-1 488 (500-1) | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |

ELEV 772 TDZE 772






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

26134

# RNAV (GPS) RWY 20

MID-CAROLINA RGNL (RUQ)

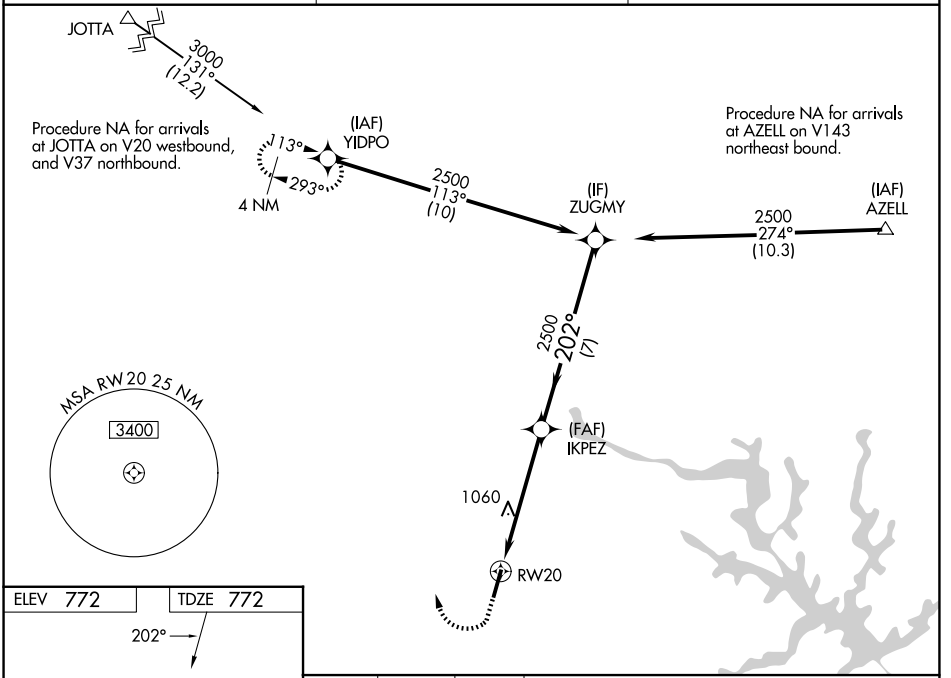
| WAAS CH 42521 W20A | APP CRS 202° | Rwy Ldg 5501<br>TDZE 772<br>Apt Elev 772 |
|---|---|---|

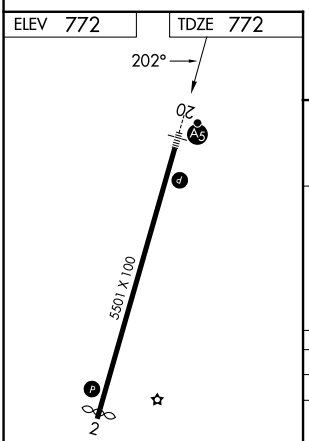
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat C and D visibility ⅛ SM and Circling Cat C visibility ⅛ SM and Circling Cat D 1¼ SM. For inop ALS when using Lexington altimeter setting, increase LNAV Cat C and D visibility to 1¾ SM. VDP and Baro-VNAV NA when using Lexington altimeter setting. For inop ALS, increase LNAV/VNAV visibility to ⅞ SM all Cats.

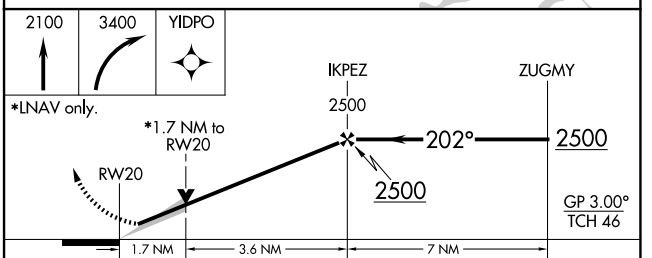
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3400 direct YIDPO and hold.

| AWOS-3P | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.175 | 128.325 307.8 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 972-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1032-½ 260 (300-½) | | | |
| LNAV MDA | 1360-½ 588 (600-½) | | 1360-1¼ 588 (600-1¼) | |
| CIRCLING | 1360-1 588 (600-1) | | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |

SALISBURY, NORTH CAROLINA

Amdt 1C 27FEB20

35°39′N-80°31′W

MID-CAROLINA RGNL (RUQ)

RNAV (GPS) RWY 20



SE-2, 03 SEP 2026 to 29 OCT 2026

# NDB RWY 20

MID-CAROLINA RGNL (RUQ)

| LOM RU | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 275 | 202° | TDZE | 772 |
| | | Apt Elev | 772 |

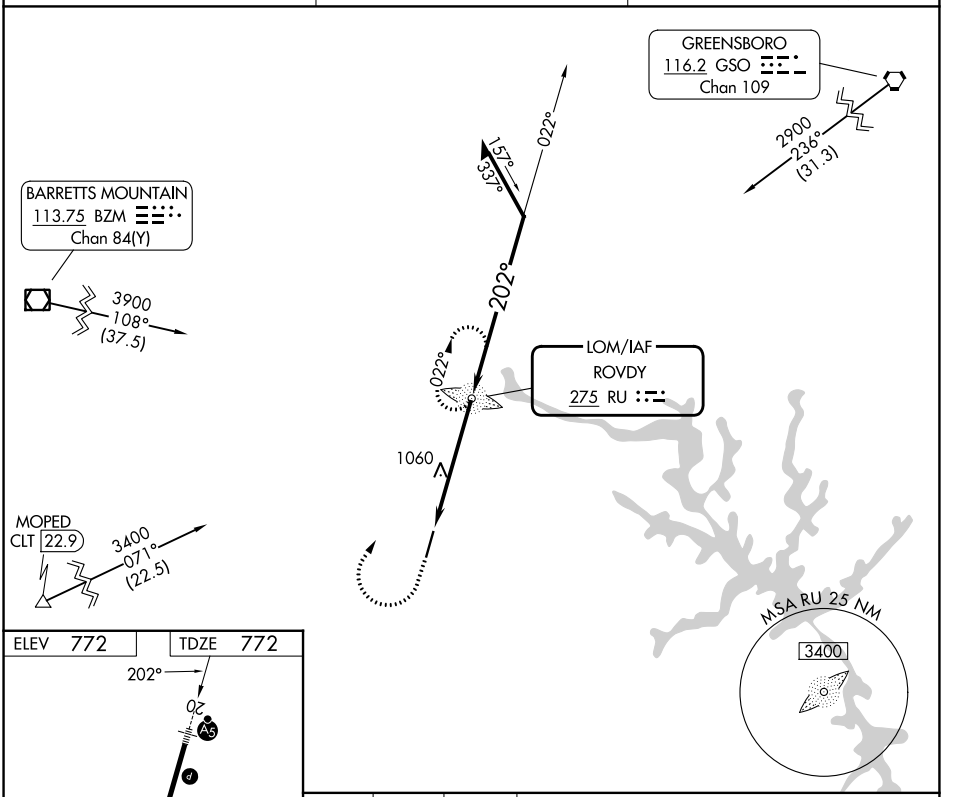
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet, increase S-20 Cats C and D, and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS, increase Cat D visibility to 1⅞ SM. For inop ALS when using Lexington altimeter setting increase Cat D visibility to 2 SM.

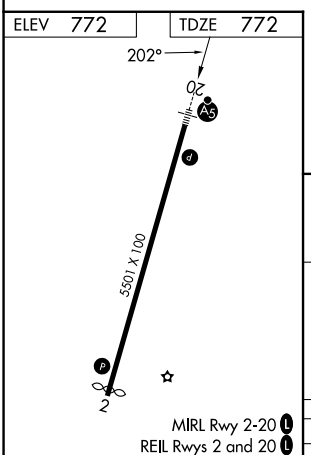
NA

MALSR

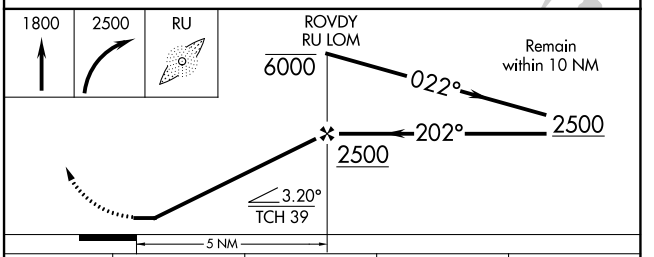
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

| AWOS-3P | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.175 | 128.325 307.8 | 122.725 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1420-¾ 648 (700-¾) | | 1420-1⅜ 648 (700-1⅜) | |
| CIRCLING | 1420-1 648 (700-1) | | 1440-1⅞ 668 (700-1⅞) | 1440-2 668 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

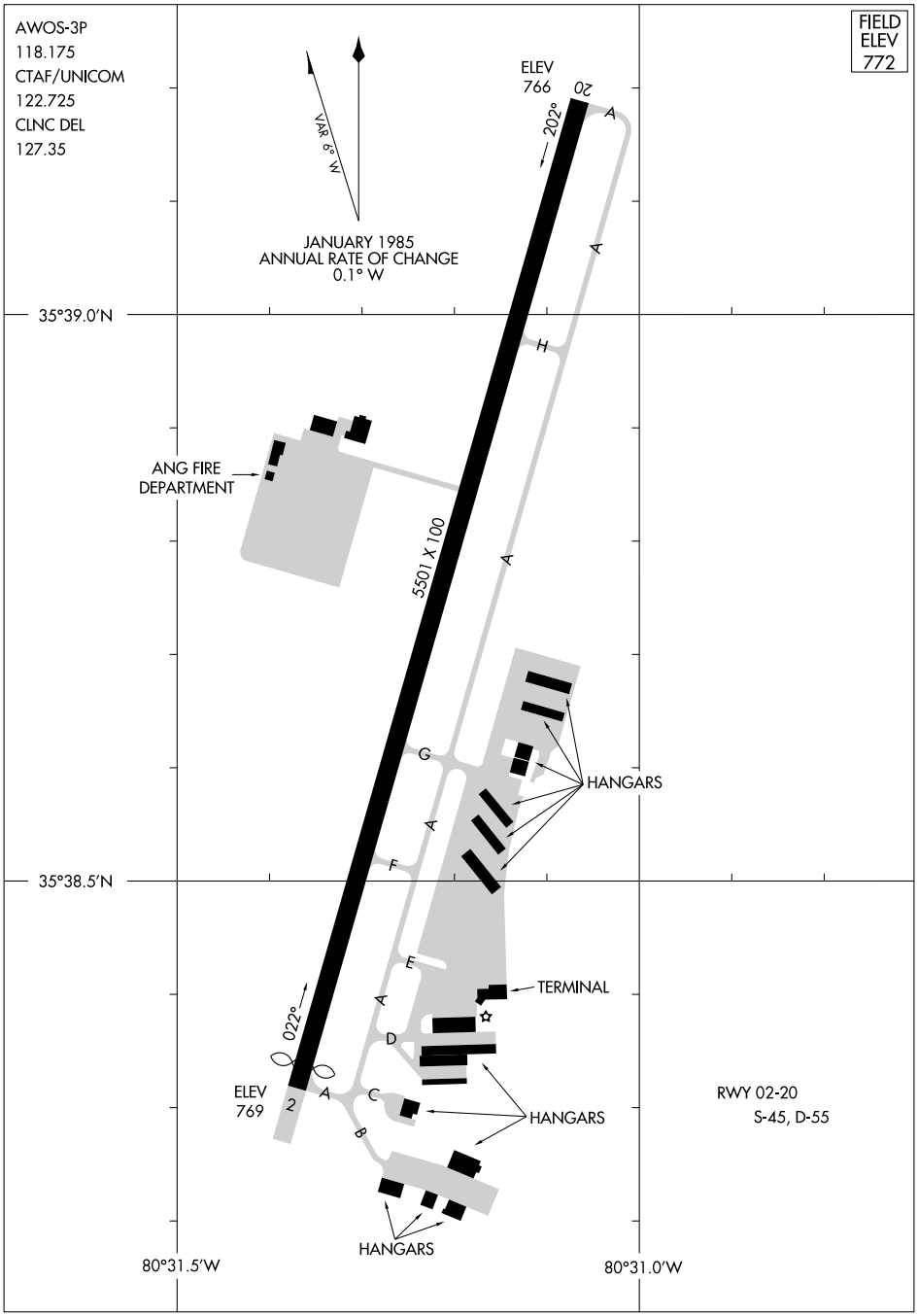
26134

# AIRPORT DIAGRAM

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)

SALISBURY, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26134

SALISBURY, NORTH CAROLINA

MID-CAROLINA RGNL (RUQ)

# BATTA ONE DEPARTURE (RNAV)

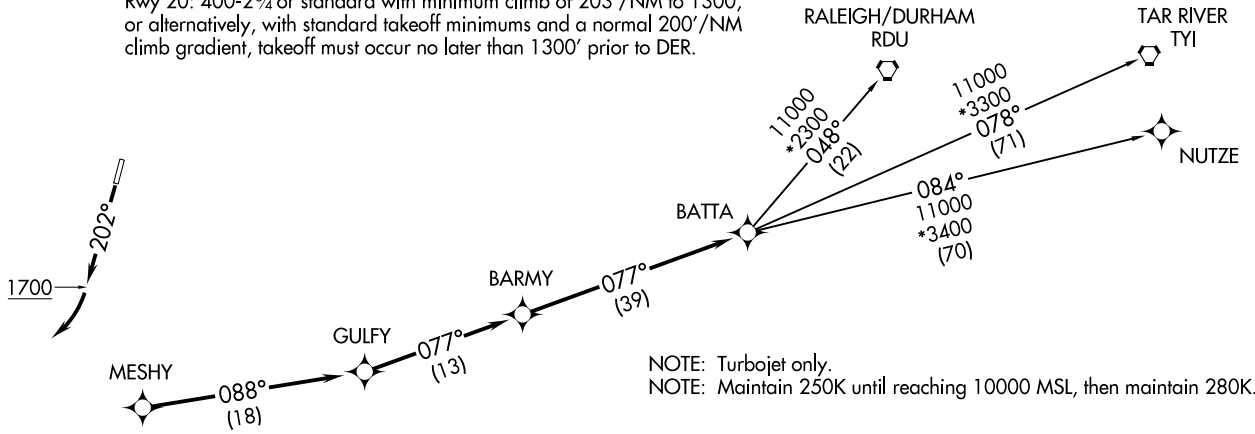
(BATTA1.BATTA) 03SEP26

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

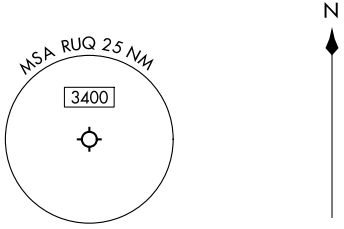
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.




NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to MESHY, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, for vectors to MESHY, thence. . .

. . .on depicted route to BATTA. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NUTZE TRANSITION (BATTA1.NUTZE)
RALEIGH/DURHAM TRANSITION (BATTA1.RDU)
TAR RIVER TRANSITION (BATTA1.TYI)

(BATTA1.BATTA) 26246

BATTA ONE DEPARTURE (RNAV)

AL-5551 (FAA)

SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

(BEAVY9.BEAVY) 26246 AL-5551 (FAA)

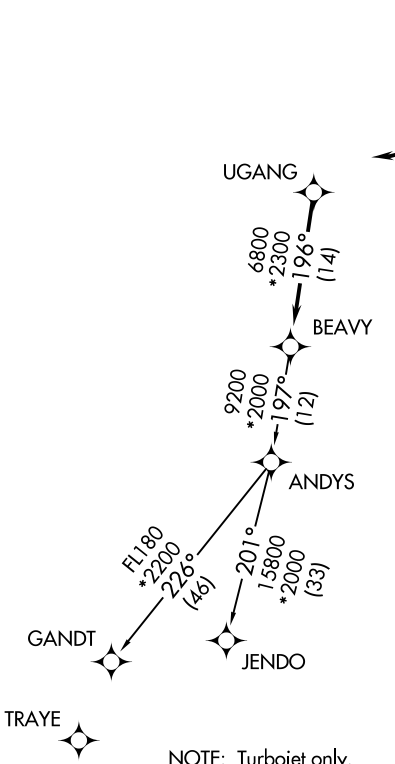
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

# BEAVY NINE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

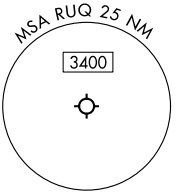
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to UGANG, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to UGANG, thence. . .

. . .on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

GANDT TRANSITION (BEAVY9.GANDT)
JENDO TRANSITION (BEAVY9.JENDO)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# BOBZY EIGHT DEPARTURE (RNAV)

(BOBZY8.BOBZY) 03SEP26

SALISBURY, NORTH CAROLINA

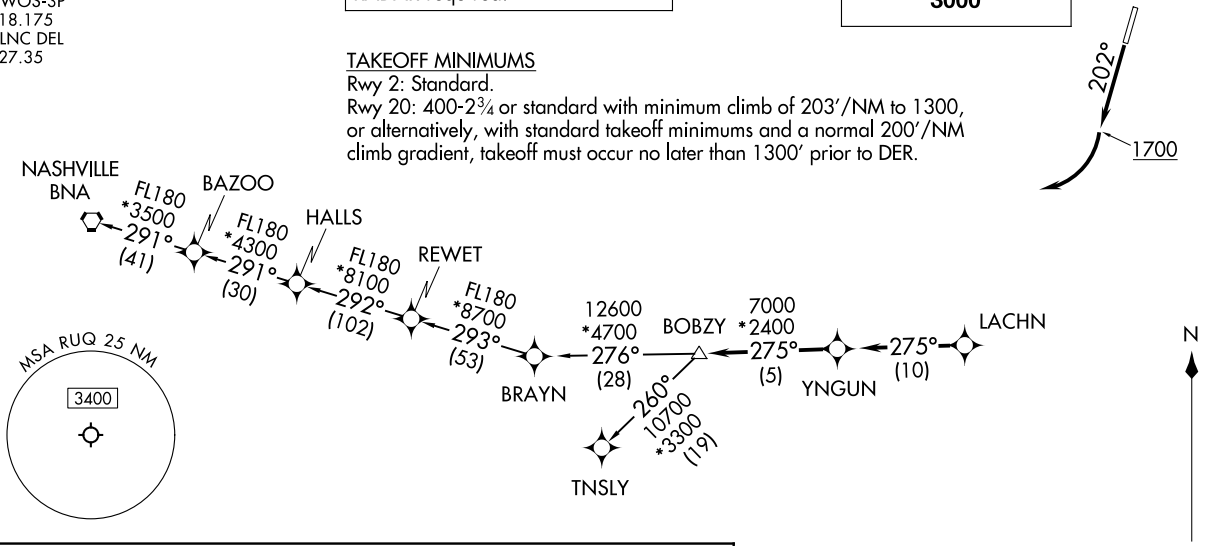
MID-CAROLINA RGNL (RUQ)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

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

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to LACHN, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to LACHN, thence. . .

. . .on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY8.BNA)
TNSLY TRANSITION (BOBZY8.TNSLY)

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY8.BOBZY) 26246
BOBZY EIGHT DEPARTURE (RNAV)
AL-5551 (FAA)
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

(CLT6.CLT) 26246 AL-5551 (FAA) MID-CAROLINA RGNL (RUQ)

# CHARLOTTE SIX DEPARTURE

SALISBURY, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

RADAR and DME required.

**TOP ALTITUDE: 3000**

NALEY

NOTE: Transponder code will be issued via CLT Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advice ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.

KRITR

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 233'/NM to 2200.

BOBZY
NEANO
ESTRR
DEBIE
BRCHM
PEKNN
LAMDE
LILLS
KWEEN
BEAVY
ANDYS
HAMLN

MSA RUQ 25 NM
3400

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for vectors to assigned route. Maintain 3000, expect filed altitude 10 minutes after departure.



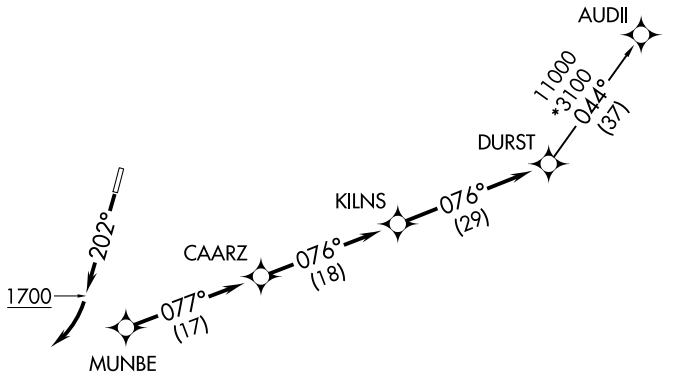
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

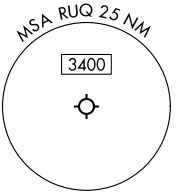
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: Turbojet only.
NOTE: Maintain 250K until reaching 10000 MSL, then maintain 280K.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, for vectors to MUNBE, thence. . .

. . .on depicted route to DURST, then on AUDII Transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AUDII TRANSITION (DURST1.AUDII)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(ESTRR8.ESTRR) 26246 AL-5551 (FAA)

# ESTRR EIGHT DEPARTURE (RNAV)

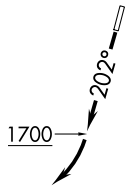
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

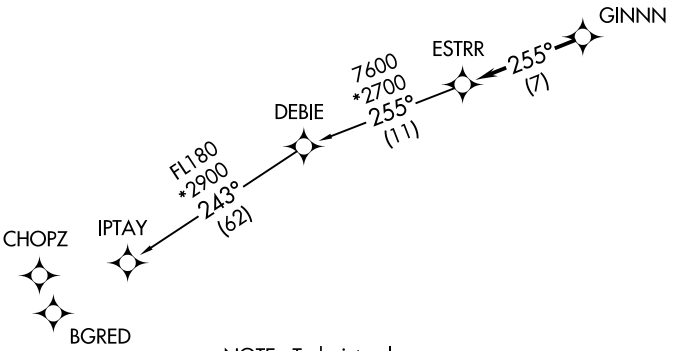
CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

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

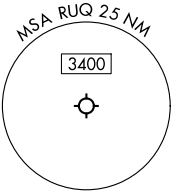
**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to GINNN, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to GINNN, thence. . .

. . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

IPTAY TRANSITION (ESTRR8.IPTAY)



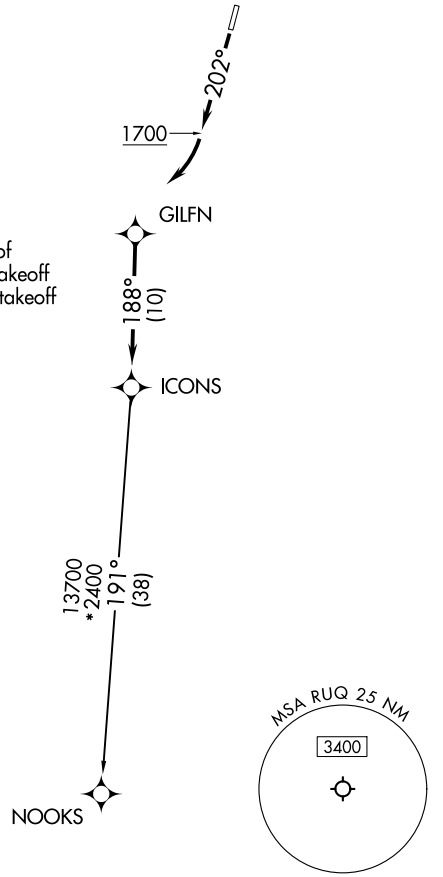
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ICONS EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to GILFN, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to GILFN, thence. . .

. . .on track 188° to ICONS, then on NOOKS Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

NOOKS TRANSITION (ICONS8.NOOKS)




SE-2, 03 SEP 2026 to 29 OCT 2026

(IRVVV1.IRVVV) 26246 AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

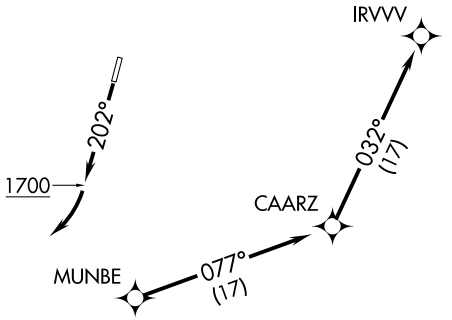
# IRVVV ONE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

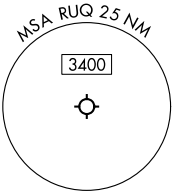
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**

NOTE: For GSO terminal arrivals only, filed 9000 and below.
NOTE: Maintain 250K until advised.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to MUNBE, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to MUNBE, thence. . .

. . .on depicted route to IRVVV. Maintain 3000, expect filed altitude 10 minutes after departure.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

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

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to WAYDS, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to WAYDS, thence. . .

. . .on depicted route to JOJJO, then on assigned transition. Maintain 3000.
Expect filed altitude 10 minutes after departure.

CUBIM TRANSITION (JOJJO8.CUBIM)
DOOGE TRANSITION (JOJJO8.DOOGE)
NOONN TRANSITION (JOJJO8.NOONN)

(KRITR9.KRITR) 26246 AL-5551 (FAA)

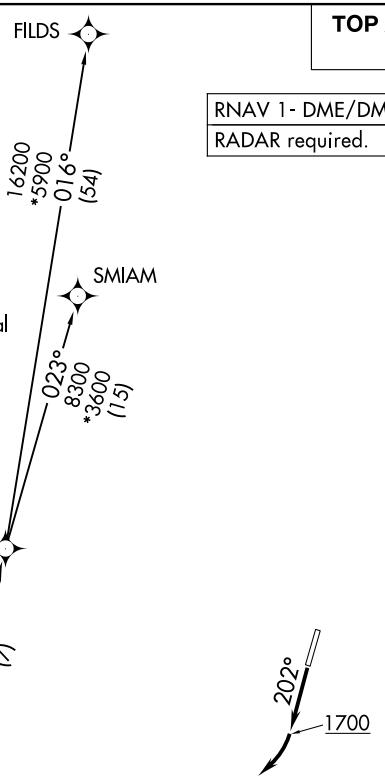
# KRITR NINE DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

**TOP ALTITUDE: 3000**

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




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to JDEAN, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right for vectors to JDEAN, thence. . .

. . .on depicted route to KRITR, then on assigned transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

FILDS TRANSITION (KRITR9.FILDS)
SMIAM TRANSITION (KRITR9.SMIAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

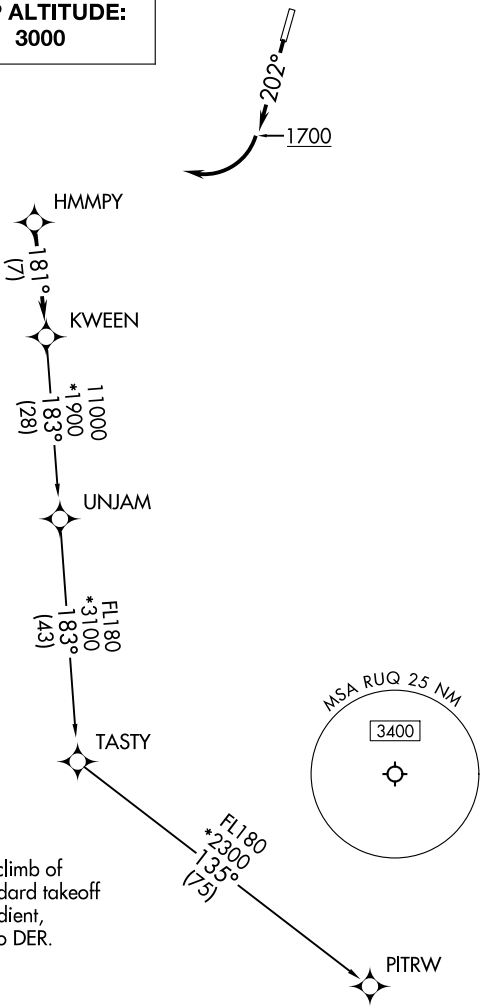
# KWEEN EIGHT DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

**TOP ALTITUDE: 3000**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.




NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to HMMPY, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, for vectors to HMMPY, thence. . .

. . .on depicted route to KWEEN, then on transition. Maintain 3000, expect filed altitude 10 minutes after departure.

PITRW TRANSITION (KWEEN8.PITRW)
UNJAM TRANSITION (KWEEN8.UNJAM)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AL-5551 (FAA)

(LILLS6.LILLS) 26246

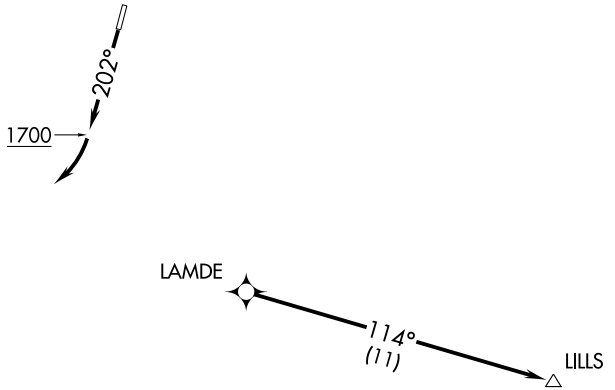
# LILLS SIX DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

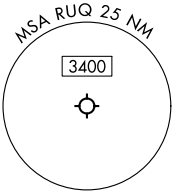
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Turbojet only.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to LAMDE, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, for vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 3000. Expect filed altitude 10 minutes after departure.



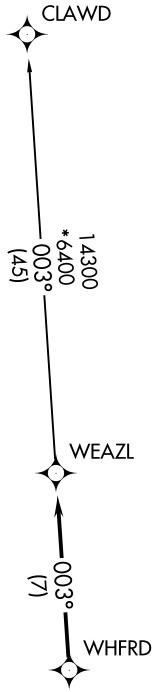
SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# WEAZL EIGHT DEPARTURE (RNAV)

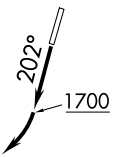
CHARLOTTE DEP CON
128.325 307.8
AWOS-3P
118.175
CLNC DEL
127.35

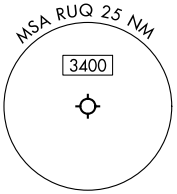
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE: 3000**




NOTE: Turbojet only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or CLT CLNC DEL.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 203'/NM to 1300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on assigned heading for vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, for vectors to WHFRD, thence. . .

. . .on depicted route to WEAZL, then on CLAWD Transition. Maintain 3000, expect filed altitude 10 minutes after departure.

CLAWD TRANSITION (WEAZL8.CLAWD)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SALUDA, SOUTH CAROLINA | AL-10393 (FAA) | 26246

# RNAV (GPS) RWY 1

SALUDA COUNTY (6J4)

| APP CRS | Rwy Ldg | 3189 |
|---|---|---|
| 015° | TDZE | 539 |
| | Apt Elev | 539 |

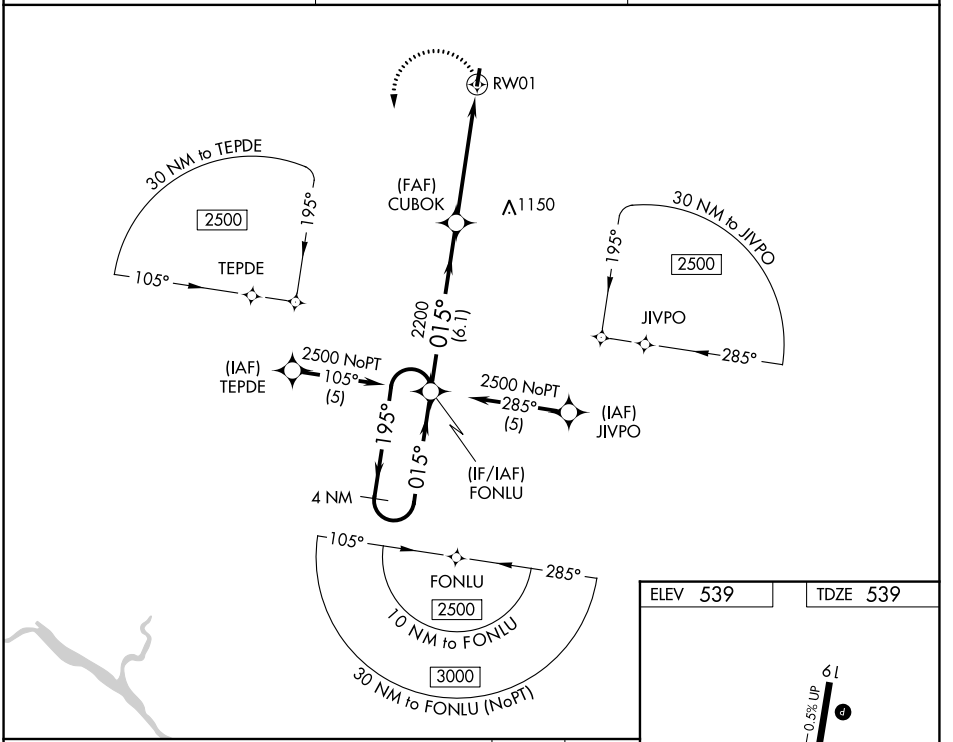
RNP APCH.

NA

Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.

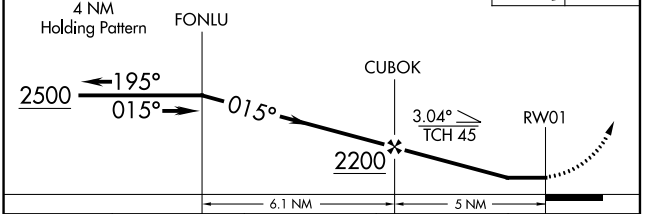
MISSED APPROACH: Climbing left turn to 2500 direct FONLU and hold.

| AIK AWOS-3PT | AUGUSTA APP CON ★ | CTAF |
|---|---|---|
| 118.025 | 119.15 | 122.9 L |



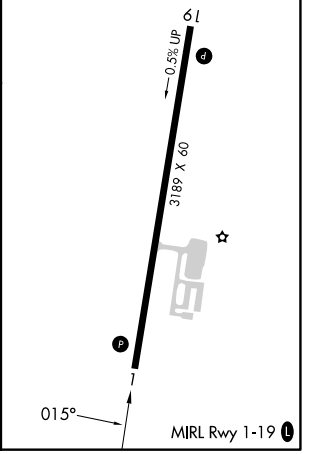

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

2500 FONLU




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 621 (700-1) | 1160-1¾ | NA |
| | | | 621 (700-1¾) | |

ELEV 539 | TDZE 539




SALUDA, SOUTH CAROLINA
Orig-B 07NOV19

33°56′N-81°48′W

SALUDA COUNTY (6J4)

RNAV (GPS) RWY 1



SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

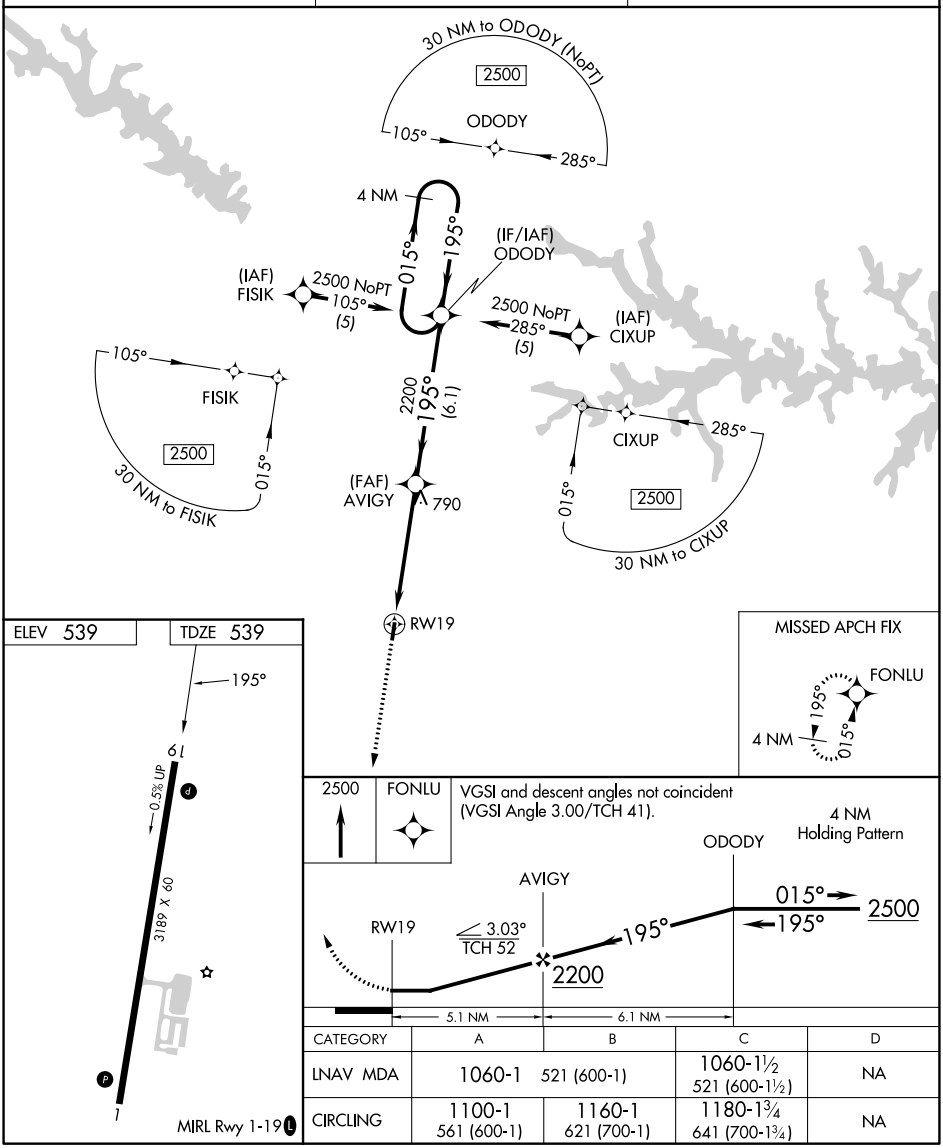
| APP CRS | Rwy Ldg | 3189 |
|---|---|---|
| 195° | TDZE | 539 |
| | Apt Elev | 539 |

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Aiken altimeter setting, when not received, use Augusta Rgnl altimeter setting and increase all MDAs 100 feet, increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2500 direct FONLU and hold.

| AIK AWOS-3PT | AUGUSTA APP CON ★ | CTAF |
|---|---|---|
| 118.025 | 119.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 521 (600-1) | 1060-1½ 521 (600-1½) | NA |
| CIRCLING | 1100-1 561 (600-1) | 1160-1 621 (700-1) | 1180-1¾ 641 (700-1¾) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SANFORD, NORTH CAROLINA AL-9472 (FAA) 26246

| LOC/DME I-TTA | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| 110.75 | 029° | TDZE | 247 |
| Chan 44 (Y) | | Apt Elev | 247 |

# ILS Y or LOC Y RWY 3

## RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

RNAV 1-GPS required.

RNAV 1-GPS or RADAR required for procedure entry.

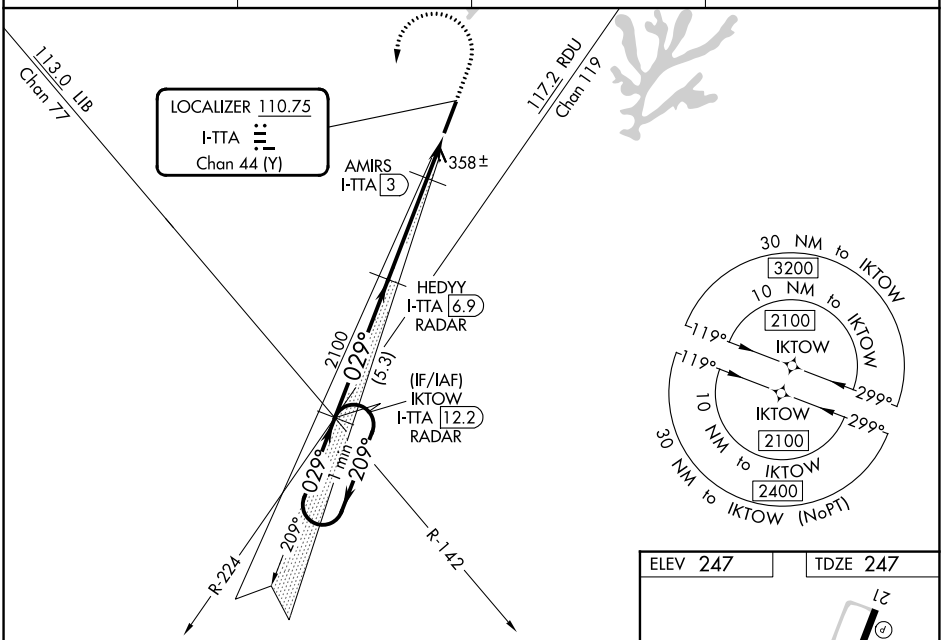
When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

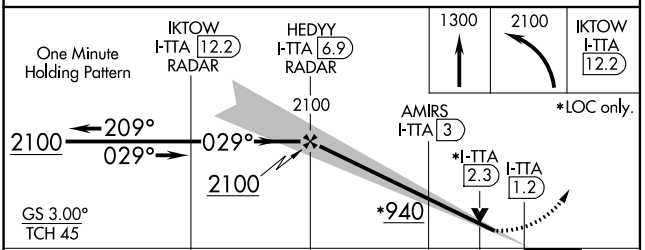
T A NA

MALSR

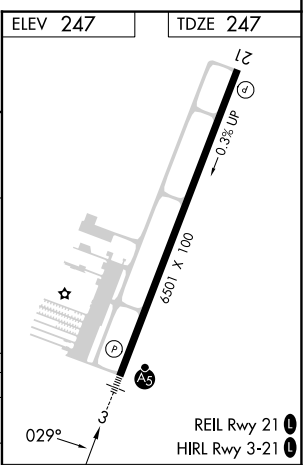
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 447-½ 200 (200-½) | | | |
| S-LOC 3 | 620-½ 373 (400-½) | | 620-⅝ 373 (400-⅝) | |
| CIRCLING | 760-1 513 (600-1) | 820-1 573 (600-1) | 840-1½ 593 (600-1½) | 960-2¼ 713 (800-2¼) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Z or LOC Z RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

| LOC/DME I-TTA | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| 110.75 | 029° | TDZE | 246 |
| Chan 44(Y) | | Apt Elev | 246 |

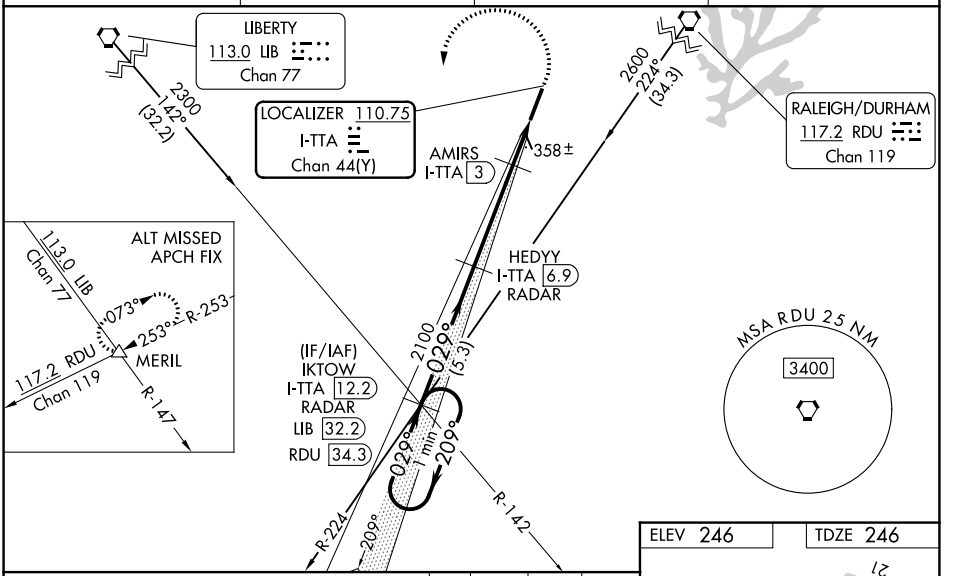
DME required for LOC only.

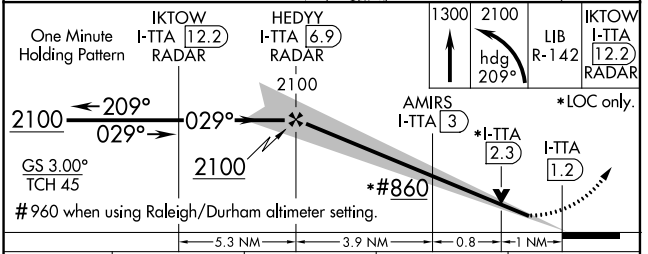
T NA When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1⅜ SM, increase Circling Cat C visibility to 2 SM and Cat D to 2¾ SM; AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1 SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1¾ SM. AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and S-LOC 3 Cats C and D visibility to 2 SM. AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

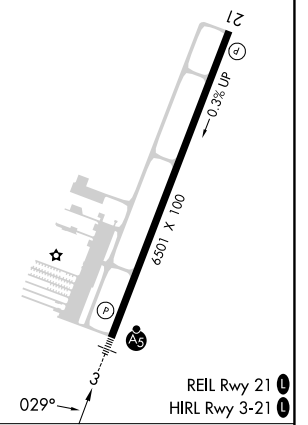
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 on heading 209° and LIB VORTAC R-142 to IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075(CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 446-½ 200 (200-½) | | | |
| S-LOC 3 | 860-½ 614 (700-½) | | 860-1⅜ 614 (700-1⅜) | |
| CIRCLING | 860-1 614 (700-1) | | 860-1¾ 614 (700-1¾) | 960-2¼ 714 (800-2¼) |
| AMIRS FIX MINIMUMS | | | | |
| S-LOC 3 | 620-½ 374 (400-½) | | 620-⅝ 374 (400-⅝) | |
| CIRCLING | 760-1 514 (600-1) | 820-1 574 (600-1) | 840-1½ 594 (600-1½) | 960-2¼ 714 (800-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SANFORD, NORTH CAROLINA | AL-9472 (FAA) | 26022

# RNAV (GPS) RWY 3

## RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

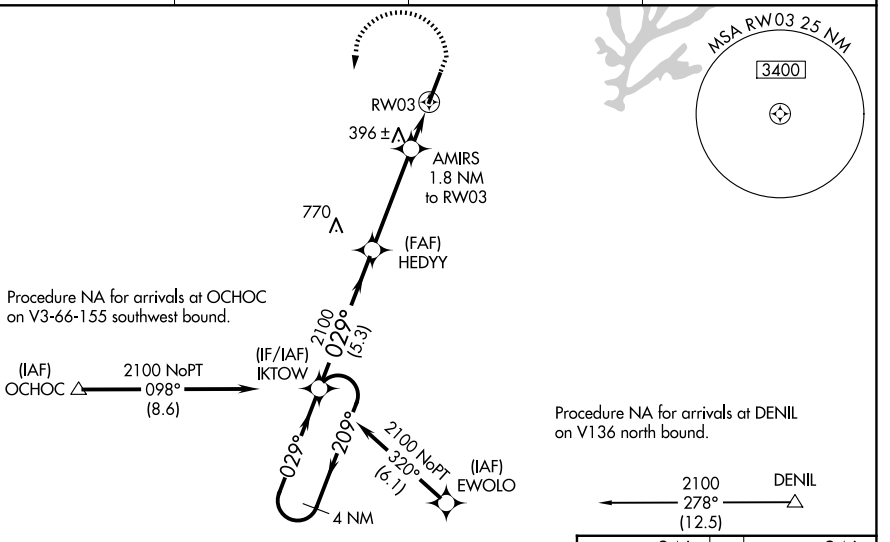
| WAAS | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| CH 72822 | 029° | TDZE | 246 |
| W03A | | Apt Elev | 246 |

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1⅛ mile. For inop MALSR when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV Cats C and D visibility to 1⅜ mile. VDP NA when using Raleigh/Durham altimeter setting.

MALSR (A-5)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

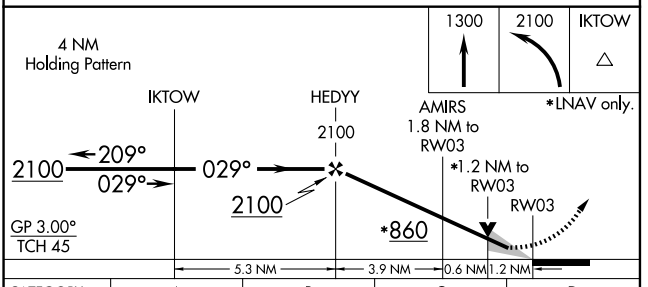
| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |

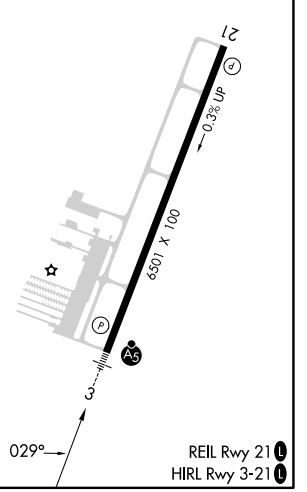



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| ELEV | 246 | TDZE | 246 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 446-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 634-⅞ 388 (400-⅞) | | | |
| LNAV MDA | 660-½ 414 (500-½) | | 660-¾ 414 (500-¾) | |
| CIRCLING | 760-1 514 (600-1) | 820-1 574 (600-1) | 840-1½ 594 (600-1½) | 960-2¼ 714 (800-2¼) |

SANFORD, NORTH CAROLINA
Amdt 2 15OCT15

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)
35°35'N-79°06'W

RNAV (GPS) RWY 3

| WAAS CH 86522 W21A | APP CRS 209° | Rwy Ldg 6501 TDZE 230 Apt Elev 247 |
|---|---|---|

# RNAV (GPS) RWY 21

## RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

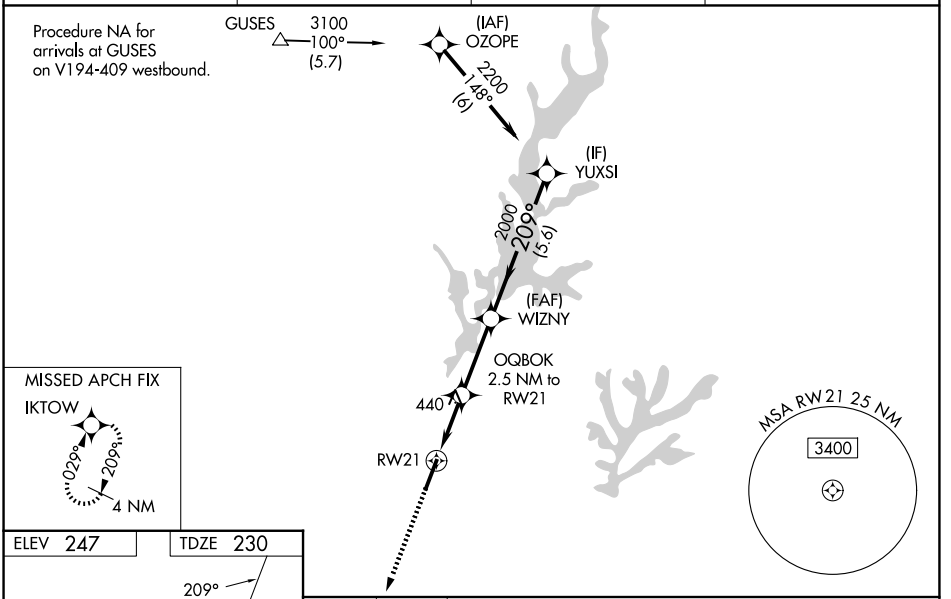
RNP APCH.

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ SM, LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cats C and D visibility to 1⅝ SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA. VDP NA when using Raleigh/Durham altimeter setting.

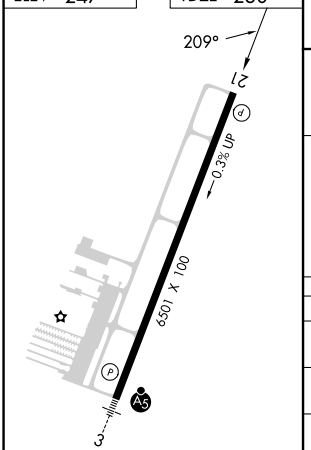
MISSED APPROACH: Climb to 2100 direct IKTOW and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |

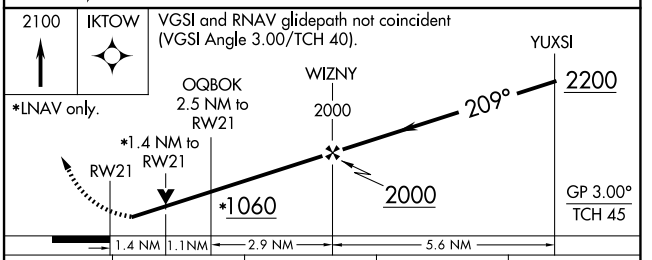
Procedure NA for arrivals at GUSES on V194-409 westbound.




ELEV 247 TDZE 230




REIL Rwy 21 L
HIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 530-1 | | 300 (300-1) | |
| LNAV/VNAV DA | 518-⅞ | | 288 (300-⅞) | |
| LNAV MDA | 700-1 | 470 (500-1) | 700-1⅜ | 470 (500-1⅜) |
| CIRCLING | 760-1 513 (600-1) | 820-1 573 (600-1) | 840-1½ 593 (600-1½) | 960-2¼ 713 (800-2¼) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# ILS or LOC Y RWY 8

| LOC I-GSB | APCH CRS | Rwy ldg 11,760 |
|---|---|---|
| 109.3 | 081° | TDZE 73 |
| | | Arpt Elev 109 |

[USAF] SEYMOUR JOHNSON AFB (KGSB)

RADAR or DME required.

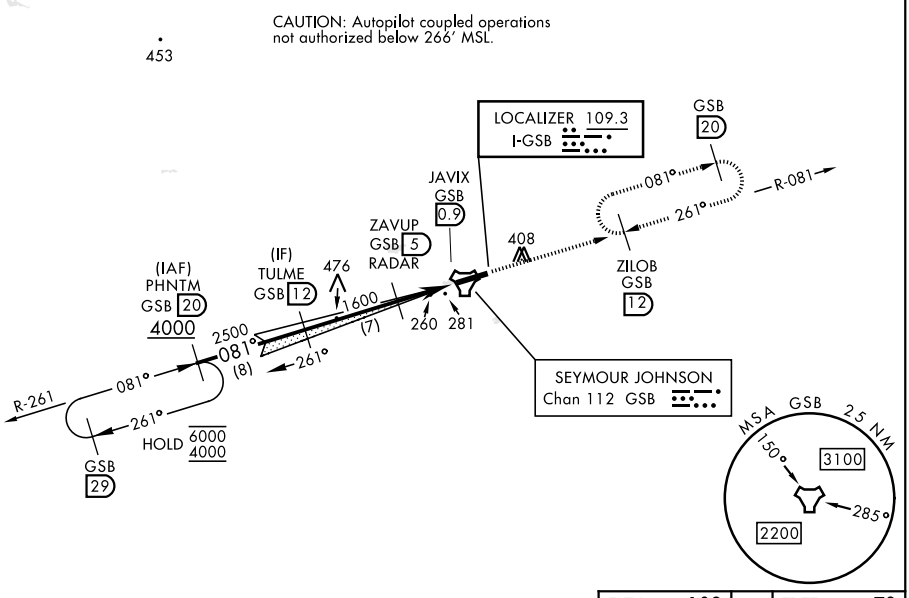
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 317.625 | 123.7 290.9 (258°- 110°)<br>119.7 273.6 (111°- 257°) | 126.25 370.875 | 132.45 275.8 |

CAUTION: Autopilot coupled operations not authorized below 266' MSL.

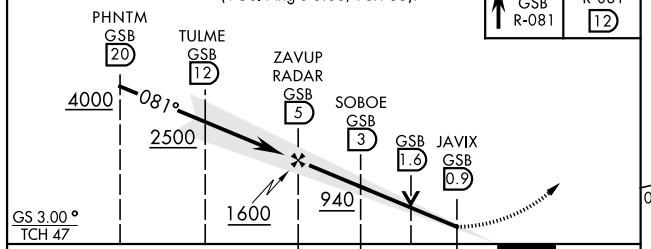


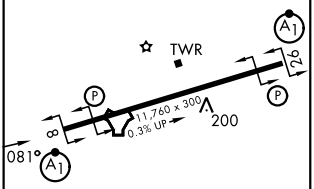

ELEV 109 TDZE 73

EMERG SAFE ALT 100 NM 3700

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

2300 GSB R-081 ZILOB R-081 12




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8* | 273/24 200 (200-½) | | | | |
| S-LOC 8** | 520/24 447 (500-½) | | 520/45 447 (500-⅞) | | |
| CIRCLING*** | 580-1 471 (500-1) | 600-1 491 (500-1) | 680-1½ 571 (600-1½) | 740-2 631 (700-2) | 740-2¼ 631 (700-2¼) |

HIRL Rwy 8-26

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



ILS or LOC Y RWY 8



SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# ILS or LOC Y RWY 26

| LOC I-DDX | APCH CRS | Rwy ldg 11,760 |
|---|---|---|
| 109.9 | 261° | TDZE 109 |
| | | Arpt Elev 109 |

[USAF] SEYMOUR JOHNSON AFB (KGSB)

RADAR or DME required

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB TACAN R-261 to TULME and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 317.625 | 123.7 290.9 (258°- 110°)<br>119.7 273.6 (111°- 257°) | 126.25 370.875 | 132.45 275.8 |

•453
*** Circling N of Rwy 8-26 not authorized.

Autopilot coupled approach
NA below 375' MSL.

SEYMOUR JOHNSON
Chan 112 GSB

LOCALIZER 109.9
I-DDX

GSB 39
081°
261°
R-081
(IAF)
EEGEL
GSB 30
4000

SNNOW
GSB 18
485
2500
081°
261°
2500
1600
(5.9)
(6)
(IF)
LR-088
231 408

TULME
GSB 12
R-261
601
081°
261°
GSB 20

WAPET
GSB 3.8
ZIROV
RADAR
GSB 6.1
TIGTE
GSB 2.1
ZILOB
GSB 12
Arc
GSB 18
4000
571
R-145
(IAF)
TBOLT
GSB 18
9000
325°
145°
GSB 28

MSA GSB 2.5 NM
150°
3100
285°
2200

EMERG SAFE ALT 100 NM 3700

2200
GSB
R-261

TULME
R-261
12

ELEV 109 TDZE 109

ZILOB
GSB
12
ZIROV
RADAR
GSB
6.1
WAPET
GSB
3.8
TIGTE
GSB
2.1
GSB
2.6
261°
2500
880
1600
GS 3.00°
TCH 54
0.6 NM
1.7 NM
2.3 NM

215
TWR
A1
11,760 x 300
0.3% DOWN
26
261°
P
8
A1

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26* | 309/24 | | 200 (200-½) | | |
| S-LOC 26** | 500/24 391 (400-½) | | 500/35 391 (400-⅝) | | |
| CIRCLING *** | 580-1<br>471 (500-1) | 600-1<br>491 (500-1) | 680-1½<br>571 (600-1½) | 740-2<br>631 (700-2) | 740-2¼<br>631 (700-2¼) |

HIRL Rwy 8-26

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

GOLDSBORO, NORTH CAROLINA
Amdt 9 03NOV22

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

ILS or LOC Y RWY 26



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

26134

GOLDSBORO, NORTH CAROLINA

# RNAV (GPS) RWY 8

SEYMOUR JOHNSON AFB (KGSB)

| WAAS CH 63600 W08A | APCH CRS 081° | Rwy ldg 11,760<br>TDZE 73<br>Arpt Elev 109 |
|---|---|---|

(USAF)

RNP APCH-GPS

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase vis to 1 3/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-1

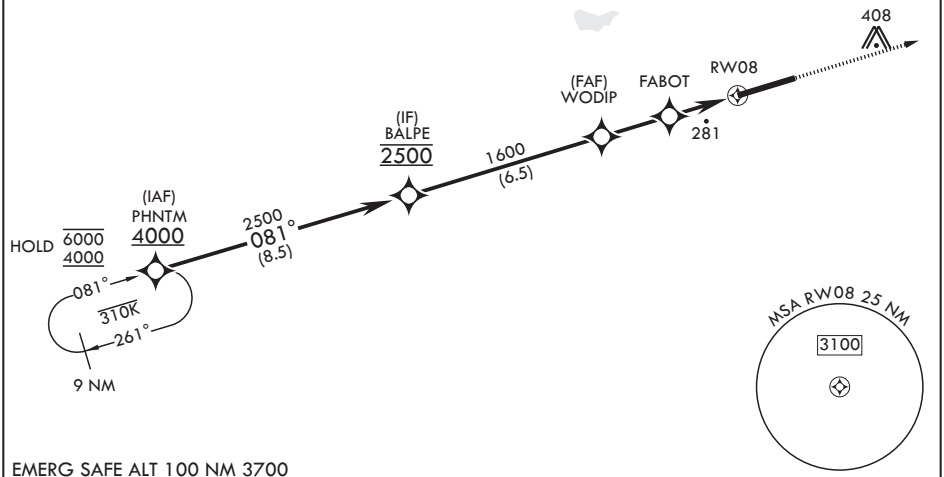
MISSED APPROACH: Climb to 2300 direct ZILOB and hold.

| ATIS★ | APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 317.625 | 119.7 273.6 (111° -257°)<br>123.7 290.9 (258° -110°) | 126.25 370.875 | 132.45 275.8 |

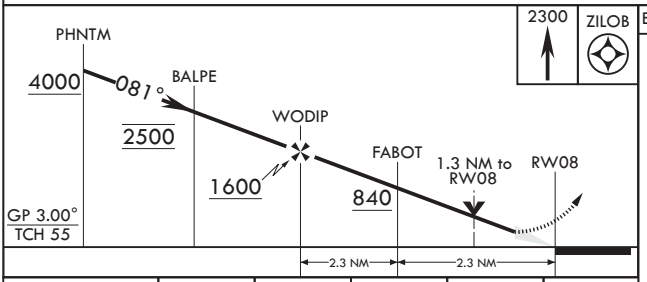
**** Circling NA N of RWY 8-26.

MISSED APPROACH
9 NM
081°
261°
ZILOB

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

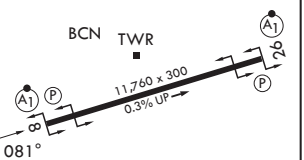



EMERG SAFE ALT 100 NM 3700




2300 ZILOB

ELEV 109 TDZE 73




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 273/24 | | 200 | (200-½) | |
| LNAV/VNAV DA** | 540/50 | | 467 | (500-1) | |
| LNAV MDA*** | 540/24 467 (500-½) | | 540/50 | 467 | (500-1) |
| CIRCLING**** | 580-1<br>471<br>(500-1) | 600-1<br>491<br>(500-1) | 680-1½<br>571<br>(600-1½) | 740-2<br>631<br>(700-2) | 740-2¼<br>631<br>(700-2¼) |

HIRL all rwys

GOLDSBORO, NORTH CAROLINA 35°20'N - 77°58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 11JUL24

RNAV (GPS) RWY 8



SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# RNAV (GPS) RWY 26

| WAAS CH **95096** **W26A** | APCH CRS **261°** | Rwy ldg **11,760** TDZE **109** Arpt Elev **109** |
|---|---|---|

(USAF)

SEYMOUR JOHNSON AFB (KGSB)

RNP APCH-GPS

ALSF-1

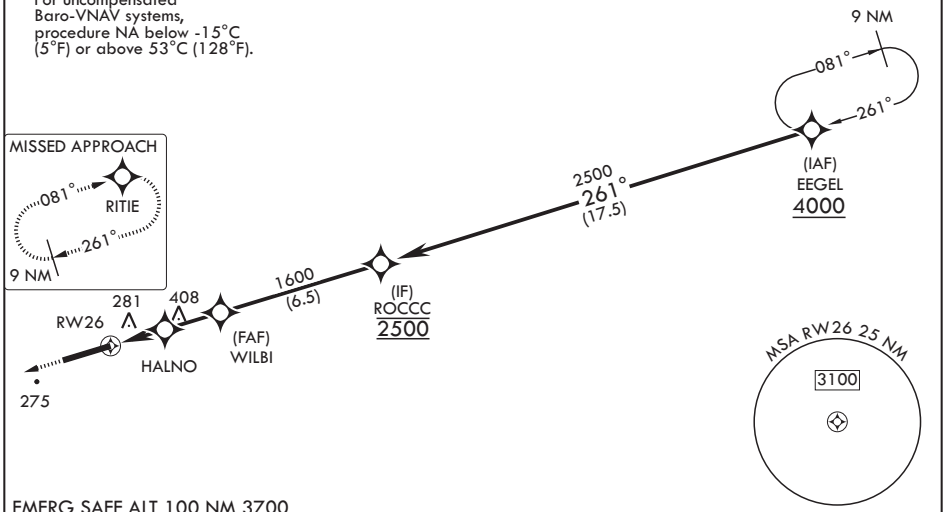
MISSED APPROACH: Climb to 2200 direct RITIE and hold.

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS, inop increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

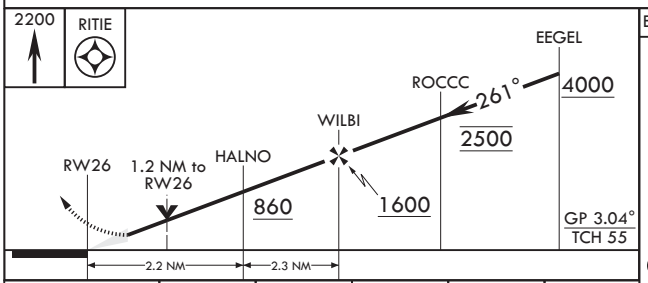
| ATIS★ | APP CON | TOWER★ | GND CON |
|---|---|---|---|
| **317.625** | **119.7 273.6** (111° -257°)<br>**123.7 290.9** (258° -110°) | **126.25 370.875** | **132.45 275.8** |

**** Circling NA N of Rwy 8-26.

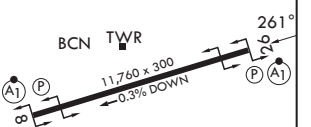
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 53°C (128°F).




EMERG SAFE ALT 100 NM 3700




ELEV 109 TDZE 109




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 309/24 | | 200 | (200-½) | |
| LNAV/VNAV DA** | 510/40 | | 401 | (500-¾) | |
| LNAV MDA*** | 540/24 | 431 (500-½) | 540/40 | 431 | (500-¾) |
| CIRCLING**** | 580-1<br>471<br>(500-1) | 600-1<br>491<br>(500-1) | 680-1½<br>571<br>(600-1½) | 740-2<br>631<br>(700-2) | 740-2¼<br>631<br>(700-2¼) |

HIRL all rwys

GOLDSBORO, NORTH CAROLINA 35°20'N - 77°58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 6 11JUL24

RNAV (GPS) RWY 26



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# TACAN Y RWY 8

| TACAN | APCH CRS | Rwy Idg | 11,760 |
|---|---|---|---|
| Chan 112 | 081° | TDZE | 73 |
| | | Arpt Elev | 109 |

[USAF]

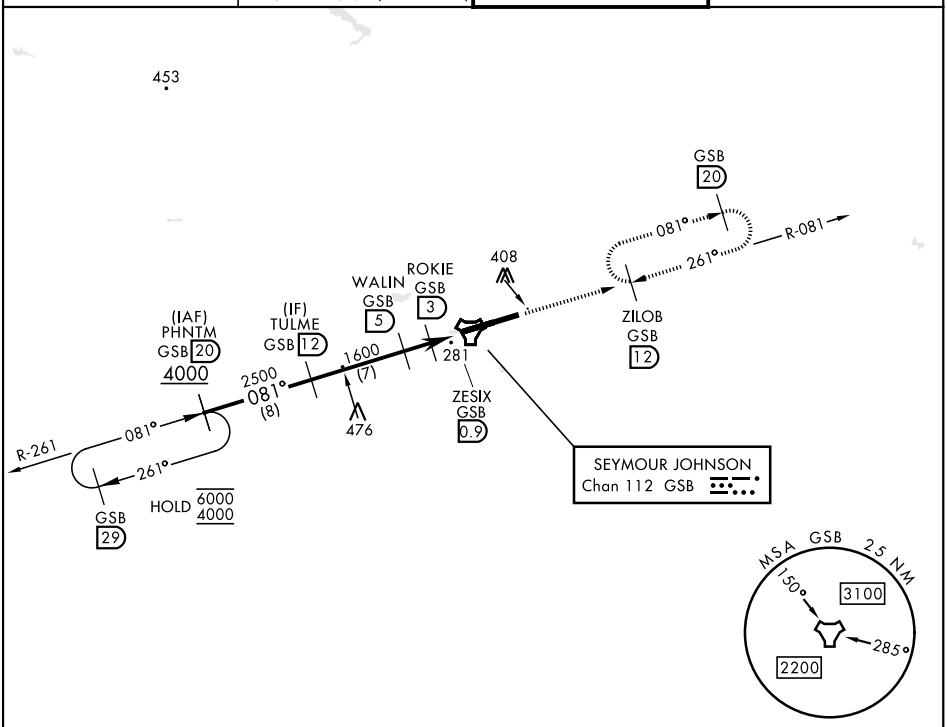
SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 317.625 | 123.7 290.9 (258°- 110°)<br>119.7 273.6 (111°- 257°) | 126.25 370.875 | 132.45 275.8 |

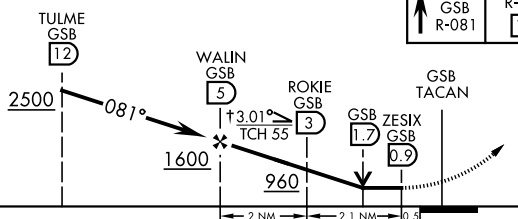



EMERG SAFE ALT 100 NM 3700

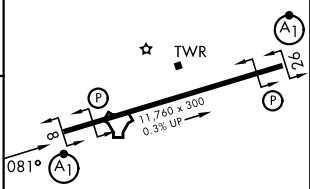
† WALIN to ZESIX

2300 GSB R-081

ZILOB R-081 12




ELEV 109 TDZE 73




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-8 * | 540/24 467 (500-½) | | 540/50 467 (500-1) | | |
| CIRCLING ** | 580-1<br>471 (500-1) | 600-1<br>491 (500-1) | 680-1½<br>571 (600-1½) | 740-2<br>631 (700-2) | 740-2¼<br>631 (700-2¼) |

HIRL Rwy 8-26

GOLDSBORO, NORTH CAROLINA 35°20'N-77°58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 03NOV22

TACAN Y RWY 8



SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# TACAN Y RWY 26

| TACAN | APCH CRS | Rwy Idg | 11,760 |
|---|---|---|---|
| Chan 112 | 261° | TDZE | 109 |
| | | Arpt Elev | 109 |

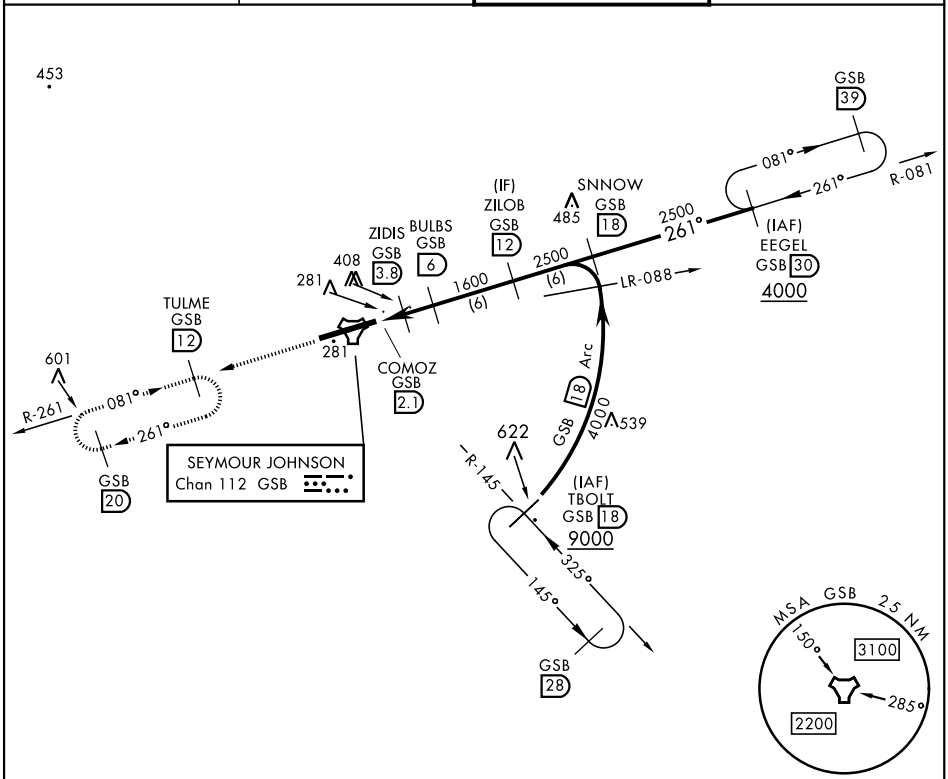
[USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

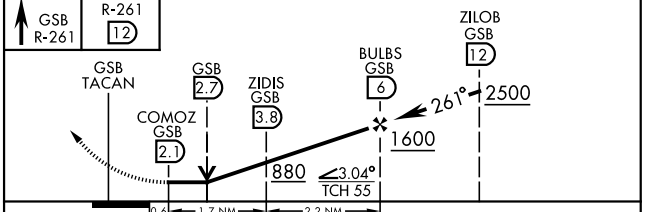
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 317.625 | 123.7 290.9 (258°- 110°)<br>119.7 273.6 (111°- 257°) | 126.25 370.875 | 132.45 275.8 |

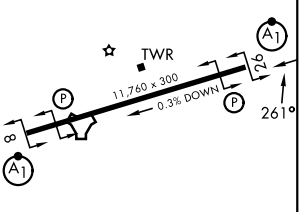



EMERG SAFE ALT 100 NM 3700

2200 GSB R-261 | TULME R-261 12




| ELEV | 109 | TDZE | 109 |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26 * | 540/24 431 (500-½) | | 540/40 431 (500-¾) | | |
| CIRCLING ** | 580-1 471 (500-1) | 600-1 491 (500-1) | 680-1½ 571 (600-1½) | 740-2 631 (700-2) | 740-2¼ 631 (700-2¼) |

HIRL Rwy 8-26

GOLDSBORO, NORTH CAROLINA 35°20'N-77°58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 03NOV22

TACAN Y RWY 26



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

GOLDSBORO, NORTH CAROLINA

# TACAN-A

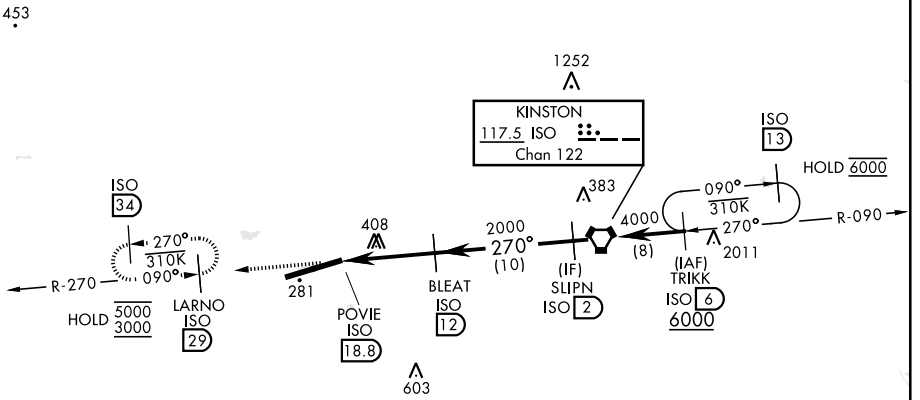
| KINSTON ISO 117.5 Chan 122 | APCH CRS 270° | Rwy Idg N/A<br>TDZE N/A<br>Arpt Elev 109 |
|---|---|---|

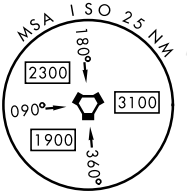
[USAF] SEYMOUR JOHNSON AFB (KGSB)

Circling not authorized from Rwy 8 clockwise to Rwy 26.

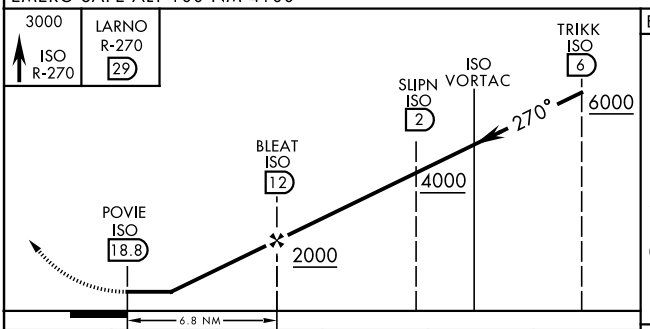
MISSED APPROACH: Climb to 3000 via ISO VORTAC R-270 to LARNO and hold; continue climb-in-hold to 3000.

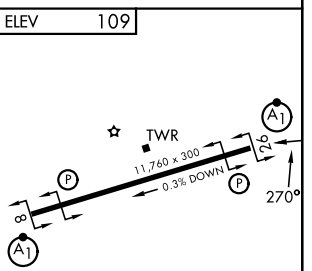
| ATIS ★ | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 317.625 | 123.7 290.9 (258°- 110°)<br>119.7 273.6 (111°- 257°) | 126.25 370.875 | 132.45 275.8 |




EMERG SAFE ALT 100 NM 4100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 740-1 631 (700-1) | | 740-1¾ 631 (700-1¾) | 740-2 631 (700-2) | 740-2¼ 631 (700-2¼) |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# AIRPORT DIAGRAM

SEYMOUR JOHNSON AFB (KGSB)

[USAF]

GOLDSBORO, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

26246

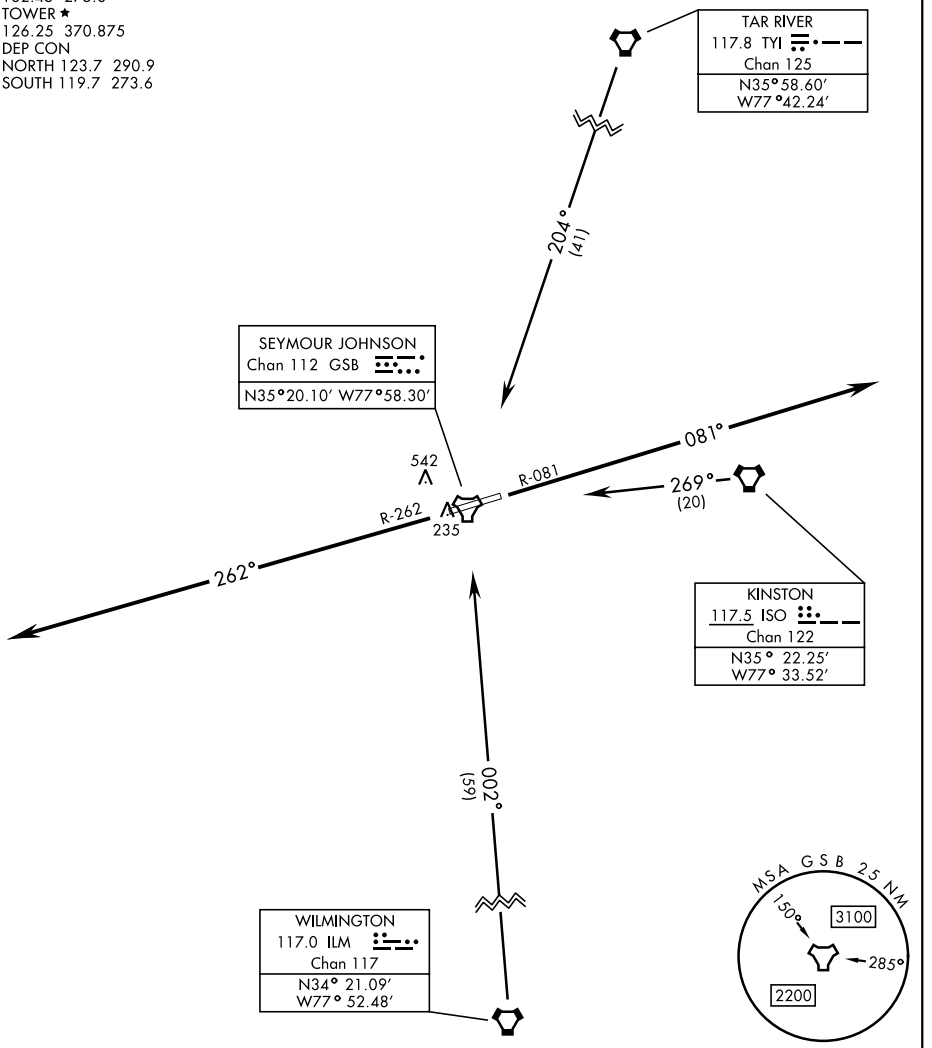
SEYMOUR JOHNSON AFB (KGSB)

# SEYMOUR-FOUR DEPARTURE (GSB4.GSB)

GOLDSBORO, NORTH CAROLINA

[USAF]

ATIS★
317.625
GND CON
132.45 275.8
TOWER ★
126.25 370.875
DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8: Track outbound on GSB R-081 until passing 2500, then turn right/left on course climbing to assigned altitude.

TAKEOFF RWY 26: Track outbound on GSB R-262 until passing 2500, then turn right/left on course climbing to assigned altitude.



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

SUMTER, SOUTH CAROLINA

# ILS or LOC Y RWY 4L

| LOC I-SSC | APCH CRS | | 4L | 4R |
|---|---|---|---|---|
| 110.1 | 043° | Rwy Idg | 10,014 | 8014 |
| | | TDZE | 240 | 236 |
| | | Arpt Elev | 241 | 241 |

[USAF] SHAW AFB (KSSC)

RADAR or DME required

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

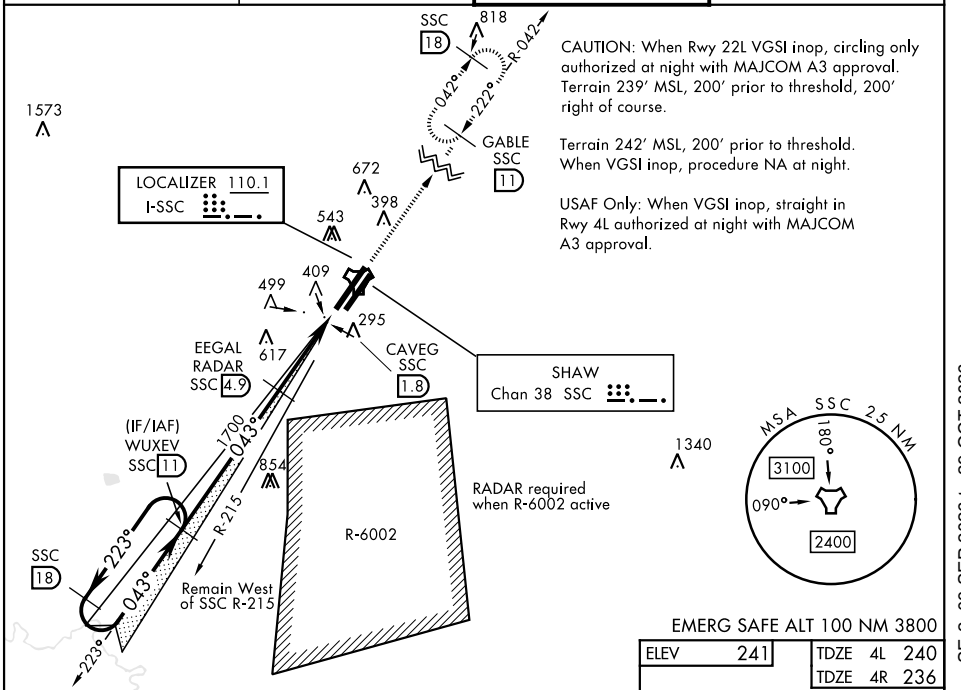
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

| ATIS★ | APP CON★ | TOWER★ | GND CON |
|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 |

CAUTION: When Rwy 22L VGSI inop, circling only authorized at night with MAJCOM A3 approval. Terrain 239' MSL, 200' prior to threshold, 200' right of course.

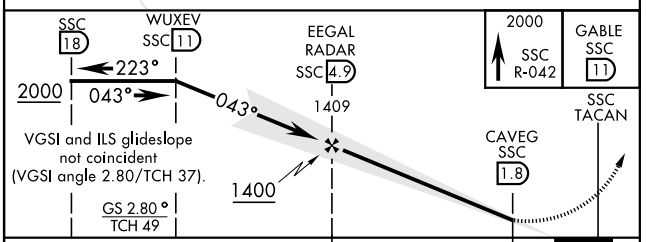
Terrain 242' MSL, 200' prior to threshold. When VGSI inop, procedure NA at night.

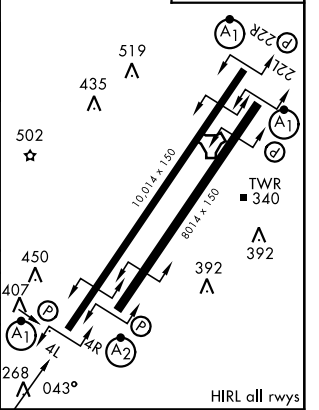
USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval.




EMERG SAFE ALT 100 NM 3800

| ELEV | 241 | TDZE 4L | 240 |
|---|---|---|---|
| | | TDZE 4R | 236 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4L | 490/50 | | 250 (300-1) | | |
| S-LOC 4L * | 780/50 540 (600-1) | | 780/55 540 (600-1) | | |
| SIDESTEP 4R * | 780/50 544 (600-¾) | | 780-1⅜ 544 (600-1⅜) | | |
| CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SUMTER, SOUTH CAROLINA
Amdt 1 10OCT19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS or LOC Y RWY 4L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SUMTER, SOUTH CAROLINA

# ILS or LOC Y RWY 22R

| LOC I-JWU | APCH CRS | | 22R | 22L |
|---|---|---|---|---|
| 108.7 | 223° | Rwy ldg | 10,014 | 8014 |
| | | TDZE | 240 | 235 |
| | | Arpt Elev | 241 | 241 |

[USAF] SHAW AFB (KSSC)

RADAR or DME required

▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

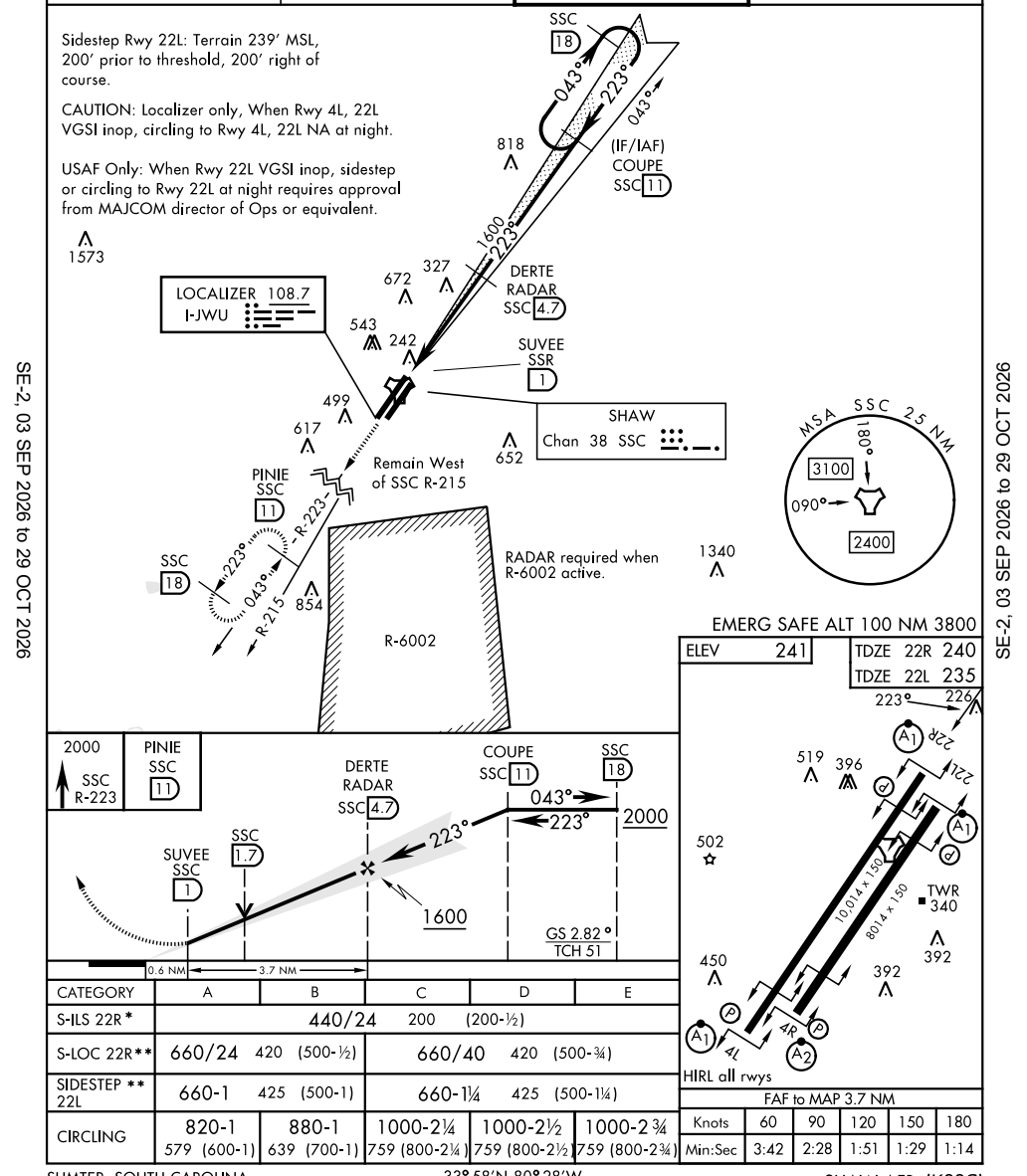
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

| ATIS★ | APP CON★ | TOWER★ | GND CON |
|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 |

Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course.

CAUTION: Localizer only, When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L at night requires approval from MAJCOM director of Ops or equivalent.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22R* | 440/24 200 (200-½) | | | | |
| S-LOC 22R** | 660/24 420 (500-½) | | 660/40 420 (500-¾) | | |
| SIDESTEP ** 22L | 660-1 425 (500-1) | | 660-1¼ 425 (500-1¼) | | |
| CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SUMTER, SOUTH CAROLINA
Amdt 1 10OCT19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS or LOC Y RWY 22R

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

SUMTER, SOUTH CAROLINA

# TACAN Y RWY 4L

| TACAN | APCH CRS | | 4L | 4R |
|---|---|---|---|---|
| SSC Chan 38 | 043° | Rwy Idg | 10,014 | 8014 |
| | | TDZE | 240 | 236 |
| | | Arpt Elev | 241 | 241 |

[USAF]

SHAW AFB (KSSC)

RADAR required when R-6002 active.

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

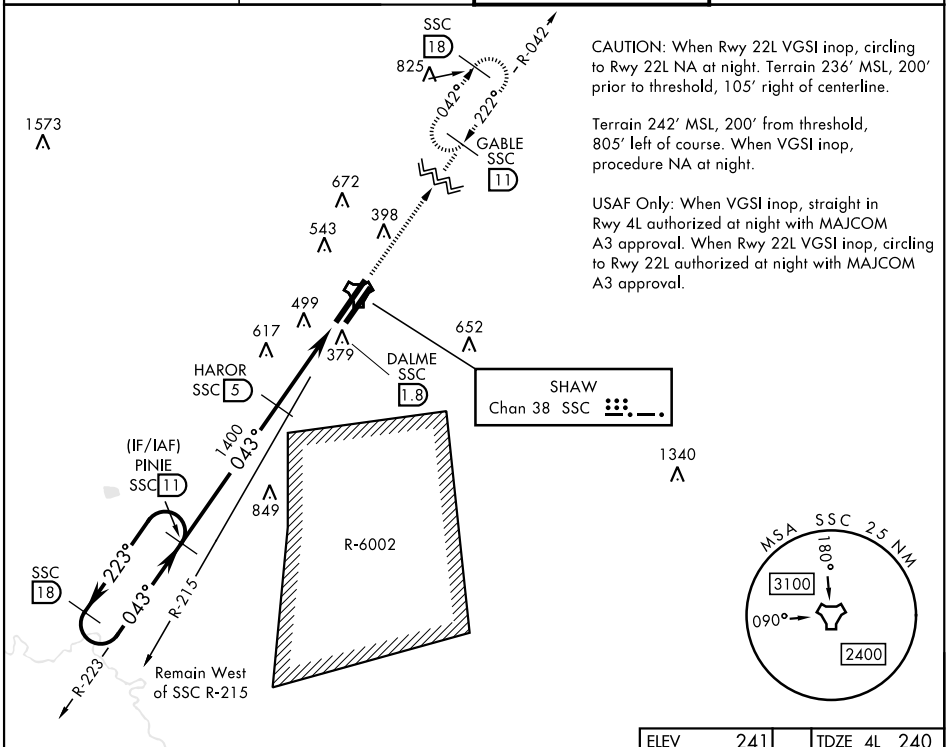
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

| ATIS★ | APP CON★ | TOWER★ | GND CON |
|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 |

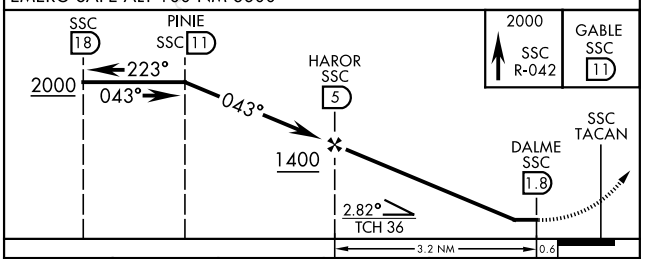
CAUTION: When Rwy 22L VGSI inop, circling to Rwy 22L NA at night. Terrain 236' MSL, 200' prior to threshold, 105' right of centerline.

Terrain 242' MSL, 200' from threshold, 805' left of course. When VGSI inop, procedure NA at night.

USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval. When Rwy 22L VGSI inop, circling to Rwy 22L authorized at night with MAJCOM A3 approval.



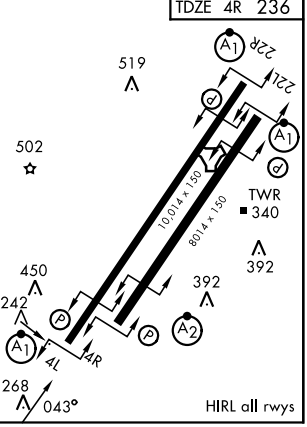

EMERG SAFE ALT 100 NM 3800




ELEV 241

TDZE 4L 240

TDZE 4R 236




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4L * | 800/50 560 (600-1) | | 800/60 560 (600-1⅛) | | |
| SIDESTEP * 4R | 800/50 564 (600-1) | | 800-1⅜ 564 (600-1⅜) | | |
| CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

HIRL all rwys

SUMTER, SOUTH CAROLINA
Amdt 1 07NOV19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 4L





SE-2, 03 SEP 2026 to 29 OCT 2026

SUMTER, SOUTH CAROLINA

# TACAN Y RWY 22R

| TACAN | APCH CRS | | 22R | 22L |
|---|---|---|---|---|
| SSC Chan 38 | 222° | Rwy Idg | 10,014 | 8014 |
| | | TDZE | 240 | 235 |
| | | Arpt Elev | 241 | 241 |

[USAF]

SHAW AFB (KSSC)

RADAR required when R-6002 active.

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

| ATIS★ | APP CON★ | TOWER★ | GND CON |
|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 |

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.

Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course. When VGSI inop, sidestep procedure NA at night.

CAUTION: When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night. Terrain 239' MSL, 200' prior to threshold, 200' left of centerline.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L authorized at night with MAJCOM A3 approval.

1573

SSC 18 — R-042 — 042° — 222° — 818 — (IF/IAF) GABLE SSC 11

1700 — 222°

672 — FASNO SSC 4.9

398 — 496 — 543

REBIE SSC 1

499 — 617 — 652

SHAW Chan 38 SSC

PINIE SSC 11 — R-223

SSC 18 — 223° — 043° — R-215 — 854

Remain West of SSC R-215

R-6002

MSA SSC 2.5 NM — 180° — 3100 — 090° — 2400

1340

EMERG SAFE ALT 100 NM 3800

ELEV 241

TDZE 22R 240

TDZE 22L 235

2000 — SSC R-223 — PINIE SSC 11

FASNO SSC 4.9

GABLE SSC 11 — 042° — 222° — 2000

SSC 18

SSC TACAN — REBIE SSC 1 — SSC 2

222° — 1700

2.96° — TCH 51

0.6 — 3.9 NM

519 — 502 — 450 — 392 — 268

10,014 x 150

8014 x 150

TWR 340

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22R* | 760/24 520 (600-½) | | 760/55 520 (600-1) | | |
| SIDESTEP ** 22L | 760/50 505 (600-1) | | 760/55 505 (600-1) | | |
| CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

HIRL all rwys

SUMTER, SOUTH CAROLINA

Amdt 1 07NOV19

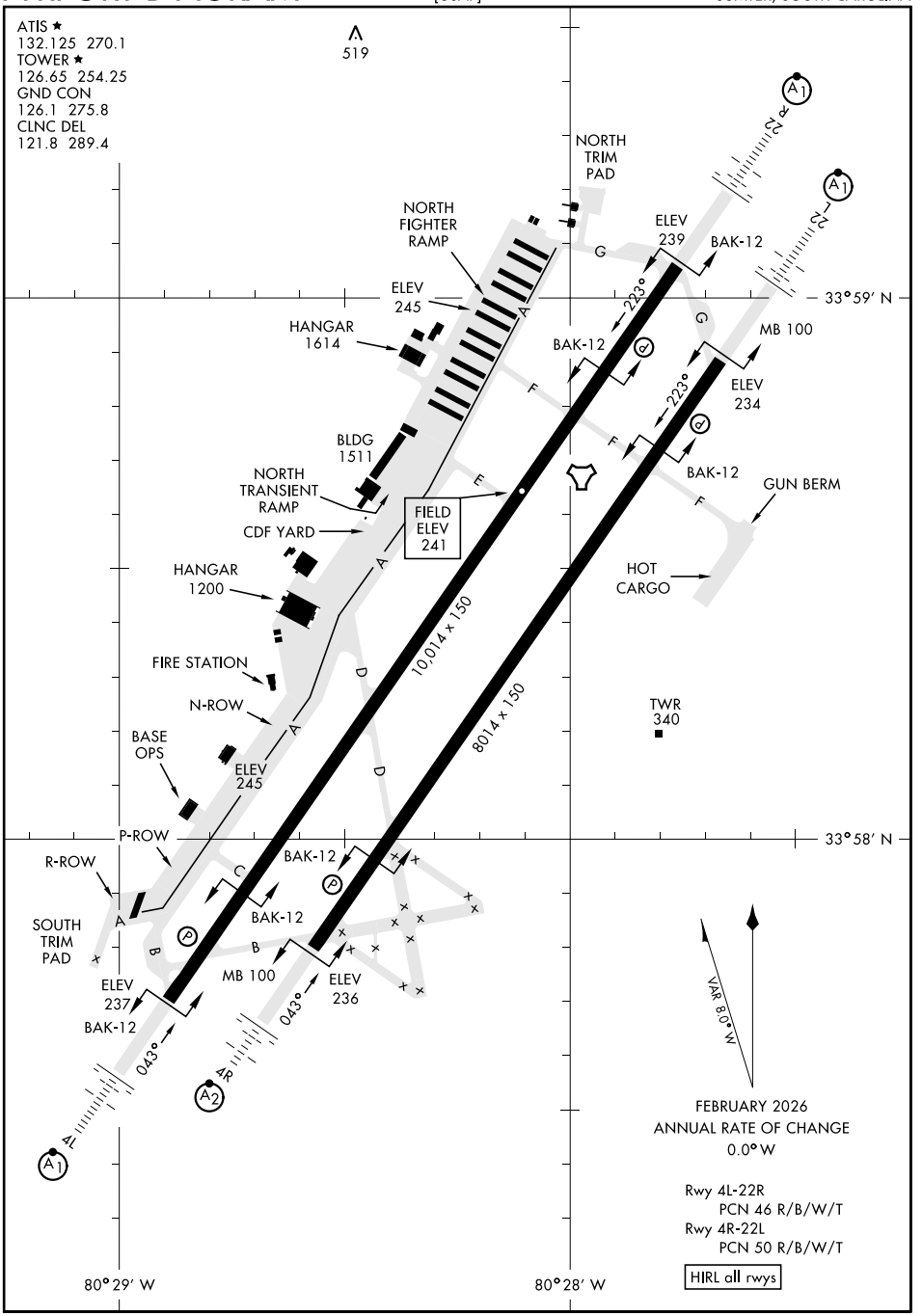
33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 22R



SE-2, 03 SEP 2026 to 29 OCT 2026





SE-2, 03 SEP 2026 to 29 OCT 2026

25275

SHAW AFB (KSSC)

# GABLE-FOUR DEPARTURE (GABLE4.GABLE)

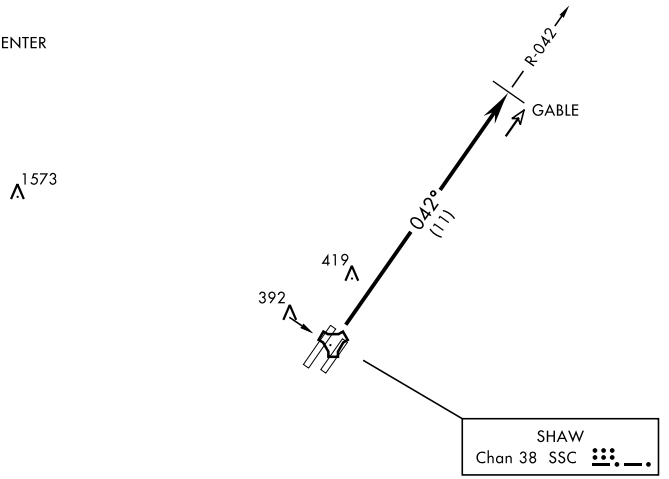
SUMTER, SOUTH CAROLINA

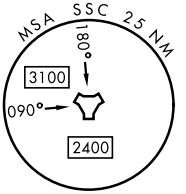


SE-2, 03 SEP 2026 to 29 OCT 2026

[USAF]

ATIS ★ 132.125 270.1
TOWER ★
126.65 254.25
DEP CON ★
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9




RWY 4R, Terrain 0 ft inward of DER, 500 ft left of centerline, 236 ft MSL.

EMERG SAFE ALT 100 NM 3800

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R/L: Climbing to 2000, intercept SSC TACAN R-042 until SSC 11 DME, then as directed by ATC.

# PINIE FOUR DEPARTURE (PINIE4.PINIE)

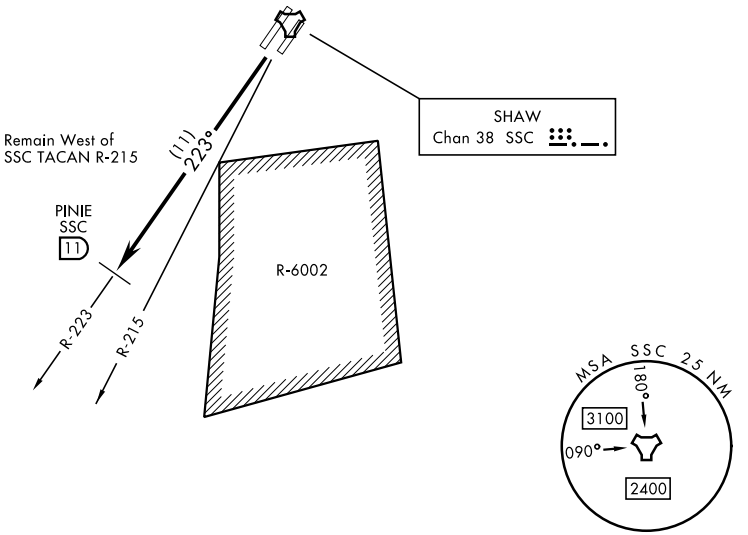
[USAF]

RADAR required when R-6002 active

ATIS ★ 132.125 270.1
TOWER ★
126.65 254.25
DEP CON ★
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9

RWY 22L, Radio-tower 5137′ from DER, 1701′ left of centerline, 140′ AGL/369′ MSL.
RWY 22L, F16 tail 46′ from DER, 224′ right of centerline, 16′ AGL/249′ MSL.
RWY 22L, Terrain 0′ inward of DER, 500′ right of centerline, 236′ MSL.
RWY 22L, GS-rwy 04L 563′ from DER, 500′ right of centerline, 40′ AGL/273′ MSL.

1573




EMERG SAFE ALT 100 NM 3800

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 22L/R: Climbing to 2000, intercept SSC TACAN R-223 until SSC 11 DME, then as directed by ATC.



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SHELBY, NORTH CAROLINA | AL-5704 (FAA) | 26022

| WAAS | APP CRS | Rwy Ldg | 5001 |
|---|---|---|---|
| CH 63124 | 050° | TDZE | 847 |
| W05A | | Apt Elev | 847 |

# RNAV (GPS) RWY 5

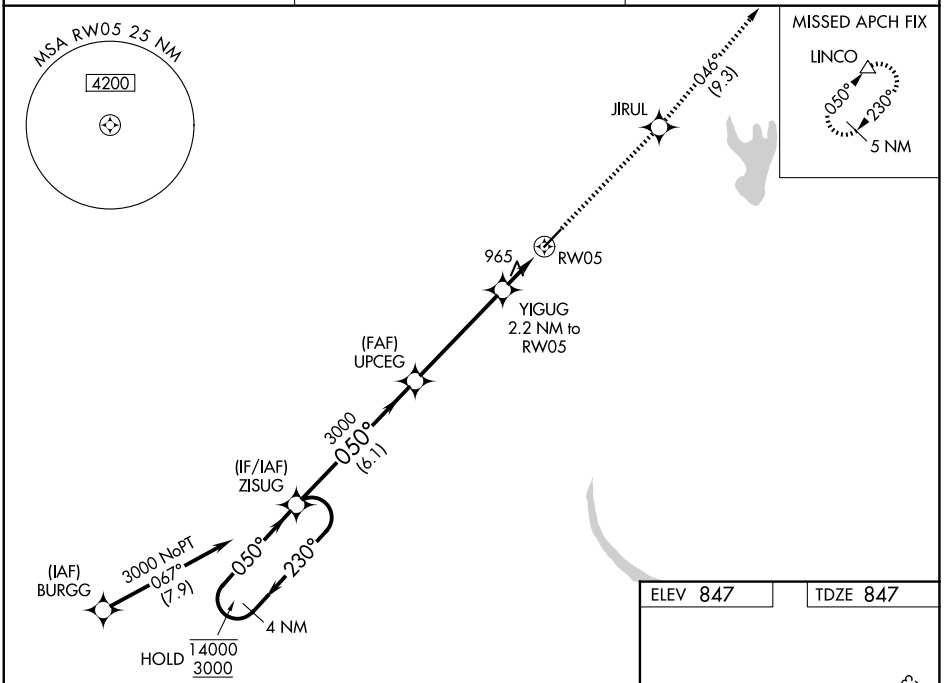
## SHELBY-CLEVELAND COUNTY RGNL (EHO)

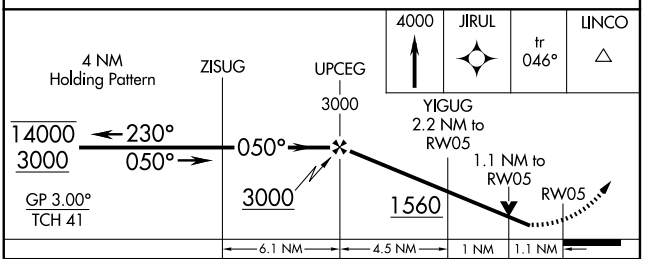
RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using CLT altimeter setting. When local altimeter setting not received, use CLT altimeter setting and increase LPV DA to 1187 feet. Increase LNAV/VNAV DA to 1203 feet. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM.

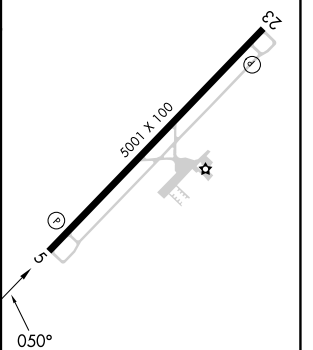
MISSED APPROACH: Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.425 | 120.05 257.2 | 122.8 (CTAF) L |




ELEV 847 | TDZE 847




MIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1113-1 266 (300-1) | | | |
| LNAV MDA | 1240-1 393 (400-1) | | 1240-1⅛ 393 (400-1⅛) | |

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS CH **99424** **W23A** | APP CRS **230°** | Rwy Ldg **5001** TDZE **847** Apt Elev **847** |
|---|---|---|

# RNAV (GPS) RWY 23

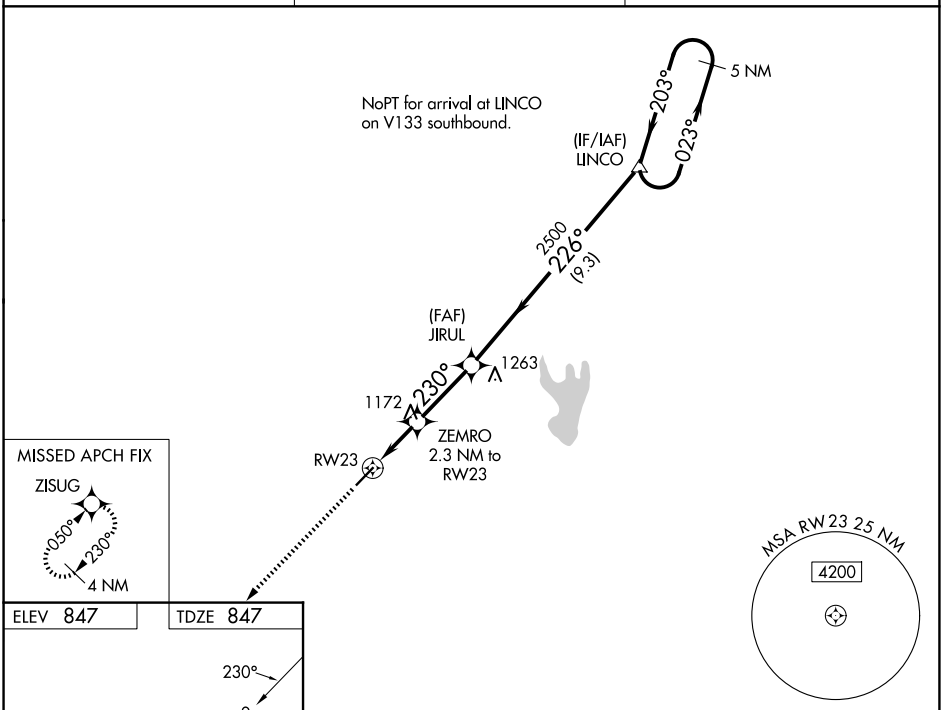
## SHELBY-CLEVELAND COUNTY RGNL (EHO)

RNP APCH.

Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZISUG and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| **118.425** | **120.05 257.2** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1123-1 276 (300-1) | | | |
| LNAV MDA | 1440-1 593 (600-1) | | 1440-1¾ 593 (600-1¾) | |

MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SILER CITY, NORTH CAROLINA AL-6366 (FAA) 26190

# RNAV (GPS) RWY 4

SILER CITY MUNI (SCR)

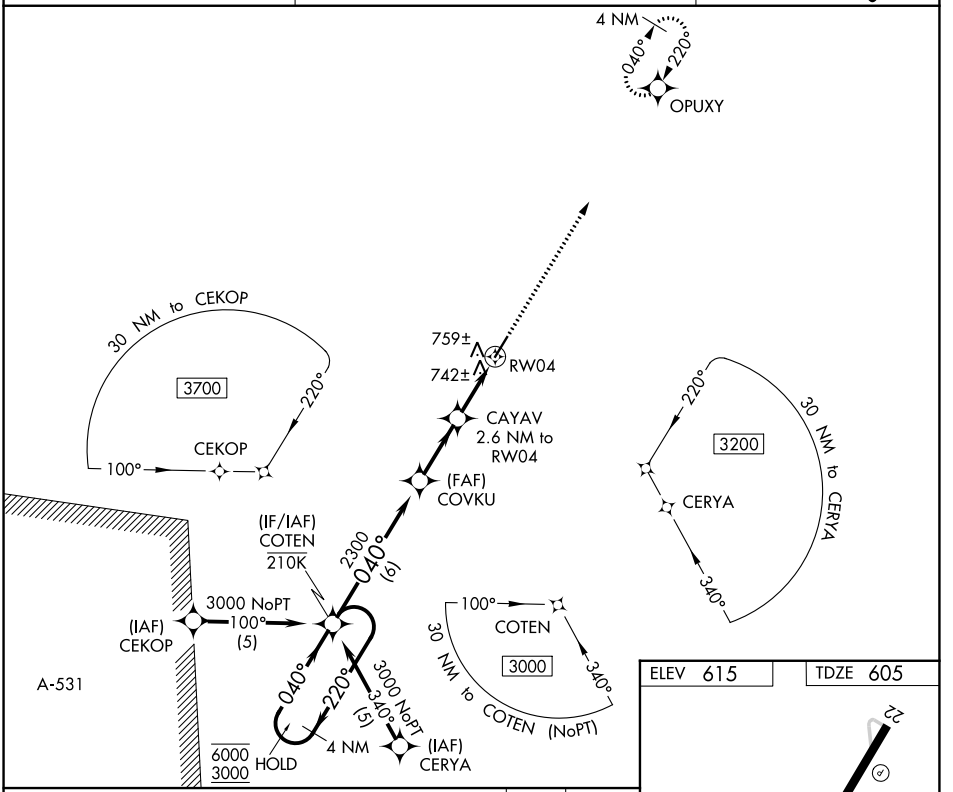
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 42935 | 040° | TDZE | 605 |
| W04A | | Apt Elev | 615 |

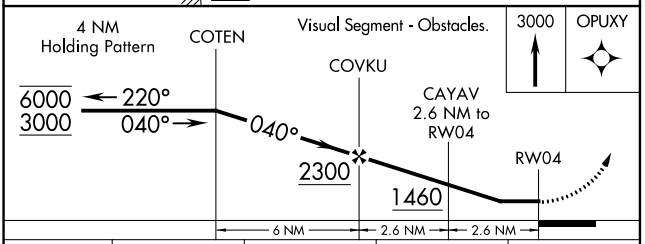
RNP APCH.

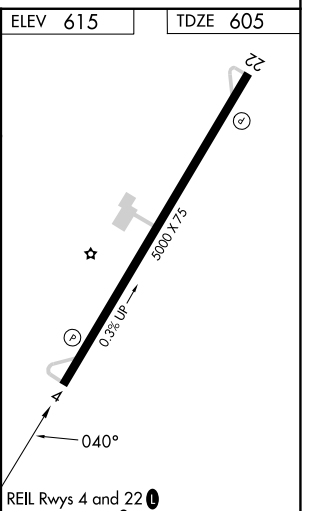
Procedure NA at night. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro Rgnl altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities ¼ SM, and increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct OPUXY and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 327.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 | 395 (400-1) | 1000-1⅛ 395 (400-1⅛) | NA |
| LNAV MDA | 1020-1 | 415 (500-1) | 1020-1¼ 415 (500-1¼) | NA |
| CIRCLING | 1240-1 | 625 (700-1) | 1240-1¾ 625 (700-1¾) | NA |

SILER CITY, NORTH CAROLINA

Orig-B 28FEB19

35°42'N-79°30'W

SILER CITY MUNI (SCR)

RNAV (GPS) RWY 4

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22

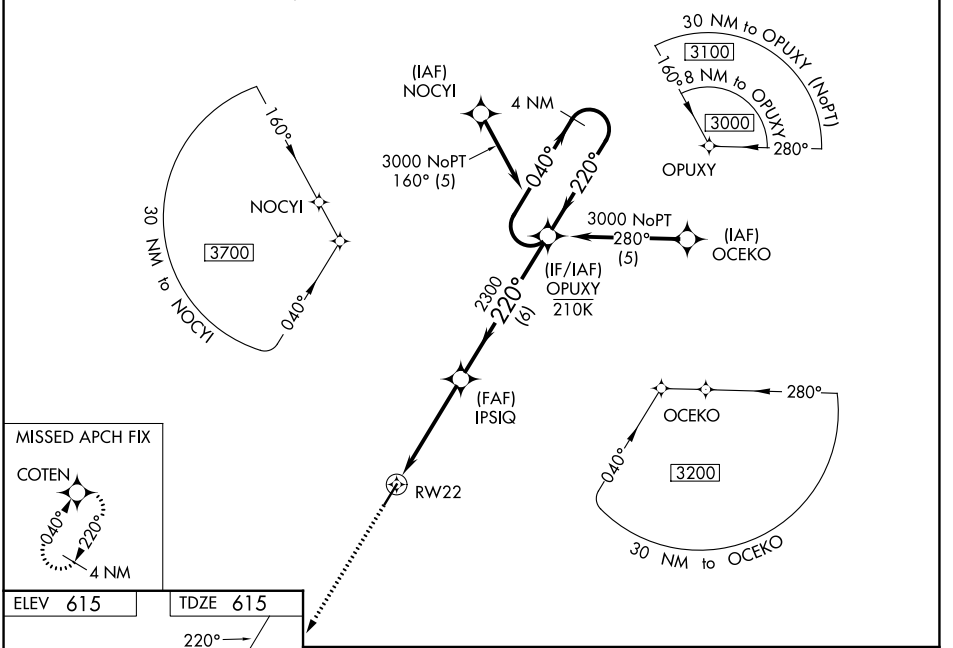
SILER CITY MUNI (SCR)

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 40335 | 220° | TDZE | 615 |
| W22A | | Apt Elev | 615 |

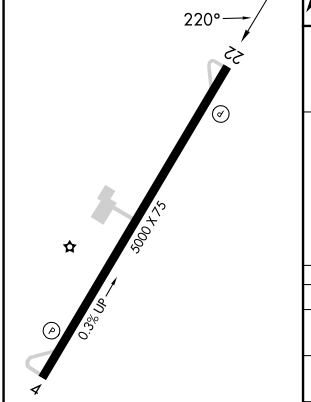
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheboro altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter setting: increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COTEN and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 327.075 | 122.7 (CTAF) L |




ELEV 615 TDZE 615

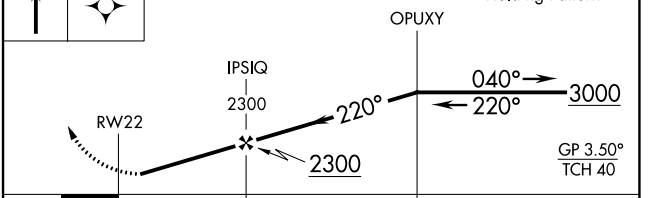



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

3000 COTEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 45).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 954-1 339 (400-1) | | | NA |
| LNAV/VNAV DA | 1140-1⅝ 525 (600-1⅝) | | | NA |
| LNAV MDA | 1160-1 545 (600-1) | | 1160-1⅝ 545 (600-1⅝) | NA |
| CIRCLING | 1240-1 625 (700-1) | | 1240-1¾ 625 (700-1¾) | NA |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

FORT BRAGG, NORTH CAROLINA

# RNAV (GPS) RWY 10

| APCH CRS | Rwy Idg | 4120 |
|---|---|---|
| 095° | TDZE | 242 |
| | Arpt Elev | 243 |

[USA] SIMMONS AAF (FORT BRAGG) (KFBG)

RNP APCH - GPS

RADAR required

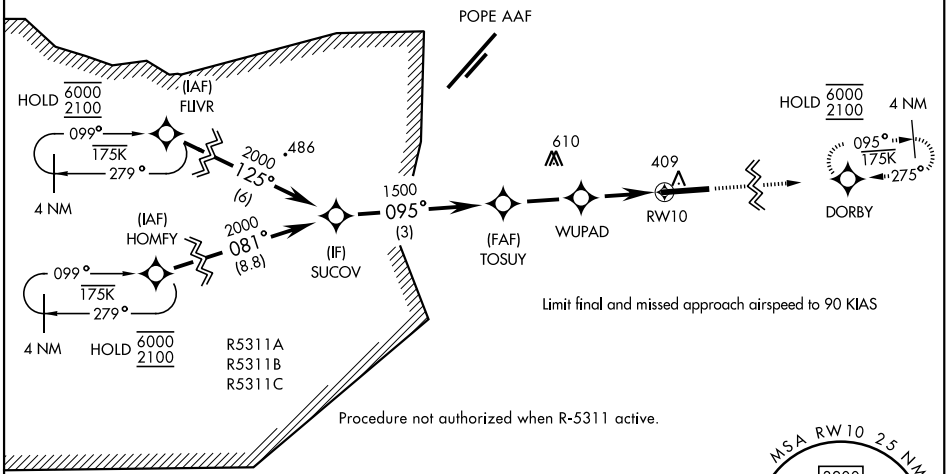
When local altimeter setting not received, use Pope AAF altimeter setting.

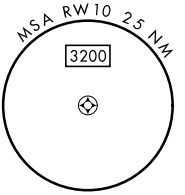
MISSED APPROACH: (Do not exceed 90 KIAS) Climb to 2100 direct DORBY and hold.

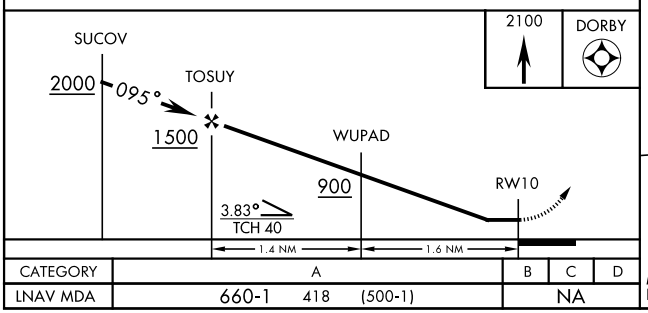
| ATIS | FAYETTEVILLE APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 139.25 | 133.0 290.25 | 125.9 (CTAF) 240.625 | 121.9 229.4 |

Procedure not authorized at night.
Rwy 10 helicopter visibility reduction below 1 mile not authorized.

For helicopter use only - 400 ft/NM MA CG required.

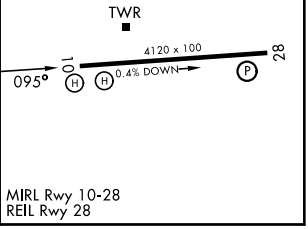



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 418 (500-1) | NA | | |

ELEV 243 TDZE 242




MIRL Rwy 10-28
REIL Rwy 28

FORT BRAGG, NORTH CAROLINA 35°08'N-78°56'W SIMMONS AAF (FORT BRAGG) (KFBG)

Amdt 2 04SEP25

RNAV (GPS) RWY 10



SE-2, 03 SEP 2026 to 29 OCT 2026

FORT BRAGG, NORTH CAROLINA

# RNAV (GPS) RWY 28

| WAAS | APCH CRS | Rwy ldg | 4120 |
|---|---|---|---|
| CH 67320 | 275° | TDZE | 242 |
| W28A | | Arpt Elev | 243 |

[USA] SIMMONS AAF (FORT BRAGG) (KFBG)

RNP APCH - GPS

* Circling not authorized at night.
When local altimeter setting not received, use Pope AAF altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct AXILE and hold.

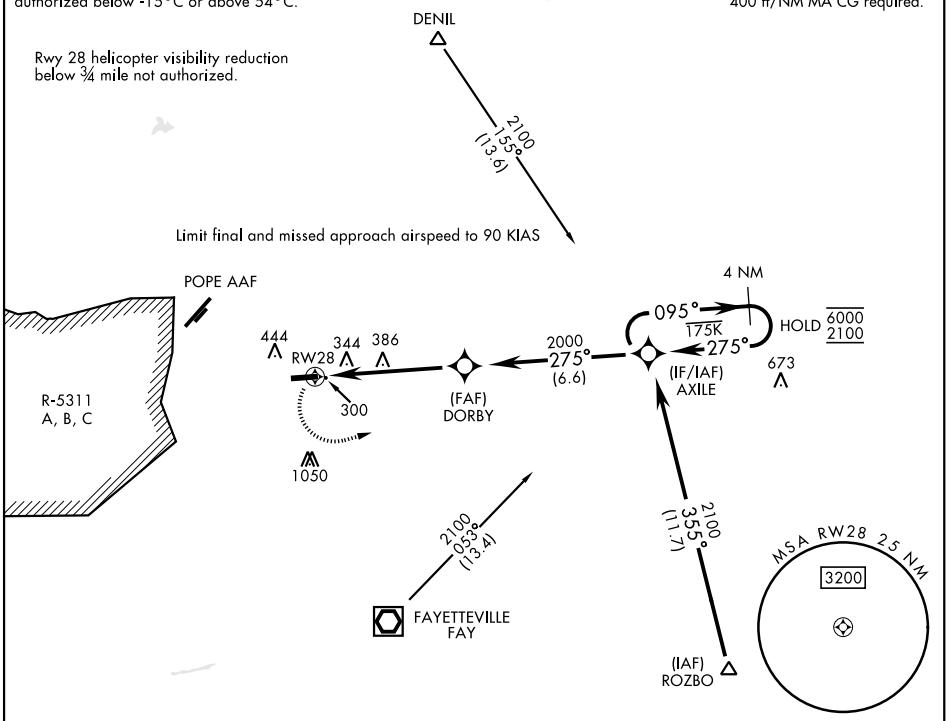
| ATIS | FAYETTEVILLE APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 139.25 | 133.0 290.25 | 125.9 (CTAF) 240.625 | 121.9 229.4 |

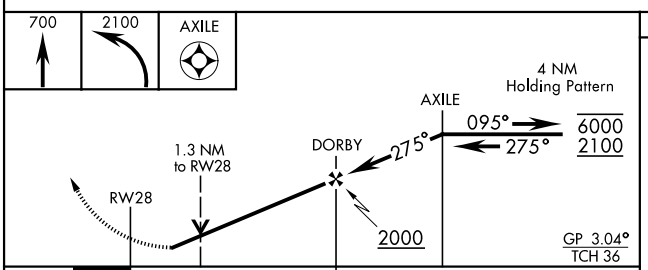
For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.

For helicopter use only - 400 ft/NM MA CG required.

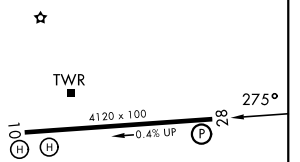
Rwy 28 helicopter visibility reduction below ¾ mile not authorized.

Limit final and missed approach airspeed to 90 KIAS




ELEV 243 TDZE 242




| CATEGORY | A | | | B | C | D |
|---|---|---|---|---|---|---|
| LPV DA | 492- ¾ | 250 | (300-¾) | NOT AUTHORIZED | | |
| LNAV/VNAV DA | 680-1¼ | 438 | (500-1¼) | NOT AUTHORIZED | | |
| LNAV MDA | 680-1 | 438 | (500-1) | NOT AUTHORIZED | | |
| CIRCLING * | 760-1 | 517 | (600-1) | NOT AUTHORIZED | | |

MIRL Rwy 10-28
REIL Rwy 28

FORT BRAGG, NORTH CAROLINA 35°08'N-78°56'W SIMMONS AAF (FORT BRAGG) (KFBG)

Amdt 3 04SEP25

RNAV (GPS) RWY 28





SE-2, 03 SEP 2026 to 29 OCT 2026

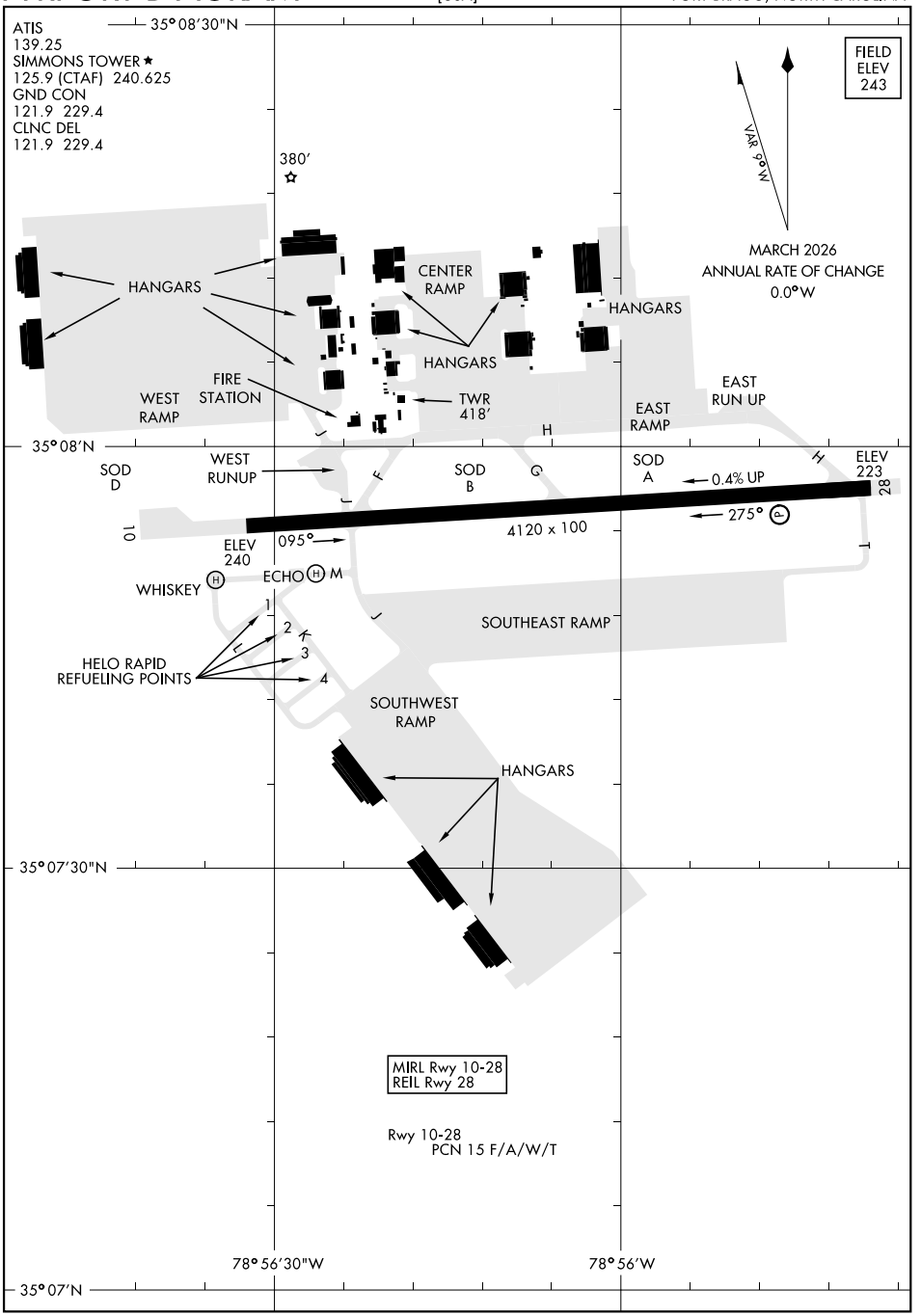
26134

# AIRPORT DIAGRAM

SIMMONS AAF (FORT BRAGG) (KFBG)

[USA]

FORT BRAGG, NORTH CAROLINA




AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA

SIMMONS AAF (FORT BRAGG) (KFBG)

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Y or LOC Y RWY 3

JOHNSTON RGNL (JNX)

| LOC/DME I-JNX | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 111.15 | 032° | TDZE | 147 |
| Chan 48(Y) | | Apt Elev | 164 |

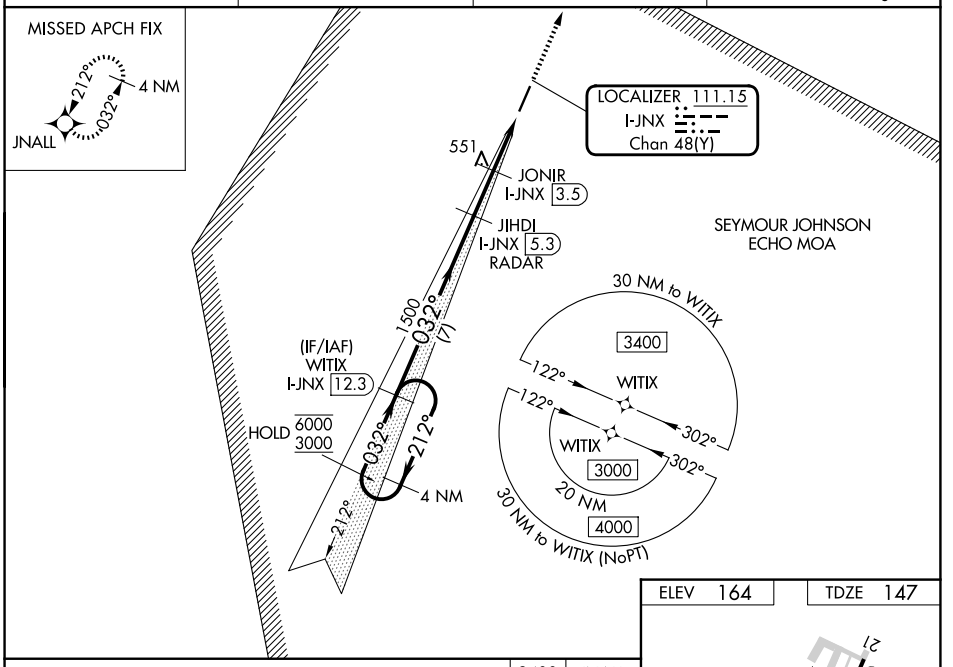
RNP APCH - GPS.

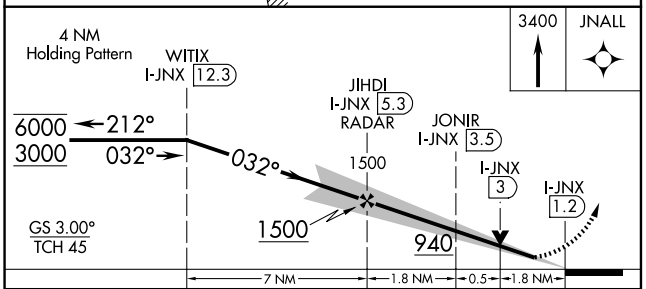
▼ ▲NA Rwy 3 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 3. VDP NA when using HRJ altimeter setting. When local altimeter setting not received, use HRJ altimeter setting and increase S-ILS 3 DA to 447 feet; increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. For inop ALS, increase S-LOC 3 Cat C/D visibility to 1¾ SM.

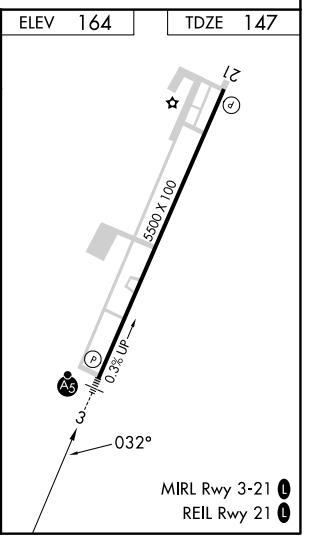
MALSR

MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 397-1 | 250 (300-1) | | |
| S-LOC 3 | 780-1 | 633 (700-1) | 780-1⅜ | 633 (700-1⅜) |
| CIRCLING | 780-1 | 616 (700-1) | 960-2¼<br>796 (800-2¼) | 1100-3<br>936 (1000-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SMITHFIELD, NORTH CAROLINA | AL-6502 (FAA) | 26078

# ILS Z or LOC Z RWY 3

JOHNSTON RGNL (JNX)

| LOC/DME I-JNX | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 111.15 | 032° | TDZE | 147 |
| Chan 48(Y) | | Apt Elev | 164 |

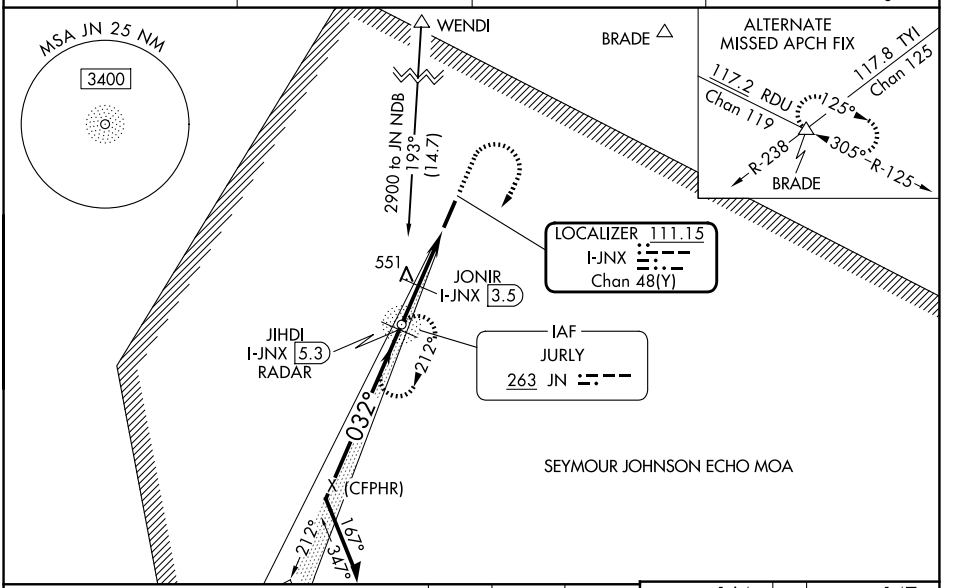
ADF required. DME or RADAR required for LOC only.

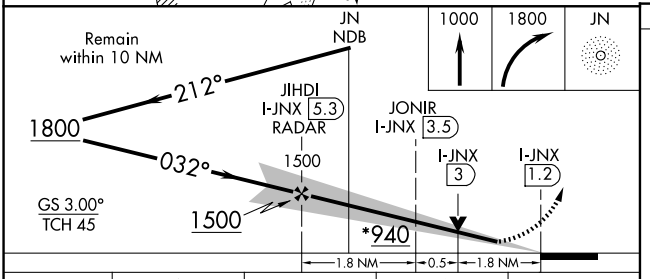
T NA — Rwy 3 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 3. For inop ALS, increase S-LOC 3 Cats C/D visibility to 2½ ; increase S-LOC 3 JONIR Fix Minimums Cats C and D to 1¾ SM. When local altimeter setting not received, use HRJ altimeter setting and increase S-ILS 3 DA to 447 feet; increase all MDAs 60 feet and Circling visibility Cat A/C ¼ SM. *1000 when using HRJ altimeter setting.

MALSR (A5)

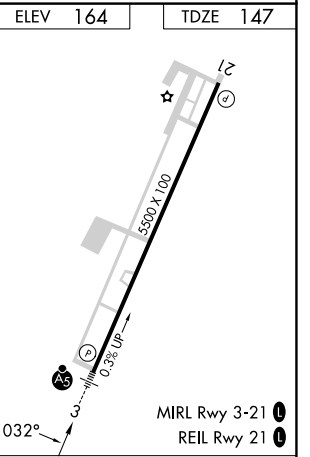
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct JN NDB and hold, continue climb-in-hold to 1800.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 397-1 | | 250 (300-1) | |
| S-LOC 3* | 940-1 793 (800-1) | | 940-1¾ 793 (800-1¾) | |
| CIRCLING | 940-1 776 (800-1) | 940-1¼ 776 (800-1¼) | 960-2½ 796 (800-2½) | 1100-3 936 (1000-3) |
| JONIR DME FIX MINIMUMS | | | | |
| S-LOC 3 | 780-1 633 (700-1) | | 780-1⅜ 633 (700-1⅜) | |
| CIRCLING | 780-1 616 (700-1) | | 960-2¼ 796 (800-2¼) | 1100-3 936 (1000-3) |




FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SMITHFIELD, NORTH CAROLINA
Amdt 2B 19MAR26

35°32′N-78°23′W

JOHNSTON RGNL (JNX)

ILS Z or LOC Z RWY 3


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 3

JOHNSTON RGNL (JNX)

| WAAS CH 48819 W03A | APP CRS 032° | Rwy Ldg 5500 TDZE 147 Apt Elev 164 |
|---|---|---|

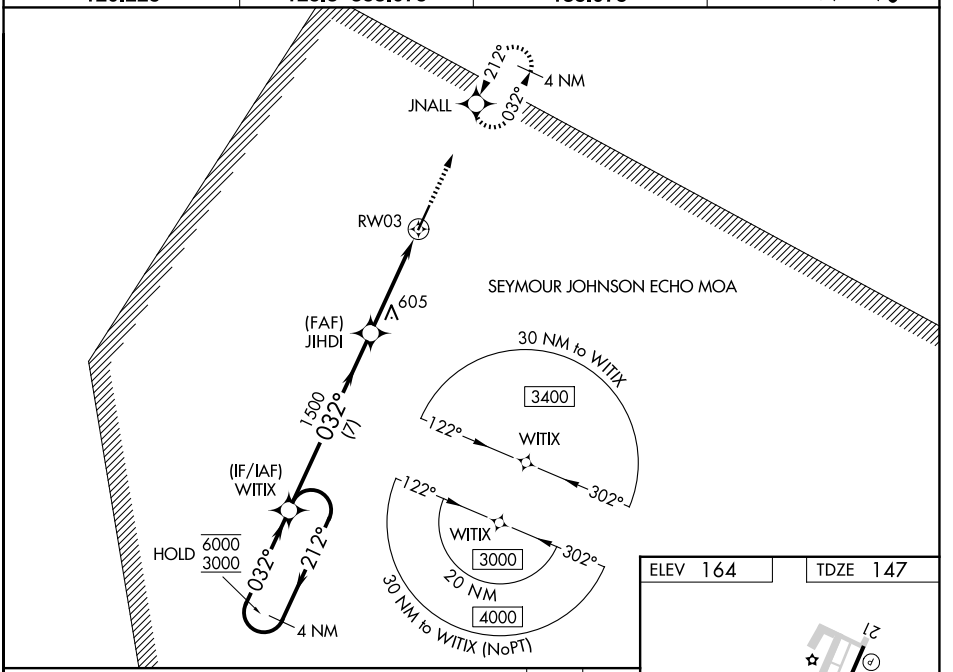
RNP APCH - GPS.

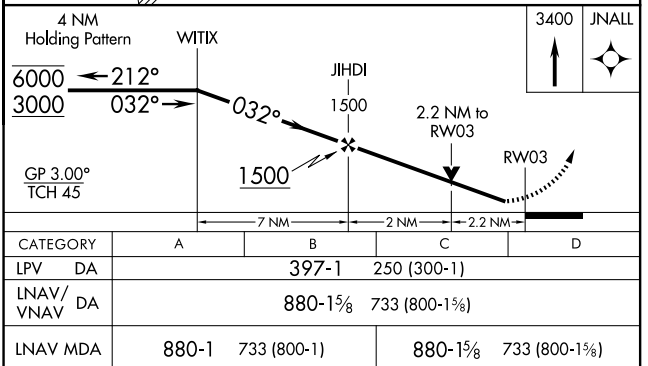
Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using HRJ altimeter setting. When local altimeter setting not received, use HRJ altimeter setting and increase LPV DA to 447 feet; increase LNAV/VNAV DA to 930 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and Circling visibility Cat B/C ¼ SM.

MALSR

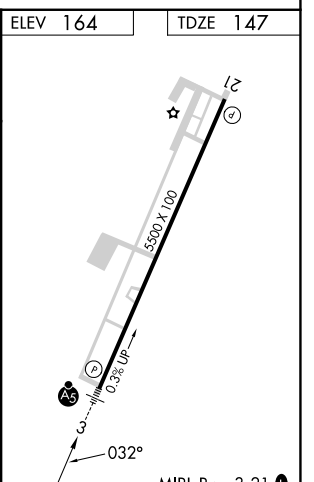
MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 397-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 880-1⅝ | 733 (800-1⅝) | | |
| LNAV MDA | 880-1 | 733 (800-1) | 880-1⅝ | 733 (800-1⅝) |
| CIRCLING | 880-1 | 716 (800-1) | 960-2¼ | 796 (800-2¼) 1100-3 936 (1000-3) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 26078

# RNAV (GPS) RWY 21

JOHNSTON RGNL (JNX)

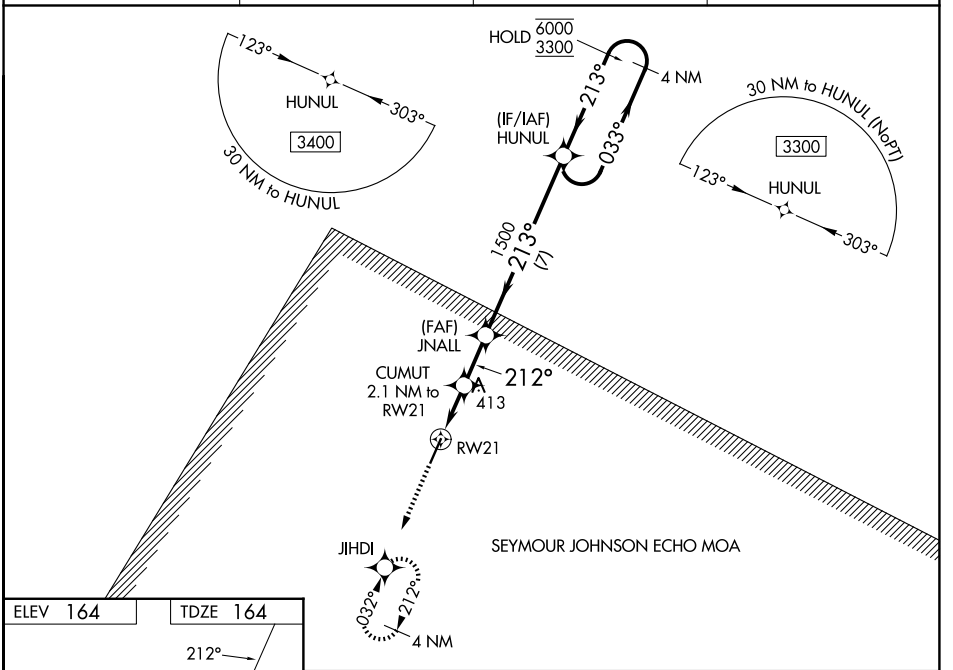
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 65937 | 212° | TDZE | 164 |
| W21A | | Apt Elev | 164 |

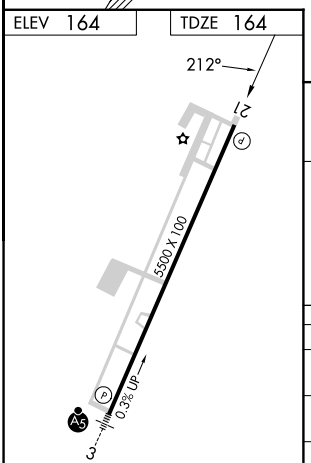
RNP APCH - GPS.

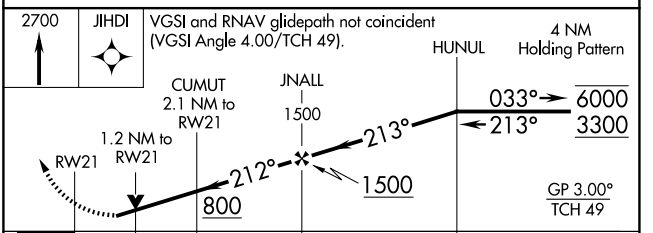
Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using HRJ altimeter setting. When local altimeter setting not received, use HRJ altimeter setting and increase LPV DA to 574 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 716 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 524-1 | | 360 (400-1) | |
| LNAV/VNAV DA | 666-1⅜ | | 502 (600-1⅜) | |
| LNAV MDA | 720-1 | 556 (600-1) | 720-1⅝ | 556 (600-1⅝) |
| CIRCLING | 720-1 | 556 (600-1) | 960-2¼ 796 (800-2¼) | 1100-3 936 (1000-3) |

SMITHFIELD, NORTH CAROLINA JOHNSTON RGNL (JNX)

Amdt 2 19MAR26 35°32'N-78°23'W RNAV (GPS) RWY 21



SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS or LOC RWY 5

## SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

| LOC/DME I-SPA | APP CRS | Rwy Ldg 5852 |
|---|---|---|
| 109.1 | 047° | TDZE 802 |
| Chan 28 | | Apt Elev 802 |

DME required.

For inop ALS, increase S-LOC 5 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SPA VORTAC and hold, continue climb-in-hold to 3000.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) L |

Procedure NA for arrival on SPA VORTAC airway radials 231 CW 269.

SPARTANBURG 115.7 SPA Chan 104

2500 to FREST 212° (17.8)

R-194–014° 194°

LOCALIZER 109.1 I-SPA Chan 28

899±

LOM JUDKY 521 GM

(IF/IAF) FREST INT I-SPA 11.9

2100 047° (6.8)

VETPY I-SPA 5.1

276°

047° 1 min 227°

227°

HOLD 5200 2500

MSA SPA 25 NM

5200 224° 044° 2900

ELEV 802 D TDZE 802

One Minute Holding Pattern

FREST INT I-SPA 11.9

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

1300 3000 SPA

*LOC only.

5200 2500 227° 047°

047°

VETPY I-SPA 5.1

2100

*I-SPA 2.1

I-SPA 1.1

GS 3.00° TCH 50

2100

6.8 NM 2.9 NM 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1002-¾ 200 (200-¾) | | | |
| S-LOC 5 | 1160-¾ 358 (400-¾) | | | |
| CIRCLING | 1320-1 518 (600-1) | | 1380-1½ 578 (600-1½) | 1420-2 618 (700-2) |

862

5852 X 100

23

047°

HIRL Rwy 5-23 L

REIL Rwy 23 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

SPARTANBURG, SOUTH CAROLINA AL-401 (FAA) 26190

# RNAV (GPS) RWY 5

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

| WAAS | APP CRS | Rwy Ldg | 5852 |
|---|---|---|---|
| CH 61226 | 047° | TDZE | 802 |
| W05A | | Apt Elev | 802 |

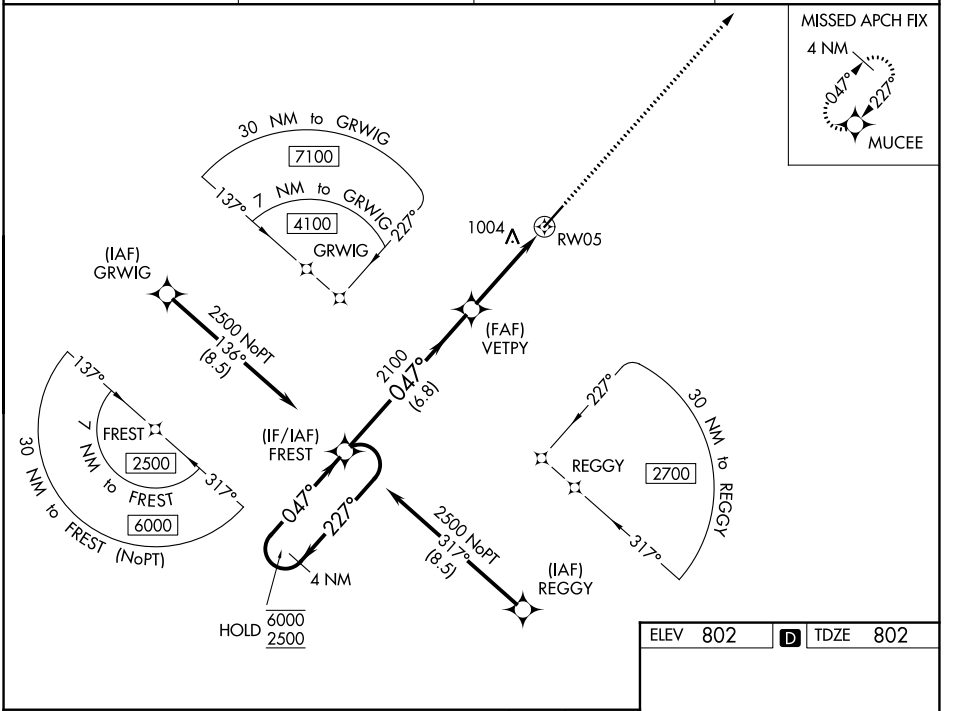
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

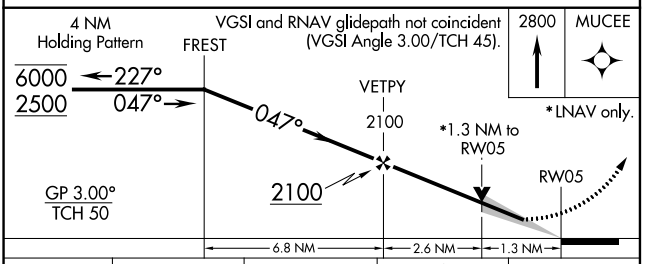
MALSR

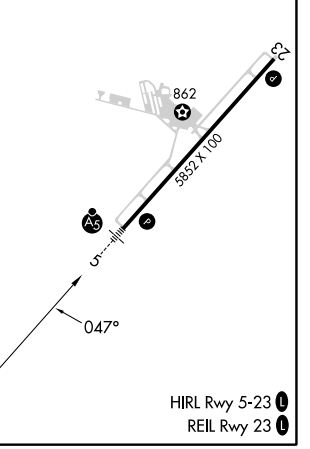
MISSED APPROACH: Climb to 2800 direct MUCEE and hold.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) L |




ELEV 802 D TDZE 802




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1260-⅞ 458 (500-⅞) | | | |
| LNAV MDA | 1260-¾ 458 (500-¾) | | 1260-⅞ 458 (500-⅞) | |
| CIRCLING | 1320-1 518 (600-1) | | 1380-1½ 578 (600-1½) | 1420-2 618 (700-2) |

SPARTANBURG, SOUTH CAROLINA
Amdt 1A 15JUN23

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)
34°55'N-81°57'W

RNAV (GPS) RWY 5

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

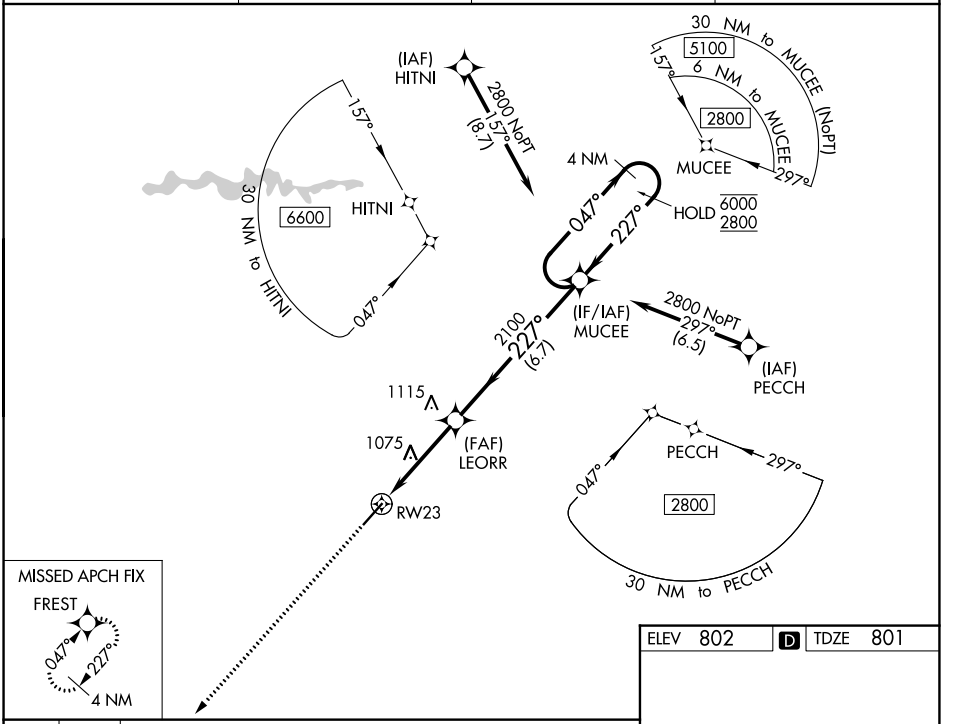
| WAAS | APP CRS | Rwy Ldg | 5452 |
|---|---|---|---|
| CH 65926 | 227° | TDZE | 801 |
| W23A | | Apt Elev | 802 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

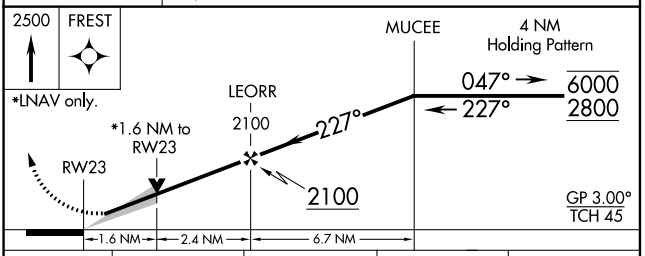
MISSED APPROACH: Climb to 2500 direct FREST and hold.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) L |



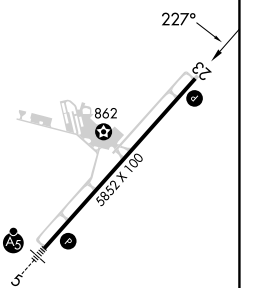

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1001-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1090-⅞ 289 (300-⅞) | | | |
| LNAV MDA | 1340-1 539 (600-1) | | 1340-1½ 539 (600-1½) | |
| CIRCLING | 1340-1 538 (600-1) | | 1380-1½ 578 (600-1½) | 1420-2 618 (700-2) |

ELEV 802 D TDZE 801




HIRL Rwy 5-23 L
REIL Rwy 23 L

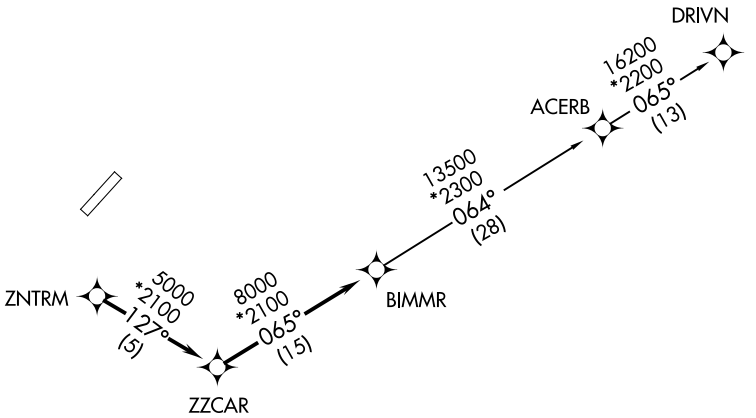


SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

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

NOTE: Chart not to scale.



SE-2, 03 SEP 2026 to 29 OCT 2026

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

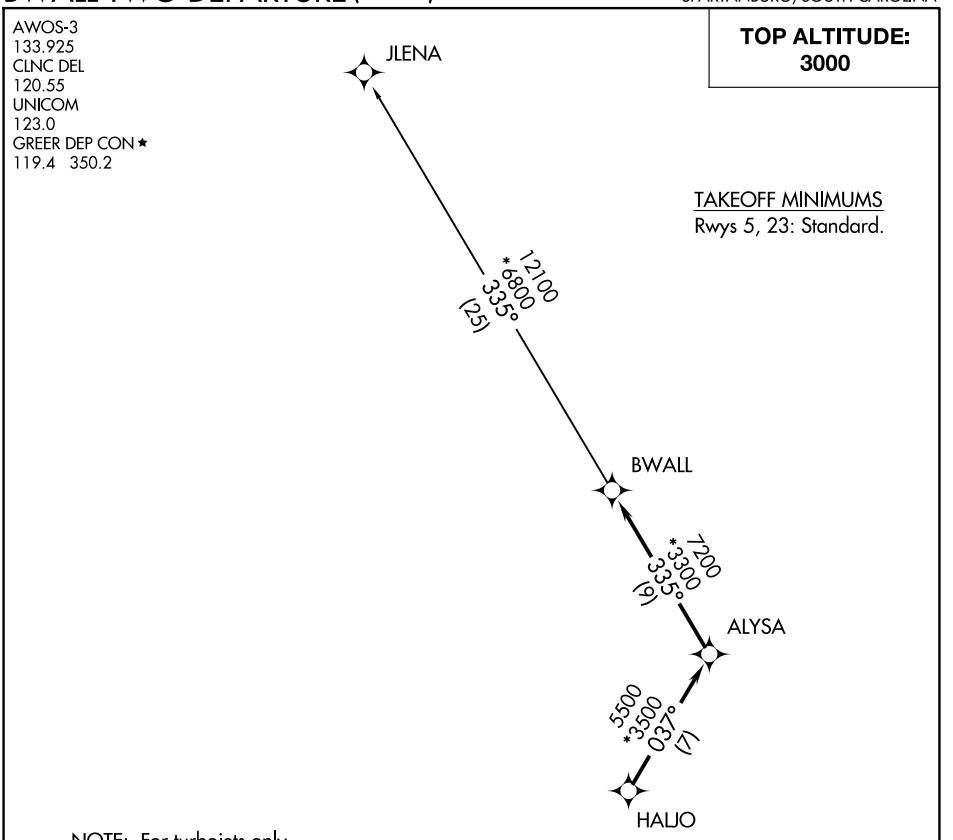
. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)

# BWALL TWO DEPARTURE (RNAV)






## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)




SE-2, 03 SEP 2026 to 29 OCT 2026

STAR, NORTH CAROLINA | AL-9824 (FAA) | 26246

# RNAV (GPS) RWY 3
## MONTGOMERY COUNTY (43A)

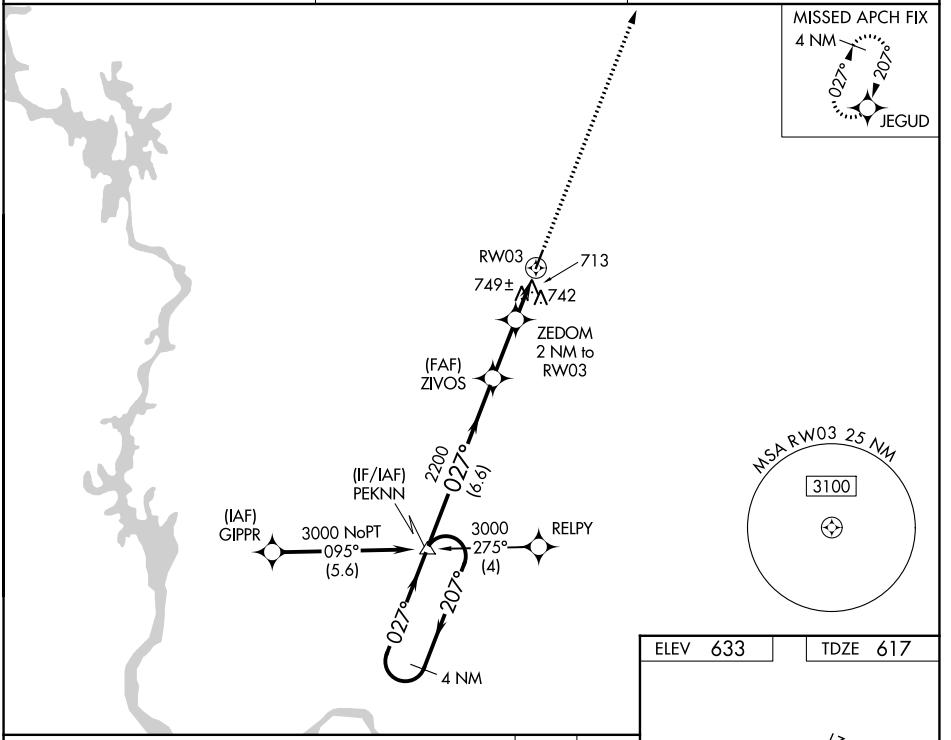
| WAAS | APP CRS | Rwy Ldg | 4002 |
|---|---|---|---|
| CH 61235 | 027° | TDZE | 617 |
| W03A | | Apt Elev | 633 |

RNP APCH-GPS.

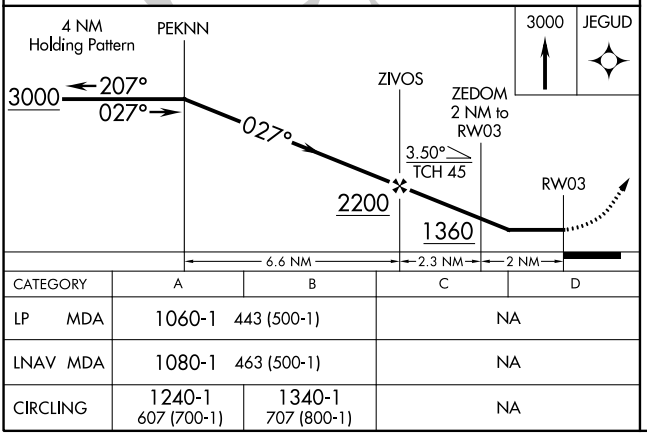
▼ Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting.
▲ NA Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JEGUD and hold.

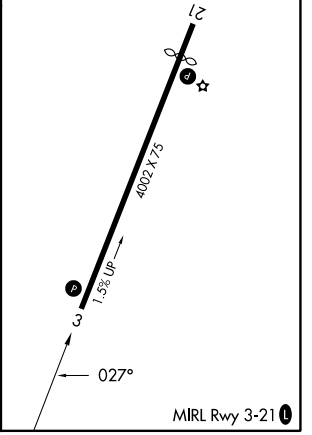
| HBI AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 127.8 343.725 | 122.8 (CTAF) L |




ELEV 633 | TDZE 617




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 443 (500-1) | | NA | |
| LNAV MDA | 1080-1 463 (500-1) | | NA | |
| CIRCLING | 1240-1 607 (700-1) | 1340-1 707 (800-1) | NA | |




STAR, NORTH CAROLINA
Orig-B 07OCT21

35°23'N-79°47'W

MONTGOMERY COUNTY (43A)
RNAV (GPS) RWY 3

SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 21

MONTGOMERY COUNTY (43A)

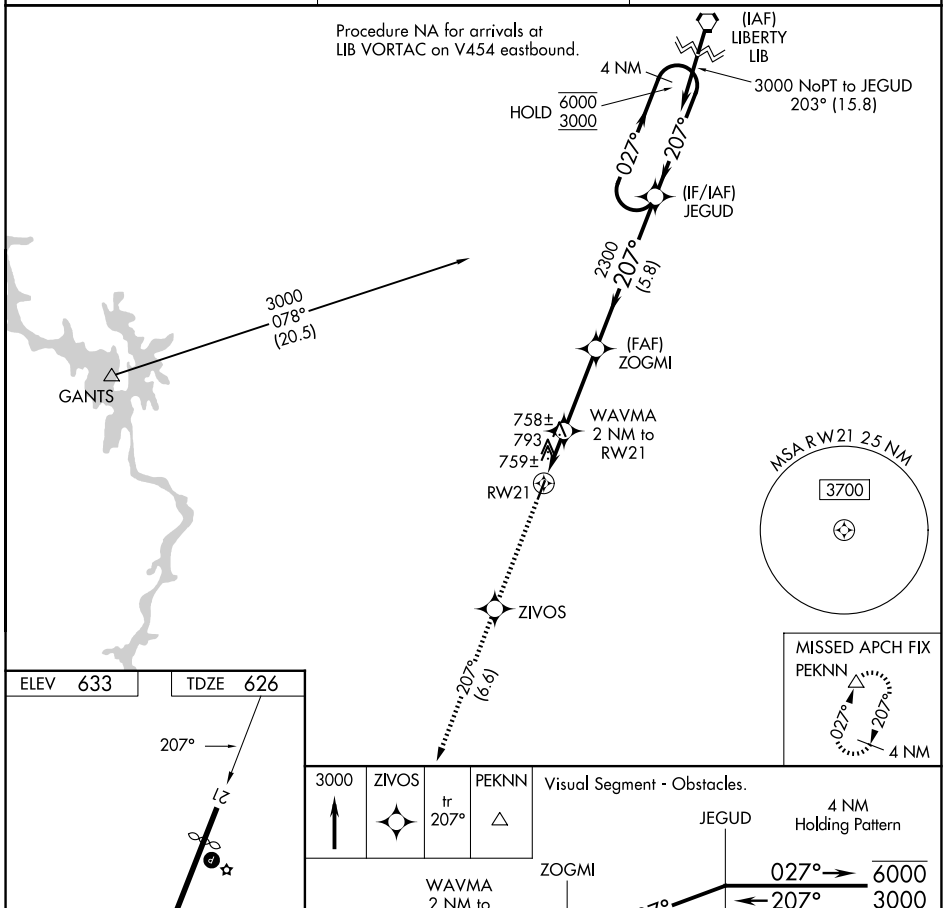
| WAAS CH 72935 W21A | APP CRS 207° | Rwy Ldg 3544 TDZE 626 Apt Elev 633 |
|---|---|---|

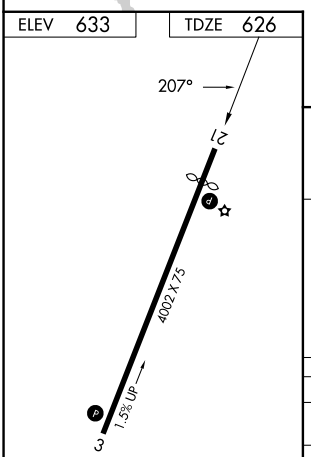
RNP APCH-GPS.

T NA Rwy 21 helicopter visibility reduction below 1 SM NA. Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Procedure NA at night.

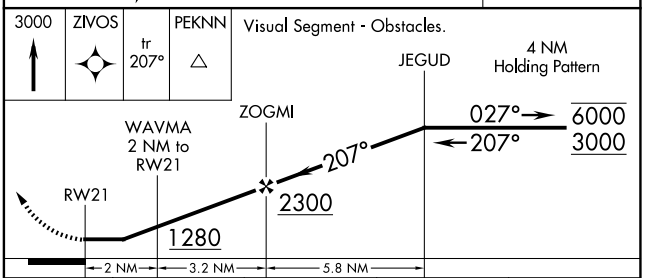
MISSED APPROACH: Climb to 3000 direct ZIVOS and on track 207° to PEKNN and hold.

| HBI AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 127.8 343.725 | 122.8 (CTAF) L |




MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 434 (500-1) | | NA | |
| LNAV MDA | 1100-1 474 (500-1) | | NA | |
| CIRCLING | 1240-1 607 (700-1) | 1340-1 707 (800-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

STATESVILLE, NORTH CAROLINA AL-5683 (FAA) 26246

| LOC/DME I-SVH | APP CRS | Rwy Ldg 6453 |
|---|---|---|
| 111.75 | 285° | TDZE 967 |
| Chan 54 (Y) | | Apt Elev 968 |

# ILS or LOC RWY 28
STATESVILLE RGNL (SVH)

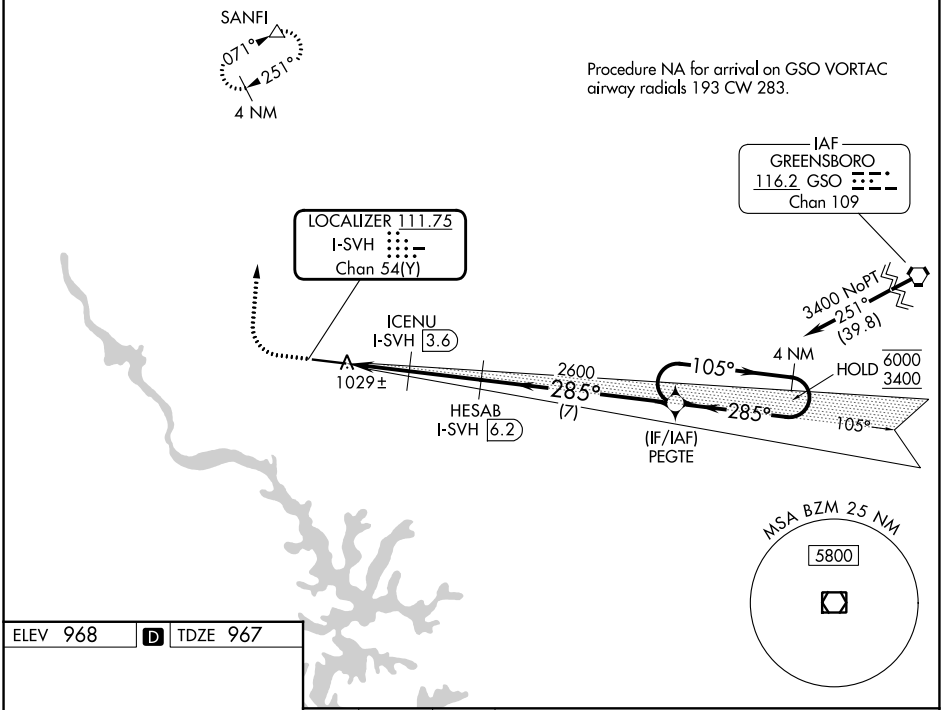
RNP APCH - GPS.

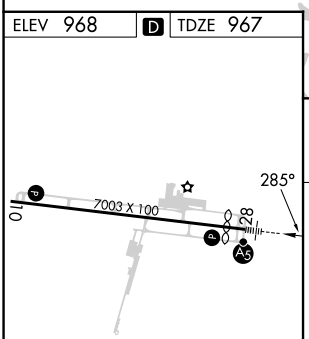
For inop ALS, increase S-LOC 28 Cat C and D visibility to ⅞ SM.

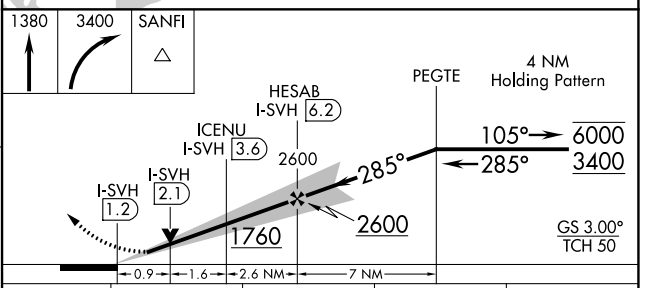
MALSR

MISSED APPROACH: Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1167-½ 200 (200-½) | | | |
| S-LOC 28 | 1280-½ 313 (400-½) | | | |
| CIRCLING | 1420-1 452 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

STATESVILLE, NORTH CAROLINA
Amdt 2 14MAY26

35°46′N-80°57′W

STATESVILLE RGNL (SVH)
ILS or LOC RWY 28


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 6453 |
|---|---|---|---|
| CH 99435 | 105° | TDZE | 968 |
| W10A | | Apt Elev | 968 |

# RNAV (GPS) RWY 10

STATESVILLE RGNL (SVH)

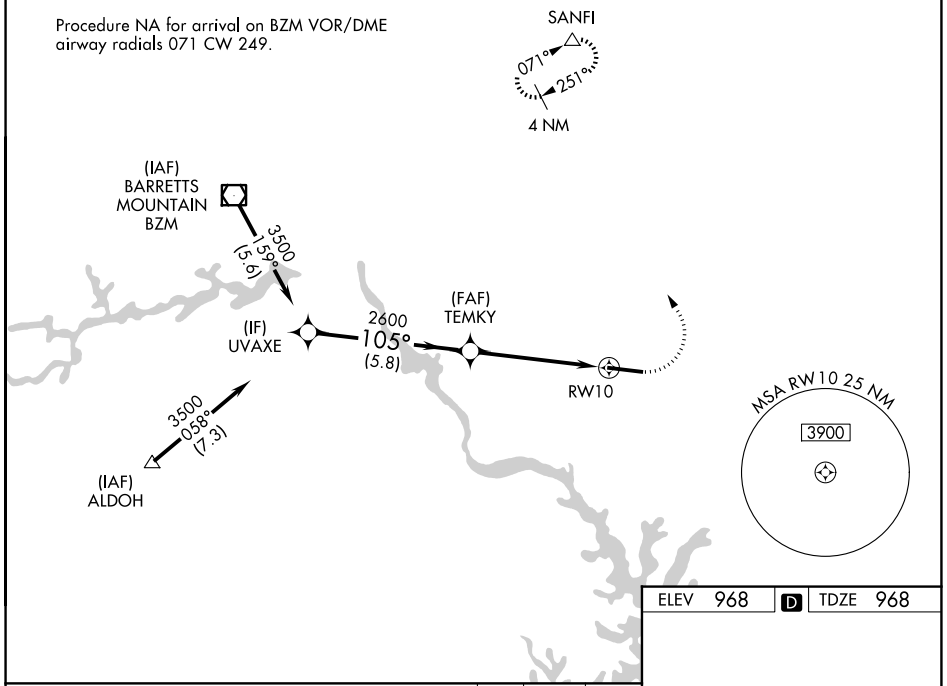
RNP APCH - GPS.

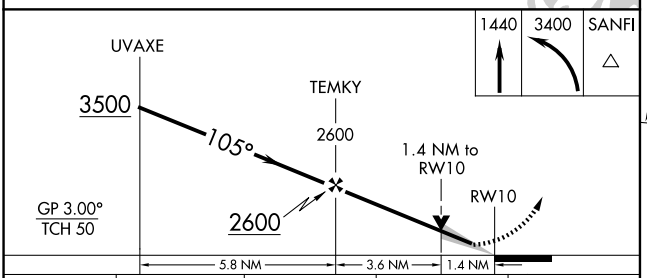
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |

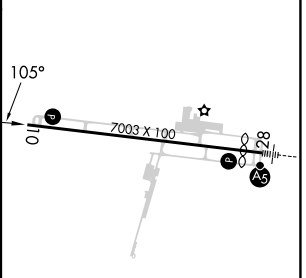
Procedure NA for arrival on BZM VOR/DME airway radials 071 CW 249.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1218-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1479-1⅜ 511 (600-1⅜) | | | |
| LNAV MDA | 1440-1 472 (500-1) | | 1440-1⅜ 472 (500-1⅜) | |
| CIRCLING | 1440-1 472 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

ELEV 968 D TDZE 968




REIL Rwy 10 L
HIRL Rwy 10-28 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

STATESVILLE, NORTH CAROLINA | AL-5683 (FAA) | 26134

| WAAS | APP CRS | Rwy Ldg | 6453 |
|---|---|---|---|
| CH 60903 | 285° | TDZE | 967 |
| W28A | | Apt Elev | 968 |

# RNAV (GPS) RWY 28

STATESVILLE RGNL (SVH)

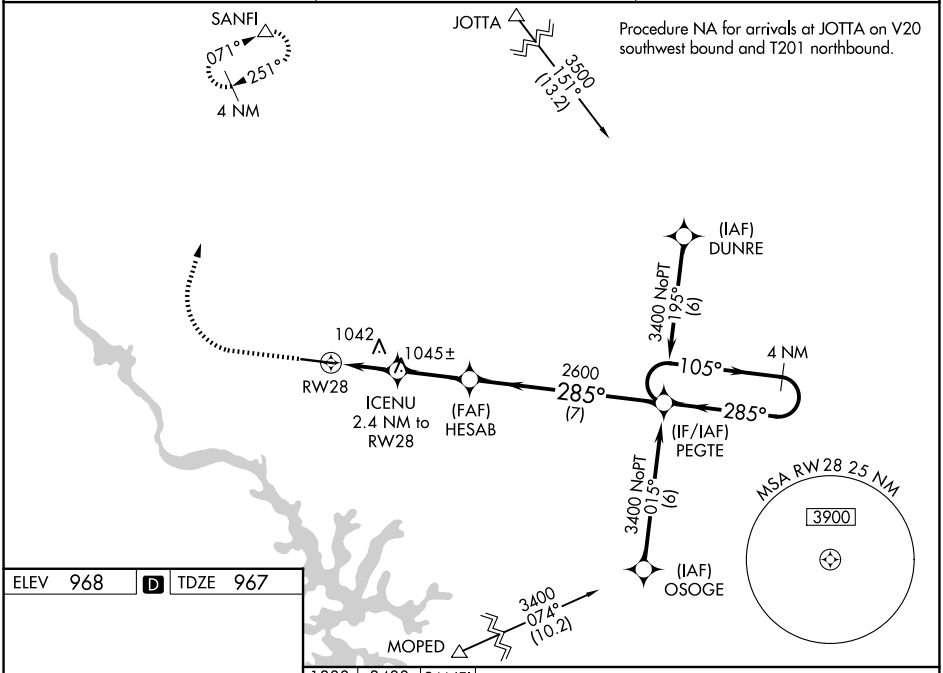
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lincolnton altimeter setting and increase LPV DA to 1218, LNAV/VNAV DA to 1269, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ , and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inop MALSR, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to ⅞ mile. For inop MALSR when using Lincolnton altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 mile.

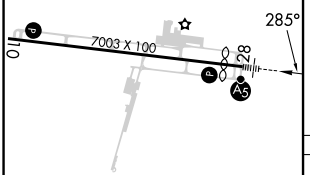
MALSR

MISSED APPROACH: Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

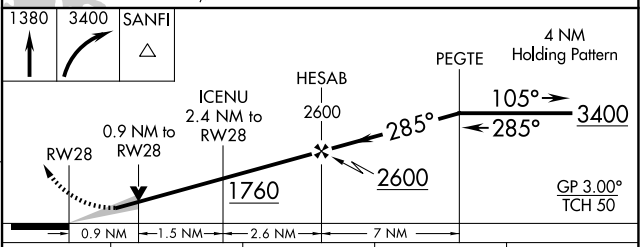
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |




ELEV 968 | D | TDZE 967




REIL Rwy 10 L
HIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1167-¾ | | 200 (200-¾) | |
| LNAV/VNAV DA | 1218-¾ | | 251 (300-¾) | |
| LNAV MDA | 1300-¾ | | 333 (400-¾) | |
| CIRCLING | 1420-1 452 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

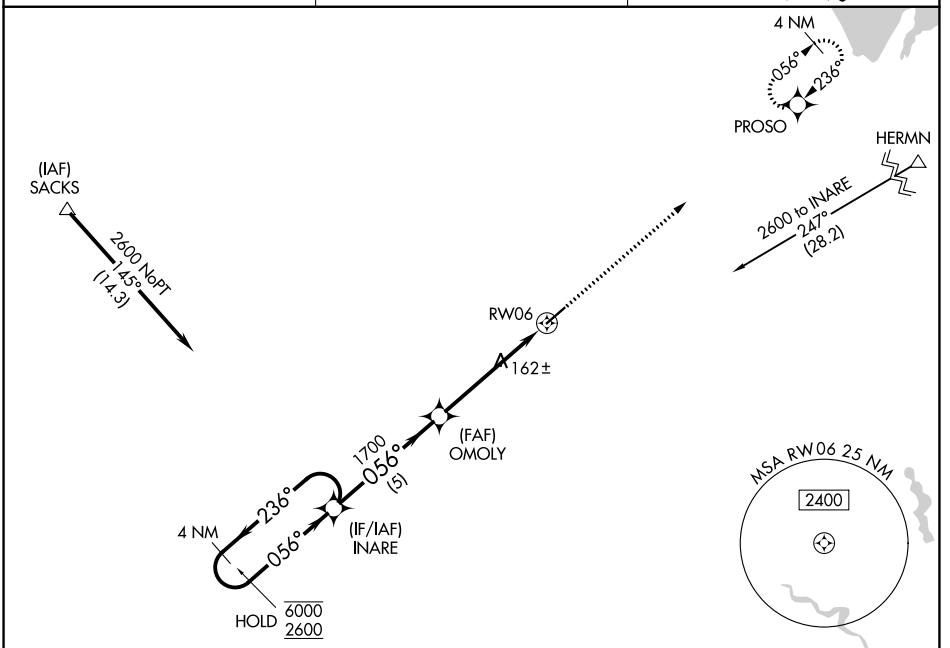
| WAAS CH 49018 W06A | APP CRS 056° | Rwy Ldg 5000 / TDZE 53 / Apt Elev 56 |
|---|---|---|

RNP APCH.

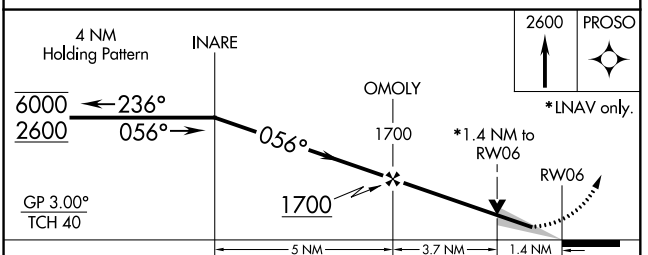
Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct PROSO and hold.

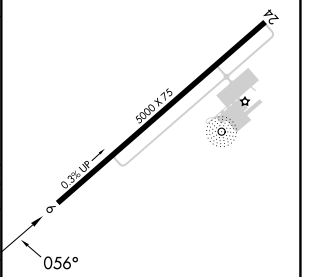
| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.575 | 120.7 306.925 | 123.0 (CTAF) L |




ELEV 56 | TDZE 53




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 253-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 477-1¼ 424 (500-1¼) | | | NA |
| LNAV MDA | 540-1 487 (500-1) | | 540-1⅜ 487 (500-1⅜) | NA |
| CIRCLING | 860-1 804 (900-1) | | 860-2¼ 804 (900-2¼) | NA |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SUMMERVILLE, SOUTH CAROLINA AL-9078 (FAA) 26190

# RNAV (GPS) RWY 24
SUMMERVILLE (DYB)

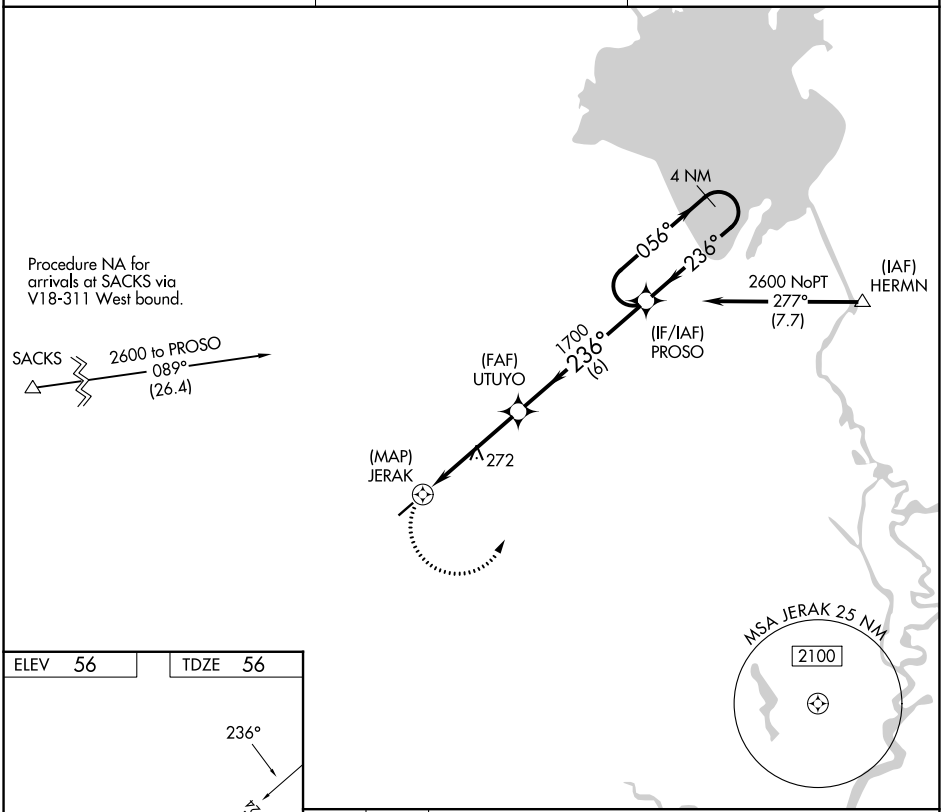
| APP CRS | Rwy Ldg | 5000 |
|---|---|---|
| 236° | TDZE | 56 |
| | Apt Elev | 56 |

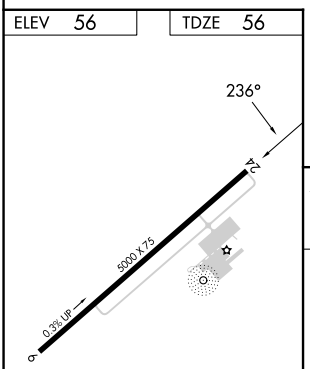
RNP APCH-GPS.

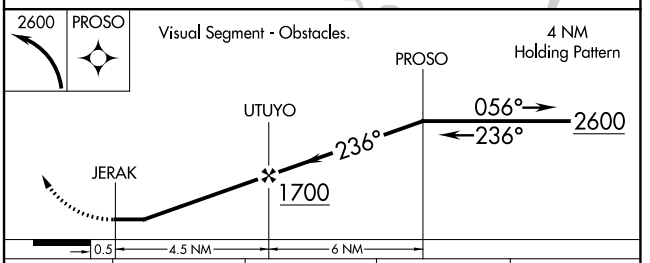
Straight-in/Circling Rwy 24 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.

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

| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.575 | 120.7 306.925 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 484 (500-1) | | 540-1⅜ 484 (500-1⅜) | NA |
| CIRCLING | 860-1 804 (900-1) | 860-1¼ 804 (900-1¼) | 860-2¼ 804 (900-2¼) | NA |

MIRL Rwy 6-24 L

SUMMERVILLE, SOUTH CAROLINA
Orig-D 25JAN24

33°04'N-80°17'W

SUMMERVILLE (DYB)
RNAV (GPS) RWY 24


SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC/DME I-SMS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| 109.35 | 230° | TDZE | 182 |
| Chan 30 (Y) | | Apt Elev | 182 |

# ILS or LOC RWY 23

SUMTER (SMS)

DME required.

Circling NA to Rwys 14 and 32.
Inop table does not apply to S-ILS 23 all Cats.

ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on heading 050° and CTF VOR/DME R-176 to GAUGH INT/I-SMS 12.4 DME and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |

Procedure NA for arrivals on CTF VOR/DME airway radials 132 CW 243.

IAF
CHESTERFIELD
114.55 CTF
Chan 92(Y)

2100 NoPT
176° (30.9)

(IF/IAF)
GAUGH INT
I-SMS 12.4

050°
230°
1 min
050°
HOLD 4600 2000

1900
230°
(6)

AGOZE
I-SMS 6.3

WUMIS
I-SMS 3.7

LOCALIZER 109.35
I-SMS
Chan 30 (Y)

275±

R-176

MSA SMS 25 NM
3100

ELEV 182 TDZE 182

230°
23
14
5501 X 100
3081 X 120
5

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| 600 | 2000 hdg 050° | CTF R-176 | GAUGH INT |
|---|---|---|---|

One Minute Holding Pattern

GAUGH/INT I-SMS 12.4
AGOZE I-SMS 6.3
WUMIS I-SMS 3.7
I-SMS 2.1
I-SMS 1.1
1900
230°
050° 4600
230° 2000
1040
1900
GS 3.00°
TCH 44
1 NM 1.6 NM 2.7 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 382-¾ 200 (200-¾) | | | |
| S-LOC 23 | 540-¾ 358 (400-¾) | | 540-⅞ 358 (400-⅞) | |
| CIRCLING | 600-1 418 (500-1) | 680-1 498 (500-1) | 960-2¼ 778 (800-2¼) | 960-2½ 778 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

26078

# RNAV (GPS) RWY 5

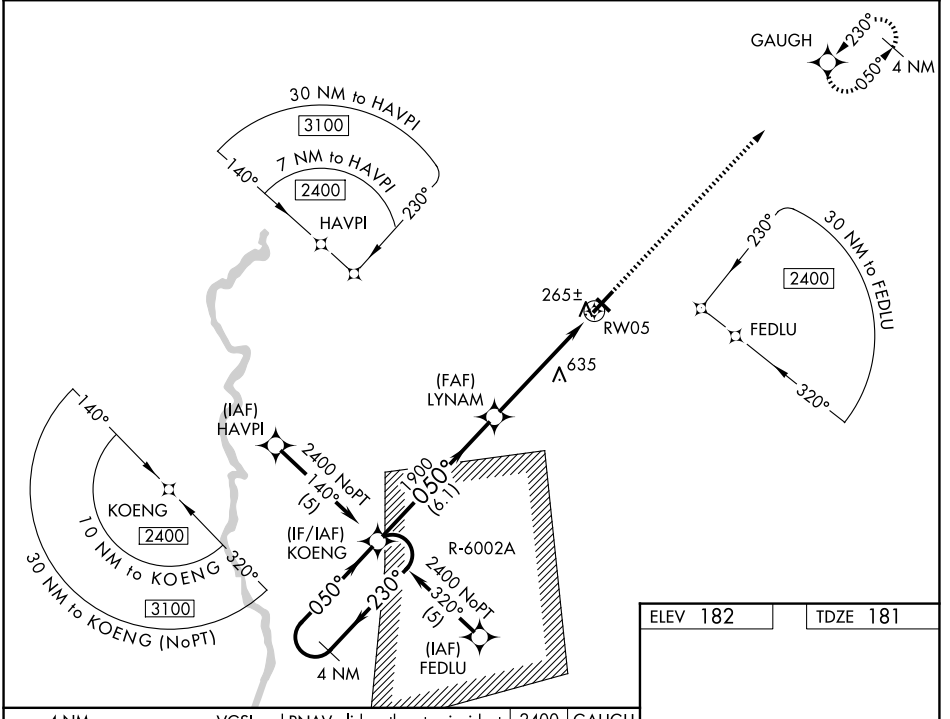
SUMTER (SMS)

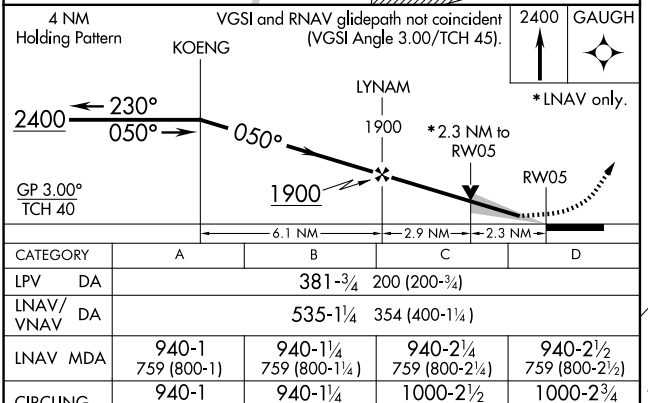
| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 61215 | 050° | TDZE | 181 |
| W05A | | Apt Elev | 182 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

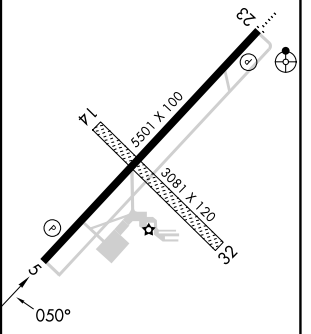
| AWOS-3 | SHAW APP CON* | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 535-1¼ 354 (400-1¼) | | | |
| LNAV MDA | 940-1 759 (800-1) | 940-1¼ 759 (800-1¼) | 940-2¼ 759 (800-2¼) | 940-2½ 759 (800-2½) |
| CIRCLING | 940-1 758 (800-1) | 940-1¼ 758 (800-1¼) | 1000-2½ 818 (900-2½) | 1000-2¾ 818 (900-2¾) |

ELEV 182 TDZE 181




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

SUMTER (SMS)

| WAAS | APP CRS | Rwy Ldg | 5501 |
|---|---|---|---|
| CH 58141 | 230° | TDZE | 182 |
| W23A | | Apt Elev | 182 |

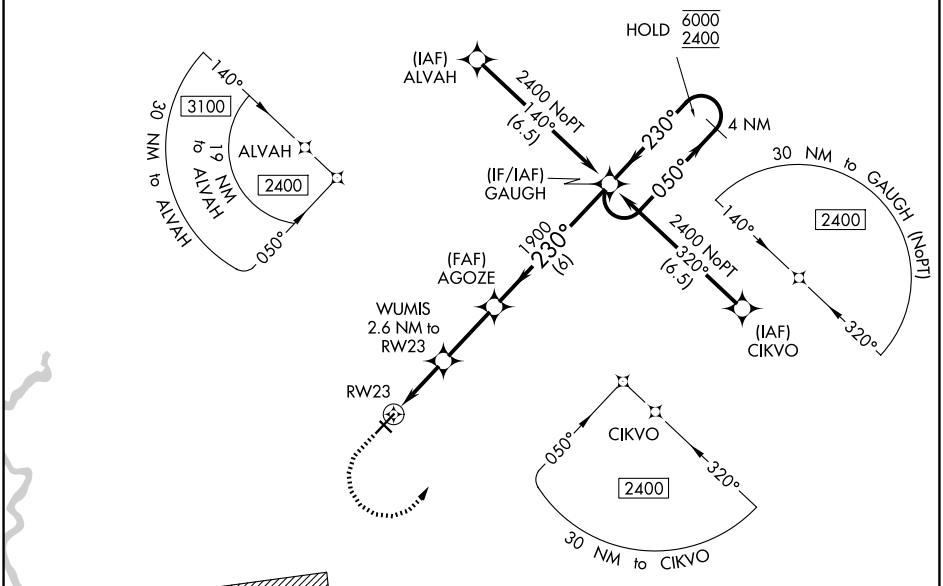
RNP APCH.

Circling NA to Rwys 14 and 32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS increase LNAV/VNAV Cat A/B visibility to ⅞ SM.

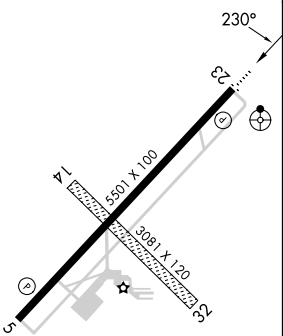
ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2400 direct GAUGH and hold.

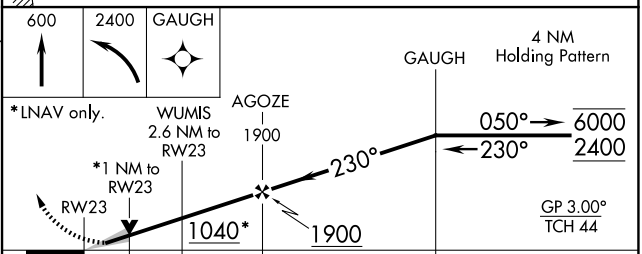
| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




ELEV 182 TDZE 182 R-6002A




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 382-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 460-¾ 278 (300-¾) | | | |
| LNAV MDA | 540-¾ 358 (400-¾) | | 540-⅞ 358 (400-⅞) | |
| CIRCLING | 600-1 418 (500-1) | 680-1 498 (500-1) | 1000-2½ 818 (900-2½) | 1000-2¾ 818 (900-2¾) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

SYLVA, NORTH CAROLINA | AL-9825 (FAA) | 25219

# RNAV (GPS) RWY 33

JACKSON COUNTY (24A)

| APP CRS | | |
|---|---|---|
| 311° | Rwy Ldg | 3060 |
| | TDZE | 2807 |
| | Apt Elev | 2857 |

RNP APCH.

Procedure NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.
-13°C

MISSED APPROACH: Climb to 5000 then climbing left turn to 8000 direct HOGTA and hold.

| AWOS-3PT | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.9 | 134.8 379.95 | 123.0 (CTAF) L |

Final approach course offset 16.17°

SNOWBIRD SOT

Procedure NA for arrivals at SOT VORTAC on V185 northwest bound.

8600
181°
(35.8)

(MAP) KAKEC

YALUK 6 NM to KAKEC

(FAF) OWEMU

5700
311°
(3.7)

(IF/IAF) UYOSE

311°
131°

HOLD 10000 6700

7 NM

6700 NoPT
012°
(8)

(IAF) HOGTA

192°
012°
7 NM

MSA KAKEC 25 NM
7900

ELEV 2857 | TDZE 2807

15
3210 x 60
1.6% UP
33

311°

5000 | 8000 | HOGTA

Visual segment - Obstacles.

7 NM Holding Pattern

UYOSE
OWEMU
YALUK 6 NM to KAKEC
KAKEC
5020
5700
311°
131° 10000 6700
311°

0.5 | 6 NM | 2 NM | 3.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4360-1¼ 1553 (1600-1¼) | 4360-1½ 1553 (1600-1½) | NA | |
| CIRCLING | 4360-1¼ 1503 (1600-1¼) | 4520-1½ 1663 (1700-1½) | NA | |

REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

SYLVA, NORTH CAROLINA
Amdt 1 05DEC19

35°19′N-83°13′W

JACKSON COUNTY (24A)

RNAV (GPS) RWY 33

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| VORTAC TYI 117.8 Chan 125 | APP CRS 291° | Rwy Idg 3999 TDZE 50 Apt Elev 53 |
|---|---|---|

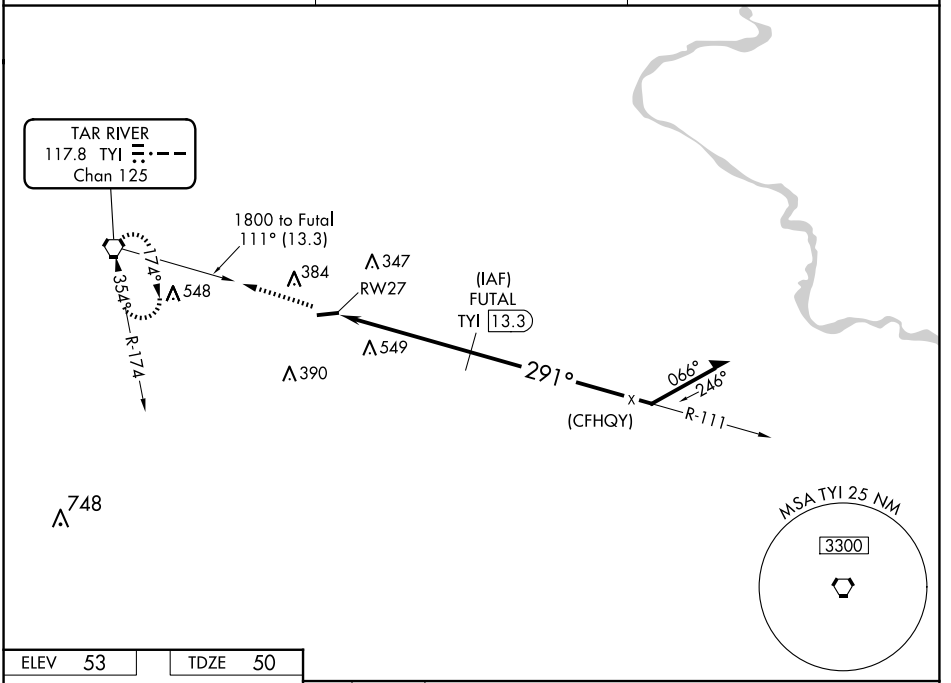
# VOR/DME or GPS RWY 27

TARBORO-EDGECOMBE (ETC)

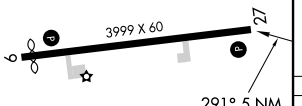
Use Rocky Mount altimeter setting; when not received
NA use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

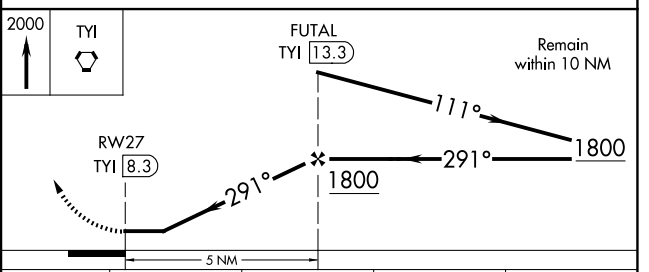
| AWOS-3P | WASHINGTON CENTER | CTAF |
|---|---|---|
| 119.575 | 123.85 279.65 | 122.9 L |




ELEV 53 TDZE 50




REIL Rwy 27 L
MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 860-1<br>810 (900-1) | 860-1¼<br>810 (900-1¼) | 860-2¼<br>810 (900-2¼) | 860-2½<br>810 (900-2½) |
| CIRCLING | 860-1<br>807 (900-1) | 860-1¼<br>807 (900-1¼) | 860-2¼<br>807 (900-2¼) | 920-2¾<br>867 (900-2¾) |
| RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS | | | | |
| S-27 | 1080-1¼<br>1030 (1100-1¼) | 1080-1½<br>1030 (1100-1½) | 1080-3 | 1030 (1100-3) |
| CIRCLING | 1080-1¼<br>1027 (1100-1¼) | 1080-1½<br>1027 (1100-1½) | 1080-3<br>1027 (1100-3) | 1140-3<br>1087 (1100-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 5

UNION COUNTY, TROY SHELTON FLD (35A)

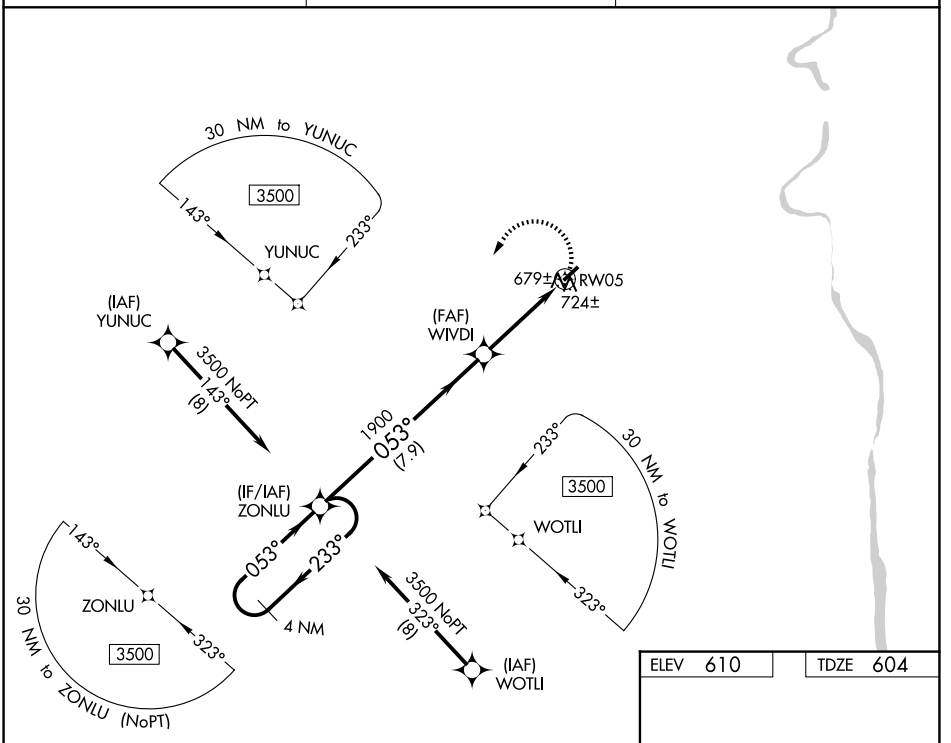
| WAAS | APP CRS | Rwy Ldg | 3508 |
|---|---|---|---|
| CH 97335 | 053° | TDZE | 604 |
| W05A | | Apt Elev | 610 |

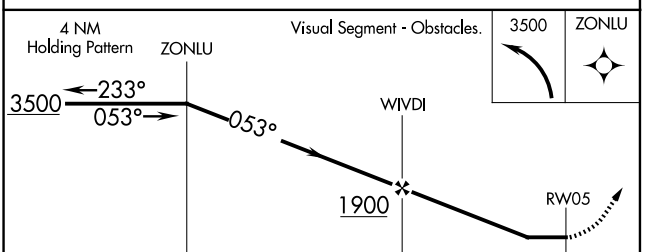
RNP APCH.

When local altimeter setting not received, use Laurens altimeter setting.
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

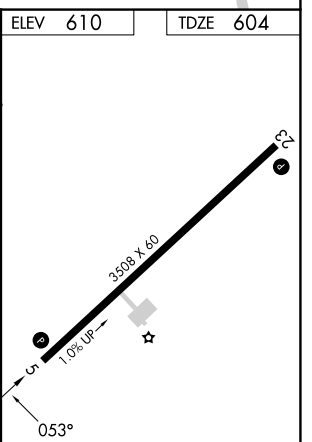
MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.

| AWOS-3PT | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.45 | 119.4 350.2 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 | 396 (400-1) | NA | |
| LNAV MDA | 1040-1 | 436 (500-1) | NA | |
| CIRCLING | 1180-1 | 570 (600-1) | NA | |




REIL Rwy 23
MIRL Rwy 5-23



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 23

UNION COUNTY, TROY SHELTON FLD (35A)

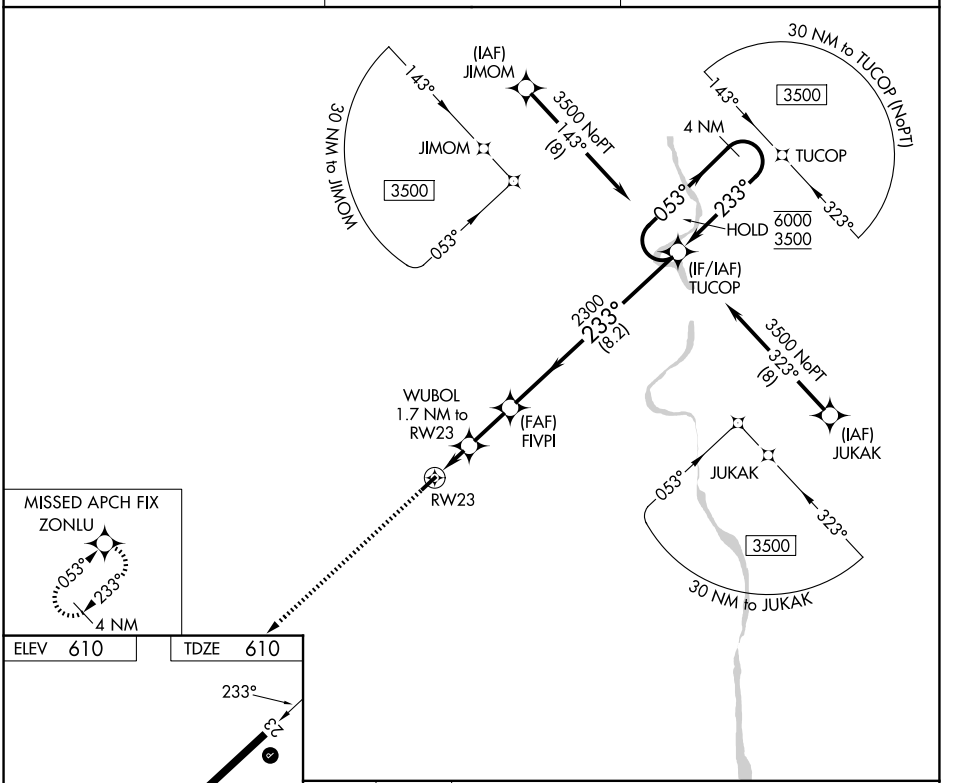
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 77535 W23A | 233° | Rwy Ldg | 3508 |
| | | TDZE | 610 |
| | | Apt Elev | 610 |

RNP APCH - GPS.

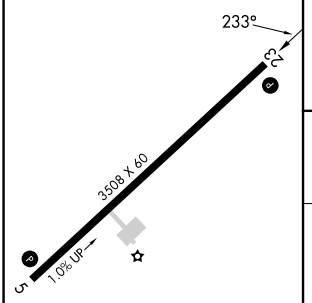
Procedure NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase all MDAs 60 feet. Rwy 23 helicopter visibility reduction below 1 SM NA.

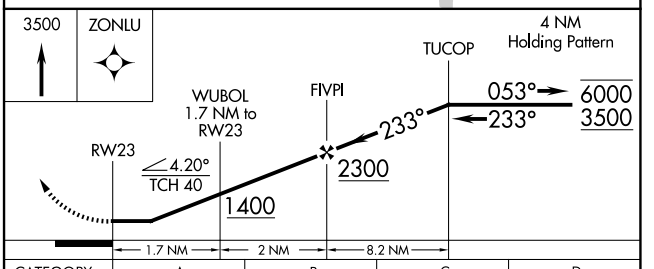
MISSED APPROACH: Climb to 3500 direct ZONLU and hold, continue climb-in-hold to 3500.

| AWOS-3PT | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.45 | 119.4 350.2 | 122.7 (CTAF) L |




| ELEV 610 | TDZE 610 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080-1 | 470 (500-1) | NA | |
| LNAV MDA | 1140-1 | 530 (600-1) | NA | |
| CIRCLING | 1180-1 | 570 (600-1) | NA | |

REIL Rwy 23
MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WADESBORO, NORTH CAROLINA AL-6613 (FAA) 26246

| LOC/DME I-AFP | APP CRS | Rwy Ldg | 5498 |
|---|---|---|---|
| 108.55 | 342° | TDZE | 299 |
| Chan 22(Y) | | Apt Elev | 300 |

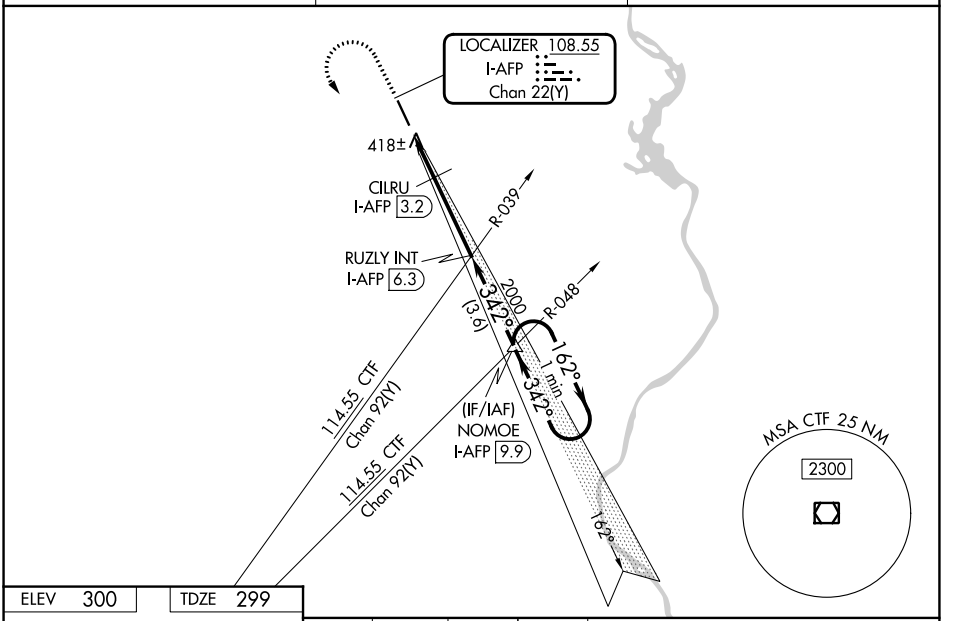
# ILS or LOC RWY 34

ANSON COUNTY/JEFF CLOUD FLD (AFP)

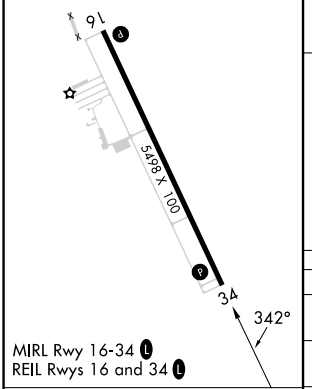
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 120° and on I-AFP S course (162°) to NOMOE INT/I-AFP 9.9 DME and hold.

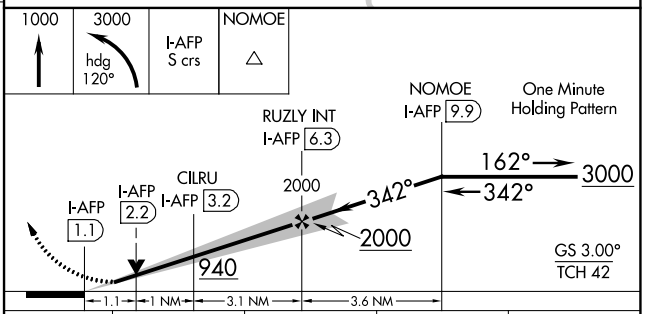
| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |




ELEV 300 TDZ 299




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 649-1 350 (400-1) | | | |
| S-LOC 34 | 940-1 641 (700-1) | | 940-1⅞ 641 (700-1⅞) | |

CILRU FIX MINIMUMS

| | | | | |
|---|---|---|---|---|
| S-LOC 34 | 820-1 521 (600-1) | | 820-1½ 521 (600-1½) | |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 16

ANSON COUNTY/JEFF CLOUD FLD (AFP)

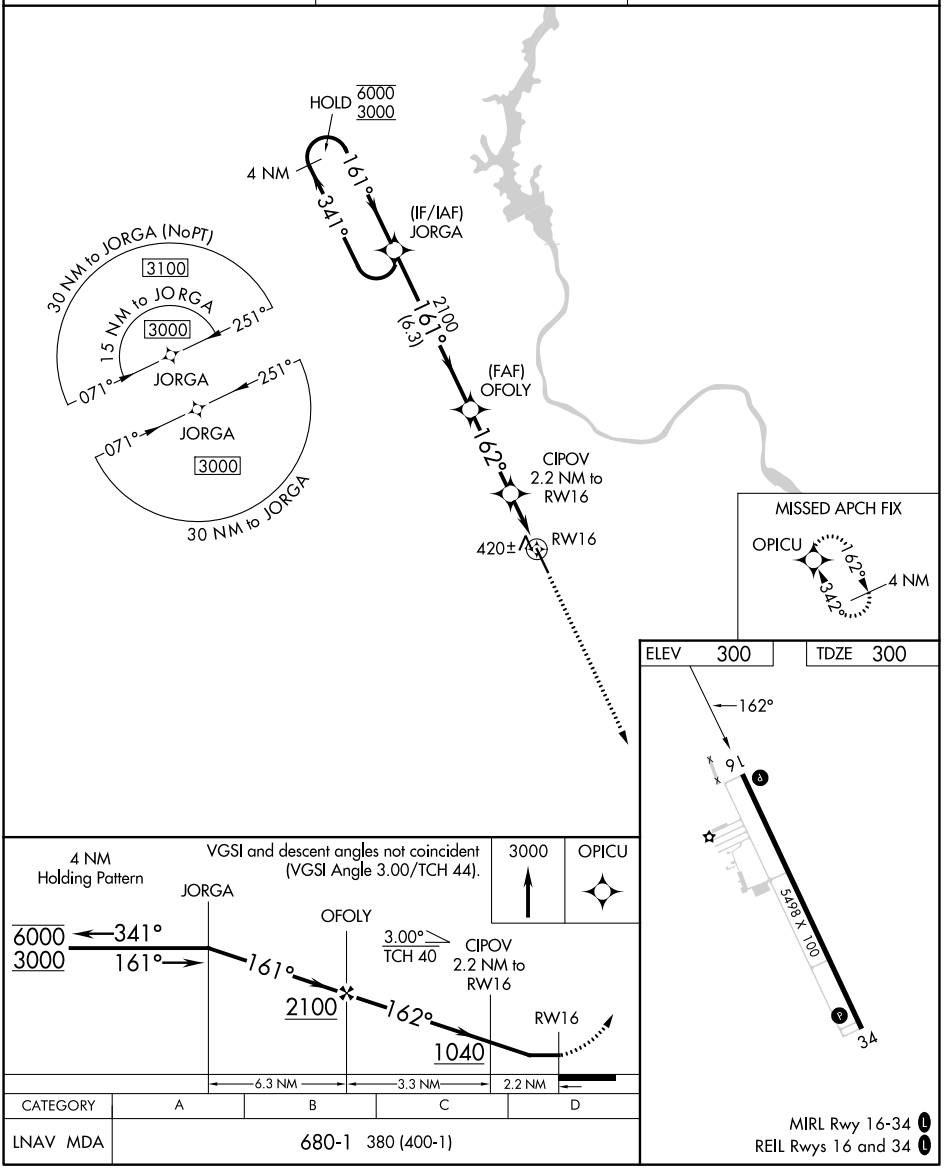
| APP CRS | | |
|---|---|---|
| 162° | Rwy Ldg | 5498 |
| | TDZE | 300 |
| | Apt Elev | 300 |

RNP APCH - GPS.

Procedure NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct OPICU and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WADESBORO, NORTH CAROLINA | AL-6613 (FAA) | 26190

# RNAV (GPS) RWY 34

ANSON COUNTY/JEFF CLOUD FLD (AFP)

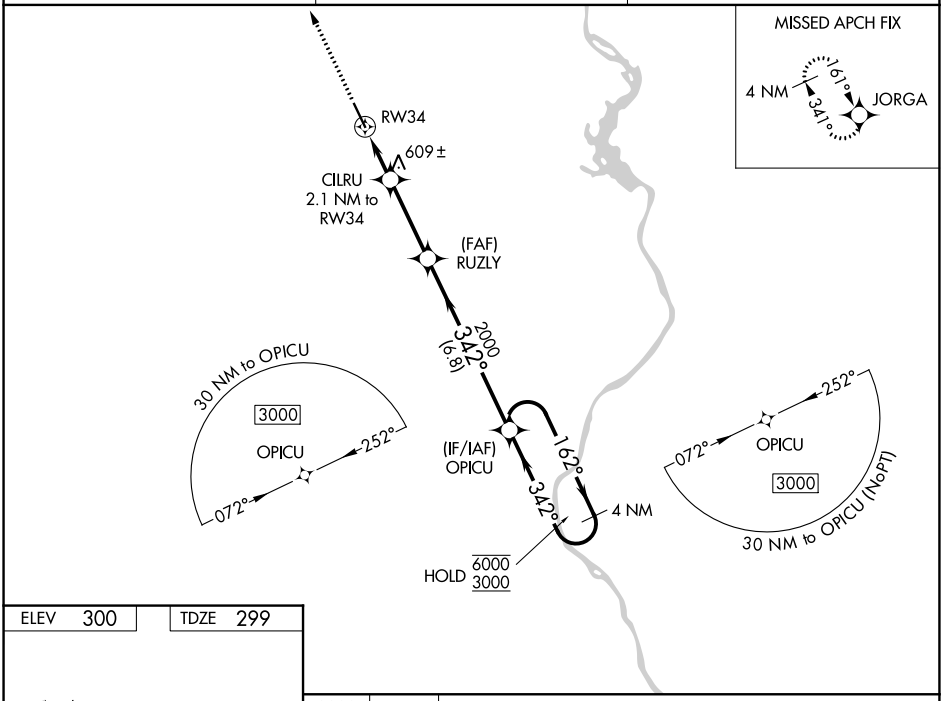
| WAAS | APP CRS | Rwy Ldg | 5498 |
|---|---|---|---|
| CH 69408 | 342° | TDZE | 299 |
| W34A | | Apt Elev | 300 |

RNP APCH - GPS.

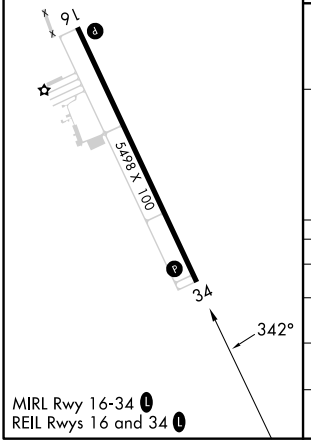
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 42°C . Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JORGA and hold.

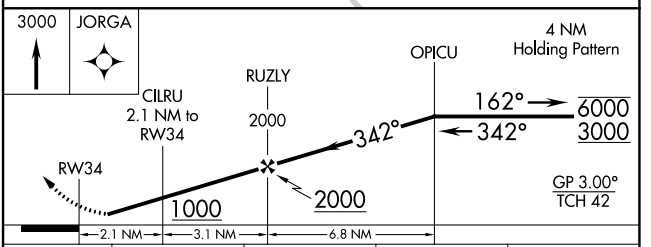
| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |




ELEV 300 | TDZE 299




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 649-1 350 (400-1) | | | |
| LNAV/VNAV DA | 957-1⅞ 658 (700-1⅞) | | | |
| LNAV MDA | 860-1 561 (600-1) | | 860-1⅝ 561 (600-1⅝) | |
| CIRCLING | 860-1 560 (600-1) | | 1080-2¼ 780 (800-2¼) | 1080-2½ 780 (800-2½) |

WADESBORO, NORTH CAROLINA
Amdt 2E 09JUL26

35°01'N-80°05'W

ANSON COUNTY/JEFF CLOUD FLD (AFP)

RNAV (GPS) RWY 34


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 9

WALLACE-PENDER (ACZ)

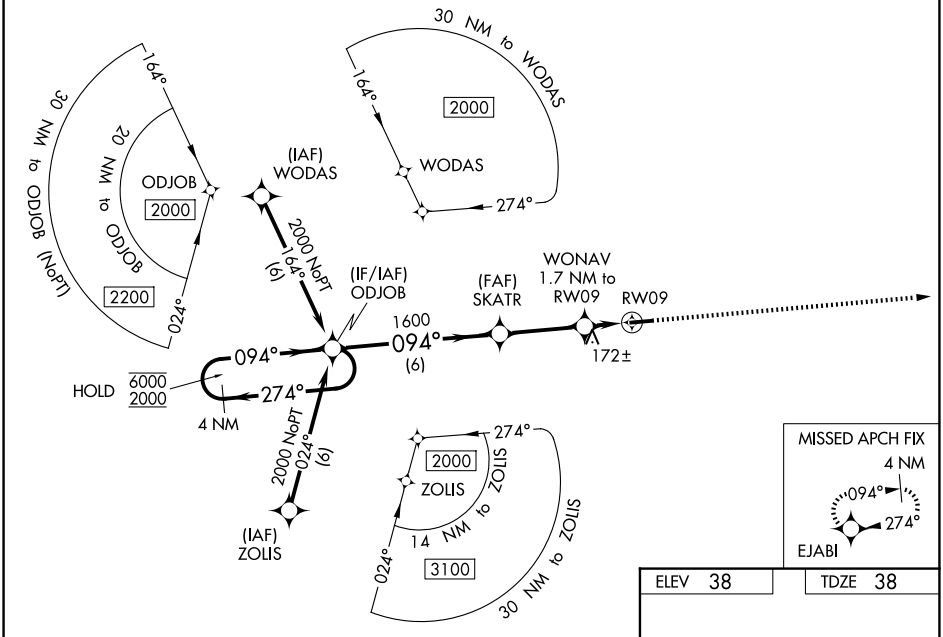
| WAAS CH 93536 W09A | APP CRS 094° | Rwy Ldg 4004 / TDZE 38 / Apt Elev 38 |
|---|---|---|

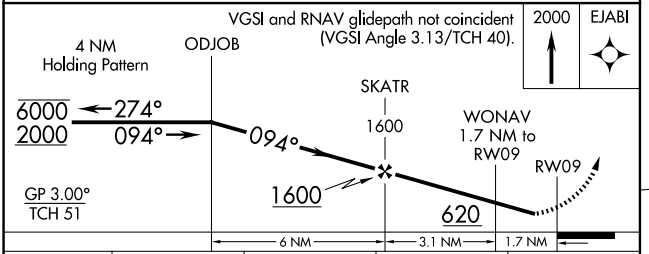
RNP APCH - GPS.

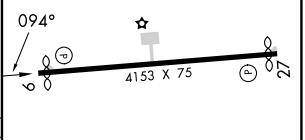
Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. When local altimeter not received, use Kenansville altimeter setting. Straight-in and Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct EJABI and hold.

| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 121.07 | 135.75 317.425 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 401-1 363 (400-1) | | | |
| LNAV/VNAV DA | 538-1⅝ 500 (500-1⅝) | | | |
| LNAV MDA | 500-1 462 (500-1) | | 500-1⅜ 462 (500-1⅜) | |
| CIRCLING | 620-1 582 (600-1) | | 820-2¼ 782 (800-2¼) | 820-2½ 782 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WALLACE, NORTH CAROLINA AL-5587 (FAA) 26078

# RNAV (GPS) RWY 27

WALLACE-PENDER (ACZ)

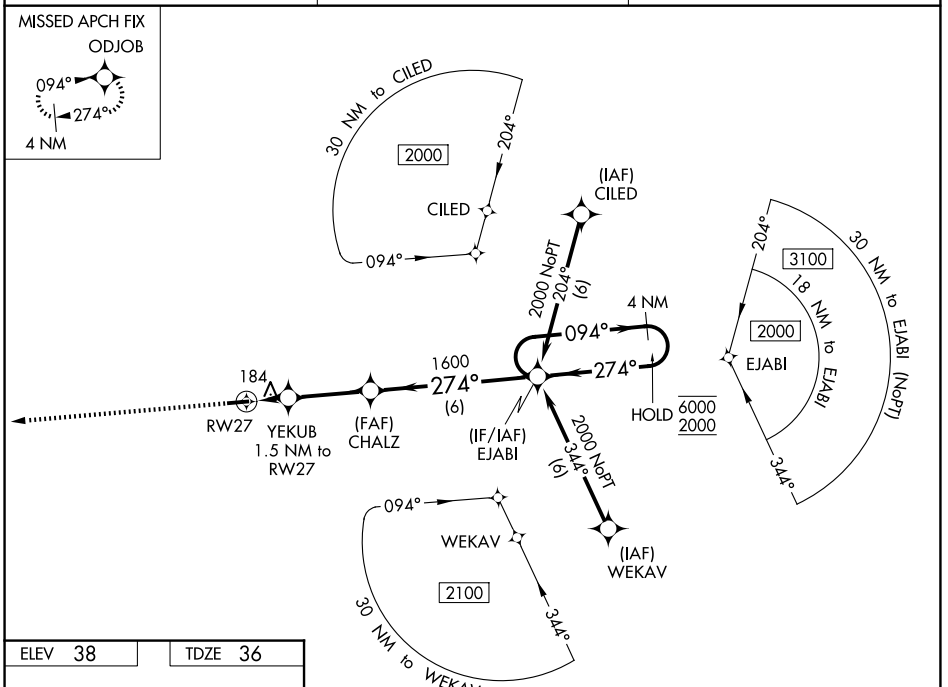
| WAAS | APP CRS | Rwy Ldg | 4002 |
|---|---|---|---|
| CH 53336 | 274° | TDZE | 36 |
| W27A | | Apt Elev | 38 |

RNP APCH - GPS.

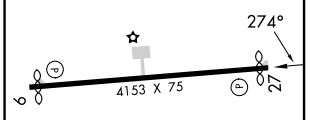
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. When local altimeter setting not received, use Kenansville altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJOB and hold.

| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 121.07 | 135.75 317.425 | 122.8 (CTAF) L |



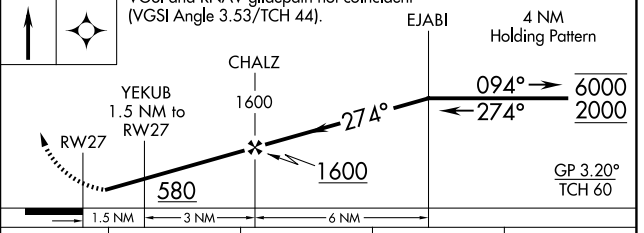

| ELEV 38 | TDZE 36 |
|---|---|




MIRL Rwy 9-27 L

2000 ODJOB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.53/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 406-1 370 (400-1) | | | NA |
| LNAV/VNAV DA | 599-1¾ 563 (600-1¾) | | | NA |
| LNAV MDA | 560-1 524 (600-1) | | 560-1½ 524 (600-1½) | |
| CIRCLING | 620-1 582 (600-1) | | 820-2¼ 782 (800-2¼) | 820-2½ 782 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# VOR/DME or GPS RWY 34

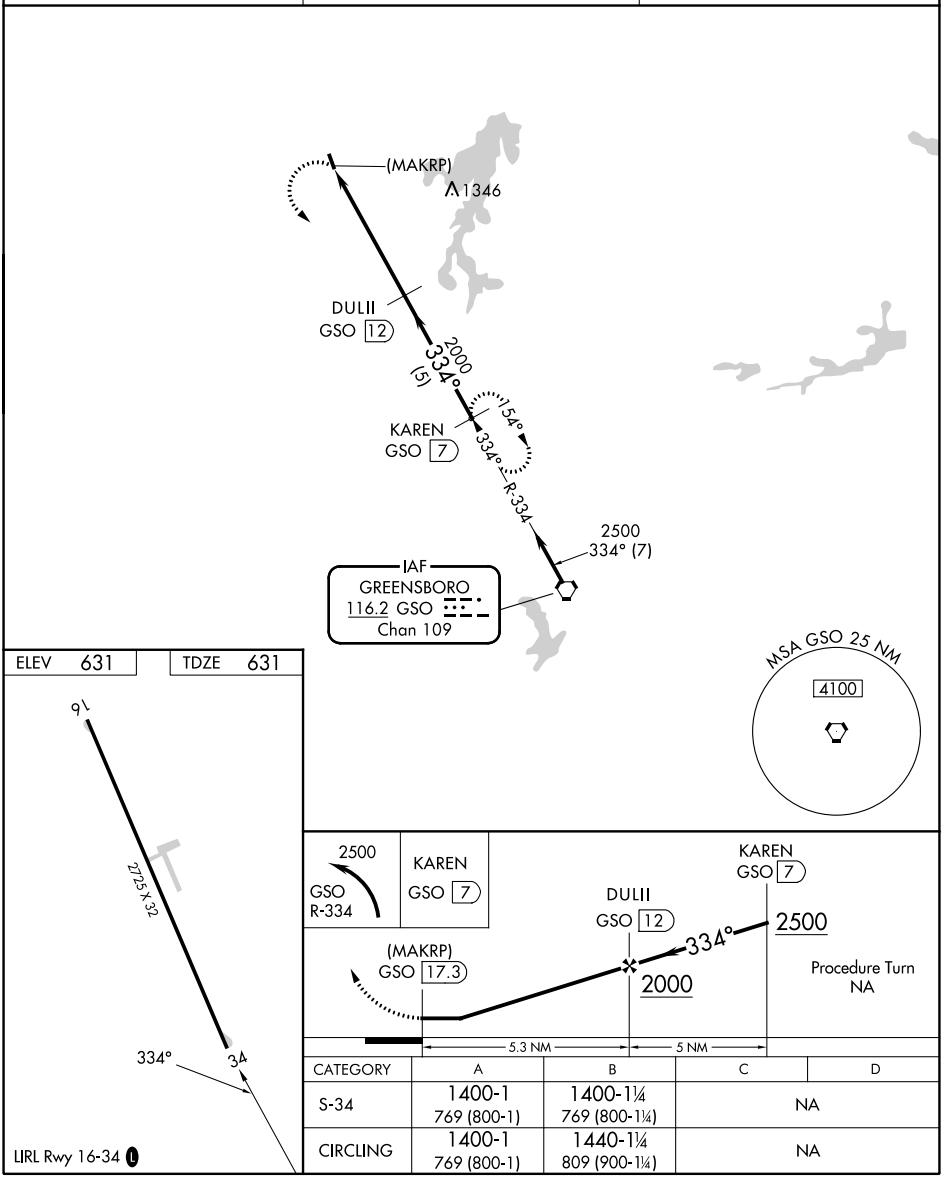
MEADOW BROOK FLD (N63)

| VORTAC GSO | APP CRS | Rwy Ldg | 2725 |
|---|---|---|---|
| 116.2 | 334° | TDZE | 631 |
| Chan 109 | | Apt Elev | 631 |

V A NA — Use Reidsville altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

| SIF AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1400-1<br>769 (800-1) | 1400-1¼<br>769 (800-1¼) | NA | |
| CIRCLING | 1400-1<br>769 (800-1) | 1440-1¼<br>809 (900-1¼) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WALTERBORO, SOUTH CAROLINA | AL-5752 (FAA) | 26246

# ILS Y or LOC Y RWY 23

LOWCOUNTRY RGNL (RBW)

| LOC/DME I-RBW | APP CRS | Rwy Ldg | 5977 |
|---|---|---|---|
| 110.15 | 229° | TDZE | 101 |
| Chan 38 (Y) | | Apt Elev | 101 |

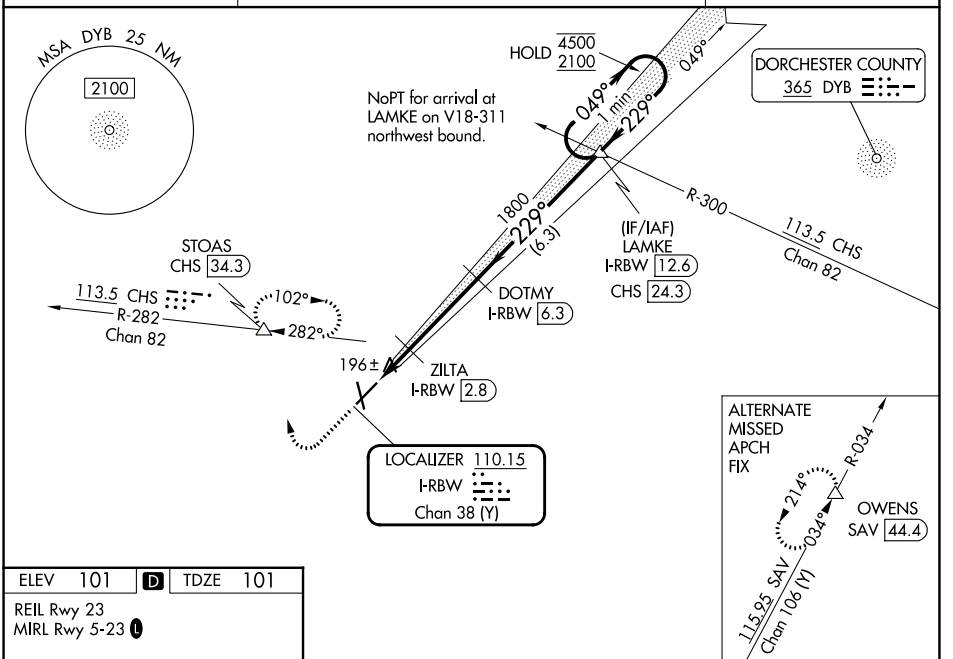
DME required.

Rwy 23 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-LOC 23 all Cats.

ODALS

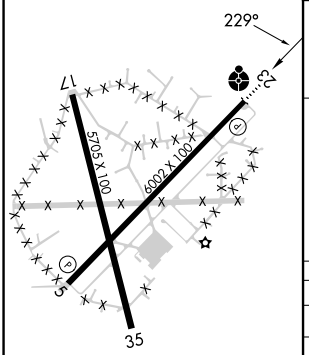
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 360° and CHS VORTAC R-282 to STOAS/CHS VORTAC 34.3 DME and hold, continue climb-in-hold to 2000, or as directed by ATC.

| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




ELEV 101 | D | TDZE 101

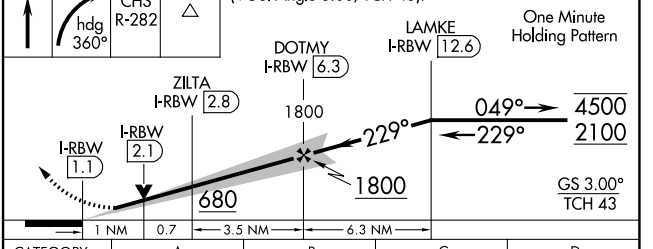
REIL Rwy 23
MIRL Rwy 5-23 L




| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| 700 | 2000 hdg 360° | CHS R-282 | STOAS △ |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 46).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 301-¾ 200 (200-¾) | | | |
| S-LOC 23 | 460-¾ 359 (400-¾) | | 460-⅞ 359 (400-⅞) | |
| CIRCLING | 620-1 519 (600-1) | | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

WALTERBORO, SOUTH CAROLINA
Amdt 3 30NOV23

32°55′N-80°38′W

LOWCOUNTRY RGNL (RBW)
ILS Y or LOC Y RWY 23


SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Z or LOC Z RWY 23

LOWCOUNTRY RGNL (RBW)

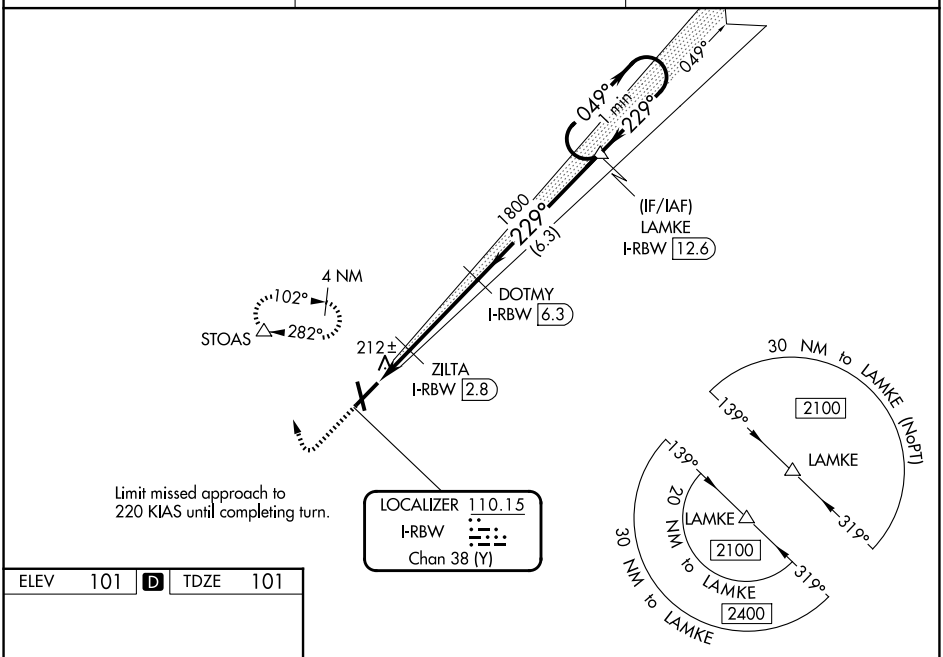
| LOC/DME I-RBW | APP CRS | Rwy Ldg | 5977 |
|---|---|---|---|
| 110.15 | 229° | TDZE | 101 |
| Chan 38 (Y) | | Apt Elev | 101 |

Inop table does not apply to S-LOC 23 Cat C. GPS and DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility ⅛ mile and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to ⅞ mile and S-LOC 23 Cat D visibility to 1⅜ mile.

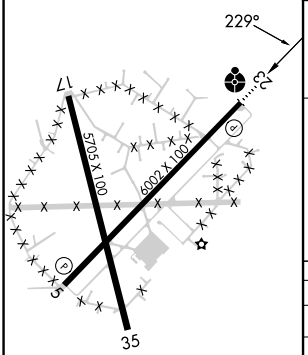
ODALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct STOAS and hold.

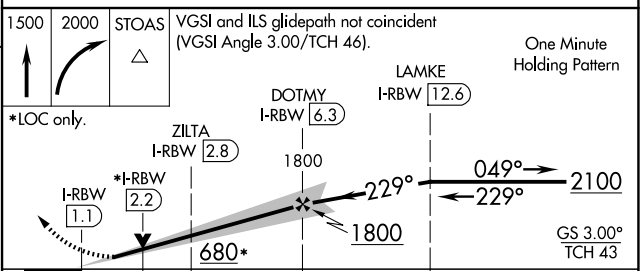
| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




ELEV 101 D TDZE 101




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 301-¾ 200 (200-¾) | | | |
| S-LOC 23 | 480-¾ 379 (400-¾) | | 480-1 379 (400-1) | |
| CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WALTERBORO, SOUTH CAROLINA AL-5752 (FAA) 25331

# RNAV (GPS) RWY 5

LOWCOUNTRY RGNL (RBW)

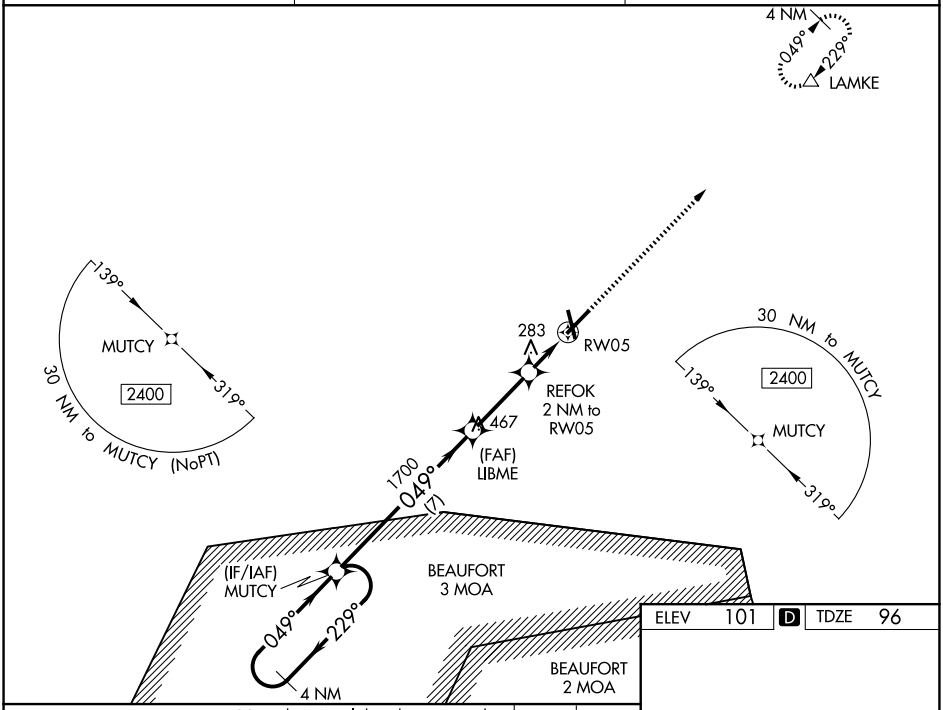
| WAAS | APP CRS | Rwy Ldg | 6002 |
|---|---|---|---|
| CH 82232 | 049° | TDZE | 96 |
| W05A | | Apt Elev | 101 |

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.

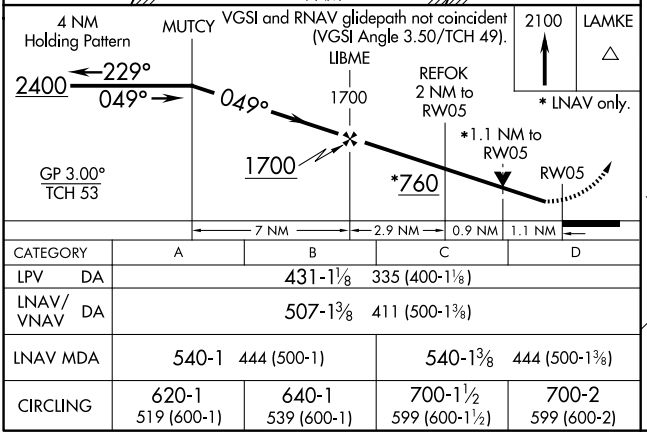
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile, increase LNAV Cat C - D visibility ⅛ mile, increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct LAMKE and hold.

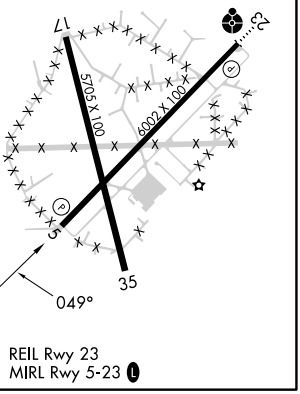
| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




ELEV 101 D TDZE 96




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 431-1⅛ 335 (400-1⅛) | | | |
| LNAV/VNAV DA | 507-1⅜ 411 (500-1⅜) | | | |
| LNAV MDA | 540-1 444 (500-1) | | 540-1⅜ 444 (500-1⅜) | |
| CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |




REIL Rwy 23
MIRL Rwy 5-23 L

WALTERBORO, SOUTH CAROLINA
Amdt 1A 29MAY14

32°55'N-80°38'W

LOWCOUNTRY RGNL (RBW)

RNAV (GPS) RWY 5


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 17

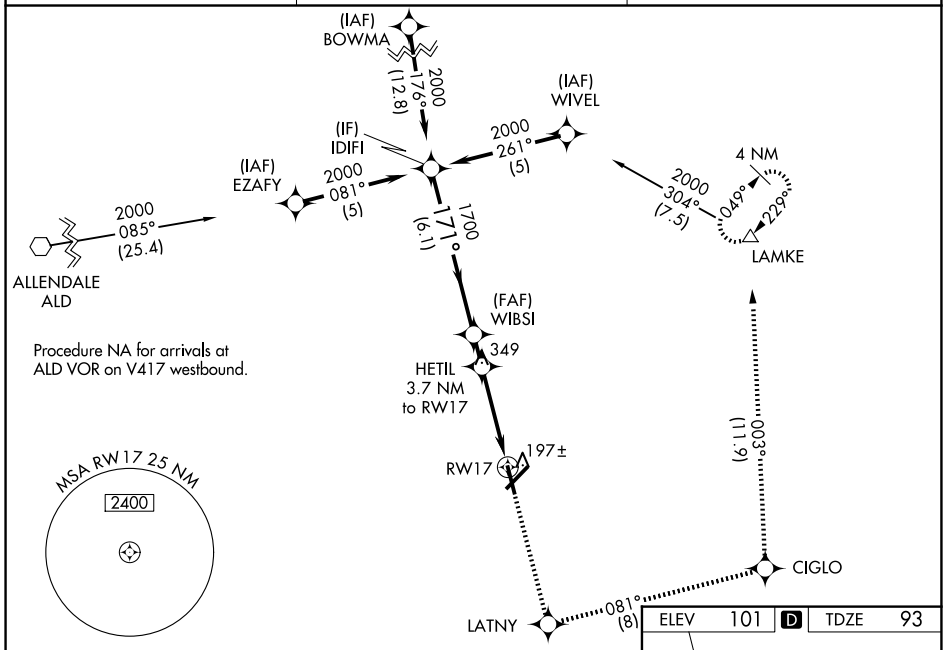
LOWCOUNTRY RGNL (RBW)

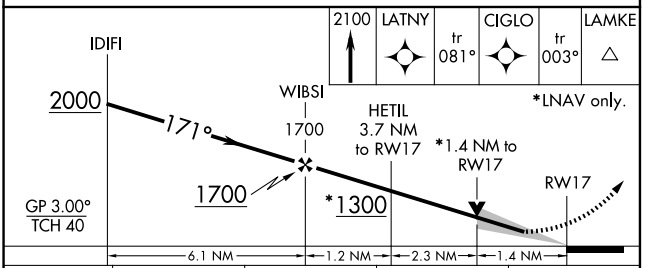
| WAAS | APP CRS | Rwy Ldg | 5705 |
|---|---|---|---|
| CH 93616 | 171° | TDZE | 93 |
| W17A | | Apt Elev | 101 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston Intl/AFB altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 421 feet and LNAV/VNAV DA to 587 feet and all MDA 80 feet; increase LPV visibility all Cats ⅛ mile; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

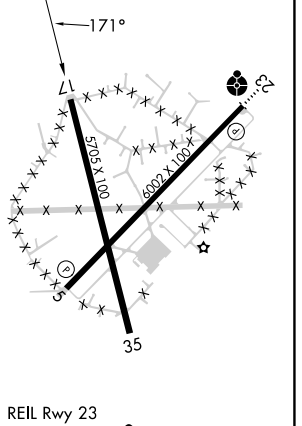
MISSED APPROACH: Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 343-1 250 (300-1) | | | |
| LNAV/VNAV DA | 508-1½ 415 (500-1½) | | | |
| LNAV MDA | 580-1 487 (500-1) | | 580-1⅜ 487 (500-1⅜) | |
| CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |




REIL Rwy 23
MIRL Rwy 5-23 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WALTERBORO, SOUTH CAROLINA AL-5752 (FAA) 25331

| WAAS | APP CRS | Rwy Ldg | 5977 |
|---|---|---|---|
| CH 61016 | 229° | TDZE | 101 |
| W23A | | Apt Elev | 101 |

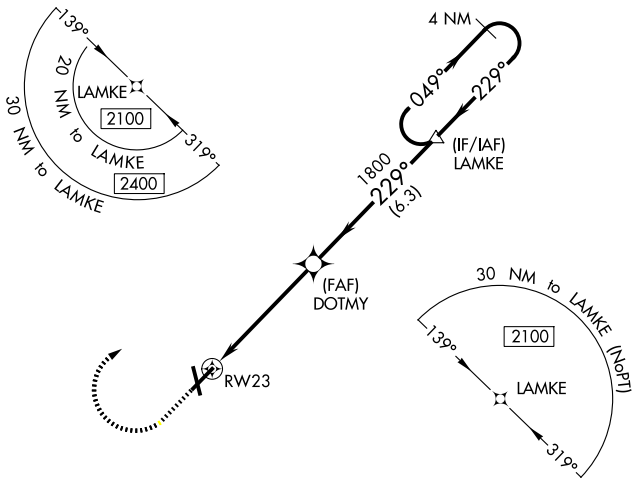
# RNAV (GPS) RWY 23
## LOWCOUNTRY RGNL (RBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1⅜ mile. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

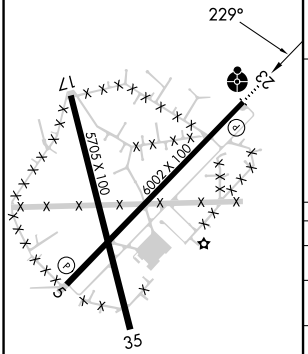
ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

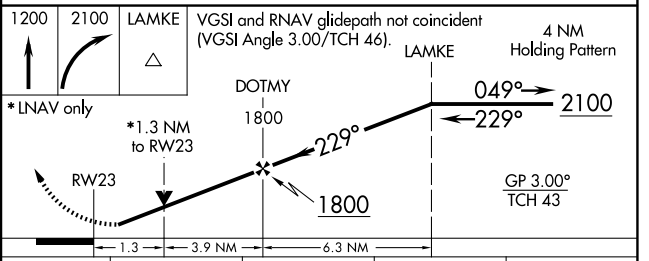
| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




ELEV 101 D TDZE 101




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 301-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 464-1⅛ 363 (400-1⅛) | | | |
| LNAV MDA | 560-¾ 459 (500-¾) | | 560-1⅛ 459 (500-1⅛) | |
| CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

WALTERBORO, SOUTH CAROLINA
Amdt 2 03MAR16

32°55'N-80°38'W

LOWCOUNTRY RGNL (RBW)
RNAV (GPS) RWY 23


SE-2, 03 SEP 2026 to 29 OCT 2026

| WAAS | APP CRS | Rwy Ldg | 5705 |
|---|---|---|---|
| CH 48916 | 351° | TDZE | 95 |
| W35A | | Apt Elev | 101 |

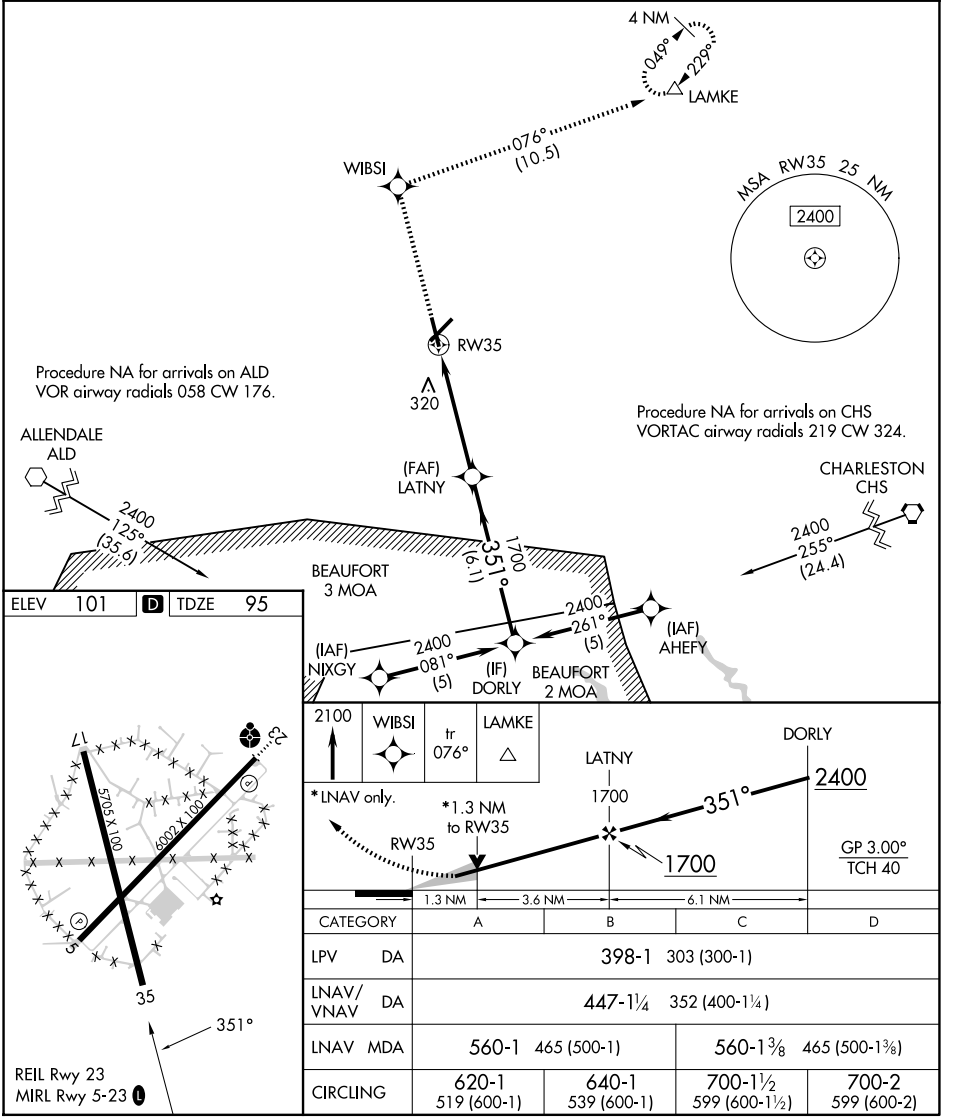
# RNAV (GPS) RWY 35

## LOWCOUNTRY RGNL (RBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct WIBSI and on track 076° to LAMKE and hold.

| AWOS-3PT | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.725 | 120.7 306.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 398-1 303 (300-1) | | | |
| LNAV/VNAV DA | 447-1¼ 352 (400-1¼) | | | |
| LNAV MDA | 560-1 465 (500-1) | | 560-1⅜ 465 (500-1⅜) | |
| CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, NORTH CAROLINA AL-5916 (FAA) 26246

# RNAV (GPS) RWY 5
## WASHINGTON-WARREN (OCW)

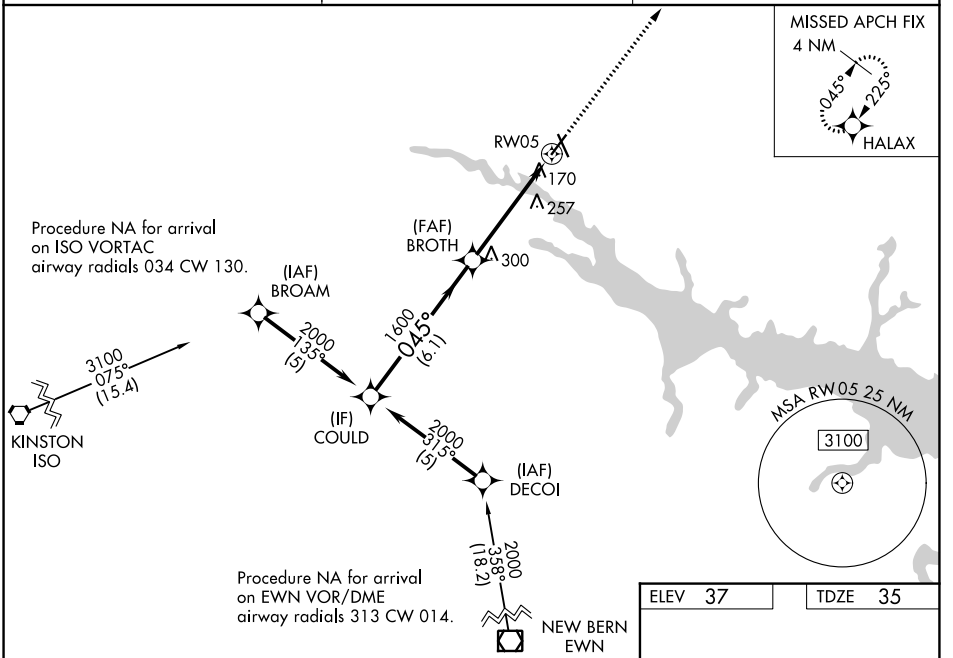
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 42810 | 045° | TDZE | 35 |
| W05A | | Apt Elev | 37 |

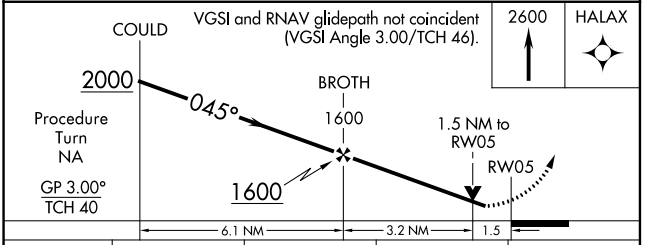
RNP APCH-GPS.

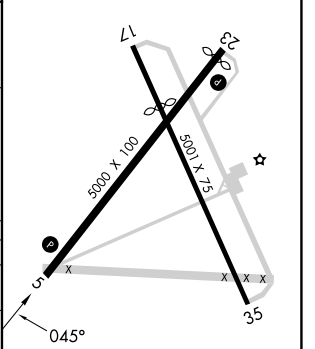
Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 484 feet and visibility ¼ SM, and LNAV/VNAV DA to 519 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2600 direct HALAX and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 442-1⅛ 407 (500-1⅛) | | | |
| LNAV/VNAV DA | 477-1⅜ 442 (500-1⅜) | | | |
| LNAV MDA | 560-1 525 (600-1) | | 560-1½ 525 (600-1½) | |
| CIRCLING | 560-1 523 (600-1) | | 640-1¾ 603 (700-1¾) | 780-2½ 743 (800-2½) |

REIL Rwys 5, 23 and 35 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, NORTH CAROLINA 35°34'N-77°03'W WASHINGTON-WARREN (OCW)
Amdt 1C 12AUG21 RNAV (GPS) RWY 5

| WAAS CH 93810 W23A | APP CRS 225° | Rwy Ldg 4800 TDZE 37 Apt Elev 37 |
|---|---|---|

# RNAV (GPS) RWY 23

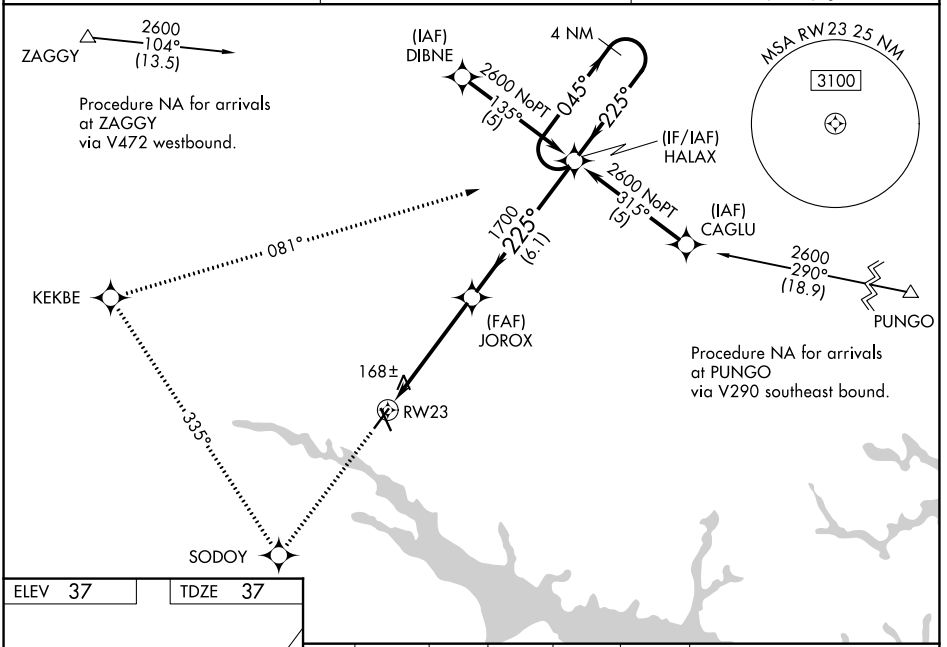
## WASHINGTON-WARREN (OCW)

RNP APCH-GPS.

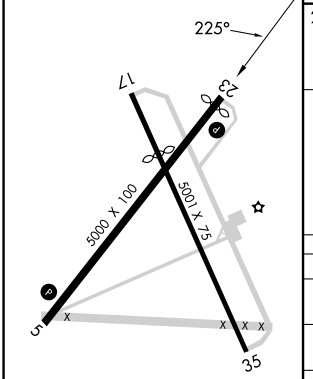
Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 478 feet and visibility ¼ SM, and LNAV/VNAV DA to 515 feet and visibility ⅛ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

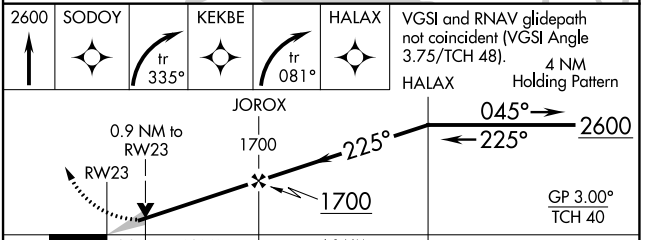
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




| ELEV 37 | TDZE 37 |
|---|---|




REIL Rwys 5, 23 and 35 L
MIRL Rwys 5-23 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-1⅛ 399 (400-1⅛) | | | |
| LNAV/VNAV DA | 473-1¼ 436 (500-1¼) | | | |
| LNAV MDA | 420-1 383 (400-1) | | 420-1⅛ 383 (400-1⅛) | |
| CIRCLING | 540-1 503 (600-1) | | 640-1¾ 603 (700-1¾) | 780-2½ 743 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, NORTH CAROLINA | AL-5916 (FAA) | 26246

# RNAV (GPS) RWY 35

## WASHINGTON-WARREN (OCW)

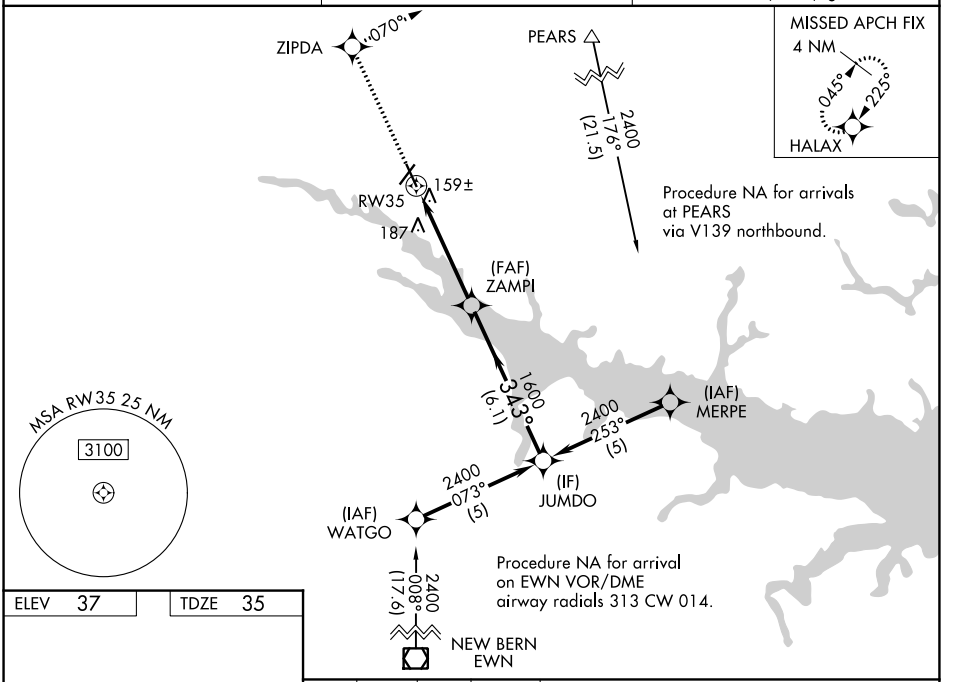
| WAAS | APP CRS | Rwy Ldg | 5001 |
|---|---|---|---|
| CH 78310 | 343° | TDZE | 35 |
| W35A | | Apt Elev | 37 |

RNP APCH-GPS.

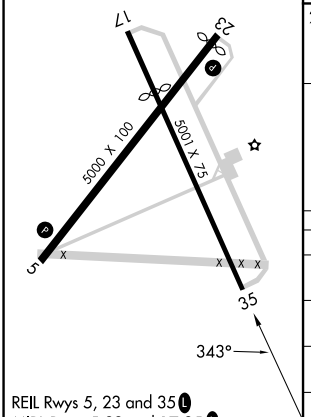
Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 401 feet, and LNAV/VNAV DA to 535 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ⅛ SM. Straight-in Minimums NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

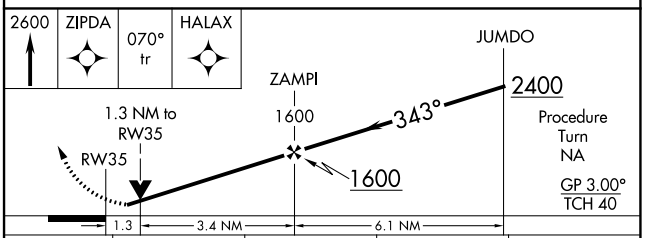
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




ELEV 37 | TDZE 35




REIL Rwys 5, 23 and 35 L
MIRL Rwys 5-23 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 359-1 324 (400-1) | | | |
| LNAV/VNAV DA | 493-1⅜ 458 (500-1⅜) | | | |
| LNAV MDA | 500-1 465 (500-1) | | 500-1⅜ 465 (500-1⅜) | |
| CIRCLING | 540-1 503 (600-1) | | 640-1¾ 603 (700-1¾) | 780-2½ 743 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# LOC RWY 5

## WASHINGTON-WARREN (OCW)

| LOC/DME I-OCW | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| 110.9 | 045° | TDZE | 35 |
| Chan 46 | | Apt Elev | 37 |

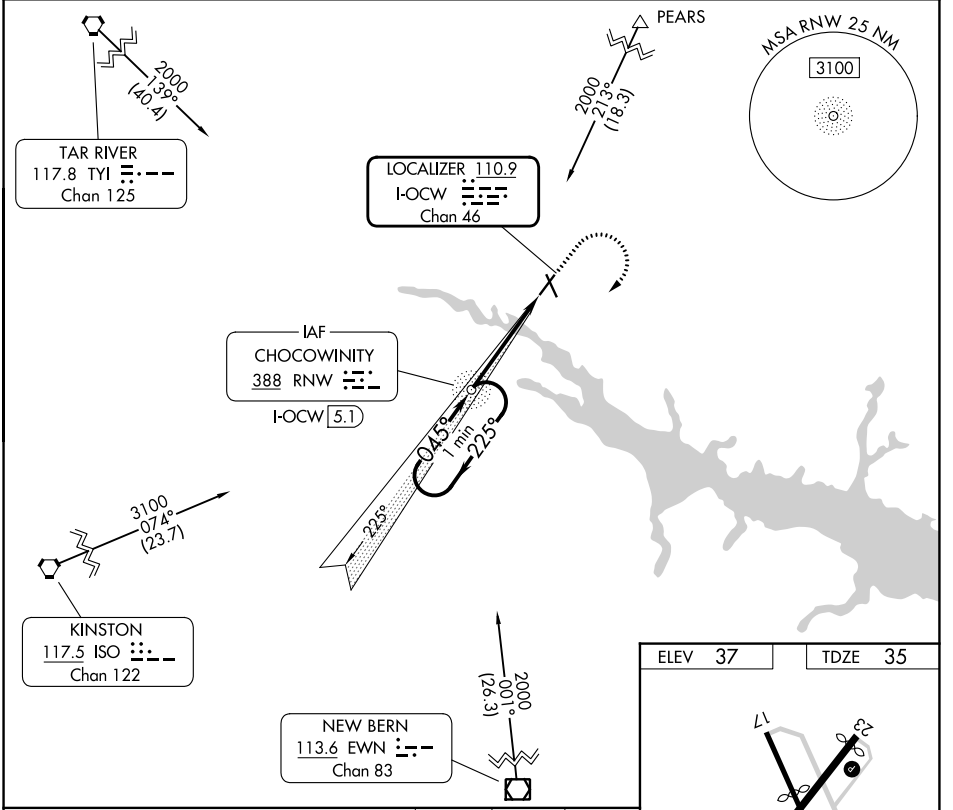
ADF required.

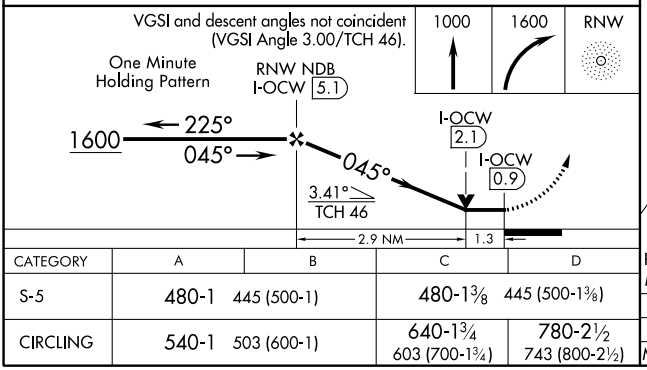
Circling Rwy 17 NA at night. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 60 feet. Rwy 5 helicopter visibility reduction below ¾ SM NA.

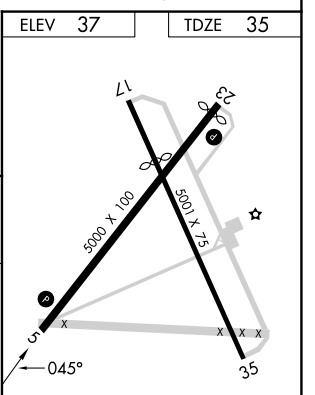
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 480-1 | 445 (500-1) | 480-1⅜ | 445 (500-1⅜) |
| CIRCLING | 540-1 | 503 (600-1) | 640-1¾ | 780-2½ |
| | | | 603 (700-1¾) | 743 (800-2½) |

REIL Rwy 5, 23 and 35 L
MIRL Rwys 5-23 and 17-35 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WAXHAW, NORTH CAROLINA | AL-6246 (FAA) | 26078

| APP CRS | Rwy Ldg | 3309 |
|---|---|---|
| 045° | TDZE | 602 |
| | Apt Elev | 602 |

# RNAV (GPS) RWY 4

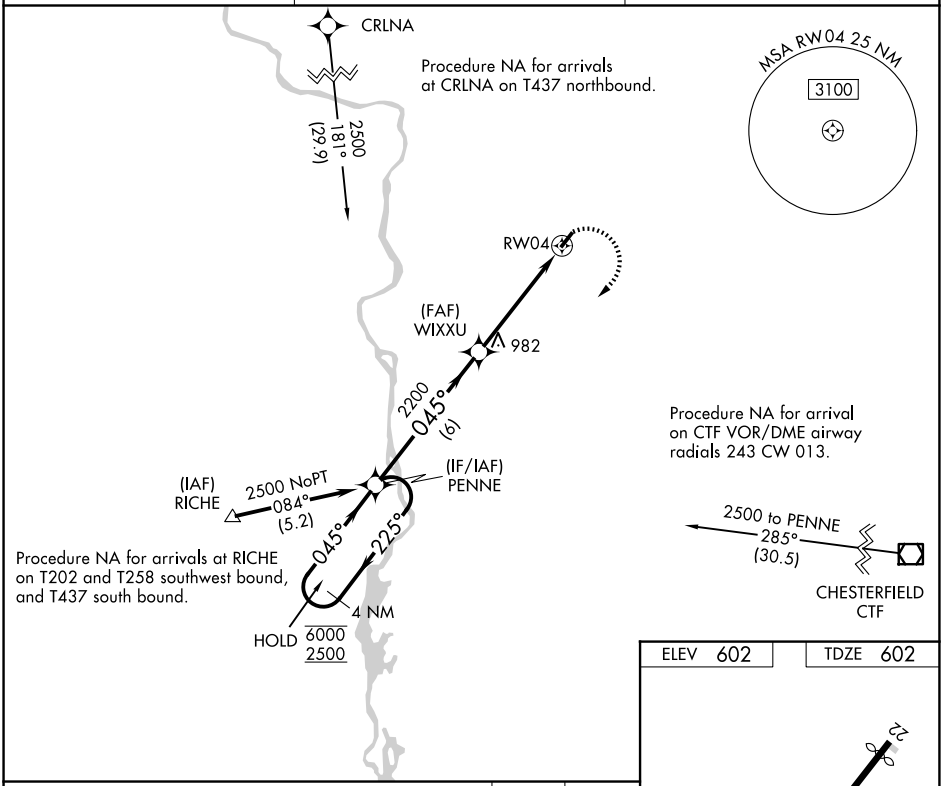
JAARS-TOWNSEND (N52)

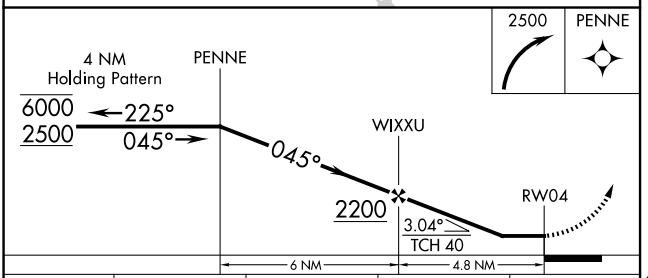
RNP APCH - GPS.

T NA — Rwy 4 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use EQY altimeter setting; when not received, use UZA altimeter setting and increase all MDAs 20 feet.

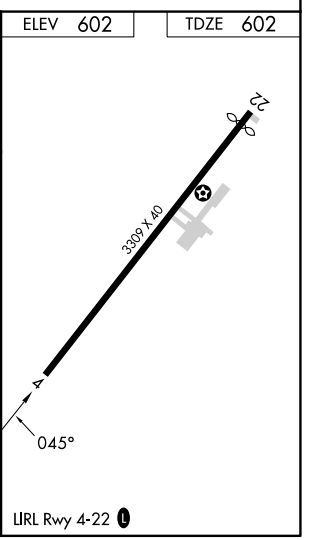
MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

| EQY ASOS | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 135.775 | 120.05 307.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 518 (600-1) | NA | |
| CIRCLING | 1160-1<br>558 (600-1) | 1220-1<br>618 (700-1) | NA | |




WAXHAW, NORTH CAROLINA
Amdt 1 19MAR26

34°52'N-80°45'W

JAARS-TOWNSEND (N52)

RNAV (GPS) RWY 4

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 22

## JAARS-TOWNSEND (N52)

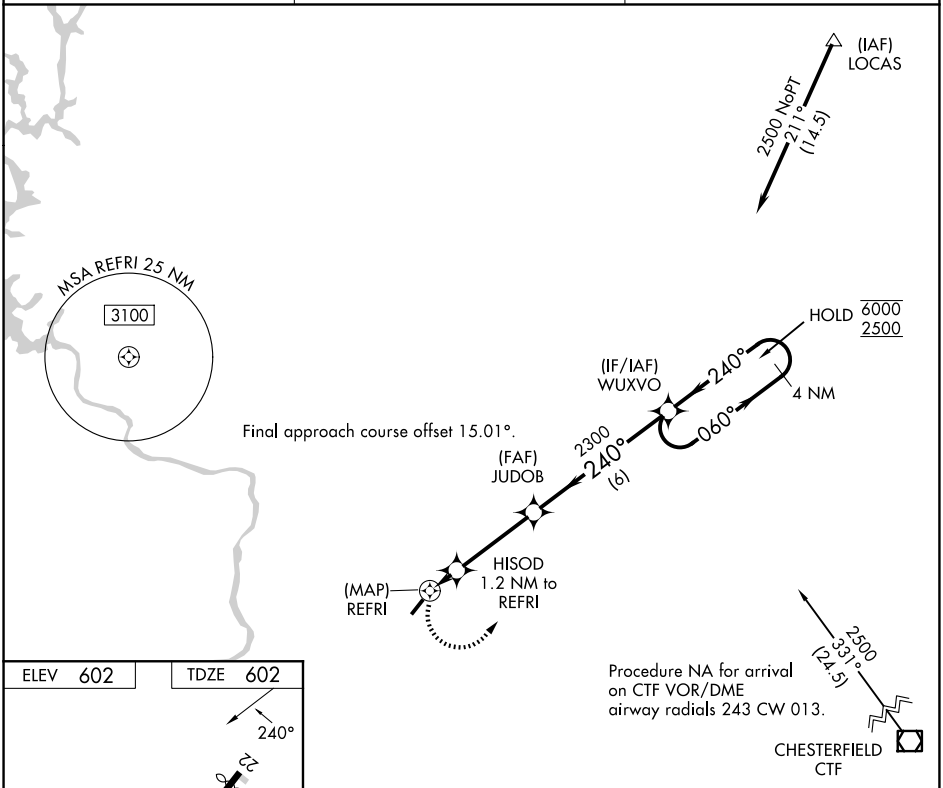
| APP CRS | Rwy Ldg | 3109 |
|---|---|---|
| 240° | TDZE | 602 |
| | Apt Elev | 602 |

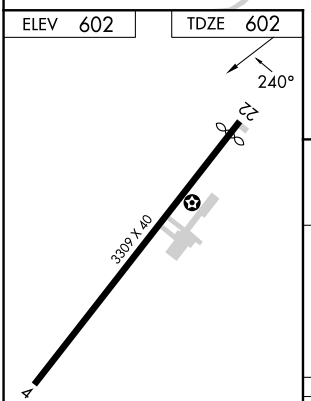
RNP APCH - GPS.

T NA Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use EQY altimeter setting; when not received, use UZA altimeter setting and increase all MDAs 20 feet.

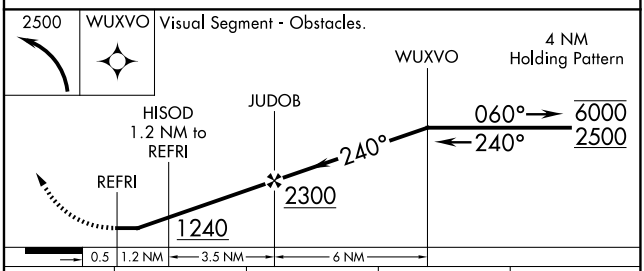
MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

| EQY ASOS | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 135.775 | 120.05 307.8 | 123.0 (CTAF) L |




LIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 478 (500-1) | | NA | |
| CIRCLING | 1160-1 558 (600-1) | 1220-1 618 (700-1) | NA | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WHITEVILLE, NORTH CAROLINA | AL-6407 (FAA) | 26022

# RNAV (GPS) RWY 6

## COLUMBUS COUNTY RGNL (CPC)

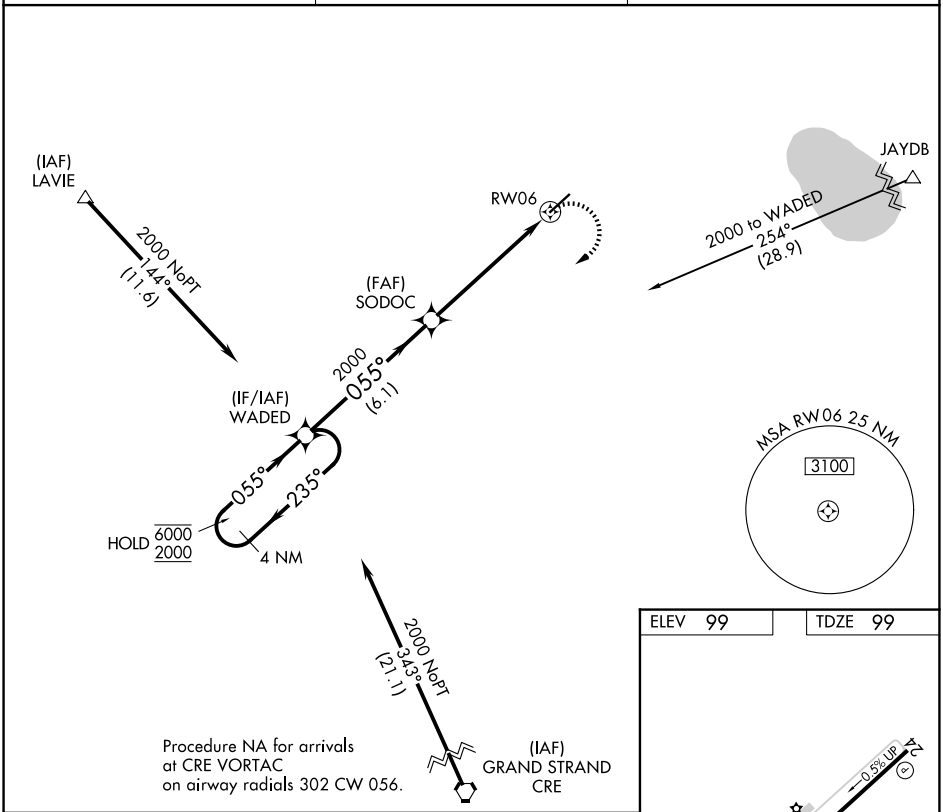
| APP CRS | Rwy Ldg | 5500 |
|---|---|---|
| 055° | TDZE | 99 |
| | Apt Elev | 99 |

RNP APCH.

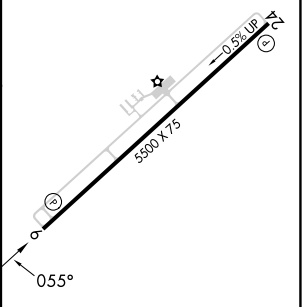
VDP NA when using Elizabethtown altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ⅛ SM.

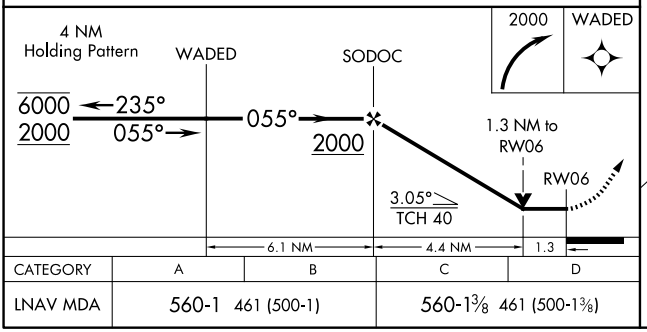
MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 119.2 350.3 | 122.8 (CTAF) L |




| ELEV 99 | TDZE 99 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 461 (500-1) | | 560-1⅜ 461 (500-1⅜) | |

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

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 24

## COLUMBUS COUNTY RGNL (CPC)

| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 86638 | 235° | TDZE | 86 |
| W24A | | Apt Elev | 99 |

RNP APCH - GPS.

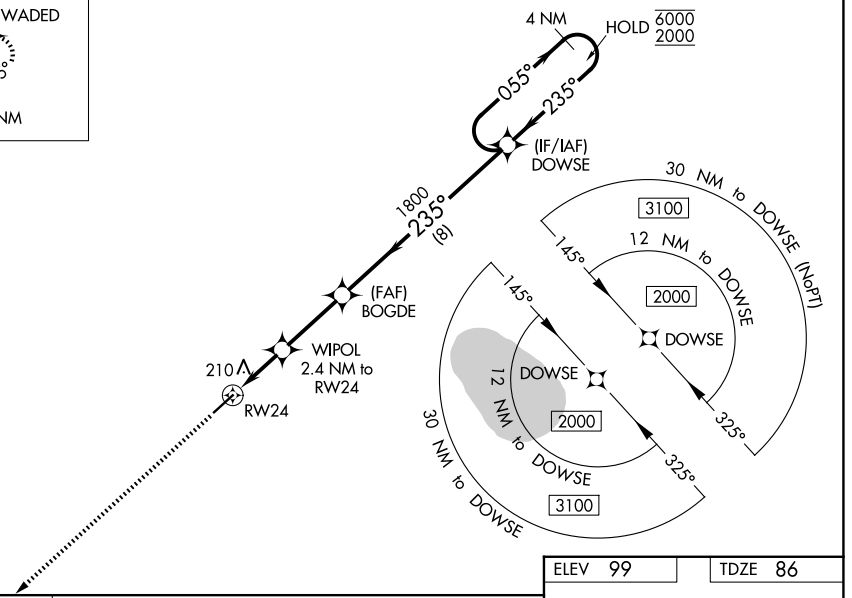
Baro-VNAV and VDP NA when using EYF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use EYF altimeter setting and increase LPV DA to 427 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 441 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 direct WADED and hold.

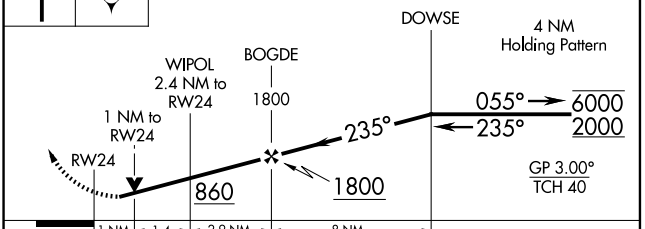
| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 119.2 350.3 | 122.8 (CTAF) L |

MISSED APCH FIX



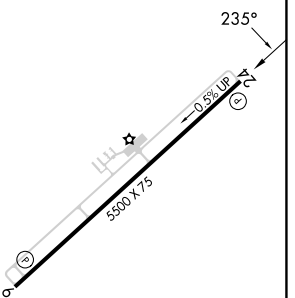




2000 WADED VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 42).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 374-⅞ | 288 (300-⅞) | |
| LNAV/VNAV DA | | 388-⅞ | 302 (300-⅞) | |
| LNAV MDA | | 460-1 | 374 (400-1) | |
| CIRCLING | 540-1 441 (500-1) | 580-1 481 (500-1) | 680-1½ 581 (600-1½) | 760-2¼ 661 (700-2¼) |

ELEV 99 TDZE 86




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



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILLIAMSTON, NORTH CAROLINA AL-5991 (FAA) 26134

| APP CRS | Rwy Ldg | 4954 |
|---|---|---|
| 033° | TDZE | 75 |
| | Apt Elev | 75 |

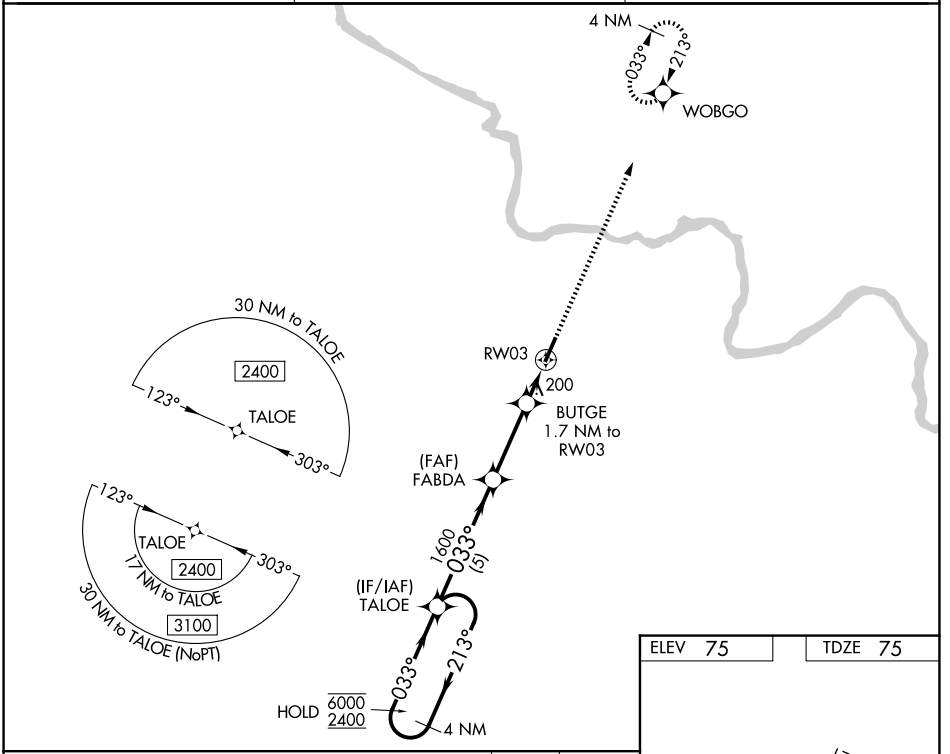
# RNAV (GPS) RWY 3
MARTIN COUNTY (MCZ)

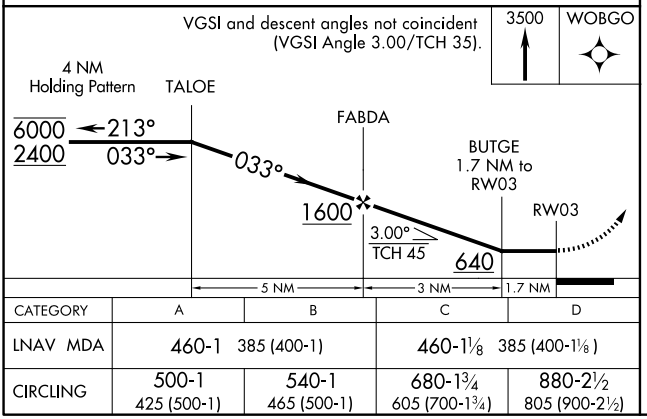
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 3 NA at night, Circling Rwy 3 NA at night.

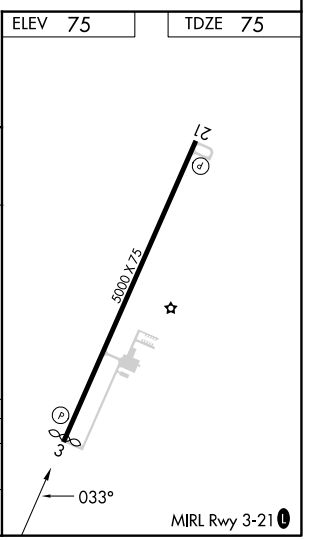
MISSED APPROACH: Climb to 3500 direct WOBGO and hold, continue climb-in-hold to 3500.

| AWOS-3P | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.65 | 123.85 279.65 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 385 (400-1) | | 460-1⅛ 385 (400-1⅛) | |
| CIRCLING | 500-1 425 (500-1) | 540-1 465 (500-1) | 680-1¾ 605 (700-1¾) | 880-2½ 805 (900-2½) |




WILLIAMSTON, NORTH CAROLINA
Amdt 1C 10AUG23

35°52'N-77°11'W

MARTIN COUNTY (MCZ)
RNAV (GPS) RWY 3


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 21

MARTIN COUNTY (MCZ)

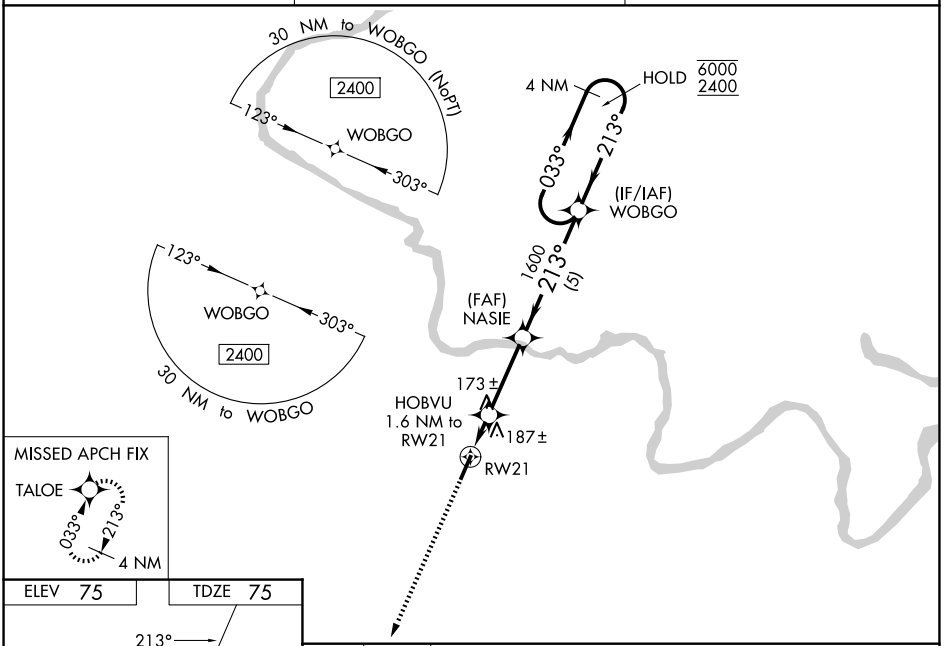
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 86237 | 213° | TDZE | 75 |
| W21A | | Apt Elev | 75 |

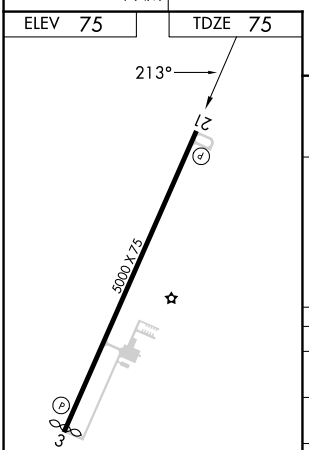
RNP APCH - GPS.

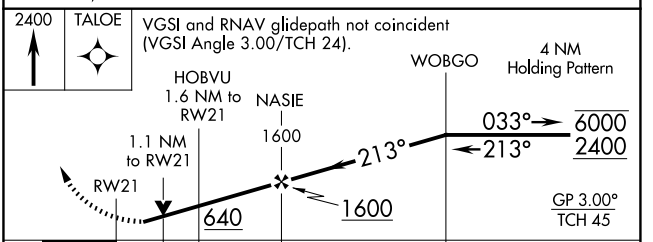
Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2400 direct TALOE and hold, continue climb-in-hold to 2400.

| AWOS-3P | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.65 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 383-1 | 308 (400-1) | | |
| LNAV/VNAV DA | 343-1 | 268 (300-1) | | |
| LNAV MDA | 440-1 | 365 (400-1) | | |
| CIRCLING | 500-1<br>425 (500-1) | 540-1<br>465 (500-1) | 680-1¾<br>605 (700-1¾) | 880-2½<br>805 (900-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Y or LOC RWY 6

WILMINGTON INTL (ILM)

| LOC/DME I-GNM | APP CRS | Rwy Ldg 8016 |
|---|---|---|
| 109.95 | 058° | TDZE 28 |
| Chan 36 (Y) | | Apt Elev 32 |

ADF required.
DME required.

MISSED APPROACH: Climb to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

ALTERNATE MISSED APCH FIX

AIRLI
IL
281

169°
349°

## RNAV 1-GPS or RADAR REQUIRED

MSA GM 25 NM
3100

LOM
WILZE
205 GM

238°
058°

LOCALIZER 109.95
I-GNM
Chan 36 (Y)

154±
164±

SAAFO
I-GNM 6.7

ZIPVO
I-GNM 3.2

(IF/IAF)
LURKY
I-GNM 13.7

1700
058°
(7)

1 min
058°
238°

238°

LOM
AIRLI
281 IL

ELEV 32 D TDZE 28

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 57).

1800 GM

One Minute Holding Pattern

LURKY
I-GNM 13.7

SAAFO
I-GNM 6.7

ZIPVO
I-GNM 3.2

*LOC only.

3100
238°
058°
058°
1700
*I-GNM 2.7
I-GNM 1.6

GS 3.00°
TCH 60

1700
*580

7 NM 3.5 NM 0.5 1.1 NM

7754 X 150
8016 X 150
TWR
17
35
058°

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 228/40 200 (200-¾) | | | |
| S-LOC 6 | 420/55 392 (400-1) | | 420/60 392 (400-1¼) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# ILS Y or LOC RWY 24

WILMINGTON INTL (ILM)

| LOC I-GMX | APP CRS | Rwy Ldg | 8016 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 26 |
| | | Apt Elev | 32 |

T A

**RVR 1800 authorized with use of FD or AP or HUD to DA. ADF required.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

ALTERNATE MISSED APCH FIX

AIRLI
IL
281

169°
349°

## RNAV 1-GPS or RADAR REQUIRED

TOPSY

058°

238°

1 min

238°

058°

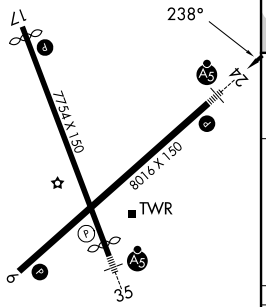
LOM/IAF
WILZE
205 GM

LOCALIZER 111.55
I-GMX

LOM
AIRLI
281 IL

MSA GM 25 NM
3100

ELEV 32 D TDZE 26




HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| 500 | 1800 | GM |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

WILZE LOM

1798

One Minute Holding Pattern

058°

1800

238°

238°

1800

GS 3.00°
TCH 52

5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24** | 226/24 200 (200-½) | | | |
| S-LOC 24 | 500/24 474 (500-½) | | 500/50 474 (500-1) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 25331

# ILS Y or LOC RWY 35

## WILMINGTON INTL (ILM)

| LOC I-ILM | APP CRS | Rwy Ldg 7204 |
|---|---|---|
| 110.3 | 349° | TDZE 31 |
| | | Apt Elev 32 |

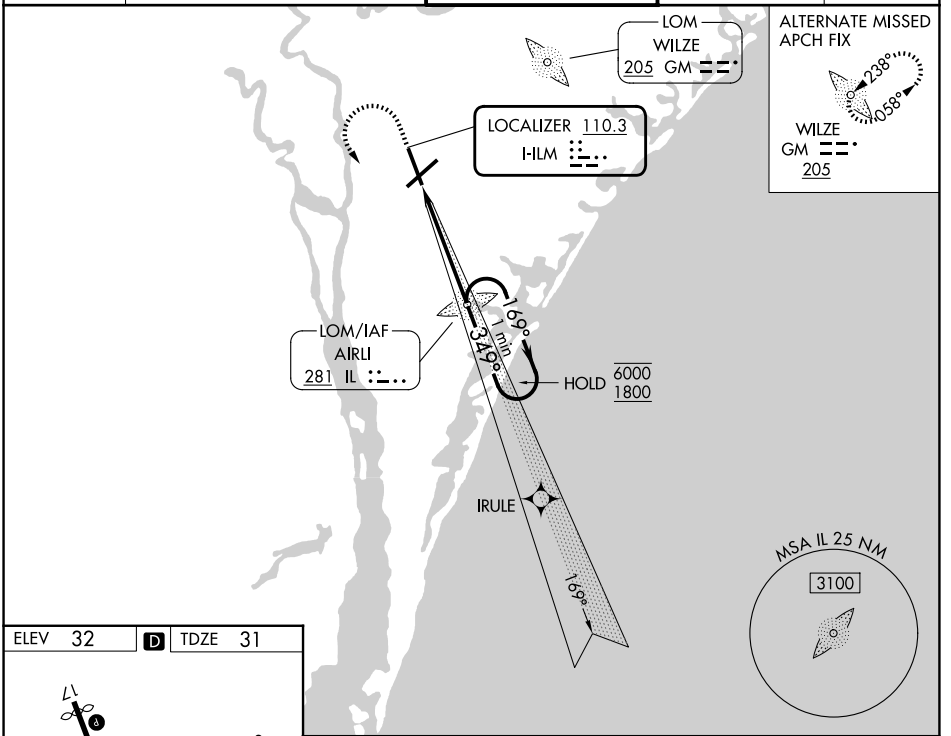
ADF required. RADAR required for procedure entry.

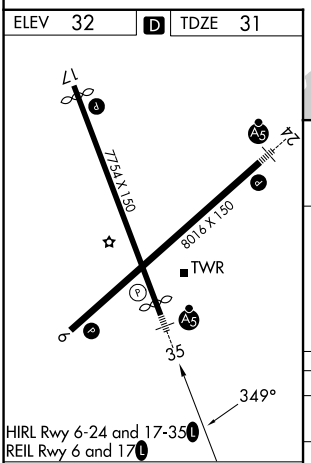
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct AIRLI LOM and hold.

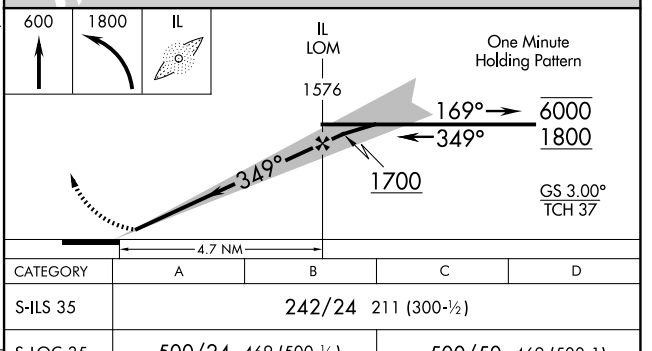
| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:38 | 3:06 | 2:19 | 1:51 | 1:33 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 242/24 211 (300-½) | | | |
| S-LOC 35 | 500/24 469 (500-½) | | 500/50 469 (500-1) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC/DME I-GNM | APP CRS | Rwy Ldg 8016 |
|---|---|---|
| 109.95 | 058° | TDZE 28 |
| Chan 36 (Y) | | Apt Elev 32 |

# ILS Z RWY 6
## WILMINGTON INTL (ILM)

RNAV 1-GPS required.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

RNAV 1-GPS or RADAR REQUIRED

4 NM
058°
238°
TOPSY

30 NM to KEVPE
3100
148°
238°
KEVPE
(IAF)
KEVPE
3100 NoPT
148°
(7)

LOCALIZER 109.95
I-GNM
Chan 36(Y)

1700
058°
(7)
SAAFO

(IF/IAF)
LURKY

JABES
3100
30 NM to JABES
238°
328°
3100 NoPT
328°
(7)
(IAF)
JABES

LURKY
3100
30 NM to LURKY (NoPT)
148°
328°
238°
058°
4 NM

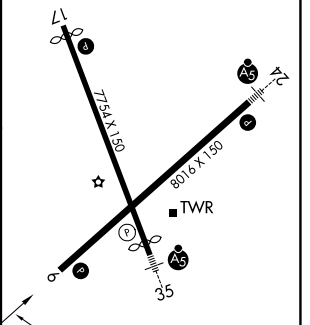
ELEV 32 D TDZE 28

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 57).

2000 TOPSY

4 NM
Holding Pattern
LURKY
SAAFO
1700
3100
238°
058°
058°
1700
GS 3.00°
TCH 60
7 NM
5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 228/40 | 200 (200-¾) | | |




HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 25331

| LOC I-GMX | APP CRS | Rwy Ldg | 8016 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 26 |
| | | Apt Elev | 32 |

# ILS Z RWY 24
## WILMINGTON INTL (ILM)

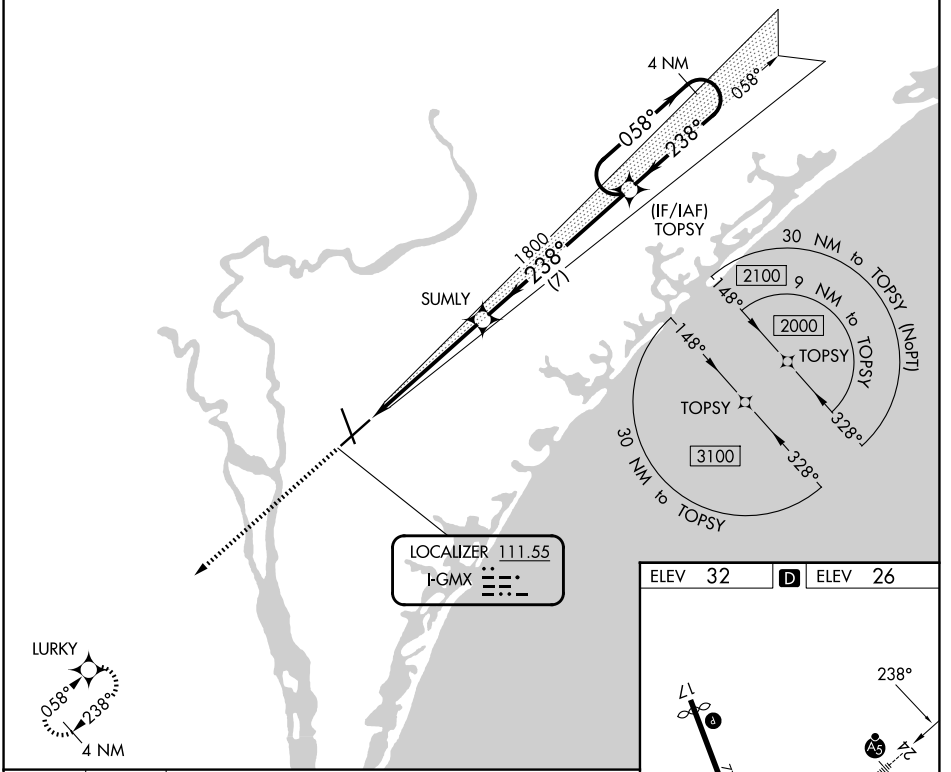
RNAV 1-GPS required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

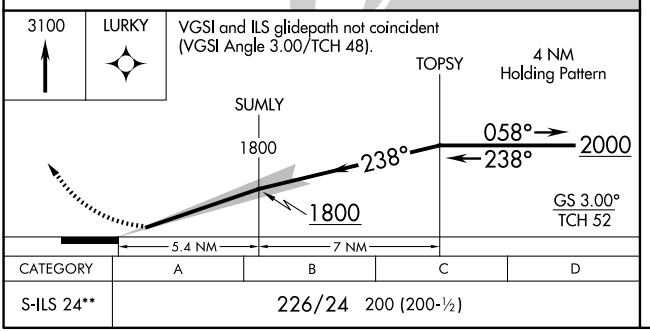
MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

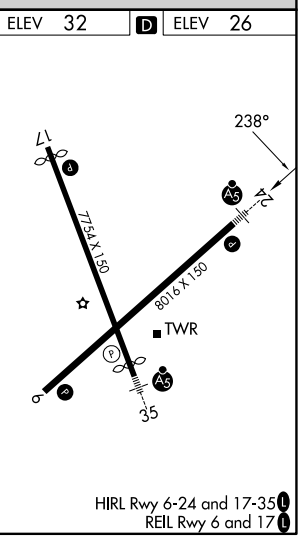
| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

## RNAV 1-GPS or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24** | 226/24 200 (200-½) | | | |




HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

WILMINGTON, NORTH CAROLINA
Amdt 1 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)
ILS Z RWY 24

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

| LOC I-ILM | APP CRS | Rwy Ldg 7204 |
|---|---|---|
| 110.3 | 349° | TDZE 31 |
| | | Apt Elev 32 |

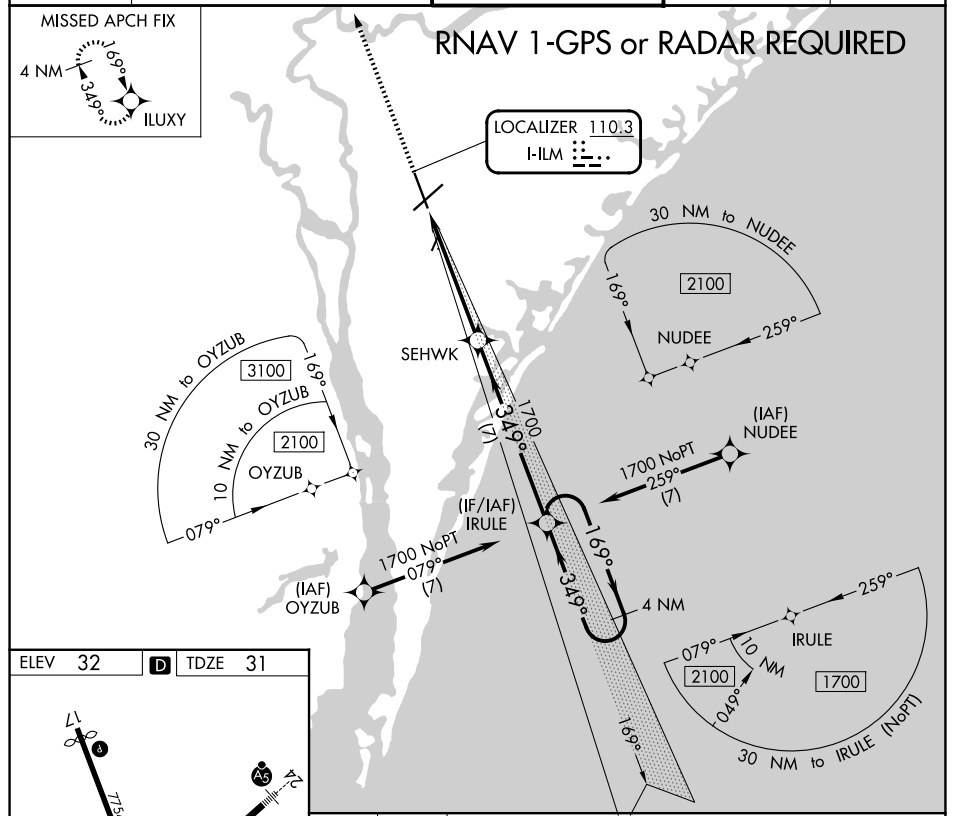
# ILS Z RWY 35
## WILMINGTON INTL (ILM)

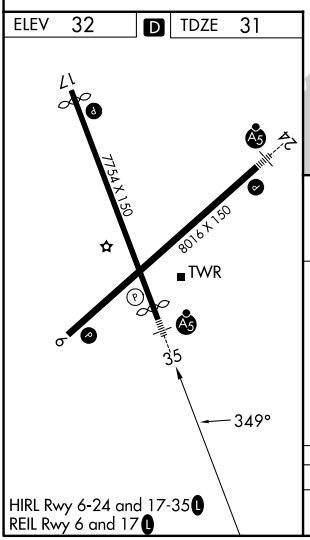
| | | | | |
|---|---|---|---|---|
| NA | RNAV 1-GPS required. | MALSR | MISSED APPROACH: Climb to 3000 direct ILUXY and hold. | |
| ATIS 124.975 | WILMINGTON APP CON★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°) | WILMINGTON TOWER★ 119.9 (CTAF) L 239.3 | GND CON 121.9 348.6 | UNICOM 122.95 |

MISSED APCH FIX

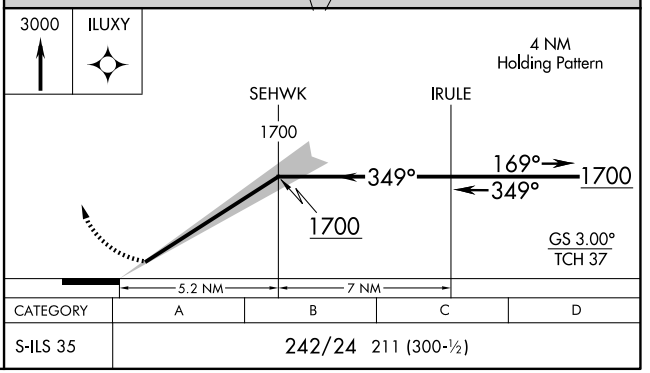



RNAV 1-GPS or RADAR REQUIRED




HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 242/24 211 (300-½) | | | |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 25331

| LOC I-GMX | APP CRS | Rwy Ldg 8016 |
|---|---|---|
| 111.55 | 238° | TDZE 26 |
| | | Apt Elev 32 |

# ILS Y RWY 24 (SA CAT I & II)

WILMINGTON INTL (ILM)

ADF required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

ALTERNATE MISSED APCH FIX

AIRLI
IL
281

169°
349°

## RNAV 1-GPS or RADAR REQUIRED

TOPSY

058°

238°

1 min

058°

238°

LOM/IAF
WILZE
205 GM

LOCALIZER 111.55
I-GMX

LOM
AIRLI
281 IL

MSA GM 25 NM
3100

ELEV 32 D TDZE 26

7754 X 150

8016 X 150

TWR

35

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

500 1800 GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

WILZE LOM
1798

One Minute Holding Pattern

058°
238°
1800

238°

1800

GS 3.00°
TCH 52

900' 5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | SA CAT I RA 151/14 150 DA 176 | | | |
| S-ILS 24 | SA CAT II RA 108/12 100 DA 126 | | | |

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 6

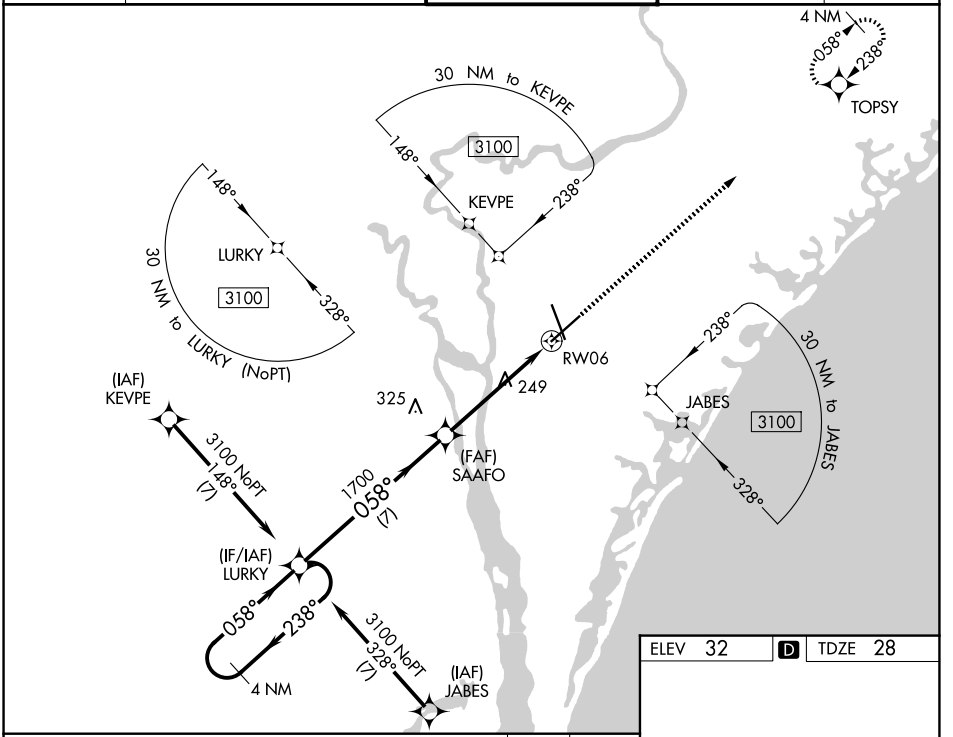
## WILMINGTON INTL (ILM)

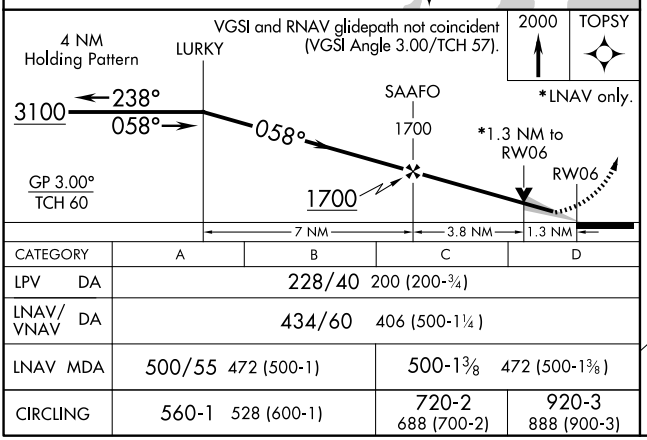
| WAAS | APP CRS | Rwy Ldg | 8016 |
|---|---|---|---|
| CH 86599 | 058° | TDZE | 28 |
| W06A | | Apt Elev | 32 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

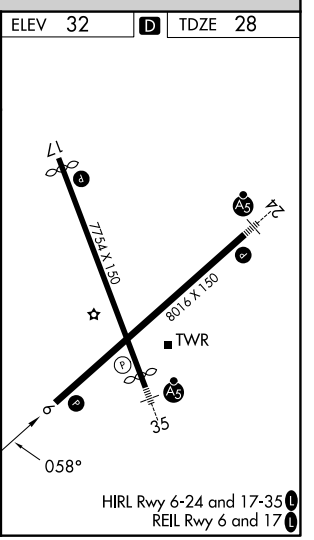
MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 228/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 434/60 406 (500-1¼) | | | |
| LNAV MDA | 500/55 472 (500-1) | | 500-1⅜ 472 (500-1⅜) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |






SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 17

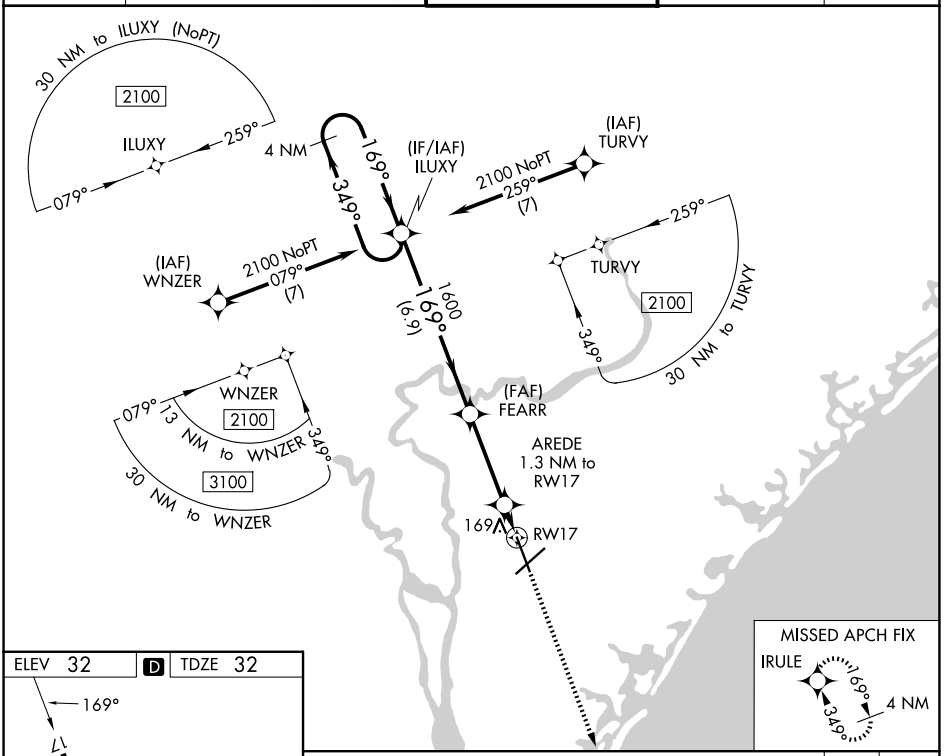
## WILMINGTON INTL (ILM)

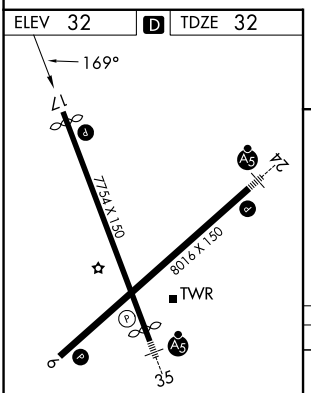
| WAAS | APP CRS | Rwy Ldg | 6604 |
|---|---|---|---|
| CH 90499 | 169° | TDZE | 32 |
| W17A | | Apt Elev | 32 |

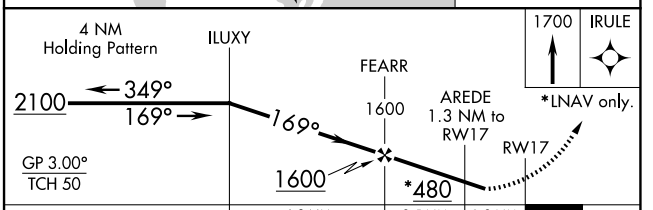
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct IRULE and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369-1⅛ 337 (400-1⅛) | | | |
| LNAV/VNAV DA | 405-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 420-1 388 (400-1) | | 420-1⅛ 388 (400-1⅛) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 24

## WILMINGTON INTL (ILM)

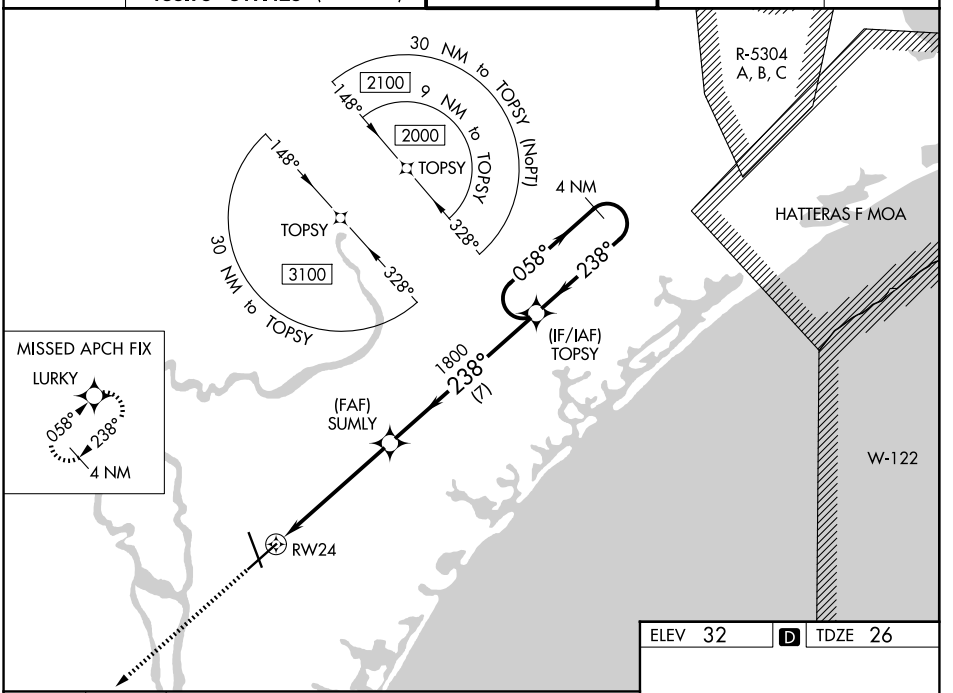
| WAAS | APP CRS | Rwy Ldg | 8016 |
|---|---|---|---|
| CH 45899 | 238° | TDZE | 26 |
| W24A | | Apt Elev | 32 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

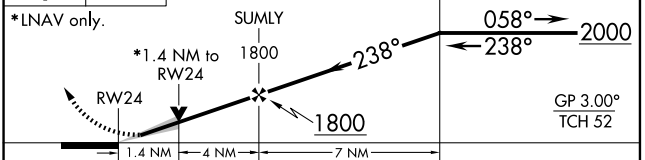


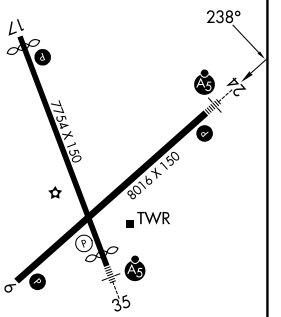

ELEV 32 D TDZE 26

3100 LURKY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 226/24 200 (200-½) | | | |
| LNAV/VNAV DA | 401/40 375 (400-¾) | | | |
| LNAV MDA | 500/24 474 (500-½) | | 500/50 474 (500-1) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 25331

| WAAS | APP CRS | Rwy Ldg 7204 |
|---|---|---|
| CH 50499 | 349° | TDZE 31 |
| W35A | | Apt Elev 32 |

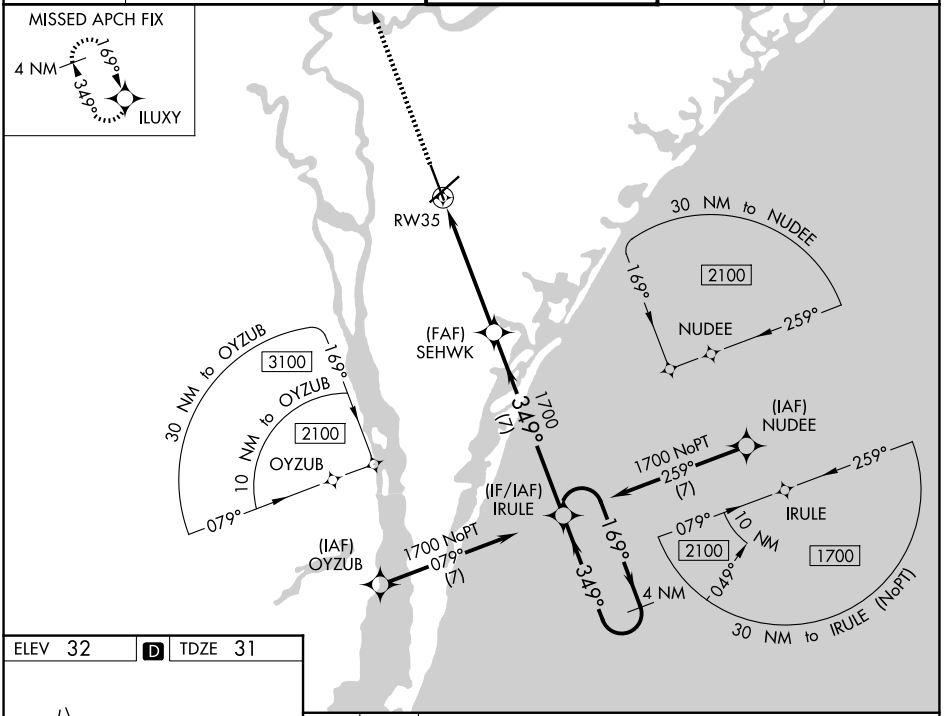
# RNAV (GPS) RWY 35
## WILMINGTON INTL (ILM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

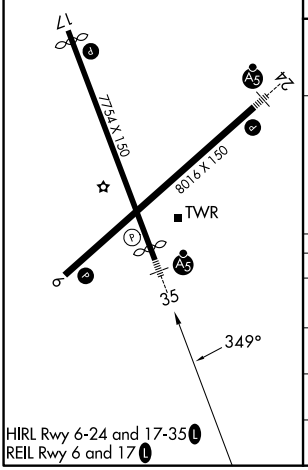
| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

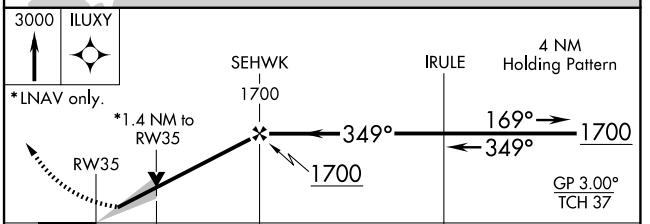



SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

ELEV 32 D TDZE 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 242/24 211 (300-½) | | | |
| LNAV/VNAV DA | 426/45 395 (400-⅞) | | | |
| LNAV MDA | 500/24 469 (500-½) | | 500/50 469 (500-1) | |
| CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

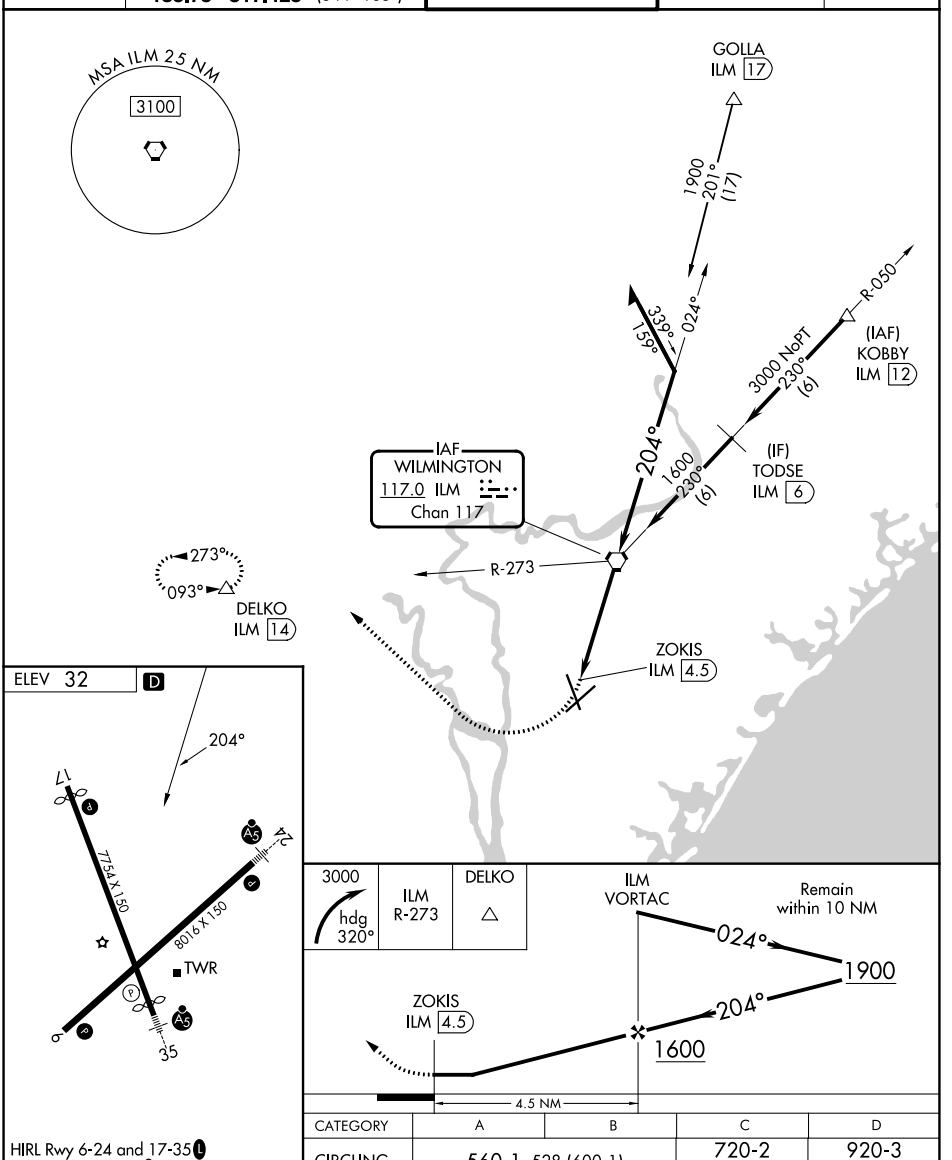
| VORTAC ILM 117.0 Chan 117 | APP CRS 204° | Rwy Ldg N/A TDZE N/A Apt Elev 32 |
|---|---|---|

# TACAN-A

## WILMINGTON INTL (ILM)

MISSED APPROACH: Climbing right turn to 3000 heading 320° and ILM R-273 to DELKO/ILM 14 DME and hold.

| ATIS | WILMINGTON APP CON★ | WILMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 | 528 (600-1) | 720-2<br>688 (700-2) | 920-3<br>888 (900-3) |

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

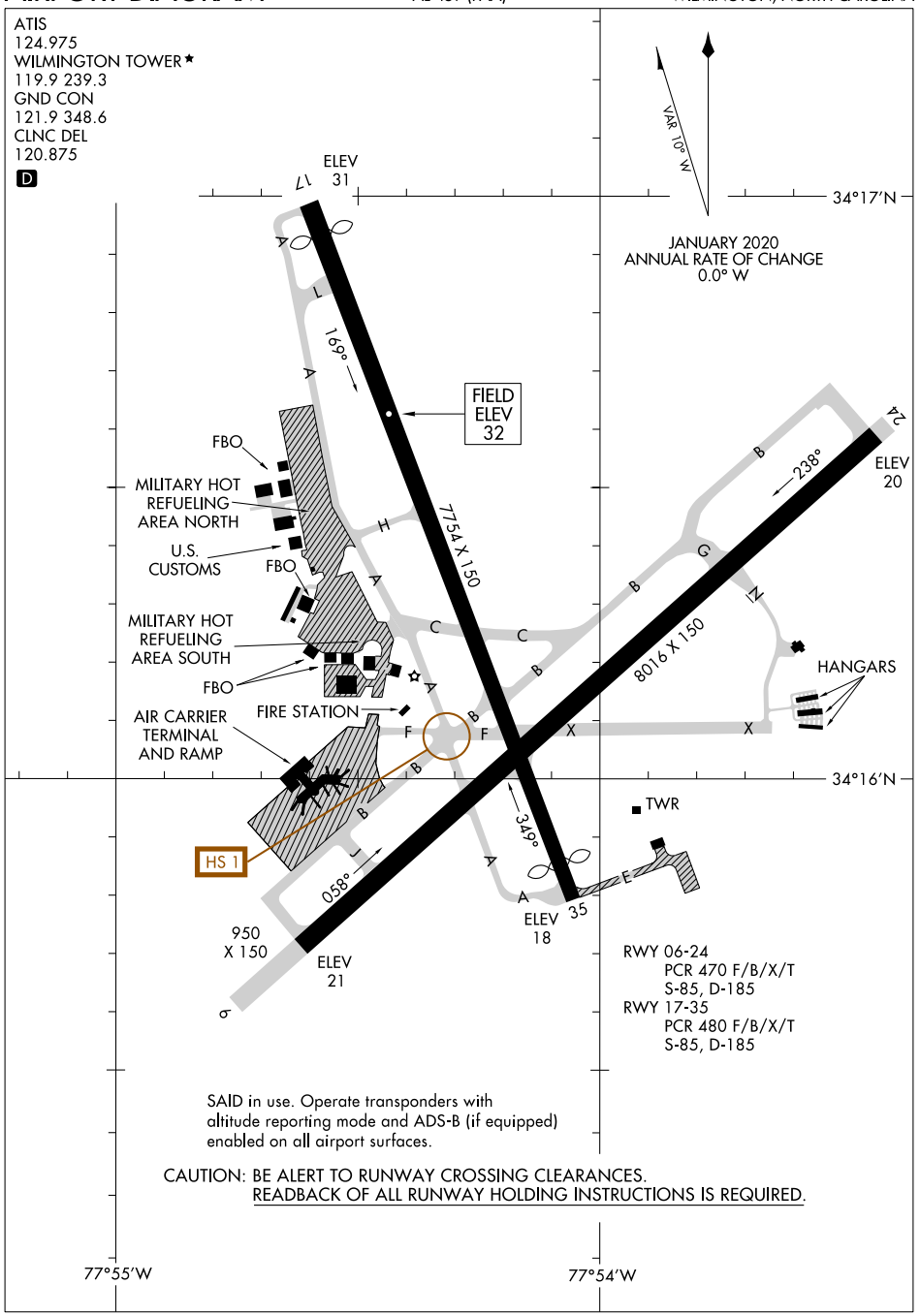
26246

# AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)

WILMINGTON, NORTH CAROLINA




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26246

WILMINGTON, NORTH CAROLINA

WILMINGTON INTL (ILM)

# RNAV (GPS) RWY 3

## WILSON INDUSTRIAL AIR CENTER (W03)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 69339 | 038° | Rwy Ldg | 4500 |
| W03A | | TDZE | 156 |
| | | Apt Elev | 160 |

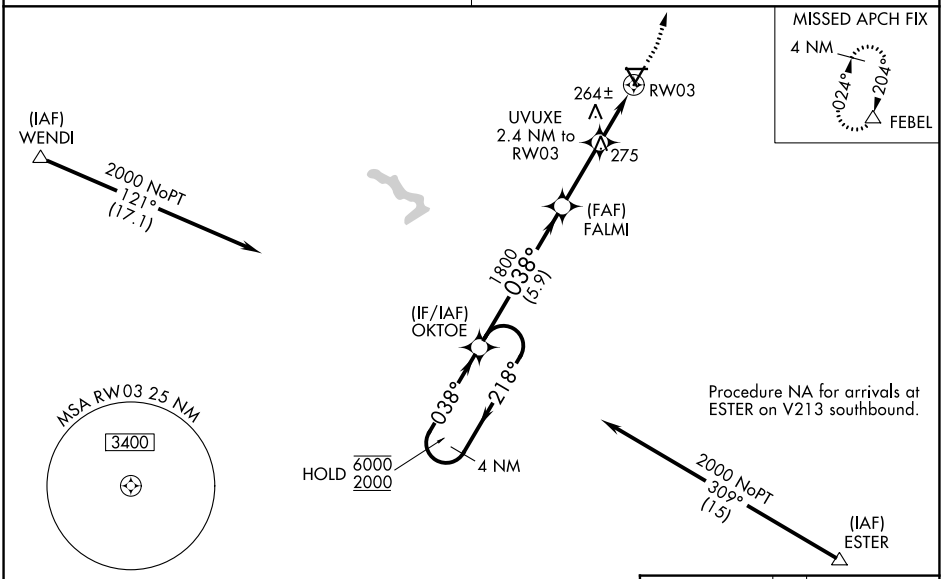
RNP APCH.

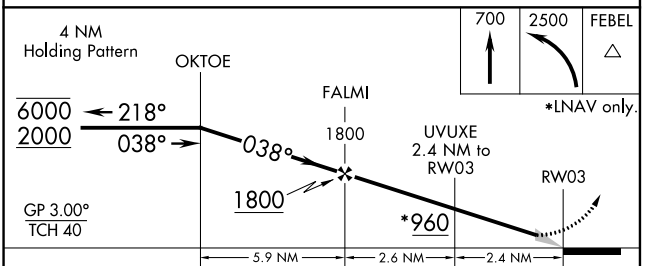
T NA

Baro-VNAV NA when using Rocky Mount altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting: increase LPV DA to 421 and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 439; increase all MDA 20 feet and LNAV visibility Cats C and D ⅛ SM. Circling Rwy 9, 15, 27, 33 NA at night.

MISSED APPROACH: Climb to 700, then climbing left turn to 2500 direct FEBEL and hold.

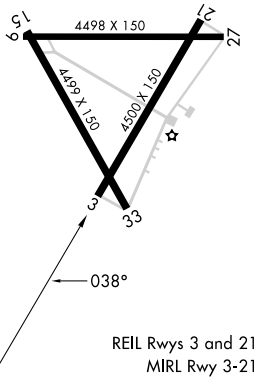
| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 406-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 424-⅞ 268 (300-⅞) | | | |
| LNAV MDA | 520-1 364 (400-1) | | 520-1¾ 364 (400-1¾) | 520-2 364 (400-2) |
| CIRCLING | 660-1 500 (500-1) | | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |

ELEV 160 TDZE 156




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILSON, NORTH CAROLINA | AL-6376 (FAA) | 26190

# RNAV (GPS) RWY 9

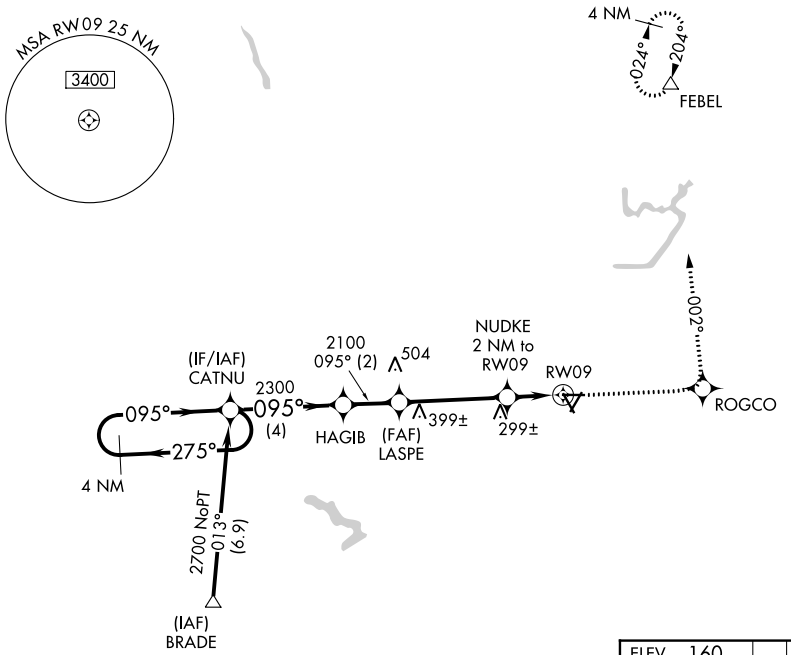
## WILSON INDUSTRIAL AIR CENTER (W03)

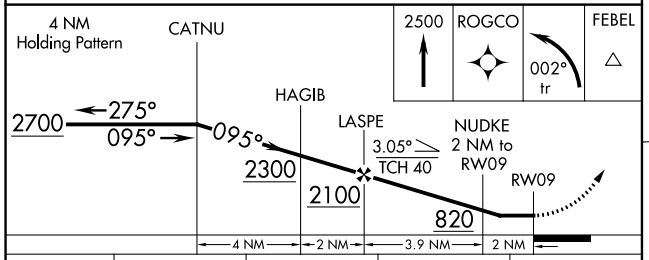
| APP CRS | Rwy Ldg | 4498 |
|---|---|---|
| 095° | TDZE | 161 |
| | Apt Elev | 160 |

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

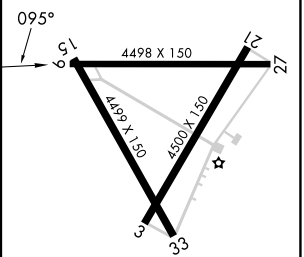
| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 399 (400-1) | | | 560-1¼ 399 (400-1¼) |
| CIRCLING | 660-1 500 (500-1) | | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 419 (500-1) | | 580-1¼ 419 (500-1¼) | |
| CIRCLING | 680-1 520 (600-1) | | 800-1¾ 640 (700-1¾) | 800-2 640 (700-2) |

ELEV 160 | TDZE 161




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

WILSON, NORTH CAROLINA
Amdt 1B 14JUL22

35°46'N-77°58'W

WILSON INDUSTRIAL AIR CENTER (W03)

RNAV (GPS) RWY 9

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 15

## WILSON INDUSTRIAL AIR CENTER (W03)

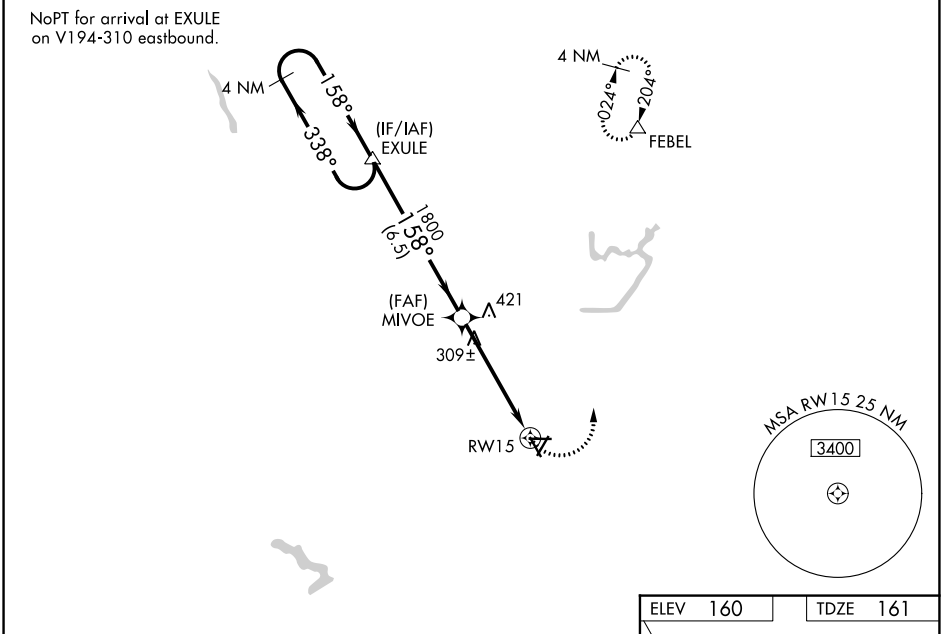
| APP CRS | Rwy Ldg | 4499 |
|---|---|---|
| 158° | TDZE | 161 |
| | Apt Elev | 160 |

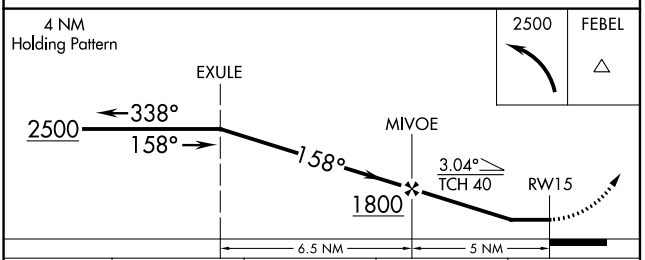
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

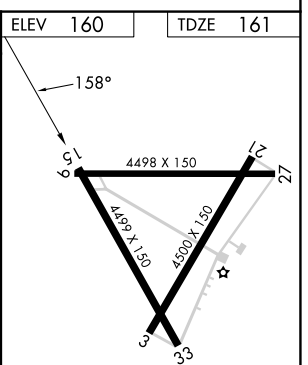
MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 399 (400-1) | | | 560-1¼ 399 (400-1¼) |
| CIRCLING | 660-1 500 (500-1) | | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 419 (500-1) | | 580-1¼ 419 (500-1¼) | |
| CIRCLING | 680-1 520 (600-1) | | 800-1¾ 640 (700-1¾) | 800-2 640 (700-2) |




REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WILSON, NORTH CAROLINA | AL-6376 (FAA) | 26190

# RNAV (GPS) RWY 21

## WILSON INDUSTRIAL AIR CENTER (WØ3)

| WAAS CH 72739 W21A | APP CRS 204° | Rwy Ldg 4500 TDZE 157 Apt Elev 160 |
|---|---|---|

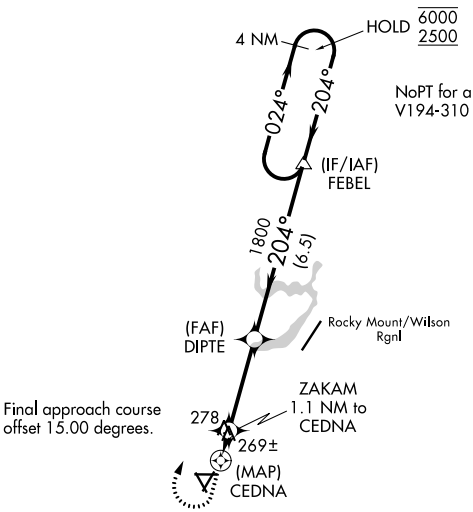
RNP APCH.

Circling Rwy 9, 15, 27, 33 NA at night. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all MDA 20 feet; increase LP Cats C and D visibility ⅛ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA.

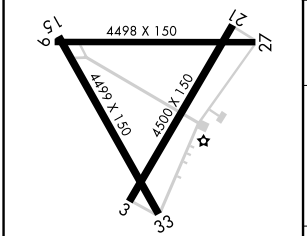
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct FEBEL and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |

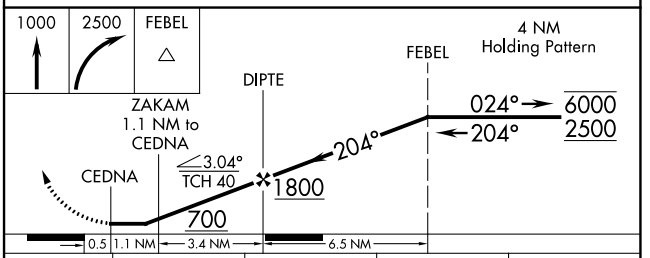



ELEV 160 | TDZE 157




REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 363 (400-1) | | | |
| LNAV MDA | 540-1 383 (400-1) | | 540-1⅛ 383 (400-1⅛) | |
| CIRCLING | 660-1 500 (500-1) | | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |

WILSON, NORTH CAROLINA
Amdt 1 08NOV18

35°46′N-77°58′W

WILSON INDUSTRIAL AIR CENTER (WØ3)
RNAV (GPS) RWY 21


SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 33

## WILSON INDUSTRIAL AIR CENTER (W03)

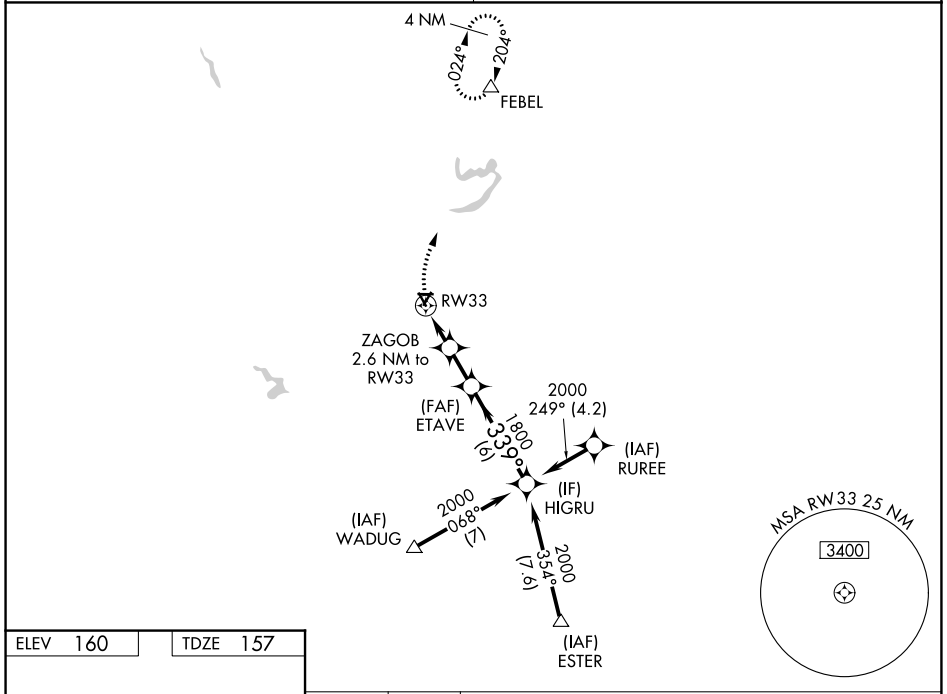
| APP CRS | Rwy Ldg | 4499 |
|---|---|---|
| 339° | TDZE | 157 |
| | Apt Elev | 160 |

RNP APCH.

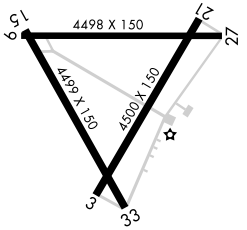
V NA — Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 9, 15, 27, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

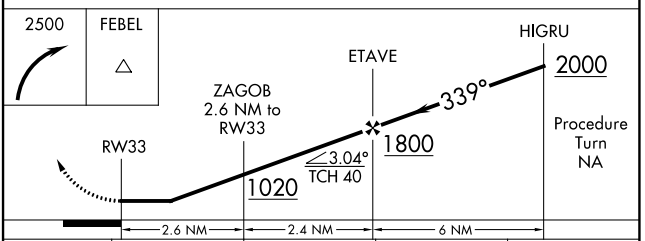
| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




ELEV 160 | TDZE 157




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 | 483 (500-1) | 640-1¼ 483 (500-1¼) | 640-1½ 483 (500-1½) |
| CIRCLING | 660-1 | 500 (500-1) | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 660-1 | 503 (500-1) | 660-1½ | 503 (500-1½) |
| CIRCLING | 680-1 | 520 (600-1) | 800-1¾ 640 (700-1¾) | 800-2 640 (700-2) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WINNSBORO, SOUTH CAROLINA AL-6281 (FAA) 26190

| WAAS | APP CRS | Rwy Ldg | 5010 |
|---|---|---|---|
| CH 82329 | 045° | TDZE | 578 |
| W04A | | Apt Elev | 578 |

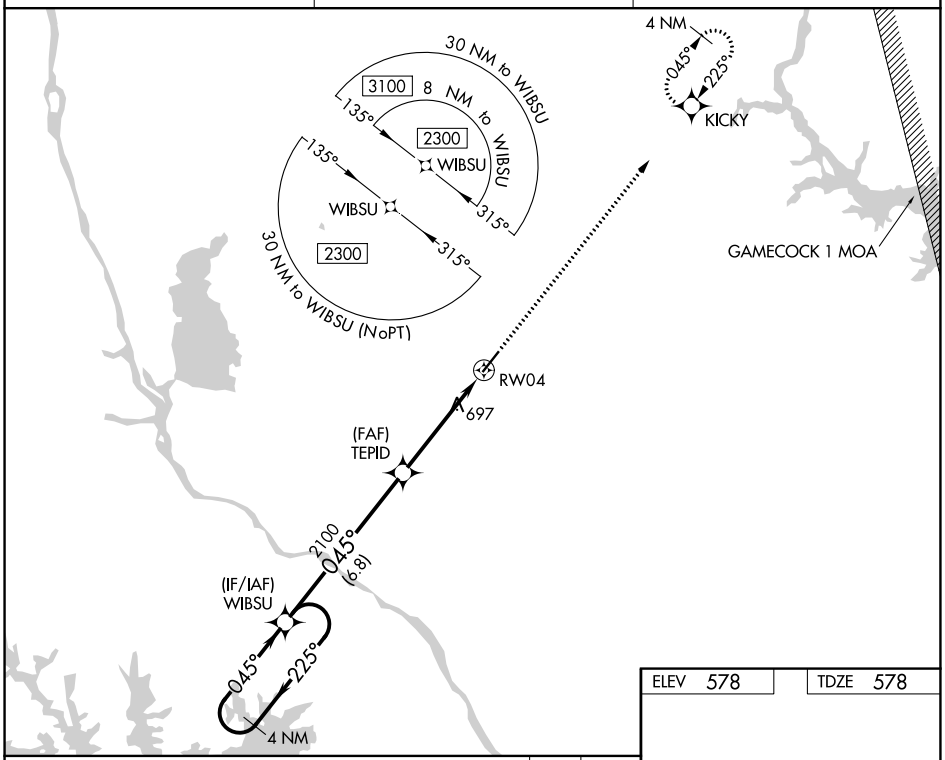
# RNAV (GPS) RWY 4

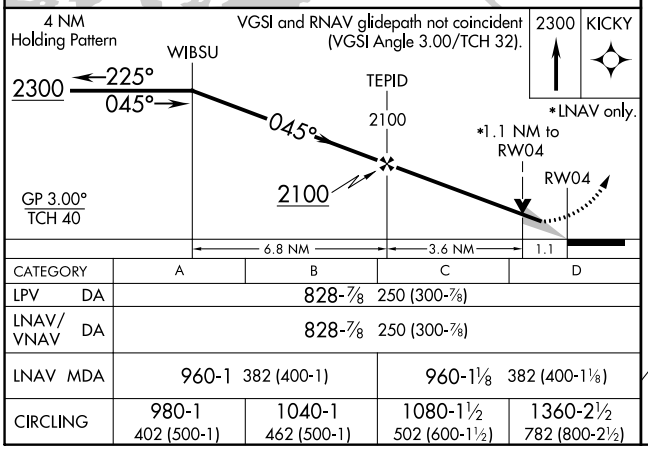
FAIRFIELD COUNTY (FDW)

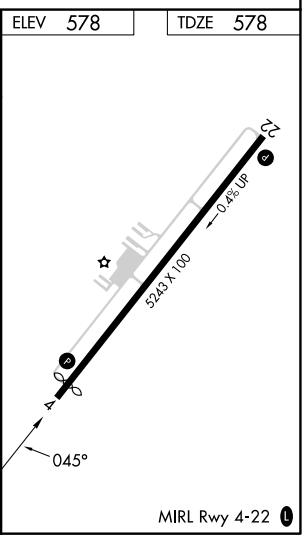
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KICKY and hold.

| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.4 285.6 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 828-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 828-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 960-1 382 (400-1) | | 960-1⅛ 382 (400-1⅛) | |
| CIRCLING | 980-1 402 (500-1) | 1040-1 462 (500-1) | 1080-1½ 502 (600-1½) | 1360-2½ 782 (800-2½) |

WINNSBORO, SOUTH CAROLINA
Amdt 2 07DEC17

34°19′N-81°07′W

FAIRFIELD COUNTY (FDW)

RNAV (GPS) RWY 4

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

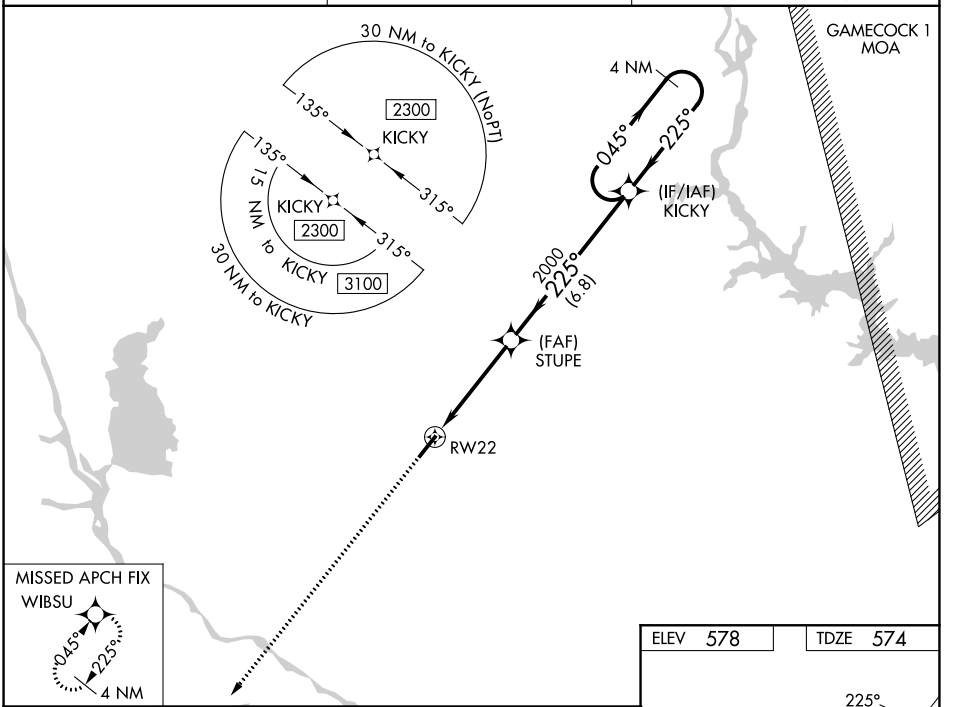
| WAAS | APP CRS | Rwy Ldg | 5243 |
|---|---|---|---|
| CH 97330 | 225° | TDZE | 574 |
| W22A | | Apt Elev | 578 |

# RNAV (GPS) RWY 22
## FAIRFIELD COUNTY (FDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

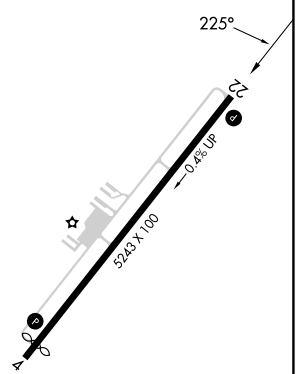
MISSED APPROACH: Climb to 2300 direct WIBSU and hold.

| AWOS-3 | COLUMBIA APP CON | | UNICOM |
|---|---|---|---|
| 119.075 | 133.4 | 285.6 | 123.05 (CTAF) L |




MISSED APCH FIX
WIBSU
045°
225°
4 NM

ELEV 578 TDZE 574

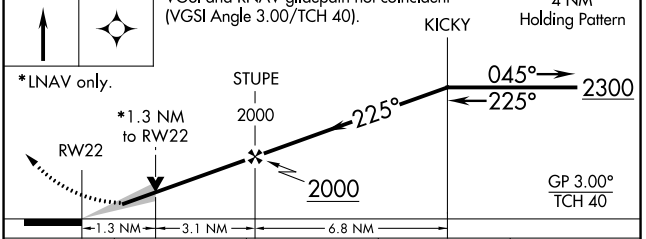



MIRL Rwy 4-22 L

2300 WIBSU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern




*LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 824-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 1000-1 426 (500-1) | | 1000-1¼ 426 (500-1¼) | |
| CIRCLING | 1000-1 422 (500-1) | 1040-1 462 (500-1) | 1080-1½ 502 (600-1½) | 1360-2½ 782 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WINSTON SALEM, NORTH CAROLINA AL-463 (FAA) 26246

# ILS or LOC RWY 33

SMITH REYNOLDS (INT)

| LOC I-INT | APP CRS | Rwy Ldg | 6655 |
|---|---|---|---|
| 110.3 | 332° | TDZE | 941 |
| | | Apt Elev | 969 |

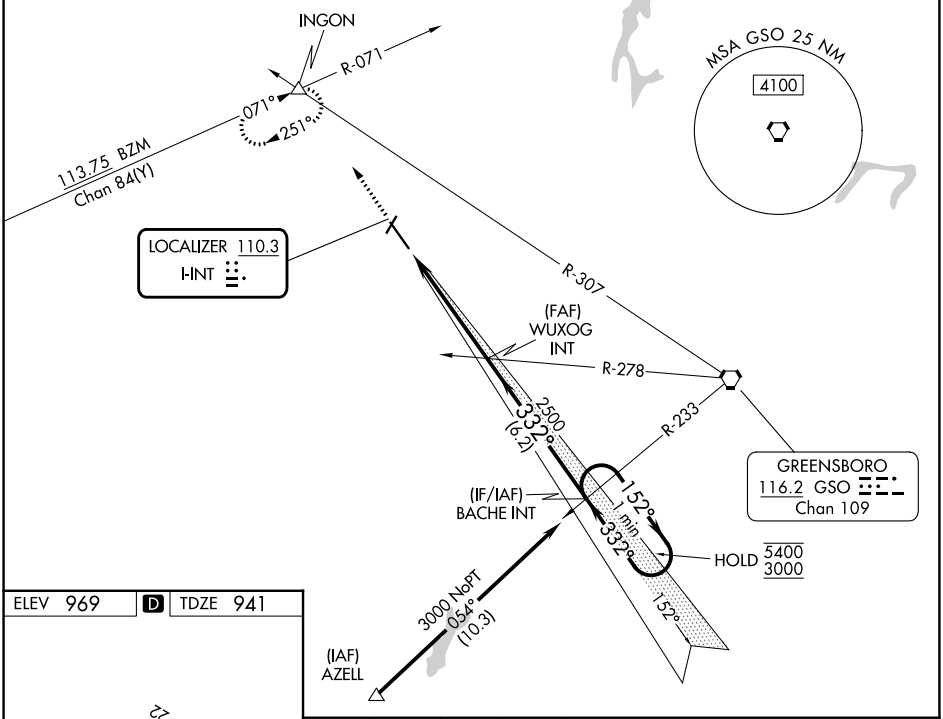
RNP APCH-GPS. From AZELL.
RADAR required for non-GPS equipped aircraft.

T A *RVR 1800 authorized with use of FD or AP or HUD to DA.

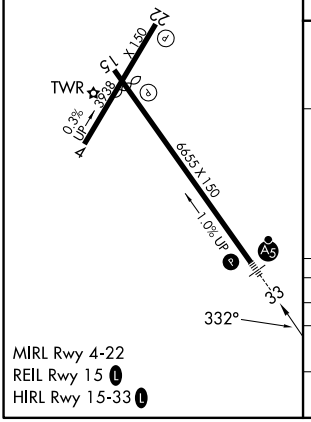
MALSR A5

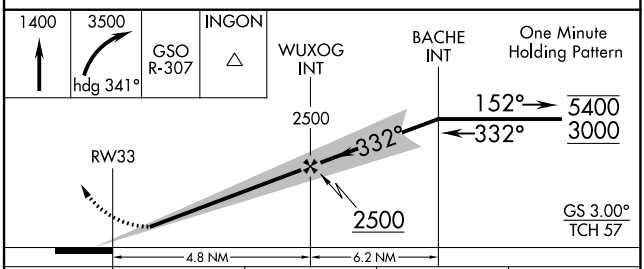
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on heading 341° and GSO VORTAC R-307 to INGON INT and hold, continue climb-in-hold to 3500.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




ELEV 969 D TDZE 941




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33* | 1141/24 200 (200-½) | | | |
| S-LOC 33 | 1400/24 459 (500-½) | | 1400/45 459 (500-⅞) | |
| CIRCLING | 1480-1 511 (600-1) | 1580-1 611 (700-1) | 1700-2 731 (800-2) | 1760-2½ 791 (800-2½) |

WINSTON SALEM, NORTH CAROLINA
Amdt 30 05OCT23

36°08′N-80°13′W

SMITH REYNOLDS (INT)

ILS or LOC RWY 33

SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# RNAV (GPS) RWY 15

## SMITH REYNOLDS (INT)

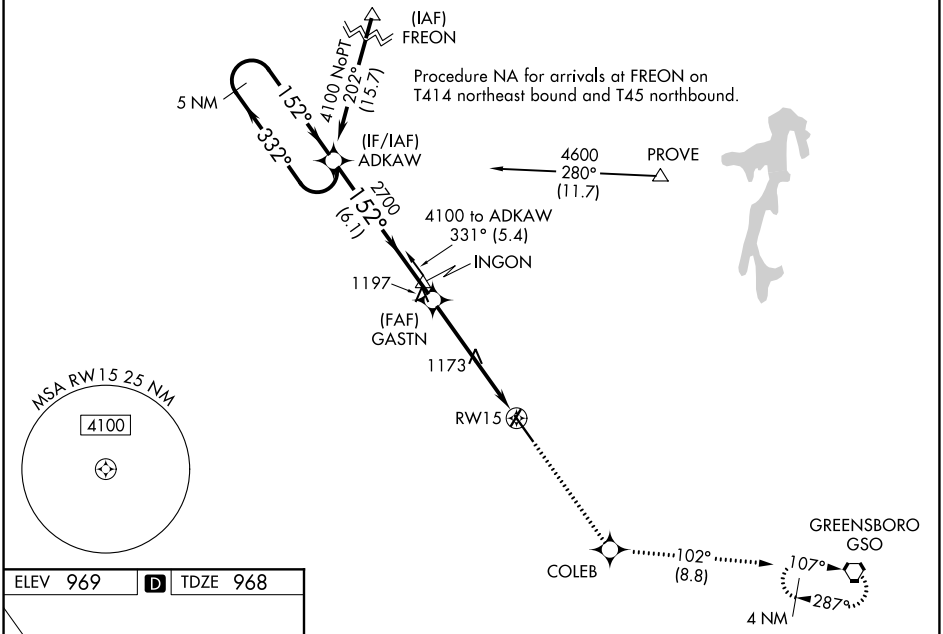
| APP CRS | Rwy Ldg | 6069 |
|---|---|---|
| 152° | TDZE | 968 |
| | Apt Elev | 969 |

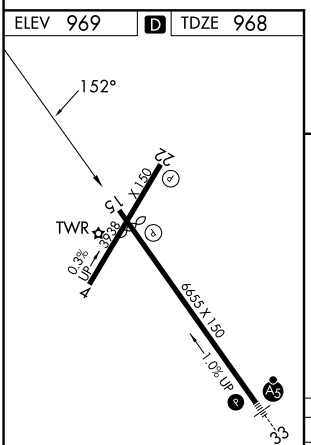
RNP APCH - GPS.

When local altimeter setting not received, use GSO altimeter setting: increase all MDAs 40 feet and Circling visibility Cats C and D ¼ SM. Rwy 15 helicopter visibility reduction below ¾ SM NA.

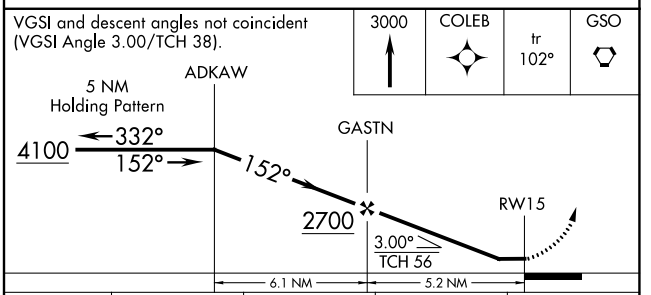
MISSED APPROACH: Climb to 3000 direct COLEB and on track 102° to GSO VORTAC and hold.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 | 472 (500-1) | 1440-1⅜ | 472 (500-1⅜) |
| CIRCLING | 1480-1<br>511 (600-1) | 1580-1<br>611 (700-1) | 1700-2<br>731 (800-2) | 1760-2½<br>791 (800-2½) |



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

WINSTON SALEM, NORTH CAROLINA AL-463 (FAA) 26246

# RNAV (GPS) RWY 33

SMITH REYNOLDS (INT)

| WAAS CH 82011 W33A | APP CRS 332° | Rwy Ldg 6655 TDZE 941 Apt Elev 969 |
|---|---|---|

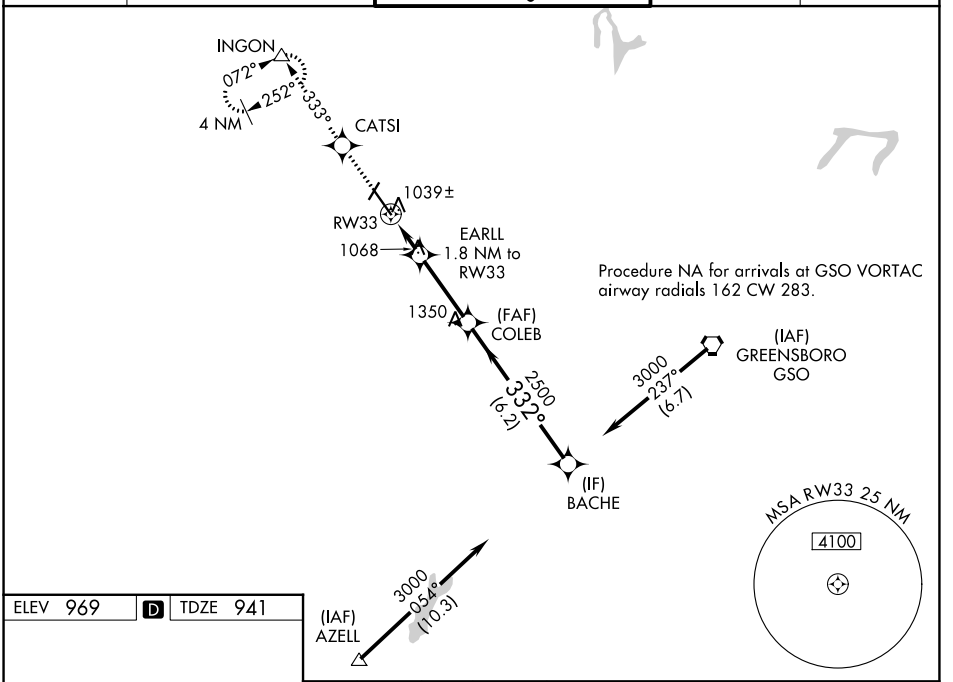
RNP APCH - GPS.

Baro-VNAV NA when using GSO altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use GSO altimeter setting: increase LPV DA to 1180 feet; increase LNAV/VNAV DA to 1446 feet and visibilities all Cats ¼ SM; increase all MDAs 40 feet and Circling visibility Cats C and D ¼ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Piedmont Triad Intl altimeter setting.

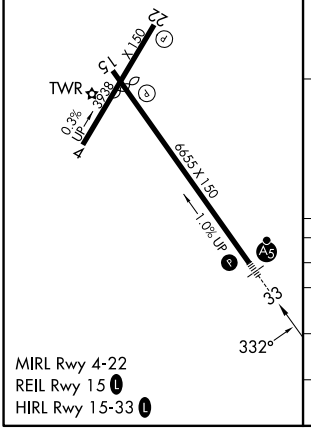
MALSR

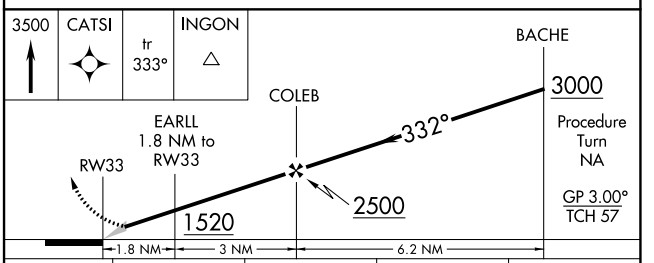
MISSED APPROACH: Climb to 3500 direct CATSI and on 333° track to INGON and hold, continue climb-in-hold to 3500.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




ELEV 969 D TDZE 941



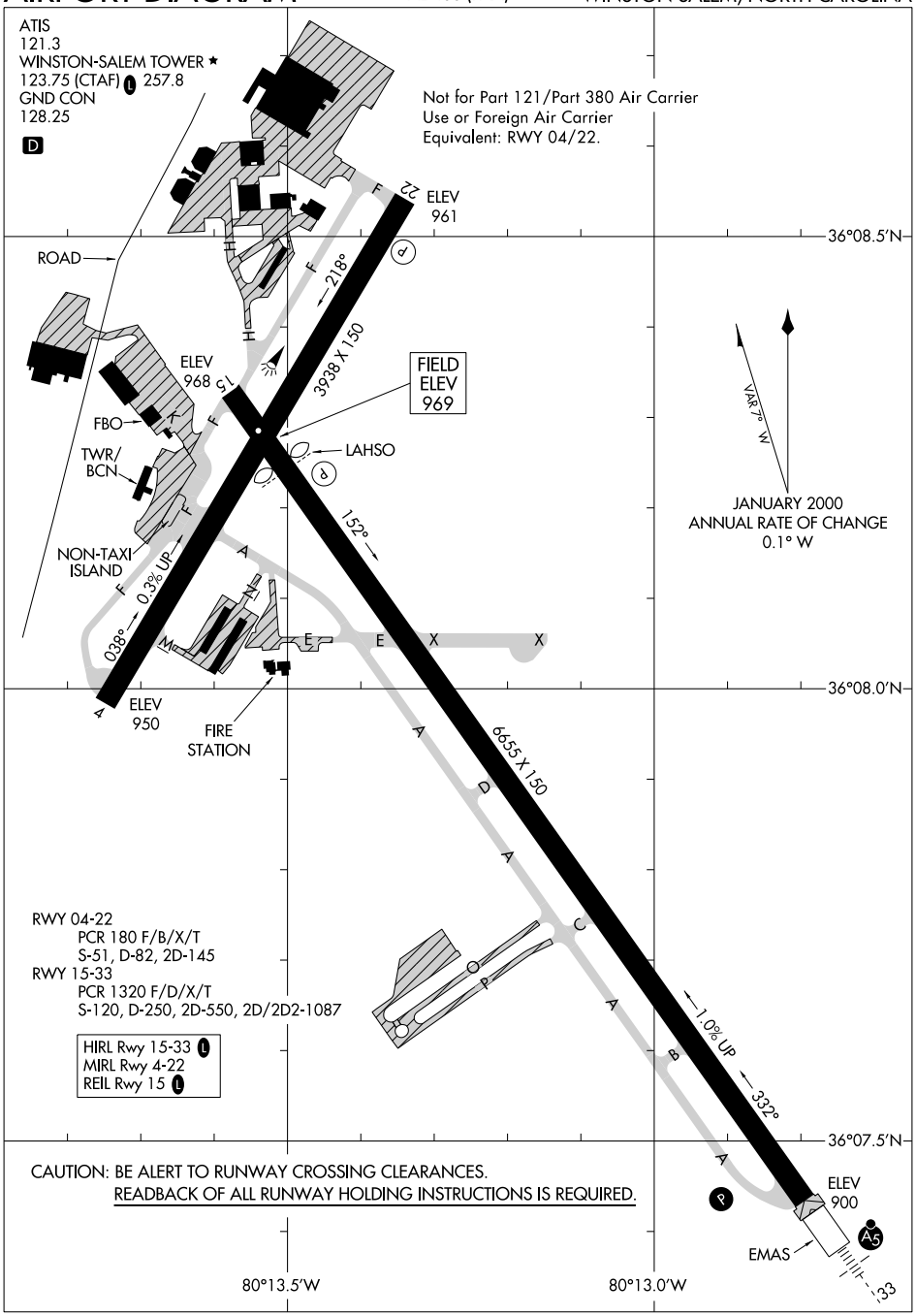

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 1141/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1407/60 466 (500-1¼) | | | |
| LNAV MDA | 1380/24 439 (500-½) | | 1380/40 439 (500-¾) | 1380/50 439 (500-1) |
| CIRCLING | 1480-1 511 (600-1) | 1580-1 611 (700-1) | 1700-2 731 (800-2) | 1760-2½ 791 (800-2½) |

WINSTON SALEM, NORTH CAROLINA 36°08'N-80°13'W SMITH REYNOLDS (INT)

Orig-F 03SEP26

RNAV (GPS) RWY 33


SE-2, 03 SEP 2026 to 29 OCT 2026




SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

(HOPRZ1.HOPRZ) 25331 AL-463 (FAA)

# HOPRZ ONE DEPARTURE (RNAV)

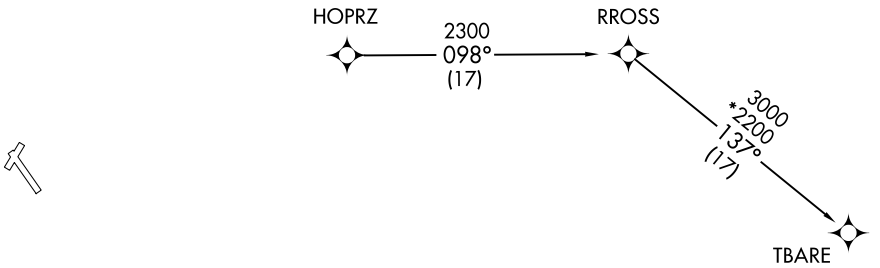
SMITH REYNOLDS (INT)
WINSTON SALEM, NORTH CAROLINA

GREENSBORO DEP CON
124.35 269.225
ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER ★
123.75 257.8

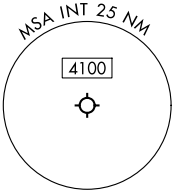
RNAV 1 - DME/DME/IRU or GPS.

RADAR required. For non-GPS equipped aircraft, LIB DME must be operational.

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwy 4, 15, 33: Standard.
Rwy 22: Standard with minimum climb of 340'/NM to 1400.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned headings for vectors to HOPRZ, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

TBARE TRANSITION (HOPRZ1.TBARE)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

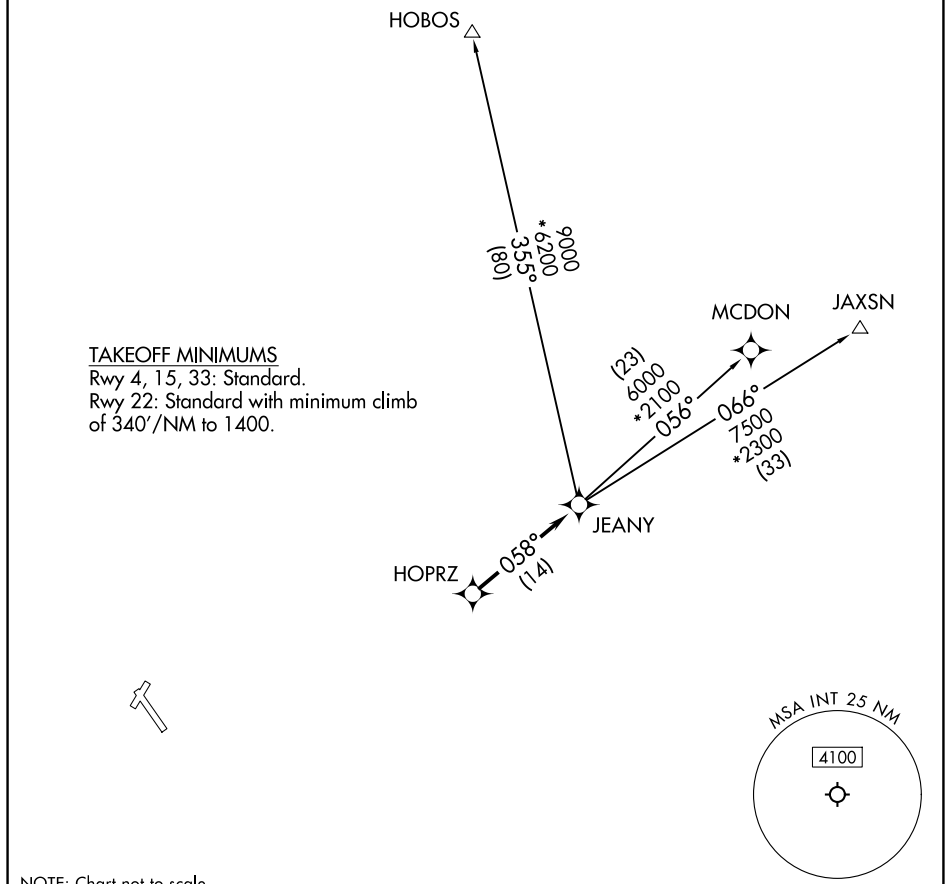
# JEANY ONE DEPARTURE (RNAV)

GREENSBORO DEP CON
124.35 269.225
ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER ★
123.75 257.8

RNAV 1 - DME/DME/IRU or GPS.

RADAR required. For non-GPS equipped aircraft, LIB DME must be operational for HOBOS Transition.

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwy 4, 15, 33: Standard.
Rwy 22: Standard with minimum climb of 340'/NM to 1400.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned headings for vectors to HOPRZ, then on track 058° to JEANY, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

HOBOS TRANSITION (JEANY1.HOBOS)
JAXSN TRANSITION (JEANY1.JAXSN)
MCDON TRANSITION (JEANY1.MCDON)



SE-2, 03 SEP 2026 to 29 OCT 2026
SE-2, 03 SEP 2026 to 29 OCT 2026

(TRI9.GSO) 26246

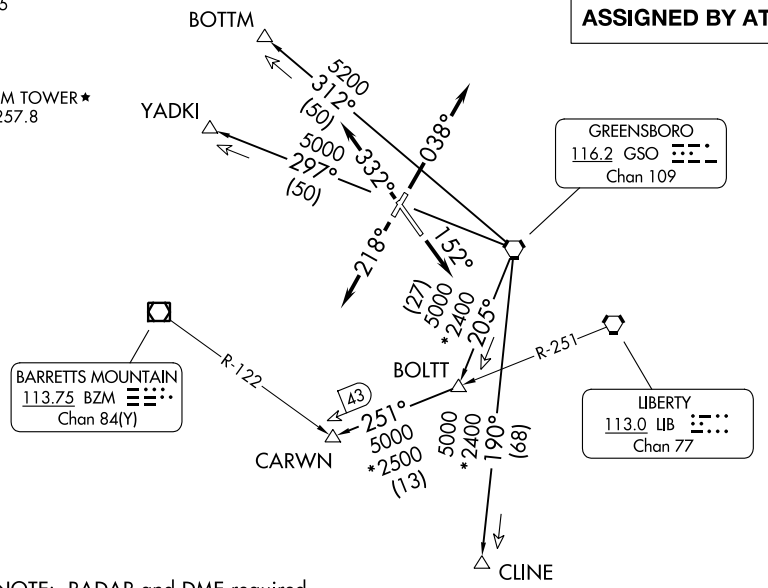
# TRIAD NINE DEPARTURE

AL-463 (FAA)

SMITH REYNOLDS (INT)
WINSTON SALEM, NORTH CAROLINA

GREENSBORO DEP CON
124.35 269.225
ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER★
123.75 (CTAF) 257.8

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 4, 15, 33: Standard.
Rwy 22: 500-2¾ or standard with minimum climb of 330′ per NM to 1600.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038°, thence . . . .
TAKEOFF RUNWAY 15: Climb heading 152°, thence . . . .
TAKEOFF RUNWAY 22: Climb heading 218°, thence . . . .
TAKEOFF RUNWAY 33: Climb heading 332°, thence . . . .

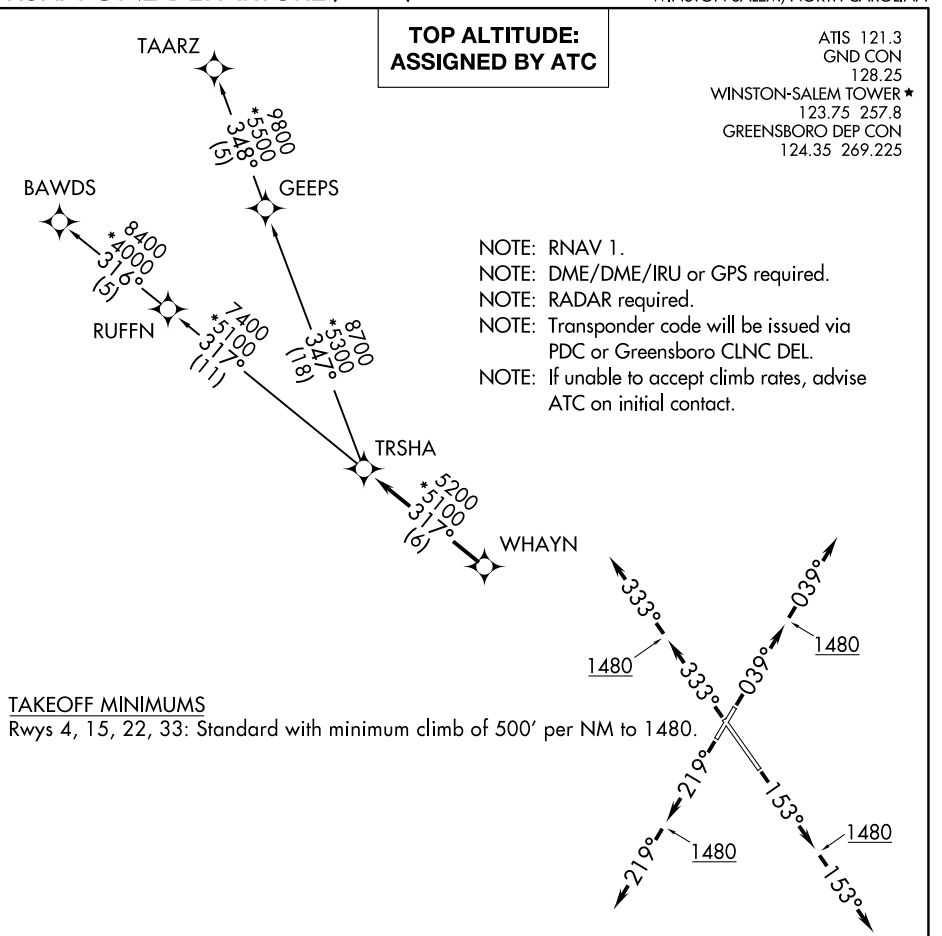
. . . . maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.


SE-2, 03 SEP 2026 to 29 OCT 2026

# TRSHA ONE DEPARTURE (RNAV)






TAKEOFF MINIMUMS
Rwys 4, 15, 22, 33: Standard with minimum climb of 500' per NM to 1480.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 039° to 1480, then on heading 039°. Thence. . .
TAKEOFF RUNWAY 15: Climb heading 153° to 1480, then on heading 153°. Thence. . .
TAKEOFF RUNWAY 22: Climb heading 219°to 1480, then on heading 219°. Thence. . .
TAKEOFF RUNWAY 33: Climb heading 333° to 1480, then on heading 333°. Thence. . .

. . .expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)




SE-2, 03 SEP 2026 to 29 OCT 2026

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SE-2, 03 SEP 2026 to 29 OCT 2026

SE-2, 03 SEP 2026 to 29 OCT 2026

# INSIDE BACK COVER

INTENTIONALLY

LEFT

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FAA Product ID: BTPSE2

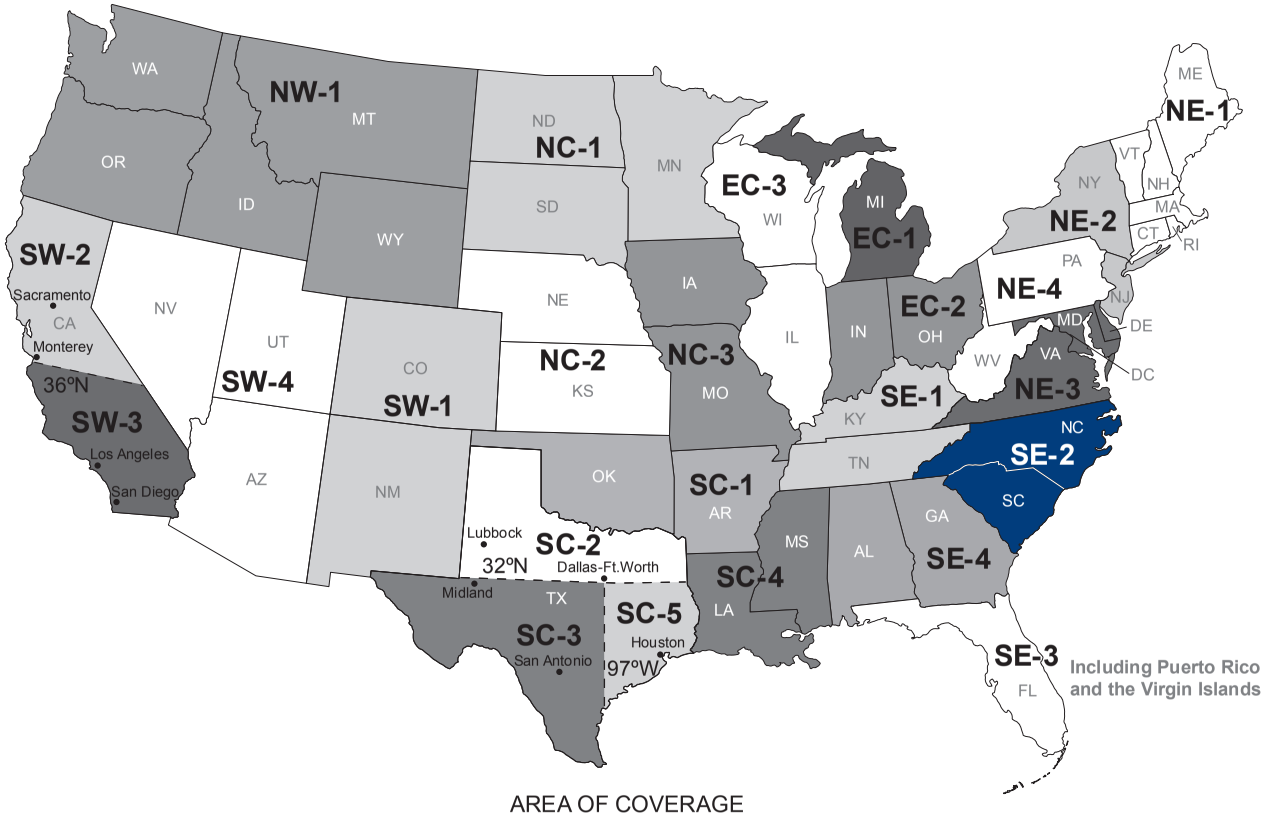
NSN 7641015059593

NGA REF. NO. OK-10-2859

TERMXFAABTPPSE2

EFF. DATE 26246

# U.S. TERMINAL PUBLICATION VOLUMES




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