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Revision Letter For Cycle 04-2012
Change Notices
Notebook

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General Information

Location: Asheville NC USA
IATA Code: AVL
Lat/Long: N35° 26.2' W082° 32.5'
Elevation: 2165 ft

Airport Use: Public
Magnetic Variation: 6.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1203 Z
Sunset: 2323 Z,

Runway Information

Runway: 16
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2165 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 34
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2140 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Communication Information

ATIS 120.2
Asheville Tower 121.1 CTAF
Asheville Ground Control 121.9
Asheville Approach Control 125.8 (340°-159°)
Asheville Approach Control 124.65 (160°-339°) Initial Contact
Asheville App ARSA 125.8 (340°-159°)
Asheville App ARSA 124.65 (160°-339°)
Asheville Departure Control 125.8 (340°-159°)
Asheville Departure Control 124.65 (160°-339°)
Asheville Regl Unicom 122.95

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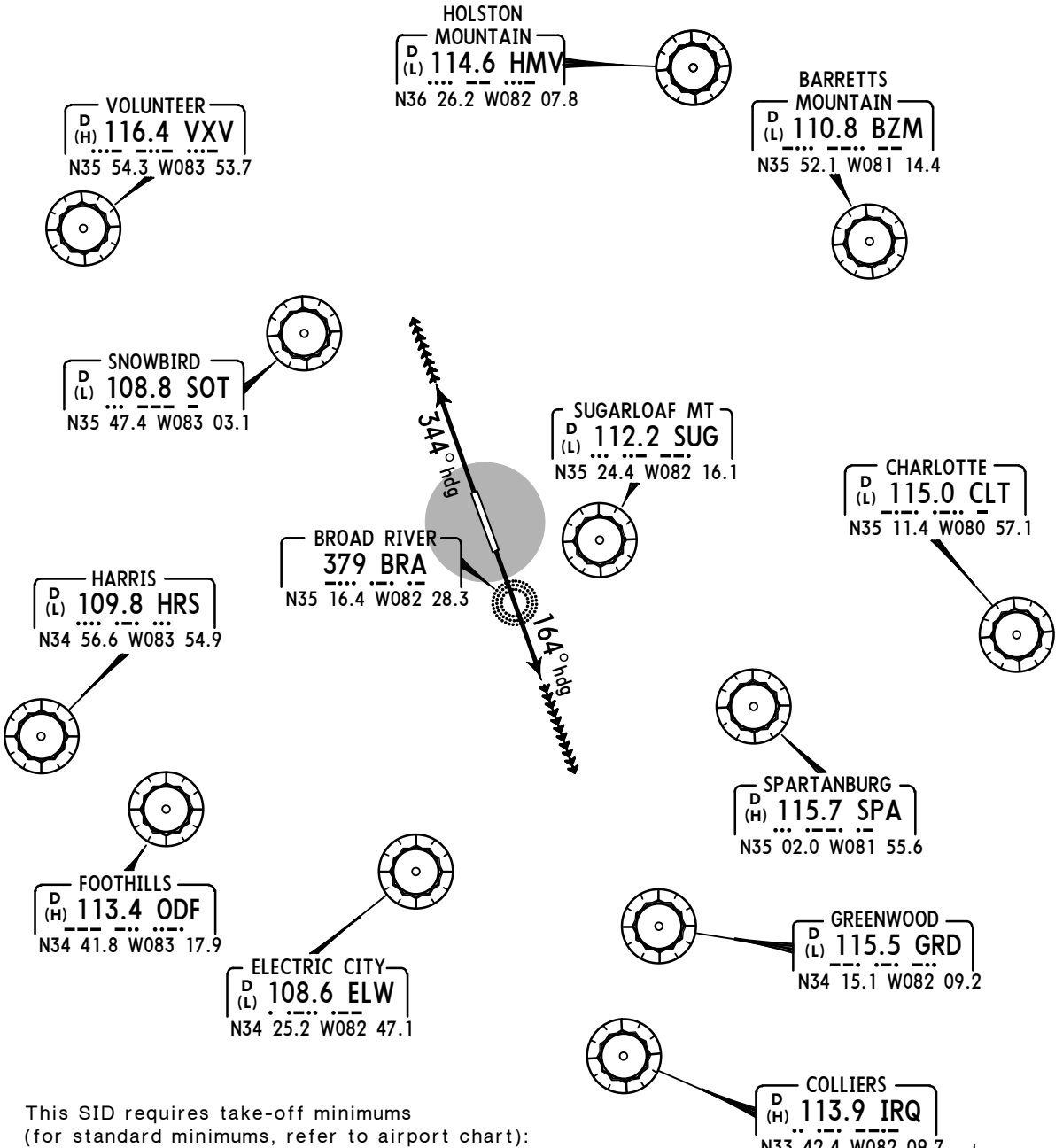
Asheville Regl Multicom 121.1 CTAF PCL
Atlanta Center 132.625 Remote Communications Air-Ground

*ASHEVILLE Departure (R)	ATLANTA Center	Apt Elev	Trans level: FL180
124.65	**132.62** when Dep inop	2165′	Trans alt: 18000′

7900′
MSA BRA NDB

ASHEVILLE THREE DEPARTURE (AVL3.AVL)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 16: Standard (or lower than standard, if authorized) with a minimum climb of 360′ per NM to **6100′.**
Rwy 34: Standard (or lower than standard, if authorized) with a minimum climb of 380′ per NM to **5700′.**

Gnd speed-KT	75	100	150	200	250	300
360′ per NM	450	600	900	1200	1500	1800
380′ per NM	475	633	950	1267	1583	1900

OBSTACLE
For TAKEOFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB
16	Climb heading 164° to **10000′** or lower filed altitude. EXPECT RADAR vectors to join filed route/fix when leaving **6100′.**
34	Climb heading 344° to **10000′** or lower filed altitude. EXPECT RADAR vectors to join filed route/fix when leaving **5700′.**

ROUTING

Aircraft filed at or above **11000′: MAINTAIN 10000′** and EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Departure text, climb rate, procedure renumbered.

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TAKEOFF OBSTACLE NOTES

- RWY 16:

  TREE 207′ FROM DER, 529′ LEFT OF CENTERLINE, 100′ AGL/2148′ MSL.

- RWY 34:

  TREE 543′ FROM DER, 614′ LEFT OF CENTERLINE, 100′ AGL/2194′ MSL. TREE 81′ FROM DER, 41′ LEFT OF CENTERLINE, 100′ AGL/2172′MSL.

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KAVL/AVL

Apt Elev **2165′**

N35 26.2 W082 32.5

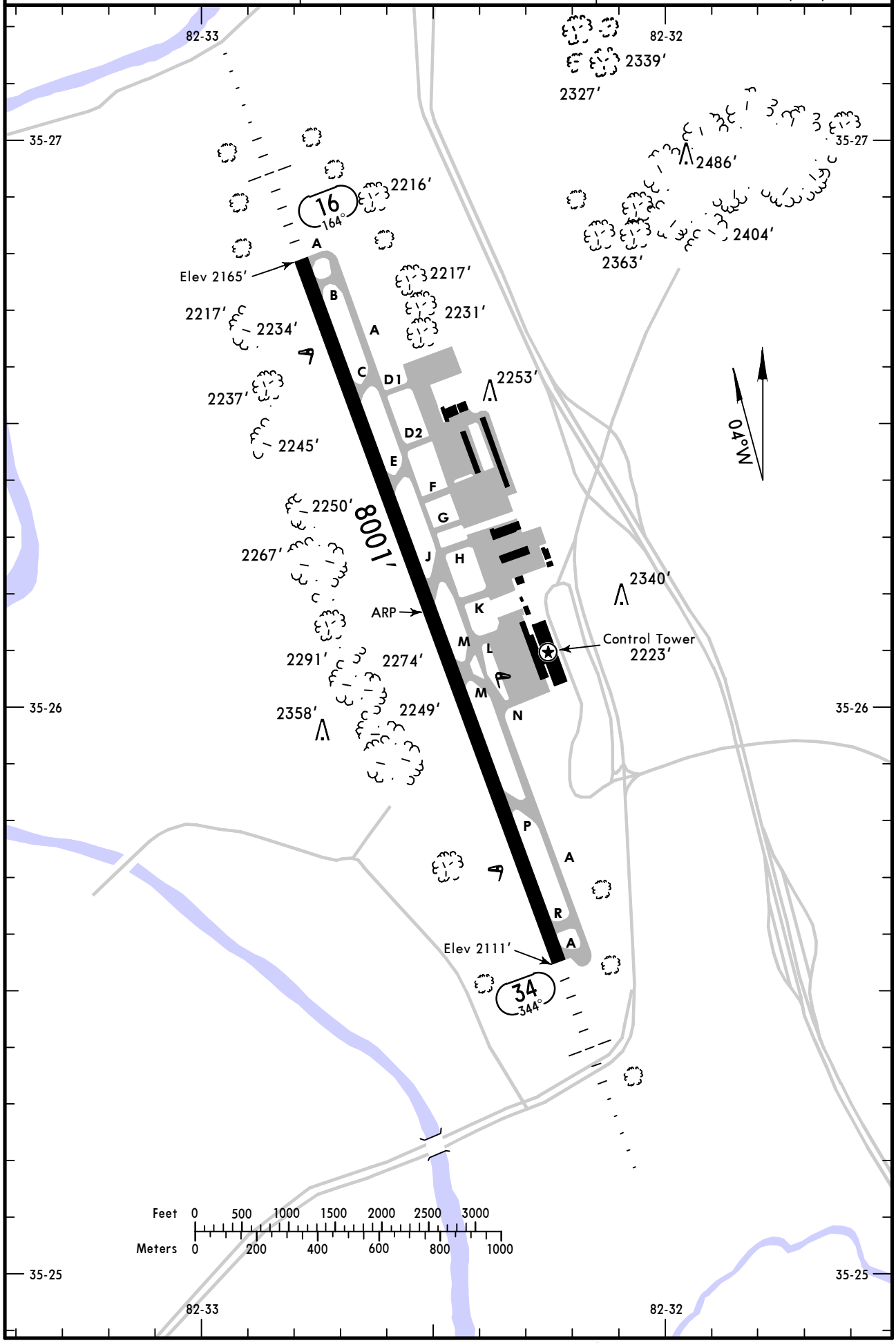
JEPPESEN

16 OCT 09 (10-9)

ASHEVILLE, N CAR

ASHEVILLE REGL

ATIS (ASOS when Twr inop)	*ASHEVILLE Ground	*Tower
120.2	121.9	CTAF 121.1
UNICOM 122.95	*ASHEVILLE Departure (R)	ATLANTA Center
	124.65	132.62 when Dep inop.



CHANGES: None.

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GENERAL

Low-level wind shear alert system.
Rwy 34 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16	❶ HIRL CL ❶ MALSR ❷ PAPI-L grooved RVR		6951′		150′
34	❶ HIRL CL ❶ MALSR TDZ VASI-L grooved RVR		7017′		

❶ Activate on 121.1.
❷ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 16

With Mim climb of 360′/NM to 6100′					For climb in Visual Conditions
Both RVRs are required & controlling.		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3300-3

Rwy 34

With Mim climb of 380′/NM to 5700′					For climb in Visual Conditions
Both RVRs are required & controlling.		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3300-3

OBSTACLE DP

Rwy 16; climb direct BRA NDB, climb in holding pattern; (hold south, right turns, 344° inbound) to cross BRA NDB at or above 6100′ before proceeding on course or for climb in visual conditions: cross Asheville Regl southbound at or above 5300′ MSL direct BRA NDB before proceeding on course.
Note: Climb in visual conditions not authorized at night.

Rwy 34; climb direct KEANS LOM, climb in holding pattern; (hold north, left turns, 164° inbound) to cross KEANS LOM at or above 7000′ before prodceeding on course or for climb in visual conditions: cross Asheville Regl northbound at or above 5300′ MSL direct KEANS LOM before proceeding on course.
Note: Climb in visual conditions not authorized at night.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating			Authorized Only When Local Weather Available	
	ILS Rwy 16 LOC Rwy 16	ILS Rwy 34 LOC Rwy 34	RADAR-1	RNAV (GPS) RWY 16	RNAV (GPS) RWY 34
A	800-2	800-2	900-2¾	900-2	1000-2
B					
C		800-2¼		900-2½	1000-3
D	800-2¼	800-2½		900-2¾	

AMEND 8

CHANGES: Note.

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KAVL/AVL
ASHEVILLE REGL

JEPPESEN

1 APR 11 (11-1)

ASHEVILLE, N CAR
ILS or LOC Rwy 16

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*ASHEVILLE Approach (R)	ATLANTA Center	*ASHEVILLE Tower	*Ground
120.2	124.65	132.62 when App inop.	CTAF 121.1	121.9

LOC	Final Apch Crs	GS / LOM	ILS DA(H)	Apt Elev / TDZE
IIMO 110.9	164°	4015′ (1850′)	2379′ (214′)	2165′ / 2165′

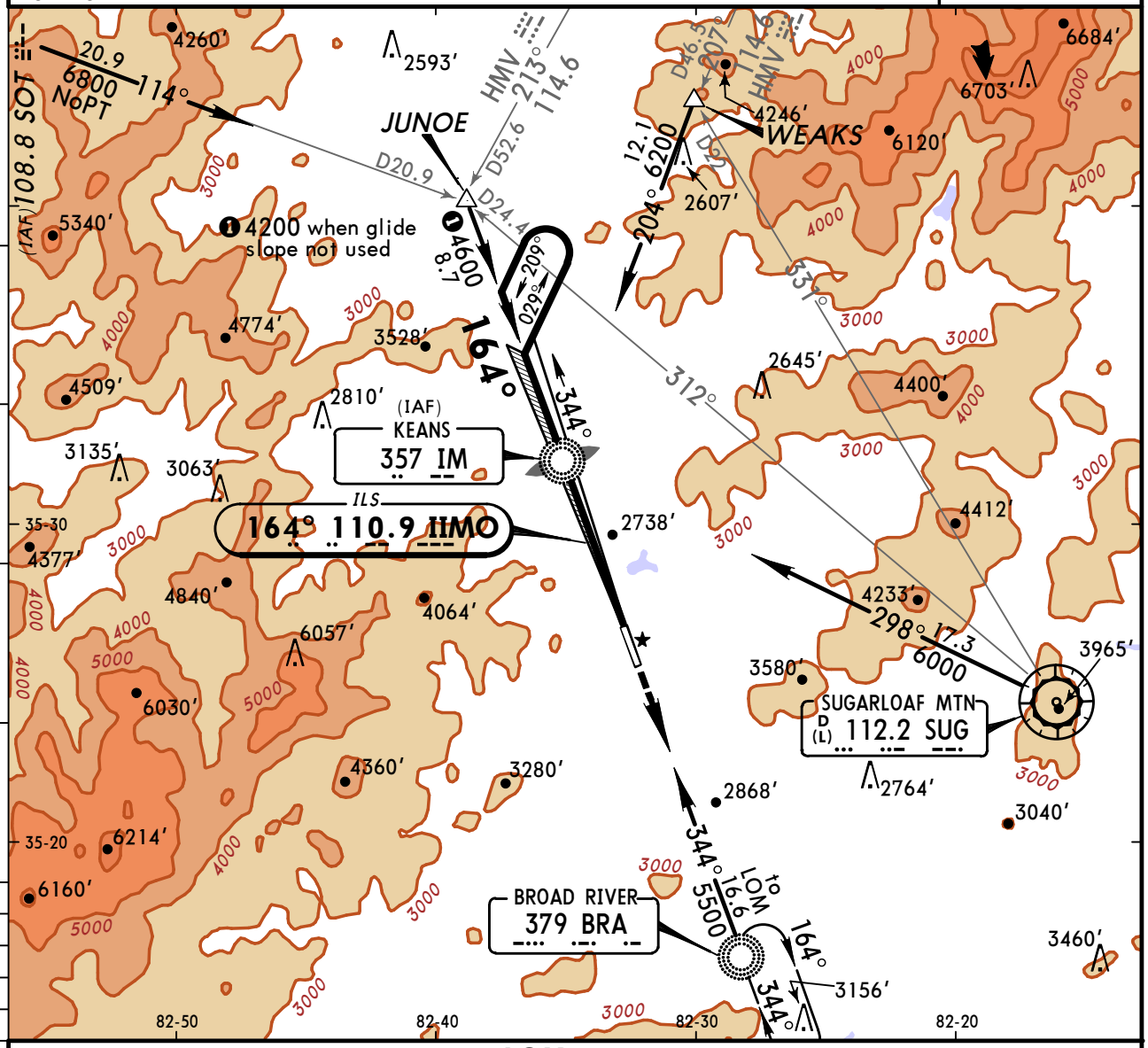
MISSED APCH: Climb to 5000′ direct BRA NDB and hold.

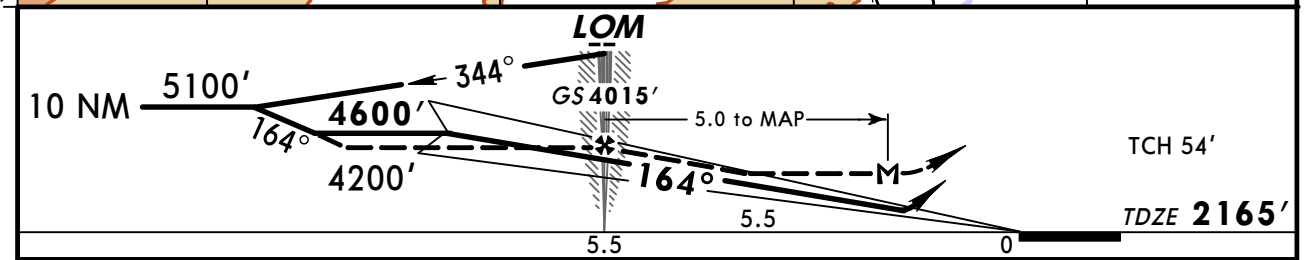
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. LOC unusuable within .10 NM from threshold. 3. Pilot controlled lighting 121.1.

7800′ 270° 5600′ 360°

MSA IM LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI 5000′ D BRA 379

TERPS (AMEND 3B)

	STRAIGHT-IN LANDING RWY16 ILS DA(H) 2379′ (214′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 2840′ (675′) RAIL out	ALS out	CIRCLE-TO-LAND Not Authorized West of Rwy 16-34 DAY MDA(H) Max Kts.		NIGHT
A	RVR 40 or ¾		RVR 50 or 1		90	2880′ (715′) -1	NA
B					120		
C			2		140	2900′ (735′) -2	
D			2¼		165	2900′ (735′) -2¼	

CHANGES: Note, middle marker removed.

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KAVL/AVL
ASHEVILLE REGL

JEPPESEN

1 APR 11 (11-2)

ASHEVILLE, N CAR
ILS or LOC Rwy 34

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*ASHEVILLE Approach (R)	ATLANTA Center	*ASHEVILLE Tower	*Ground
120.2	124.65	132.62 when App inop.	CTAF 121.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2165′
IAVL 110.5	344°	ENNKA 3602′ (1462′)	2340′ (200′)	TDZE 2140′

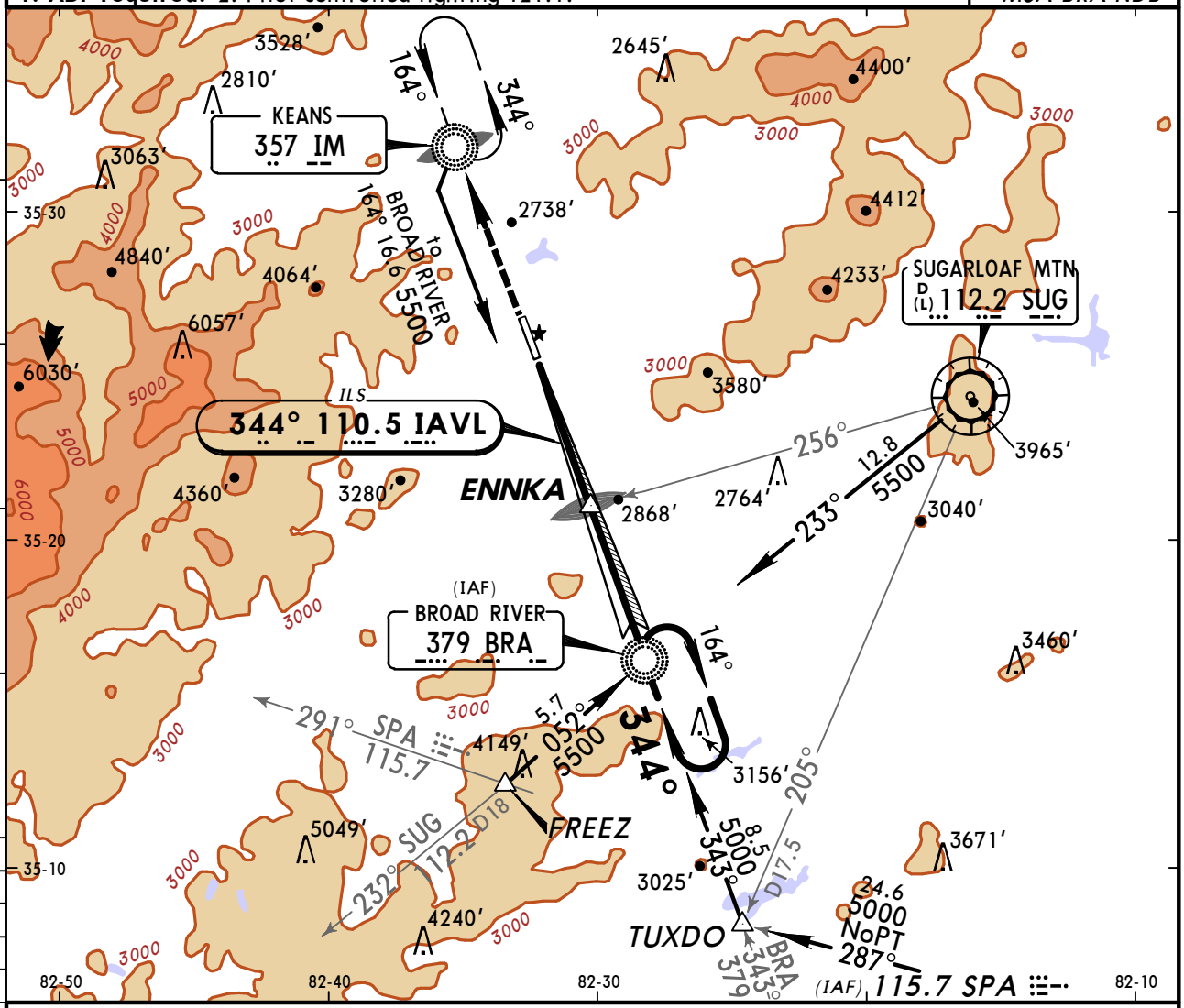
MISSED APCH: Climb to 5500′ direct IM LOM and hold.

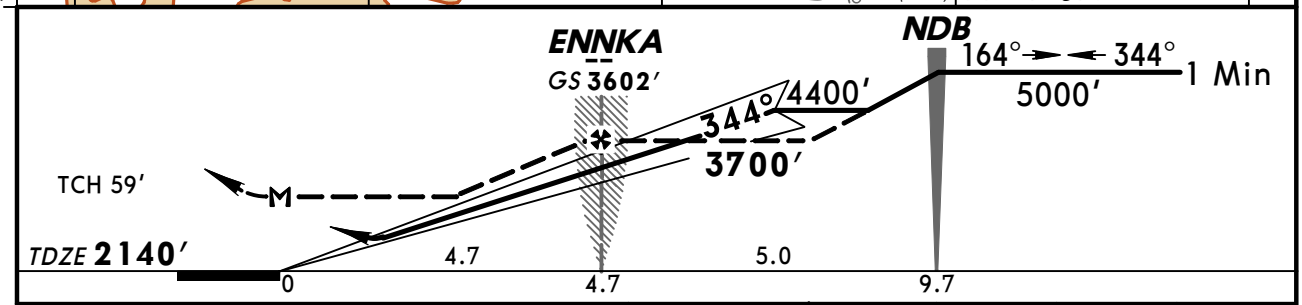
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 121.1.

7900′

MSA BRA NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	352	452	503	603	704	804
ENNKA to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR — VASI — 5500′ — D — IM 357

TERPS AMEND 23H 07 APR 2011

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 2340′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 2800′ (660′)	LOC RAIL out	LOC ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 60 or 1¼	1¾	
D			1½	2	

CIRCLE-TO-LAND — Not Authorized West of Rwy 16-34

Max Kts	DAY MDA(H)	NIGHT
90	2880′ (715′) -1	NA
120		
140	2920′ (755′) -2¼	
165	2920′ (755′) -2½	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure altitudes, middle marker removed.

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KAVL/AVL
ASHEVILLE REGL

JEPPESEN

9 MAR 07 (12-1) Eff 15 Mar

ASHEVILLE, N CAR
RNAV (GPS) Rwy 16

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*ASHVILLE Approach (R)	ATLANTA Center	*ASHVILLE Tower	*Ground
120.2	124.65	132.62 when App inop.	CTAF 121.1	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2165′
Ch 90501 W-16A	164°	IVUKY 4300′ (2135′)	2415′ (250′)	TDZE 2165′

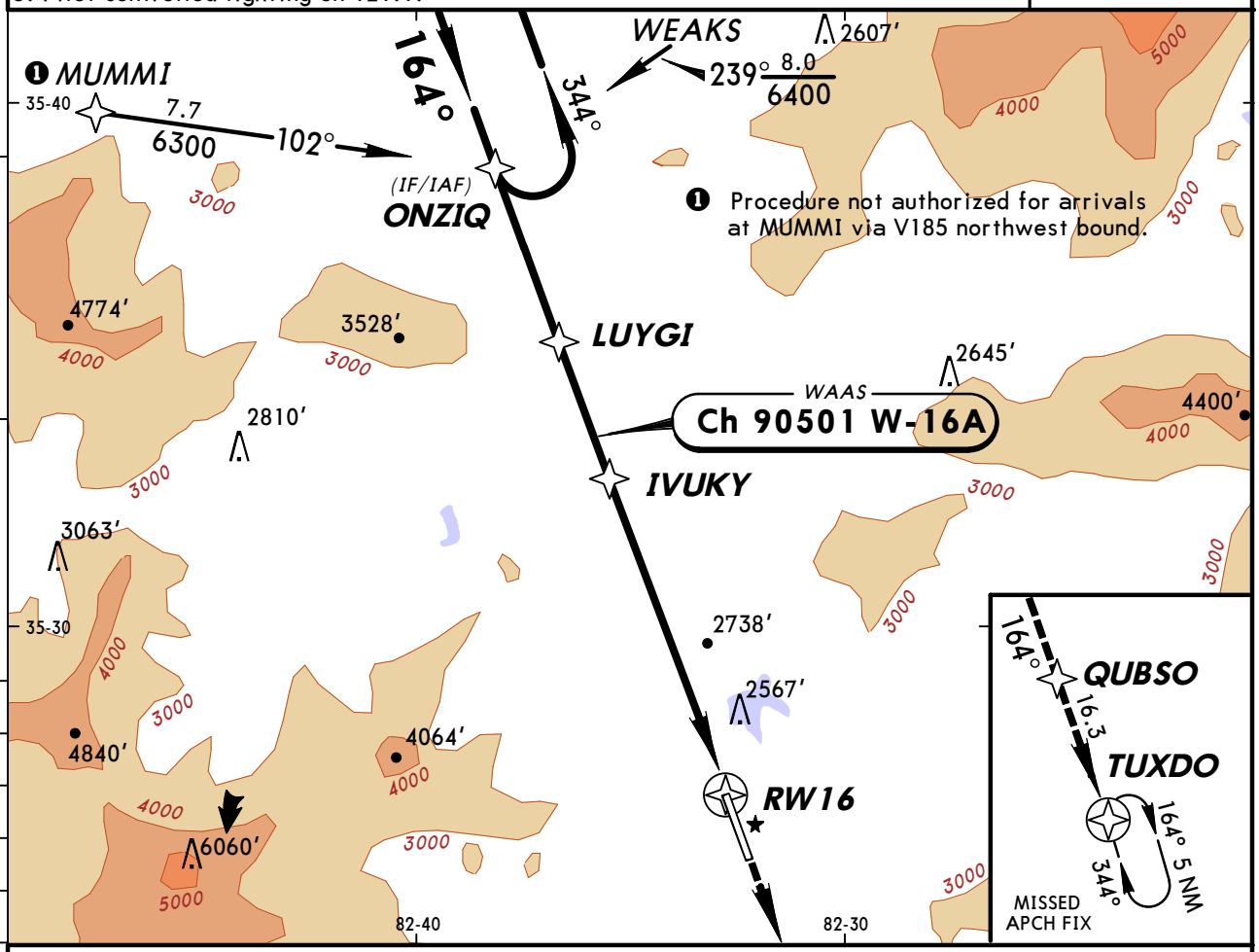
MISSED APCH: Climb to 5000′ direct to QUBSO and via 164° track to TUXDO and hold.

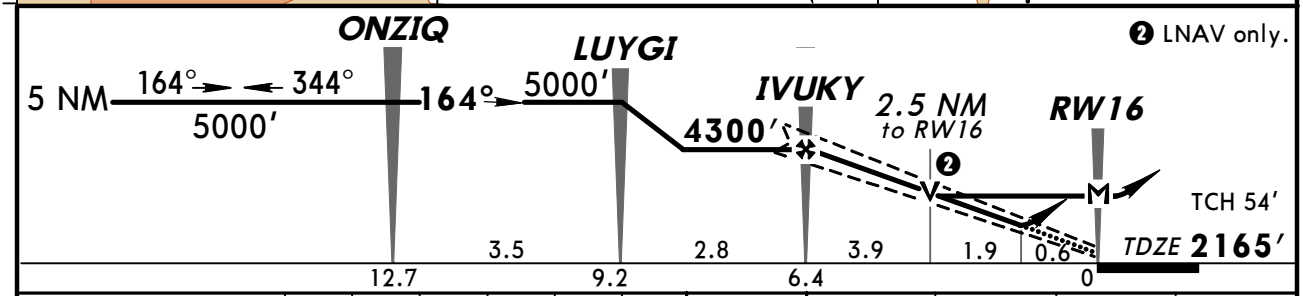
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rutherfordton altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP not authorized when using Rutherfordton altimeter setting.
5. Pilot controlled lighting on 121.1.

7900′

MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	377	484	538	646	753	861
MAP at RW16						

MALSR PAPI 5000′ D QUBSO

STRAIGHT-IN LANDING RWY 16

	1 LPV DA(H) 2415′ (250′)		2 LNAV MDA(H) 3020′ (855′)			3 CIRCLE-TO-LAND Not Authorized West of Runway 16-34		
	RAIL out	ALS out	RAIL out		ALS out	Max Kts	DAY MDA(H)	NIGHT
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1	90	3020′ (855′)-1	NA
B				RVR 60 or 1¼		120	3020′ (855′)-1¼	
C			2	2½		140	3020′ (855′)-2½	
D			2¼	2¾		165	3020′ (855′)-2¾	

AMEND 1

TERPS

1 DA(H) 2655′ (490′) with Rutherfordton altimeter setting.
2 MDA(H) 3260′ (1095′) with Rutherfordton altimeter setting.
3 MDA(H) 3260′ (1095′) with Rutherfordton altimeter setting.

CHANGES: Procedure.

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KAVL/AVL
ASHEVILLE REGL

JEPPESEN

9 MAR 07 (12-2) Eff 15 Mar

ASHEVILLE, N CAR
RNAV (GPS) Rwy 34

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*ASHVILLE Approach (R)	ATLANTA Center	*ASHVILLE Tower	*Ground
120.2	124.65	132.62 when App inop.	CTAF 121.1	121.9

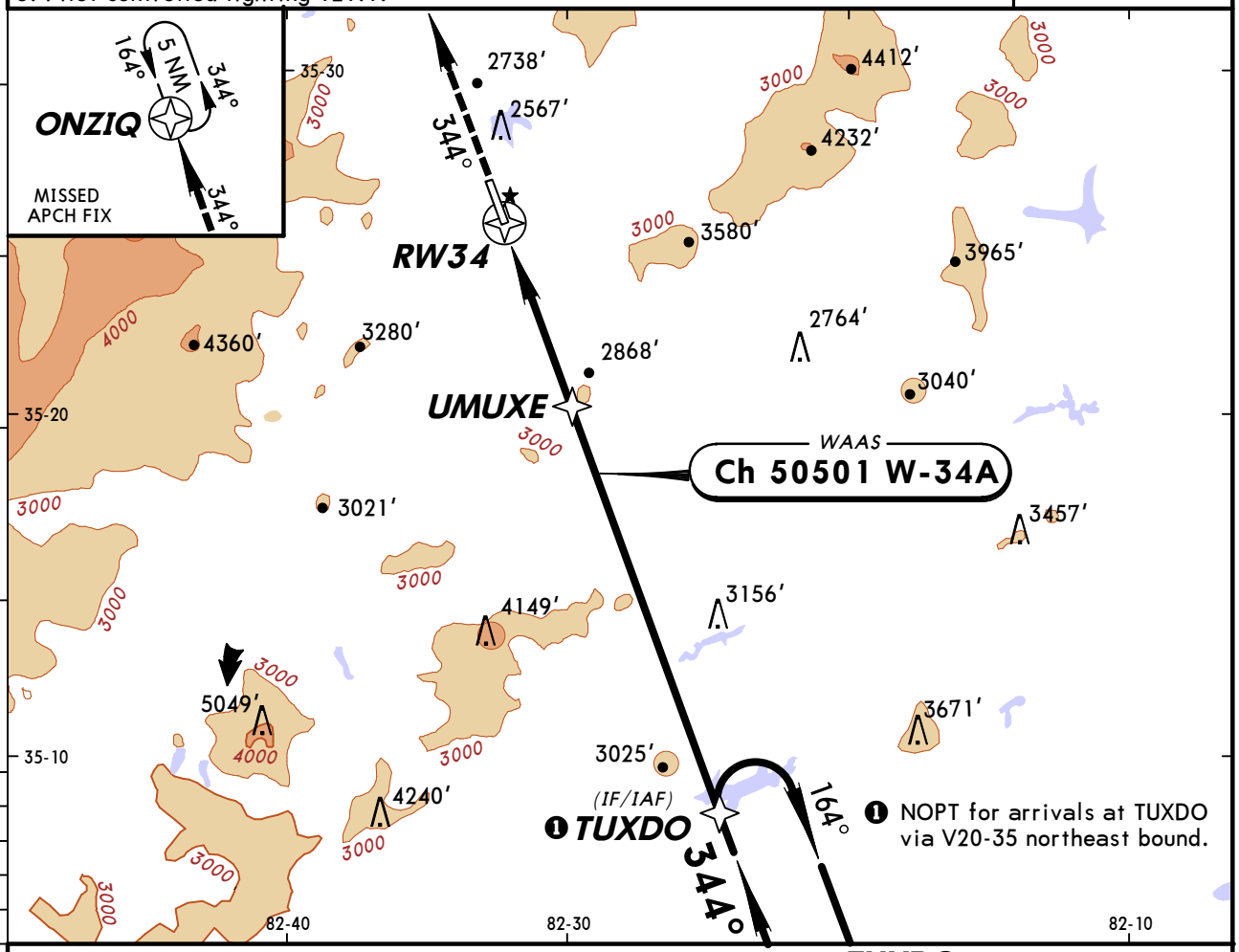
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2165′
Ch 50501 W-34A	344°	UMUXE 4000′ (1860′)	2390′ (250′)	TDZE 2140′

MISSED APCH: Climb to 5000′ direct to ONZIQ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

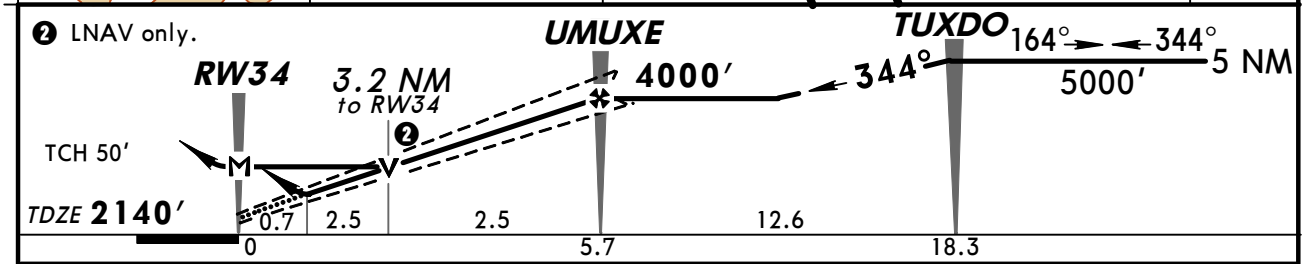
1. Use local altimeter setting; if not received, use Rutherfordton altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP not authorized when using Rutherfordton altimeter setting.
5. Pilot controlled lighting 121.1.

7900′
MSA RW34



❶ NOPT for arrivals at TUXDO via V20-35 northeast bound.

❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	377	484	538	646	753	861
MAP at RW34						

MALSR
VASI
5000′
ONZIQ

STRAIGHT-IN LANDING RWY 34

	1 LPV DA(H) 2390′ (250′) RAIL out	1 LPV DA(H) 2390′ (250′) ALS out	2 LNAV MDA(H) 3120′ (980′) RAIL out	2 LNAV MDA(H) 3120′ (980′) ALS out	3 CIRCLE-TO-LAND Not Authorized West of Runway 16-34 Max Kts	DAY MDA(H)	NIGHT
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	1¼	90	3120′ (955′) -1¼	NA
B			RVR 50 or 1	1½	120	3120′ (955′) -1½	
C			2½	3	140	3120′ (955′) -3	
D					165	3120′ (955′) -3	

AMEND 1

TERPS

1 DA(H) 2630′ (490′) with Rutherfordton altimeter setting.
2 MDA(H) 3360′ (1220′) with Rutherfordton altimeter setting.
3 MDA(H) 3360′ (1195′) with Rutherfordton altimeter setting.

CHANGES: Procedure.

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KAVL
ASHEVILLE REGL

JEPPESEN

18 JAN 02 (18-1)

ASHEVILLE, N CAR
RADAR-1 ASR Rwys 16, 34

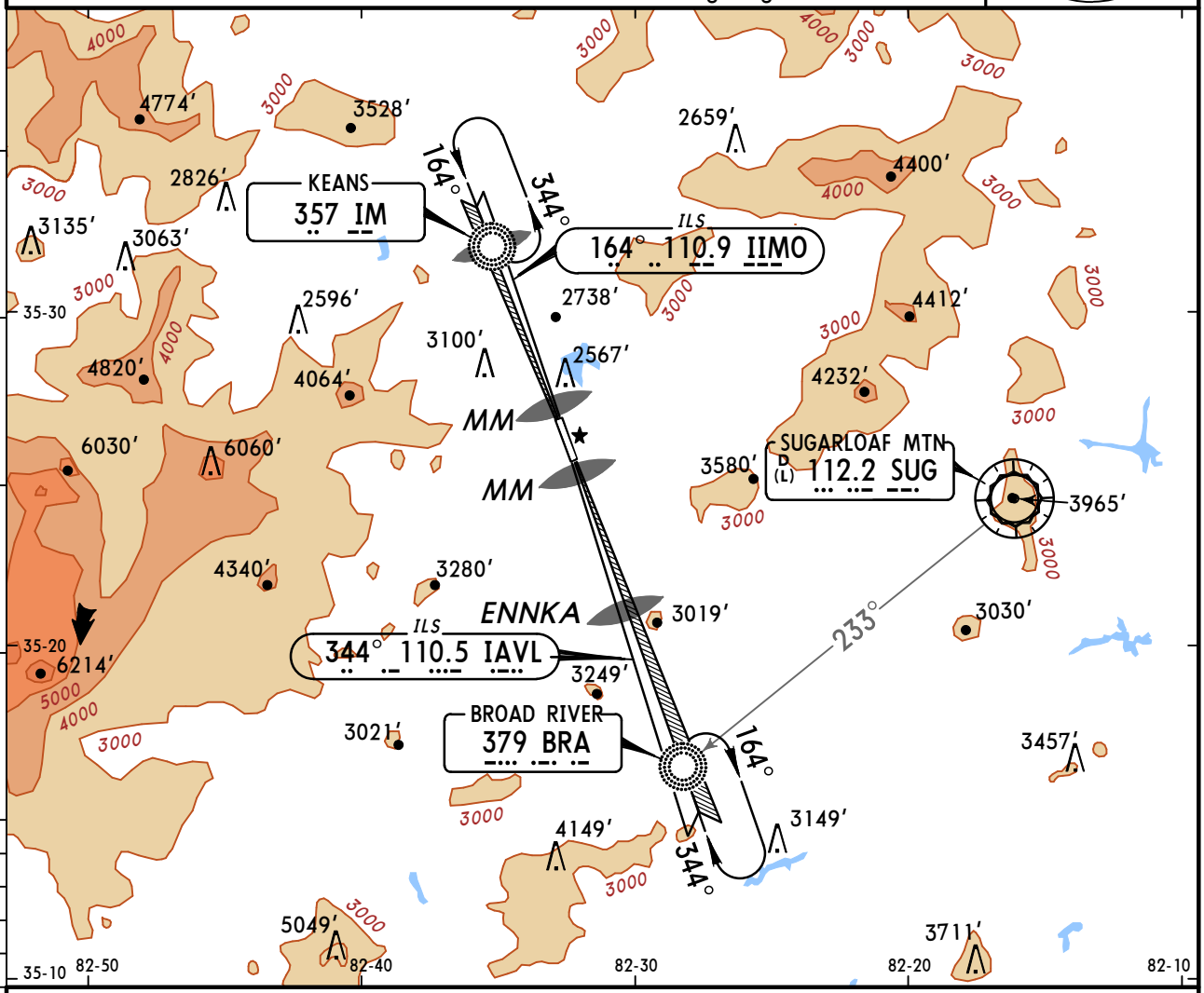
BRIEFING STRIP ™

*ATIS (ASOS O/T)	*ASHEVILLE Approach (R)	ATLANTA Center	*ASHEVILLE RADAR	*ASHEVILLE Tower	*Ground
120.2	124.65	132.62 when App inop.	124.65	CTAF 121.1	121.9

RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 2165' TDZE - See below	No MSA published

Missed Approach-See below

1. ASOS wind unreliable when Twr closed. 2. Pilot controlled lighting 121.1.



MISSED APPROACH:

Runway 16: Climb to 5000' direct BROAD RIVER NDB/INT and hold.

Runway 34: Climb to 5000' direct IM LOM and hold.

RWY 16	RWY 34
TDZE 2165'	TDZE 2140'

ASR Rwys16, 34: MAP at Rwy Threshold

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING ASR 16 MDA(H) 3000'(835') RAIL out	ASR 16 ALS out	ASR 34 MDA(H) 2800'(660')	ASR 34 RAIL out	ASR 34 ALS out	CIRCLE-TO-LAND Not Authorized West of Rwy 16-34 Max Kts.	DAY MDA(H)	NIGHT
A	RVR 50 or 1		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	3000'(835')-1	NA
B	RVR 60 or 1¼					120	3000'(835')-1¼	
C	2½		RVR 60 or 1¼	1¾		140	3000'(835')-2½	
D	2¾		1½	2		165	3000'(835')-2¾	

AMEND 5A

CHANGES: Printing sequence.

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General Information

Location: Charlotte NC USA
IATA Code: CLT
Lat/Long: N35° 12.8' W080° 56.9'
Elevation: 748 ft

Airport Use: Public
Magnetic Variation: 7.4°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1156 Z
Sunset: 2317 Z,

Runway Information

Runway: 05
Length x Width: 7502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 716 ft
Lighting: Edge, ALS, Centerline

Runway: 18C
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 742 ft
Lighting: Edge, ALS, Centerline

Runway: 18L
Length x Width: 8676 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 748 ft
Lighting: Edge, Centerline, REIL

Runway: 18R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 744 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 23
Length x Width: 7502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 747 ft
Lighting: Edge, Centerline, REIL

Runway: 36C
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 707 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 744 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36R
Length x Width: 8676 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 727 ft
Lighting: Edge, ALS, Centerline, TDZ

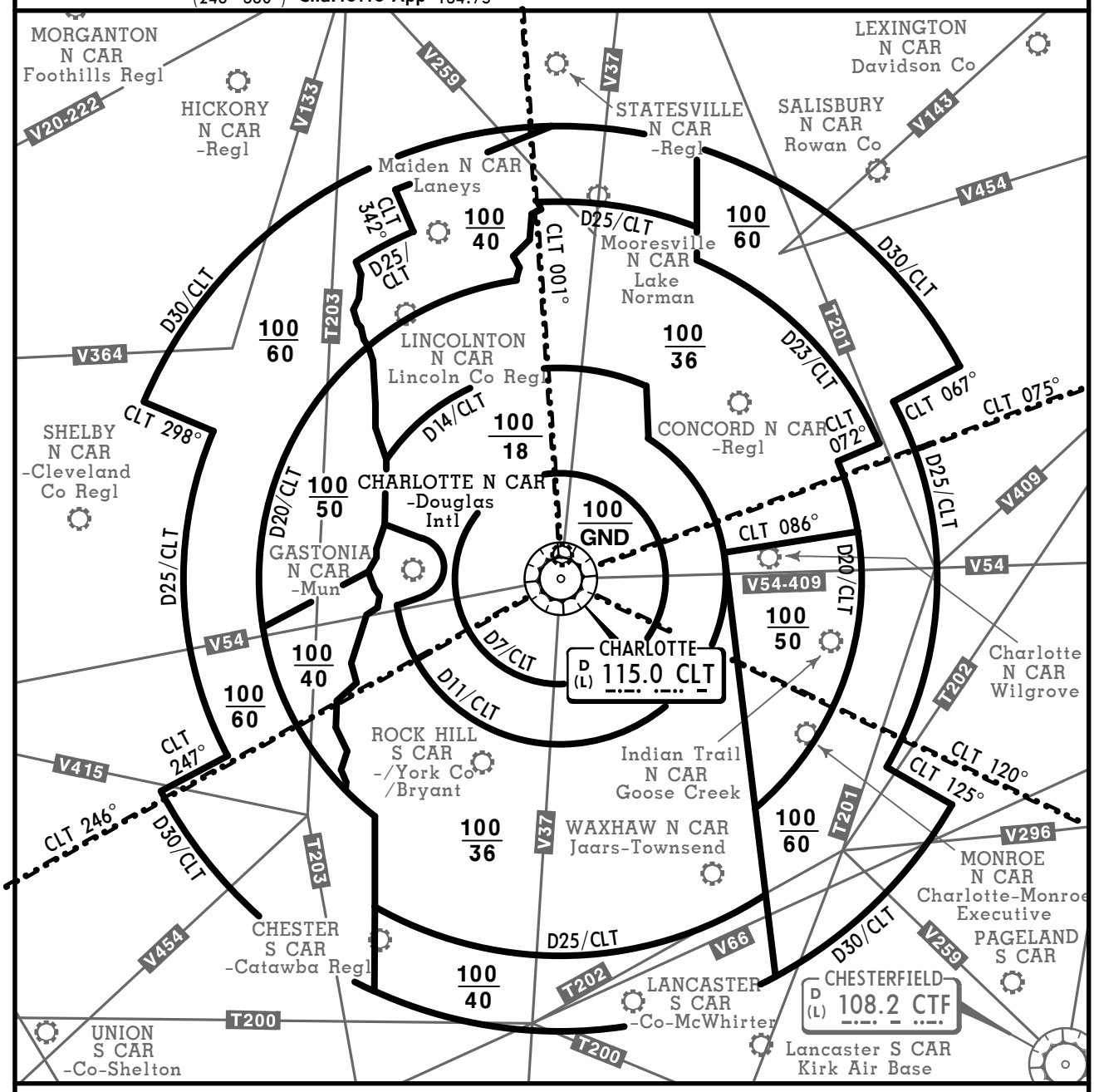
Communication Information

ATIS 132.1 Departure Service
ATIS 121.15 Arrival Service
Charlotte Tower 133.35
Charlotte Tower 118.1
Charlotte Tower 126.4
Charlotte Ground Control 121.9 (360°-179°)
Charlotte Ground Control 121.8 (180°-359°)
Charlotte Ramp/Taxi Control 131.6
Charlotte Ramp/Taxi Control 129.8
Charlotte Clearance Delivery 127.15
Charlotte Approach Control 134.75 (246°-360°) At or below 8000 ft Initial Contact
Charlotte Approach Control 128.325 (1°-119°) At or below 8000 ft
Charlotte Approach Control 124.0 (75°-245°) At or above 8001 ft
Charlotte Approach Control 120.5 (246°-74°) At or above 8001 ft
Charlotte Approach Control 120.05 (120°-245°) At or below 8000 ft
Charlotte App TCA 134.75 (246°-360°) At or below 8000 ft
Charlotte App TCA 128.325 (1°-119°) At or below 8000 ft
Charlotte App TCA 124.0 (75°-245°) At or above 8001 ft
Charlotte App TCA 120.5 (246°-74°) At or above 8001 ft
Charlotte App TCA 120.05 (120°-245°) At or below 8000 ft
Charlotte Departure Control 134.75 (246°-360°) At or below 8000 ft
Charlotte Departure Control 128.325 (1°-119°) At or below 8000 ft
Charlotte Departure Control 124.0 (75°-245°) At or above 8001 ft
Charlotte Departure Control 120.5 (246°-74°) At or above 8001 ft
Charlotte Departure Control 120.05 (120°-245°) At or below 8000 ft
Charlotte/Douglas Intl Unicom 122.95
Raleigh Flight Service Station 122.4 RCO

CHARLOTTE CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

8000' & BELOW			ABOVE 8000'		
(001°-119°)	**Charlotte App**	128.32	(075°-245°)	**Charlotte App**	124.0
(120°-245°)	**Charlotte App**	120.05	(246°-074°)	**Charlotte App**	120.5
(246°-360°)	**Charlotte App**	134.75			



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Charlotte Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Charlotte-Douglas International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: Class B airspace limits changed.

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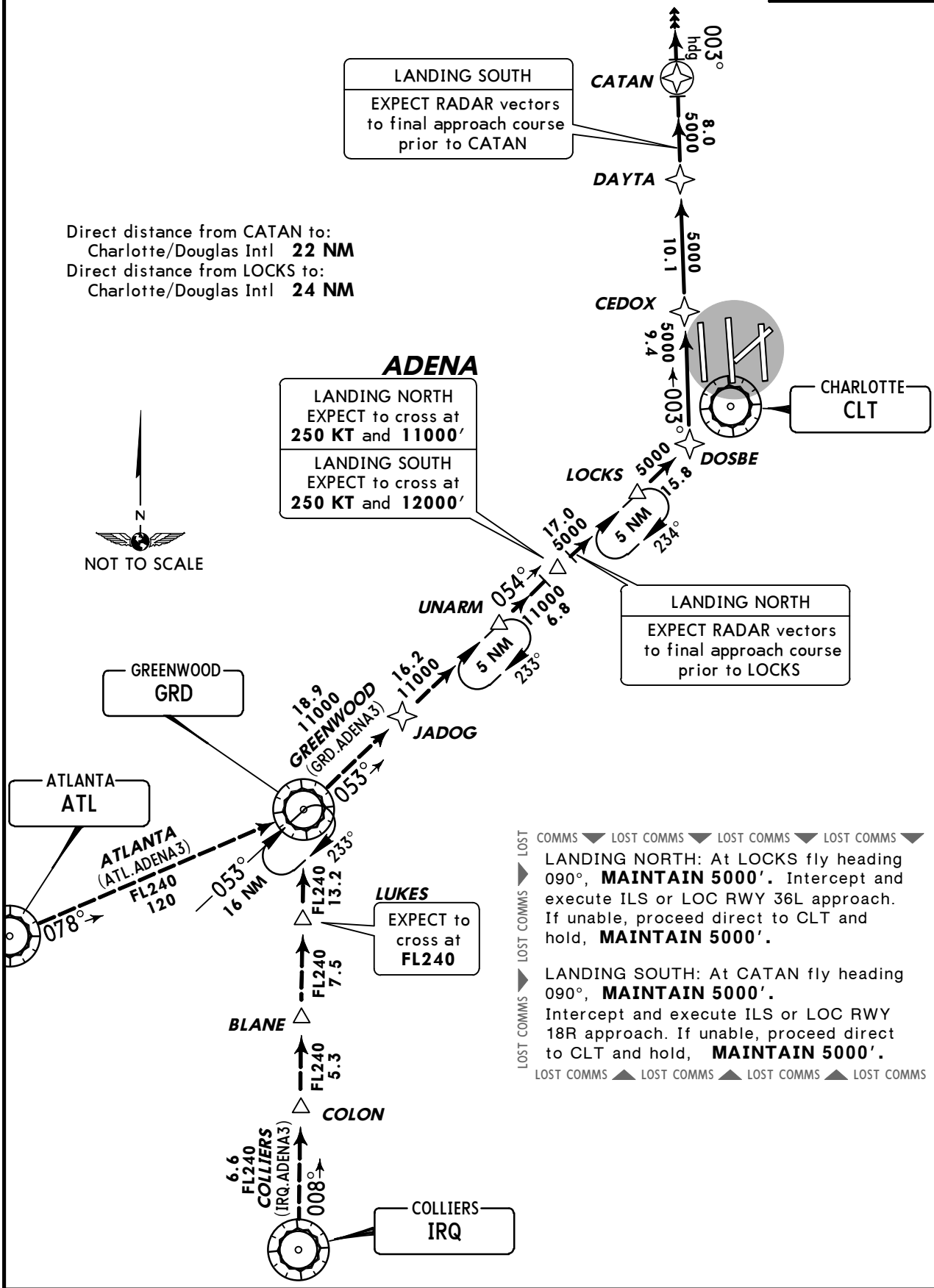
D-ATIS Arrival	Apt Elev	
121.15	748′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. This STAR applicable to Turbojet aircraft only. **4. RADAR required.**

3800′
MSA CLT VOR

ADENA THREE RNAV ARRIVAL (ADENA.ADENA3)



ROUTING

From ADENA on track 054° to LOCKS, then as depicted to CATAN. Depart CATAN heading 003° for vectors to final approach course.

CHANGES: Procedure renumbered, note removed.

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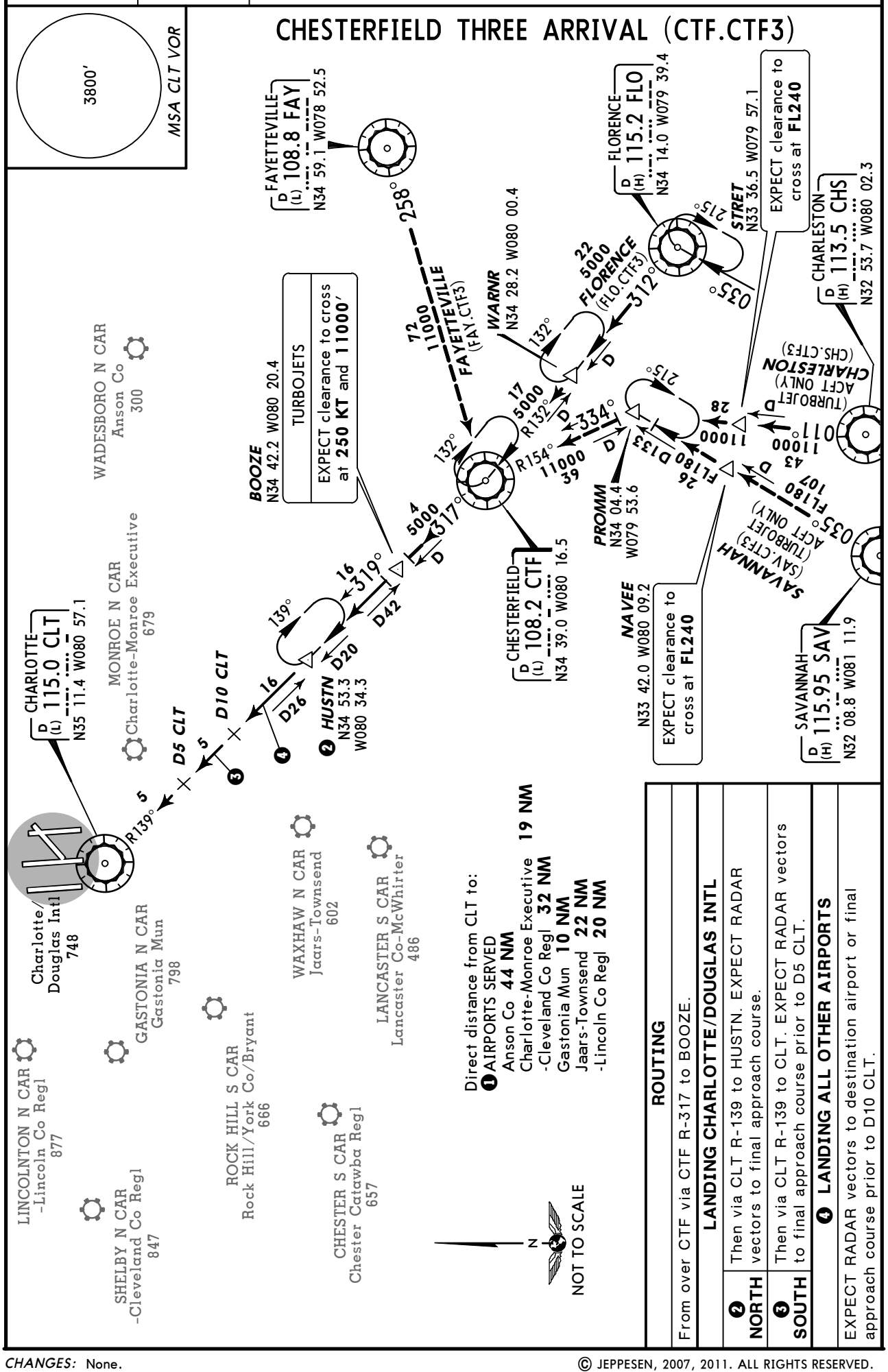
CHARLOTTE/ DOUGLAS INTL D-ATIS Arrival 121.15	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. CHARLESTON and SAVANNAH transitions for Turbojet aircraft only. 3. Also serves ❶

CHESTERFIELD THREE ARRIVAL (CTF.CTF3)



CHANGES: None.

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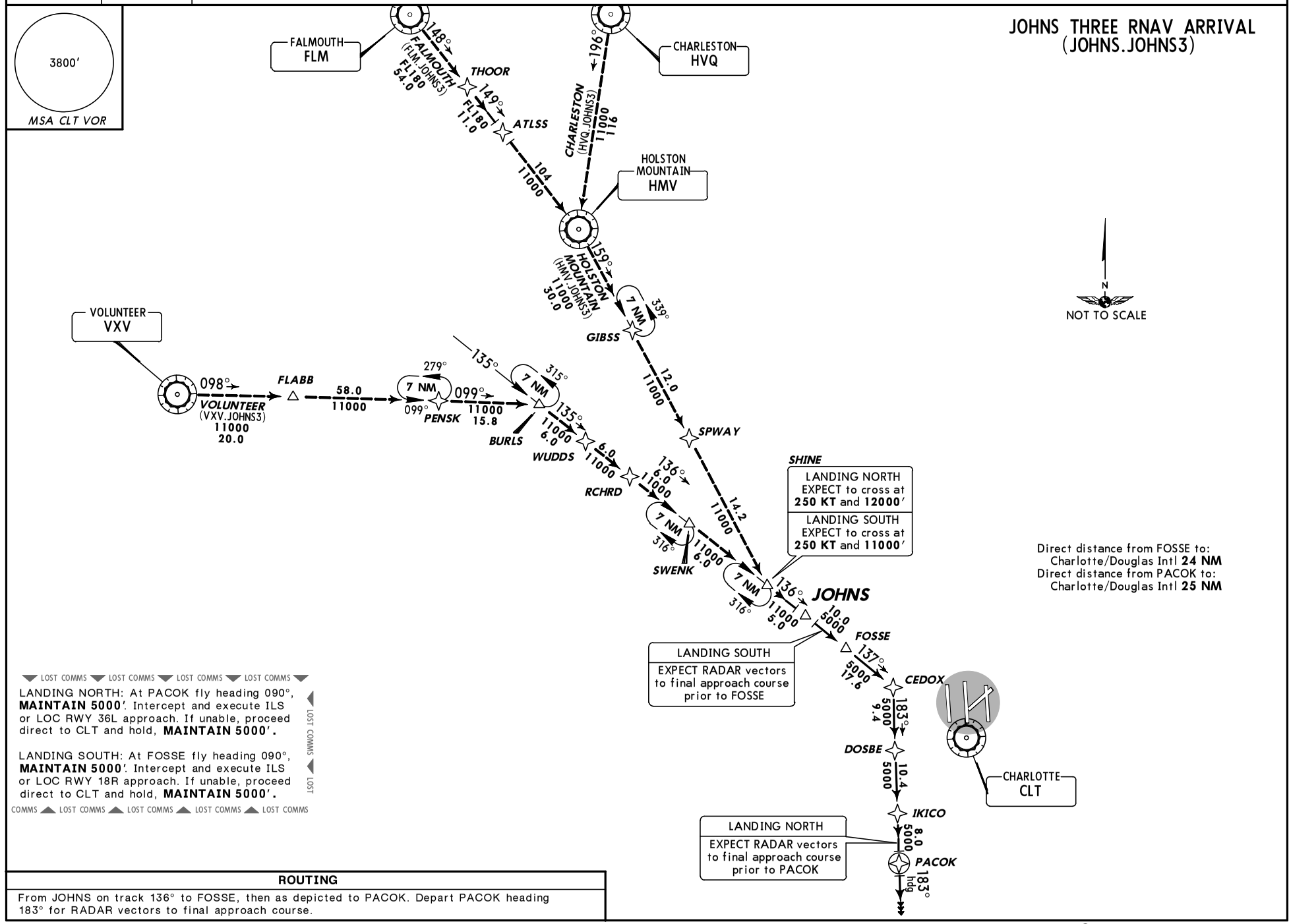
D-ATIS Arrival	Apt Elev	
121.15	748′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. This STAR applicable to Turbojet aircraft only.

JOHNS THREE RNAV ARRIVAL (JOHNS.JOHNS3)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LANDING NORTH: At PACOK fly heading 090°, **MAINTAIN 5000′**. Intercept and execute ILS or LOC RWY 36L approach. If unable, proceed direct to CLT and hold, **MAINTAIN 5000′.**

LANDING SOUTH: At FOSSE fly heading 090°, **MAINTAIN 5000′**. Intercept and execute ILS or LOC RWY 18R approach. If unable, proceed direct to CLT and hold, **MAINTAIN 5000′.**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

From JOHNS on track 136° to FOSSE, then as depicted to PACOK. Depart PACOK heading 183° for RADAR vectors to final approach course.

CHANGES: Procedure renumbered, note removed.

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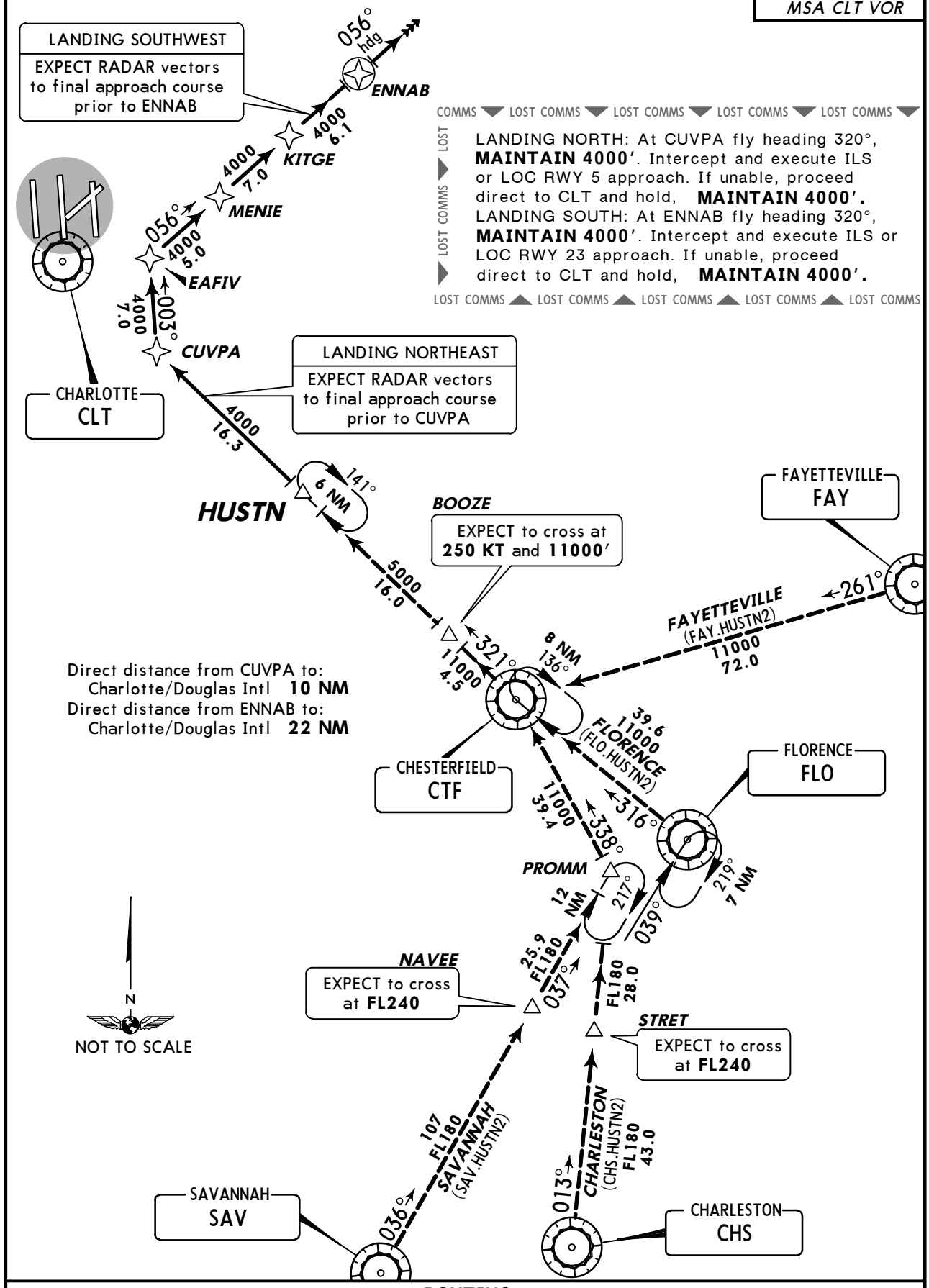
D-ATIS Arrival	Apt Elev	
121.15	748′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. This STAR applicable to Turbojet aircraft only. **4. RADAR required.**

3800′
MSA CLT VOR

HUSTN TWO RNAV ARRIVAL (HUSTN.HUSTN2)



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LANDING NORTH: At CUVPA fly heading 320°, **MAINTAIN 4000′**. Intercept and execute ILS or LOC RWY 5 approach. If unable, proceed direct to CLT and hold, **MAINTAIN 4000′.**
LANDING SOUTH: At ENNAB fly heading 320°, **MAINTAIN 4000′**. Intercept and execute ILS or LOC RWY 23 approach. If unable, proceed direct to CLT and hold, **MAINTAIN 4000′.**

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from CUVPA to:
Charlotte/Douglas Intl **10 NM**
Direct distance from ENNAB to:
Charlotte/Douglas Intl **22 NM**

ROUTING

From HUSTN on track 321° to CUVPA, then as depicted to ENNAB. Depart ENNAB heading 056° for vectors to final approach course.

CHANGES: Procedure renumbered, note removed.

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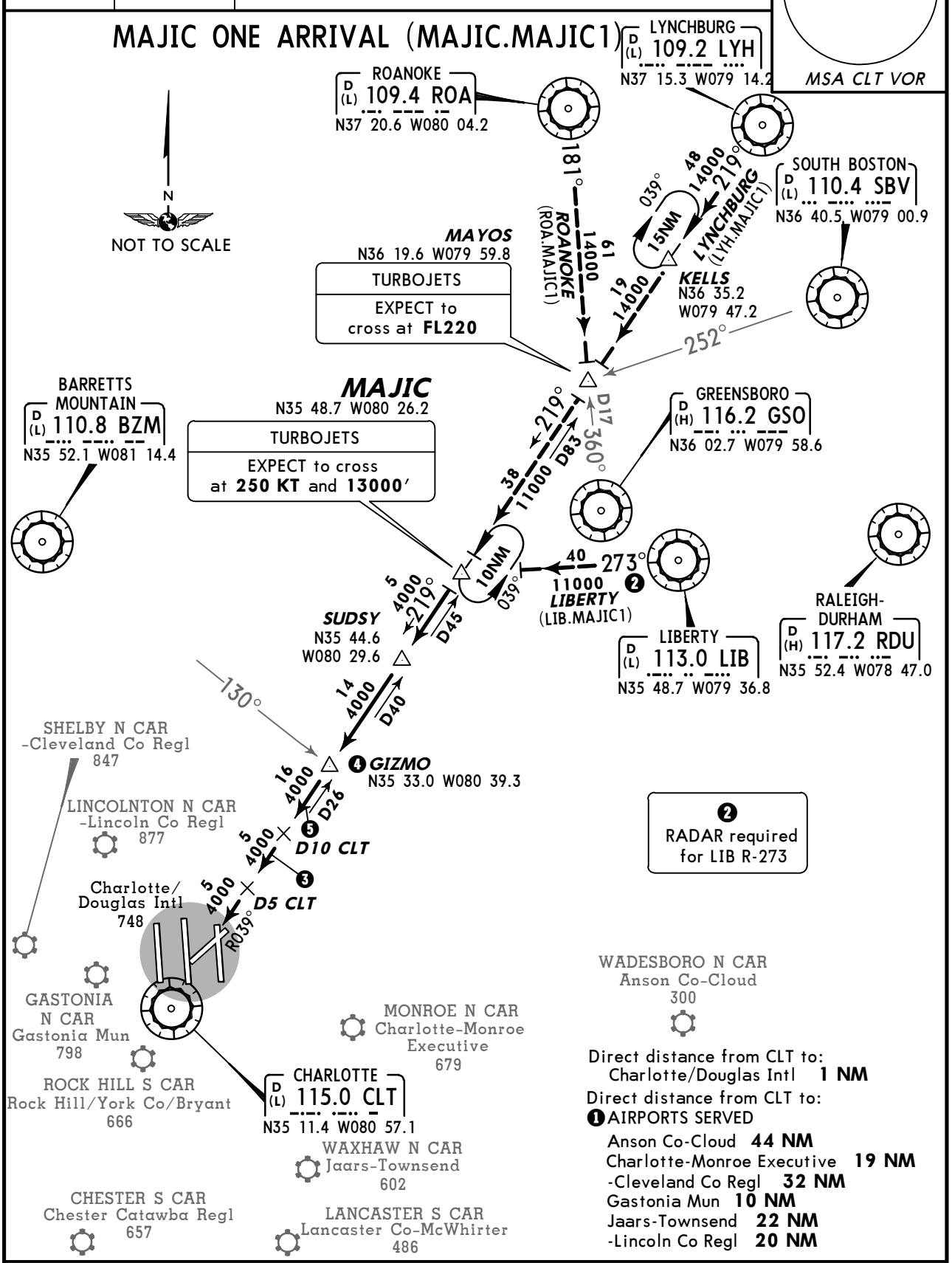
CHARLOTTTE/ DOUGLAS INTL D-ATIS Arrival 121.15	*Apt Elev See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. Also serves ❶

3800′
MSA CLT VOR

MAJIC ONE ARRIVAL (MAJIC.MAJIC1)



Direct distance from CLT to:
Charlotte/Douglas Intl **1 NM**

Direct distance from CLT to:
❶ AIRPORTS SERVED

Anson Co-Cloud	**44 NM**
Charlotte-Monroe Executive	**19 NM**
-Cleveland Co Regl	**32 NM**
Gastonia Mun	**10 NM**
Jaars-Townsend	**22 NM**
-Lincoln Co Regl	**20 NM**

LANDING CHARLOTTE/DOUGLAS INTL

❸ **NORTH**	From over MAJIC via CLT R-039 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.
❹ **SOUTH**	From over MAJIC via CLT R-039 to GIZMO. EXPECT RADAR vectors to final approach course.

❺ LANDING ALL OTHER AIRPORTS

From over MAJIC via CLT R-039 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.

CHANGES: Runway diagram, airports served.

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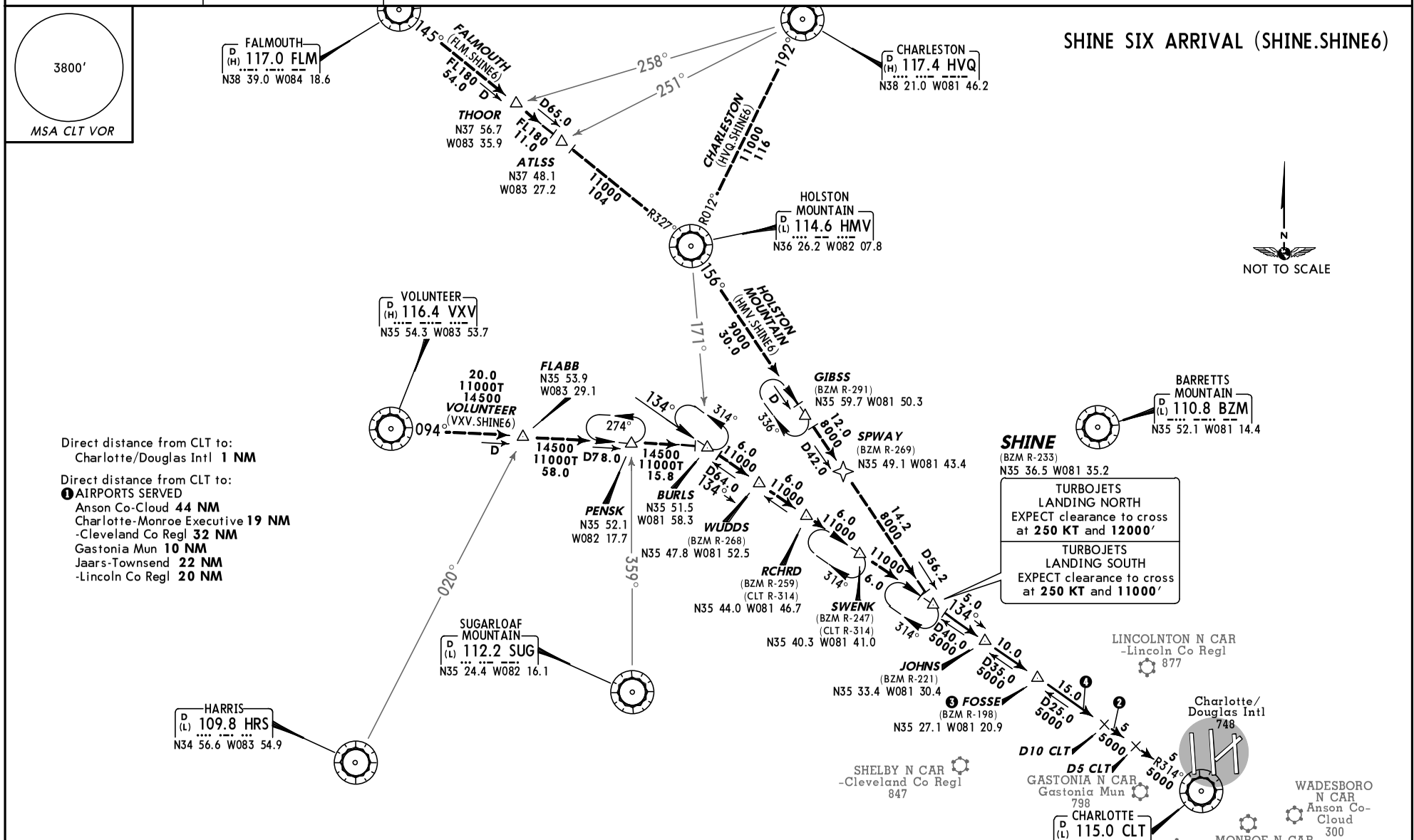
CHARLOTTE/ DOUGLAS INTL
D-ATIS
Arrival
121.15

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
Also serves ❶



LANDING CHARLOTTE/DOUGLAS INTL	
❷ NORTH	From over SHINE via CLT R-314 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.
❸ SOUTH	From over SHINE via CLT R-314 to FOSSE. EXPECT RADAR vectors to final approach course.
❹ LANDING ALL OTHER AIRPORTS	
From over SHINE via CLT R-314 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.	

CHANGES: GIBSS waypoint.

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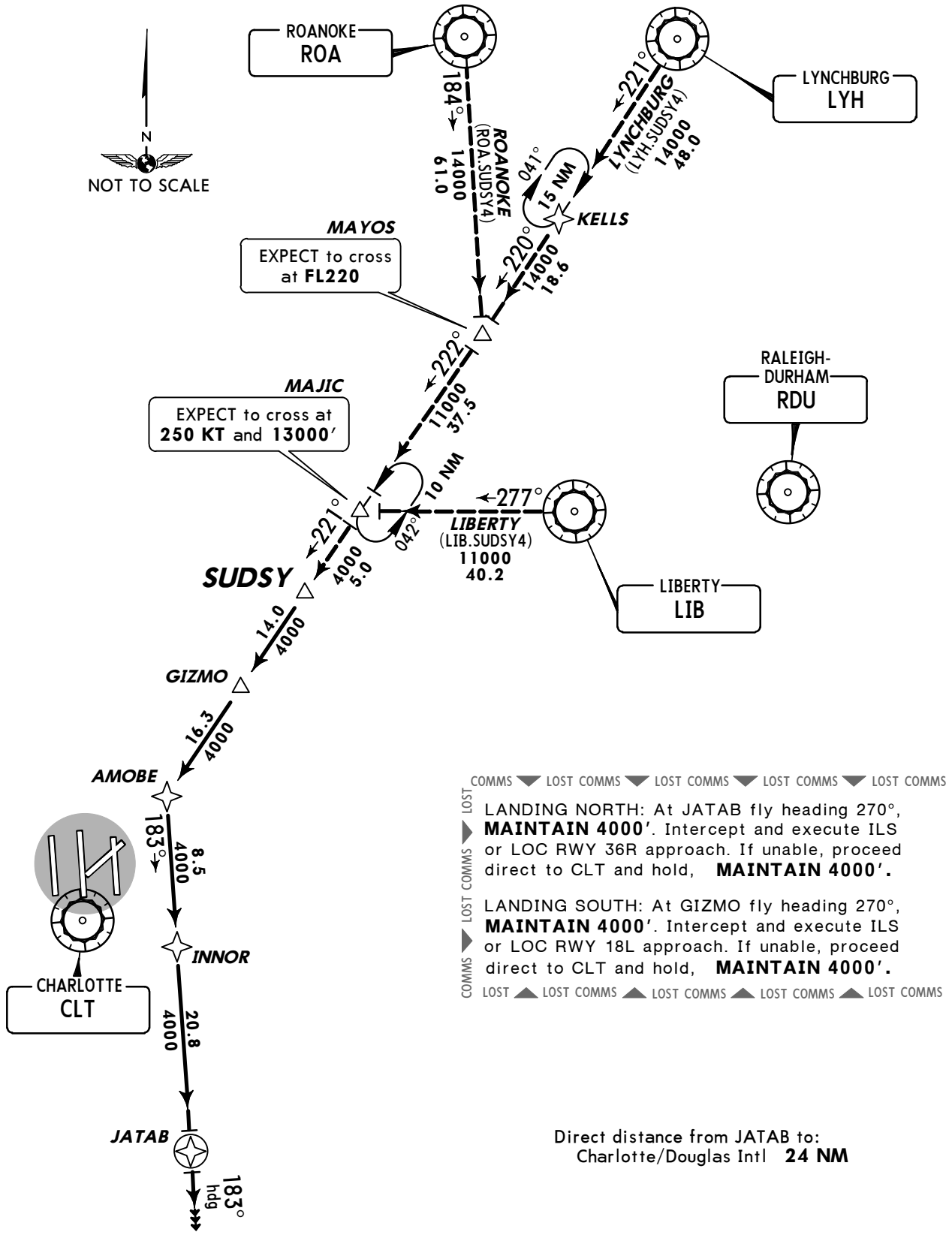
D-ATIS Arrival	Apt Elev	
121.15	748′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. This STAR applicable to turbojet aircraft only. **4. RADAR required.**

3800′
MSA CLT VOR

SUDSY FOUR RNAV ARRIVAL (SUDSY.SUDSY4)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LANDING NORTH: At JATAB fly heading 270°, **MAINTAIN 4000′**. Intercept and execute ILS or LOC RWY 36R approach. If unable, proceed direct to CLT and hold, **MAINTAIN 4000′.**

LANDING SOUTH: At GIZMO fly heading 270°, **MAINTAIN 4000′**. Intercept and execute ILS or LOC RWY 18L approach. If unable, proceed direct to CLT and hold, **MAINTAIN 4000′.**

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from JATAB to:
Charlotte/Douglas Intl **24 NM**

ROUTING

From SUDSY on track 221° to GIZMO, then as depicted to JATAB. Depart JATAB heading 183° for vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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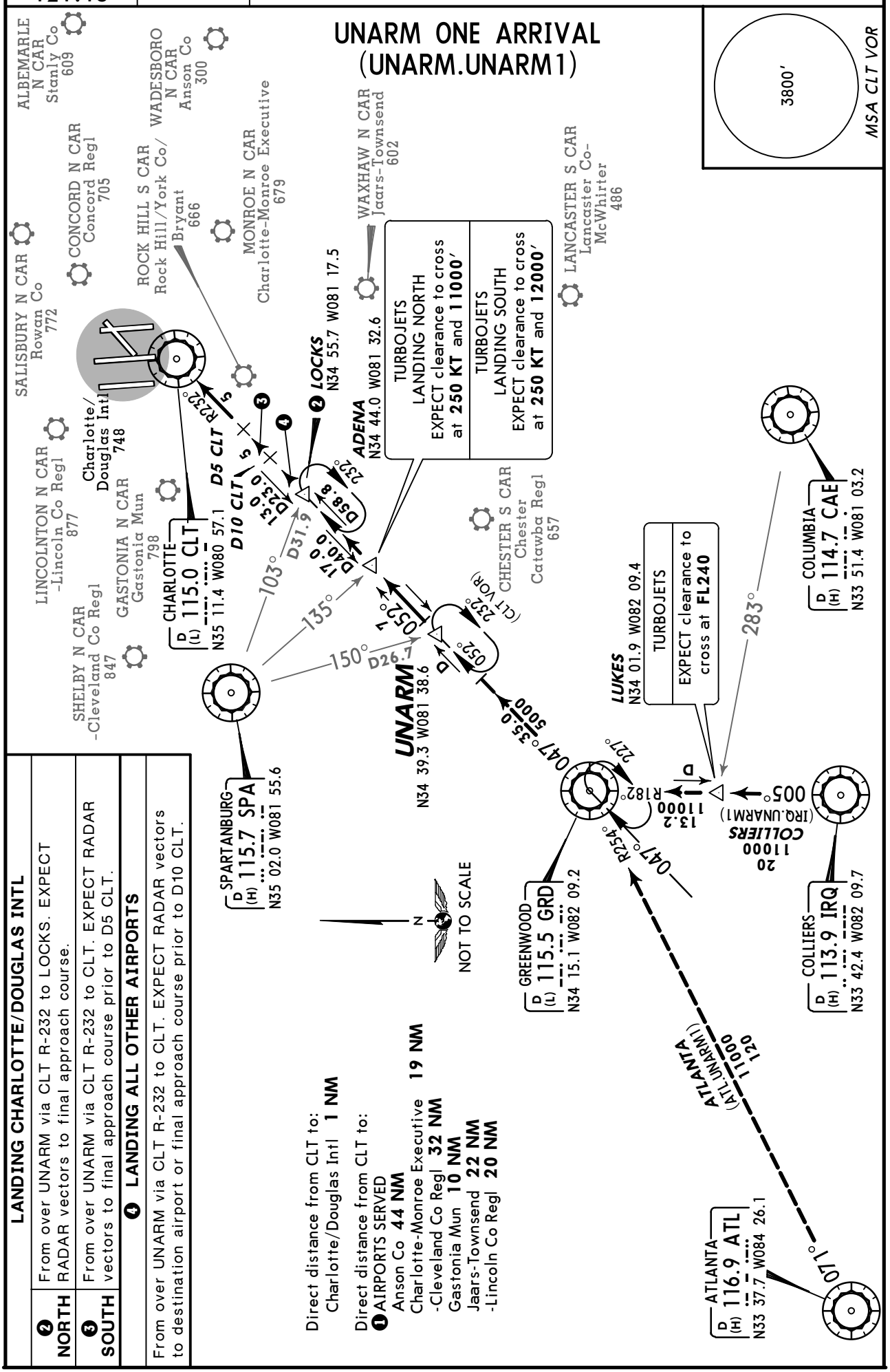
CHARLOTTE/ DOUGLAS INTL D-ATIS Arrival 121.15	*Apt Elev See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

UNARM ONE ARRIVAL (UNARM.UNARM1)



LANDING CHARLOTTE/DOUGLAS INTL

❷ NORTH	From over UNARM via CLT R-232 to LOCKS. EXPECT RADAR vectors to final approach course.
❸ SOUTH	From over UNARM via CLT R-232 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.

❹ LANDING ALL OTHER AIRPORTS

From over UNARM via CLT R-232 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.

Direct distance from CLT to:
Charlotte/Douglas Intl **1 NM**

Direct distance from CLT to:
❶ AIRPORTS SERVED
Anson Co **44 NM**
Charlotte-Monroe Executive **19 NM**
-Cleveland Co Regl **32 NM**
Gastonia Mun **10 NM**
Jaars-Townsend **22 NM**
-Lincoln Co Regl **20 NM**

CHANGES: None.

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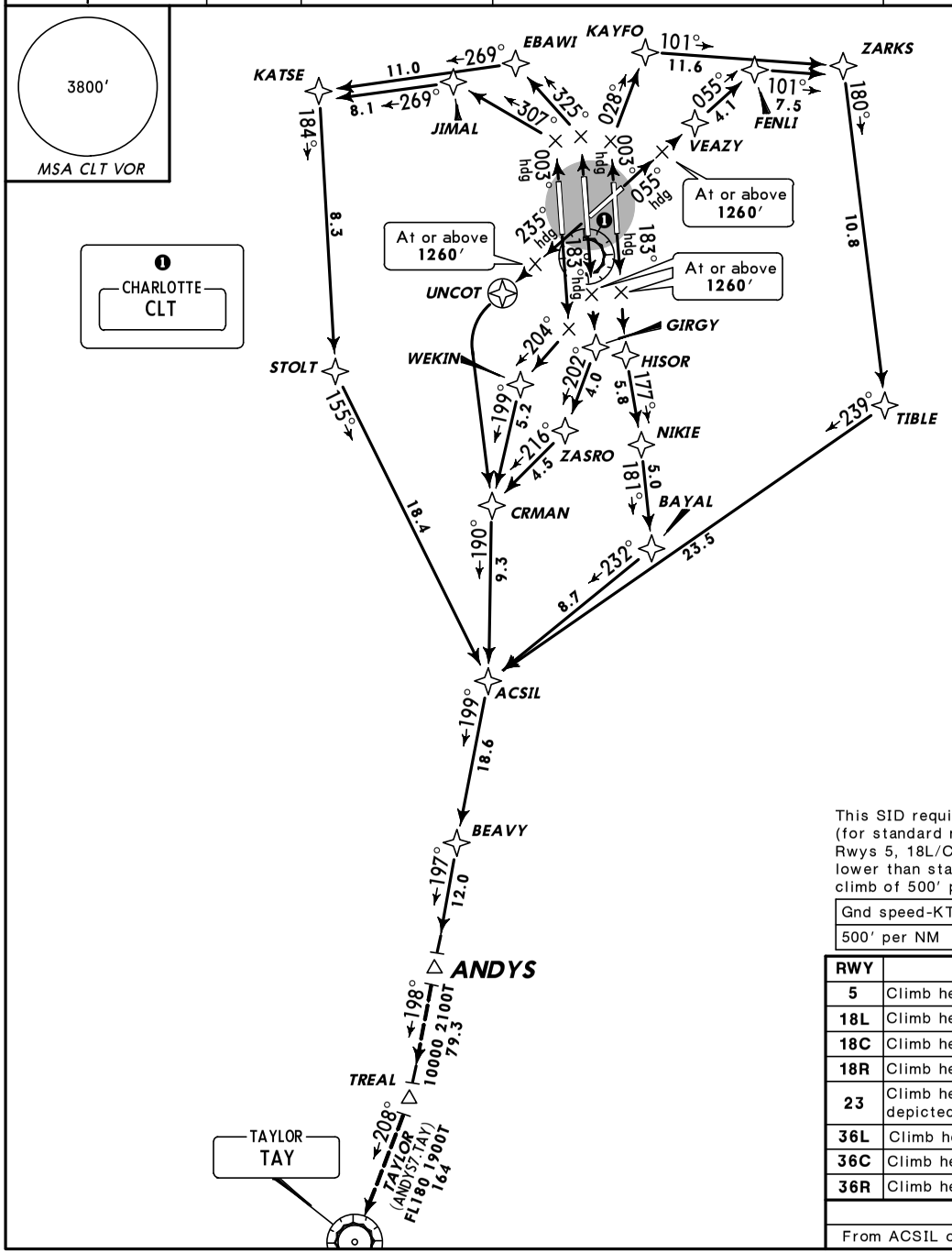
CHARLOTTE Departure (R)		Apt Elev			
124.0	RUNWAYS 36 L/C 120.5	748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.



ANDYS SEVEN RNAV DEPARTURE (ANDYS7.ANDYS)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC

Direct distance from Charlotte/Douglas Intl
(Rwy 5) to: VEAZY **4 NM**
(Rwy 18L) to: HISOR **4 NM**
(Rwy 18C) to: GIRGY **3 NM**
(Rwy 18R) to: WEKIN **6 NM**
(Rwy 23) to: UNCOT **3 NM**
(Rwy 36L) to: JIMAL **7 NM**
(Rwy 36C) to: EBAWI **6 NM**
(Rwy 36R) to: KAYFO **6 NM**

NOT TO SCALE

OBSTACLES
Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then on depicted route to ACSIL.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to ACSIL.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to ACSIL.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then on depicted route to ACSIL.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then LEFT turn direct CRMAN, then on depicted route to ACSIL.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then on depicted route to ACSIL.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then on depicted route to ACSIL.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then on depicted route to ACSIL.	

ROUTING

From ACSIL on depicted route to ANDYS. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications.

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CLT RNAV SID ADVISORY NOTICE

Flight Crew Procedures for Simultaneous RNAV SIDs off Parallel Runways

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 Enroute 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 Enroute 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 that the aircraft symbol relative to the runway symbol and lateral track and depicted route agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). 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 either via an RNAV path or via an assigned heading to be maintained. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takoff clearance will state, for example, *``Cactus 123, RNAV to GIRGY, Runway 18C; Cleared for takeoff.''* 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 verbatim pilot response is *``Cactus 123, RNAV to GIRGY, Runway 18C; Cleared for takeoff.''* DO NOT TRUNCATE THE REPLY. The verbatim response must include *''RNAV to GIRGY.''* 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: Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between extended 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, either laterally or vertically, immediately notify ATC.*

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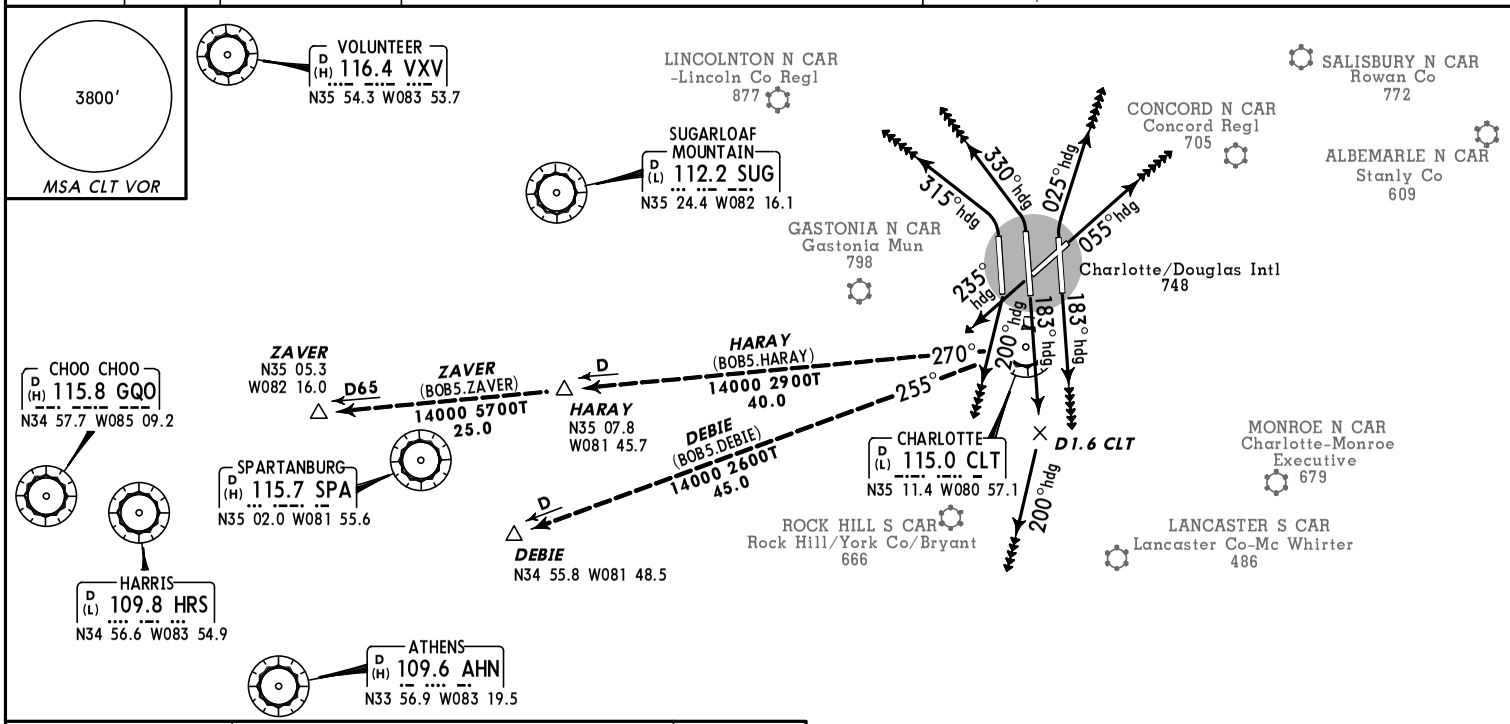
CHARLOTTE Departure (R) 120.5	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR and DME required.** 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, STANLY CO, ROWAN CO only: Accelerate to 250 KT, if unable, advise ATC.

BOBCAT FIVE DEPARTURE (BOB5.BOB)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	**MAINTAIN 8000′**
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	**MAINTAIN 3000′**
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	**MAINTAIN 3400′**
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	**MAINTAIN 3000′**
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized). Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized). Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.** Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway. Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.** Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

CHANGES: None.

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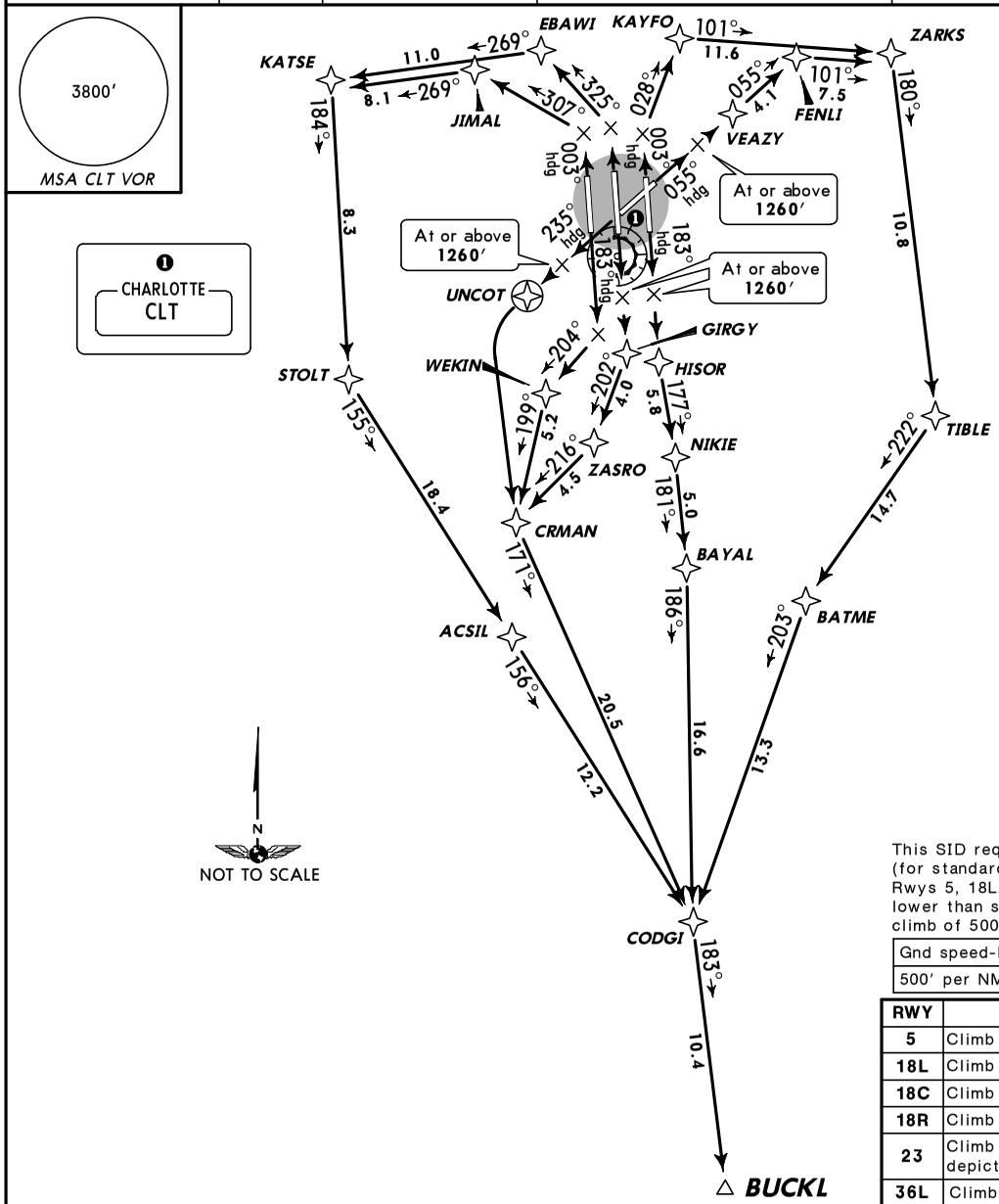
CHARLOTTE Departure (R)		Apt Elev	Trans level: FL180		
124.0	RUNWAYS 36 L/C 120.5	748′	Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

BUCKL SEVEN RNAV DEPARTURE (BUCKL7.BUCKL)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



Direct distance from Charlotte/Douglas Intl
(Rwy 5) to: VEAZY **4 NM**
(Rwy 18L) to: HISOR **4 NM**
(Rwy 18C) to: GIRGY **3 NM**
(Rwy 18R) to: WEKIN **6 NM**
(Rwy 23) to: UNCOT **3 NM**
(Rwy 36L) to: JIMAL **7 NM**
(Rwy 36C) to: EBAWI **6 NM**
(Rwy 36R) to: KAYFO **6 NM**

OBSTACLES
Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then on depicted route to CODGI.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to CODGI.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to CODGI.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then on depicted route to CODGI.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then LEFT turn direct CRMAN, then on depicted route to CODGI.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then on depicted route to CODGI.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then on depicted route to CODGI.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then on depicted route to CODGI.	

ROUTING

From CODGI on depicted route to BUCKL. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications.

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CHARLOTTE Departure (R) 120.5	Apt Elev 748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

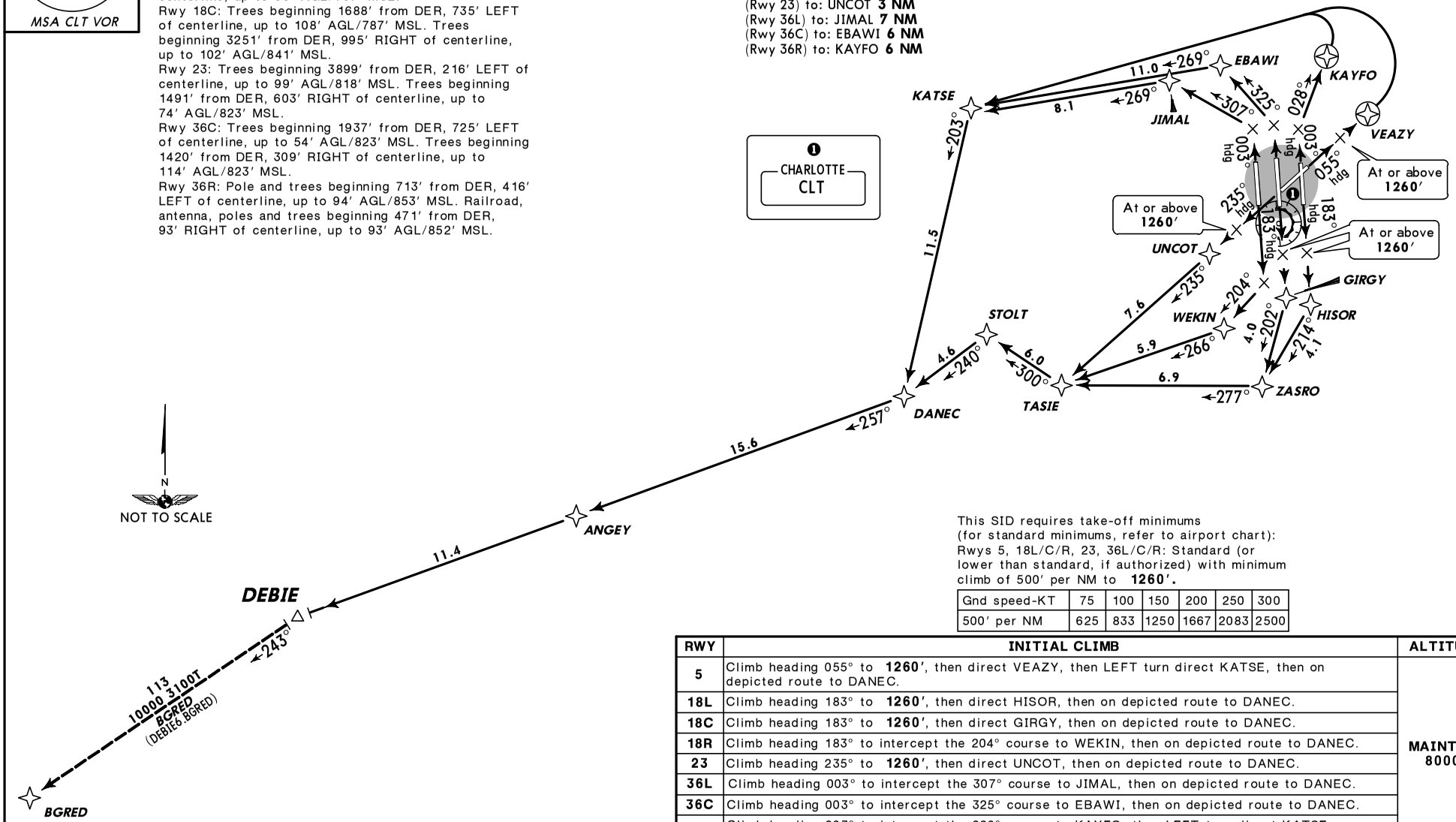
3800′
MSA CLT VOR

OBSTACLES
Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

Direct distance from Charlotte/Douglas Intl
(Rwy 5) to: VEAZY **4 NM**
(Rwy 18L) to: HISOR **4 NM**
(Rwy 18C) to: GIRGY **3 NM**
(Rwy 18R) to: WEKIN **6 NM**
(Rwy 23) to: UNCOT **3 NM**
(Rwy 36L) to: JIMAL **7 NM**
(Rwy 36C) to: EBAWI **6 NM**
(Rwy 36R) to: KAYFO **6 NM**

DEBIE SIX RNAV DEPARTURE (DEBIE6.DEBIE)

***SPEED:* DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC**



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then LEFT turn direct KATSE, then on depicted route to DANEC.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to DANEC.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to DANEC.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then on depicted route to DANEC.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then on depicted route to DANEC.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then on depicted route to DANEC.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then on depicted route to DANEC.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then LEFT turn direct KATSE, then on depicted route to DANEC.	

ROUTING

From DANEC on depicted route to DEBIE. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: None.

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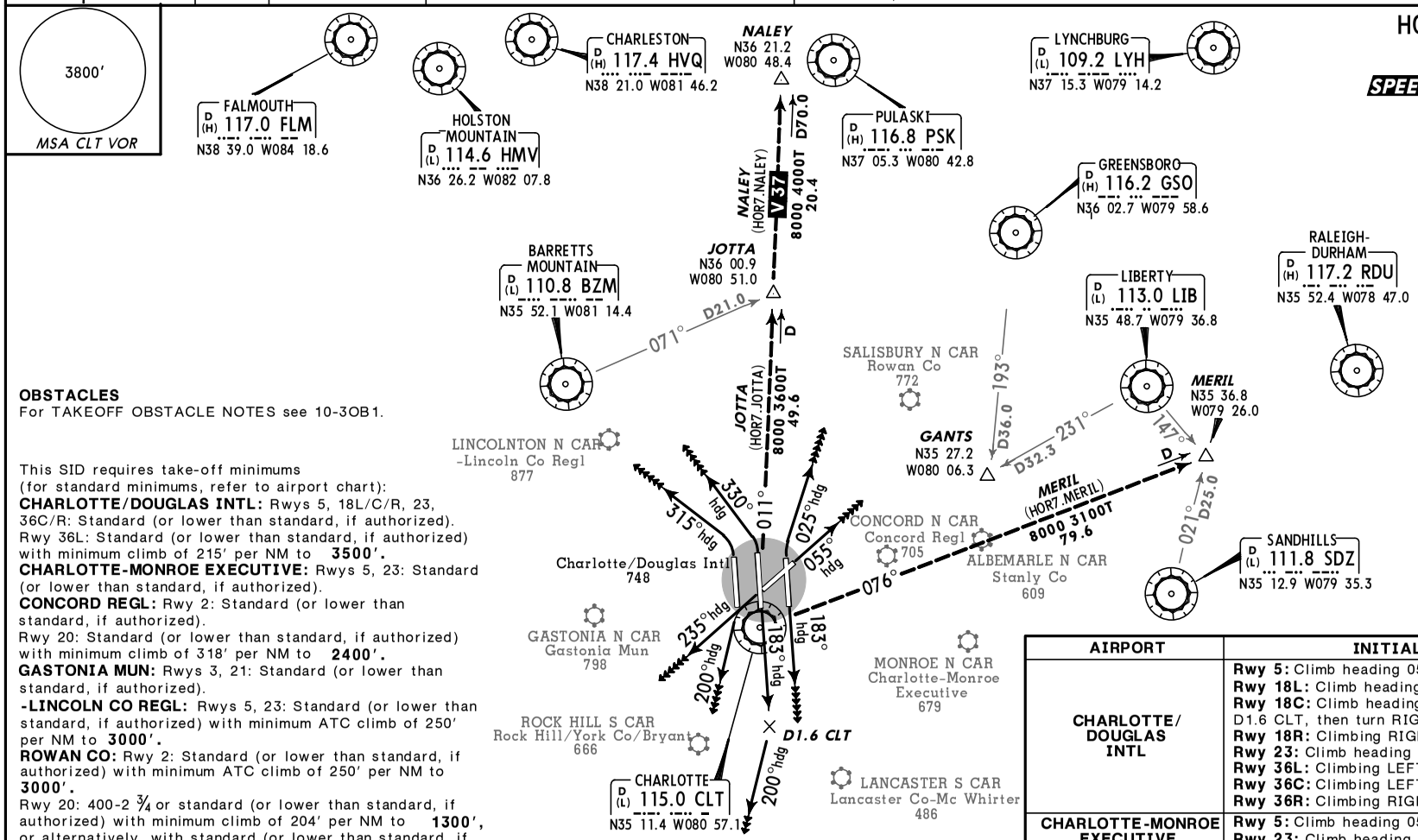
CHARLOTTE Departure (R)		Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR and DME required. 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Accelerate to 250 KT, if unable, advise ATC.
124.0	JOTTA & NALEY Transitions 120.5				



HORNET SEVEN DEPARTURE (HOR7.HOR)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	MAINTAIN 8000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING
EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Communications.

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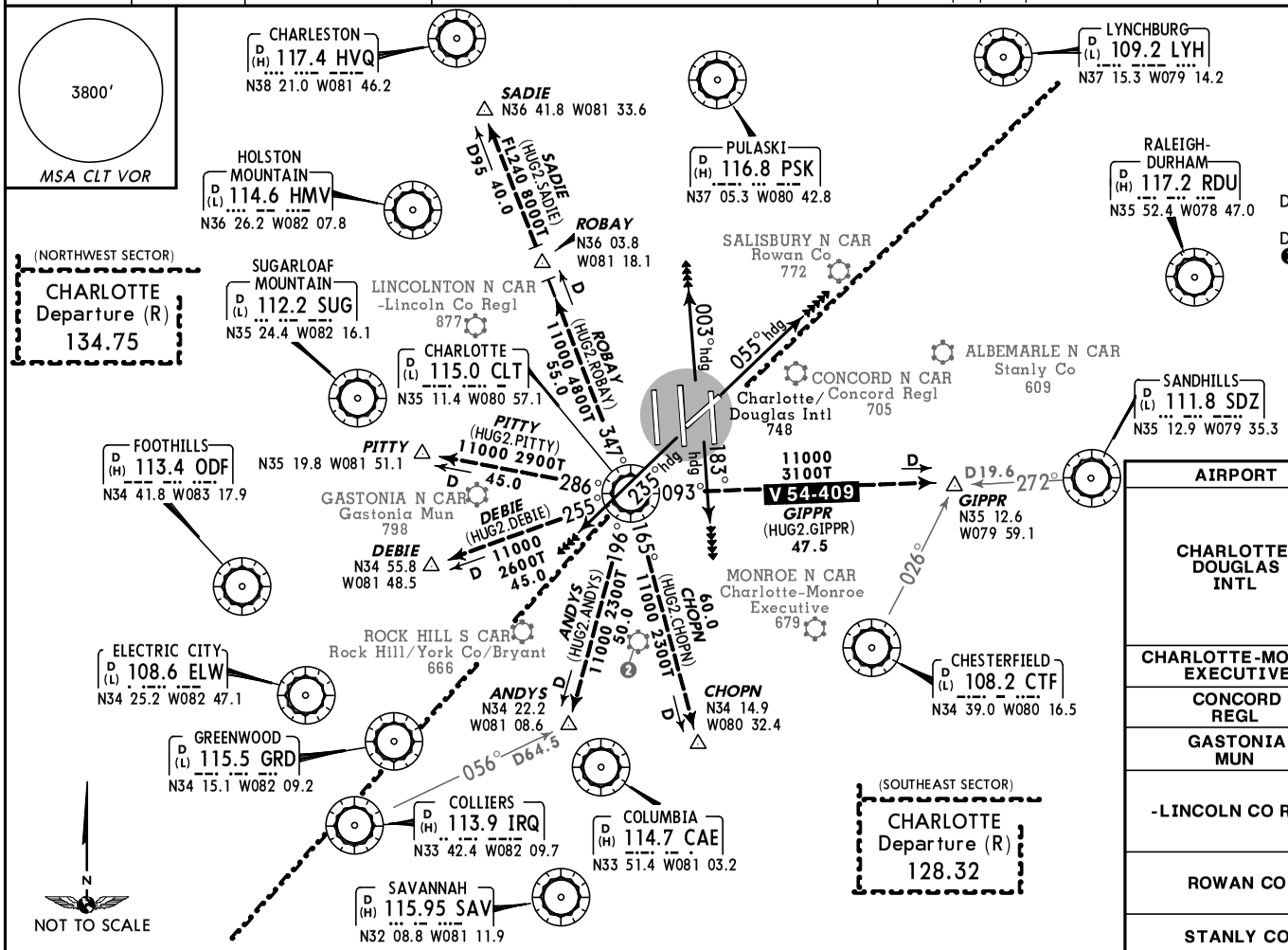
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR and DME required. 2. Also serves ❶ 3. For propeller aircraft only. 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. Turboprops: Operate in a manner that will result in best forward speed and climb rate.



HUGO TWO DEPARTURE (HUG2.HUG)

❷ LANCASTER S CAR
Lancaster Co-Mc Whirter
486

Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055° or as assigned by ATC. **Rwys 18L/C/R:** Climb heading 183° or as assigned by ATC. **Rwy 23:** Climb heading 235° or as assigned by ATC. **Rwys 36L/C/R:** Climb heading 003° or as assigned by ATC.	MAINTAIN 4000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275′ per NM to **2000′.**
Rwys 18L/C/R, 23, 36R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
Rwy 36C: Standard (or lower than standard, if authorized) with minimum climb of 208′ per NM to **3400′**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200′ per NM climb gradient, take-off must occur no later than 2000′ prior to DER.
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).

CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′**, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**

STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
208′ per NM	260	347	520	693	867	1040
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
275′ per NM	344	458	688	917	1146	1375
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

CHANGES: None.

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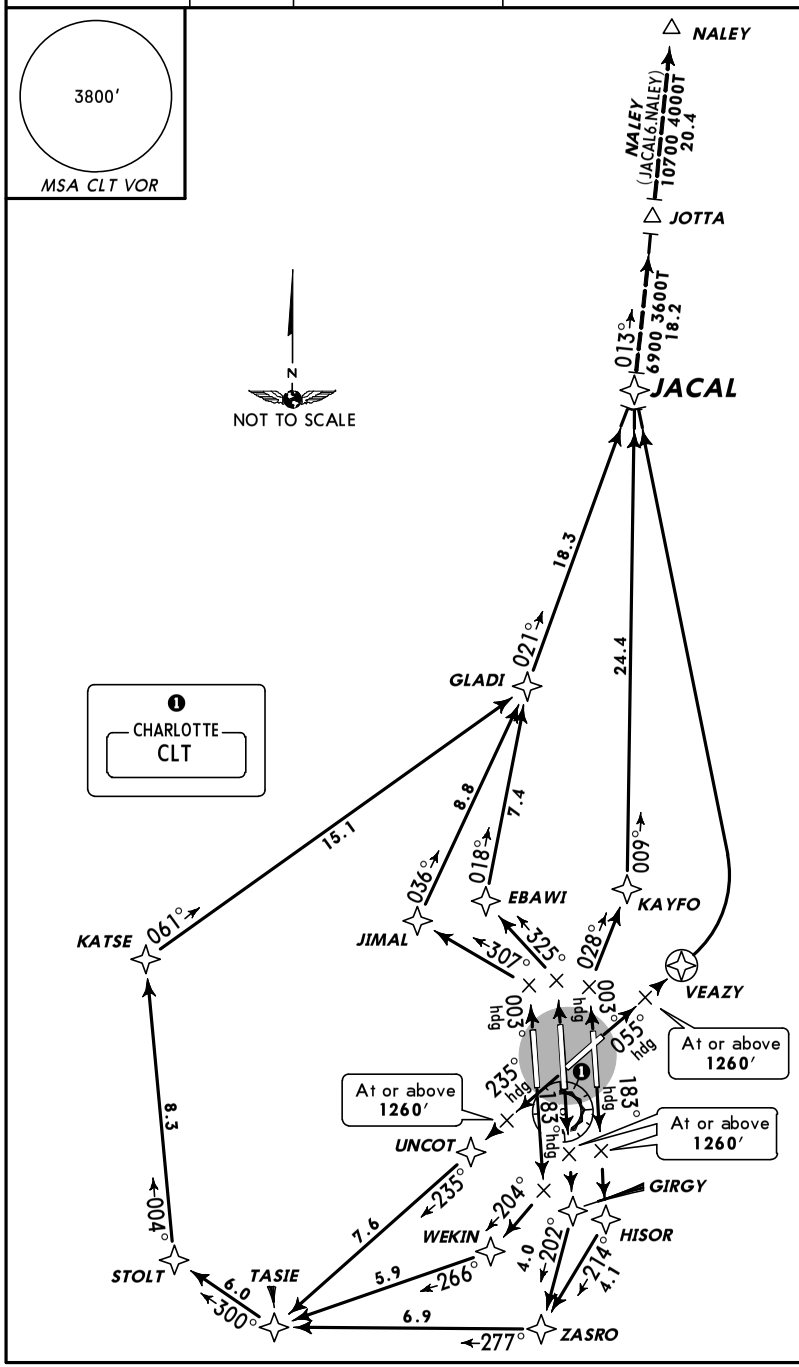
CHARLOTTE Departure (R) 120.5	Apt Elev 748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept minimum climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

JACAL SIX RNAV DEPARTURE (JACAL6.JACAL)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



Direct distance from Charlotte/Douglas Intl
(Rwy 5) to: VEAZY **4 NM**
(Rwy 18L) to: HISOR **4 NM**
(Rwy 18C) to: GIRGY **3 NM**
(Rwy 18R) to: WEKIN **6 NM**
(Rwy 23) to: UNCOT **3 NM**
(Rwy 36L) to: JIMAL **7 NM**
(Rwy 36C) to: EBAWI **6 NM**
(Rwy 36R) to: KAYFO **6 NM**

OBSTACLES
Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then LEFT turn direct JACAL.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to JACAL.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to JACAL.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then on depicted route to JACAL.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then on depicted route to JACAL.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then on depicted route to JACAL.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then on depicted route to JACAL.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then on depicted route to JACAL.	

ROUTING

EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, note removed.

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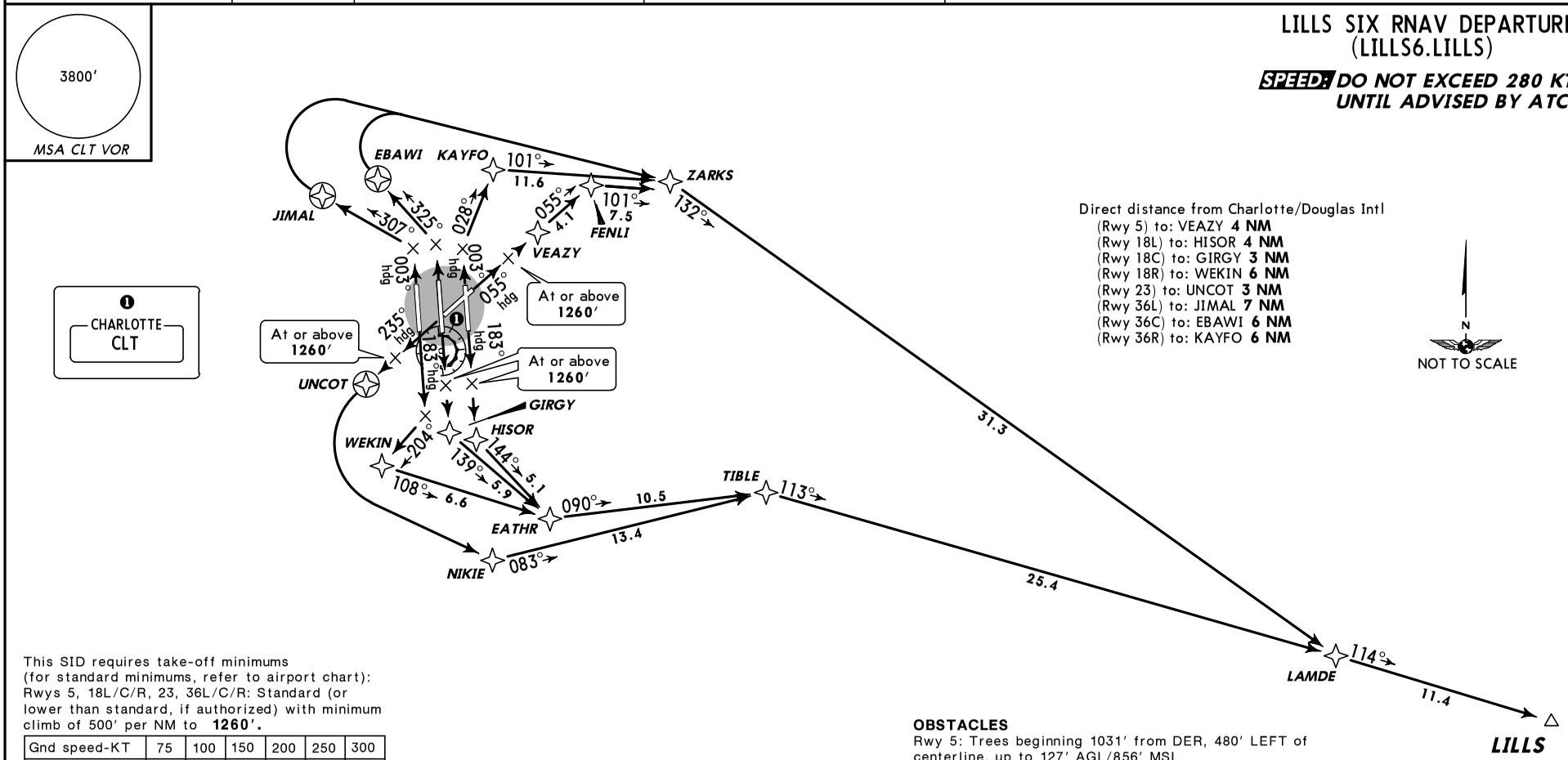
CHARLOTTE Departure (R) 124.0	Apt Elev 748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

LILLS SIX RNAV DEPARTURE (LILLS6.LILLS)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then on depicted route to LAMDE.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to LAMDE.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to LAMDE.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then LEFT turn on track 108° to EATHR, then on depicted route to LAMDE.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then LEFT turn direct NIKIE, then on depicted route to LAMDE.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then RIGHT turn direct ZARKS, then on depicted route to LAMDE.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then RIGHT turn direct ZARKS, then on depicted route to LAMDE.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then on depicted route to LAMDE.	

ROUTING

From LAMDE on depicted route to LILLS. EXPECT clearance to filed altitude within 10 minutes after departure.

OBSTACLES

Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

CHANGES: Procedure renumbered, note removed.

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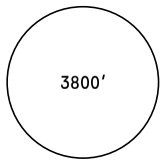
CHARLOTTE Departure (R) 124.0	Apt Elev 748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

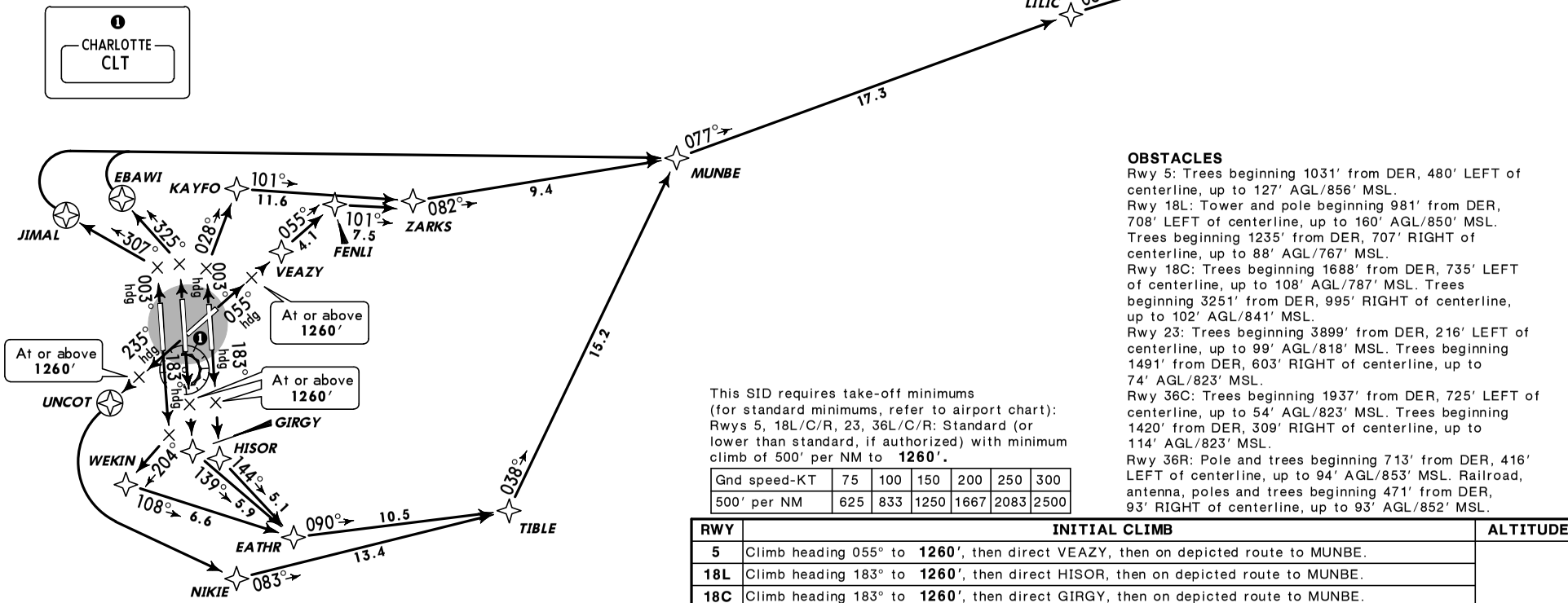
MERIL SIX RNAV DEPARTURE (MERIL6.MERIL)

***SPEED:* DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC**



MSA CLT VOR

Direct distance from Charlotte/Douglas Intl
(Rwy 5) to: VEAZY **4 NM**
(Rwy 18L) to: HISOR **4 NM**
(Rwy 18C) to: GIRGY **3 NM**
(Rwy 18R) to: WEKIN **6 NM**
(Rwy 23) to: UNCOT **3 NM**
(Rwy 36L) to: JIMAL **7 NM**
(Rwy 36C) to: EBAWI **6 NM**
(Rwy 36R) to: KAYFO **6 NM**



OBSTACLES
Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then on depicted route to MUNBE.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to MUNBE.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to MUNBE.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then LEFT turn on track 108° to EATHR, then on depicted route to MUNBE.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then LEFT turn direct NIKIE, then on depicted route to MUNBE.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then RIGHT turn direct MUNBE.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then RIGHT turn direct MUNBE.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then on depicted route to MUNBE.	

ROUTING

From MUNBE on depicted route to MERIL. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, note removed.

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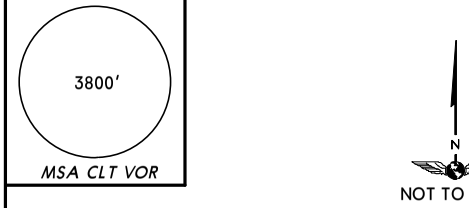
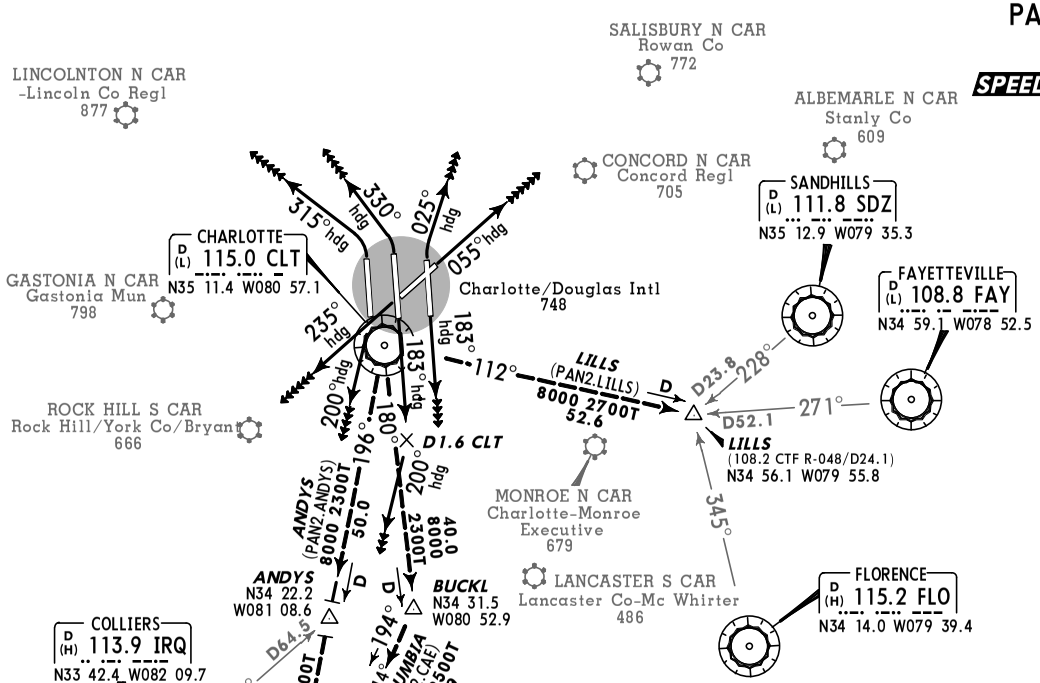
CHARLOTTE Departure (R) 124.0	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR and DME required.** 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Accelerate to 250 KT, if unable, advise ATC.

PANTHER TWO DEPARTURE (PAN2.PAN)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC





Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	MAINTAIN 8000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, MEA, also serves airports.

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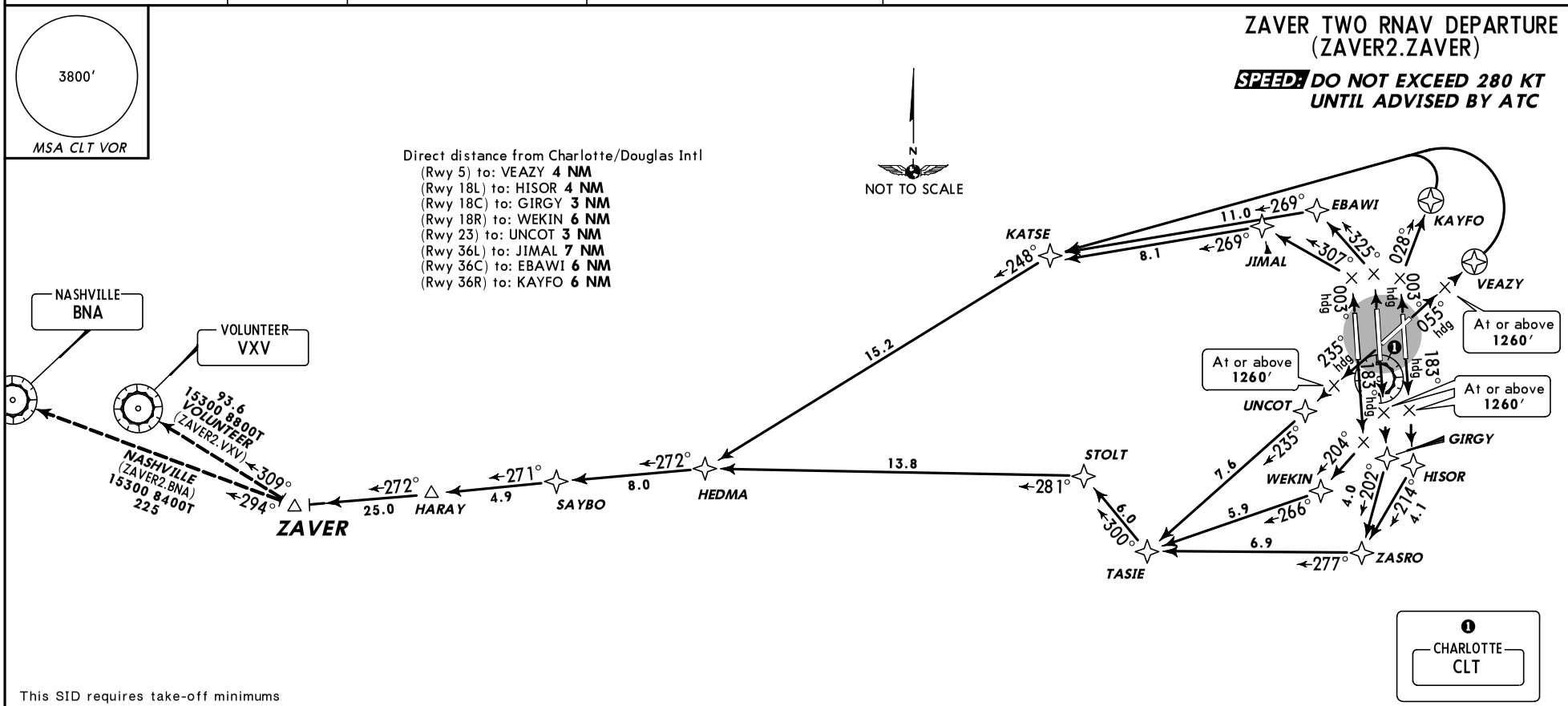
CHARLOTTE Departure (R) 120.5	Apt Elev 748′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojets only.	5. If unable to accept minimum climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. Accelerate to 250 KT, if unable, advise ATC.

ZAVER TWO RNAV DEPARTURE (ZAVER2.ZAVER)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 18L/C/R, 23, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1260′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° to **1260′**, then direct VEAZY, then LEFT turn direct KATSE, then on depicted route to HEDMA.	MAINTAIN 8000′
18L	Climb heading 183° to **1260′**, then direct HISOR, then on depicted route to HEDMA.	
18C	Climb heading 183° to **1260′**, then direct GIRGY, then on depicted route to HEDMA.	
18R	Climb heading 183° to intercept the 204° course to WEKIN, then on depicted route to HEDMA.	
23	Climb heading 235° to **1260′**, then direct UNCOT, then on depicted route to HEDMA.	
36L	Climb heading 003° to intercept the 307° course to JIMAL, then on depicted route to HEDMA.	
36C	Climb heading 003° to intercept the 325° course to EBAWI, then on depicted route to HEDMA.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then LEFT turn direct KATSE, then on depicted route to HEDMA.	

ROUTING

From HEDMA on depicted route to ZAVER. EXPECT clearance to filed altitude within 10 minutes after departure.

OBSTACLES

Rwy 5: Trees beginning 1031′ from DER, 480′ LEFT of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ LEFT of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ RIGHT of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ LEFT of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ RIGHT of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ LEFT of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ RIGHT of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ LEFT of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ RIGHT of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ LEFT of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ RIGHT of centerline, up to 93′ AGL/852′ MSL.

CHANGES: Procedure renumbered, note removed.

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TAKEOFF OBSTACLE NOTES

CHARLOTTE/DOUGLAS INTL

◦ RWY 5:
TREES BEGINNING 1031' FROM DER, 480' LEFT OF CENTERLINE, UP TO 127' AGL/856' MSL.

◦ RWY 18L:
TOWER AND POLE BEGINNING 981' FROM DER, 708' LEFT OF CENTERLINE, UP TO 160' AGL/850' MSL. TRESS BEGINNING 1235' FROM DER, 707' RIGHT OF CENTERLINE UP TO 88' AGL/767' MSL.

◦ RWY 18C:
TREES BEGINNING 1688' FROM DER, 735' LEFT OF CENTERLINE, UP TO 108' AGL/787' MSL. TREES BEGINNING 3251' FROM DER, 995' RIGHT OF CENTERLINE, UP TO 102' AGL/841' MSL.

◦ RWY 23:
TREES BEGINNING 3899' FROM DER, 216' LEFT OF CENTERLINE, UP TO 99' AGL/818' MSL. TREES BEGINNING 1491' FROM DER, 603' RIGHT OF CENTERLINE, UP TO 74' AGL/823' MSL.

◦ RWY 36C:
TREES BEGINNING 1937' FROM DER, 725' LEFT OF CENTERLINE, UP TO 54' AGL/823' MSL. TREES BEGINNING 1420' FROM DER, 309' RIGHT OF CENTERLINE, UP TO 114' AGL/823' MSL.

◦ RWY 36R:
POLE AND TREES BEGINNING 713' FROM DER, 416' LEFT OF CENTERLINE, UP TO 94' AGL/853' MSL. RAILROAD, ANTENNA, POLES, AND TREES BEGINNING 471' FROM DER, 93' RIGHT OF CENTERLINE, UP TO 93' AGL/852' MSL.

CHARLOTTE-MONROE EXECUTIVE

◦ RWY 5:
TREES BEGINNING 150' FROM DER, 202' LEFT OF CENTERLINE, UP TO 100' AGL/799' MSL. VEHICLES ON ROAD AND TREES BEGINNING 199' FROM DER, 259' RIGHT OF CENTERLINE, UP TO 100' AGL/789' MSL.

CONCORD REGL

◦ RWY 2:
POLES AND TREES BEGINNING 2624' FROM DER, 688' LEFT OF CENTERLINE, UP TO 45' AGL/784' MSL. TREES BEGINNING 2107' FROM DER, 787' RIGHT OF CENTERLINE, UP TO 24' AGL/783' MSL.

◦ RWY 20:
STREET LIGHTS BEGINNING 3047' FROM DER, 196' RIGHT OF CENTERLINE, UP TO 105' AGL/744' MSL. TREES 1.3 NM FROM DER, 1544' RIGHT OF CENTERLINE, UP TO 100' AGL/849' MSL.

GASTONIA MUN

◦ RWY 3:
TREES BEGINNING1200' FROM DER, 433' LEFT OF CENTERLINE, UP TO 80' AGL/859' MSL. TREES BEGINNING 162' FROM DER, 371' RIGHT OF CENTERLINE, UP TO 136' AGL/885' MSL.

◦ RWY 21:
ANTENNA AND TREES BEGINNING 269' FROM DER, 210' LEFT OF CENTERLINE, UP TO 101' AGL/880' MSL. TREES BEGINNING 252' FROM DER, 264' RIGHT OF CENTERLINE, UP TO 113' AGL/882' MSL.

CHANGES: New obstacle page.

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TAKEOFF OBSTACLE NOTES (CONTD)

-LINCOLN CO REGL

◦ RWY 5:
TREES BEGINNING 1913' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/999' MSL.

◦ RWY 23:
TREES BEGINNING 1395' FROM DER, 41' LEFT OF CENTERLINE, UP TO 100' AGL/ 1059' MSL. TREES BEGINNING 2068' FROM DER, 480' RIGHT OF CENTERLINE, UP TO 100' AGL/1027' MSL.

ROWAN CO

◦ RWY 2:
TREES BEGINNING 106' FROM DER, 474' RIGHT OF CENTERLINE, UP TO 68' AGL/ 787' MSL.

◦ RWY 20:
TREES BEGINNING 167' FROM DER, 17' RIGHT OF CENTERLINE, UP TO 114' AGL/ 913' MSL. TREES BEGINNING 1323' FROM DER, 4' LEFT OF CENTERLINE, UP TO 97' AGL/ 896' MSL. BUILDING 669' FROM DER, 361' LEFT OF CENTERLINE, 25' AGL/ 788' MSL.

STANLY CO

◦ RWY 4R:
TREE BEGINNING 4312' FROM DER, 374' RIGHT OF CENTERLINE, 78' AGL/692' MSL. TREE 1.2 NM FROM DER, 2063' LEFT OF CENTERLINE, 98' AGL/837' MSL.

◦ RWY 22L:
TREES BEGINNING 190' FROM DER, 142' RIGHT OF CENTERLINE, UP TO 82' AGL/ 682' MSL. RAILROAD 438' FROM DER, 403' RIGHT OF CENTERLINE, 23' AGL/620' MSL.

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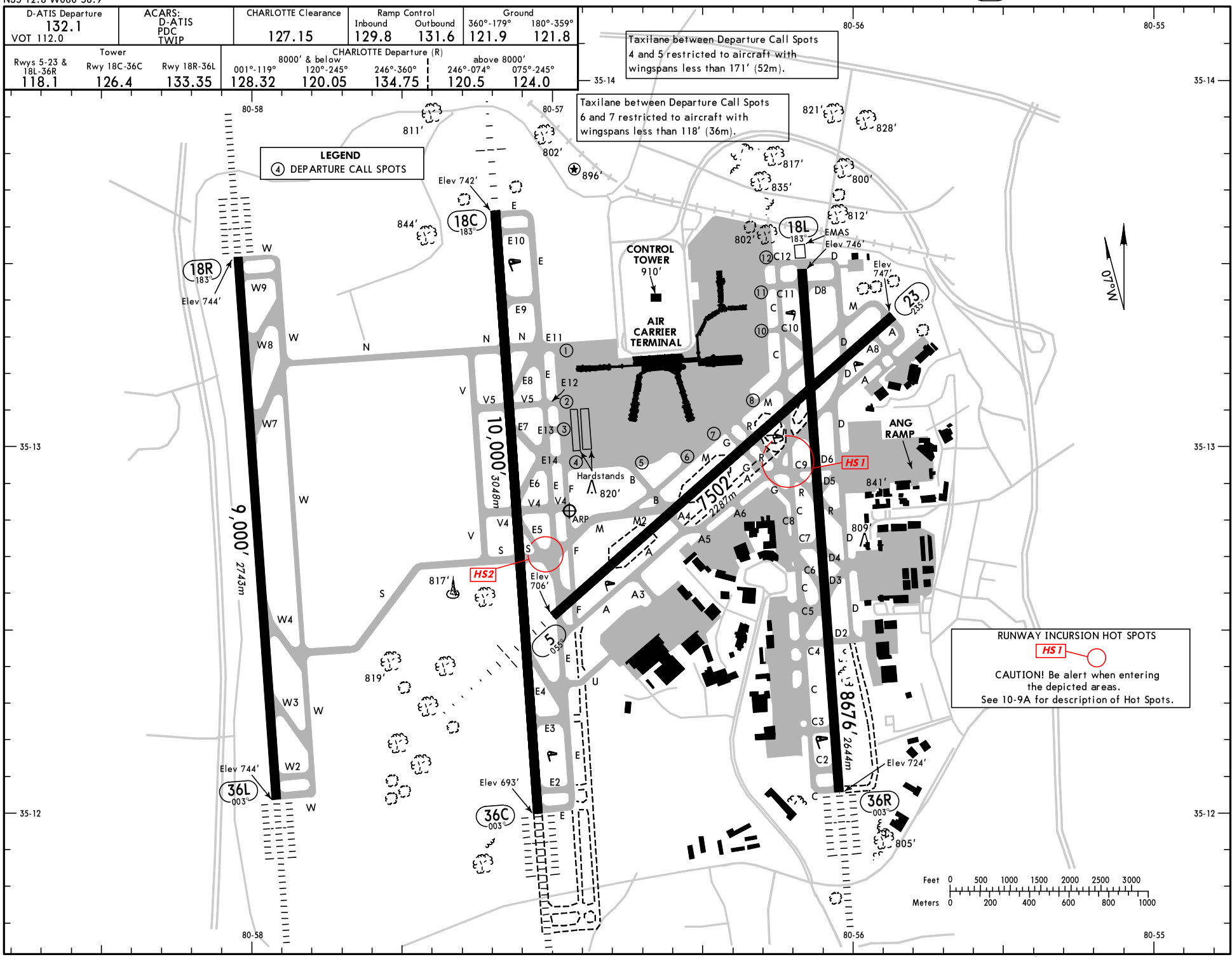
D-ATIS Departure	ACARS:	CHARLOTTE Clearance	Ramp Control Inbound	Ramp Control Outbound	Ground 360°-179°	Ground 180°-359°
132.1 VOT 112.0	D-ATIS PDC TWIP	127.15	129.8	131.6	121.9	121.8

Tower Rwys 5-23 & 18L-36R	Tower Rwy 18C-36C	Tower Rwy 18R-36L	CHARLOTTE Departure (R) 8000′ & below 001°-119°	8000′ & below 120°-245°	8000′ & below 246°-360°	above 8000′ 246°-074°	above 8000′ 075°-245°
118.1	126.4	133.35	128.32	120.05	134.75	120.5	124.0



CHANGES: Hardstands, departure call spots, notes added.

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GENERAL: ASDE-X Surveillance system in use. Operate transponders with Mode C on all taxiways and runways.
Birds and deer in vicinity of airport.
Terminal Doppler Weather Radar.
Low-Level Wind Shear Alert System.
Successive or simultaneous departures from Runways 18L and 18C are authorized, with course divergence beginning no later than 3 miles from the departure end of parallel runways, due to noise abatement restrictions.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR	❶ 7092′ *2162m*	6302′ *1921m*		150′ *46m*
23	HIRL CL REIL VASI-R grooved RVR		6387′ *1947m*		
❶ Last 410′ *(125m)* is unavailable for landing distance computations.					
18R	HIRL CL TDZ ALSF-II PAPI-R (angle 3.0°) grooved RVR		7920′ *2414m*		150′ *46m*
36L	HIRL CL TDZ ALSF-II PAPI-L (angle 3.0°) grooved RVR		7880′ *2402m*		
18C	HIRL CL MALSR PAPI-R (angle 3.0°) RVR		8840′ *2694m*		150′ *46m*
36C	HIRL CL TDZ ALSF-II PAPI-L (angle 3.0°) RVR		9040′ *2755m*		
18L	HIRL CL REIL ❷ VASI (3 bar)-R grooved RVR		7660′ *2335m*		150′ *46m*
36R	HIRL CL TDZ ALSF-II PAPI-R (angle 3.0°) grooved RVR		7634′ *2327m*		
❷ Upwind angle 3.25°, downwind angle 2.75°.					

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Intersection of Twy C9 and Rwy 18L, convergence of Twys R, A, C and C9 along with grass island.

HS2 Pilots exiting Rwy 18C/36C on Twy S for either Twys E or F mistakenly turn left on Twy E5 and re-enter the runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 18L/C/R, 36L/C/R					Rwys 5, 23			
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Both RVRs are required and controlling	Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 5; Climb heading 055° to 1700′ before turning right.
Rwy 36C; Climb heading 003° to 1400′ before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 5 ILS Rwy 18L/C/R ILS Rwy 36L/C/R	ILS Rwy 23	LOC All Rwys RNAV (GPS) All Rwys RNAV (RNP) All Rwys
A B C D	600-2	700-2	800-2

AMEND 4

CHANGES: None.

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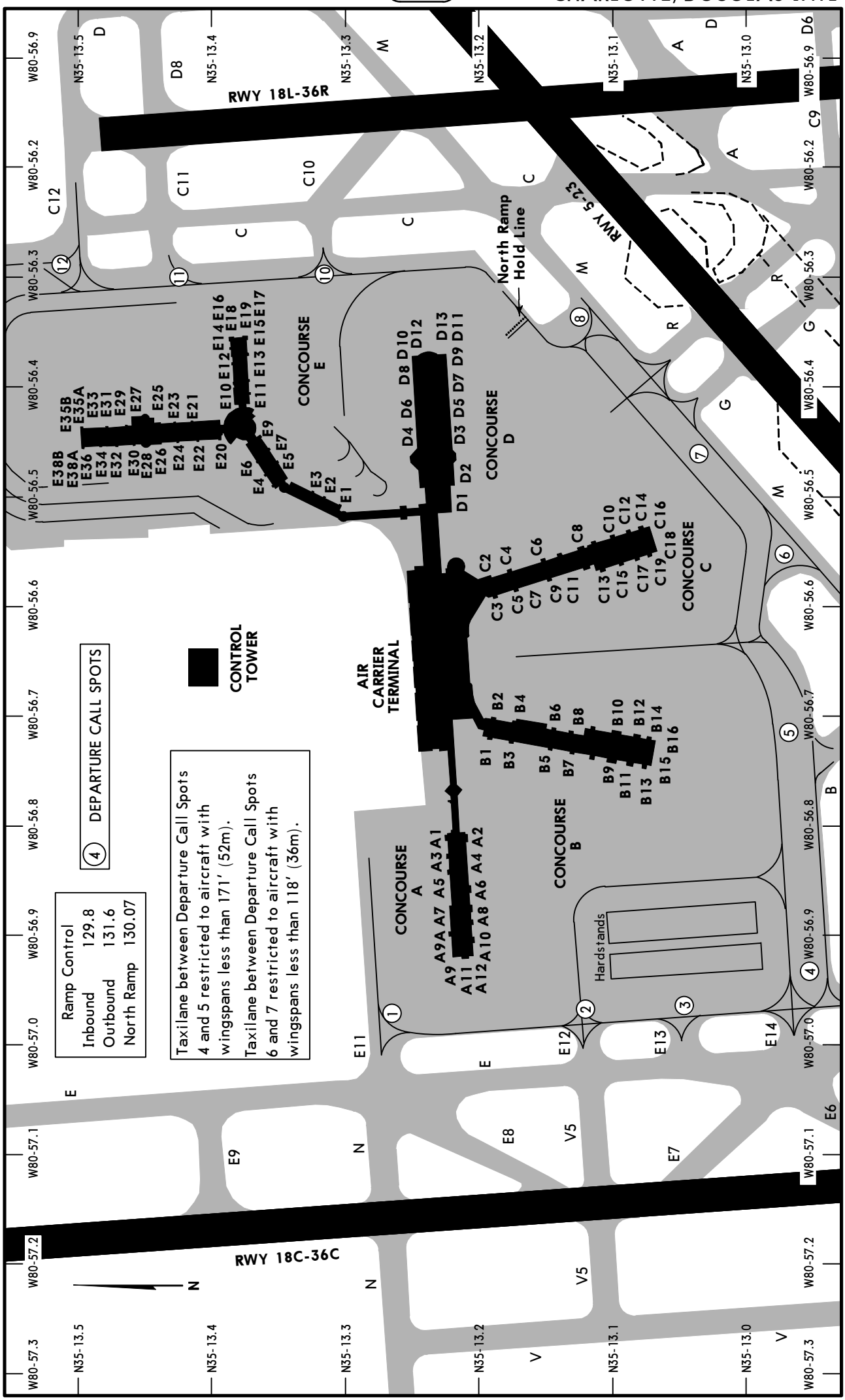

CHANGES: Hardstands, departure call spots revised, notes.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A4	N35 13.2 W080 56.8
A5 thru A12	N35 13.2 W080 56.9
Concourse B	
B1 thru B5	N35 13.2 W080 56.7
B6 thru B8	N35 13.1 W080 56.7
B9	N35 13.1 W080 56.8
B10	N35 13.1 W080 56.7
B11	N35 13.1 W080 56.8
B12	N35 13.1 W080 56.7
B13	N35 13.1 W080 56.8
B14 thru B16	N35 13.1 W080 56.7
Concourse C	
C2 thru C5	N35 13.2 W080 56.6
C6	N35 13.2 W080 56.5
C7	N35 13.2 W080 56.6
C8	N35 13.1 W080 56.5
C9	N35 13.1 W080 56.6
C10	N35 13.1 W080 56.5
C11	N35 13.1 W080 56.6
C12	N35 13.1 W080 56.5
C13	N35 13.1 W080 56.6
C14	N35 13.1 W080 56.5
C15	N35 13.1 W080 56.6
C16	N35 13.1 W080 56.5
C17	N35 13.1 W080 56.6
C18	N35 13.1 W080 56.5
C19	N35 13.1 W080 56.6
Concourse D	
D1, D2	N35 13.2 W080 56.5
D3	N35 13.2 W080 56.4
D4	N35 13.3 W080 56.4
D5	N35 13.2 W080 56.4
D6	N35 13.3 W080 56.4
D7	N35 13.2 W080 56.4
D8	N35 13.3 W080 56.4
D9	N35 13.2 W080 56.4
D10	N35 13.3 W080 56.4
D11 thru D13	N35 13.2 W080 56.3
Concourse E	
E1 thru E3	N35 13.3 W080 56.5
E4 thru E6	N35 13.4 W080 56.5
E7	N35 13.4 W080 56.4
E9 thru E13	N35 13.4 W080 56.4
E14 thru E19	N35 13.4 W080 56.3
E20	N35 13.4 W080 56.5
E21	N35 13.4 W080 56.4
E22	N35 13.4 W080 56.5
E23	N35 13.4 W080 56.4
E24	N35 13.4 W080 56.5
E25	N35 13.4 W080 56.4
E26	N35 13.4 W080 56.5
E27	N35 13.5 W080 56.4
E28	N35 13.5 W080 56.5
E29	N35 13.5 W080 56.4
E30	N35 13.5 W080 56.5
E31 thru E34	N35 13.5 W080 56.4
E35A, E35B	N35 13.5 W080 56.4
E36	N35 13.5 W080 56.4
E38A, E38B	N35 13.5 W080 56.4

CHANGES: None.

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JEPPESEN

SMGCS

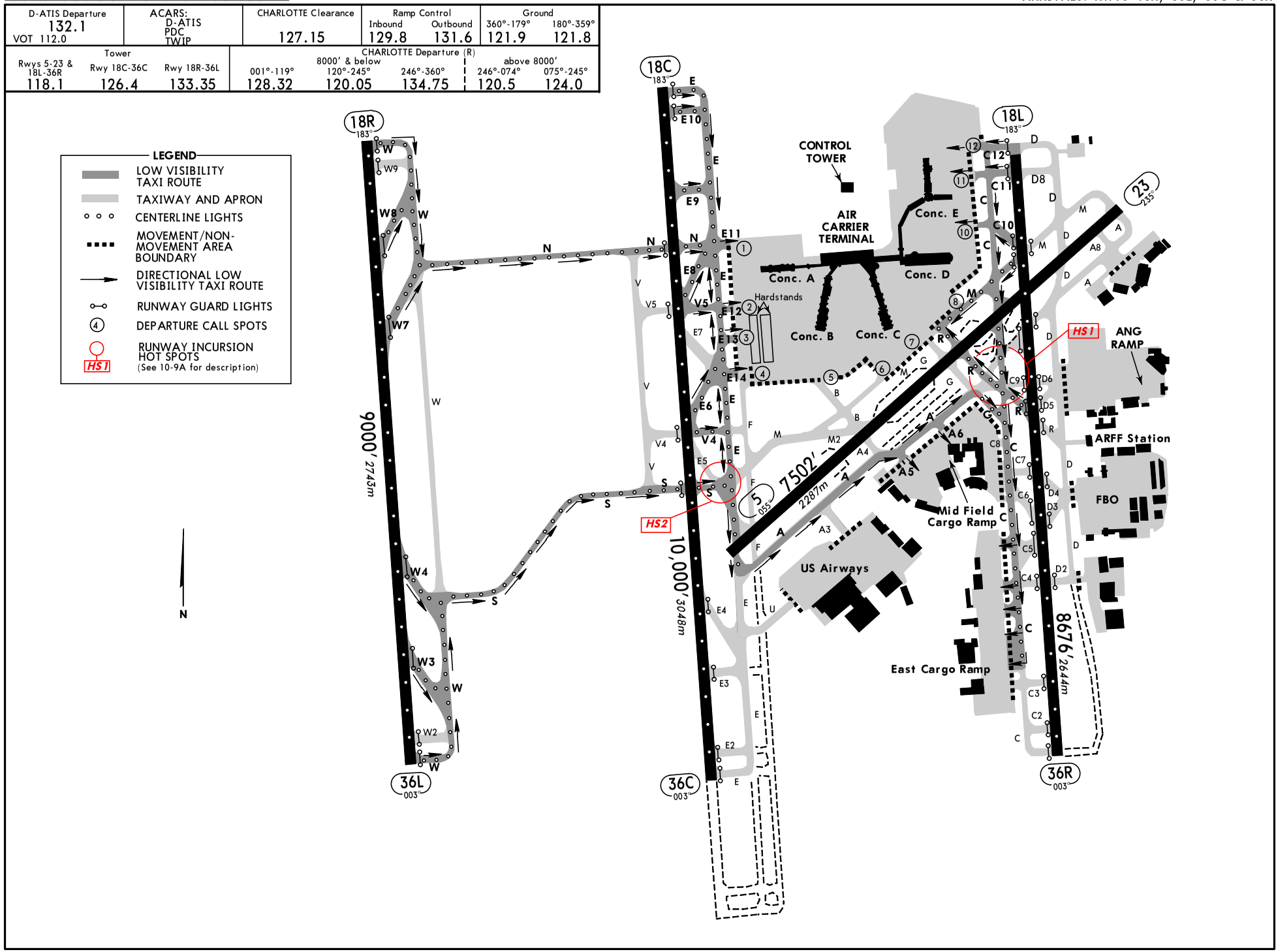
(10-9D) 17 FEB 12

CHARLOTTE, N CAR
LOW VISIBILITY TAXI ROUTES
ARRIVALS: RWYS 18R, 36L, 36C & 36R

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS:	CHARLOTTE Clearance	Ramp Control Inbound	Ramp Control Outbound	Ground 360°-179°	Ground 180°-359°
132.1 VOT 112.0	D-ATIS PDC TWIP	127.15	129.8	131.6	121.9	121.8

Tower Rwys 5-23 & 18L-36R	Tower Rwy 18C-36C	Tower Rwy 18R-36L	CHARLOTTE Departure (R) 8000' & below 001°-119°	8000' & below 120°-245°	8000' & below 246°-360°	above 8000' 246°-074°	above 8000' 075°-245°
118.1	126.4	133.35	128.32	120.05	134.75	120.5	124.0



CHANGES: Hardstands, departure call spots revised.

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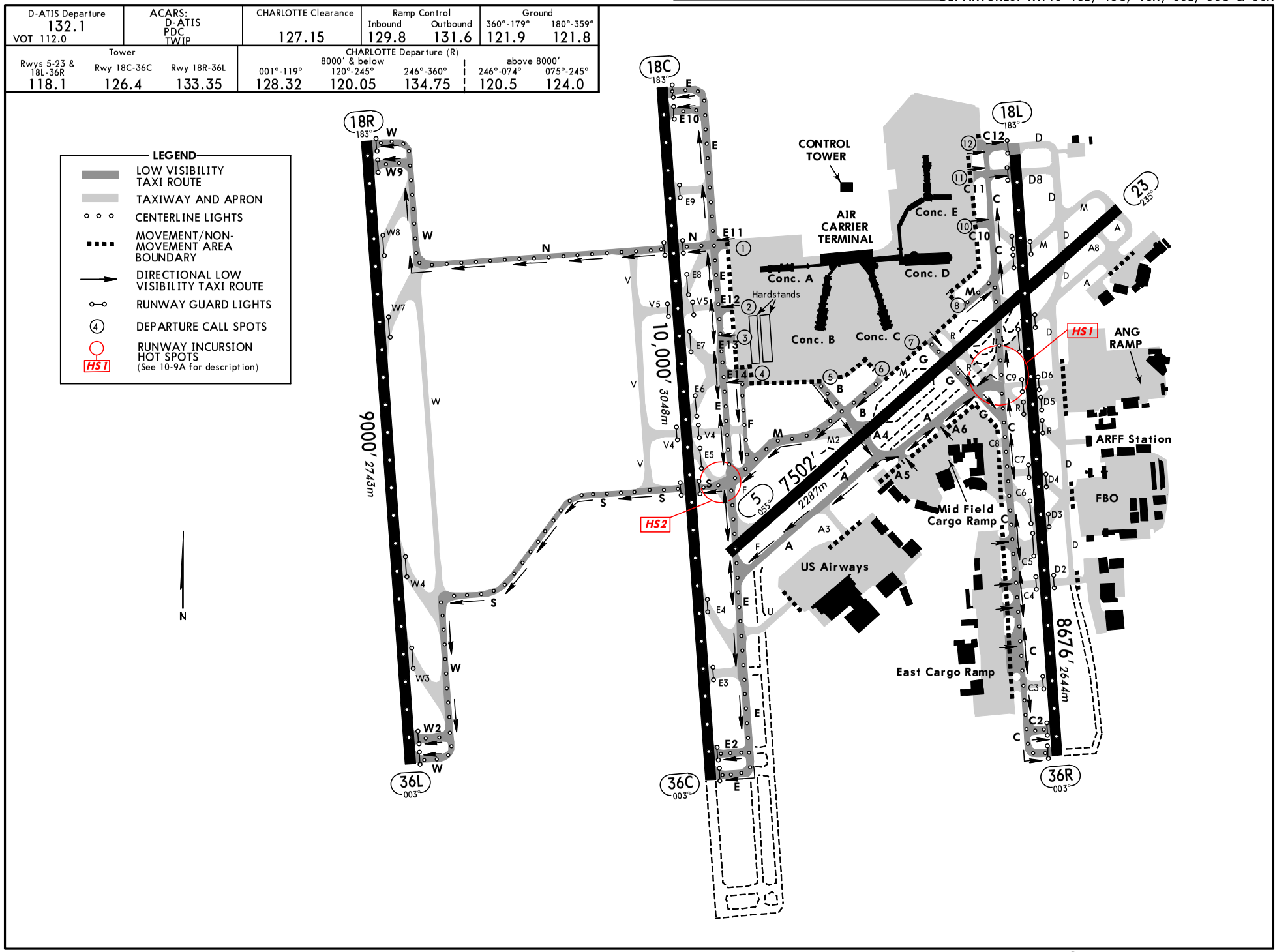
CHARLOTTE, N CAR
LOW VISIBILITY TAXI ROUTES
LESS THAN RVR 1200 TO 600 DEPARTURES: RWYS 18L, 18C, 18R, 36L, 36C & 36R

D-ATIS Departure	ACARS:	CHARLOTTE Clearance	Ramp Control		Ground	
132.1	D-ATIS PDC TWIP	127.15	Inbound 129.8	Outbound 131.6	360°-179° 121.9	180°-359° 121.8
VOT 112.0						

Tower			CHARLOTTE Departure (R)				
			8000' & below			above 8000'	
Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	001°-119°	120°-245°	246°-360°	246°-074°	075°-245°
118.1	126.4	133.35	128.32	120.05	134.75	120.5	124.0



CHANGES: Hardstands, departure call spots revised.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 5 FEB 10 (11-1) **Eff 11 Feb**

CHARLOTTE, N CAR
ILS or LOC Rwy 5

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

LOC ICLT	Final Apch Crs	GS ERKAW	ILS DA(H)	Apt Elev 748'
110.95	055°	2500' (1784')	916' (200')	TDZE 716'

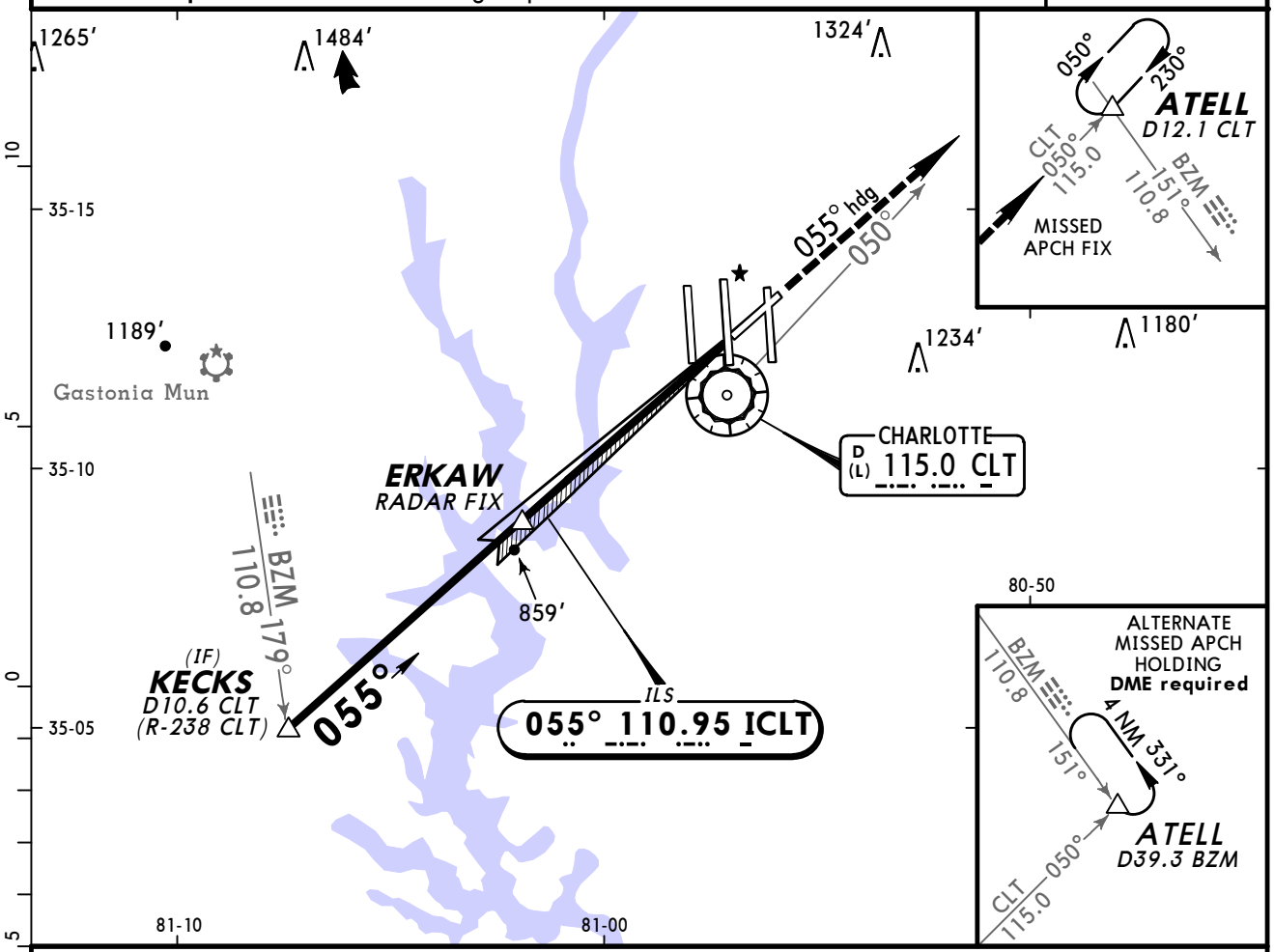
MISSED APCH: Climb to 4000' via heading 055° and outbound on CLT VOR R-050 to ATELL INT/D12.1 CLT and hold, continue climb-in-hold to 4000'.

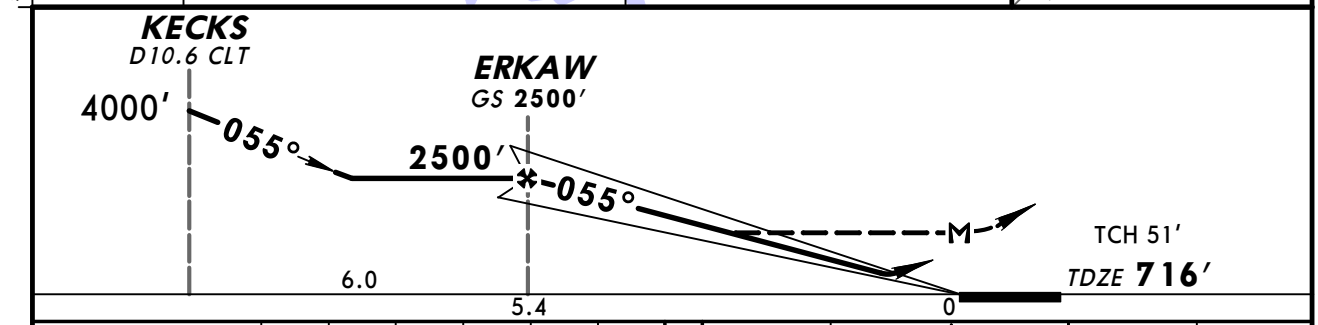
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ERKAW to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR PAPI 4000' via 055° hdg and CLT 115.0 R-050 ATELL

STRAIGHT-IN LANDING RWY5

	ILS DA(H) 916' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1120' (404')	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					

CIRCLE-TO-LAND
Not Authorized at Night

Max Kts	MDA(H)
90	1240' (492') - 1
120	
140	1260' (512') - 1 1/2
165	1300' (552') - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 38 11 FEB 2010

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 5 FEB 10 (11-2) Eff 11 Feb

CHARLOTTE, N CAR
ILS or LOC Rwy 18L

BRIEFING STRIP™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

LOC IVKQ	Final Apch Crs	GS QUWED	ILS DA(H)	Apt Elev 748'
110.35	183°	3000' (2252')	1022' (274')	TDZE 748'

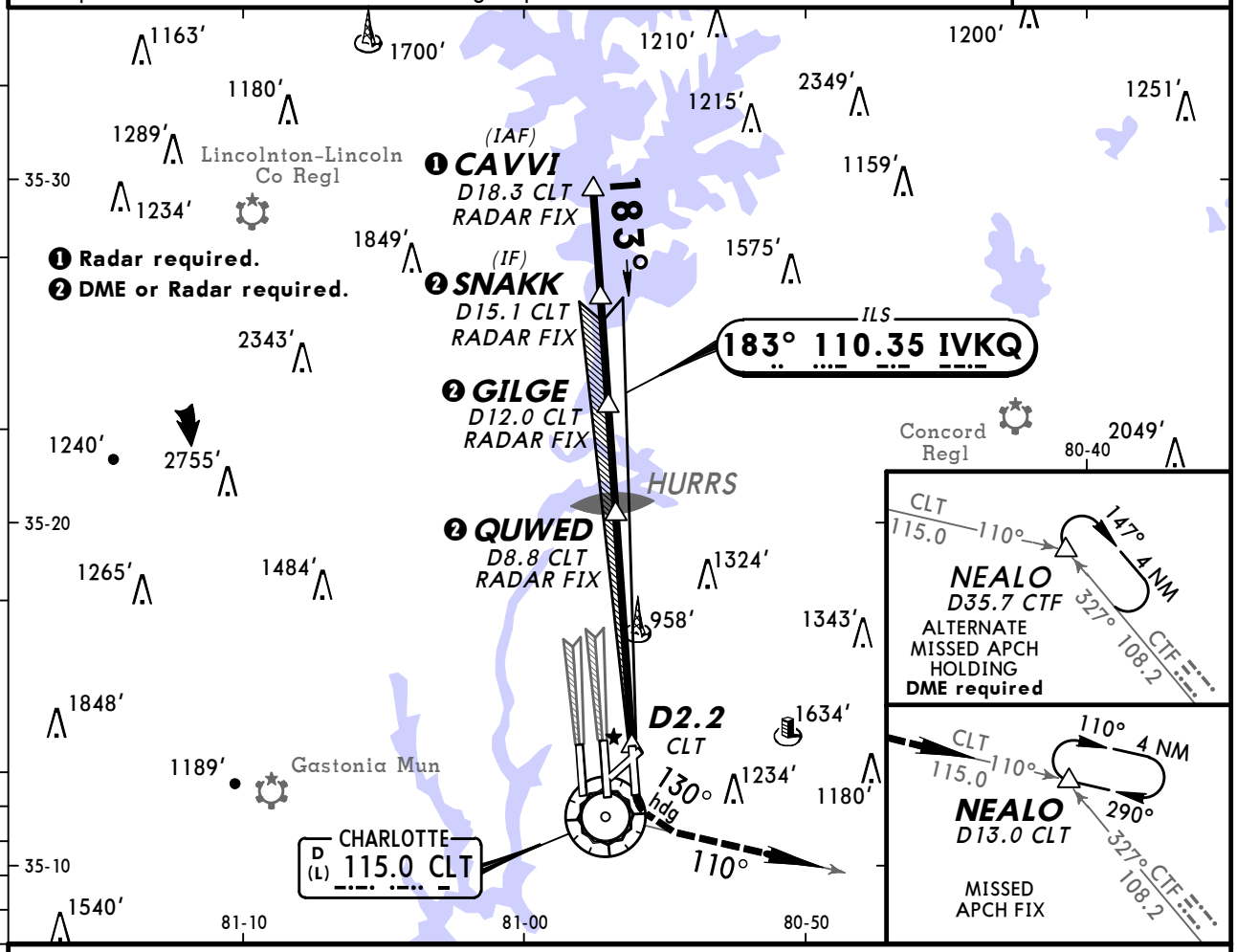
MISSED APCH: Climb to 1240' then climbing LEFT turn to 4000' via heading 130° and outbound via CLT VOR R-110 to NEALO/D13.0 CLT and hold.

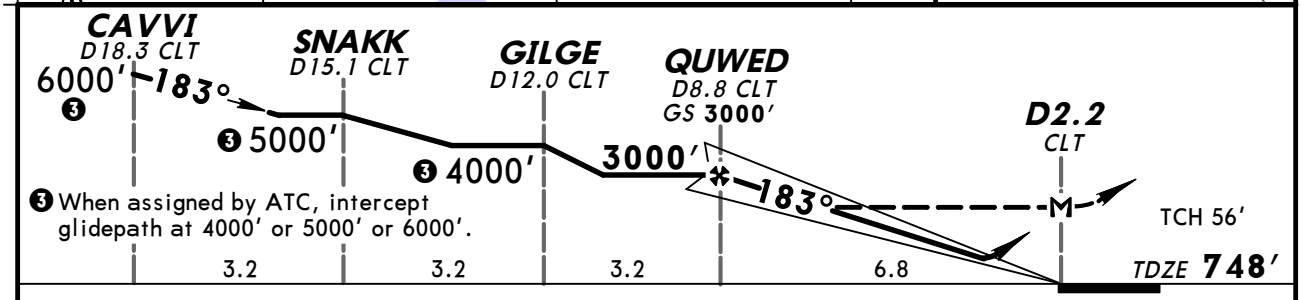
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 18C/R. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.2 CLT or QUWED to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

REIL VASI-R	1240'	4000' LT	via	130° hdg	and	CLT 115.0 R-110

TERPS AMEND 7 11 FEB 2010

STRAIGHT-IN LANDING RWY 18L	ILS DA(H) 1022' (274')	1 LOC (GS out) MDA(H) 1260' (512')	CIRCLE-TO-LAND Max Kts	DAY MDA(H)	NIGHT
A	RVR 50 or 1	RVR 50 or 1	90	1260' (512') -1	NA
B			120		
C		1½	140	1260' (512') -1½	
D		1¾	165	1300' (552') -2	

1 Not authorized during simultaneous operations.

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 (11-3) Eff 9 Feb

CHARLOTTE, N CAR
ILS or LOC Rwy 18C

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

BRIEFING STRIP™

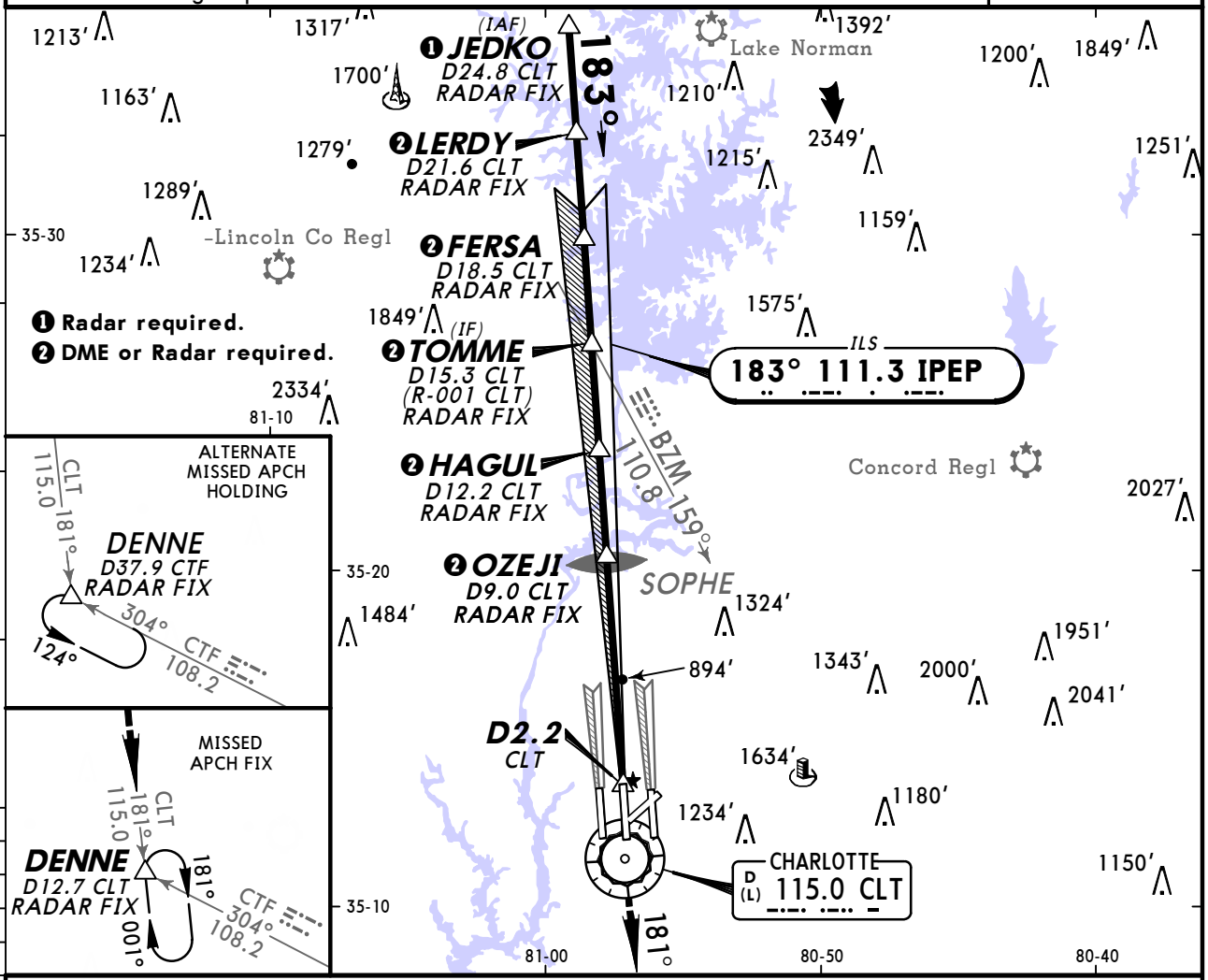
LOC IPEP	Final Apch Crs	GS OZEJI	ILS DA(H)	Apt Elev / TDZE
111.3	183°	3000' (2258')	942' (200')	748' / 742'

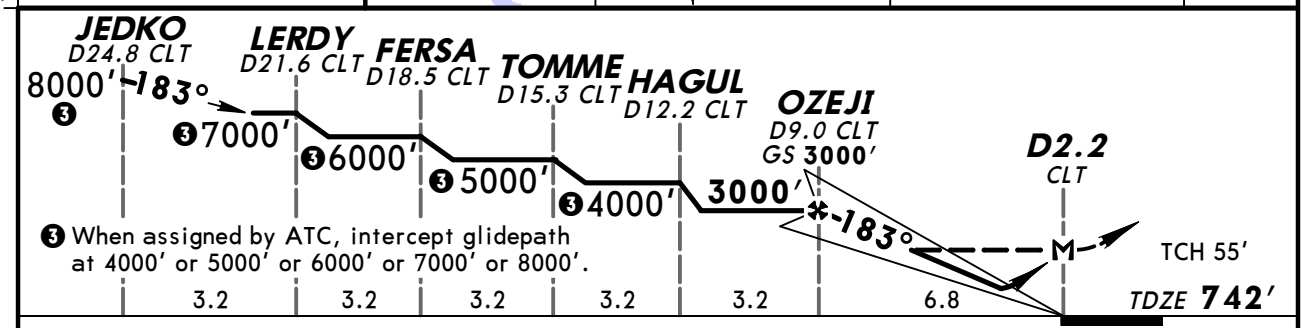
MISSED APCH: Climb to 3000' outbound on CLT VOR R-181 to DENNE INT/D12.7 CLT and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 18L/R.
2. VGSI and ILS glidepath not coincident.

3800'
MSA CLT VOR





❸ When assigned by ATC, intercept glidepath at 4000' or 5000' or 6000' or 7000' or 8000'.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.2 CLT or OZEJI to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR PAPI | 3000' | CLT on 115.0 R-181 | DENNE

TERPS AMEND 10A 9 FEB 2012

STRAIGHT-IN LANDING RWY 18C

	ILS DA(H) 942' (200') FULL	ILS RAIL or ALS out	2 LOC (GS out) MDA(H) 1200' (458')	RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized at Night MDA(H)
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1240' (492') - 1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	1260' (512') - 1½
D			RVR 50 or 1	1½		165	1300' (552') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

CHANGES: DENNE intersection.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

26 NOV 10 (11-4)

CHARLOTTE, N CAR
ILS or LOC Rwy 18R

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

BRIEFING STRIP™

LOC IRGS	Final Apch Crs	GS JHUNT	ILS DA(H)	Apt Elev 748' TDZE 744'
110.15	183°	3000' (2256')	944' (200')	

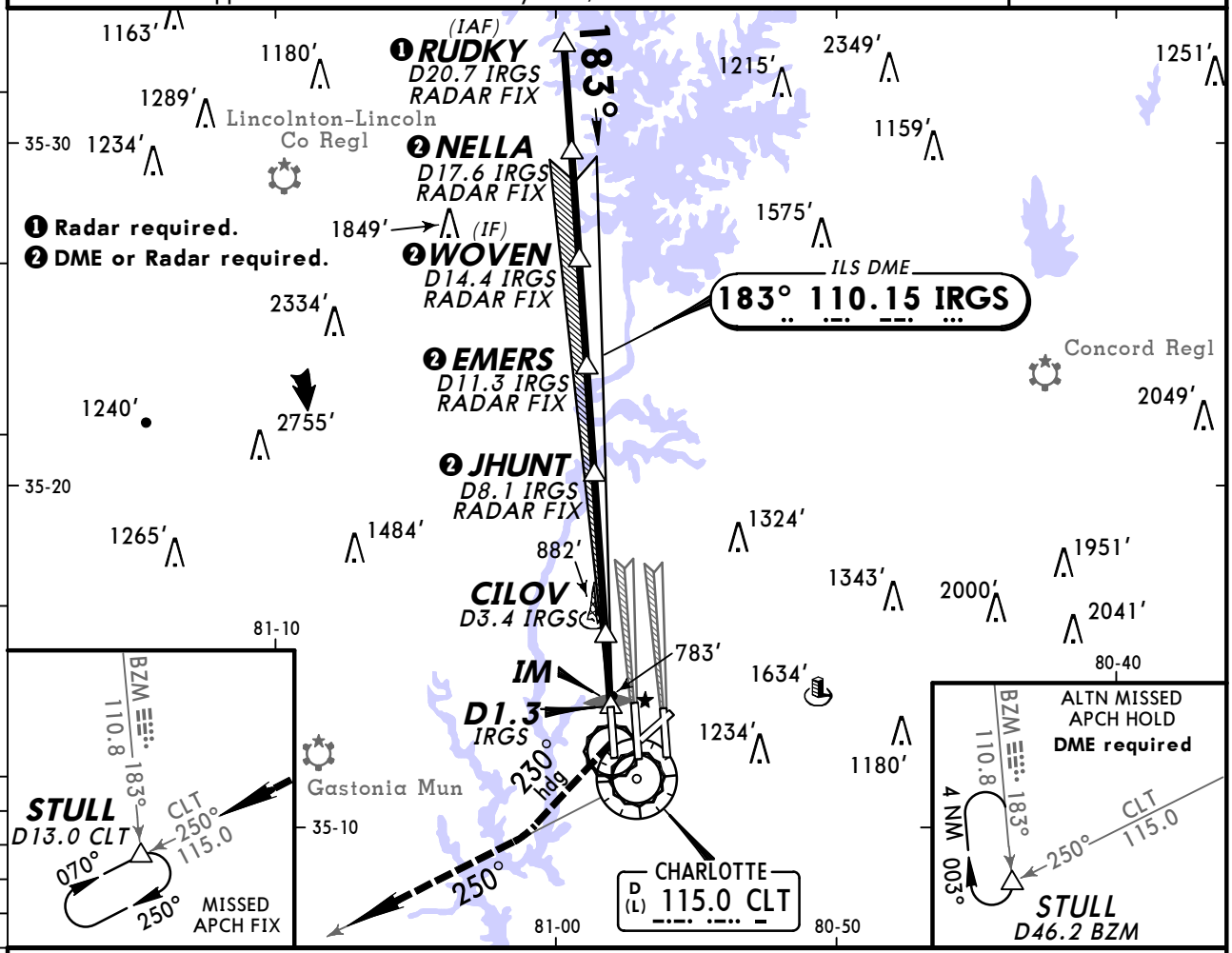
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' via heading 230° and outbound on CLT VOR R-250 to STULL INT/D13.0 CLT and hold.

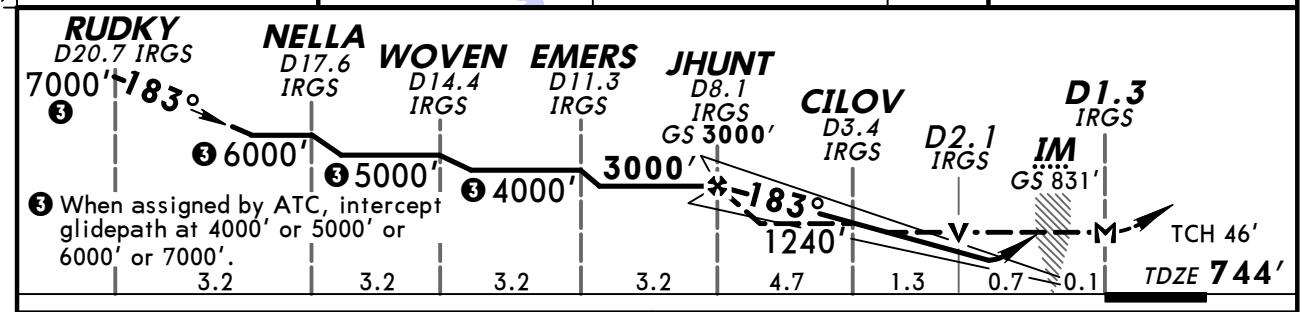
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 18L/C.

3800'

MSA CLT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.3 IRGS or JHUNT to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

ALSF-II PAPI | 1200' | 4000' RT via 230° hdg and CLT 115.0 R-250

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 944' (200')			❶ LOC (GS out) MDA(H) 1040' (296') With CILOV		MDA(H) 1240' (496') Without CILOV		CIRCLE-TO-LAND Not Authorized at Night	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	1240' (492')-1
B								120	
C						RVR 40 or 3/4	RVR 60 or 1 1/4	140	1260' (512')-1 1/2
D				RVR 40 or 3/4		RVR 50 or 1	1 1/2	165	1300' (552')-2

❶ Not authorized during simultaneous operations.

TERPS AMEND 0 11 FEB 2010

CHANGES: PAPI location.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 26 NOV 10 (11-4A)

CHARLOTTE, N CAR
ILS Rwy 18R CAT II & III

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000' 246°- 074°	Above 8000' 075°- 245°	8000' & Below 001°- 119°	8000' & Below 120°- 245°	8000' & Below 246°- 360°	Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IRGS 110.15	183°	JHUNT 3000' (2256')	NA	Refer to Minimums		RA 106' DA(H) 844' (100')	748' TDZE 744'

MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' via heading 230° and outbound on CLT VOR R-250 to STULL INT/D13.0 CLT and hold.

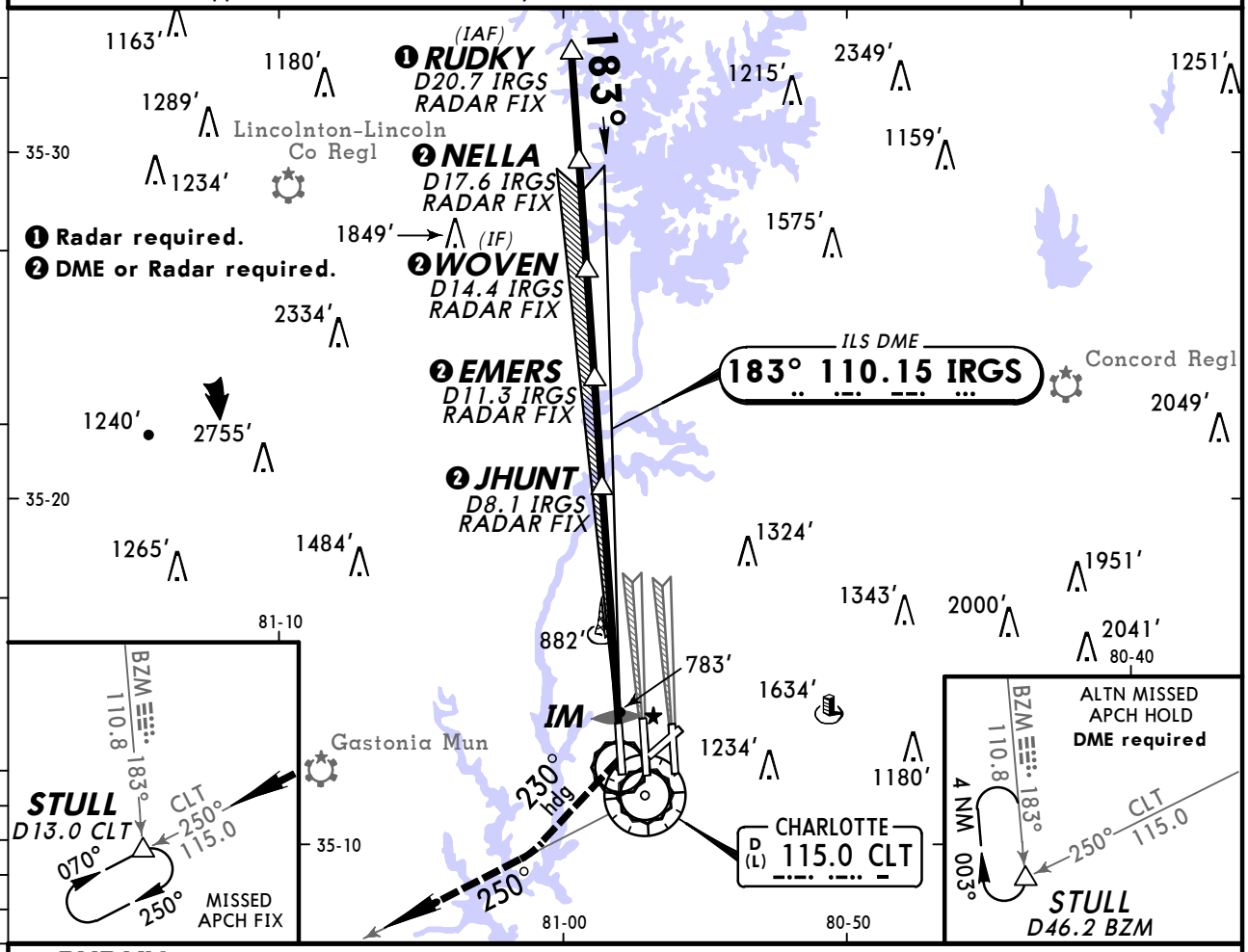
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

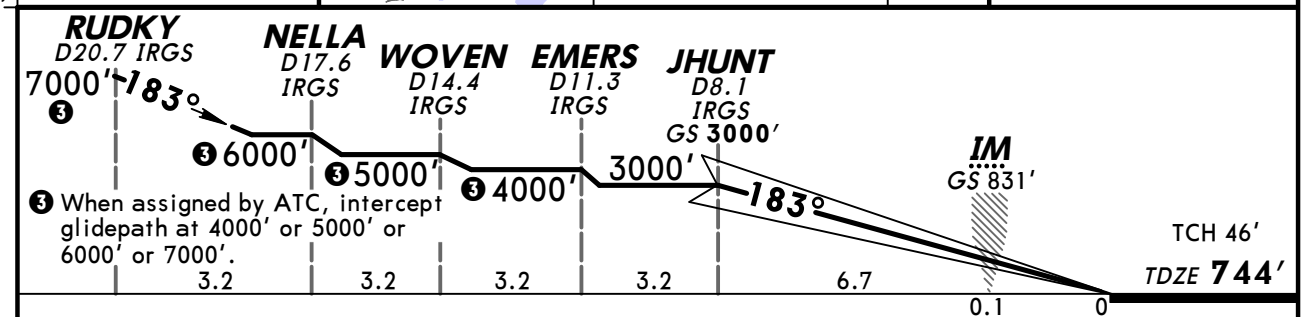
1. **Special Aircrew & Acft Certification Required.**
2. Simultaneous approach authorized with Rwys 18L/C.

3800'

MSA CLT VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI — 1200' — 4000' RT via 230° hdg and CLT 115.0 R-250

STRAIGHT-IN LANDING RWY 18R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' DA(H) 844' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 0 11 FEB 2010

CHANGES: PAPI location.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

10 DEC 10 (11-5)

CHARLOTTE, N CAR
ILS OR LOC Rwy 23

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP ™

LOC IAPU	Final Apch Crs	GS LECAR	ILS DA(H)	Apt Elev 748'
109.5	235°	2500' (1753')	1100' (353')	TDZE 747'

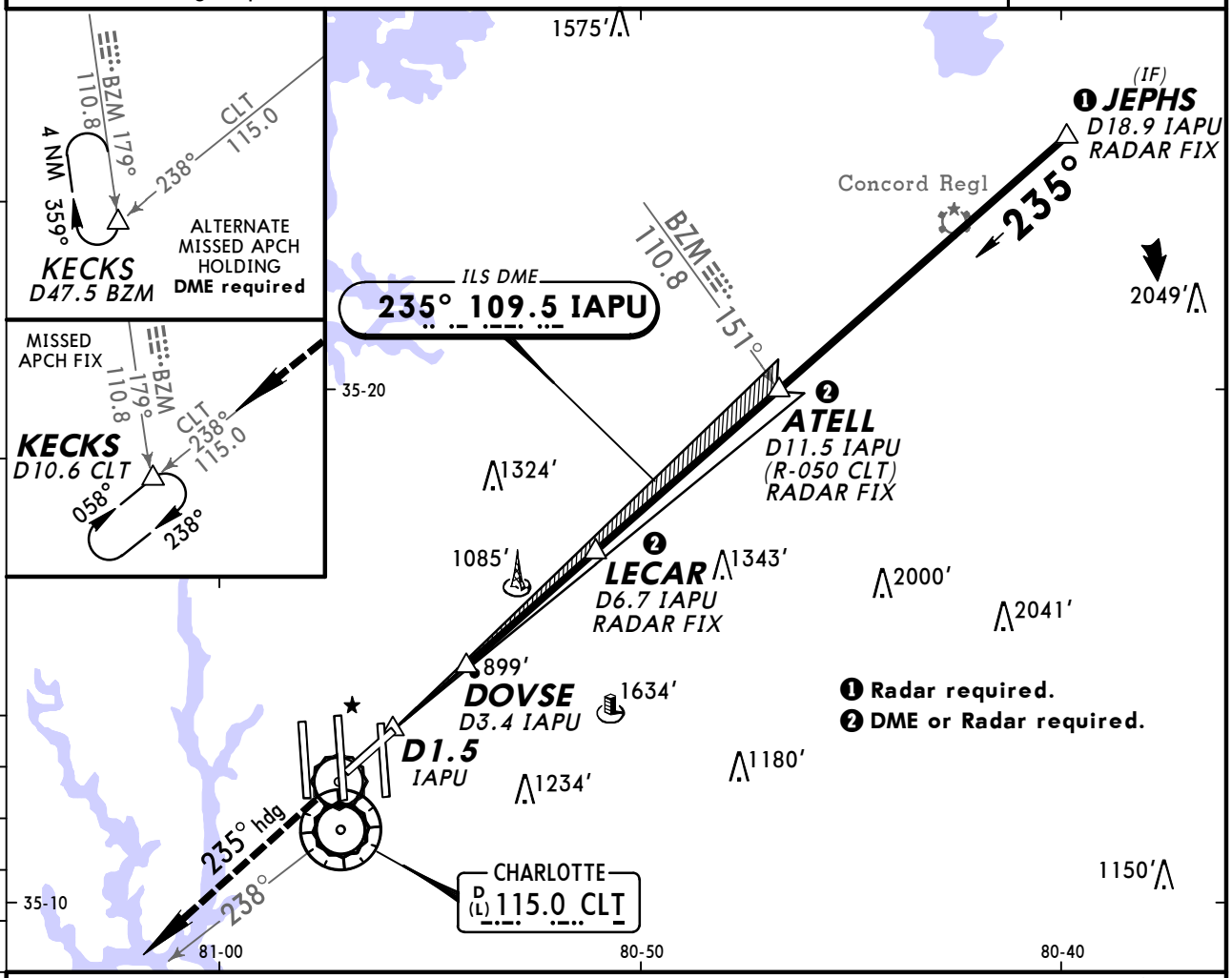
MISSED APCH: Climb to 4000' via heading 235° and outbound on CLT VOR R-238 KECKS INT/D10.6 CLT and hold, continue climb-in-hold to 4000'.

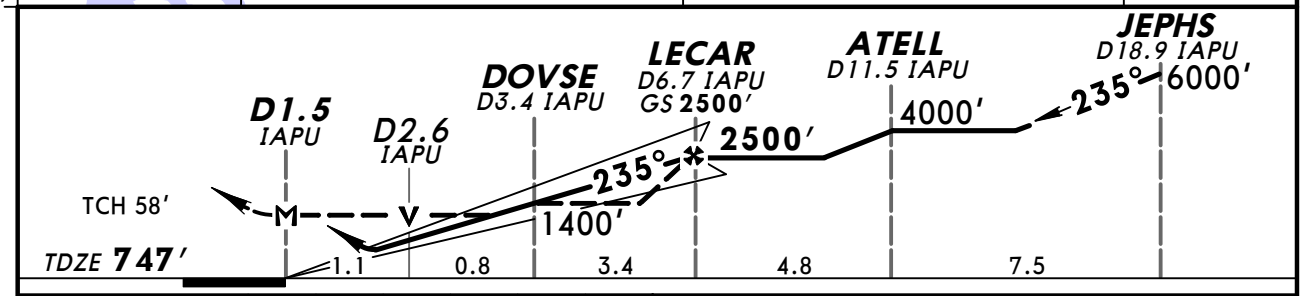
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. GS unusable below 1100' MSL.

3800'

MSA CLT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.5 IAPU or LECAR to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

REIL VASI-R	4000'	via	235° hdg	and	CLT 115.0 R-238	KECKS

TERPS AMEND 3A 16 DEC 2010

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND Not Authorized at Night		
	ILS	LOC (GS out) With DOVSE	LOC (GS out) Without DOVSE	Max Kts	With DOVSE MDA(H)	Without DOVSE MDA(H)
	DA(H) 1100' (353')	MDA(H) 1160' (413')	MDA(H) 1400' (653')			
A	RVR 60 or 1¼	RVR 50 or 1	RVR 50 or 1	90	1240' (492')-1	1400' (652')-1
B				120		
C		RVR 60 or 1¼	1¾	140	1260' (512')-1½	1400' (652')-1¾
D			2	165	1300' (552')-2	1400' (652')-2

CHANGES: Straight-in minimums.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

19 MAR 10 (11-6)

CHARLOTTE, N CAR
ILS or LOC Rwy 36L

BRIEFING STRIP™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

LOC IXUU	Final Apch Crs	GS NLSON	ILS DA(H)	Apt Elev 748' TDZE 744'
110.15	003°	2500' (1756')	944' (200')	

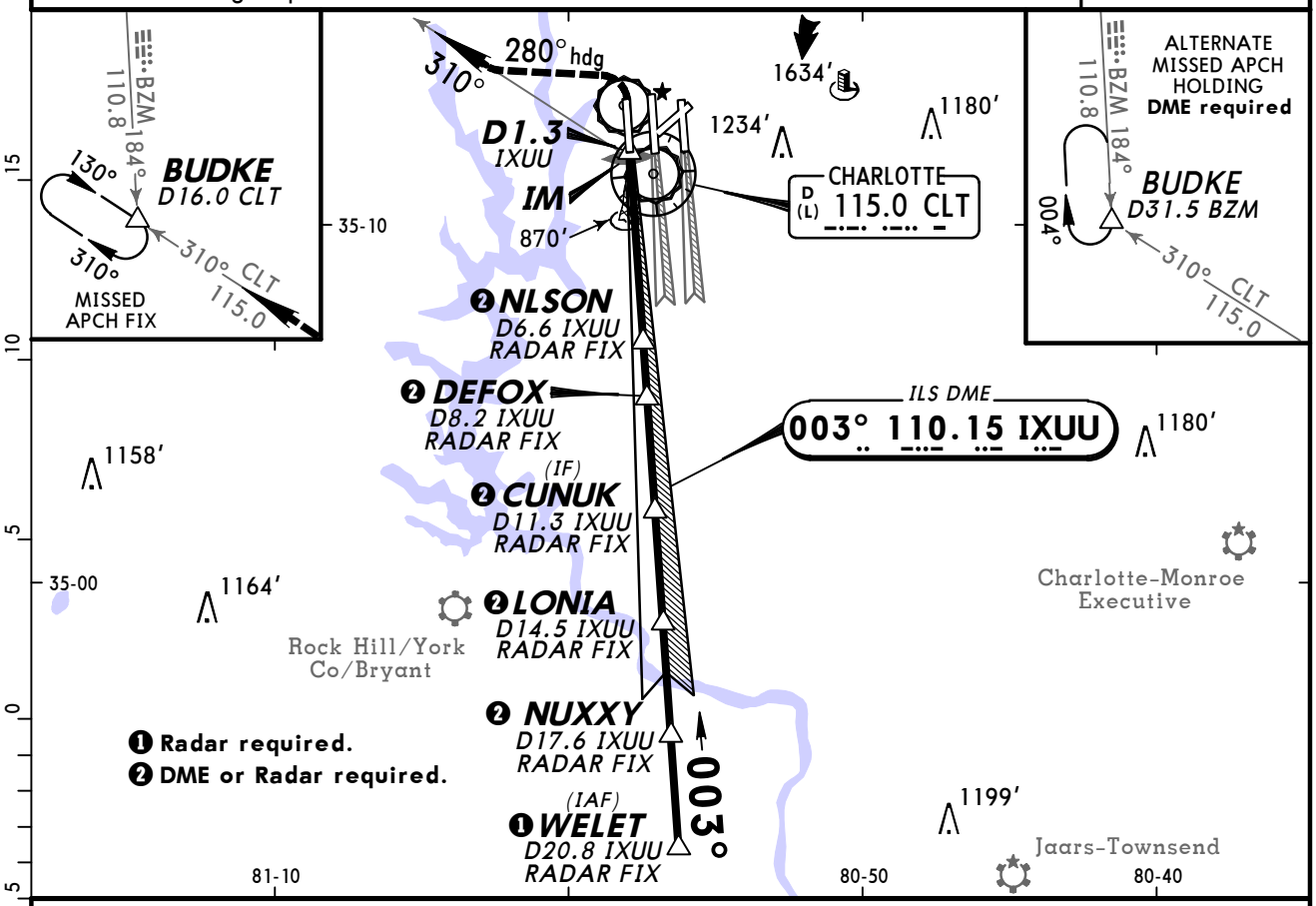
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' via heading 280° and outbound on CLT VOR R-310 to BUDKE INT/D16.0 CLT and hold.

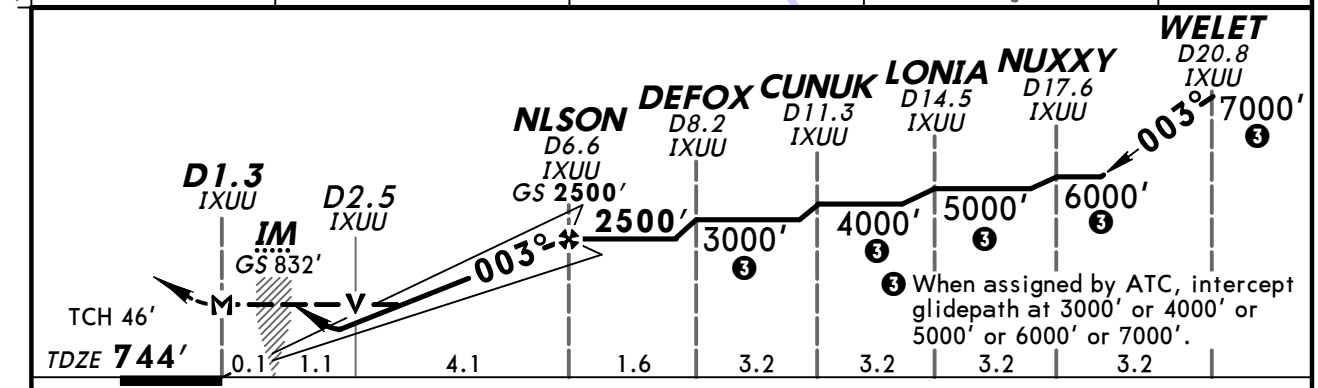
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 36C/R.
2. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.3 IXUU or NLSON to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI ALSF-II

1200' ↑ 4000' ↰ LT via 280° hdg and CLT 115.0 R-310

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 944' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 1180' (436')	ALS out	CIRCLE-TO-LAND Not Authorized at Night Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1240' (492')-1
B						120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140	1260' (512')-1 1/2
D				RVR 50 or 1	1 1/2	165	1300' (552')-2

1 Not authorized during simultaneous operations.

TERPS AMEND 0 11 FEB 2010

CHANGES: Lighting.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 19 MAR 10 (11-6A)

CHARLOTTE, N CAR
ILS Rwy 36L CAT II & III

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000' 246°- 074°	Above 8000' 075°- 245°	8000' & Below 001°- 119°	8000' & Below 120°- 245°	8000' & Below 246°- 360°	Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IXUU 110.15	003°	NLSON 2500' (1756')	NA	Refer to Minimums		RA 106' DA(H) 844' (100')	748' TDZE 744'

BRIEFING STRIP™

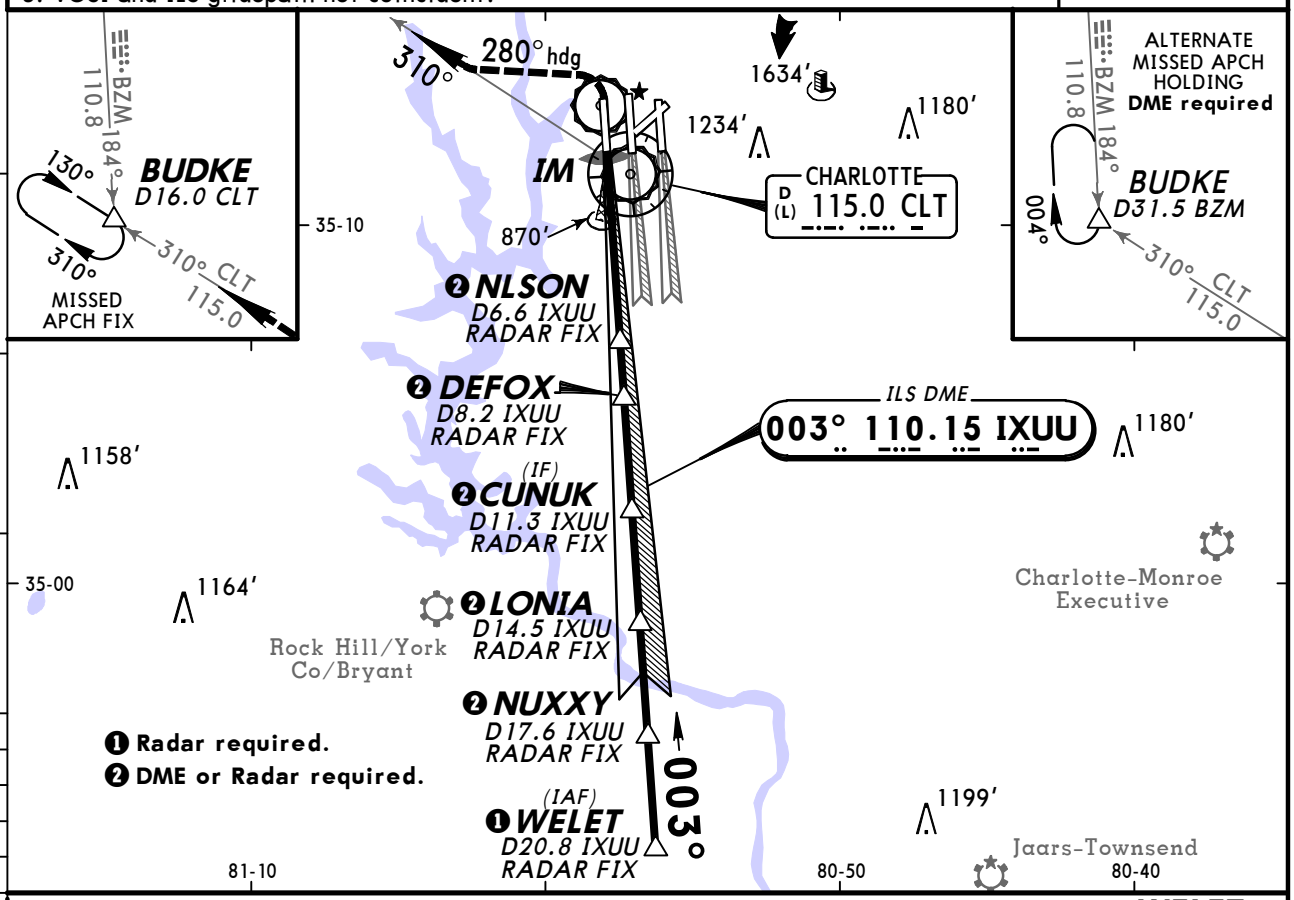
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' via heading 280° and outbound on CLT VOR R-310 to BUDKE INT/D16.0 CLT and hold.

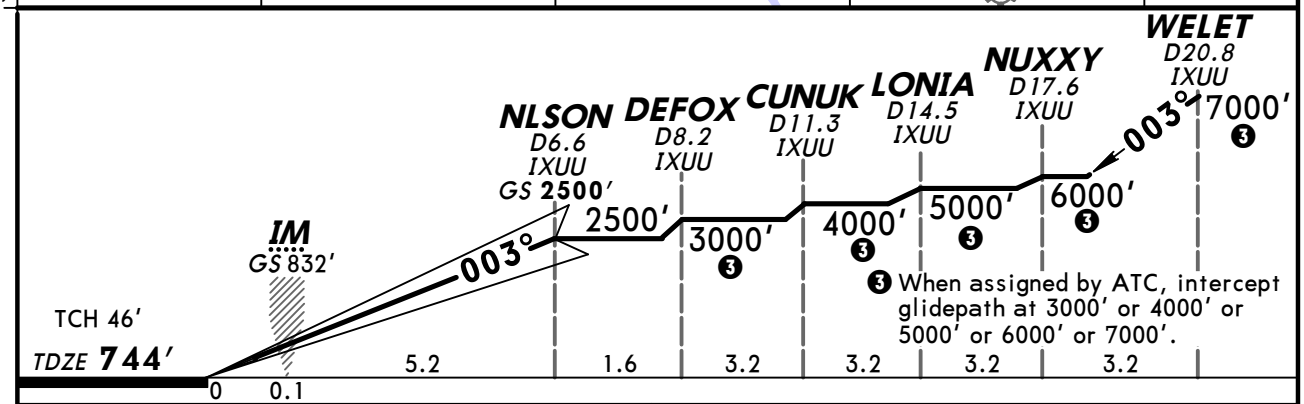
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **Special Aircrew & Acft Certification Required.**
2. Simultaneous approach authorized with Rwys 36C/R.
3. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

PAPI ALSF-II 1200' 4000' LT via 280° hdg and CLT 115.0 R-310

STRAIGHT-IN LANDING RWY36L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' DA(H) 844' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 0 11 FEB 2010

CHANGES: Lighting.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 (11-7) Eff 9 Feb

CHARLOTTE, N CAR
ILS or LOC Rwy 36C

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

BRIEFING STRIP ™

LOC IDQG	Final Apch Crs	GS GLASI	ILS DA(H)	Apt Elev 748'
111.7	003°	2500' (1793')	907' (200')	TDZE 707'

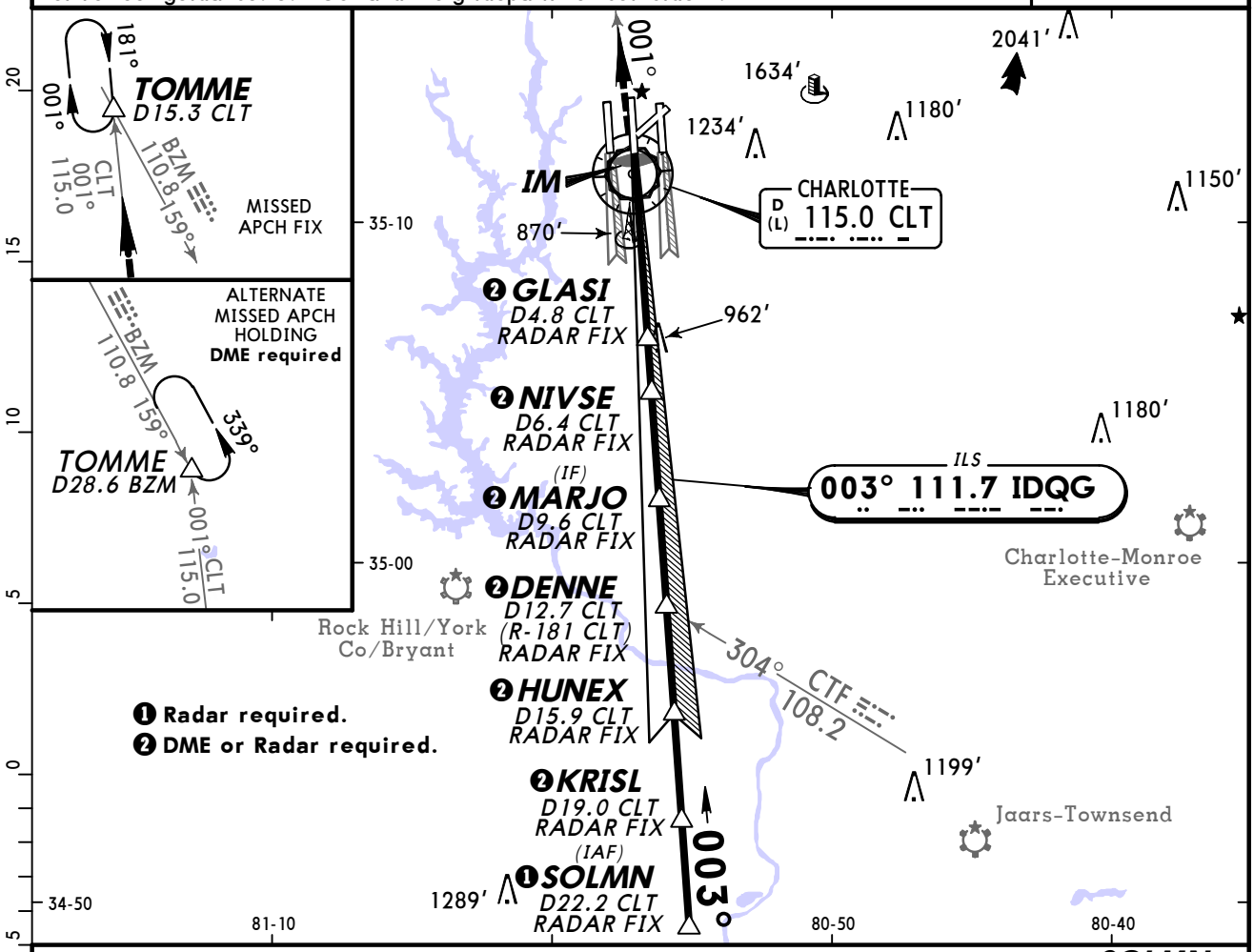
MISSED APCH: Climb to 3000' outbound on CLT VOR R-001 to TOMME/D15.3 CLT and hold, or as directed by ATC.

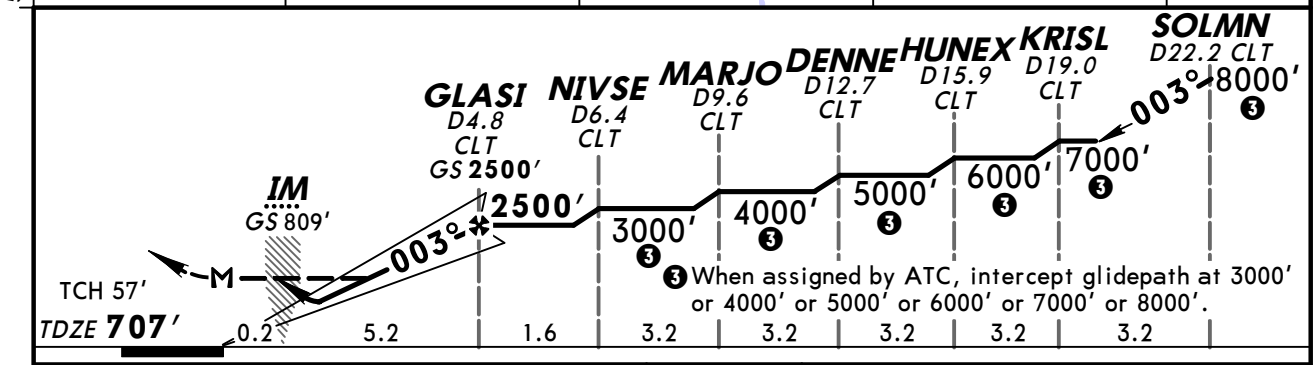
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 36L/R. 2. IDQG LOC Rwy 36C unusable for rollout guidance. 3. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
GLASI to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI 3000' on CLT 115.0 R-001 TOMME

TERPS AMEND 16A 9 FEB 2012

STRAIGHT-IN LANDING RWY36C

	ILS DA(H) 907' (200')			1 LOC (GS out) MDA(H) 1120' (413')	
	FULL	TDZ or CL out	ALS out		ALS out
A/B	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
C					RVR 60 or 1¼
D					

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90/120	1240' (492')-1	NA
140	1260' (512')-1½	
165	1300' (552')-2	

1 Not authorized during simultaneous operations.

CHANGES: DENNE intersection, LOC minimums.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb

CHARLOTTE, N CAR
(11-7A) ILS Rwy 36C CAT II & III

BRIEFING STRIP™

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 748'
IDQG 111.7	003°	GLASI 2500' (1793')	NA	Refer to Minimums		RA 126' DA(H) 807' (100')	TDZE 707'

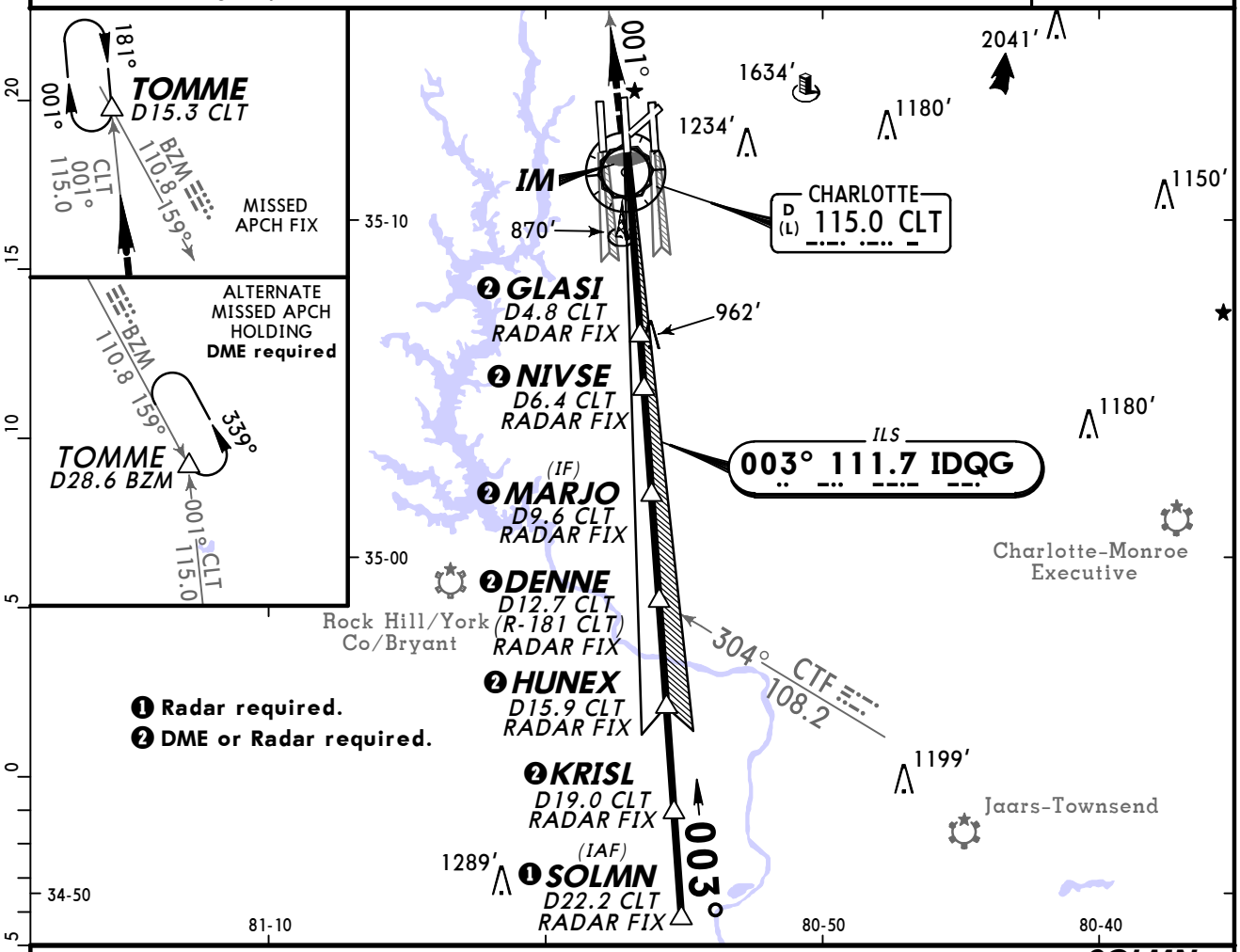
MISSED APCH: Climb to 3000' outbound on CLT VOR R-001 to TOMME/D15.3 CLT and hold, or as directed by ATC.

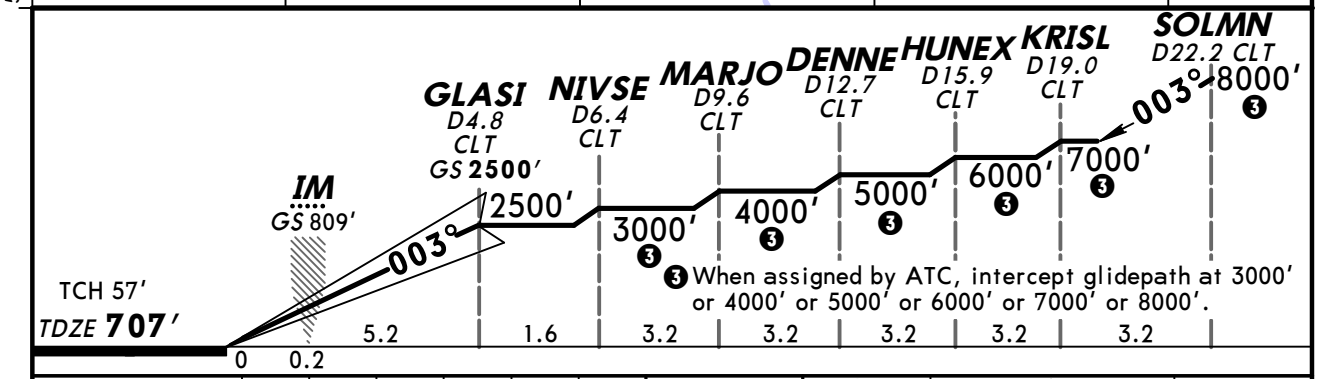
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwys 36L/R. 3. IDQG LOC Rwy 36C unusable for rollout guidance. 4. VGSI and ILS glidepath not coincident.

3800'

MSA CLT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 3000' on CLT 115.0 R-001 TOMME

STRAIGHT-IN LANDING RWY36C

CAT IIIC	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 126' DA(H) 807' (100')
NA	RVR 7	RVR 7	RVR 12

TERPS AMEND 16A 9 FEB 2012

CHANGES: DENNE intersection, CAT IIIB minimums.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 5 FEB 10 (11-8) Eff 11 Feb

CHARLOTTE, N CAR
ILS or LOC Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

LOC IBQC	Final Apch Crs	GS HAYOU	ILS DA(H)	Apt Elev / TDZE
108.9	003°	2500' (1773')	927' (200')	748' / TDZE 727'

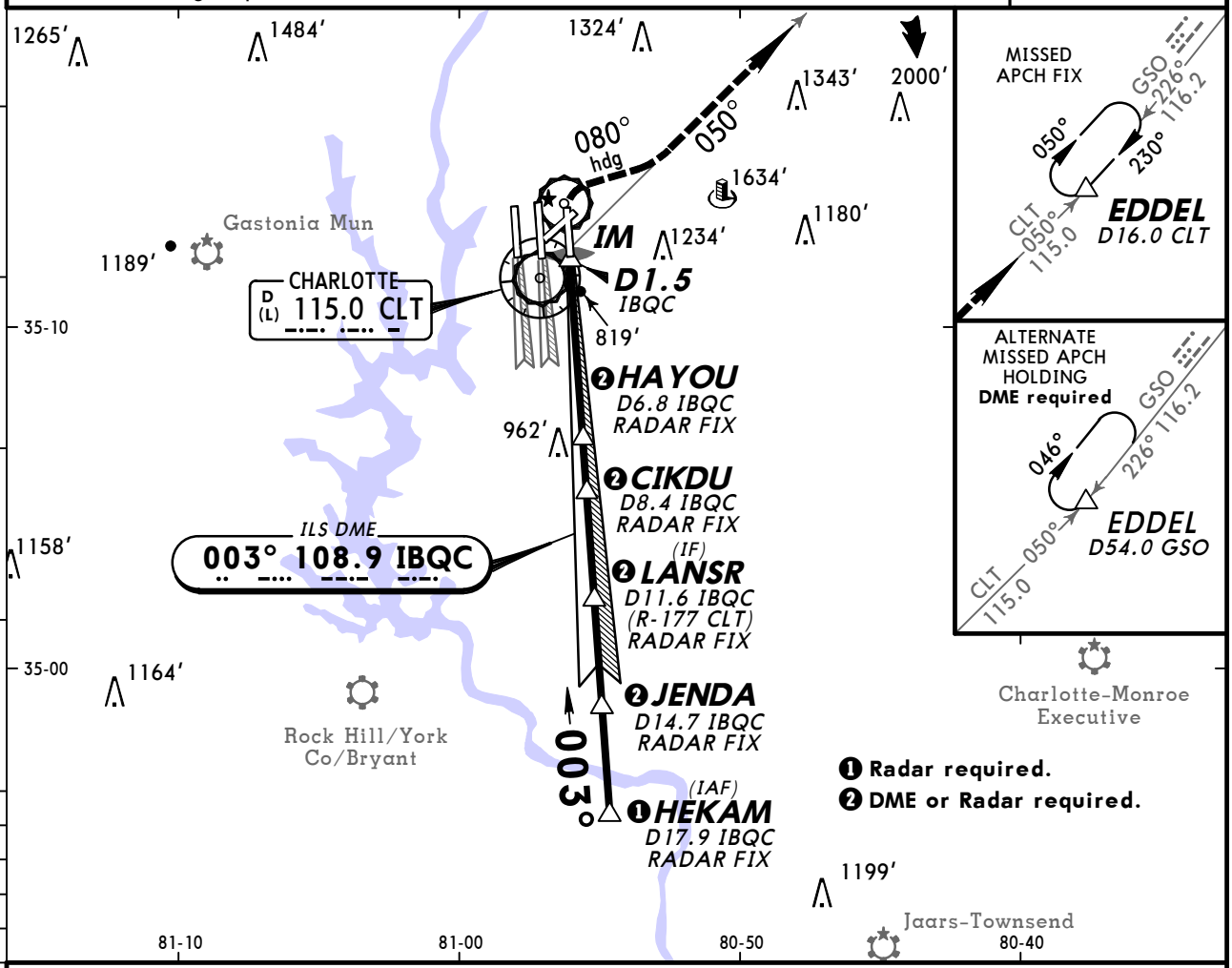
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' via heading 080° and outbound on CLT VOR R-050 to EDDEL/D16.0 CLT and hold.

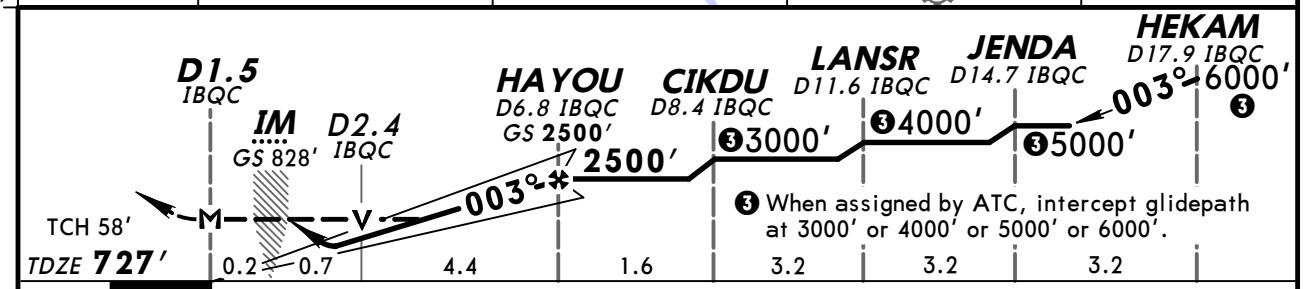
3800'

MSA CLT VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 36L/C.
2. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.5 IBQC or HAYOU to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II PAPI

1200' ↑ | 4000' ↱ RT via 080° hdg and CLT 115.0 R-050

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 927' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 1080' (353')	ALS out
A/B	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND
Not Authorized at Night

Max Kts	MDA(H)
90/120	1240' (492') - 1
140	1260' (512') - 1½
165	1300' (552') - 2

1 Not authorized during simultaneous operations.

TERPS AMEND 11 11 FEB 2010

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 5 FEB 10 **Eff 11 Feb**

(11-8A)

CHARLOTTE, N CAR
ILS Rwy 36R CAT II & III

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IBQC 108.9	003°	HAYOU 2500' (1773')	NA	Refer to Minimums		RA 119' DA(H)827'(100')	748' TDZE 727'

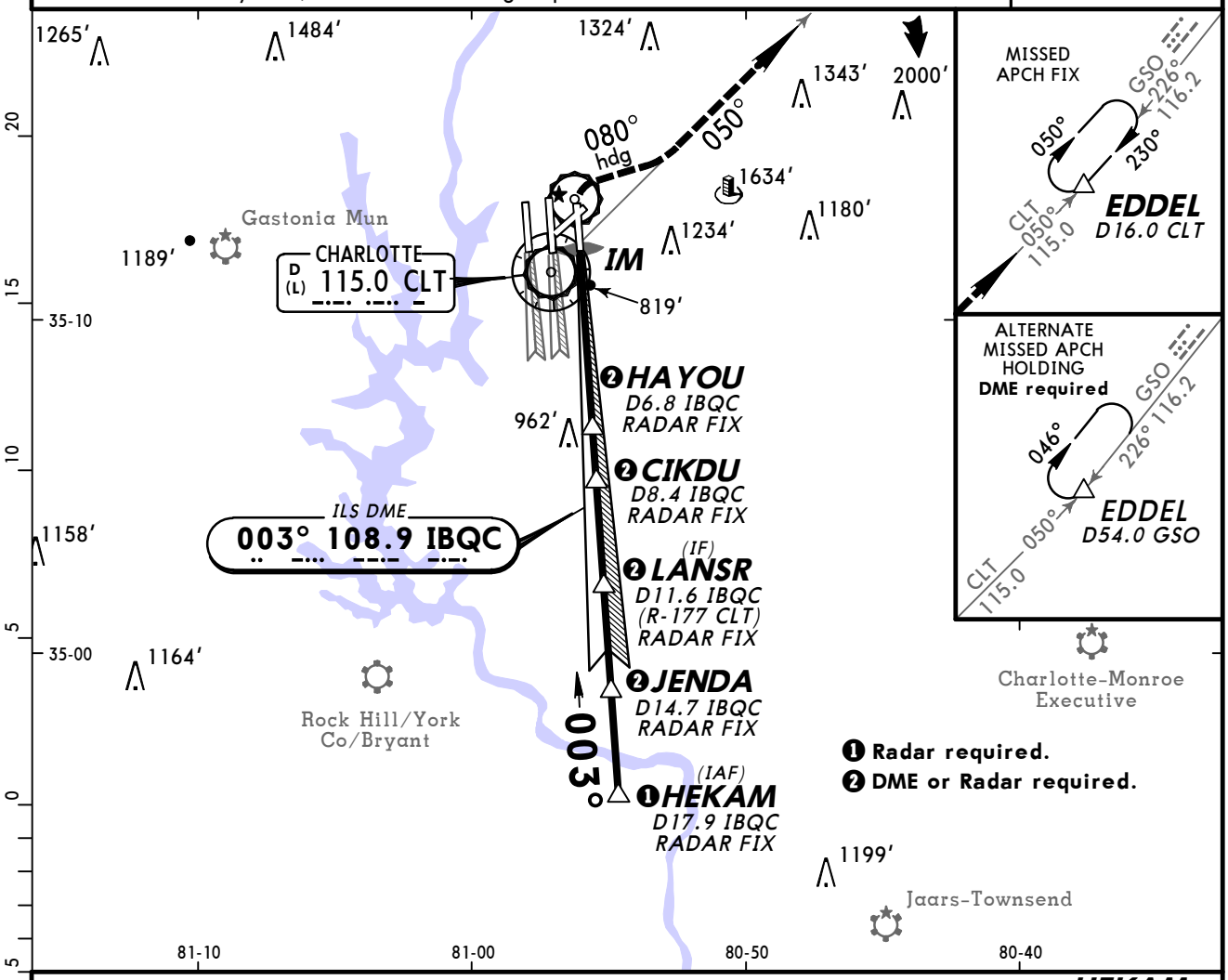
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' via heading 080° and outbound on CLT VOR R-050 to EDDEL/D16.0 CLT and hold.

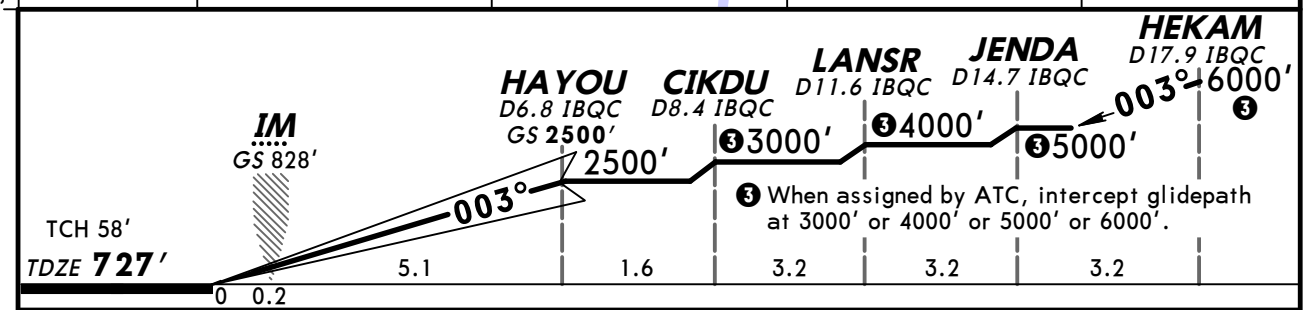
3800'

MSA CLT VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. Simultaneous approach authorized with Rwys 36L/C. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1200' | 4000' RT via 080° hdg and CLT 115.0 R-050

STRAIGHT-IN LANDING RWY **36R**

CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 119' DA(H) 827'(100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 11 11 FEB 2010

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

5 FEB 10 **Eff 11 Feb** (12-1)

JEPPESEN

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 5

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 748'
Ch 70300 W-05A	055°	ERKAW 2500' (1784')	916' (200')	TDZE 716'

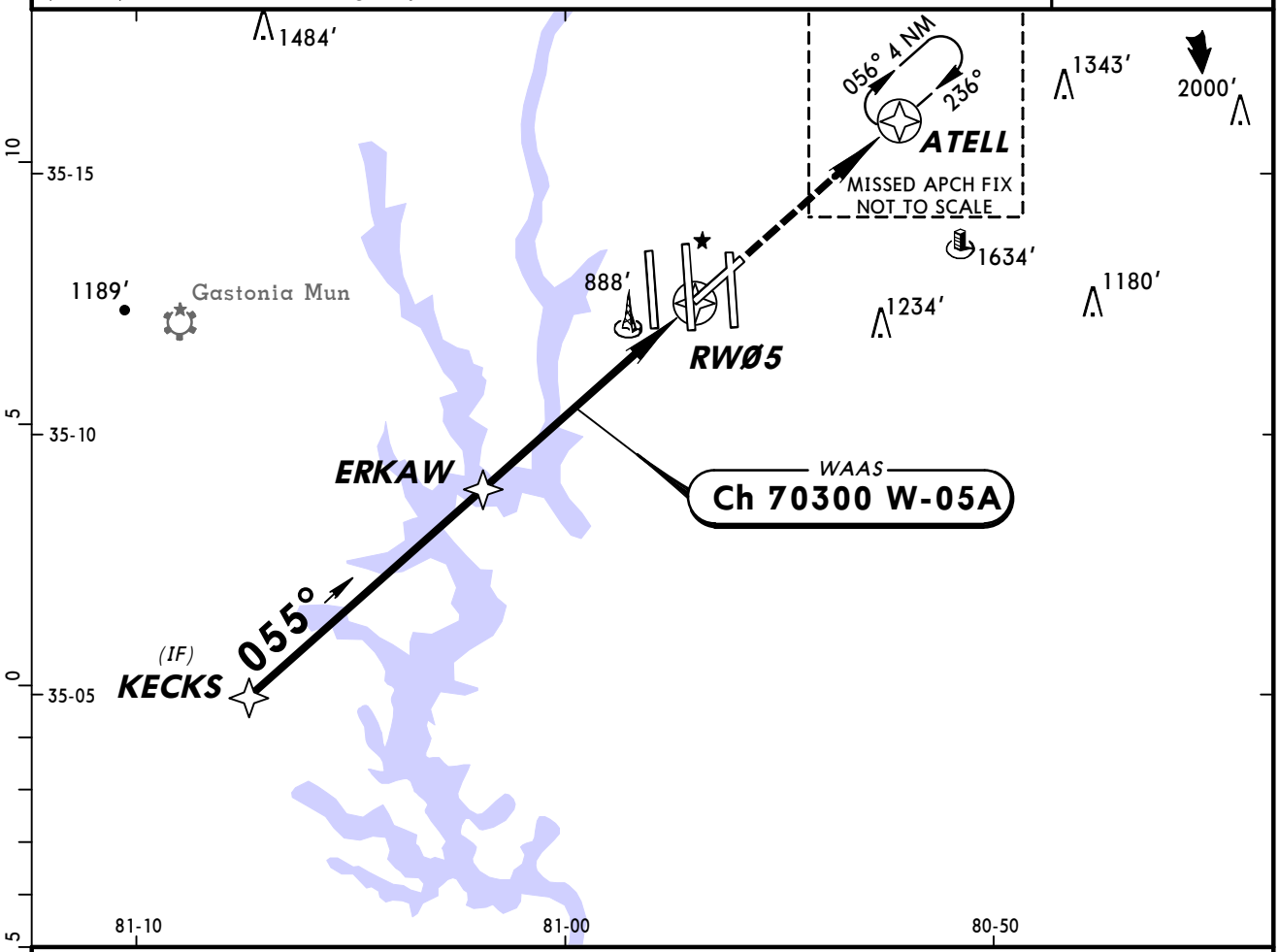
MISSED APCH: Climb to 4000' direct ATELL and hold, continue climb-in-hold to 4000'

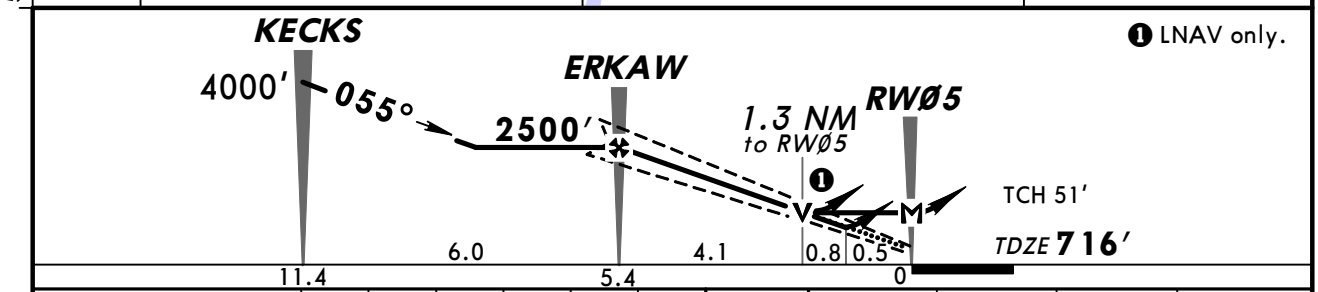
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'

MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 4000' ATELL

TERPS AMEND 3 11 FEB 2010

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 916' (200') RAIL or ALS out		LNAV/VNAV DA(H) 1180' (464') RAIL or ALS out		LNAV MDA(H) 1140' (424') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1¼	1¾	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1¼
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240' (492') -1	NA
120		
140	1260' (512') -1½	
165	1300' (552') -2	

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 5 FEB 10 Eff 11 Feb (12-2)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 18L

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 748'
Ch 77500 W-18A	183°	QUWED 3000' (2252')	1083' (335')	TDZE 748'

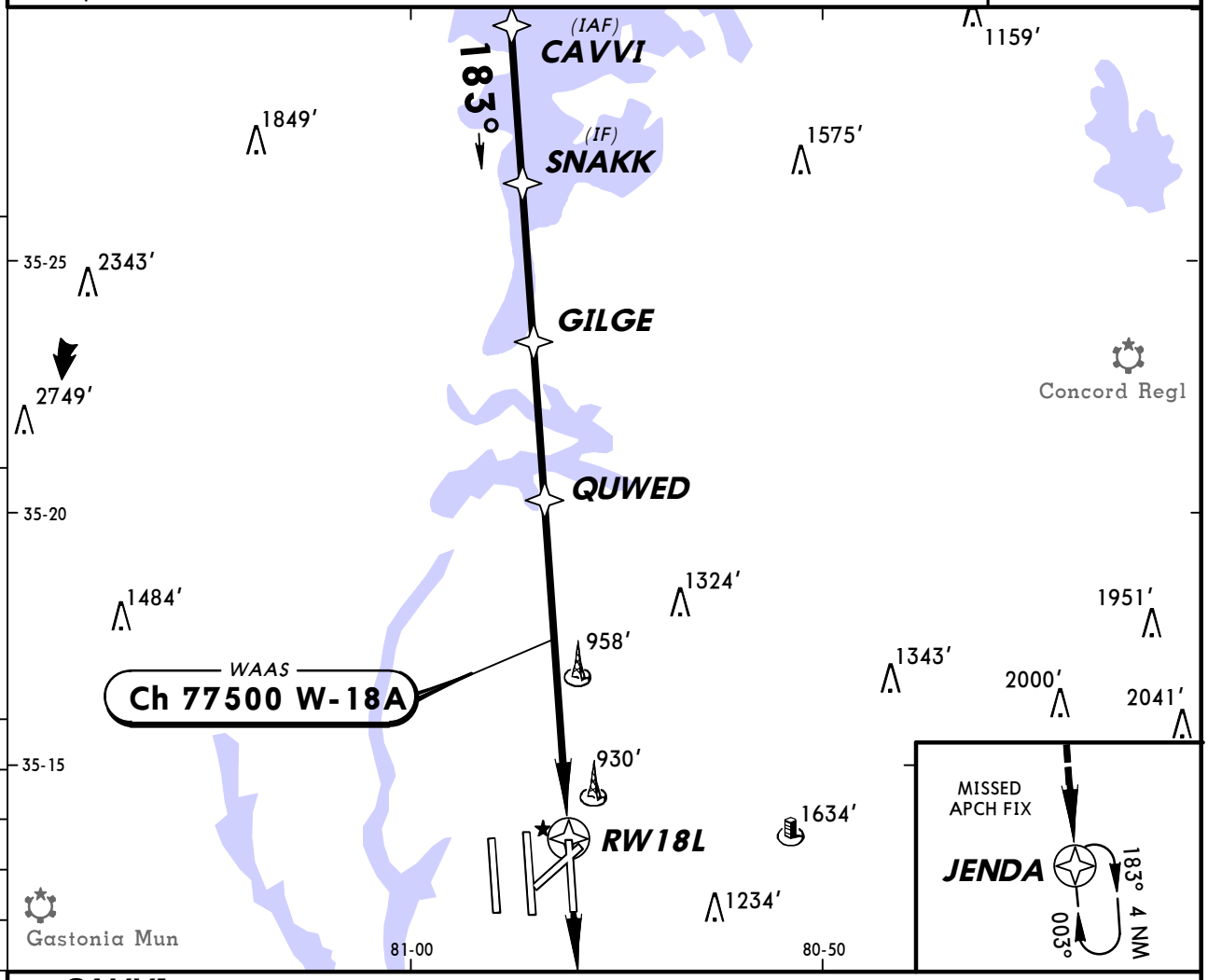
MISSED APCH: Climb to 3000' direct JENDA and hold.

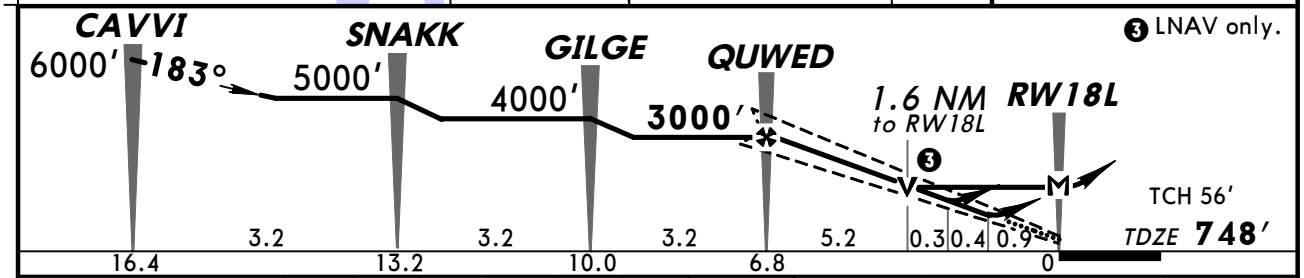
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

3800'

MSA RW18L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18L						

REIL VASI-R | 3000' | D | JENDA

TERPS AMEND 3 11 FEB 2010

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND		
	LPV DA(H) 1083' (335')	LNAV/VNAV DA(H) 1222' (474')	LNAV MDA(H) 1260' (512')	Max Kts	DAY MDA(H)	NIGHT
A	RVR 60 or 1¼	1¾	RVR 50 or 1	90	1260' (512') -1	NA
B				120		
C			1½	140	1260' (512') -1½	
D			1¾	165	1300' (552') -2	

CHANGES: Procedure.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (12-3)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 18C

BRIEFING STRIP™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

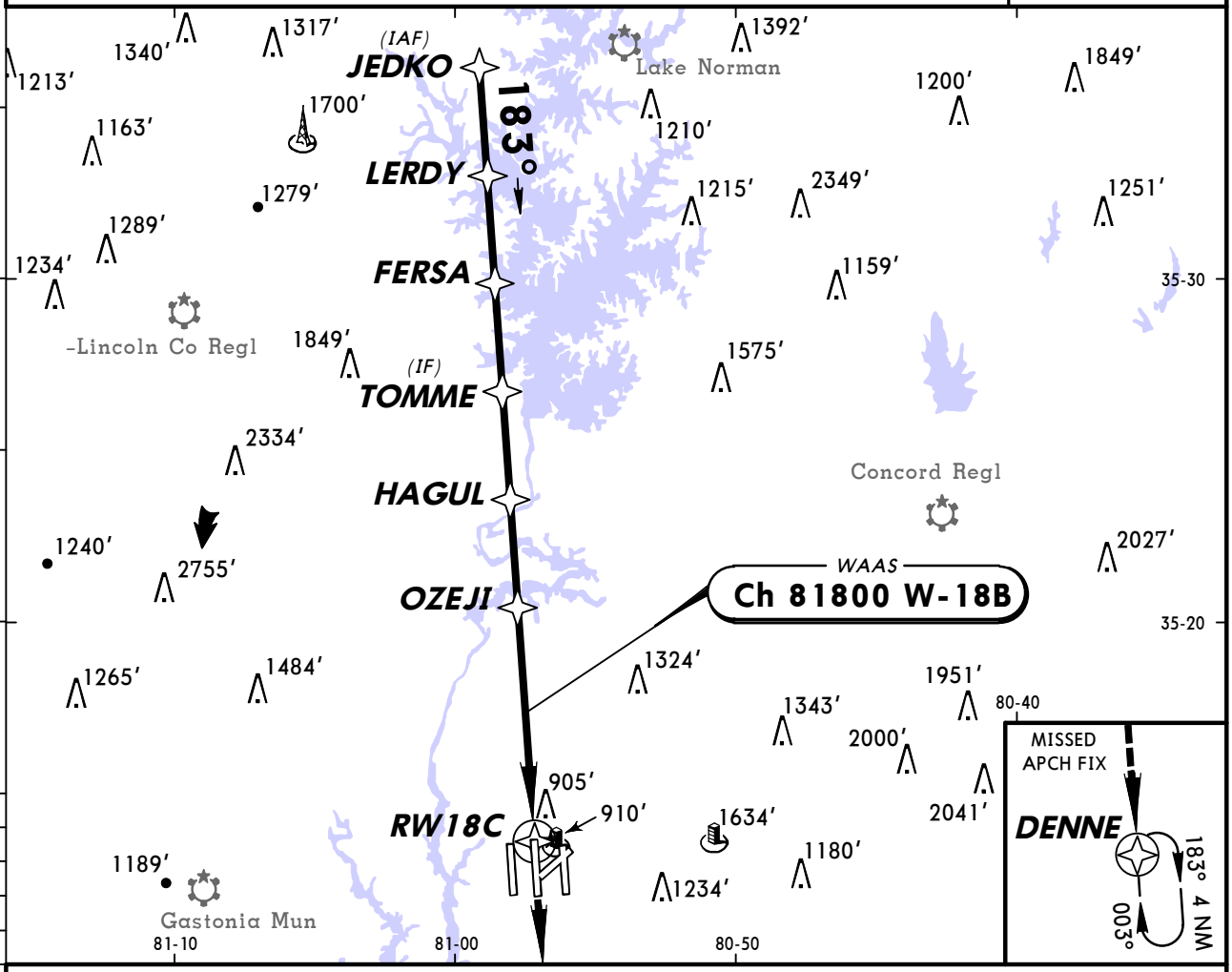
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 748'
Ch 81800 W-18B	183°	OZEJI 3000'(2258')	942'(200')	TDZE 742'

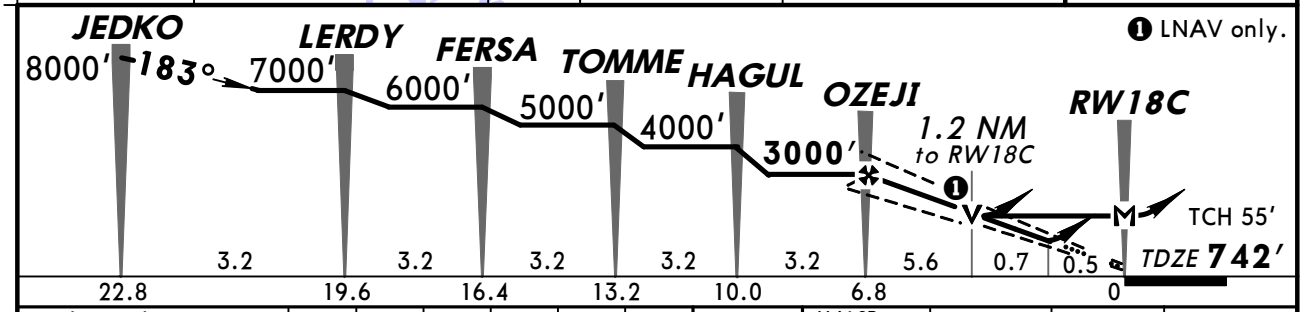
MISSED APCH: Climb to 3000' direct DENNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'
MSA RW18C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18C						

MALSR PAPI 3000' D DENNE

STRAIGHT-IN LANDING RWY 18C

	LPV DA(H) 942'(200') RAIL or ALS out		LNAV/VNAV DA(H) 1192'(450') RAIL or ALS out		LNAV MDA(H) 1200'(458') RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240'(492')-1	NA
120		
140	1260'(512')-1½	
165	1300'(552')-2	

TERPS AMEND 3A 9 FEB 2012

CHANGES: DENNE intersection.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

3 FEB 12 Eff 9 Feb (12-4)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 18R

BRIEFING STRIP ™

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 748'
Ch 82415 W-18D	183°	JHUNT 3000' (2256')	944' (200')	TDZE 744'

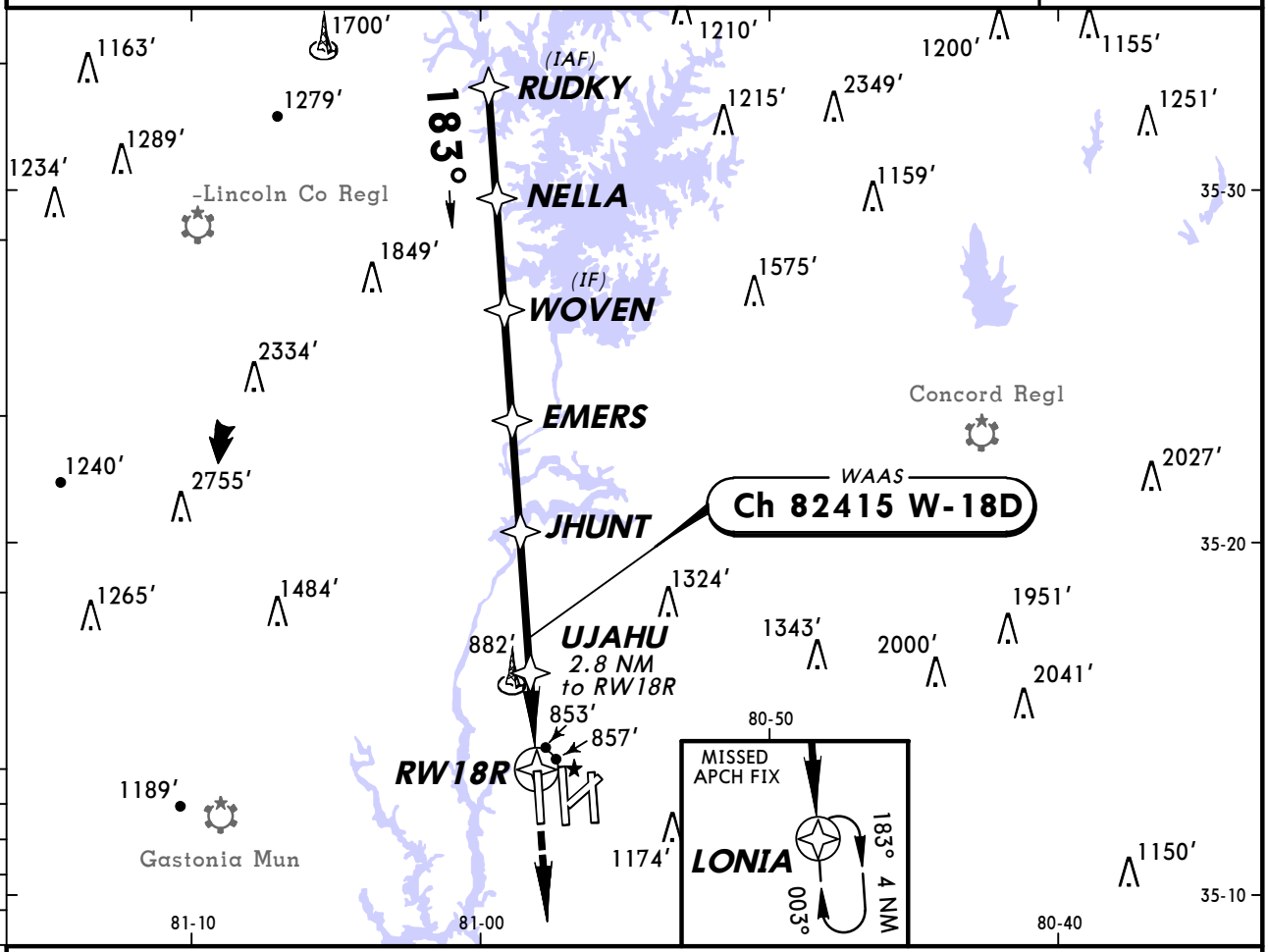
MISSED APCH: Climb to 3000' direct LONIA and hold.

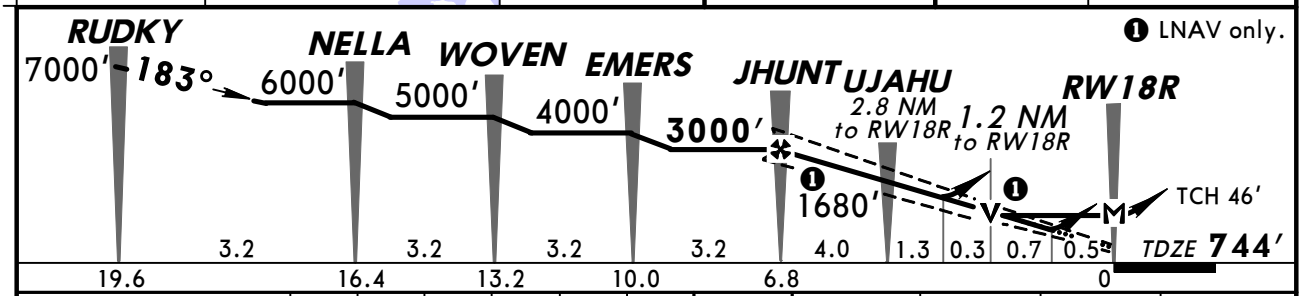
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).

3800'

MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18R						

ALSF-II PAPI 3000' LONIA

STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 944' (200')		LNAV/VNAV DA(H) 1262' (518')		LNAV MDA(H) 1160' (416')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240' (492')-1	NA
120		
140	1260' (512')-1½	
165	1300' (552')-2	

TERPS AMEND 0 11 FEB 2010

CHANGES: None.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 19 MAR 10 (12-5)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 23

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 748'
Ch 45906 W-23A	236°	LECAR 2500' (1753')	947' (200')	TDZE 747'

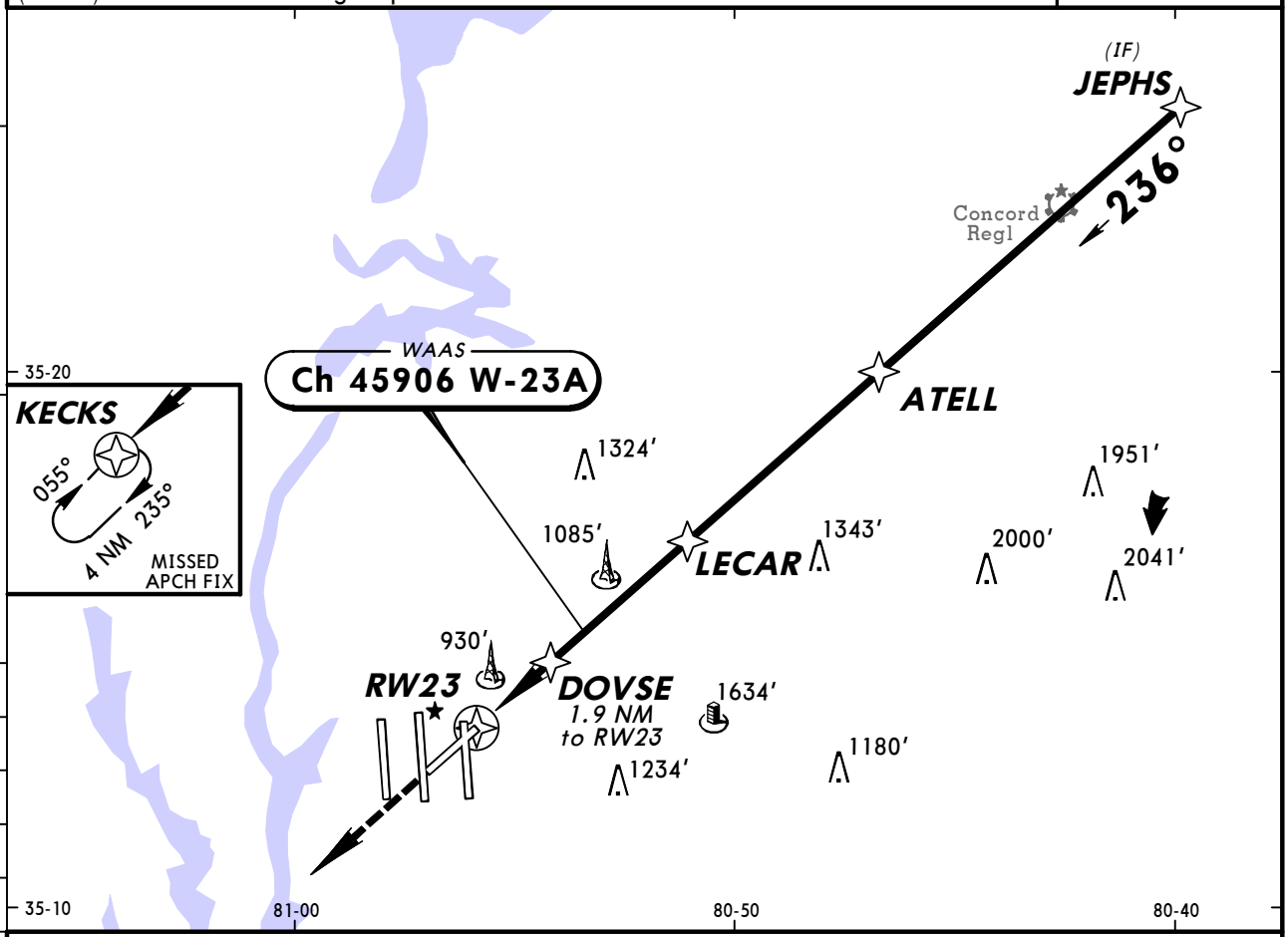
MISSED APCH: Climb to 4000' direct KECKS and hold, continue climb-in-hold to 4000'.

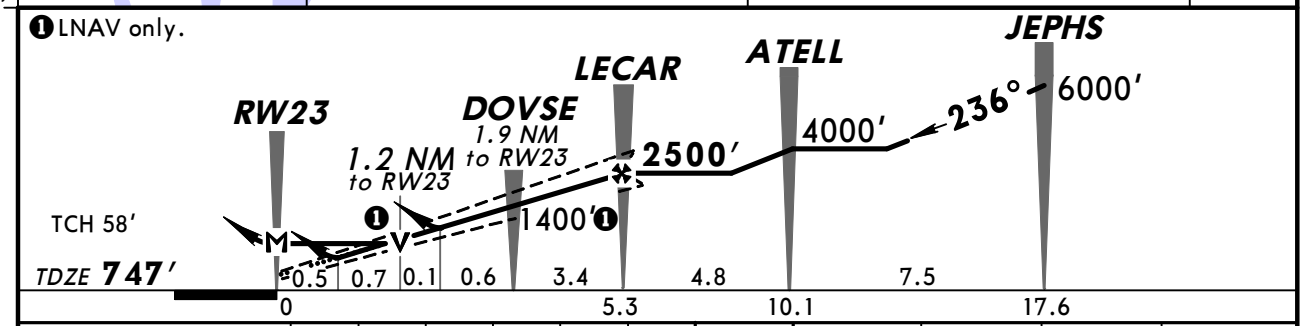
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'

MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL VASI-R 4000' KECKS

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 947' (200')	LNAV/VNAV DA(H) 1222' (475')	LNAV MDA(H) 1180' (433')
A	RVR 40 or ¾	1¾	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			1½

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240' (492') -1	NA
120		
140	1260' (512') -1½	
165	1300' (552') -2	

TERPS AMEND 1 11 FEB 2010

CHANGES: None.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 19 MAR 10 (12-6)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 36L

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

WAAS	Final Apch Crs	Minimum Alt NLSON	LPV DA(H)	Apt Elev 748'
Ch 56515 W-36A	003°	2500' (1756')	944' (200')	TDZE 744'

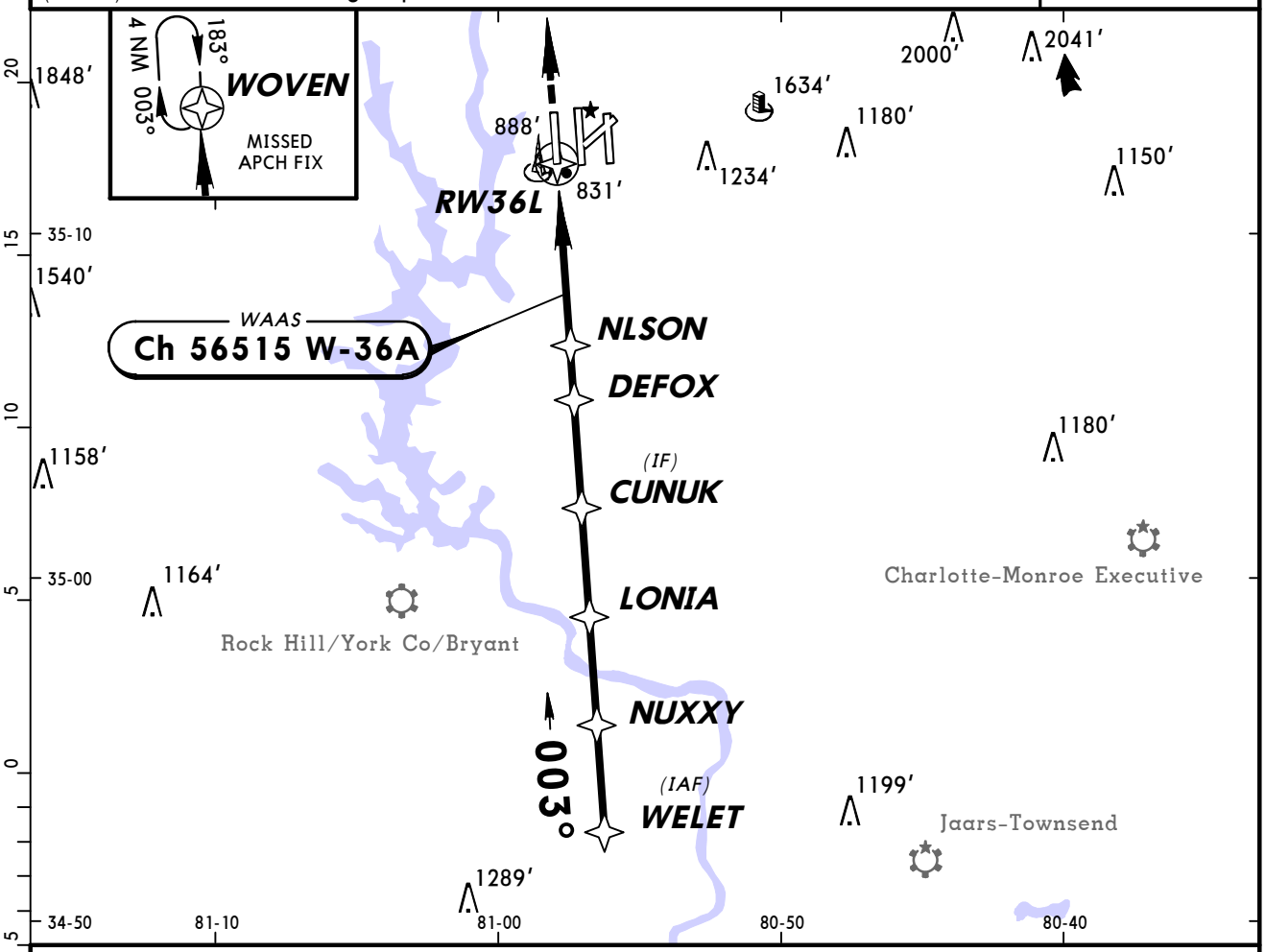
MISSED APCH: Climb to 3000' direct WOVEN and hold.

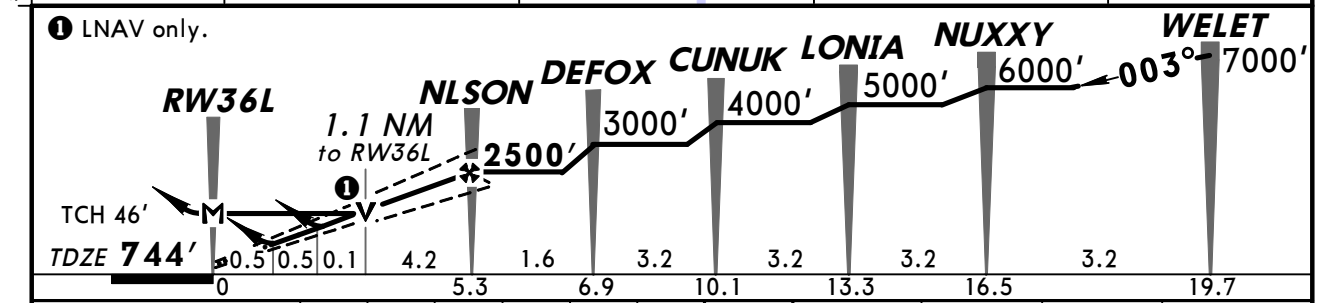
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'

MSA RW36L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36L						

ALSF-II PAPI 3000' WOVEN

STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 944' (200') ALS out		LNAV/VNAV DA(H) 1113' (369') ALS out		LNAV MDA(H) 1140' (396') ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240' (492') -1	NA
120		
140	1260' (512') -1½	
165	1300' (552') -2	

TERPS AMEND 0 11 FEB 2010

CHANGES: Lighting.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (12-7)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 36C

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

BRIEFING STRIP ™

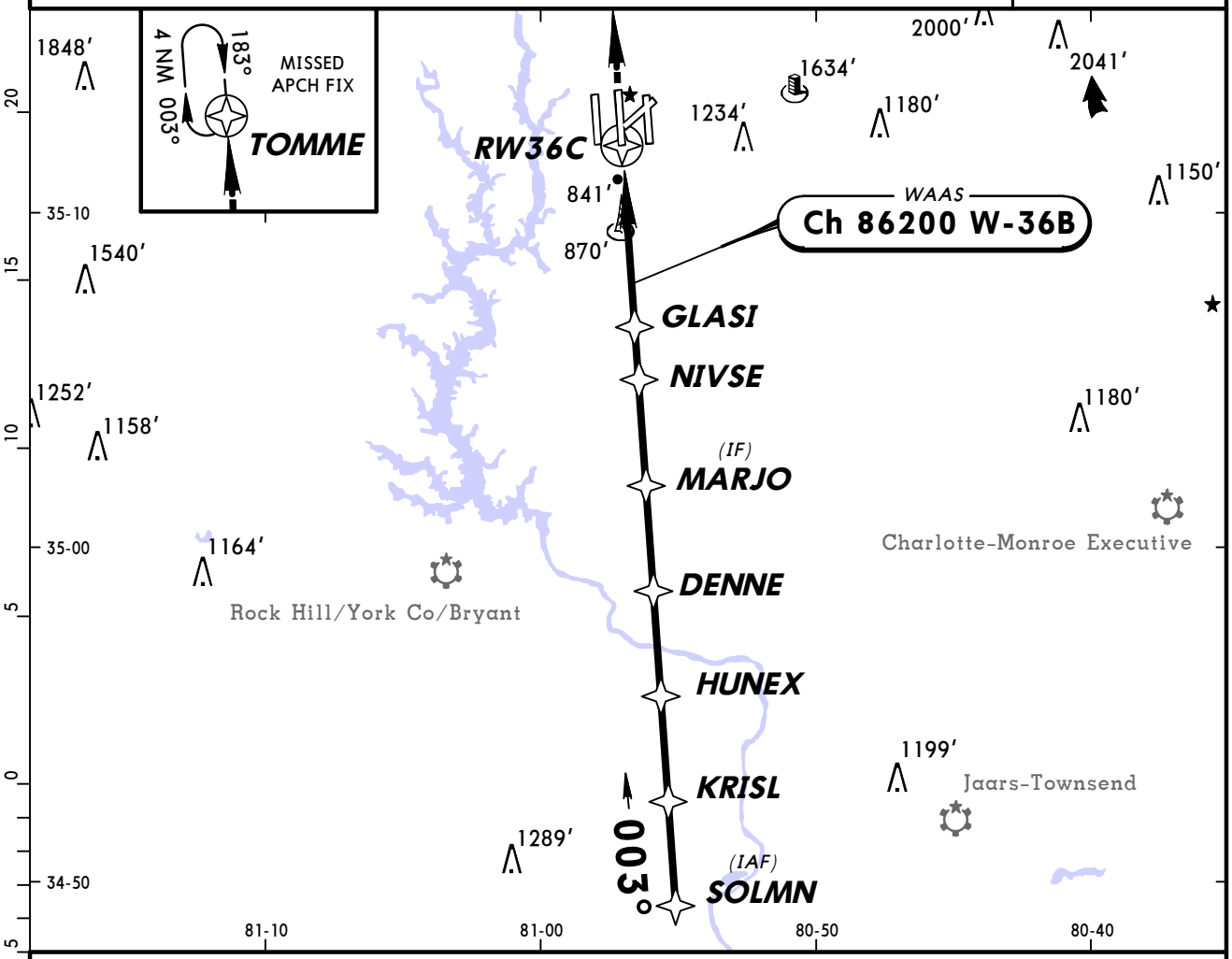
WAAS	Final Apch Crs	Minimum Alt GLASI	LPV DA(H)	Apt Elev 748'
Ch 86200 W-36B	003°	2500' (1793')	907' (200')	TDZE 707'

MISSED APCH: Climb to 3000' direct TOMME and hold.

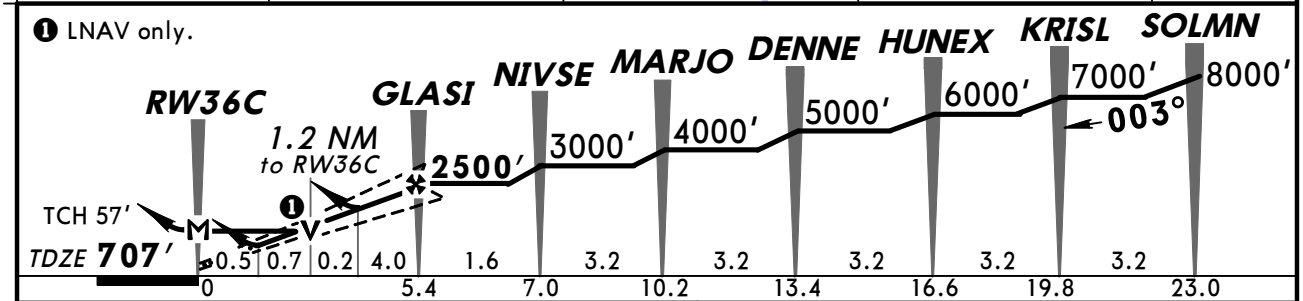
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'
MSA RW36C



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36C						

ALSF-II PAPI 3000' TOMME

TERPS AMEND 3A 9 FEB 2012

STRAIGHT-IN LANDING RWY 36C

	LPV DA(H) 907' (200') ALS out		LNAV/VNAV DA(H) 1182' (475') ALS out		LNAV MDA(H) 1140' (433') ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240' (492') -1	NA
120		
140	1260' (512') -1½	
165	1300' (552') -2	

CHANGES: DENNE intersection.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (12-8)

CHARLOTTE, N CAR
RNAV (GPS) Y Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

WAAS	Final Apch Crs	Minimum Alt HAYOU	LPV DA(H)	Apt Elev 748'
Ch 90100 W-36D	003°	2500' (1773')	927' (200')	TDZE 727'

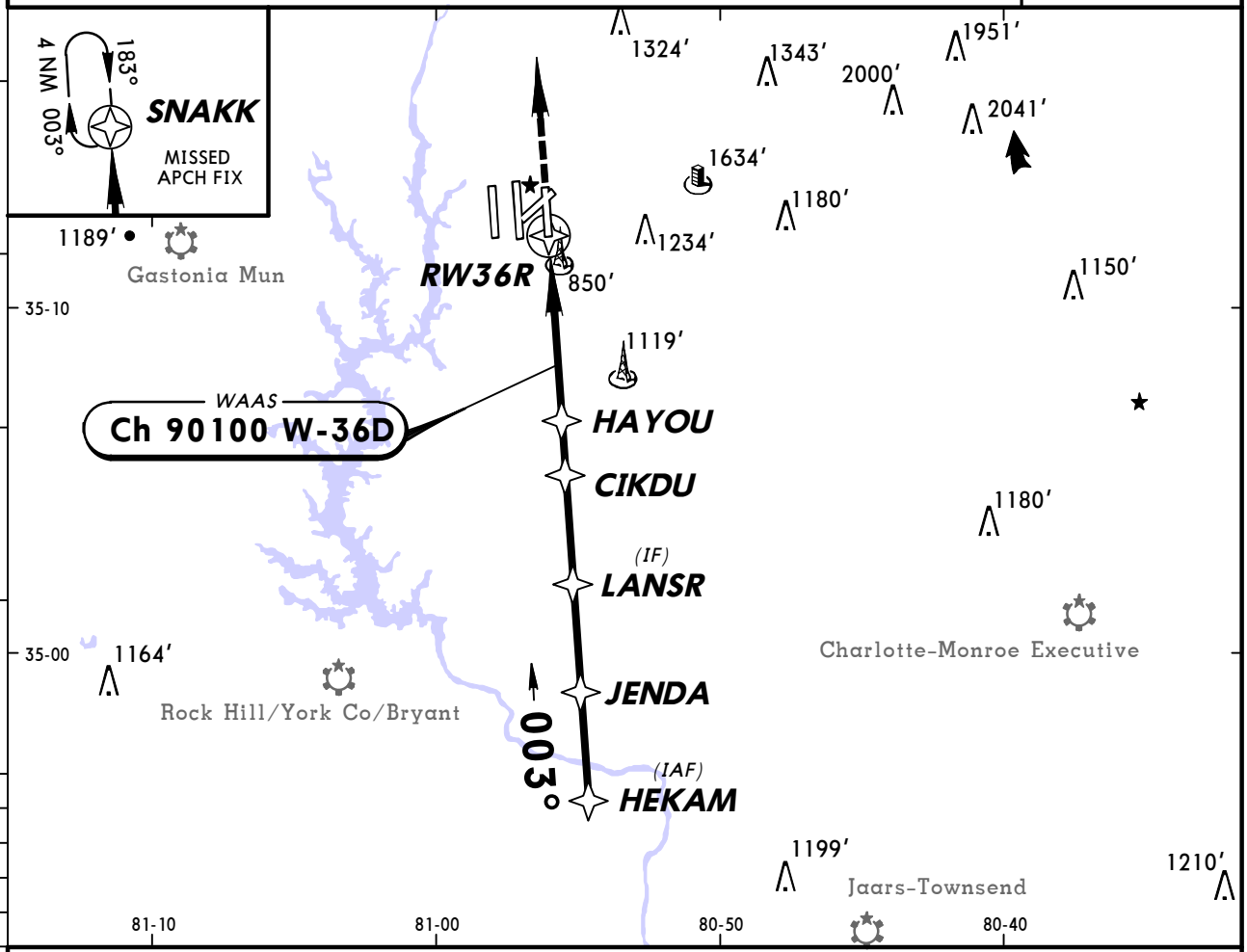
MISSED APCH: Climb to 3000' direct SNAKK and hold.

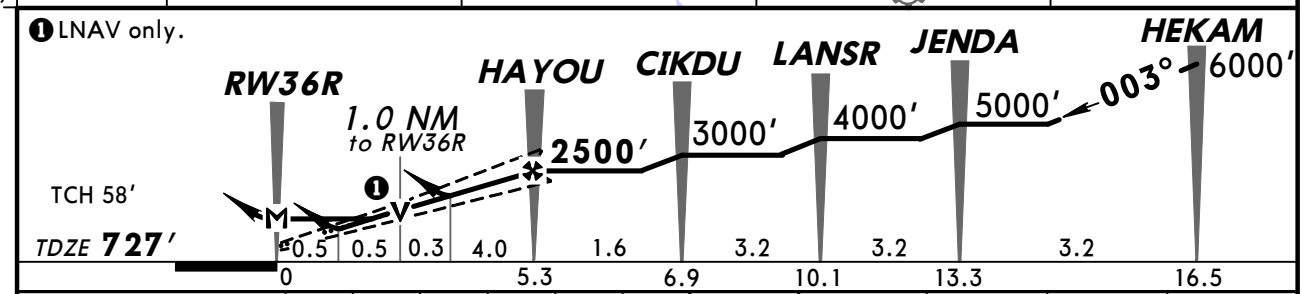
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3800'

MSA RW36R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36R						

ALSF-II PAPI 3000' D SNAKK

STRAIGHT-IN LANDING RWY 36R

	LPV DA(H) 927'(200') ALS out		LNAV/VNAV DA(H) 1190'(463') ALS out		LNAV MDA(H) 1120'(393') ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	1240'(492') -1	NA
120		
140	1260'(512') -1½	
165	1300'(552') -2	

TERPS AMEND 3 11 FEB 2010

CHANGES: None.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 22 JUL 11 (12-20)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 5

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	055°	ERKAW 2500' (1784')	1061' (345')	TDZE 716'

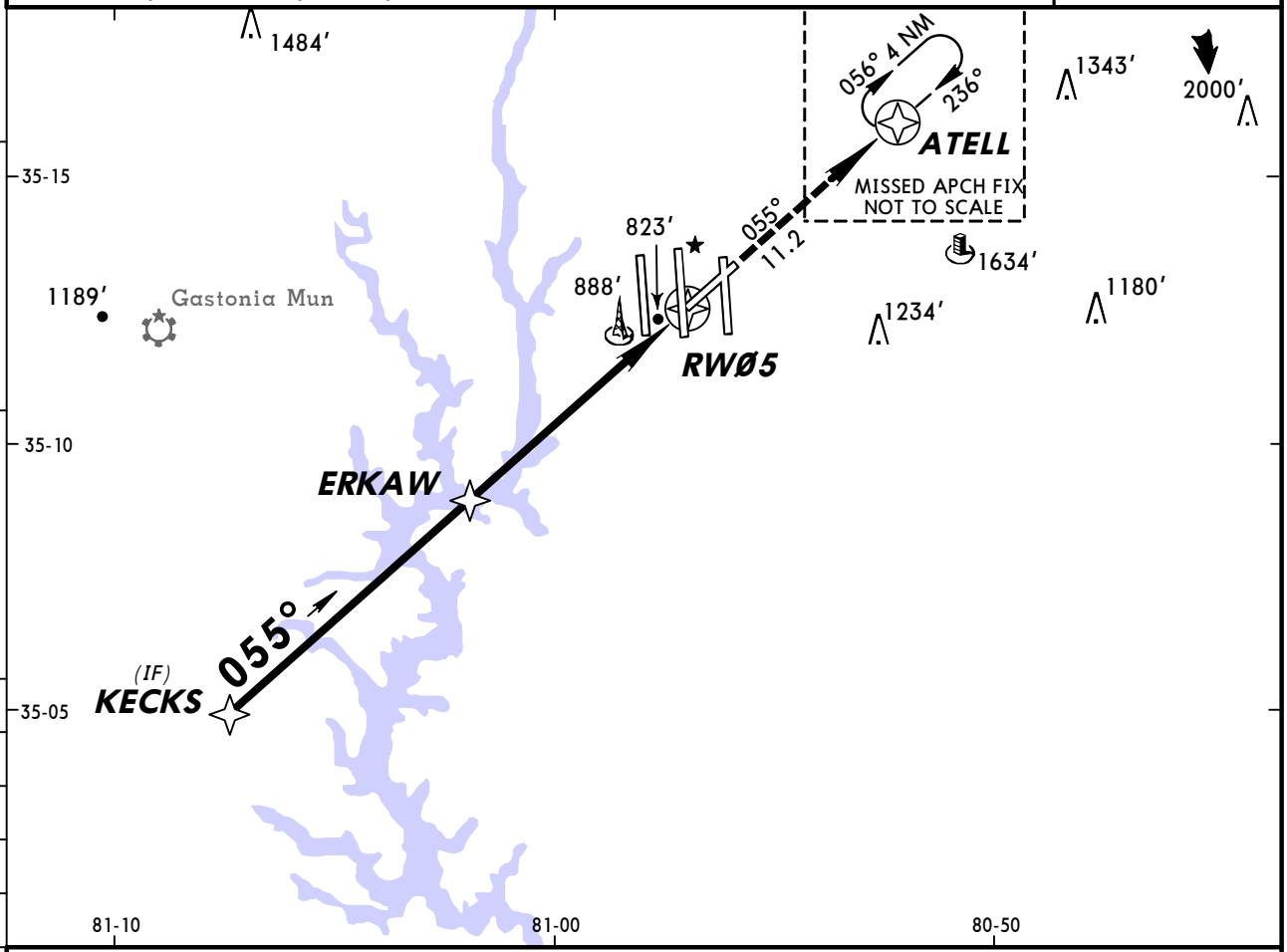
MISSED APCH: Climb to 4000' via track 055° to ATELL and hold, continue climb-in-hold to 4000'

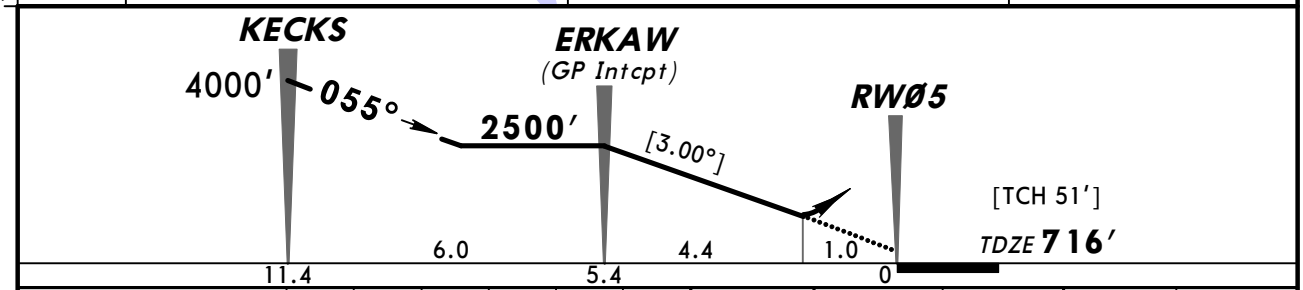
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.
6. Visibility reduction by helicopters not authorized.

3900'

MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 4000' via 055° ATELL

STRAIGHT-IN LANDING RWY 5

	RNP 0.11 DA(H) 1061' (345')		RNP 0.30 DA(H) 1216' (500')	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 22 JUL 11 (12-21)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 18L

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	183°	QUWED 3000' (2252')	1091' (343')	TDZE 748'

MISSED APCH: Climb to 3000' via track 183° to JENDA and hold.

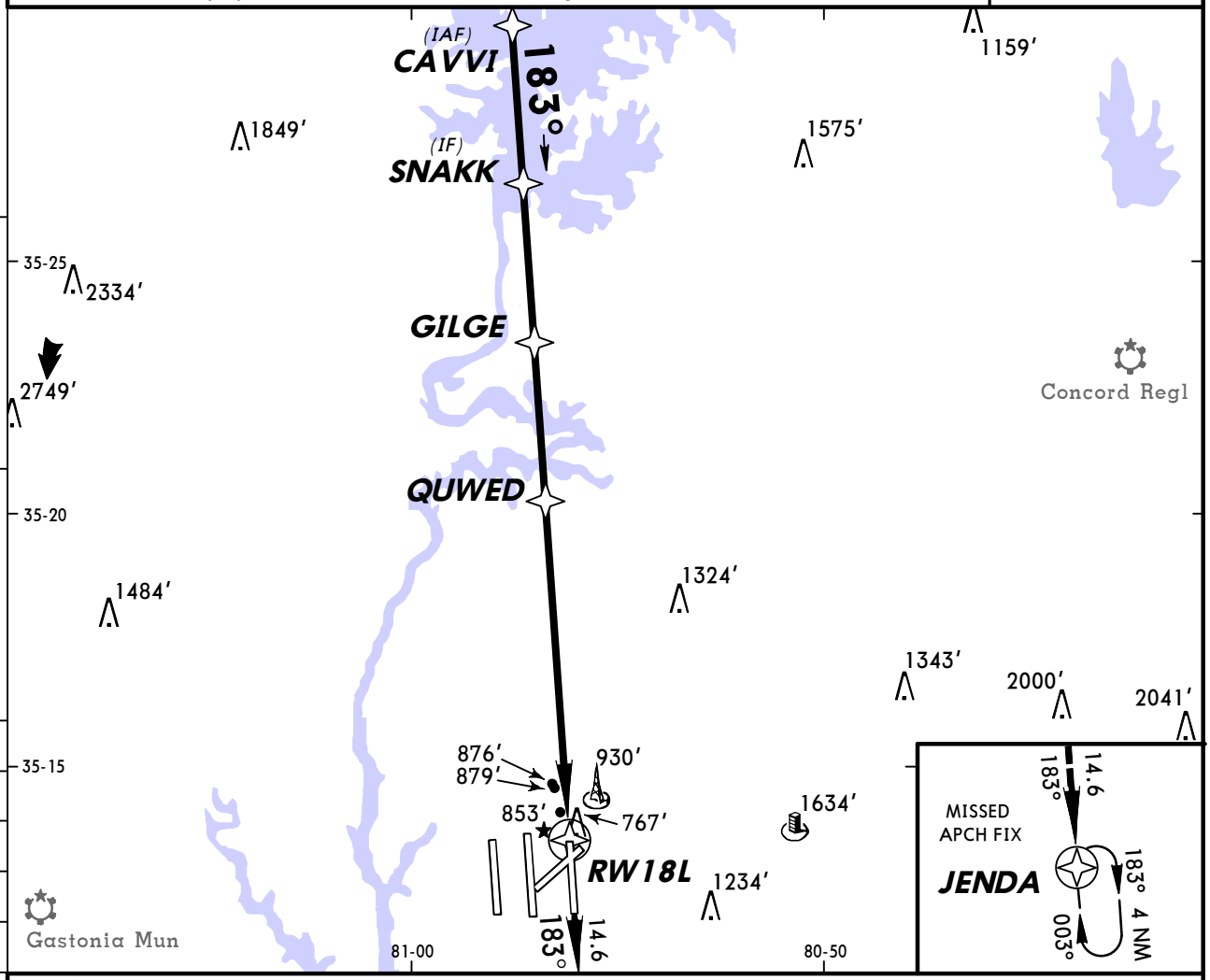
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

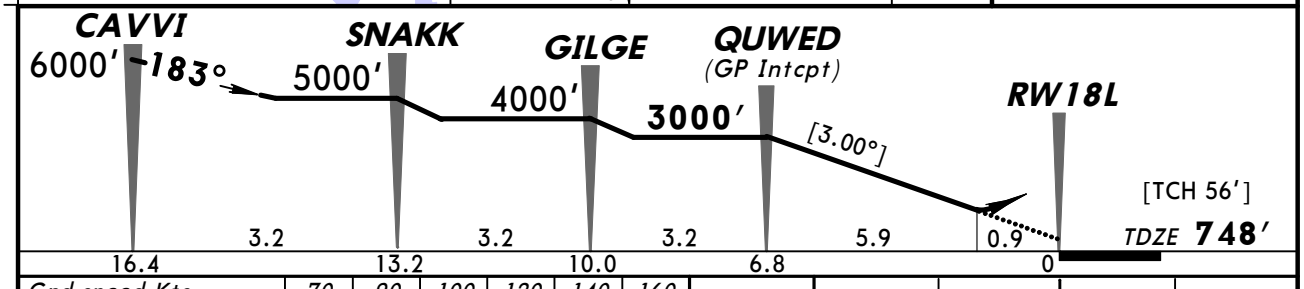
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (118°F). 5. VGSI and RNAV glidepath not coincident.
6. When VGSI inop, procedure not authorized at night.

3900'

MSA RW18L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-R

3000' via 183° JENDA

STRAIGHT-IN LANDING RWY 18L

RNP 0.11	RNP 0.30
DA(H) 1091' (343')	DA(H) 1202' (454')
RVR 60 or 1¼	1½

TERPS AMEND 0A 28 JUL 2011

A
B
C
D

CHANGES: Procedure authorization note.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

3 FEB 12 **Eff 9 Feb** (12-22)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 18C

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	183°	OZEJI 3000'(2258')	1054' (312')	TDZE 742'

MISSED APCH: Climb to 3000' on track 183° to DENNE and hold.

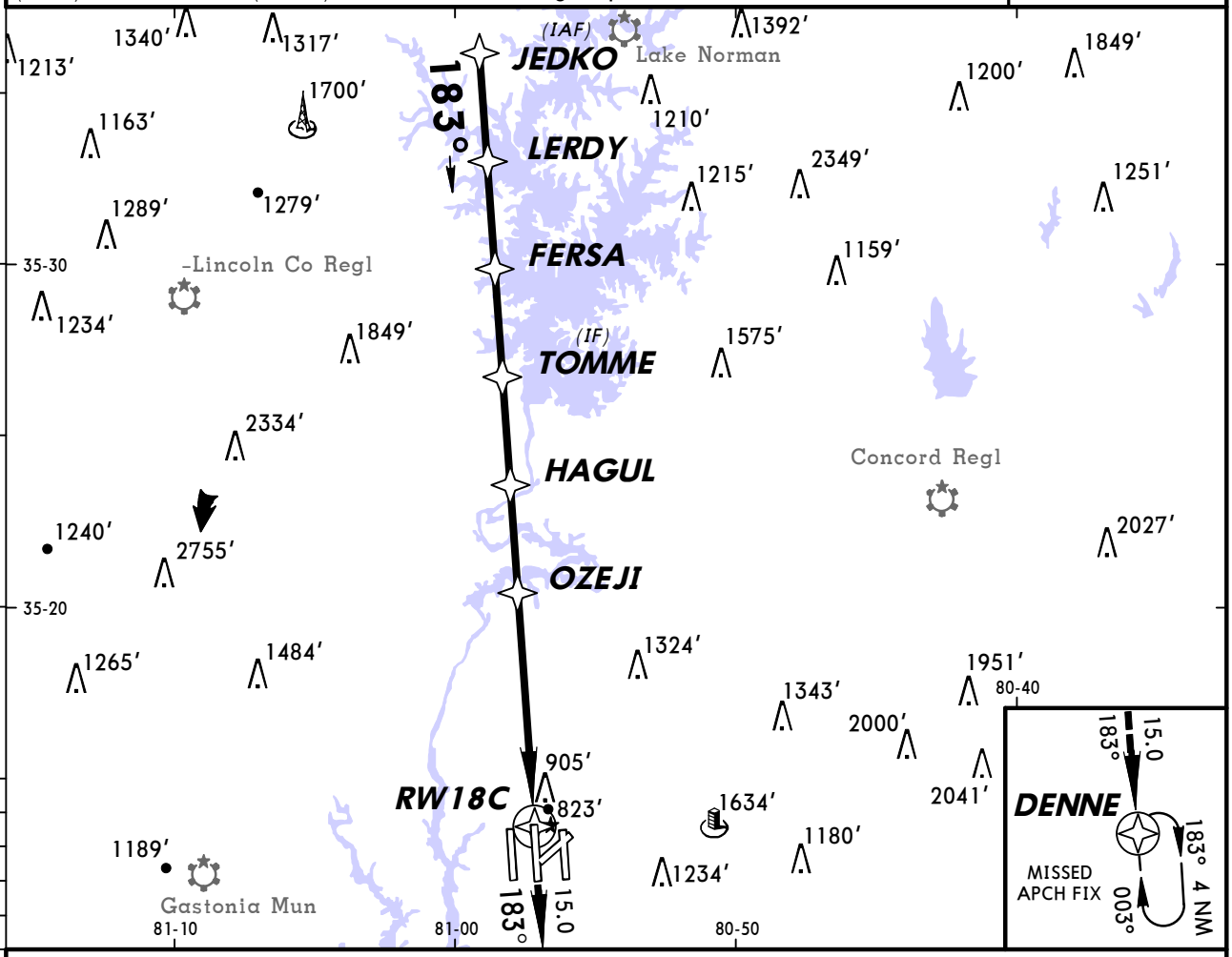
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

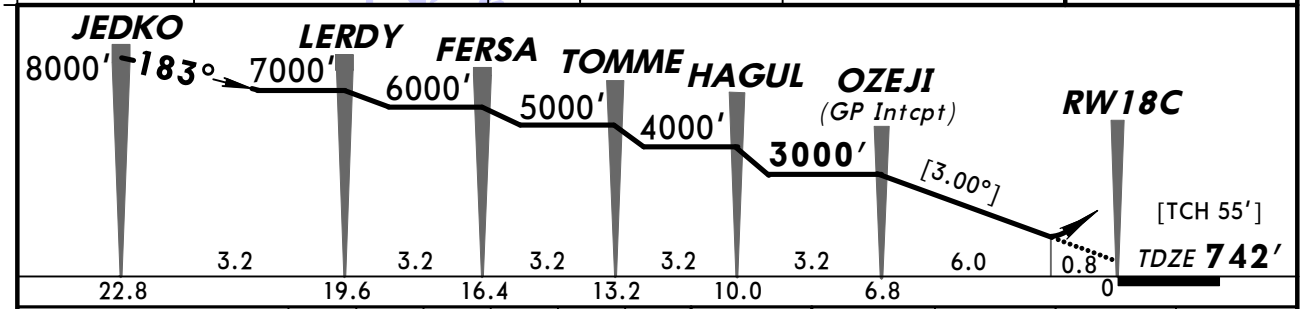
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.

3900'

MSA RW18C

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000' on 183° DENNE

STRAIGHT-IN LANDING RWY 18C

	RNP 0.11 DA(H) 1054' (312')		RNP 0.30 DA(H) 1175' (433')	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0B 9 FEB 2012

CHANGES: Notes, DENNE intersection.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (12-23)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 18R

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	360°-179°	180°-359°
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°					
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	183°	JHUNT 3000' (2256')	1026' (282')	TDZE 744'

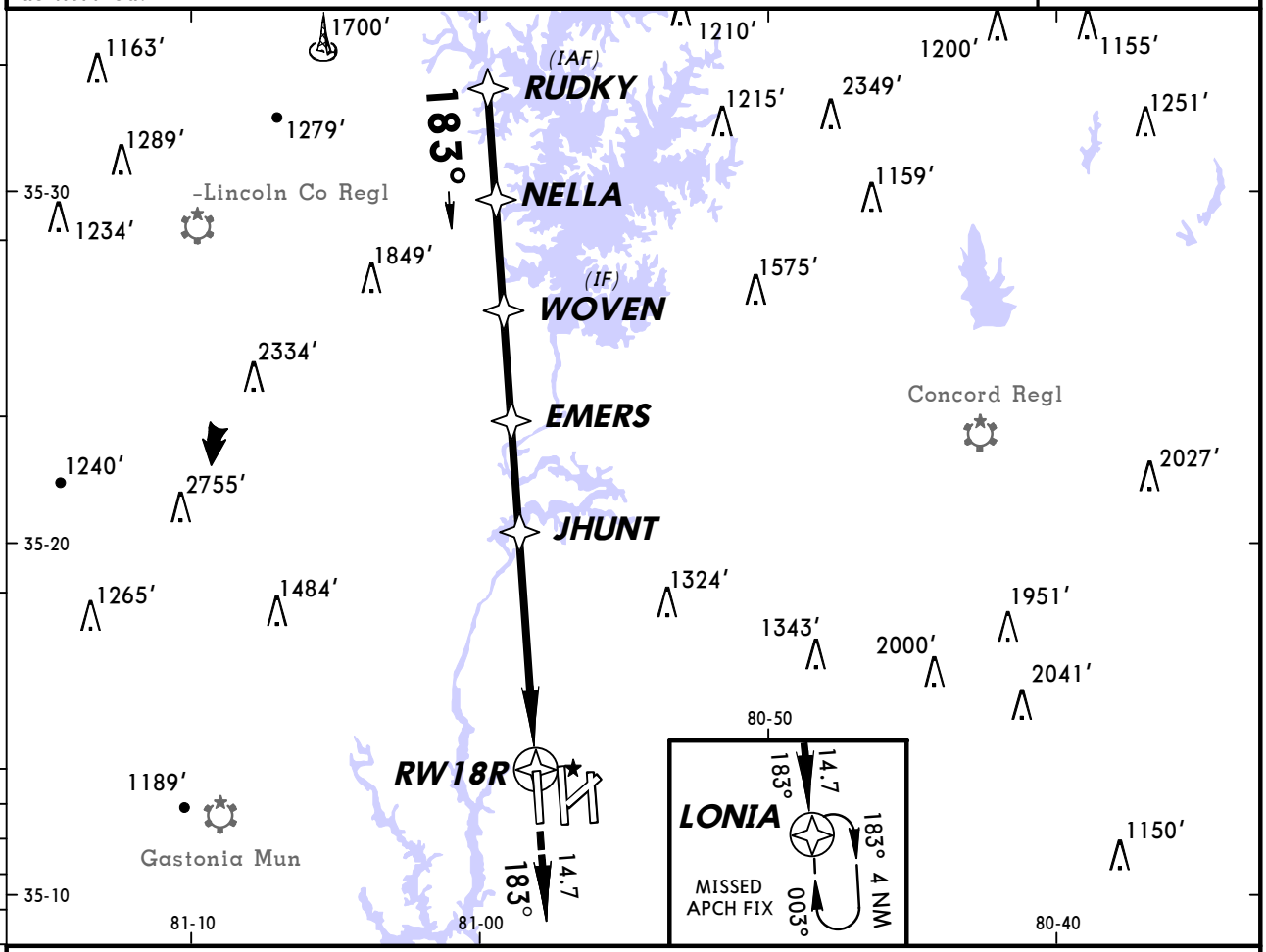
MISSED APCH: Climb to 3000' via track 183° to LONIA and hold.

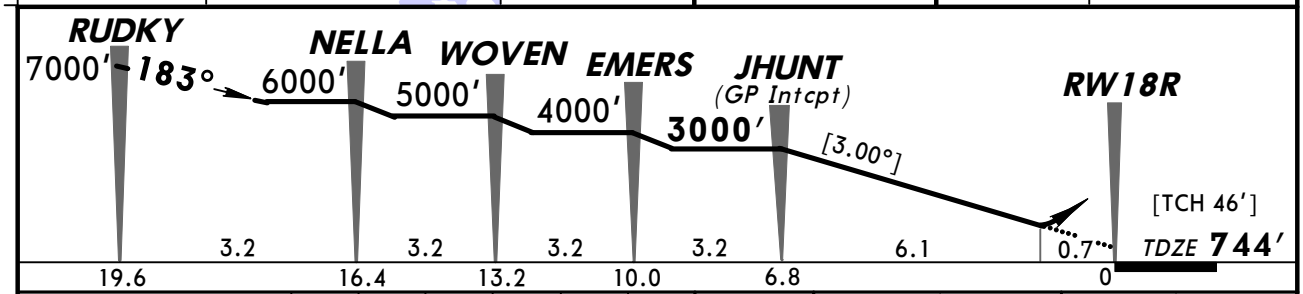
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (118°F). 5. Visibility reduction by helicopters not authorized.

3900'

MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 3000' via 183° LONIA

STRAIGHT-IN LANDING RWY 18R

	RNP 0.11 DA(H) 1026' (282')		RNP 0.30 DA(H) 1085' (341')	
		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: None.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 22 JUL 11 (12-24)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 23

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L		
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°				360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

BRIEFING STRIP ™

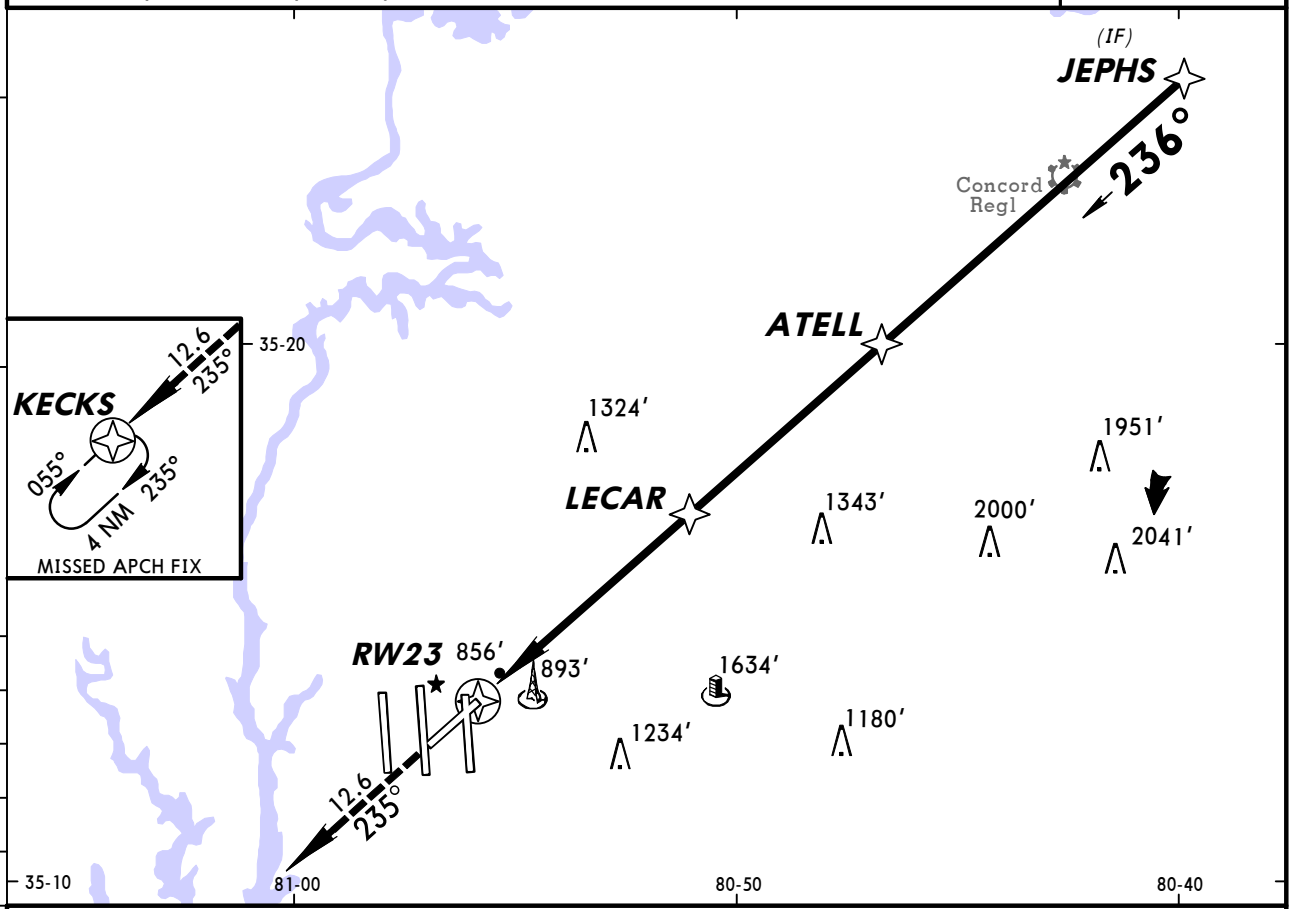
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	236°	LECAR 2500' (1753')	1091' (344')	TDZE 747'

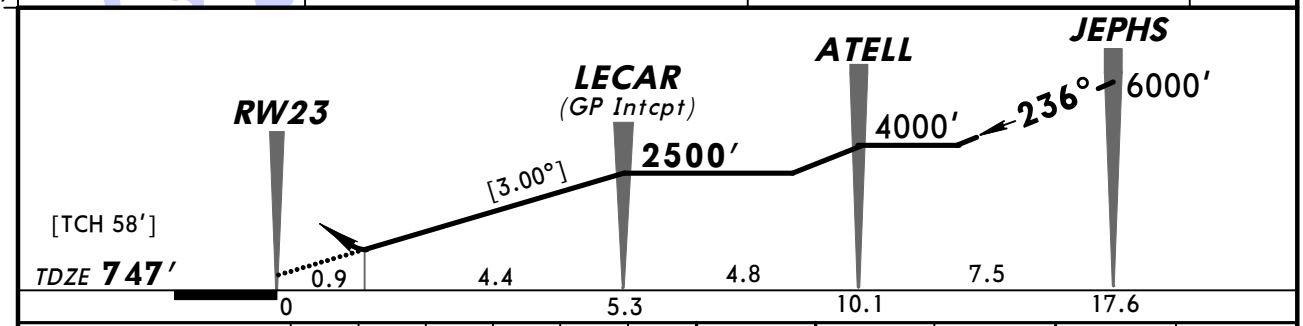
MISSED APCH: Climb to 4000' via track 235° to KECKS and hold, continue climb-in-hold to 4000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.
6. Visibility reduction by helicopters not authorized.

3900'
MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-R

4000' via 235° KECKS

STRAIGHT-IN LANDING RWY 23

	RNP 0.11 DA(H) 1091' (344')	RNP 0.30 DA(H) 1219' (472')
A	RVR 60 or 1¼	1½
B		
C		
D		

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 22 JUL 11 (12-25)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 36L

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwy 18R-36L	Rwys 5-23 & 18L-36R	Rwy 18C-36C	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	133.35	118.1	126.4	121.9	121.8

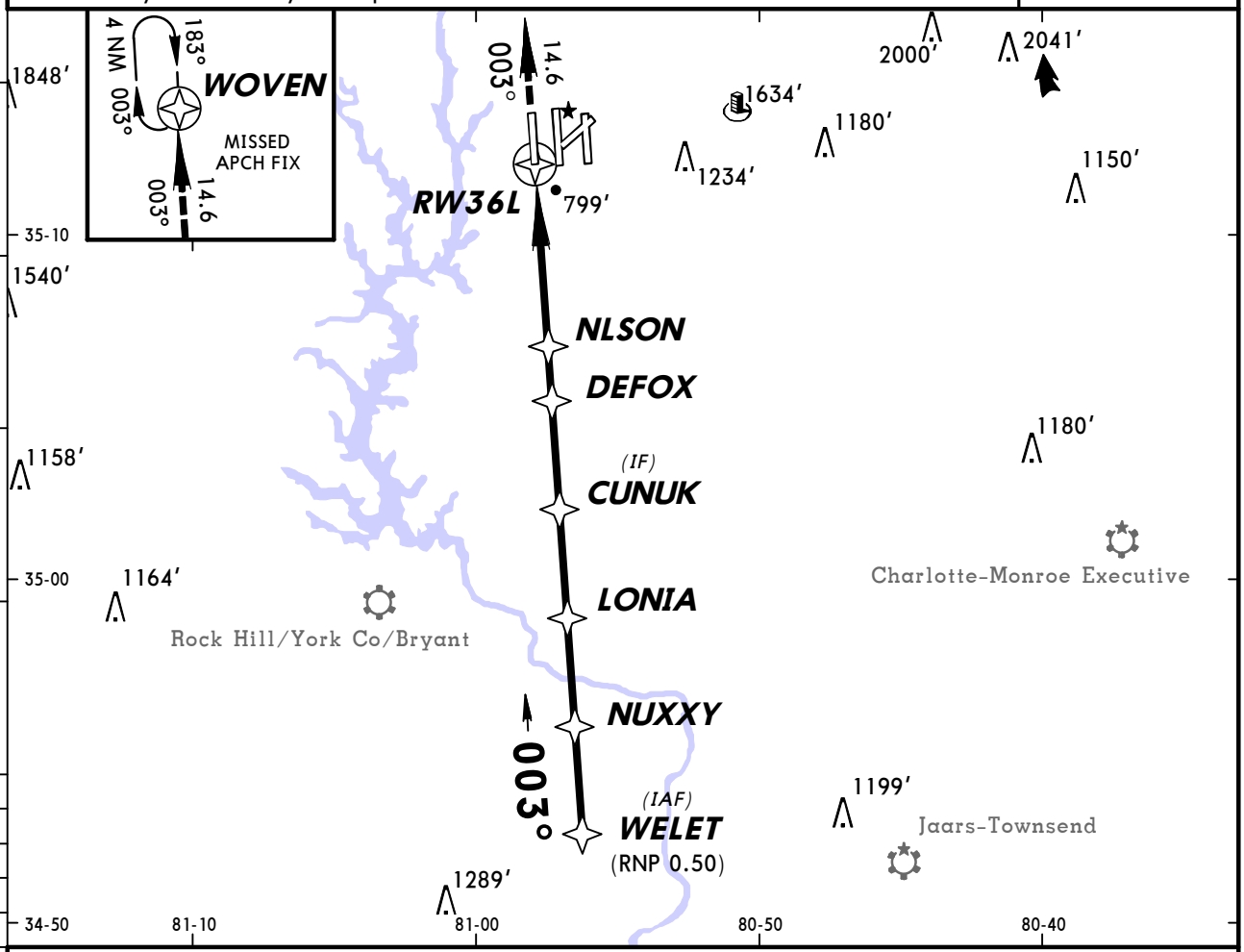
RNAV	Final Apch Crs	Minimum Alt NLSON	RNP 0.11 DA(H)	Apt Elev 748' TDZE 744'
	003°	2500' (1756')	1046' (302')	

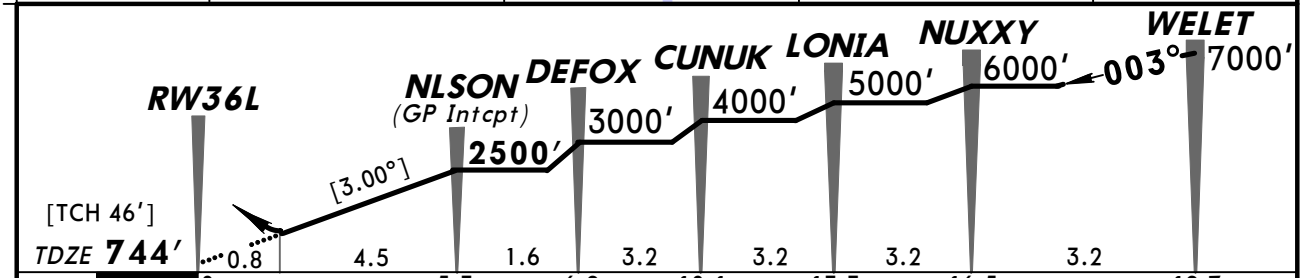
MISSED APCH: Climb to 3000' via track 003° to WOVEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.
6. Visibility reduction by helicopters not authorized.

3900'
MSA RW36L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 3000' via 003° WOVEN

STRAIGHT-IN LANDING RWY 36L

	RNP 0.11 DA(H) 1046' (302')		RNP 0.30 DA(H) 1105' (361')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN

3 FEB 12
Eff 9 Feb

(12-26)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 36C

D-ATIS	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
Arrival	Above 8000'		8000' & Below			Rwy 18C-36C	Rwys 5-23 & 18L-36R	Rwy 18R-36L		
	246°- 074°	075°- 245°	001°- 119°	120°- 245°	246°- 360°				360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	133.35	121.9	121.8

BRIEFING STRIP ™

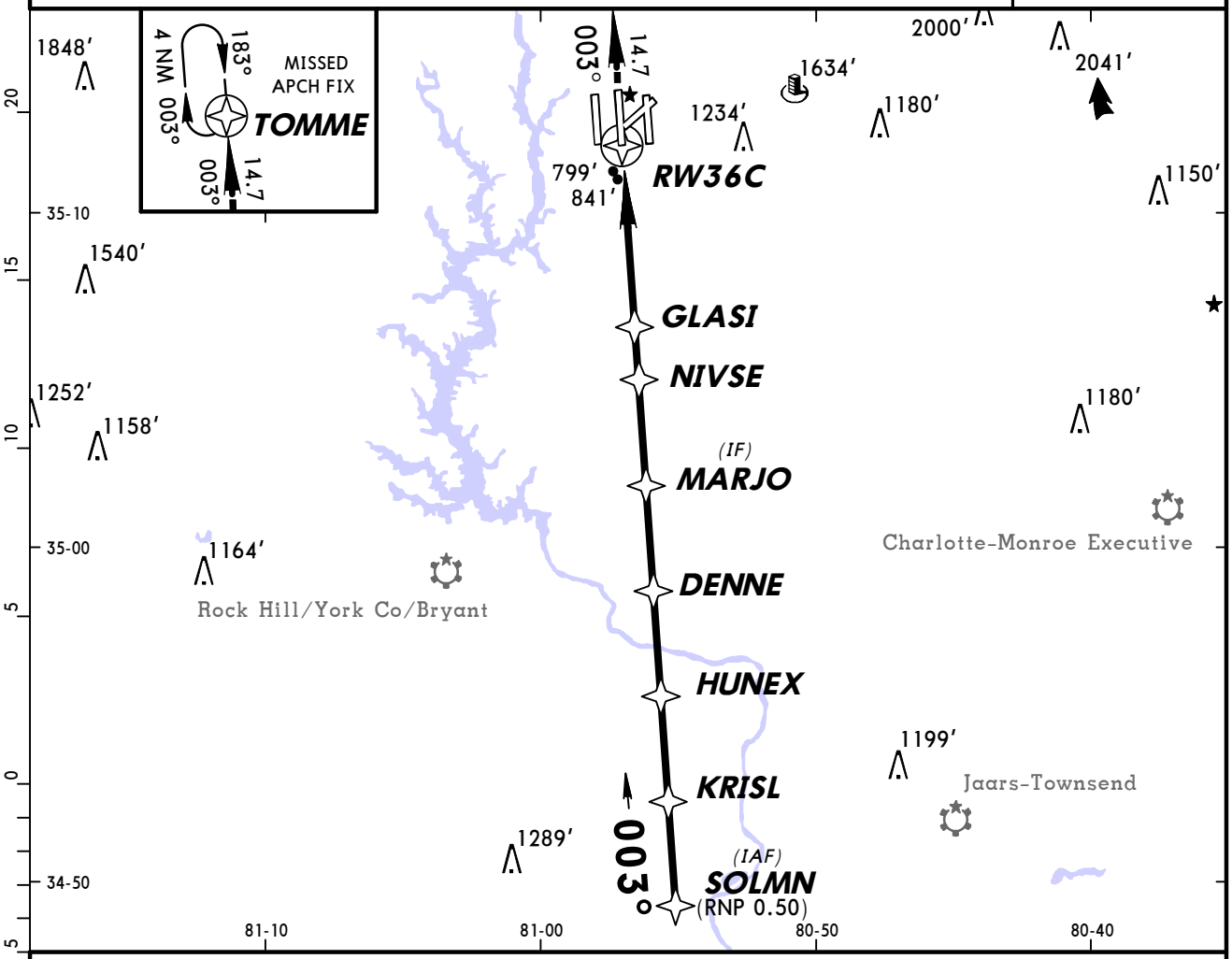
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 748'
	003°	GLASI 2500' (1793')	1040' (333')	TDZE 707'

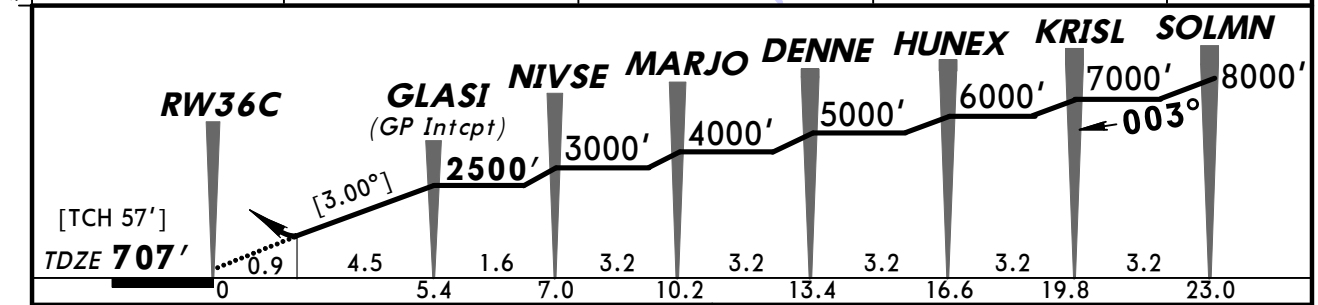
MISSED APCH: Climb to 3000' on track 003° to TOMME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.

3900'
MSA RW36C





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
3000' on 003°
TOMME

STRAIGHT-IN LANDING RWY 36C

	RNP 0.11 DA(H) 1040' (333')		RNP 0.30 DA(H) 1143' (436')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0C 9 FEB 2012

CHANGES: DENNE intersection.

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KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN 3 FEB 12 Eff 9 Feb (12-27)

CHARLOTTE, N CAR
RNAV (RNP) Z Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CHARLOTTE Approach (R) Above 8000' 246°- 074°	075°- 245°	8000' & Below 001°- 119°	120°- 245°	246°- 360°	CHARLOTTE Tower Rwys 5-23 & 18L-36R	Rwy 18C-36C	Rwy 18R-36L	Ground 360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	133.35	121.9	121.8

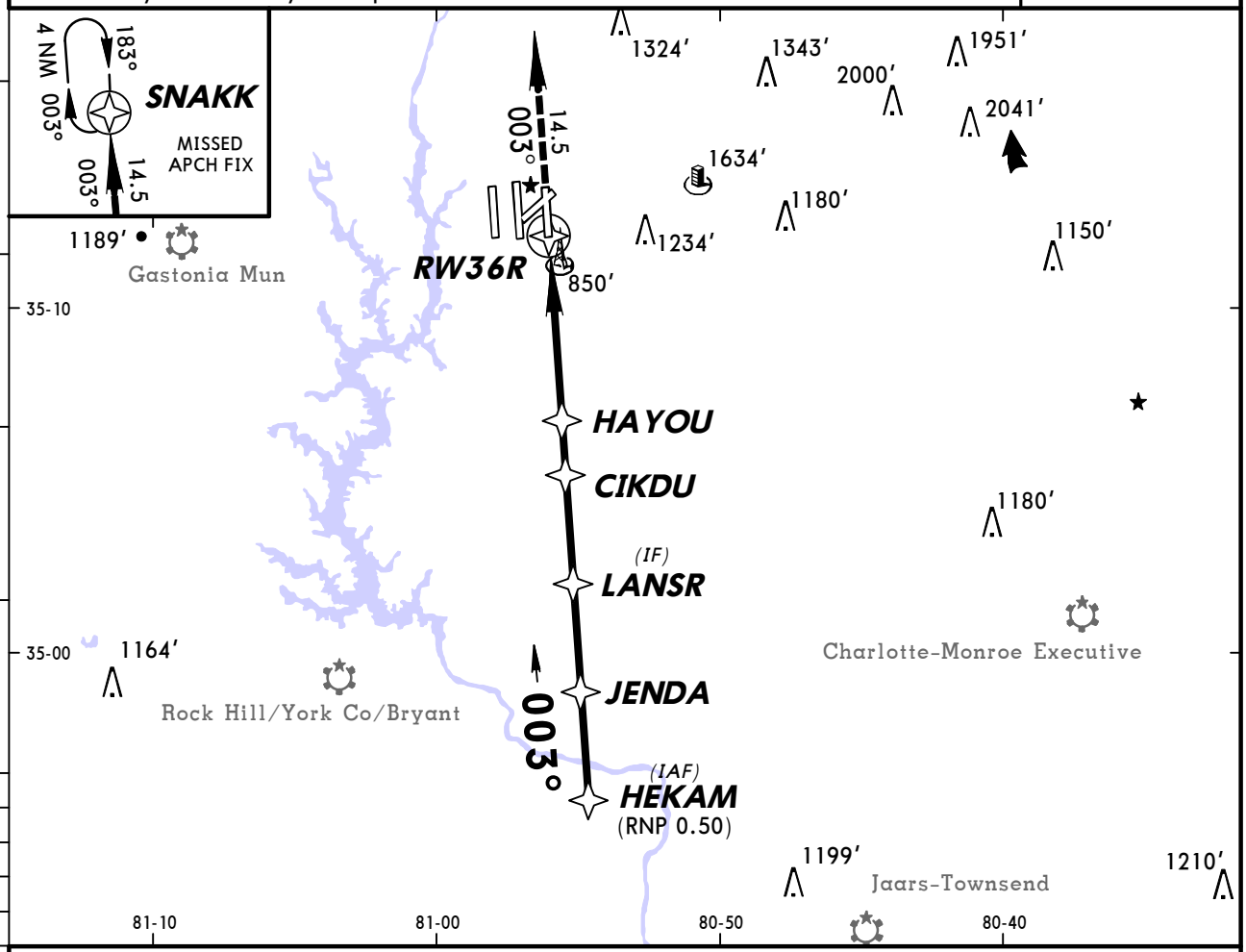
RNAV	Final Apch Crs	Minimum Alt HAYOU	RNP 0.30 DA(H)	Apt Elev 748'
	003°	2500' (1773')	1175' (448')	TDZE 727'

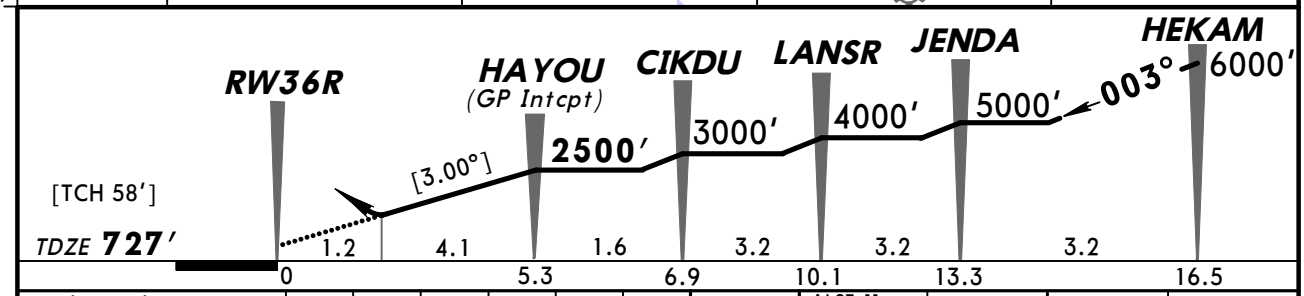
MISSED APCH: Climb to 3000' via track 003° to SNAKK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident.
6. Visibility reduction by helicopters not authorized.

3900'
MSA RW36R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI

3000' via 003° SNAKK

STRAIGHT-IN LANDING RWY **36R**
RNP 0.30
DA(H) **1175'** (448')

	ALS out
A	
B	RVR 50 or 1
C	
D	

	ALS out
	1½

TERPS AMEND 0A 28 JUL 2011

CHANGES: None.

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General Information

Location: Elizabeth City NC USA
IATA Code: ECG
Lat/Long: N36° 15.6' W076° 10.5'
Elevation: 12 ft

Airport Use: Public
Magnetic Variation: 10.7°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1138 Z
Sunset: 2257 Z,

Runway Information

Runway: 01
Length x Width: 4518 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 299 ft

Runway: 10
Length x Width: 7219 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, Centerline, REIL, TDZ, Pilot controlled

Runway: 19
Length x Width: 4518 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 7219 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, Centerline, REIL, Pilot controlled

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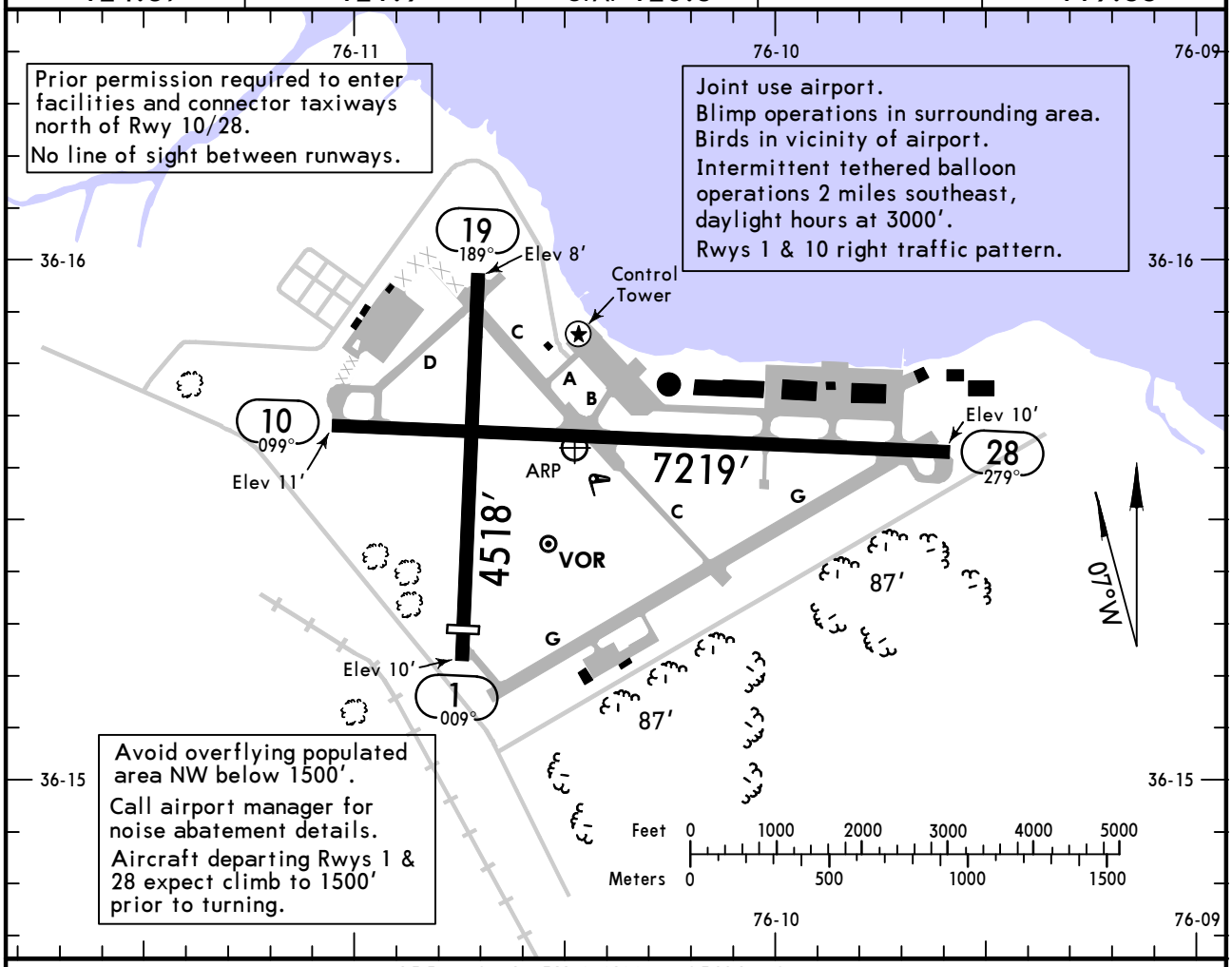
Communication Information

ASOS 124.375
Elizabeth City Tower 120.5 CTAF PCL
Elizabeth City Ground Control 121.9
Norfolk Approach Control 119.55
Norfolk Departure Control 119.55
Elizabeth City CGAS/Regl Unicom 122.95
Raleigh Flight Service Station 122.2 RCO
Raleigh Flight Service Station 122.05 RCO
Raleigh Flight Service Station 112.5 RCO

ASOS	*ELIZABETH CITY Ground	*Tower	UNICOM 122.95	NORFOLK Departure (R)
124.37	121.9	CTAF 120.5		119.55



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 ❶ 19	❷ MIRL ❷ VASI-L	4219′			150′
10	❷ HIRL CL TDZ ❸ REIL PAPI-L (angle 3.0°)		6064′		150′
28	❷ HIRL CL ❸ REIL PAPI-L (angle 3.0°)				

❶ Closed to all operations over 12,500 lbs except helicopters.

❷ Activate on 120.5 when Twr inop.

❸ Unavailable when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP: When tethered balloon, located approximately 2 miles southeast of airport is flying: Rwys 1 and 10, climb runway heading to 4000′ before turning south. Rwy 19, climb to 4000′ via ECG VOR R-160 before turning east. Rwy 28, climb runway heading to 4000′ before turning east.

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available And When Twr Operating: ILS Rwy 10	LOC Rwy 10	VOR DME Rwy 1, VOR DME Rwy 10, VOR DME Rwy 19, VOR DME Rwy 28	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 10	Other
A	600-2	800-2	800-2	800-2	NA
B					
C					
D	700-2				

AMEND 0

CHANGES: Chart reindexed, ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (11-1)

ELIZABETH CITY, N CAR
ILS or LOC Rwy 10

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

BRIEFING STRIP™

LOC IEPR	Final Apch Crs	GS MOTUE	ILS DA(H) (CONDITIONAL)	Apt Elev 12′
111.35	099°	1600′ (1589′)	211′ (200′)	TDZE 11′

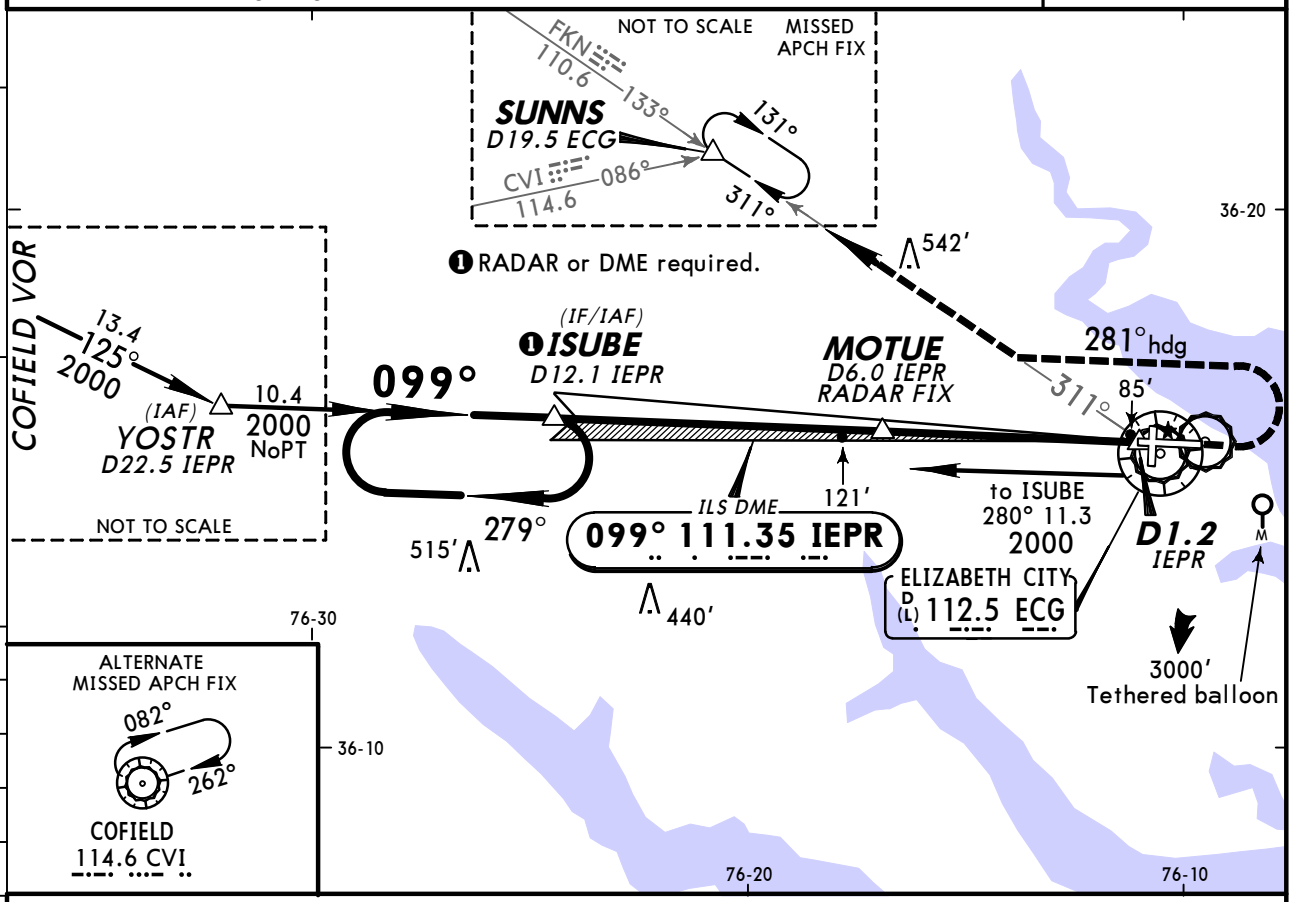
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ via 281° heading and ECG VOR R- 311 to SUNNS INT/D19.5 ECG and hold.

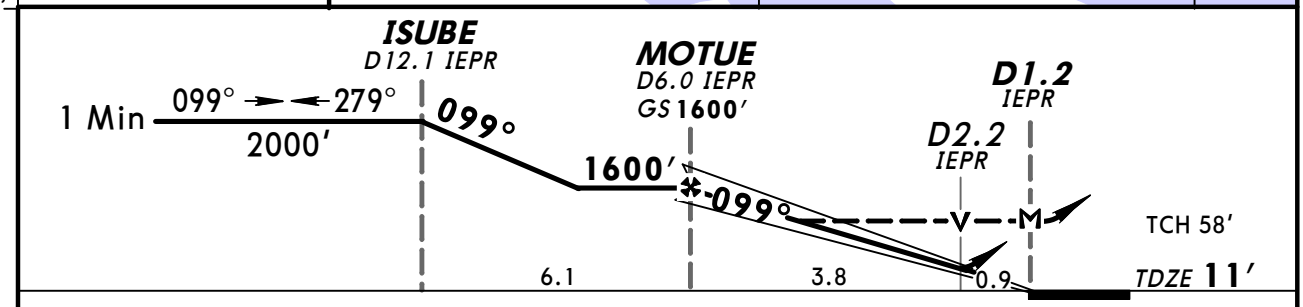
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. Use local altimeter setting; if not received use Currituck altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. VDP not authorized when using Currituck altimeter setting. 5. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 6. Pilot controlled lighting 120.5.

4000′

MSA ECG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 IEPR or MOTUE to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

REIL PAPI-L	500′ ↑	3000′ LT	via 281° hdg	and ECG 112.5 R-311

STRAIGHT-IN LANDING RWY 10

	1 ILS DA(H) 211′(200′)	2 LOC (GS out) MDA(H) 360′(349′)
A	3/4	1
B		
C		
D		1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Currituck Altimeter Setting MDA(H)
90	480′(468′)-1	520′(508′)-1
120	480′(468′)-1½	520′(508′)-1½
140	640′(628′)-2	680′(668′)-2
165		

AMEND 1

TERPS

1 DA(H) 238′ (227′) with Currituck altimeter setting.
2 MDA(H) 400′ (389′) with Currituck altimeter setting.

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL 20 AUG 10 (12-1)

JEPPESEN ELIZABETH CITY, N CAR
RNAV (GPS) Rwy 1

BRIEFING STRIP™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

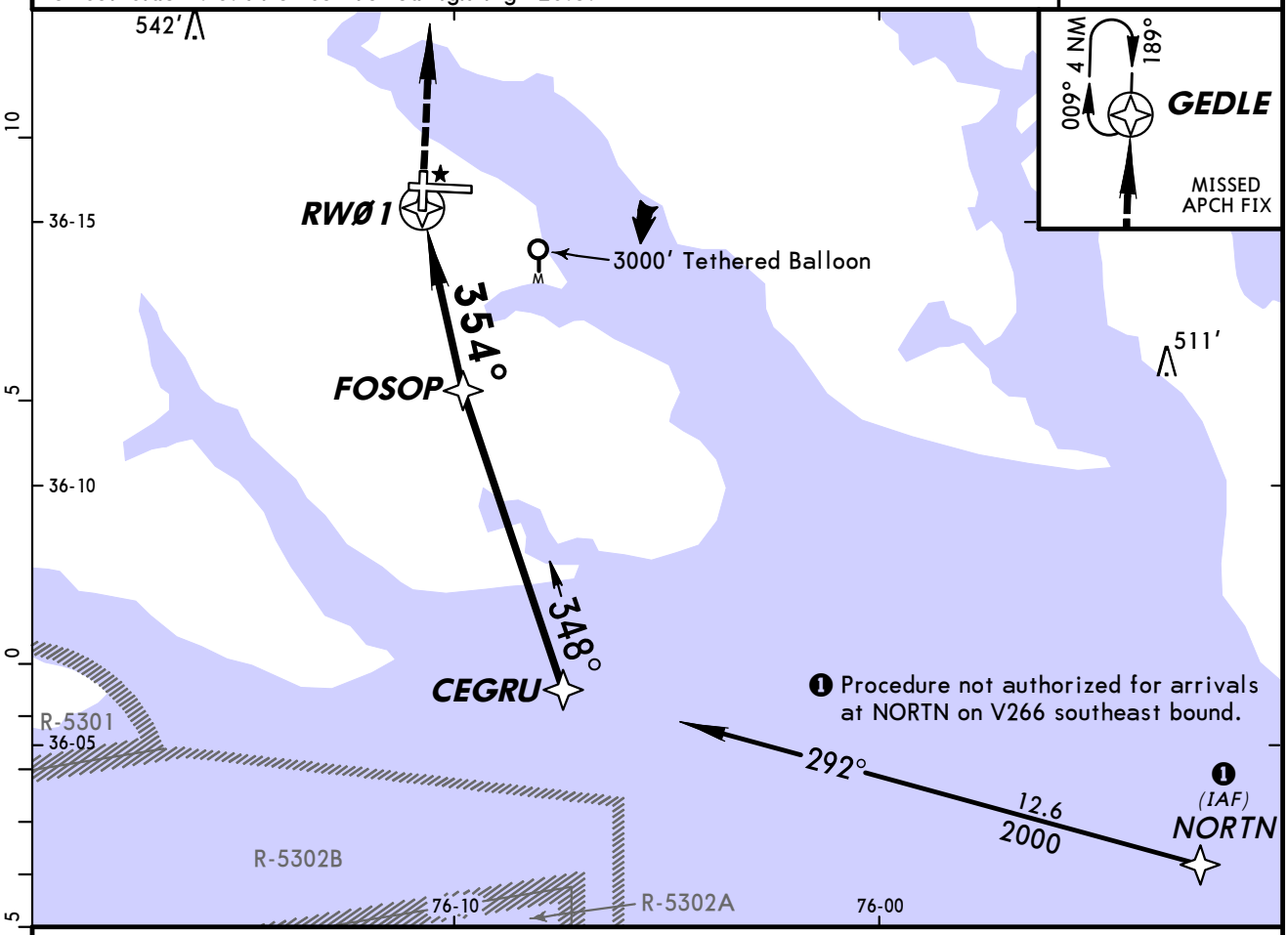
RNAV	Final Apch Crs	Minimum Alt FOSOP	LNAV MDA(H)	Apt Elev 12′ TDZE 12′
	354°	1200′ (1188′)	460′ (448′)	

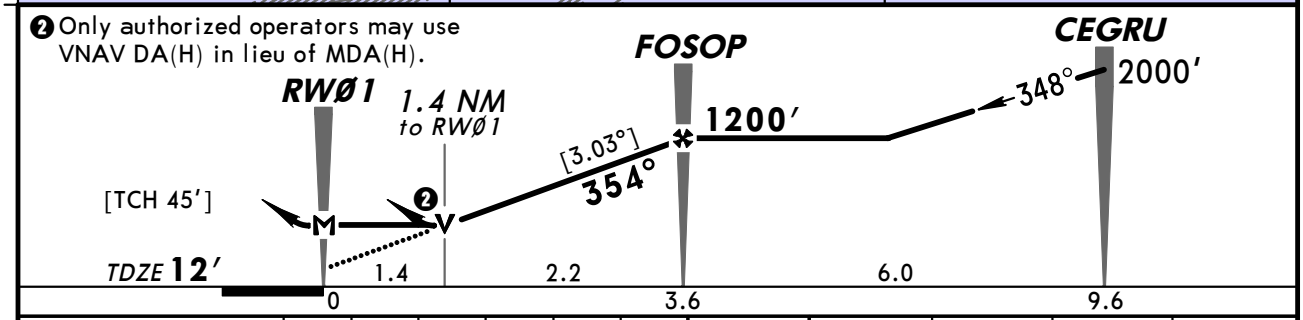
MISSED APCH: Climbing RIGHT turn to 2100′ direct GEDLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 4. ATC clearance required to penetrate R-5302B. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 120.5.

4000′
MSA RWØ1





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at RWØ1						

VASI-L 2100′ RT GEDLE

STRAIGHT-IN LANDING RWY 1 LNAV MDA(H) 460′(448′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	520′(508′)-1
B		120	
C	1¼	140	520′(508′)-1½
D	1½	165	640′(628′)-2

TERPS AMENDO A

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (12-2)

ELIZABETH CITY, N CAR
RNAV (GPS) Rwy 10

BRIEFING STRIP TM

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 12′
Ch 65703 W-10A	099°	MOTUE 1600′ (1589′)	261′ (250′)	TDZE 11′

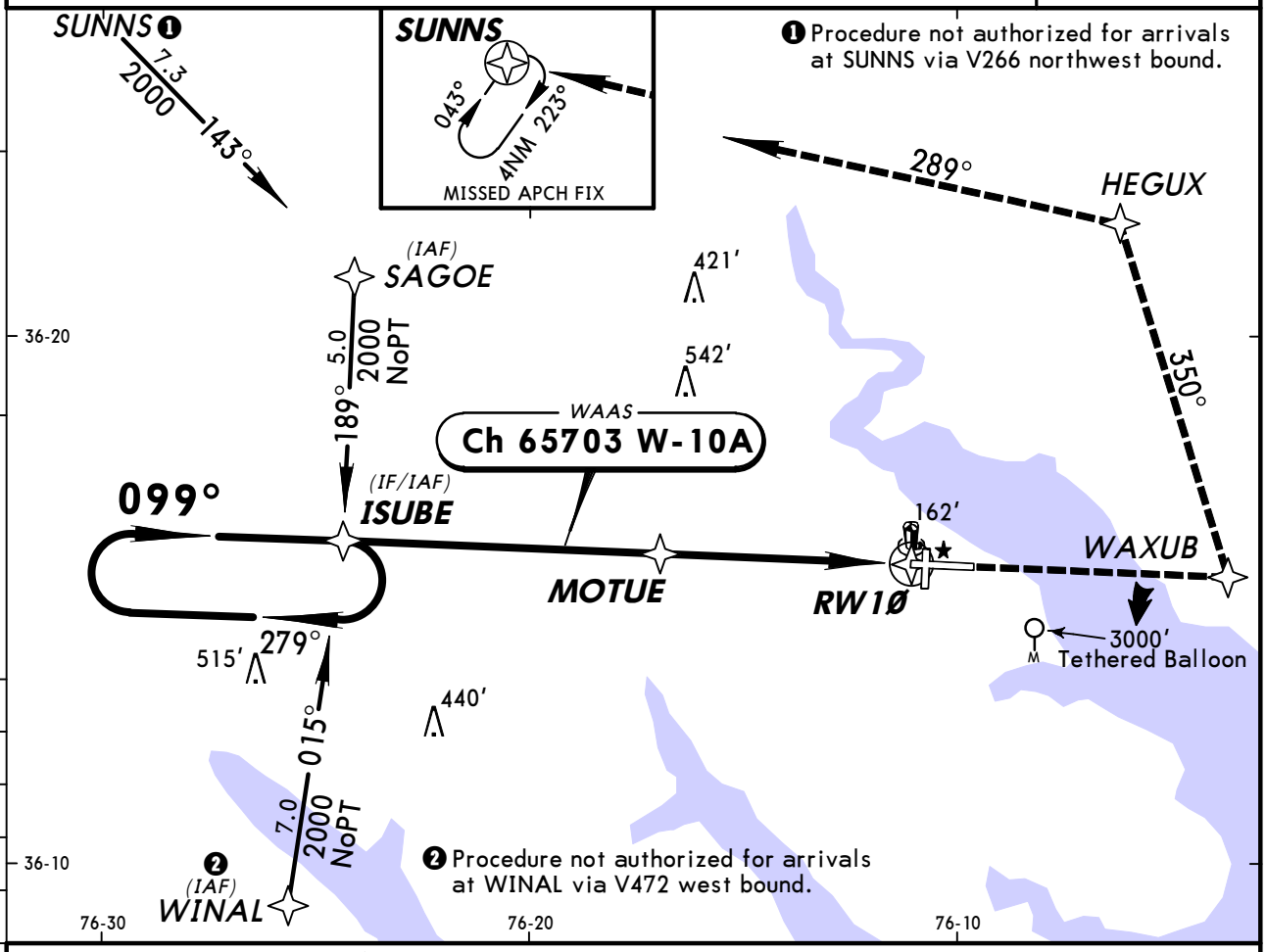
MISSED APCH: Climb to 2000′ direct WAXUB and LEFT turn via 350° track to HEGUX and 289° track to SUNNS and hold.

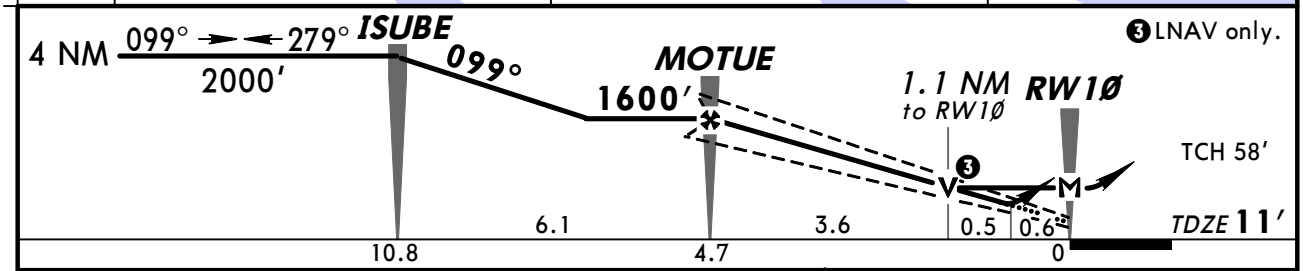
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Currituck altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP not authorized when using Currituck altimeter setting. 5. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 6. Pilot controlled lighting 120.5.

4000′

MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

REIL
PAPI-L
2000′
WAXUB

STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
	❶ LPV DA(H) 261′(250′)	❷ LNAV MDA(H) 420′(409′)	Max Kts	With Local Altimeter Setting MDA(H)	With Currituck Altimeter Setting MDA(H)
A	3/4	1	90	480′(468′)-1	520′(508′)-1
B			120		
C		1 1/4	140	480′(468′)-1 1/2	520′(508′)-1 1/2
D			165	640′(628′)-2	680′(668′)-2

AMEND 1

TERPS

❶ DA(H) 288′ (277′) with Currituck altimeter setting.
❷ MDA(H) 460′ (449′) with Currituck altimeter setting.

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (12-3)

ELIZABETH CITY, N CAR
RNAV (GPS) Rwy 19

BRIEFING STRIP™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

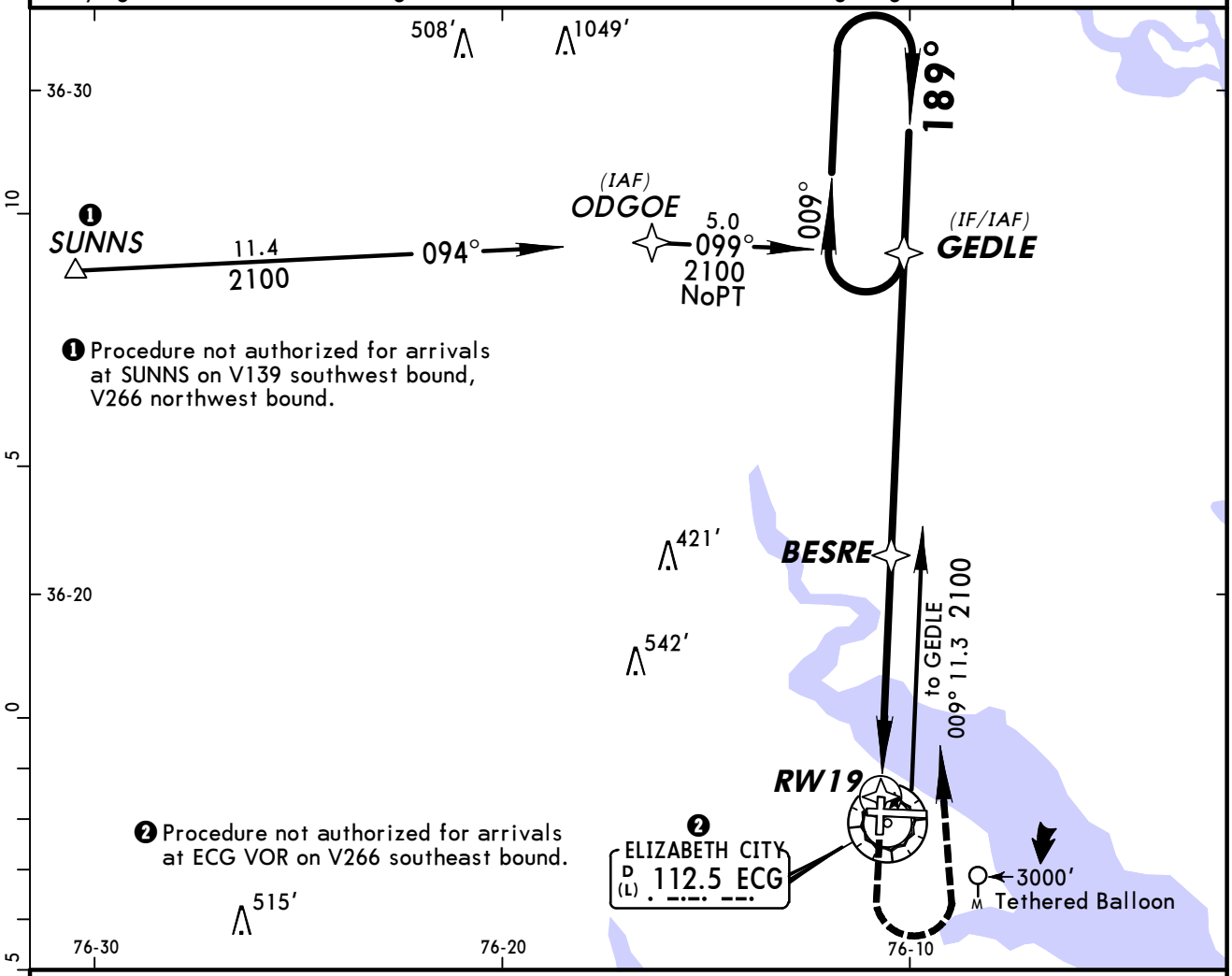
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 12′
	189°	BESRE 1600′ (1588′)	480′ (468′)	TDZE 12′

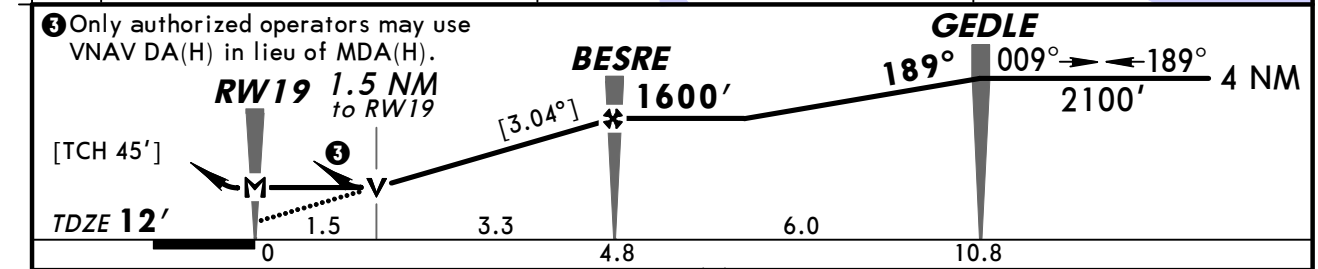
MISSED APCH: Climb to 900′ then climbing LEFT turn to 2100′ direct GEDLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 120.5.

4000′
MSA RW19





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW19						

VASI-L	900′	2100′ LT	D	GEDLE

STRAIGHT-IN LANDING RWY 19 LNAV MDA(H) 480′(468′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	520′(508′)-1
B		120	
C	1¼	140	520′(508′)-1½
D	1½	165	640′(628′)-2

AMEND 0 TERPS

CHANGES: ASOS frequency, profile note, minimums.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (12-4)

ELIZABETH CITY, N CAR
RNAV (GPS) Rwy 28

BRIEFING STRIP™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 12′
	279°	GUDLE 1600′ (1589′)	360′ (349′)	TDZE 11′

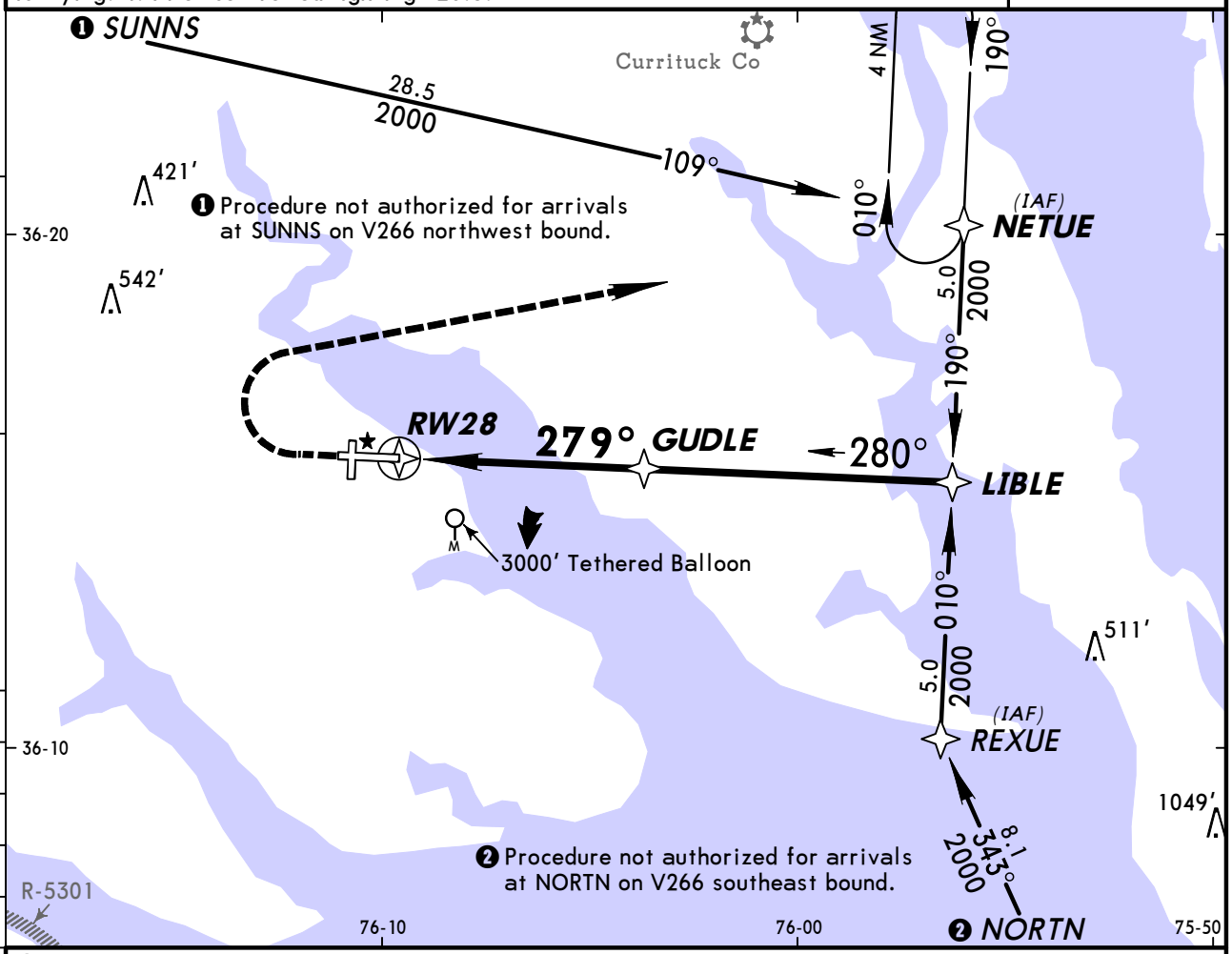
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ direct NETUE and hold.

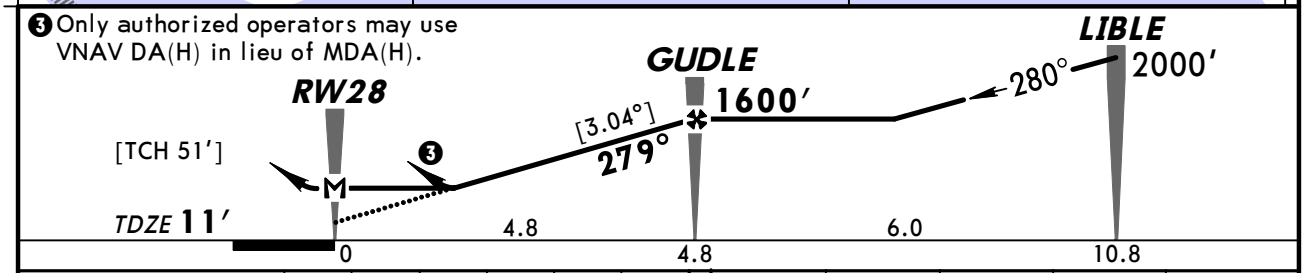
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 4. Pilot controlled lighting 120.5.

4000′

MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW28						

REIL	800′	2000′		NETUE
PAPI-L	↑	↱ RT	D→	

STRAIGHT-IN LANDING RWY 28 LNAV MDA(H) 360′(349′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	520′(508′)-1
B		120	
C		140	520′(508′)-1½
D	1¼	165	640′(628′)-2

AMEND 0 TERPS

CHANGES: ASOS frequency, profile note, minimums.

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ELIZABETH CITY CGAS/REGL

20 AUG 10 (13-1)

JEPPESEN

ELIZABETH CITY, N CAR
VOR DME Rwy 1

BRIEFING STRIP™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

VOR ECG	Final Apch Crs	Minimum Alt SIMER	MDA(H)	Apt Elev 12′
112.5	016°	900′ (888′)	460′ (448′)	TDZE 12′

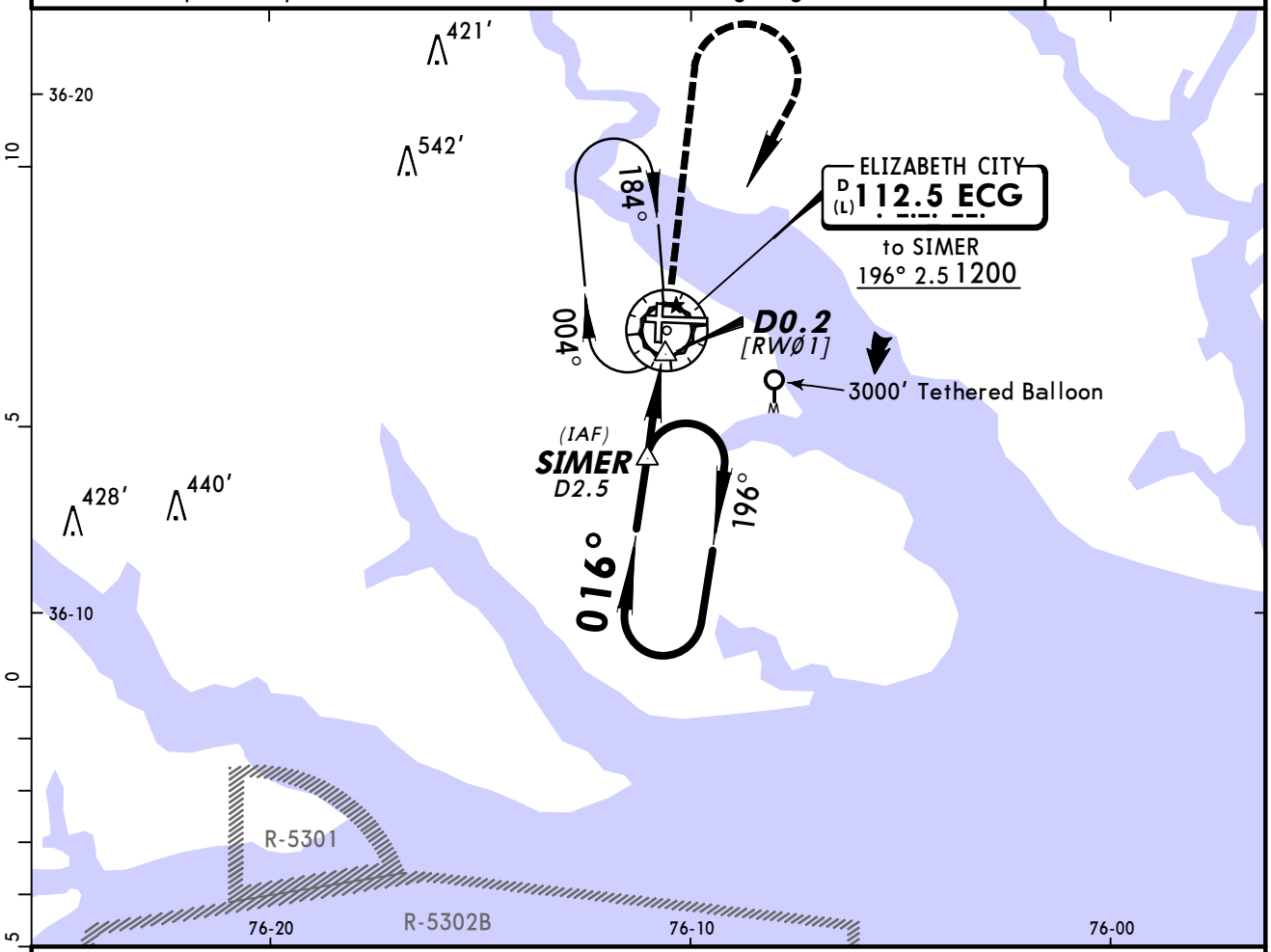
MISSED APCH: Climb to 1600′ then RIGHT turn direct ECG VOR and hold.

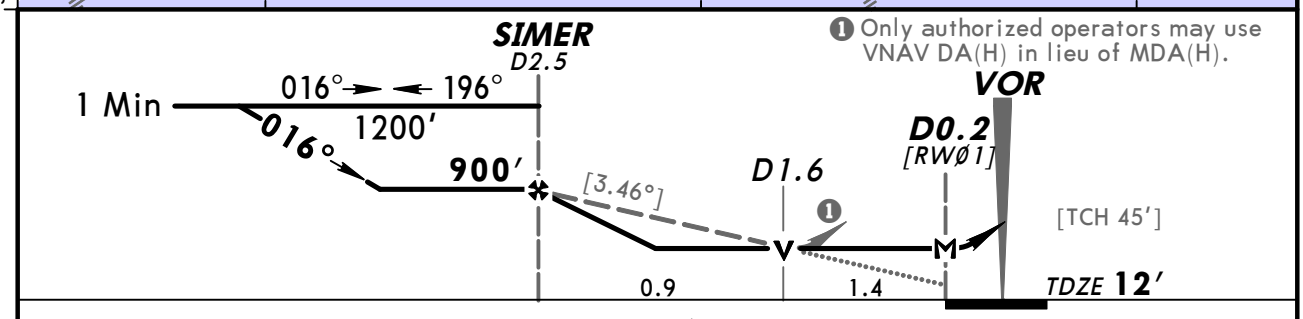
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 2. Penetration of R-5301 not authorized. 3. ATC clearance required to penetrate R-5302B. 4. Pilot controlled lighting 120.5.

4000′

MSA ECG VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.46°]	429	551	612	735	857	980
MAP at D0.2						

VASI-L | 1600′ ↑ | RT | D | ECG 112.5

STRAIGHT-IN LANDING RWY 1		CIRCLE-TO-LAND	
MDA(H) 460′(448′)		Max Kts	MDA(H)
A	1	90	520′(508′)-1
B		120	
C	1¼	140	520′(508′)-1½
D	1½	165	640′(628′)-2

AMEND 11C

TERPS

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (13-2)

ELIZABETH CITY, N CAR
VOR DME Rwy 10

BRIEFING STRIP ™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

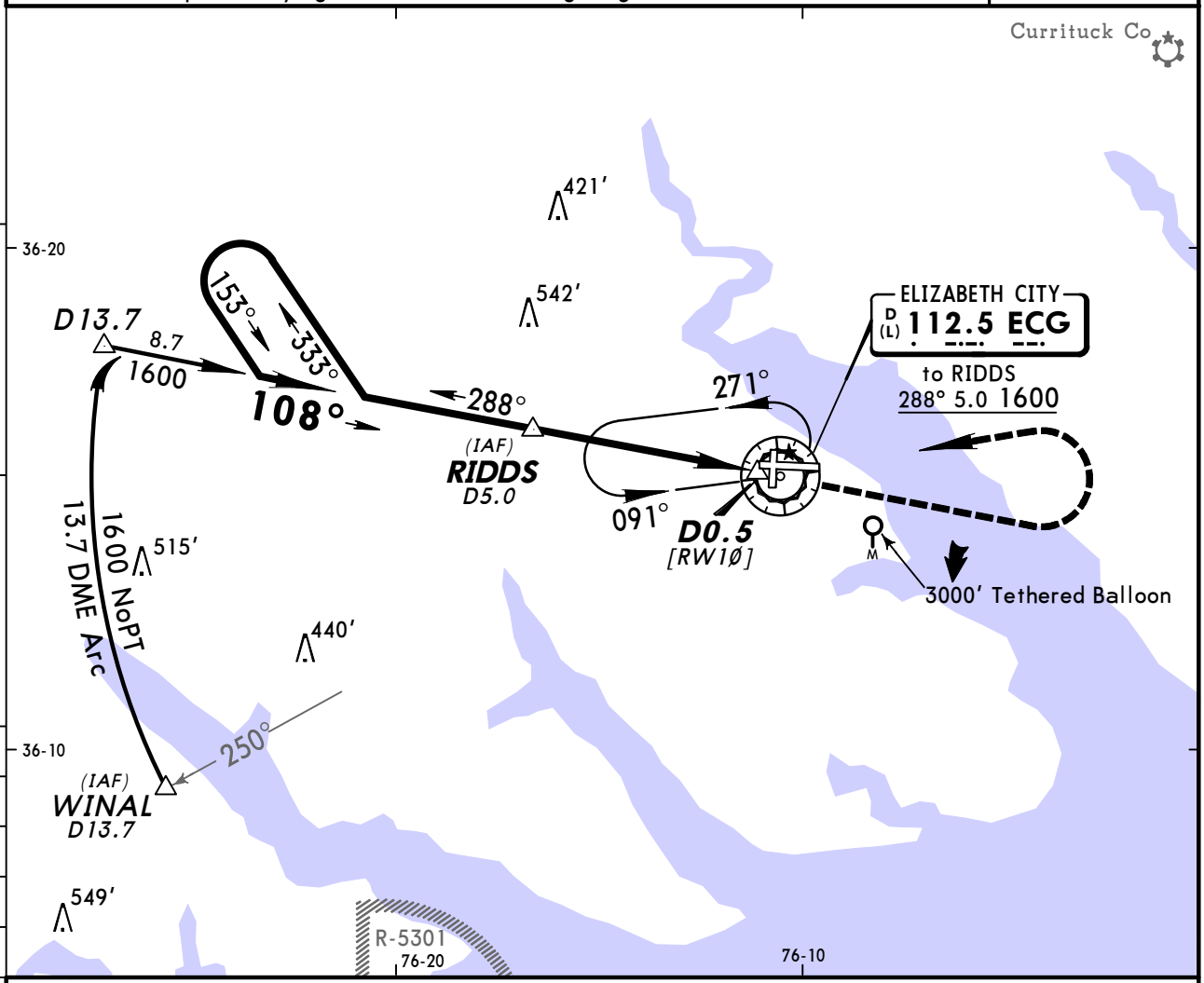
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 12′
ECG 112.5	108°	RIDDS 1600′ (1588′)	420′ (408′)	TDZE 12′

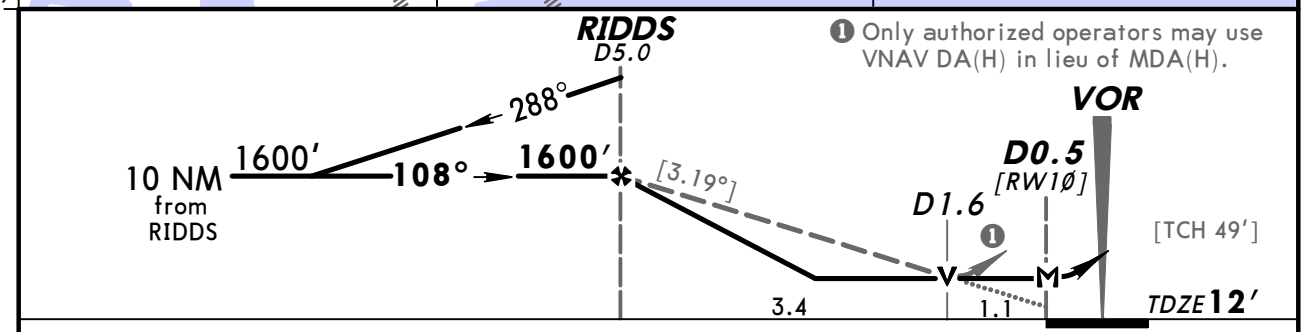
MISSED APCH: Climb to 1600′ then LEFT turn direct ECG VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 2. Pilot controlled lighting 120.5.

4000′ MSA ECG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.19°]	395	508	564	677	790	903
MAP at D0.5						

REIL PAPI-L | 1600′ | LT | D | ECG 112.5

TERPS

AMEND OC	STRAIGHT-IN LANDING RWY 10 MDA(H) 420′ (408′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	520′ (508′) - 1
B		120	
C	1¼	140	520′ (508′) - 1½
D		165	640′ (628′) - 2

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (13-3)

ELIZABETH CITY, N CAR
VOR DME Rwy 19

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 12′
ECG 112.5	184°	NEWRO 800′ (788′)	480′ (468′)	TDZE 12′

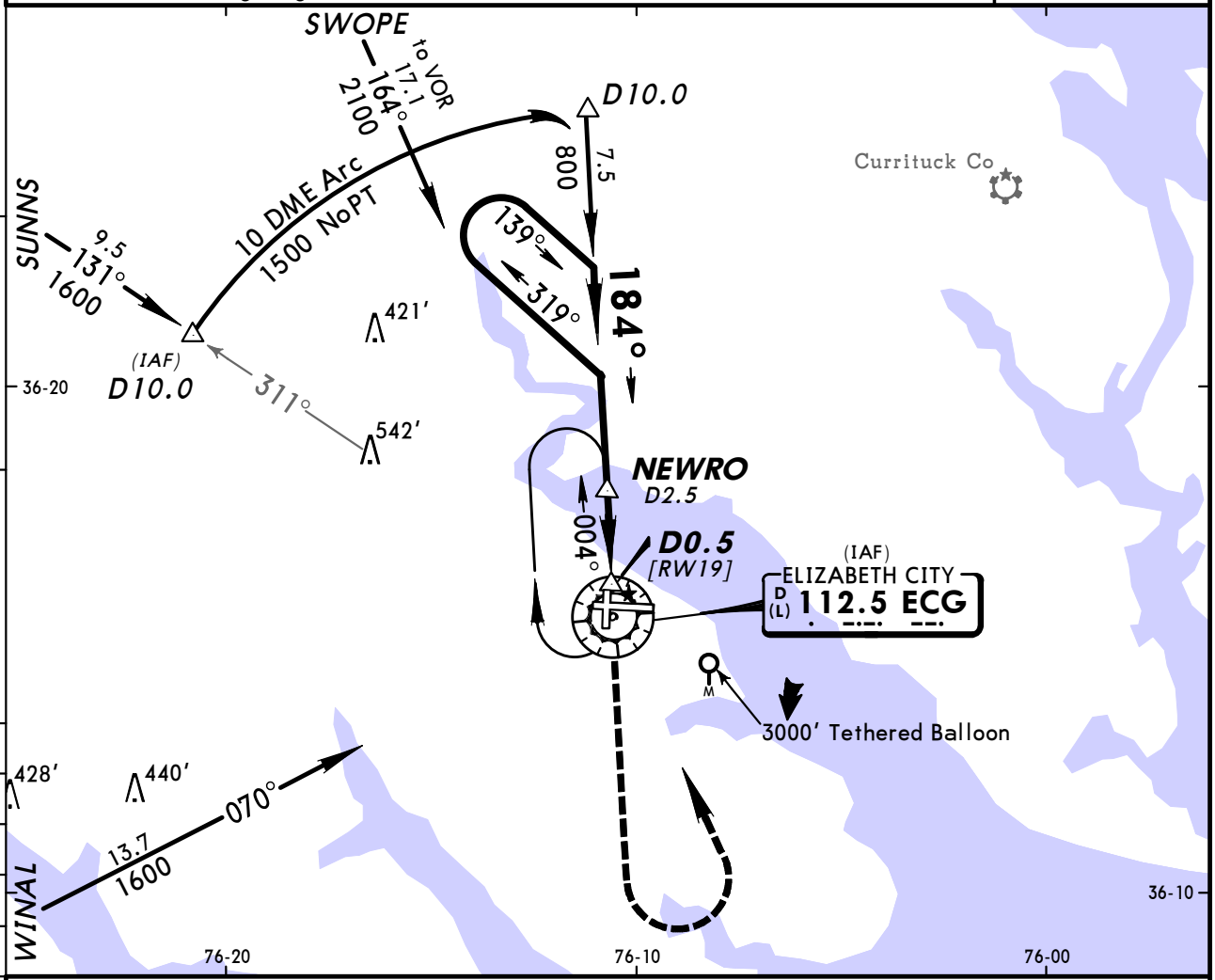
MISSED APCH: Climb to 1600′ then LEFT turn direct ECG VOR and hold.

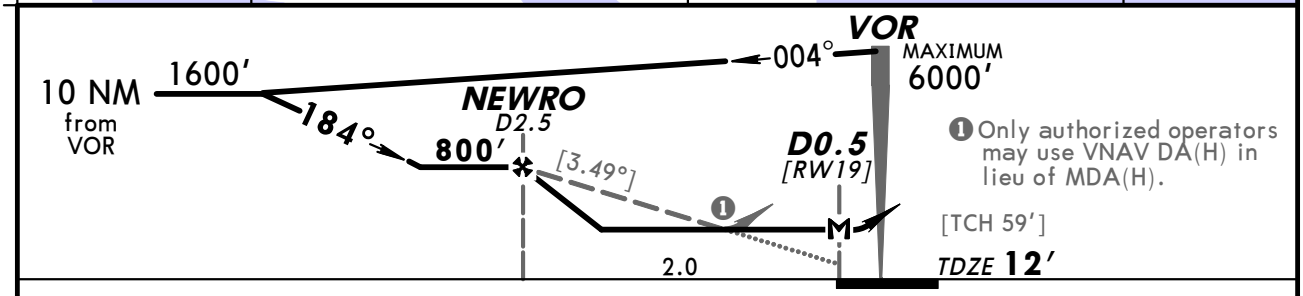
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 120.5.

4000′ MSA ECG VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.49°]	432	556	618	741	865	988
MAP at D0.5						

VASI-L | 1600′ | LT | D | ECG 112.5

TERPS AMEND 10D 19 NOV 2009

STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
MDA(H) 480′ (468′)		Max Kts	MDA(H)
A	1	90	520′ (508′) - 1
B		120	
C	1¼	140	520′ (508′) - 1½
D	1½	165	640′ (628′) - 2

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (13-4)

ELIZABETH CITY, N CAR
VOR DME Rwy 28

BRIEFING STRIP™

ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 12′
ECG 112.5	270°	SOFIE 1400′ (1389′)	360′ (349′)	TDZE 11′

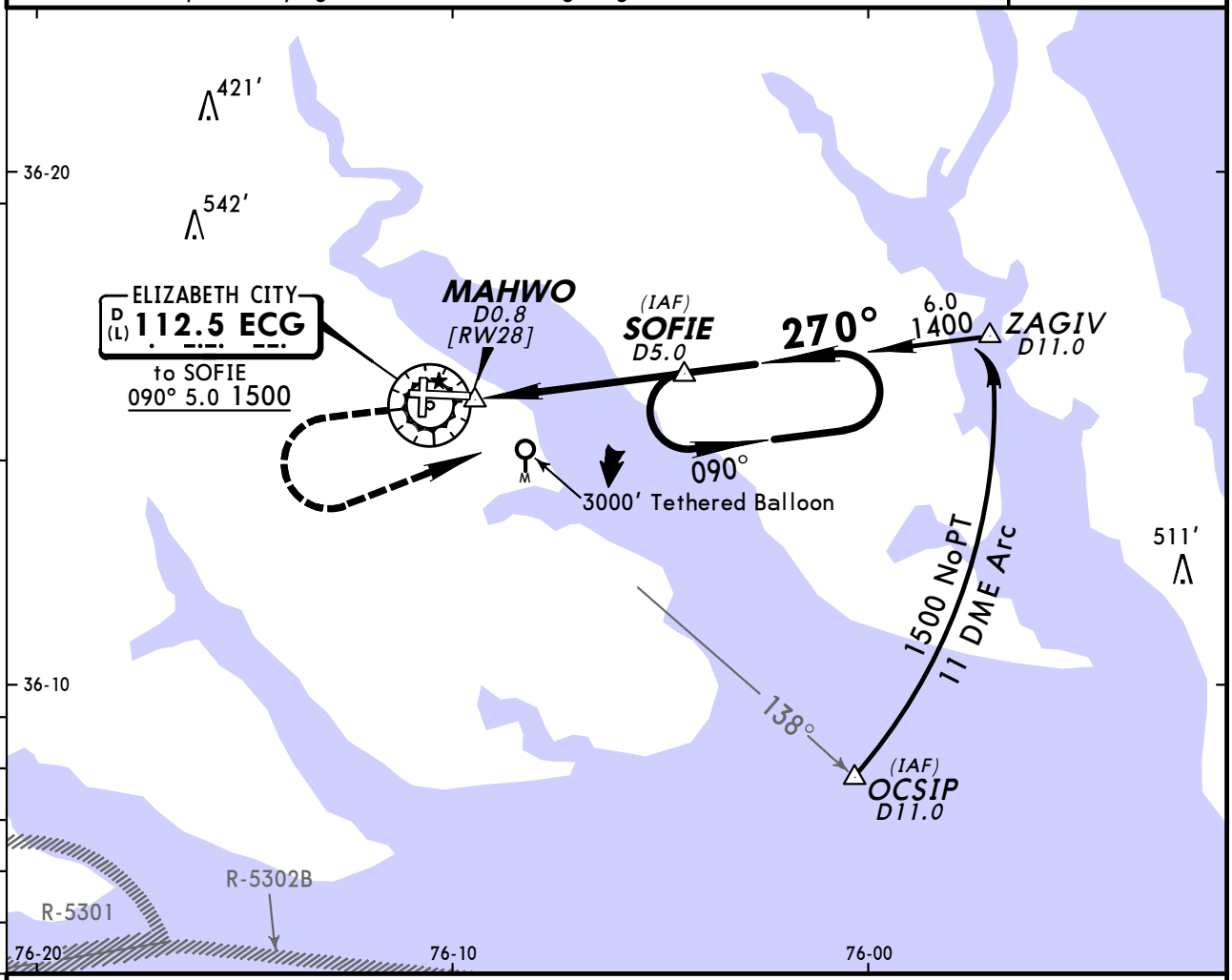
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 1500′ outbound via ECG VOR R-090 to SOFIE D5.0 and hold.

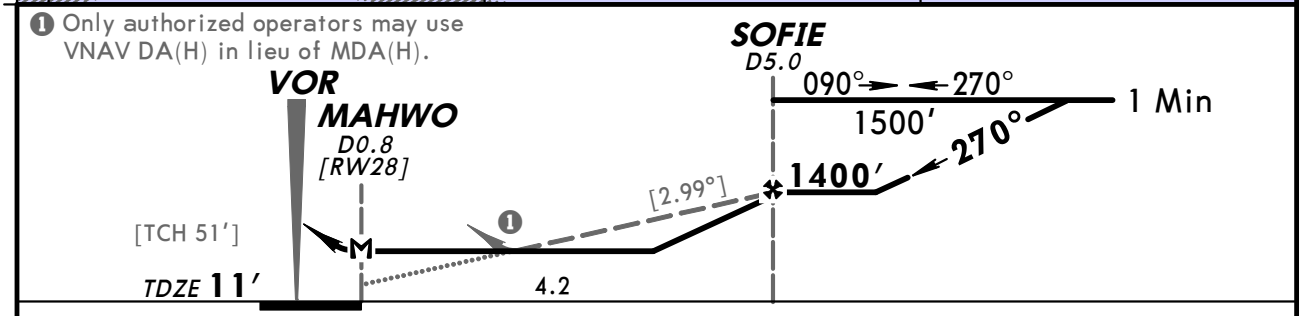
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 2. Pilot controlled lighting 120.5.

4000′

MSA ECG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at MAHWO						

REIL PAPI-L	1000′ ↑	1500′ ← LT	via ECG 112.5 R-090	SOFIE

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 28 MDA(H) 360′(349′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	520′(508′)-1
B		120	
C		140	520′(508′)-1½
D	1¼	165	640′(628′)-2

CHANGES: ASOS frequency.

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KECG/ECG
ELIZABETH CITY CGAS/REGL

JEPPESEN 20 AUG 10 (16-1)

ELIZABETH CITY, N CAR
NDB Rwy 10

BRIEFING STRIP ™

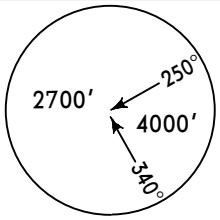
ASOS	NORFOLK Approach (R)	*ELIZABETH CITY Tower	*Ground
124.37	119.55	CTAF 120.5	121.9

NDB LLW	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 12′
254	101°	1600′ (1588′)	640′ (628′)	TDZE 12′

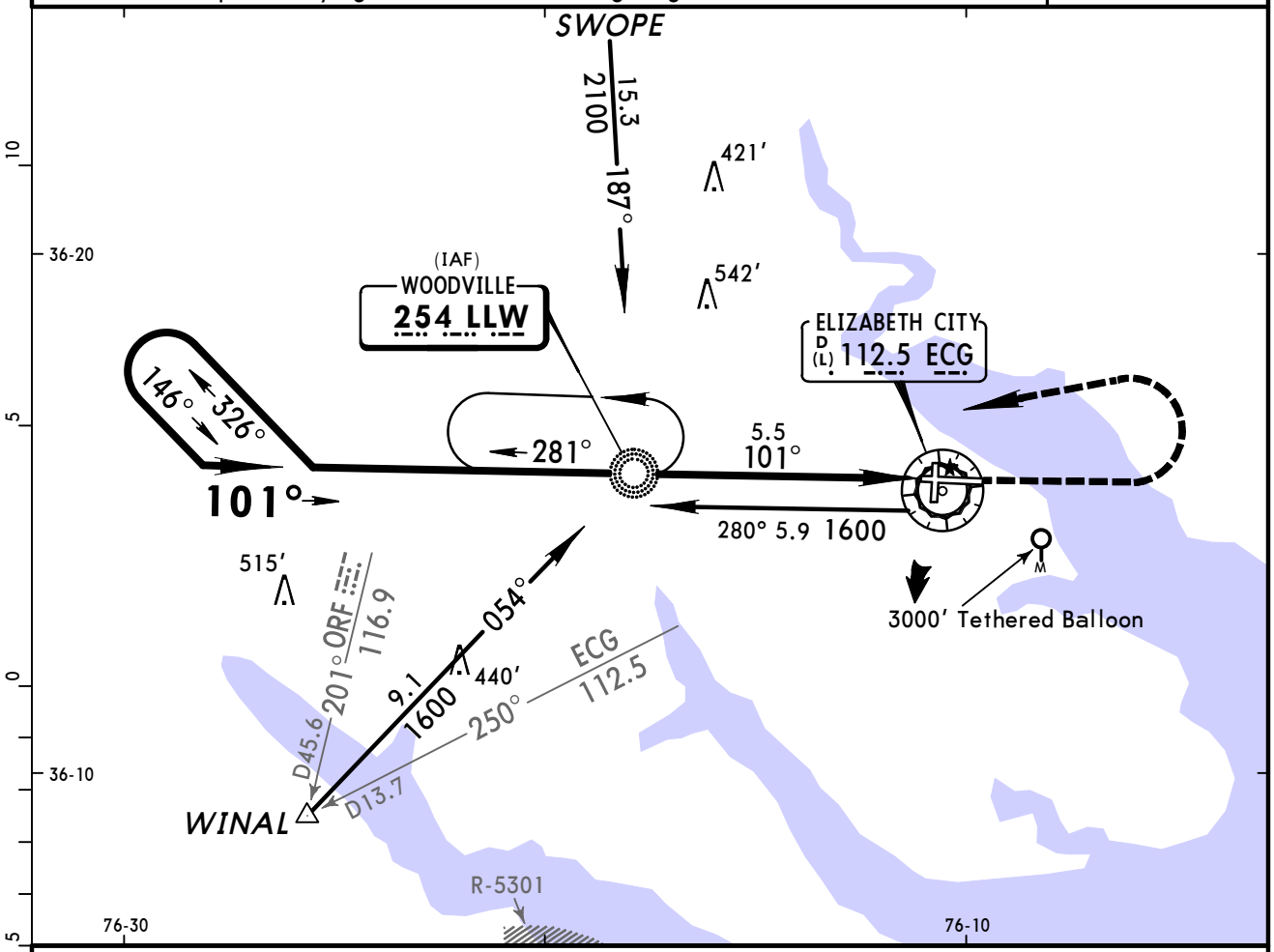
MISSED APCH: Climb to 1600′ then LEFT turn direct LLW NDB and hold.

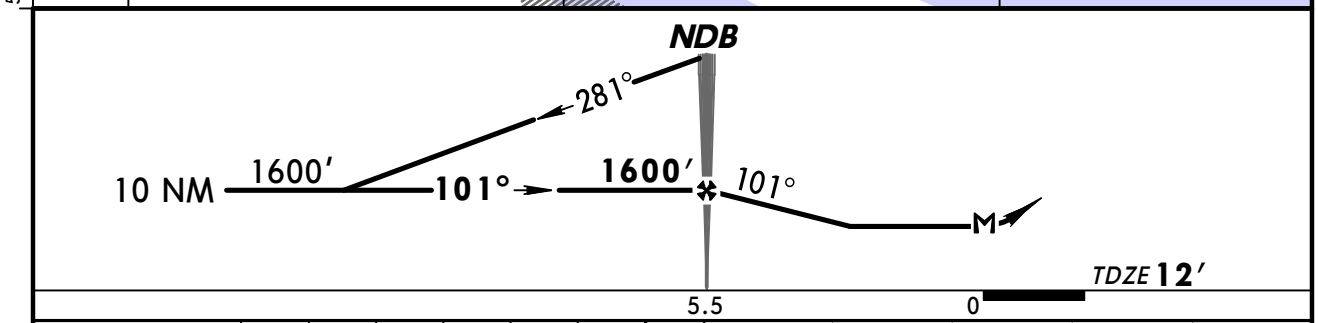
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. 2. Pilot controlled lighting 120.5.



MSA LLW NDB





Gnd speed-Kts	70	90	100	120	140	160
NDB to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

REIL PAPI-L	1600′	LT	D	LLW 254

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
MDA(H) 640′(628′)		Max Kts	MDA(H)
A	1	90	640′(628′)-1
B		120	
C	1¾	140	640′(628′)-1¾
D	2	165	640′(628′)-2

TERPS AMEND 0E 19 NOV 2009

CHANGES: ASOS frequency.

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General Information

Location: Fayetteville NC USA
IATA Code: FAY
Lat/Long: N34° 59.5' W078° 52.8'
Elevation: 189 ft

Airport Use: Public
Magnetic Variation: 8.7°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1148 Z
Sunset: 2309 Z,

Runway Information

Runway: 04
Length x Width: 7709 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 189 ft
Lighting: Edge, ALS
Displaced Threshold: 499 ft

Runway: 10
Length x Width: 4801 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 7709 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 182 ft
Lighting: Edge, REIL
Displaced Threshold: 302 ft

Runway: 28
Length x Width: 4801 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge, REIL

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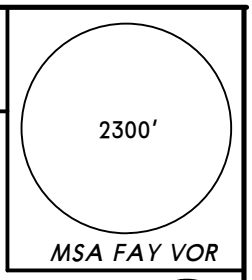
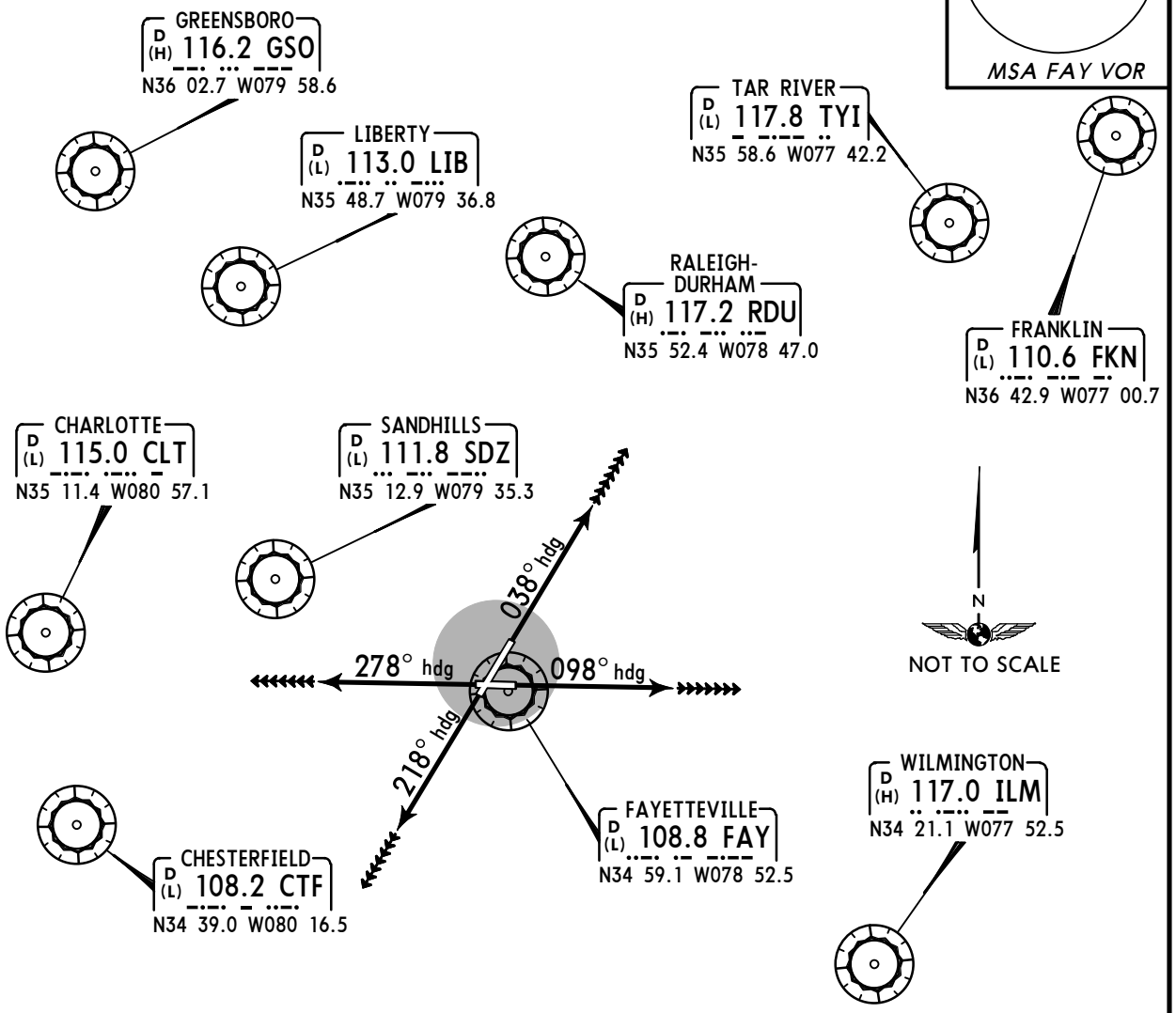
Communication Information

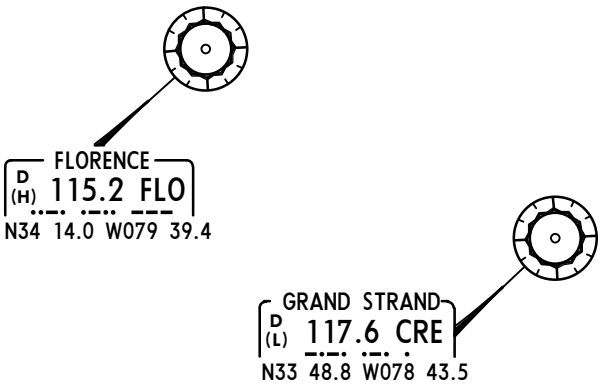
ATIS 121.25
Fayetteville Tower 118.3
Fayetteville Ground Control 121.7
Fayetteville Approach Control 133.0 (61°-230°) Initial Contact
Fayetteville Approach Control 127.8 (231°-320°)
Fayetteville Approach Control 125.175 (321°-60°)
Fayetteville App ARSA 133.0 (61°-230°)
Fayetteville App ARSA 127.8 (231°-320°)
Fayetteville App ARSA 125.175 (321°-60°)
Fayetteville Departure Control 133.0 (61°-230°) Initial Contact
Fayetteville Departure Control 127.8 (231°-320°)
Fayetteville Departure Control 125.175 (321°-60°)
Fayetteville Regl/Grannis Unicom 122.95
Raleigh Flight Service Station 122.1 RCO
Raleigh Flight Service Station 108.8 RCO

FAYETTEVILLE Departure (R)	Apt Elev	
133.0	189′	Trans level: FL 180 Trans alt: 18000′ RADAR required.

MOUNTY TWO DEPARTURE (MTY2.MTY)







OBSTACLES

Rwy 4: Trees beginning 154′ from DER, 117′ RIGHT of centerline, up to 79′ AGL/189′ MSL. Trees beginning 344′ from DER, 240′ LEFT of centerline, up to 63′ AGL/173′ MSL.

Rwy 10: Trees beginning 182′ from DER, 295′ RIGHT of centerline, up to 43′ AGL/223′ MSL. Trees beginning 451′ from DER, 383′ LEFT of centerline, up to 62′ AGL/242′ MSL.

Rwy 22: Vehicle on road 98′ from DER, LEFT and RIGHT of centerline, up to 15′ AGL/186′ MSL. Trees beginning 1059′ from DER, 551′ RIGHT of centerline, up to 94′ AGL/264′ MSL.

Rwy 28: Pole and trees beginning 199′ from DER, 307′ LEFT of centerline, up to 34′ AGL/204′ MSL. Trees beginning 593′ from DER, 96′ RIGHT of centerline, up to 79′ AGL/239′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 4, 10, 22, 28: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	ALTITUDE
4	Climb heading 038° or as assigned.	**MAINTAIN 2000′** or assigned altitude
10	Climb heading 098° or as assigned.	
22	Climb heading 218° or as assigned.	
28	Climb heading 278° or as assigned.	

ROUTING

EXPECT vectors to join filed route. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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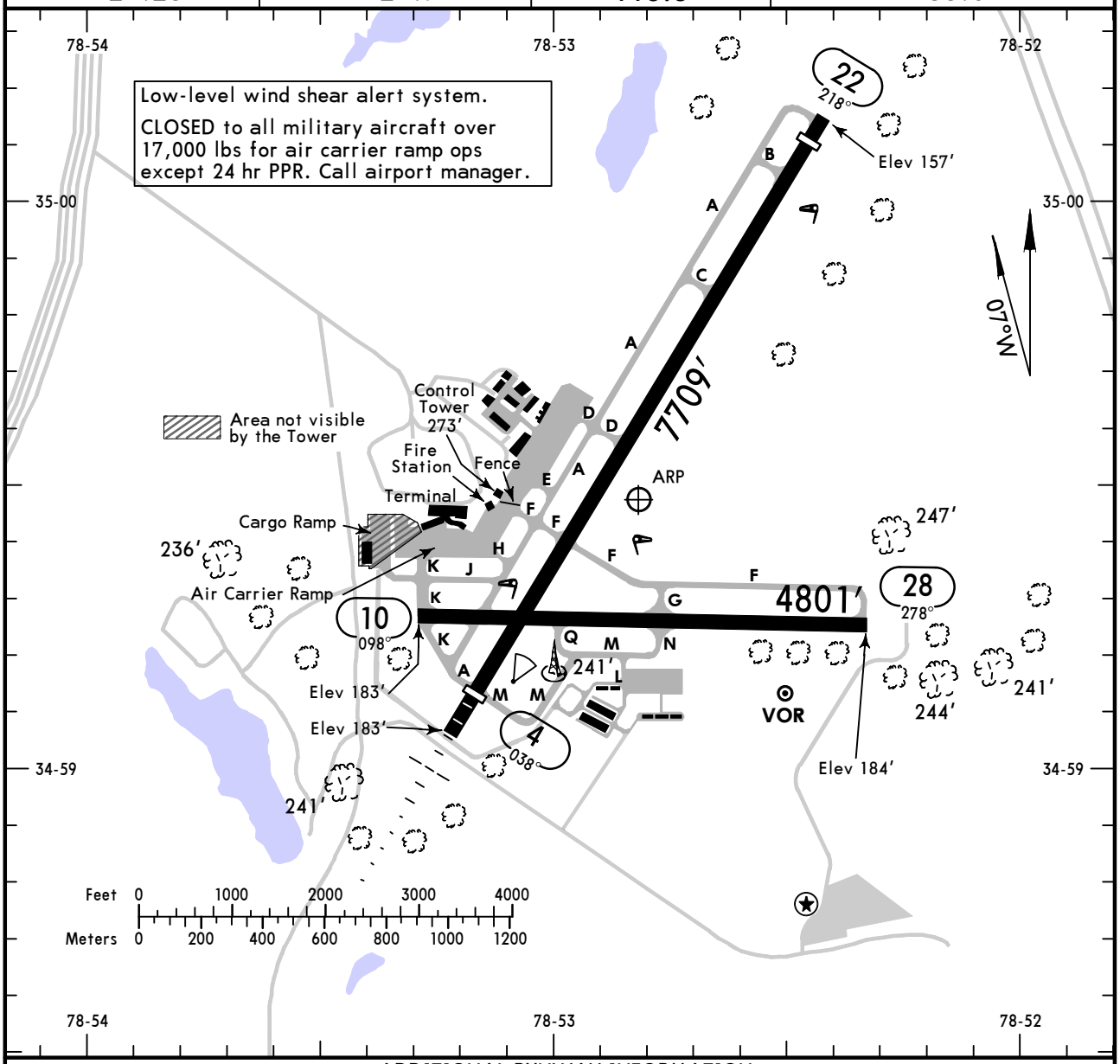
ATIS	FAYETTEVILLE Ground	Tower	FAYETTEVILLE Departure (R)
121.25	121.7	118.3	133.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	HIRL MALSR PAPI-R (angle 3.0°) grooved RVR	❶ 6508′	5586′		150′
22	HIRL REIL VASI-L grooved	❷ 6413′			
10	MIRL REIL				150′
28	MIRL REIL PAPI-L (angle 3.0°)				

❶ Last 702′ is unavailable for landing distance computations.
❷ Last 994′ is unavailable for landing distance computations.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available: ILS Rwy 4	VOR Rwy 4, VOR Rwy 28	Authorized Only When Local Weather Available: LOC DME Rwy 4, VOR Rwy 22, RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 22	Authorized Only When Twr Operating: LOC (BACK CRS) Rwy 22	Other
A B C D	600-2	800-2	800-2	800-2	NA

CHANGES: Rwy 4 landing after GS distance, alternate minimums.

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AMEND 0

KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

11 NOV 11 **Eff 17 Nov** (11-1)

JEPPESEN

FAYETTEVILLE, N CAR
ILS or LOC DME Rwy 4

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

BRIEFING STRIP ™

LOC IGRA	Final Apch Crs	GS CINLO	ILS DA(H)	Apt Elev 189′
110.5	038°	1900′ (1715′)	385′ (200′)	Rwy 4 185′

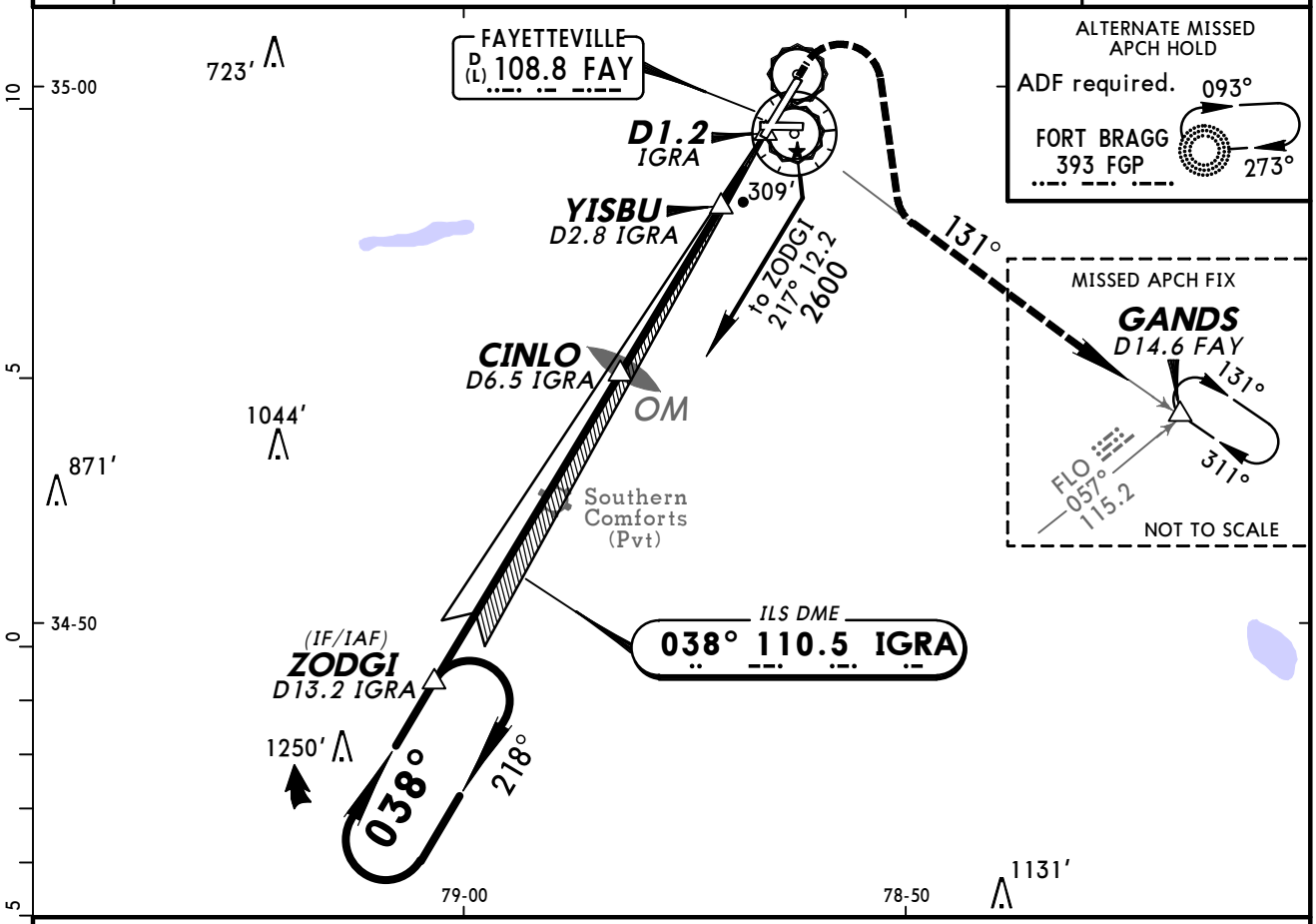
MISSED APCH: Climb to 1100′ then climbing RIGHT turn to 3000′ outbound on FAY VOR R-131 to GANDS INT/D14.6 FAY and hold, or as directed by ATC.

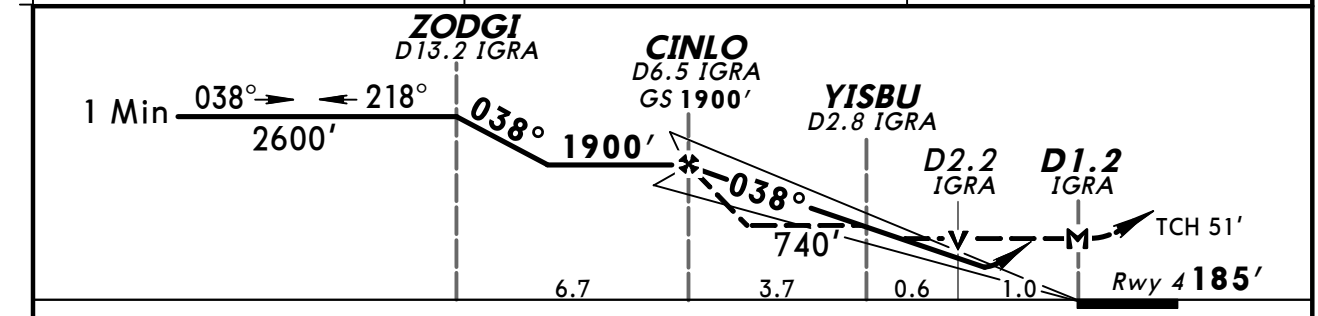
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized.

2300′

MSA FAY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 IGRA						

MALSR PAPI | 1100′ | 3000′ RT on FAY 108.8 R-131 | GANDS

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 385′ (200′) FULL	ILS DA(H) 385′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 560′ (375′) RAIL out	LOC (GS out) MDA(H) 560′ (375′) RAIL out	LOC (GS out) MDA(H) 560′ (375′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾		RVR 55 or 1
B					
C			RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (451′)-1
120	
140	640′ (451′)-1½
165	740′ (551′)-2

TERPS AMEND 16 17 NOV 2011

CHANGES: Procedure.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 18 SEP 09 **Eff 24 Sep** (11-2)

FAYETTEVILLE, N CAR
LOC (BACK CRS) Rwy 22

BRIEFING STRIP™

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

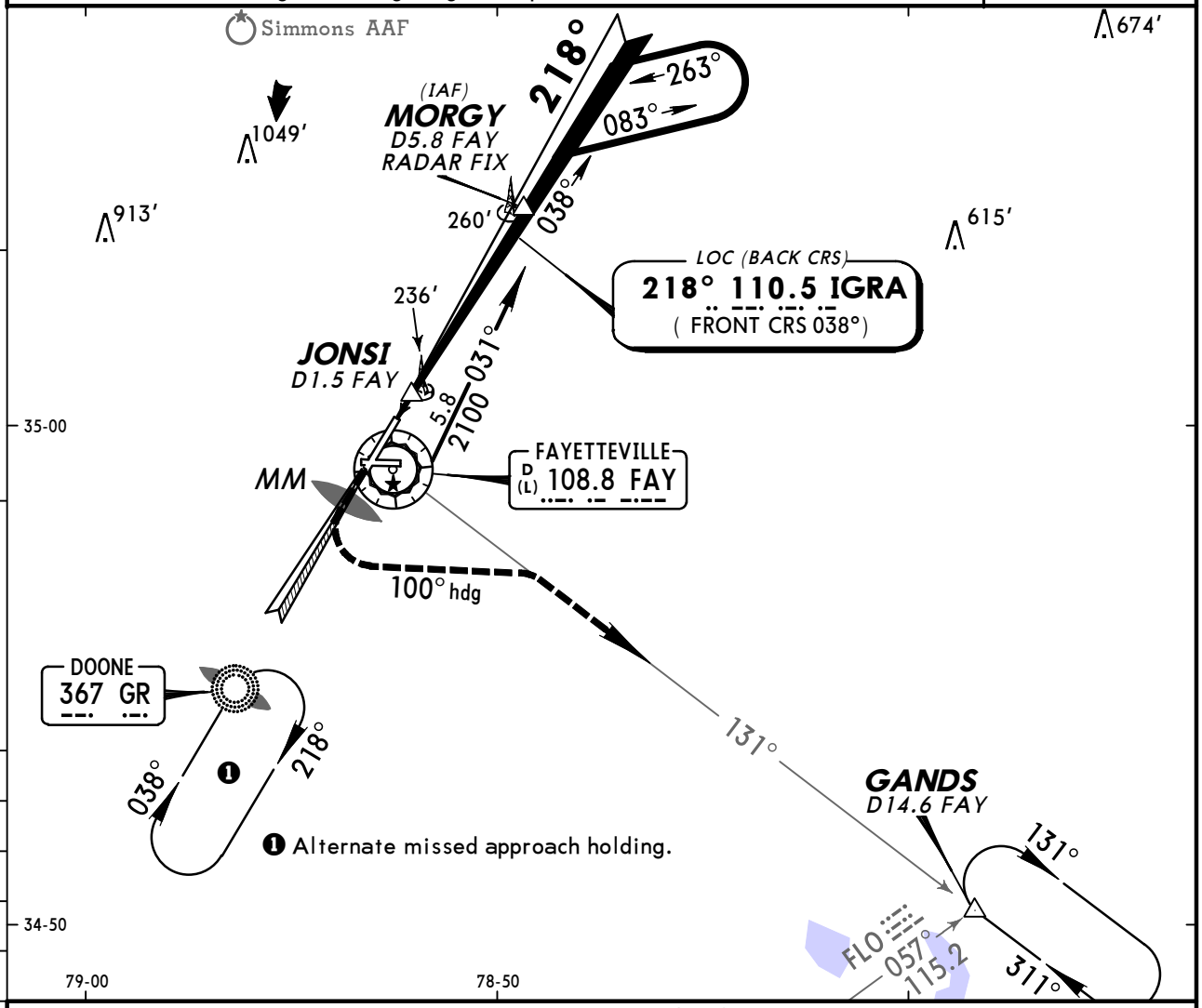
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 189′
IGRA **110.5**	**218°** (Front Crs 038°)	**MORGY** **1800′** (1618′)	(CONDITIONAL) **500′** (318′)	TDZE **182′**

MISSED APCH: Climb to 900′ then climbing LEFT turn to 3000′ via 100° heading and FAY VOR R-131 outbound to GANDS INT/D14.6 FAY and hold.

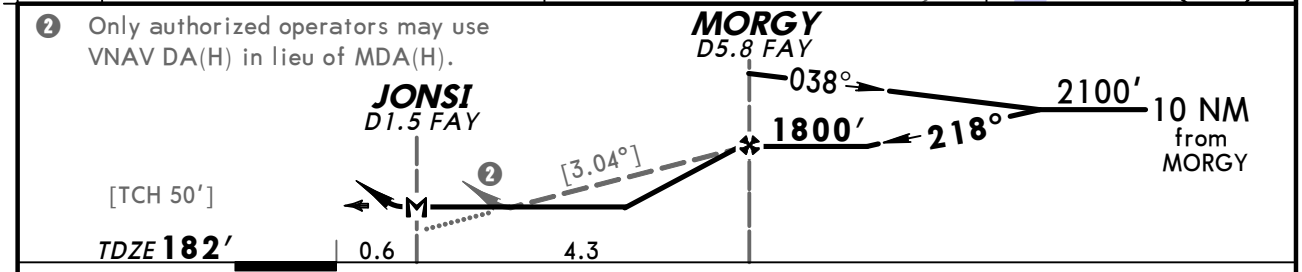
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Clinton altimeter setting. 3. Disregard glideslope indications.

2300′ MSA FAY VOR



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at JONSI or MORGY to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

REIL VASI-L	900′	3000′ LT	via 100° hdg	FAY 108.8 R-131

TERPS AMEND 7

STRAIGHT-IN LANDING RWY 22	With Local Altimeter Setting MDA(H) 500′ (318′)	With Clinton Altimeter Setting MDA(H) 580′ (398′)
A	1	1
B		
C		
D		1¼

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Clinton Altimeter Setting MDA(H)
90	640′(451′)-1	720′(531′)-1
120		
140	640′(451′)-1½	720′(531′)-1½
165	740′(551′)-2	820′(631′)-2

CHANGES: Procedure.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 1 APR 11 (12-1)

FAYETTEVILLE, N CAR
RNAV (GPS) Rwy 4

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

BRIEFING STRIP ™

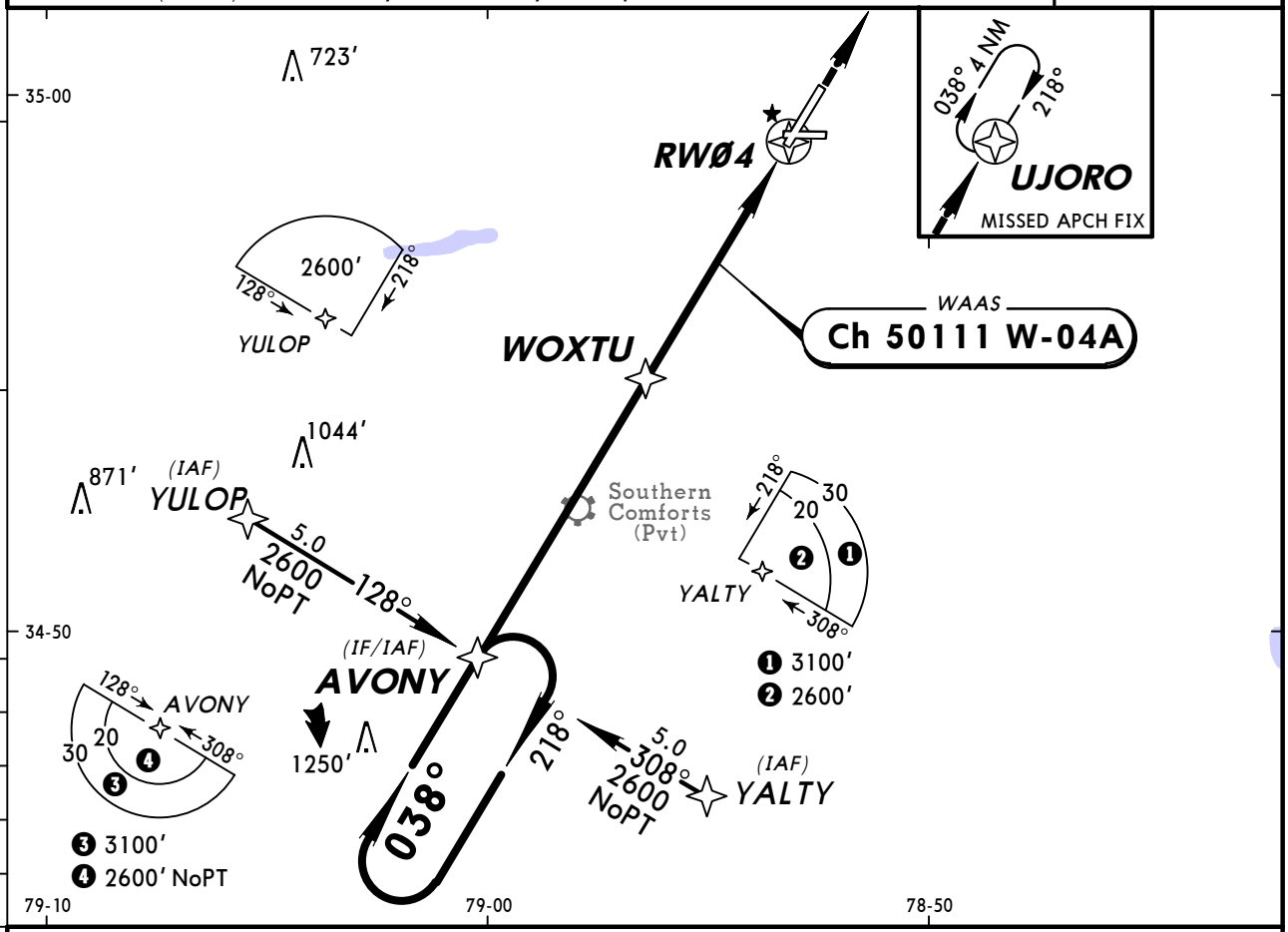
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 189′
Ch 50111 W-04A	038°	WOXTU 1900′(1711′)	440′(251′)	TDZE 189′

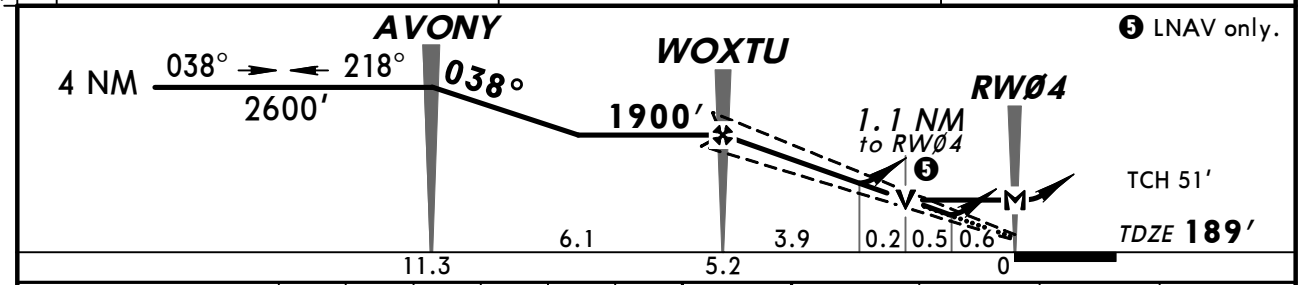
MISSED APCH: Climb to 2600′ direct UJORO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Clinton altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Clinton altimeter setting. 4. VGSI and RNAV glidepath not coincident. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 6. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW04						

MALSR PAPI 2600′ UJORO

STRAIGHT-IN LANDING RWY 4

	1 LPV DA(H) 440′(251′)		2 LNAV/VNAV DA(H) 640′(451′)		3 LNAV MDA(H) 580′(391′)	
		RAIL or ALS out		RAIL or ALS out	RAIL out	ALS out
A	RVR 40 or ¾		RVR 50 or 1	1½	RVR 40 or ¾	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Clinton Altimeter Setting MDA(H)
90	640′(451′)-1½	720′(531′)-1½
120		
140		
165	740′(551′)-2	820′(631′)-2

1 DA(H) 510′ (321′) with Clinton altimeter setting.
2 DA(H) 720′ (531′) with Clinton altimeter setting.
3 MDA(H) 660′ (471′) with Clinton altimeter setting.

TERPS AMEND 1A 7 APR 2011

CHANGES: Minimums.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN

1 APR 11 (12-2)

FAYETTEVILLE, N CAR
RNAV (GPS) Rwy 10

BRIEFING STRIP™

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

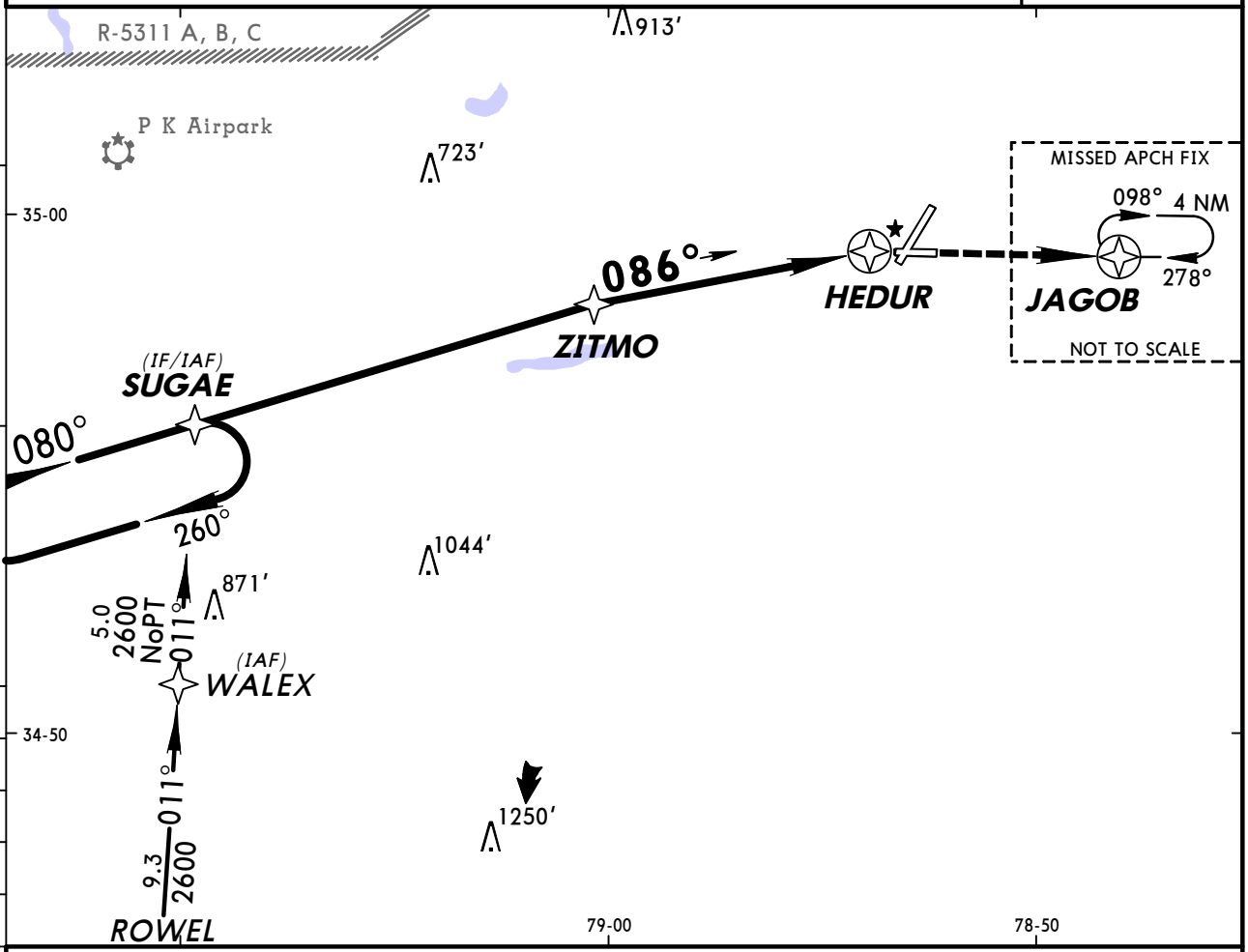
RNAV	Final Apch Crs	Minimum Alt ZITMO	LNAV MDA(H)	Apt Elev 189′ TDZE 188′
	086°	2100′ (1912′)	600′ (412′)	

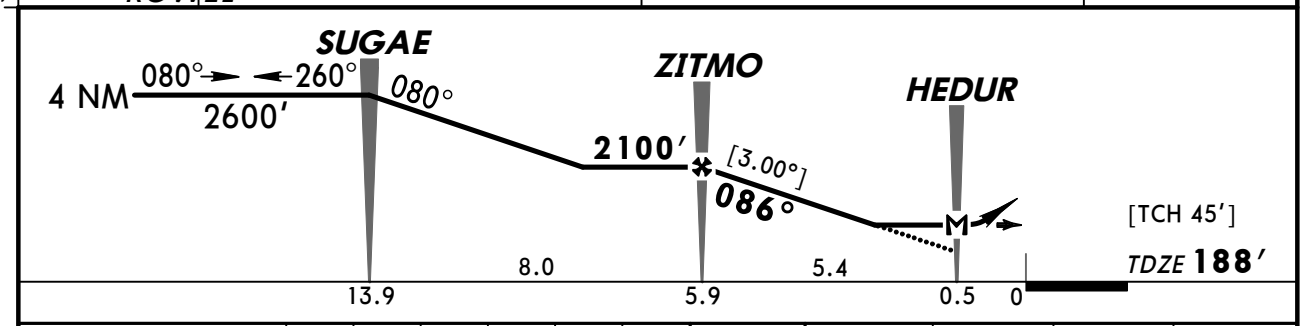
MISSED APCH: Climb to 2600′ direct JAGOB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.

2300′
MSA HEDUR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at HEDUR						

REIL 2600′ JAGOB

STRAIGHT-IN LANDING RWY 10 LNAV MDA(H) 600′(412′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	640′(451′)-1
B		120	
C	1¼	140	640′(451′)-1½
D		165	740′(551′)-2

TERPS AMENDED

CHANGES: None.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 18 SEP 09 (12-3) Eff 24 Sep

FAYETTEVILLE, N CAR
RNAV (GPS) Rwy 22

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

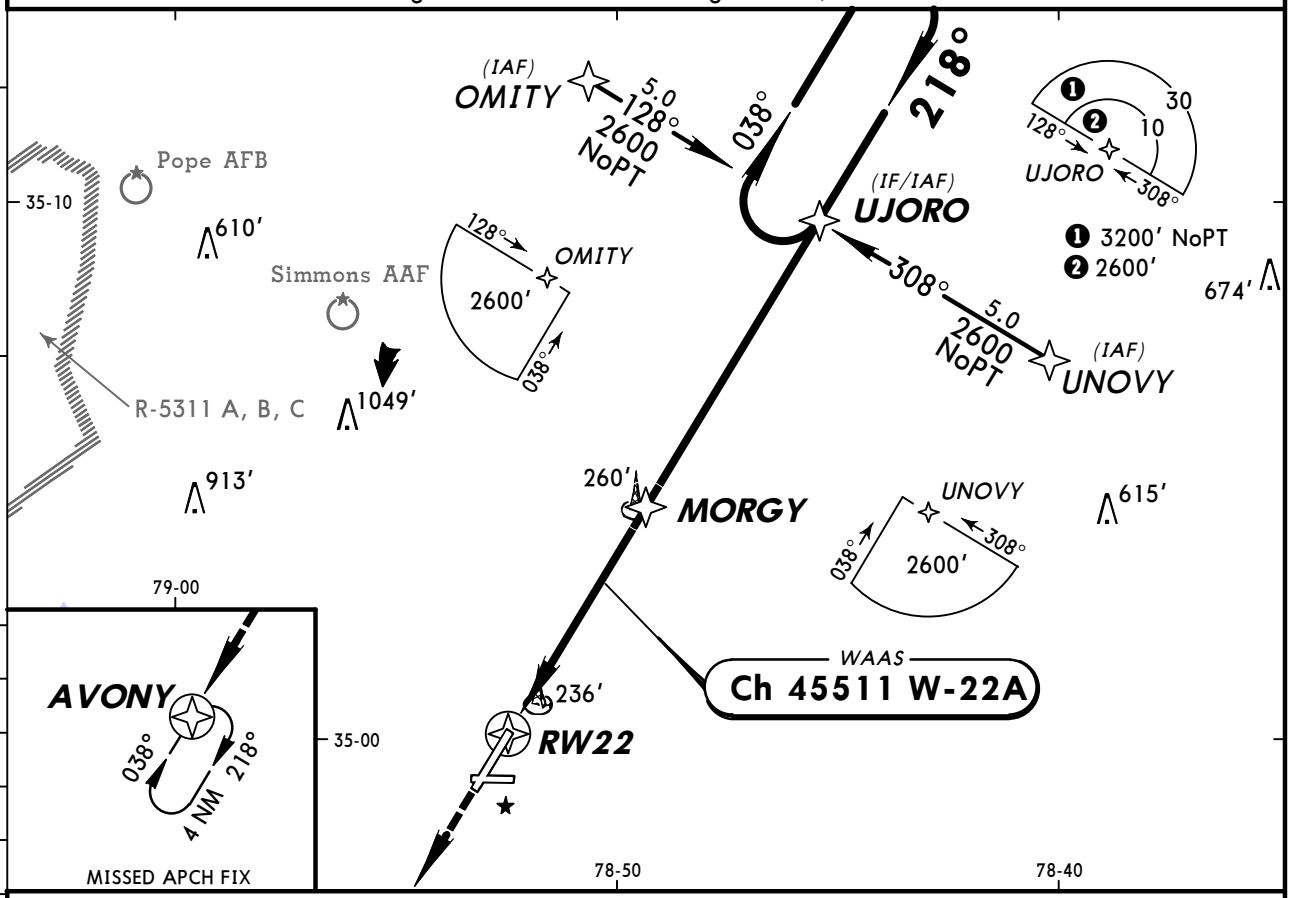
BRIEFING STRIP ™

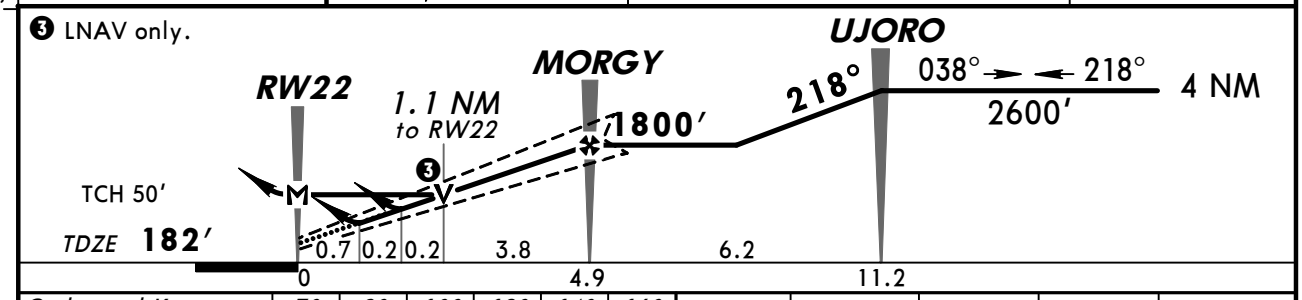
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 189′	TAA 30 NM IAF
Ch 45511 W-22A	218°	MORGY 1800′ (1618′)	432′(250′)	TDZE 182′	

MISSED APCH: Climb to 2600′ direct AVONY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Clinton altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. Baro-VNAV and VDP not authorized when using Clinton altimeter setting. 4. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
VASI-L

2600′

AVONY

STRAIGHT-IN LANDING RWY 22

With Local Altimeter Setting

	LPV DA(H) 432′(250′)	LNAV/VNAV DA(H) 504′(322′)	LNAV MDA(H) 560′(378′)
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	640′(451′)-1
120	
140	640′(451′)-1½
165	740′(551′)-2

With Clinton Altimeter Setting

	LPV DA(H) 497′(315′)	LNAV/VNAV DA(H) 569′(387′)	LNAV MDA(H) 640′(458′)
A	1¼	1½	1
B			
C			1¼
D			1½

With Clinton Altimeter Setting

Max Kts	MDA(H)
90	720′(531′)-1
120	
140	720′(531′)-1½
165	820′(631′)-2

AMEND 3 TERPS

CHANGES: Procedure.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 18 SEP 09 (12-4) Eff 24 Sep

FAYETTEVILLE, N CAR
RNAV (GPS) Rwy 28

BRIEFING STRIP ™

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

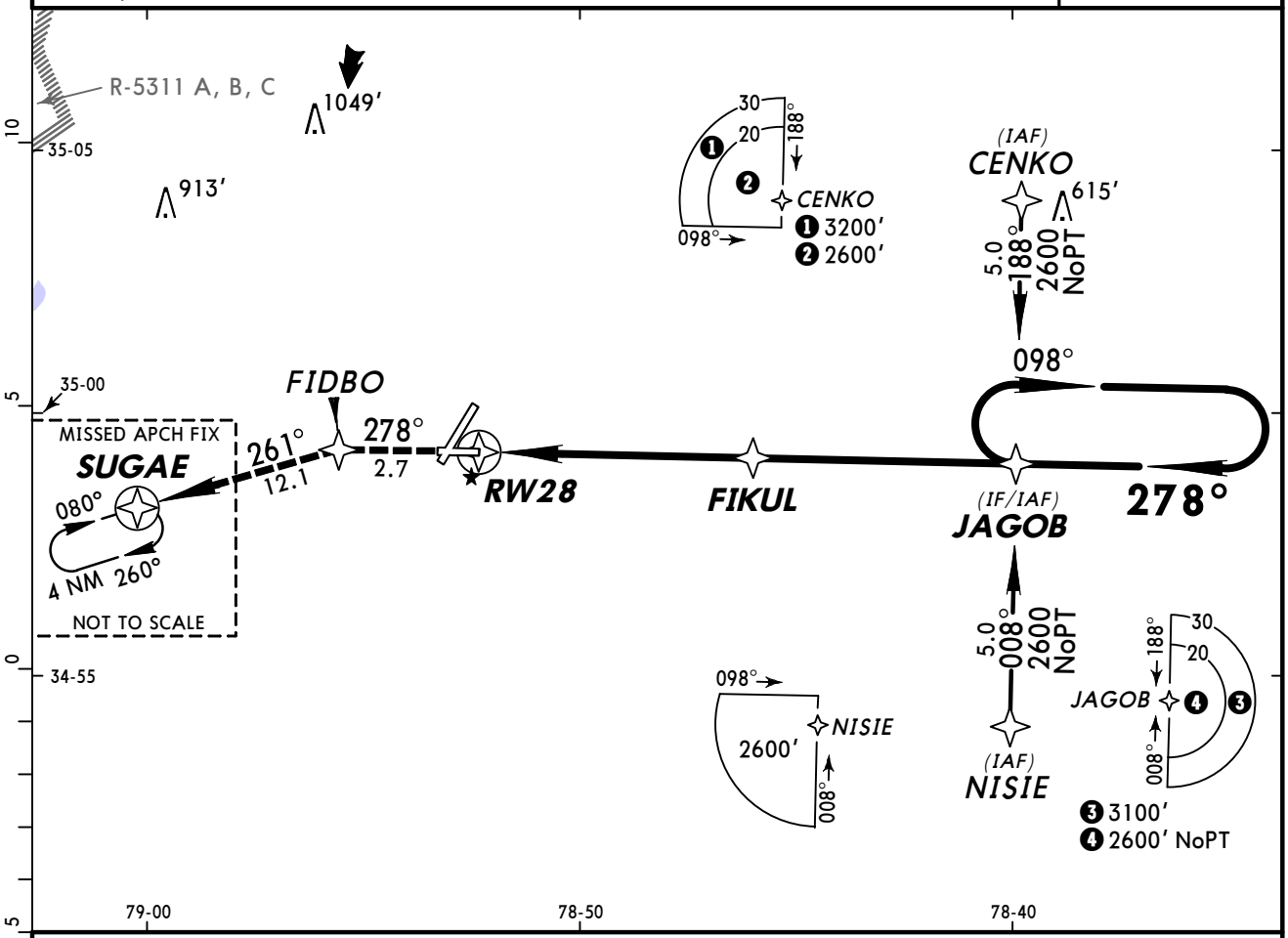
RNAV	Final Apch Crs	Minimum Alt FIKUL	LNAV/VNAV DA(H)	Apt Elev 189′
	278°	1900′ (1712′)	500′ (312′)	TDZE 188′

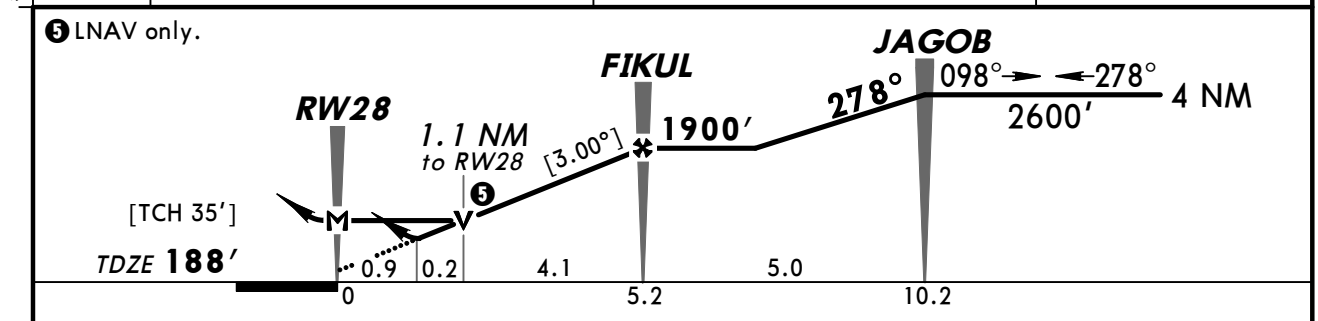
MISSED APCH: Climb to 2600′ via 278° course to FIDBO then via 261° course to SUGAE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. Baro-VNAV not authorized below -15°C (5°F).
3. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW28						

REIL
PAPI-L

2600′ via 278° FIDBO

STRAIGHT-IN LANDING RWY 28

	LNAV/VNAV DA(H) 500′(312′)	LNAV MDA(H) 560′(372′)
A	1¼	1
B		
C		
D		1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(451′)-1¼
120	
140	640′(451′)-1½
165	740′(551′)-2

AMENDO TERPS

CHANGES: None.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 27 MAY 11 (13-1)

FAYETTEVILLE, N CAR
VOR Rwy 4

BRIEFING STRIP ™

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

VOR FAY 108.8	Final Apch Crs 057°	No FAF	MDA(H) 640′ (451′)	Apt Elev 189′ TDZE 189′

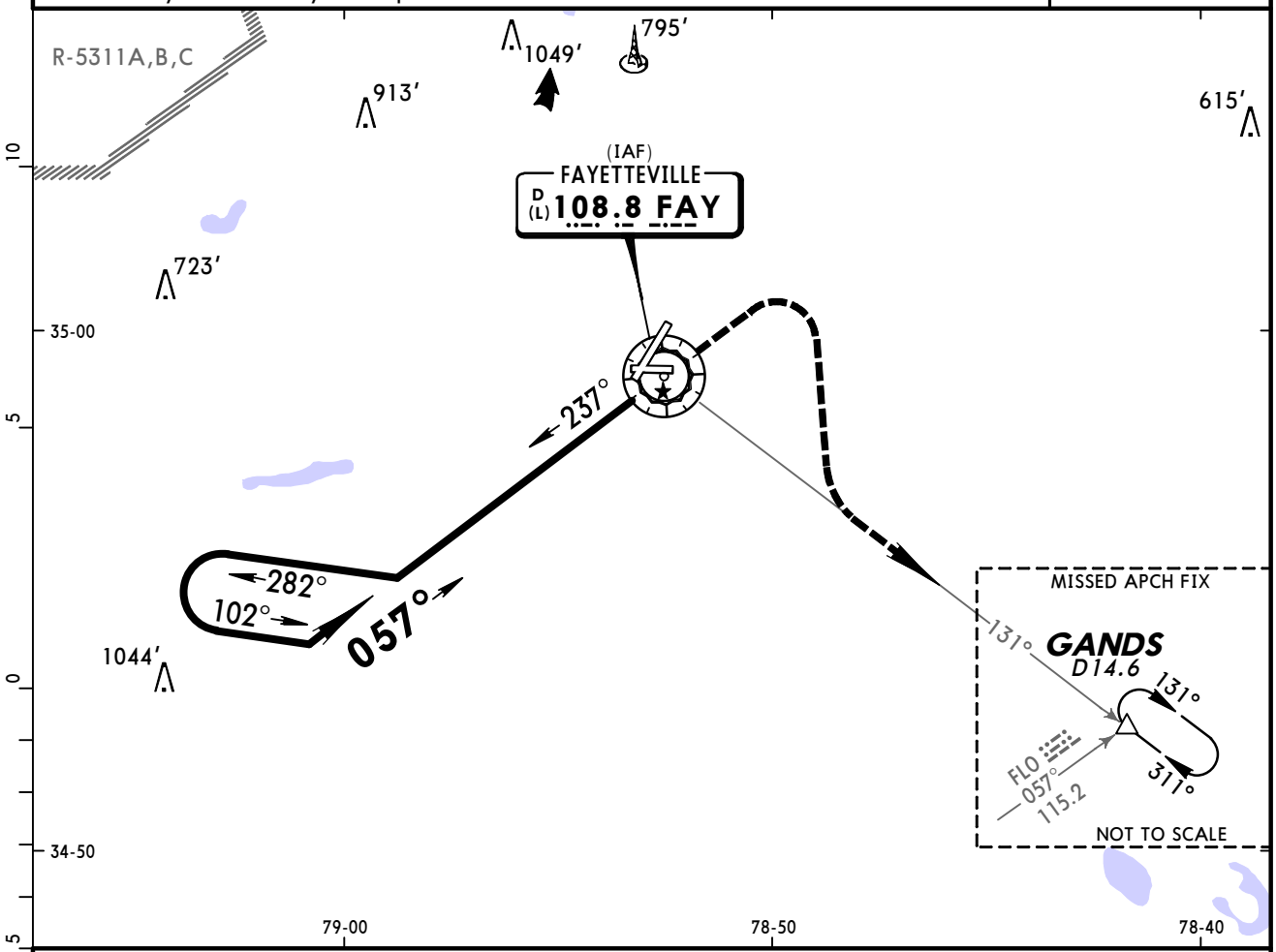
MISSED APCH: Climb to 1100′ then climbing RIGHT turn to 3000′ outbound via FAY VOR R-131 to GANDS INT/D14.6 and hold.

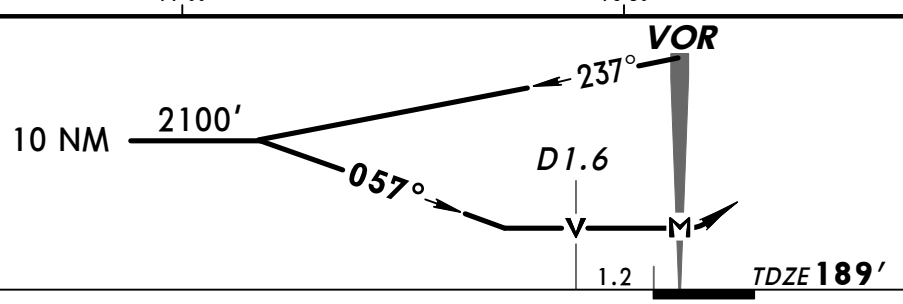
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.

2300′

MSA FAY VOR





								MALSR PAPI	1100′	3000′ RT	FAY via 108.8 R-131	GANDS
MAP at VOR												

TERPS AMEND 16A 2 JUN 2011

STRAIGHT-IN LANDING RWY 4

MDA(H) 640′(451′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(451′)-1
120	
140	640′(451′)-1½
165	740′(551′)-2

CHANGES: Note added, minimums.

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KFAY/FAY
FAYETTEVILLE REGL/GRANNIS

JEPPESEN 27 MAY 11 (13-2)

FAYETTEVILLE, N CAR
VOR Rwy 22

BRIEFING STRIP™

ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

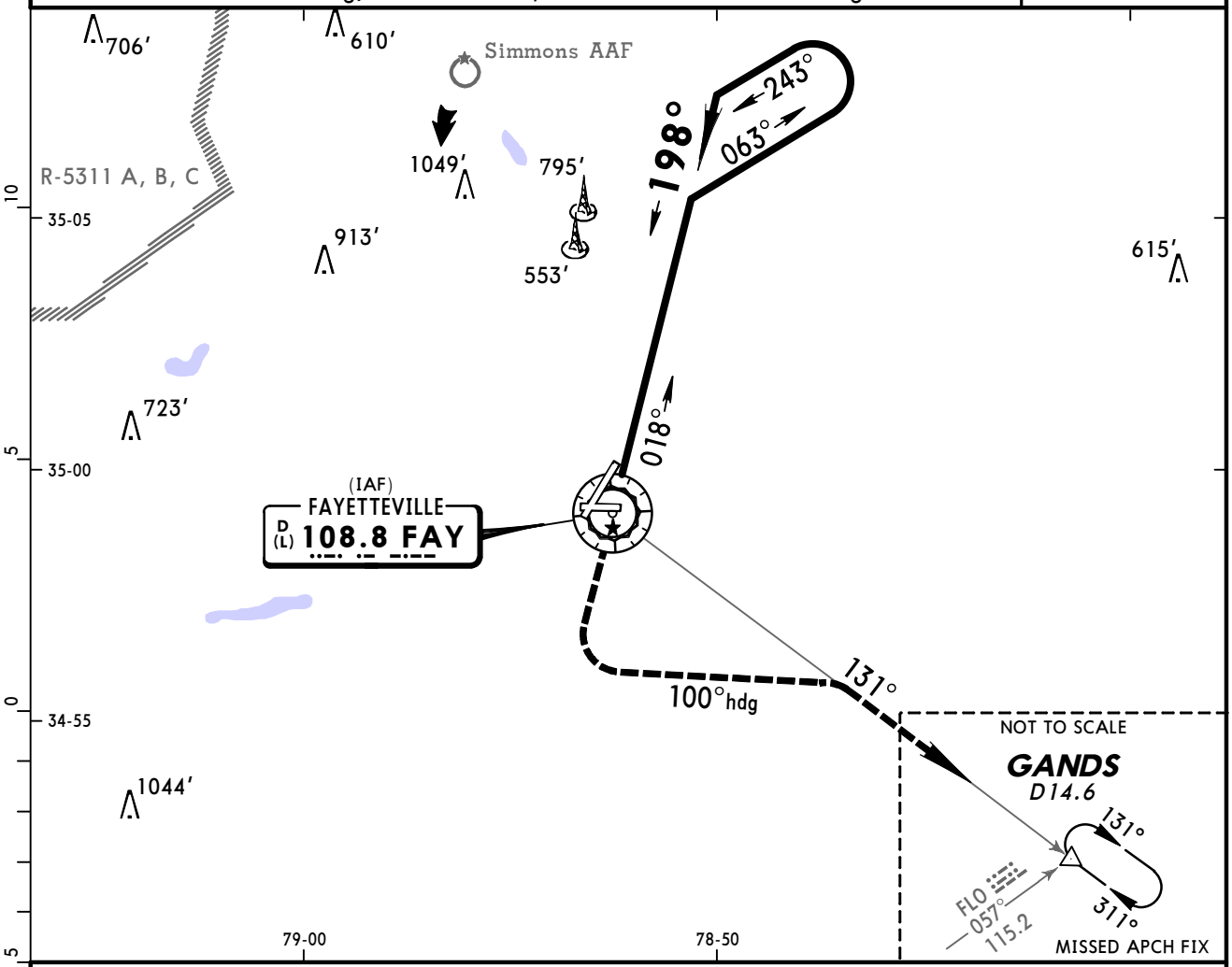
VOR FAY 108.8	Final Apch Crs 198°	No FAF	MDA(H) (CONDITIONAL) 840′ (658′)	Apt Elev 189′ TDZE 182′

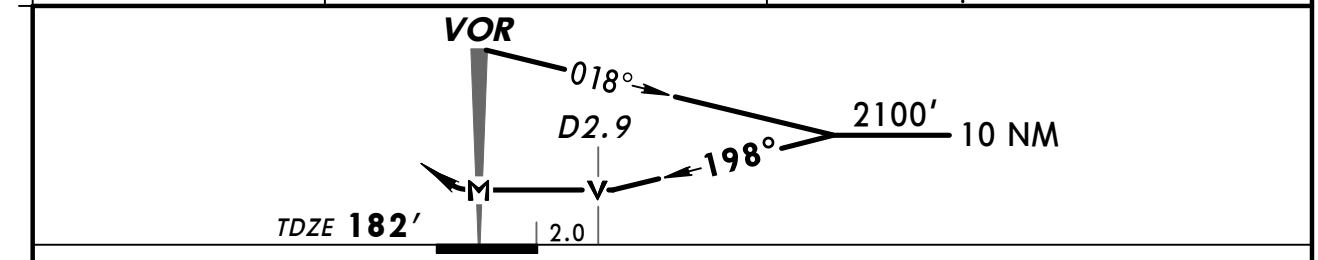
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3000′ via 100° heading and FAY VOR R-131 outbound to GANDS INT/D14.6 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Clinton altimeter setting.

2300′ MSA FAY VOR





MAP at VOR					REIL VASI-L	1300′	3000′ LT via	100° hdg	FAY 108.8 R-131

TERPS AMEND 7

	STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND		
	MDA(H) 840′ (658′) With Local Altimeter Setting	MDA(H) 920′ (738′) With Clinton Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Clinton Altimeter Setting MDA(H)
A	1	1	90	840′ (651′)-1	920′ (731′)-1
B			120		
C	1¾	2	140	840′ (651′)-1¾	920′ (731′)-2
D	2	2¼	165	840′ (651′)-2	920′ (731′)-2¼

CHANGES: None.

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BRIEFING STRIP™

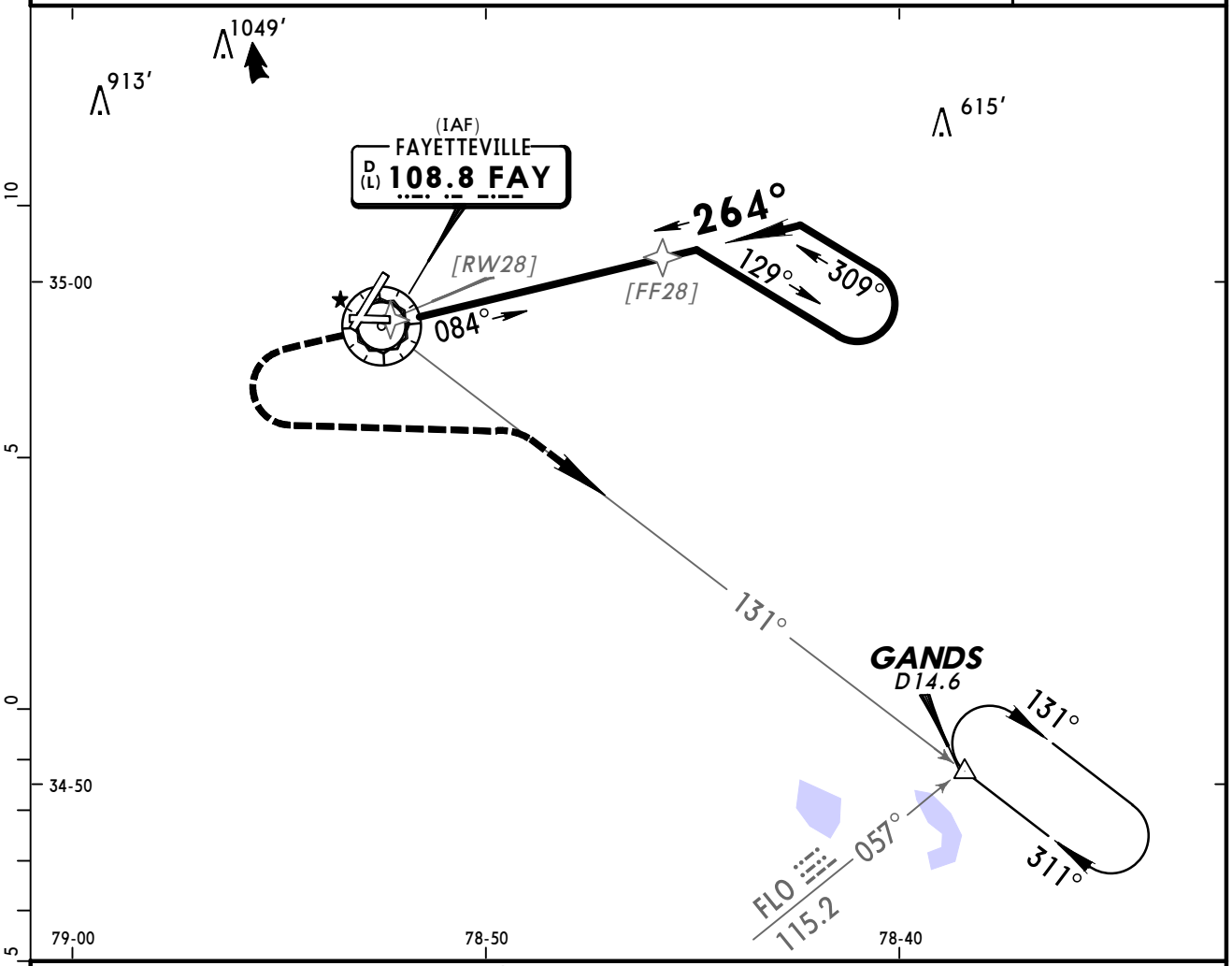
ATIS	FAYETTEVILLE Approach (R)	FAYETTEVILLE Tower	Ground
121.25	133.0	118.3	121.7

VOR FAY 108.8	Final Apch Crs 264°	No FAF	MDA(H) 680′ (492′)	Apt Elev 189′ TDZE 188′

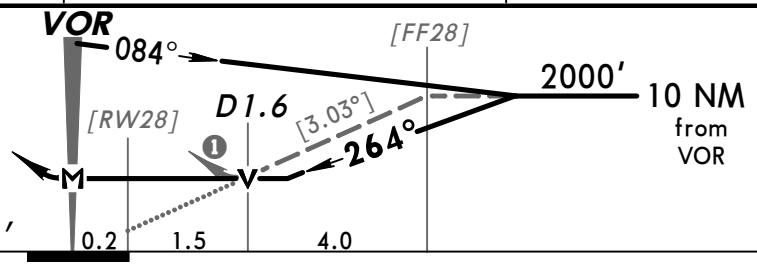
MISSED APCH: Climb to 1100′ then climbing LEFT turn to 3000′ outbound via FAY VOR R-131 to GANDS INT/D14.6 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2300′ MSA FAY VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at VOR						

REIL
PAPI-L

1100′

3000′ LT via FAY 108.8 R-131

GANDS

STRAIGHT-IN LANDING RWY 28

MDA(H) 680′(492′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′(491′)-1
120	
140	680′(491′)-1½
165	740′(551′)-2

TERPS AMEND 8

CHANGES: Reverse side NDB Rwy 4 canceled.

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General Information

Location: Goldsboro NC USA
IATA Code: GSB
Lat/Long: N35° 20.4' W077° 57.6'
Elevation: 109 ft

Airport Use: Military
Magnetic Variation: 9.4°W
Sectional Chart: Charlotte

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1191 ft AGL

Sunrise: 1144 Z
Sunset: 2305 Z,

Runway Information

Runway: 08
Length x Width: 11760 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 74 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 26
Length x Width: 11760 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 109 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Seymour Johnson Tower 126.25
Seymour Johnson Ground Control 138.1
Seymour Johnson Clearance Delivery 128.025
Seymour Johnson Approach Control 123.7 (258°-110°)
Seymour Johnson Approach Control 119.7 (111°-257°) Initial Contact
Seymour Johnson Departure Control 119.7
Seymour Johnson Departure Control 123.7
Seymour Johnson Radar 127.3
Seymour Johnson Radar 123.7

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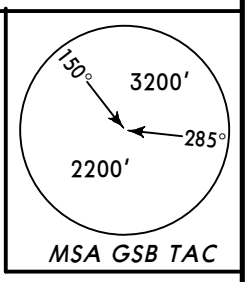
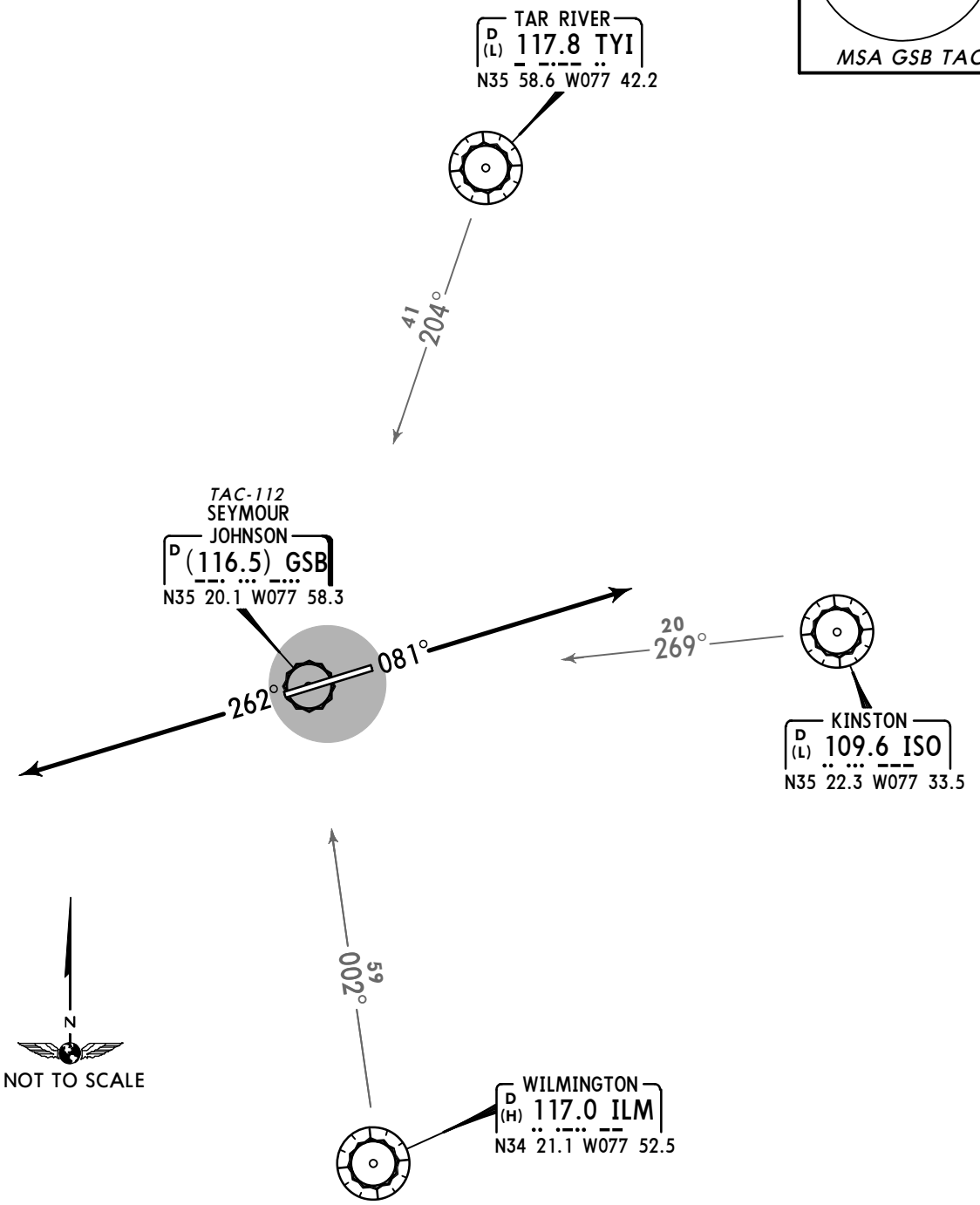
Washington Center 135.5 Remote Communications Air-Ground

*SEYMOUR JOHNSON Departure (R) NORTH	SOUTH	WASHINGTON Center	Apt Elev		
123.7	119.7	135.5 when Dep Inop.	109′	Trans level: FL180	Trans alt: 18000′

SEYMOUR ONE DEPARTURE (GSB1.GSB)

(TACAN AZIMUTH REQUIRED)





This SID requires take-off minimums (for standard minimums, refer to airport chart).
Rwy 26: Standard (or lower than standard, if authorized).

Minimum Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
26	V/V(fpm) to **500′**	288	383	575	767	958	1150

RWY	INITIAL CLIMB
8	Track outbound on GSB R-081 until passing **2500′.**
26	Track outbound on GSB R-262 until passing **2500′.**

ROUTING

Turn RIGHT/LEFT on course climbing to assigned altitude.

CHANGES: Procedure renamed, climb gradient added.

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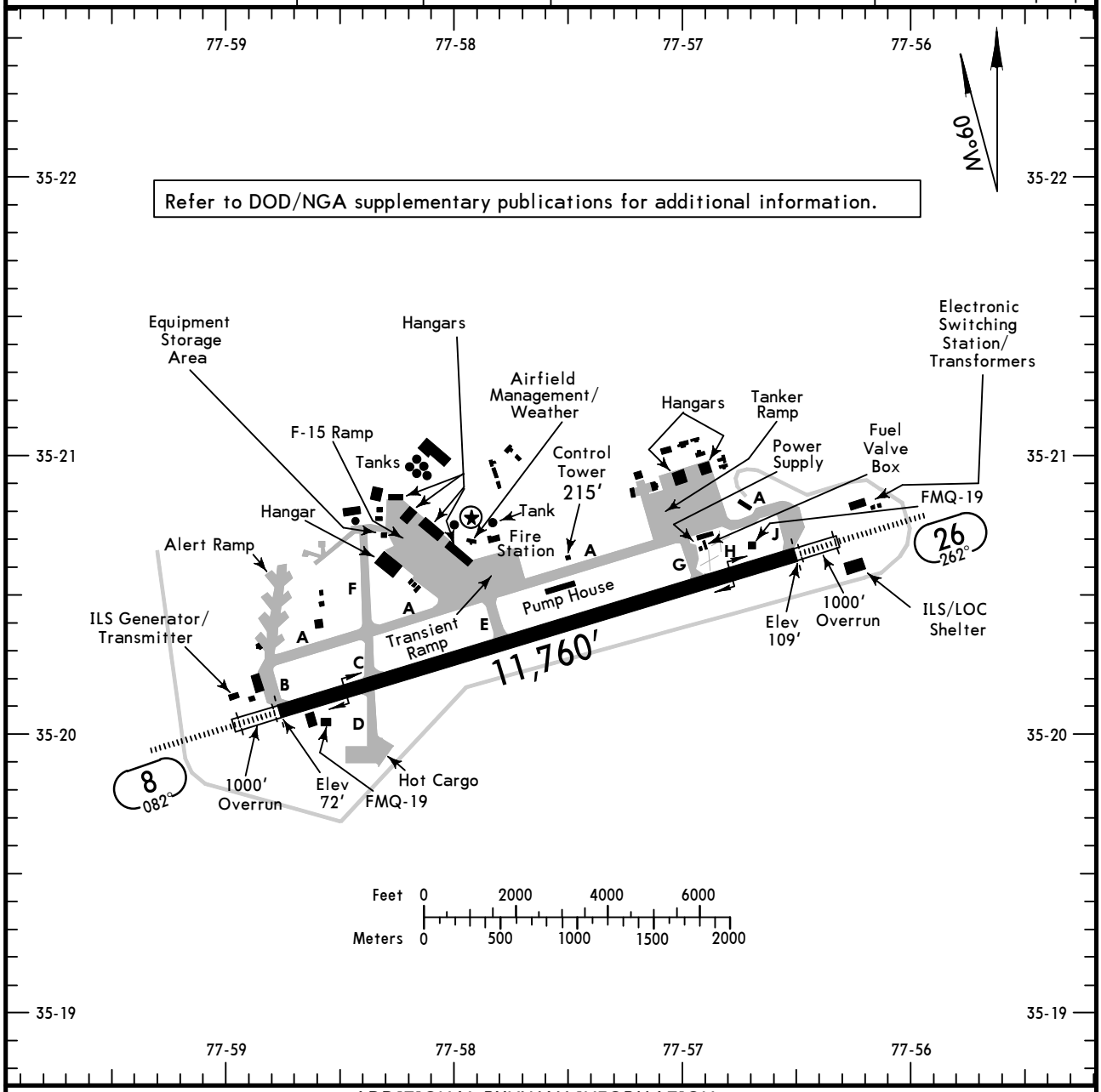
*SEYMOUR JOHNSON Clearance	*Ground	*Tower	*SEYMOUR JOHNSON Departure (R) 258°-110°	111°-257°	WASHINGTON Center
128.02	138.1	126.25	123.7	119.7	135.5 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶ 26	HIRL ALSF-I PAPI-L RVR		10,787′ 10,642′		300′

❶ Rwy 8/26 center 150′ is concrete, outer 75′ east side asphalt.

TAKE-OFF

	Rwy 8		Rwy 26		
	Adequate Vis Ref	STD	❶ With Mim climb of 230′/NM to 500′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	200-1½
3 & 4 Eng		RVR 24 or ½		RVR 24 or ½	

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	800-2

❶ Or with standard take-off minimums and a standard 200′/NM climb gradient, take-off must occur no later than 1800′ prior to departure end of runway.

TAKE-OFF OBSTACLES: RWY 26: Trees 1.2 NM from DER 1155′ left of centerline, 110′ AGL/251′ MSL.

CHANGES: None.

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SEYMOUR JOHNSON AFB
ILS or LOC DME Rwy 8

BRIEFING STRIP™

*SEYMOUR JOHNSON Approach (R) 258°-110°	111°-257°	WASHINGTON Center	*SEYMOUR JOHNSON Tower	*Ground
123.7	119.7	135.5 when App inop.	126.25	138.1

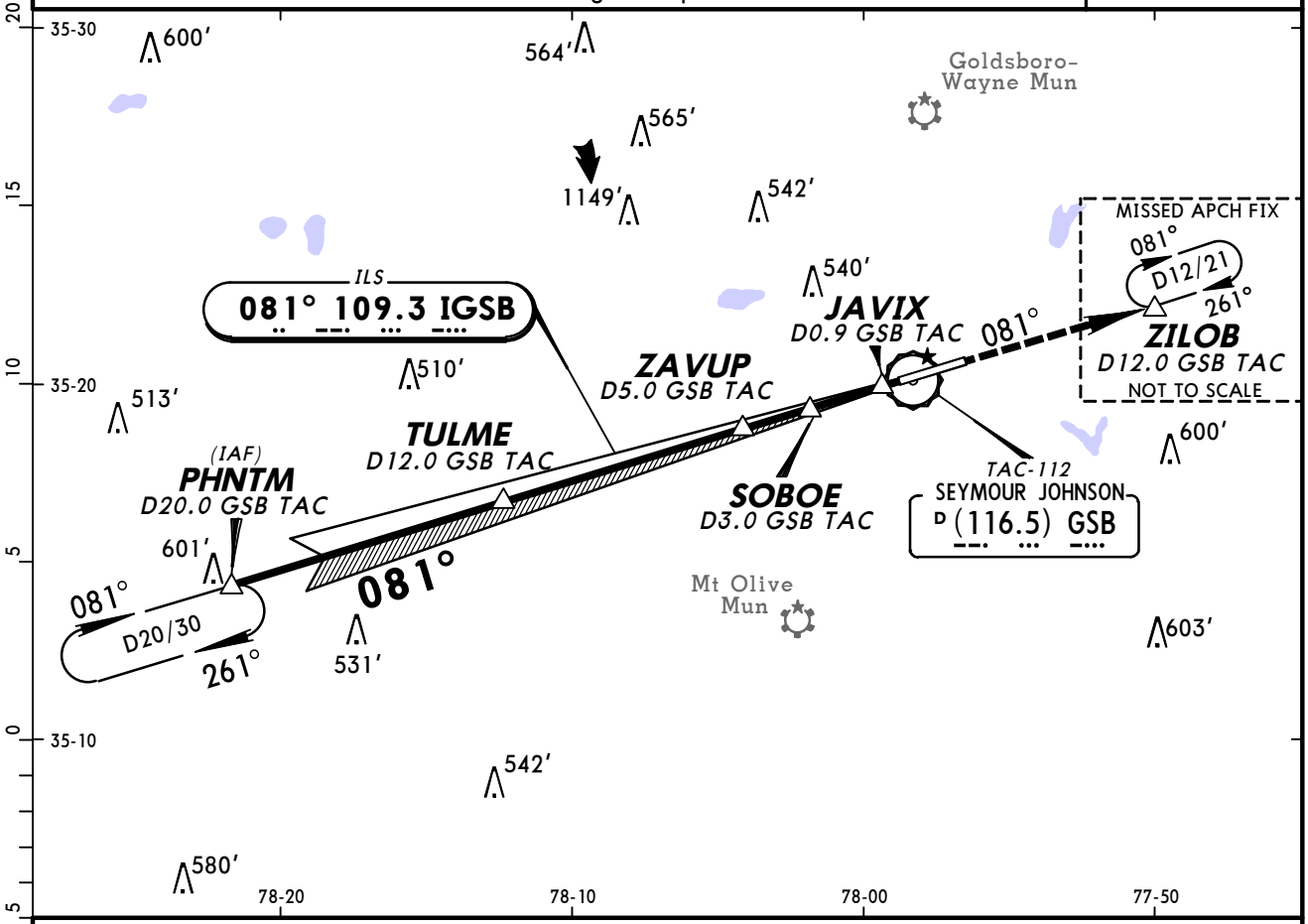
LOC IGSB	Final Apch Crs	GS ZAVUP	ILS DA(H)	Apt Elev 109′
109.3	081°	1600′ (1528′)	272′ (200′)	THR 72′

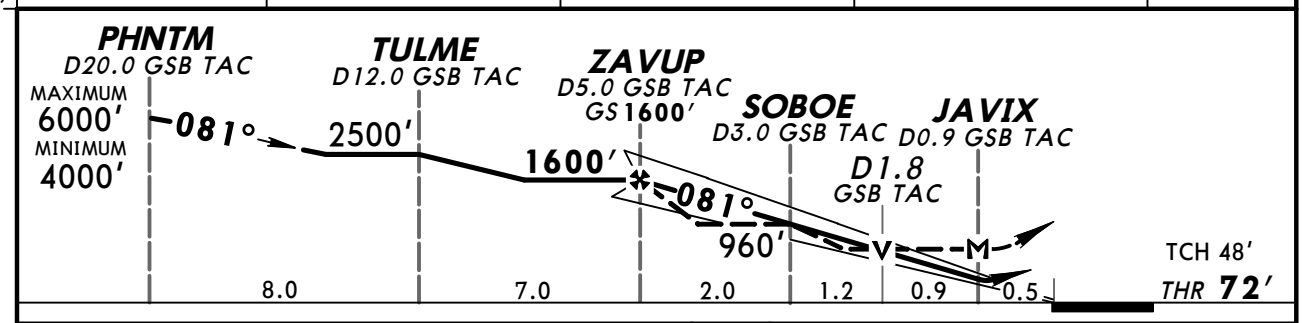
MISSED APCH: Climb to 2300′ outbound via GSB TAC R-081 to ZILOB/D12.0 GSB TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 3700′. 2. PAPI and glideslope not coincidental.

MSA GSB TAC: 150° 3200′; 285° 2200′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at JAVIX or ZAVUP to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-I PAPI

2300′ ↑ via GSB TAC-112 (116.5) R-081 ZILOB

Military

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 272′ (200′) FULL	ILS DA(H) 272′ (200′) ALS out	LOC (GS out) MDA(H) 560′ (488′)	LOC (GS out) MDA(H) 560′ (488′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 50 or 1	1⅜
D				

CIRCLE-TO-LAND
Not Authorized North of Rwy 8-26

Max Kts	MDA(H)
90	660′ (551′) -1
120	
140	660′ (551′) -1½
165	660′ (551′) -2

AMEND 4 TERPS

CHANGES: ZAVUP Int, notes.

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KGSB/GSB
GOLDSBORO, N CAR

JEPPESEN
17 FEB 12 (31-2)

SEYMOUR JOHNSON AFB
ILS or LOC DME Rwy 26

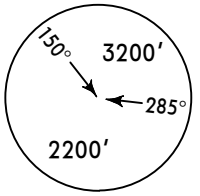
*SEYMOUR JOHNSON Approach (R) 258°-110°	111°-257°	WASHINGTON Center	*SEYMOUR JOHNSON Tower	*Ground
123.7	119.7	135.5 when App inop.	126.25	138.1

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 109′
IDDX 109.9	261°	ZIROV 1600′ (1491′)	309′ (200′)	TDZE 109′

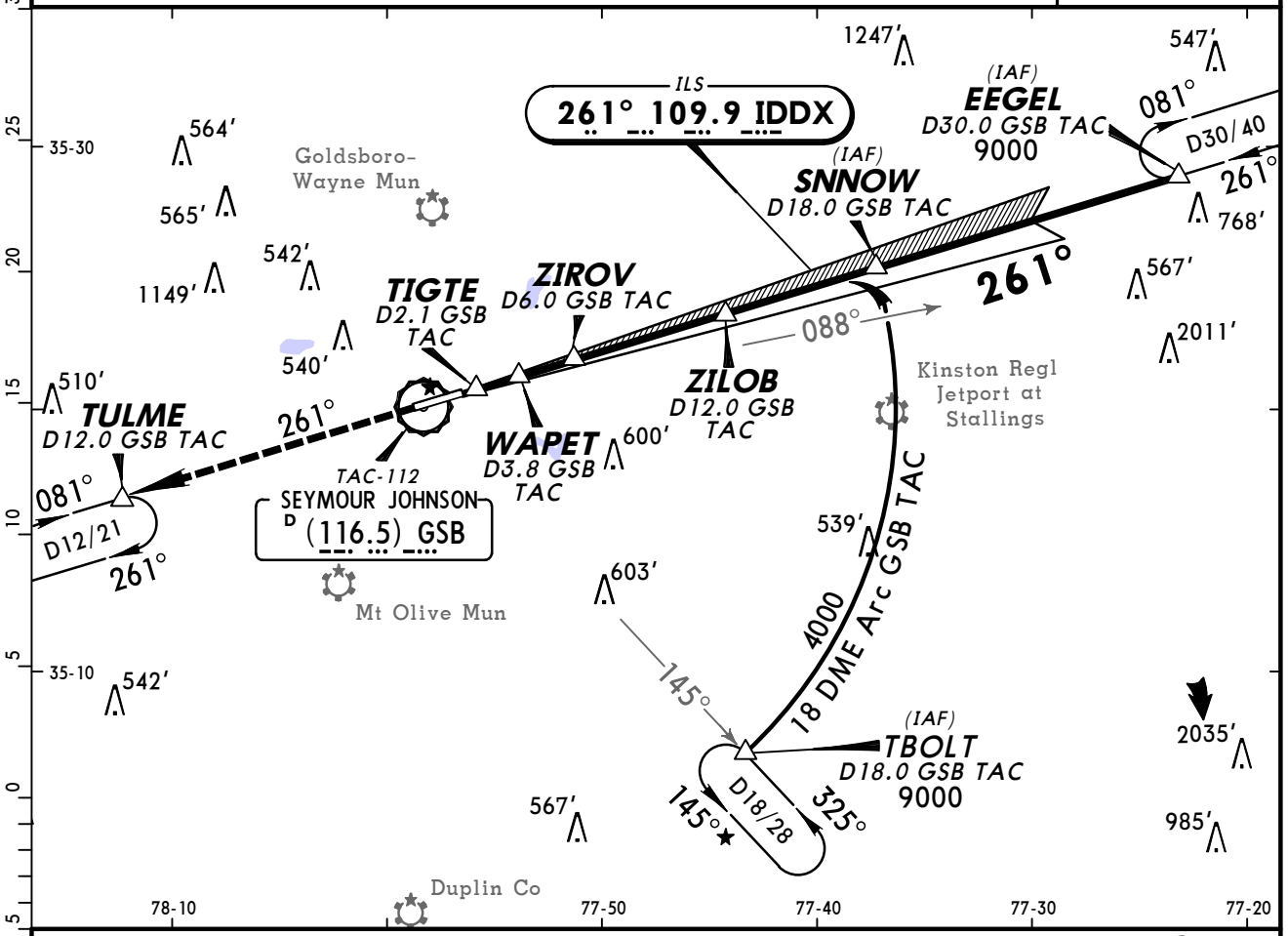
MISSED APCH: Climb to 2200′ outbound via GSB TAC R-261 to TULME/D12.0 GSB TAC and hold.

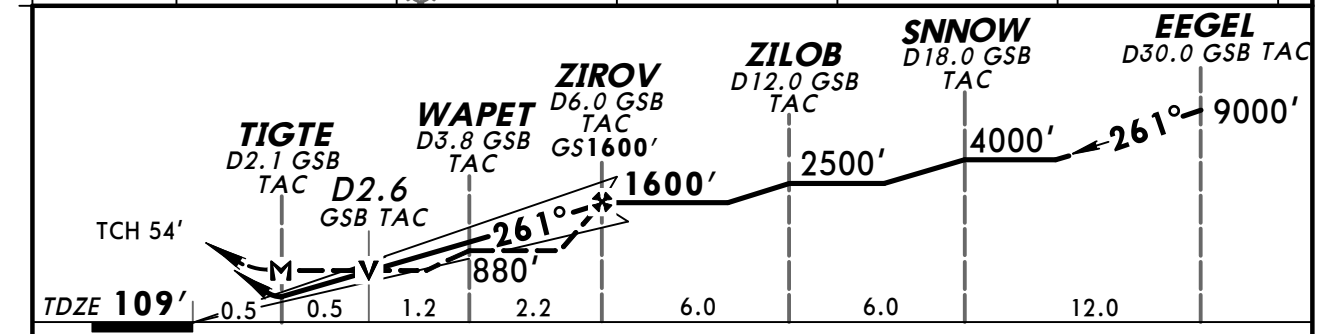
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 3700′.



MSA GSB TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at TIGTE or ZIROV to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

ALSF-I PAPI 2200′ GSB TAC-112 via (116.5) R-261 TULME

Military

STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 309′ (200′) FULL	ILS DA(H) 309′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (391′)	LOC (GS out) MDA(H) 500′ (391′) ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	90	660′ (551′) -1
B					120	
C			RVR 35 or ⅝	RVR 60 or 1⅛	140	660′ (551′) -1½
D					165	660′ (551′) -2

CIRCLE-TO-LAND
Not Authorized
North of Rwy 8-26

AMEND 4 TERPS

CHANGES: ZIROV Int, notes.

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General Information

Location: Greensboro NC USA
IATA Code: GSO
Lat/Long: N36° 06.1' W079° 56.5'
Elevation: 926 ft

Airport Use: Public
Magnetic Variation: 8.2°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1153 Z
Sunset: 2312 Z,

Runway Information

Runway: 05L
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 916 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 10001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 900 ft
Lighting: Edge, ALS, Centerline

Runway: 14
Length x Width: 6380 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 925 ft
Lighting: Edge

Runway: 23L
Length x Width: 10001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 889 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 23R
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 855 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 6380 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 902 ft
Lighting: Edge, REIL

Communication Information

ATIS 128.55
Greensboro Tower 119.1
Greensboro Ground Control 121.9
Greensboro Clearance Delivery 121.75
Greensboro Approach Control 124.35 (250°-49°)
Greensboro Approach Control 118.5 (50°-249°) Initial Contact
Greensboro App ARSA 124.35 (250°-49°)
Greensboro App ARSA 118.5 (50°-249°)
Greensboro Departure Control 124.35 (250°-49°)
Greensboro Departure Control 118.5 (50°-249°)
Piedmont Triad Intl Unicom 122.95

ATIS **128.55**

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

(DME REQUIRED)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross Tenni Int at 21000′.
Expect clearance to cross Blocc Int at 11000′ and 250 kts.

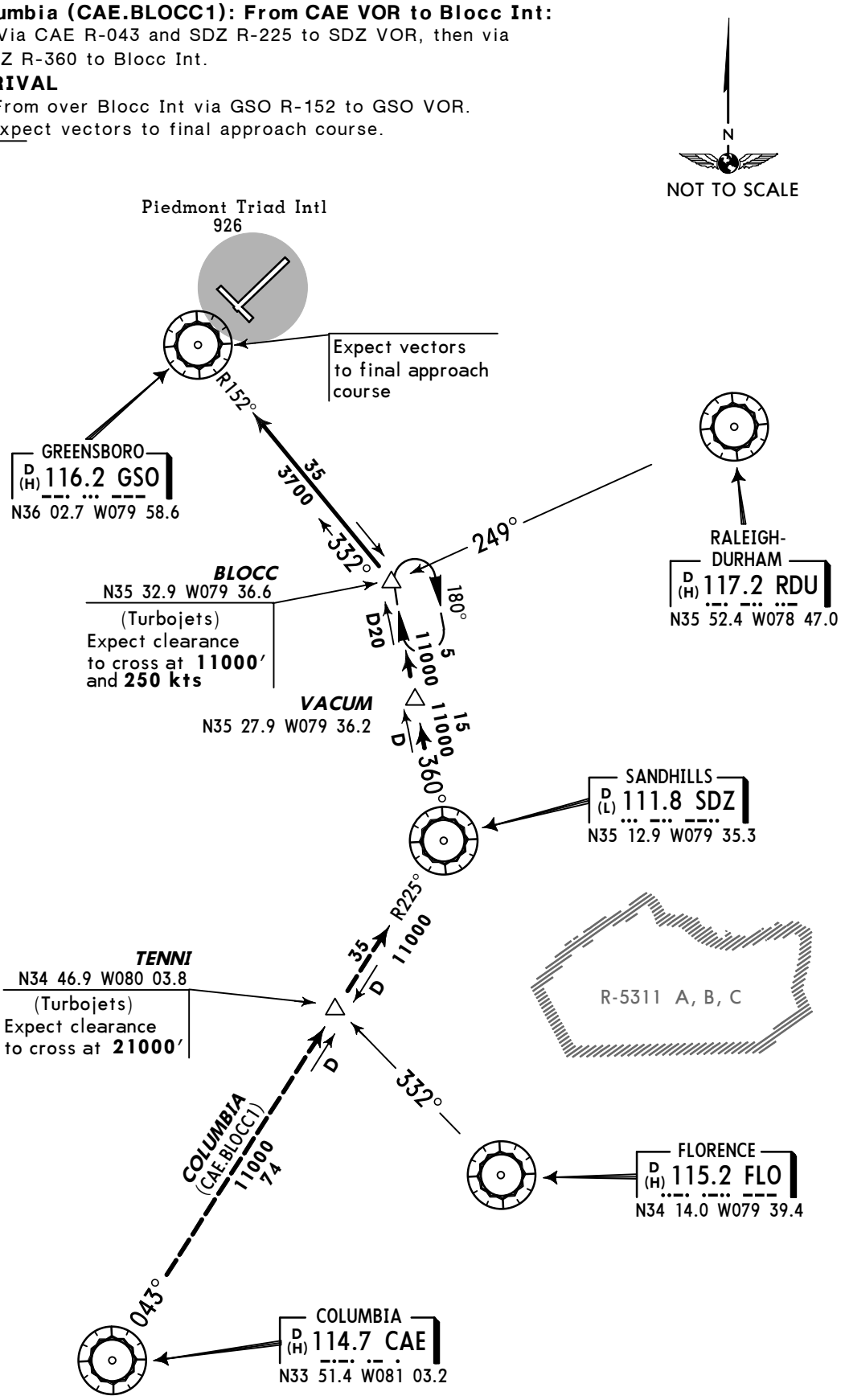
TRANSITION

Columbia (CAE.BLOCC1): From CAE VOR to Blocc Int:

Via CAE R-043 and SDZ R-225 to SDZ VOR, then via SDZ R-360 to Blocc Int.

ARRIVAL

From over Blocc Int via GSO R-152 to GSO VOR.
Expect vectors to final approach course.



CHANGES: New arrival.

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ATIS **128.55**

BROOK TWO ARRIVAL (BROOK.BROOK2)

(DME REQUIRED)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross Traks at 250 Kt and at 11000′.

Expect clearance to cross Murky at FL 240.

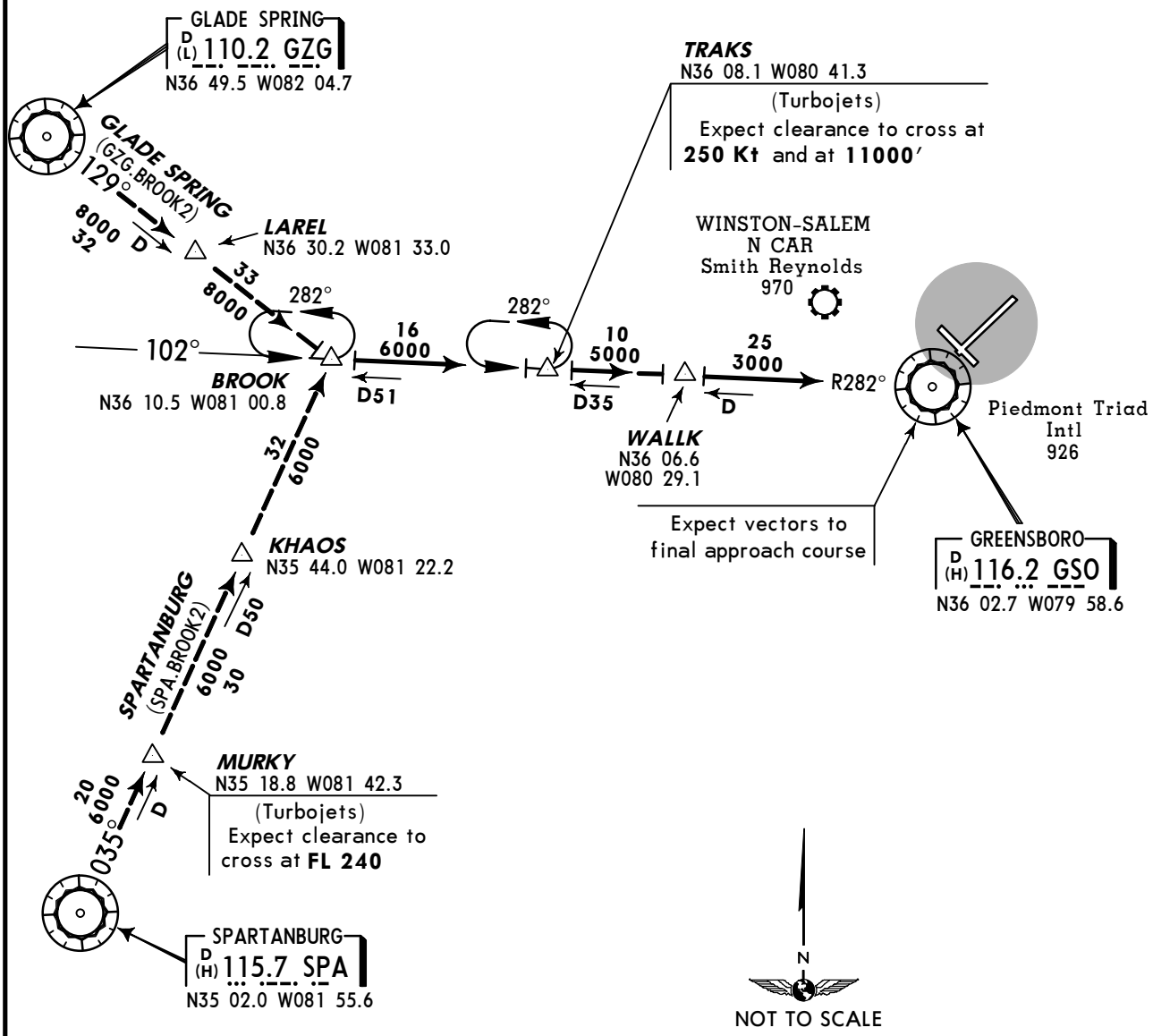
TRANSITIONS

Glade Spring (GZG.BROOK2): From GZG VOR to Brook Int: Via GZG R-129. Thence

Spartanburg (SPA.BROOK2): From SPA VOR to Brook Int: Via SPA R-035. Thence

ARRIVAL

From over Brook Int via GSO R-282 to GSO VOR. Expect vectors to final approach course.



CHANGES: Chart reindexed.

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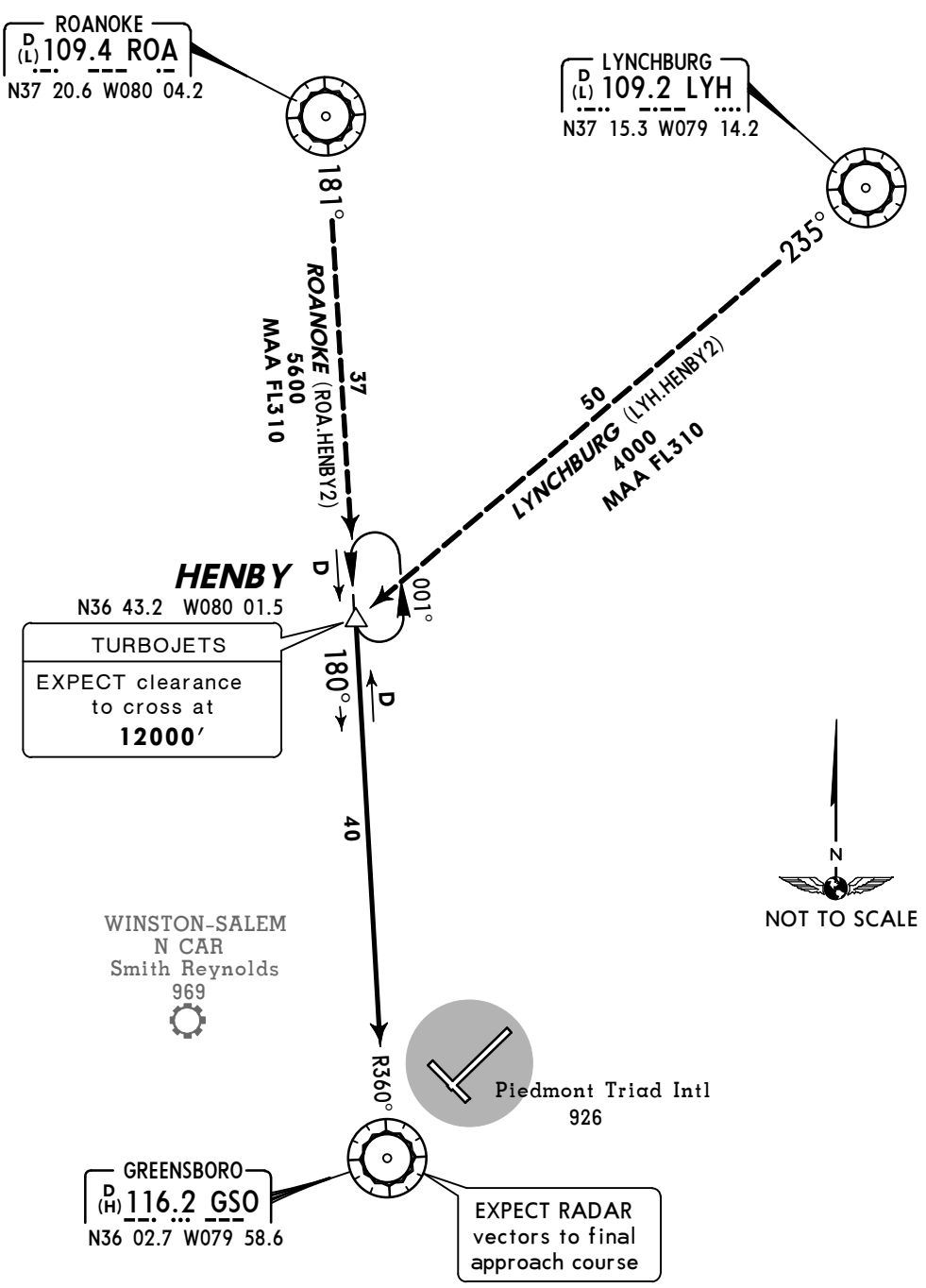
D-ATIS	Apt Elev	
128.55	SEE GRAPHIC	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ DME required.

HENBY TWO ARRIVAL (HENBY.HENBY2)



Direct distance from GSO to:
Piedmont Triad Intl **4 NM**

ROUTING

From over HENBY via GSO R-360 to GSO. EXPECT RADAR vectors to final approach course.

CHANGES: New format, HENBY holding.

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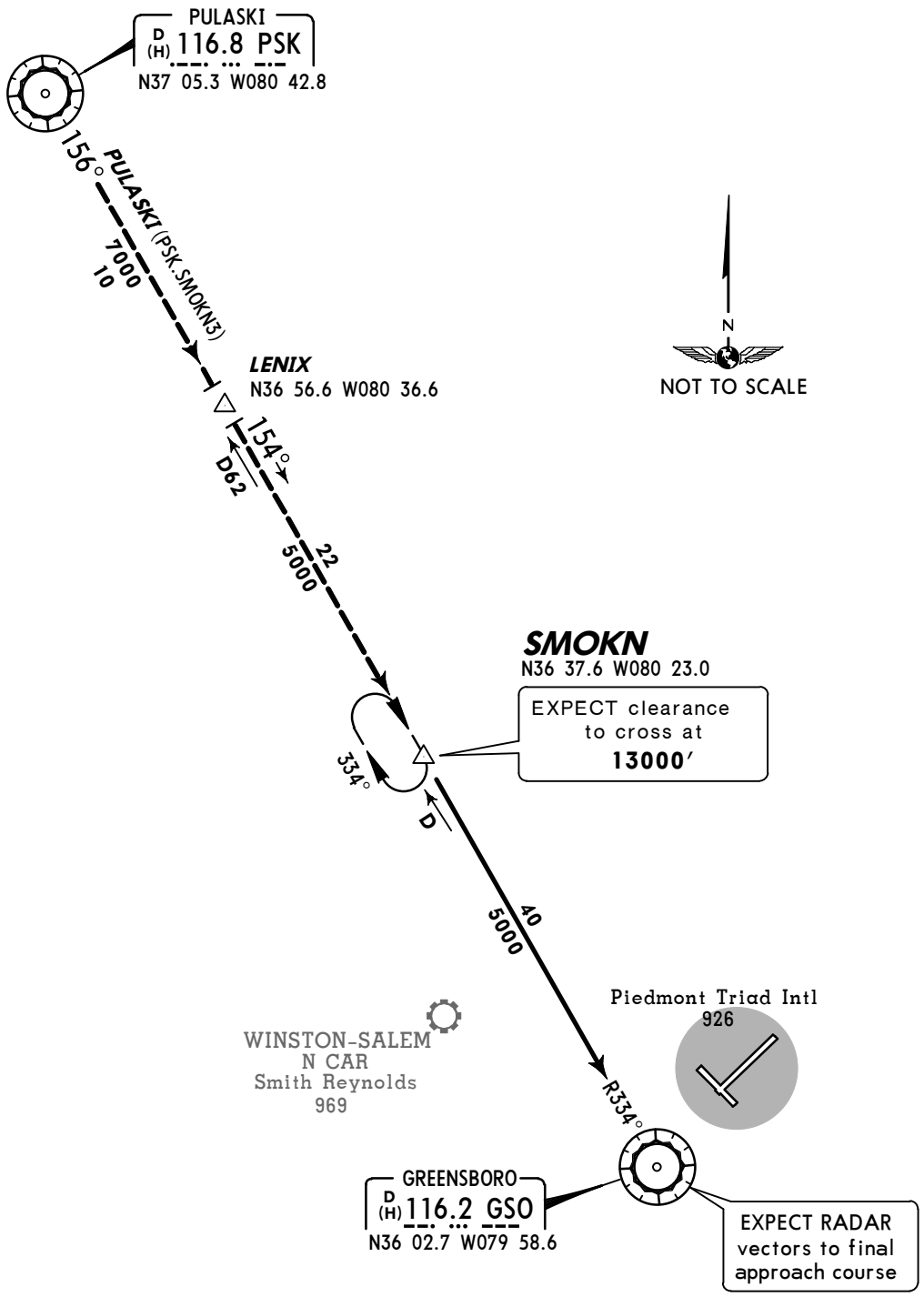
D-ATIS	Apt Elev	
128.55	SEE GRAPHIC	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ This procedure authorized for propeller aircraft only.

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)



Direct distance from GSO to:
Piedmont Triad Intl **4 NM**

ROUTING

From over SMOKN via GSO R-334 to GSO. EXPECT RADAR vectors to final approach course.

CHANGES: New format.

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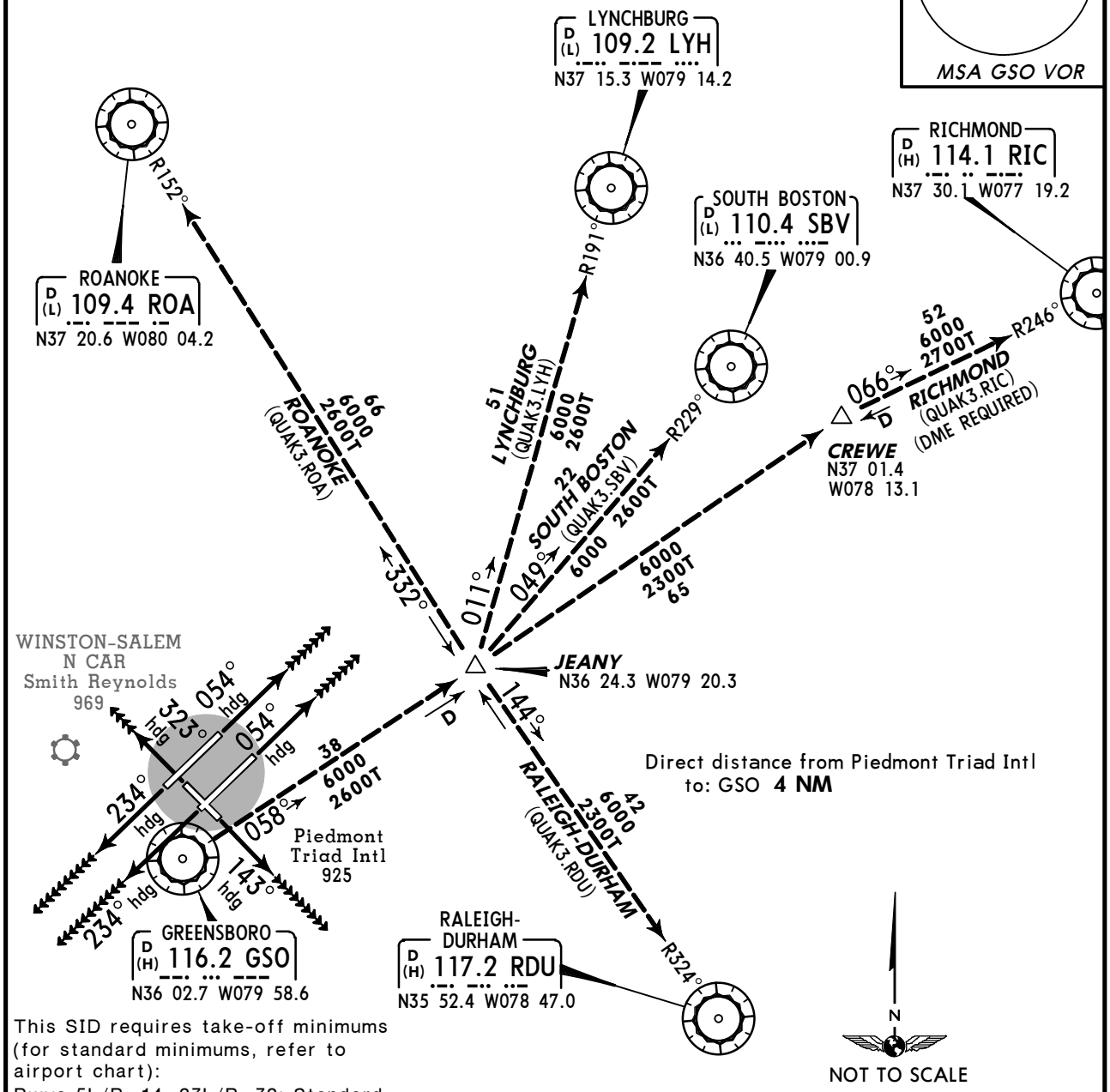
GREENSBORO Departure (R)			
250°-049°	050°-249°	Apt Elev See Graphic	Trans level: FL 180 Trans alt: 18000′ RADAR required.
124.35	118.5		

QUAKER THREE DEPARTURE (QUAK3.QUAK)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R, 32: Standard (or lower than standard, if authorized).

OBSTACLES

Rwy 5R: Terrain and trees beginning 3′ from DER, 499′ RIGHT of centerline, up to 102′ AGL/981′ MSL. Trees 2751′ from DER, 1191′ LEFT of centerline, 57′ AGL/966′ MSL.
Rwy 5L: Trees beginning 1328′ from DER, 524′ LEFT of centerline, up to 88′ AGL/912′ MSL.
Rwy 14: Pole and railroad signal beginning 937′ from DER, 604′ RIGHT of centerline, up to 51′ AGL/940′ MSL.
Rwy 23R: Trees beginning 1195′ from DER, 191′ LEFT of centerline, up to 100′ AGL/970′ MSL. Utility pole 170′ from DER, 540′ LEFT of centerline, 33′ AGL/936′ MSL. Trees beginning 1715′ from DER, 358′ RIGHT of centerline, up to 100′ AGL/967′ MSL.
Rwy 23L: Trees beginning 834′ from DER, 719′ LEFT of centerline, up to 65′ AGL/934′ MSL.
Rwy 32: Trees beginning 1′ from DER, 289′ RIGHT of centerline, up to 90′ AGL/1019′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
5L/R	Climb heading 054°.	Turbojets: **MAINTAIN 5000′** Turboprops/prop: **MAINTAIN 3000′** or assigned altitude
14	Climb heading 143°.	
23L/R	Climb heading 234°.	
32	Climb heading 323°.	

ROUTING

EXPECT vector to intercept assigned radial associated with issued transition. Proceed via depicted radial to the transition fix, then as filed. If no transition assigned, EXPECT vector to appropriate fix. EXPECT filed altitude/flight level ten minutes after departure.

CHANGES: Procedure revised, renumbered.

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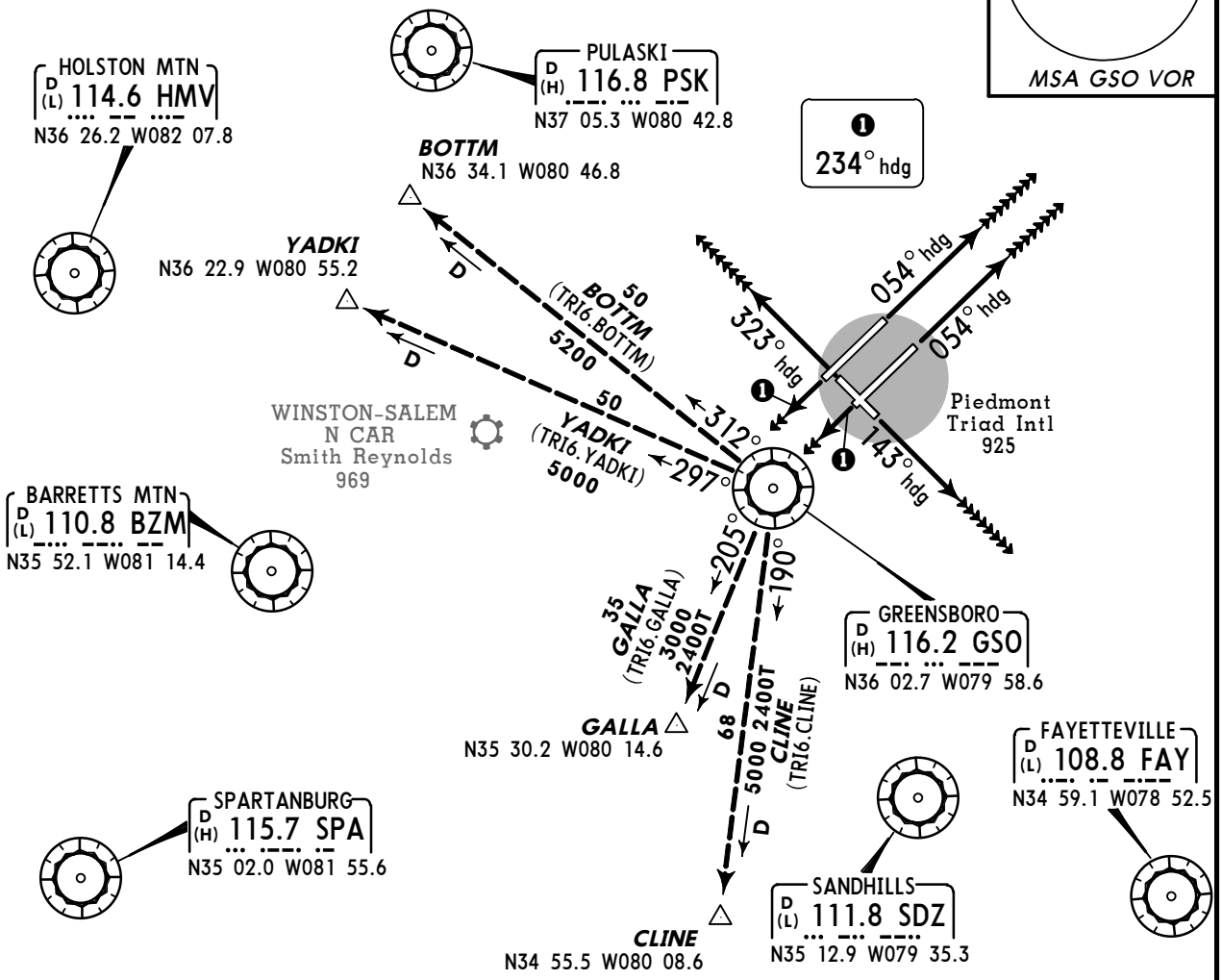
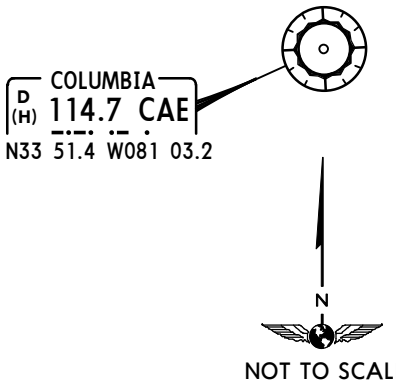
GREENSBORO Departure (R)		Apt Elev	Trans level: FL 180 Trans alt: 18000′
250°-049°	050°-249°	See Graphic	RADAR and DME required.
124.35	118.5		

4100′
MSA GSO VOR

TRIAD SIX DEPARTURE (TRI6.TRI)





OBSTACLES

Rwy 5R: Terrain and trees beginning 3′ from DER, 499′ RIGHT of centerline, up to 102′ AGL/981′ MSL. Trees 2751′ from DER, 1191′ LEFT of centerline 57′ AGL/966′ MSL.
Rwy 5L: Trees beginning 1328′ from DER, 524′ LEFT of centerline, up to 88′ AGL/912′ MSL.
Rwy 14: Pole and railroad signal beginning 937′ from DER, 604′ RIGHT of centerline, up to 51′ AGL/940′ MSL.
Rwy 23R: Trees beginning 1195′ from DER, 191′ LEFT of centerline, up to 100′ AGL/970′ MSL. Utility pole 170′ from DER, 540′ LEFT of centerline, 33′ AGL/936′ MSL. Trees beginning 1715′ from DER, 358′ RIGHT of centerline, up to 100′ AGL/967′ MSL.
Rwy 23L: Trees beginning 834′ from DER, 719′ LEFT of centerline, up to 65′ AGL/934′ MSL.
Rwy 32: Trees beginning 1′ from DER, 289′ RIGHT of centerline, up to 90′ AGL/1019′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R, 32: Standard (or lower than standard, if authorized).

Direct distance from Piedmont Triad Intl to: GSO **4 NM**

RWY	INITIAL CLIMB	ALTITUDE
5L/R	Climb heading 054°.	Turbojets: **MAINTAIN 5000′** Turboprop/prop: **MAINTAIN 3000′** or assigned altitude
14	Climb heading 143°.	
23L/R	Climb heading 234°.	
32	Climb heading 323°.	

ROUTING

EXPECT vector to intercept assigned radial associated with issued transition. Proceed via depicted radial to the transition fix, then as filed. If no transition assigned, EXPECT vector to appropriate fix. EXPECT filed altitude/flight level ten minutes after departure.

CHANGES: Initial climb headings, obstacles, procedure renumbered.

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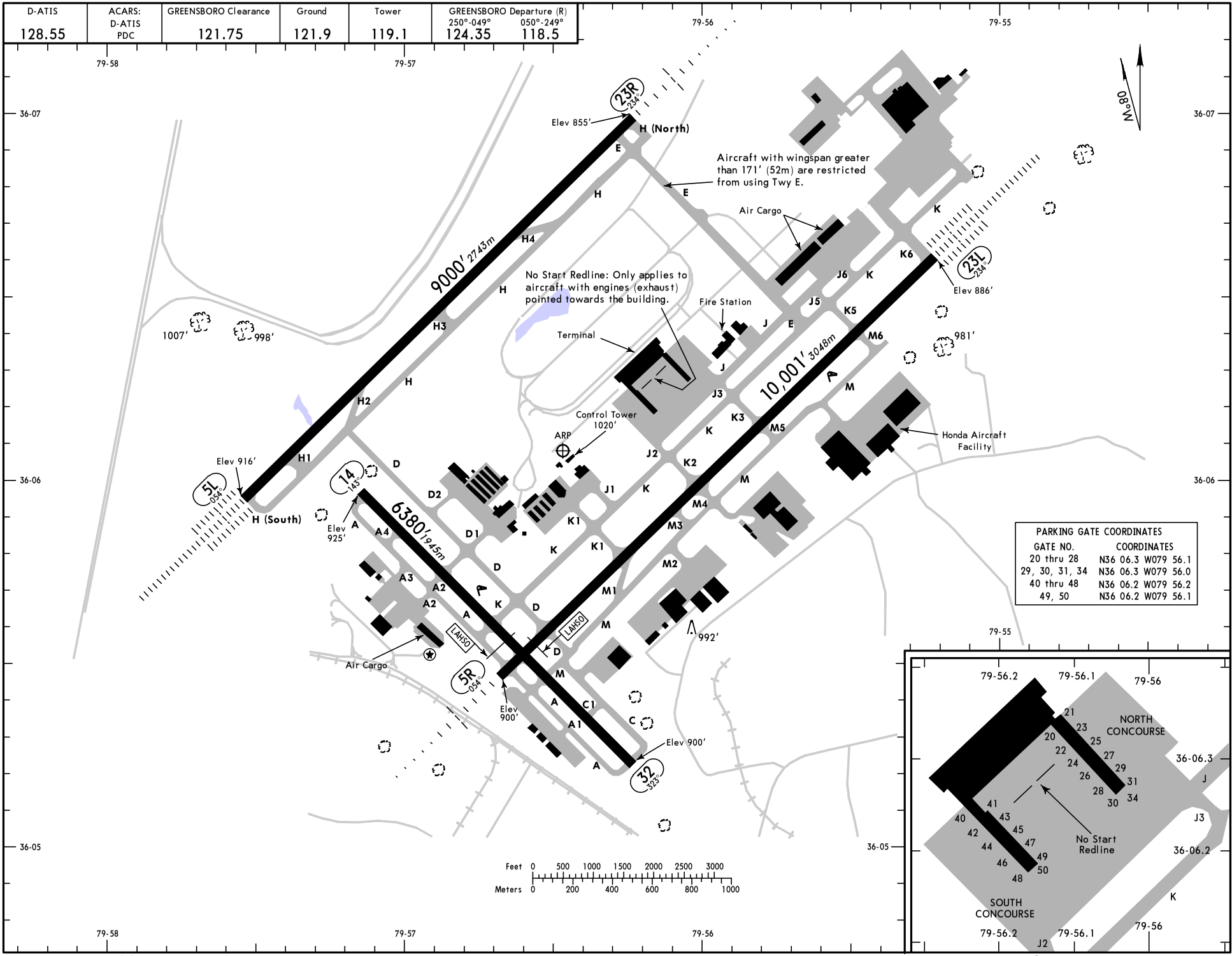
GREENSBORO, N CAR
PIEDMONT TRIAD INTL

D-ATIS	ACARS: D-ATIS PDC	GREENSBORO Clearance	Ground	Tower	GREENSBORO Departure (R) 250°-049°	050°-249°
128.55		121.75	121.9	119.1	124.35	118.5



PARKING GATE COORDINATES

GATE NO.	COORDINATES
20 thru 28	N36 06.3 W079 56.1
29, 30, 31, 34	N36 06.3 W079 56.0
40 thru 48	N36 06.2 W079 56.2
49, 50	N36 06.2 W079 56.1

CHANGES: Rwy 5L-23R end elevations, Rwy 14-32 bearings.

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GENERAL

Weather system processor (WSP).

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
5R	HIRL CL MALSR PAPI-R (angle 3.0°)	grooved RVR		9005′ *2745m*			150′ *46m*
23L	HIRL CL ALSF-II TDZ PAPI-L	grooved RVR	❶ 9601′ *2926m*	8549′ *2606m*	14/32 9200′ *2804m*		
❶ Last 400′ *(122m)* is unavailable for landing distance computations.							
5L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR		7814′ *2382m*			150′ *46m*
23R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR		7988′ *2435m*			
14	HIRL	grooved		5031′ *1533m*	5R/23L 3450′ *1052m*		150′ *46m*
32	HIRL REIL VASI-L	grooved					

TAKE-OFF

Rwys 5L, 5R, 23L, 23R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 14, 32

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

FOR FILING AS ALTERNATE

	ILS Rwy 5L ILS Rwy 5R ILS Rwy 14 ILS Rwy 23L ILS Rwy 23R	LOC Rwy 5L LOC Rwy 5R LOC Rwy 14 LOC Rwy 23L LOC Rwy 23R RNAV (GPS) Rwy 5L RNAV (GPS) Rwy 5R RNAV (GPS) Rwy 23L RNAV (GPS) Rwy 23R VOR Rwy 5R VOR/DME Rwy 23L NDB Rwy 14	Authorized Only When Local Weather Available RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
A B C D	600-2	800-2	800-2

CHANGES: Runway 14-32 surface grooved, Rwy 23L usable lengths.

AMEND 1

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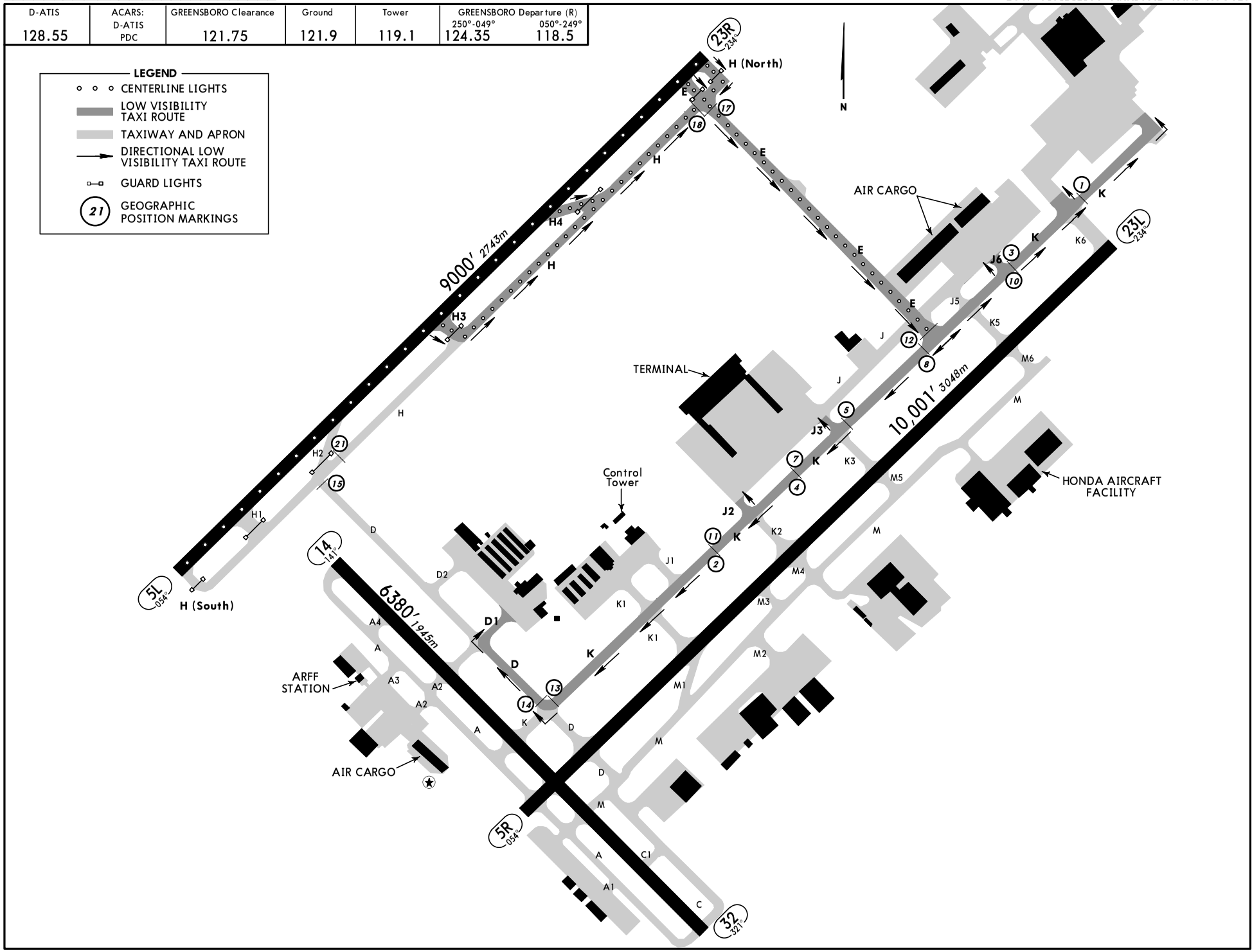
D-ATIS	ACARS: D-ATIS PDC	GREENSBORO Clearance	Ground	Tower	GREENSBORO Departure (R) 250°-049°	050°-249°
128.55		121.75	121.9	119.1	124.35	118.5



CHANGES: New Chart.

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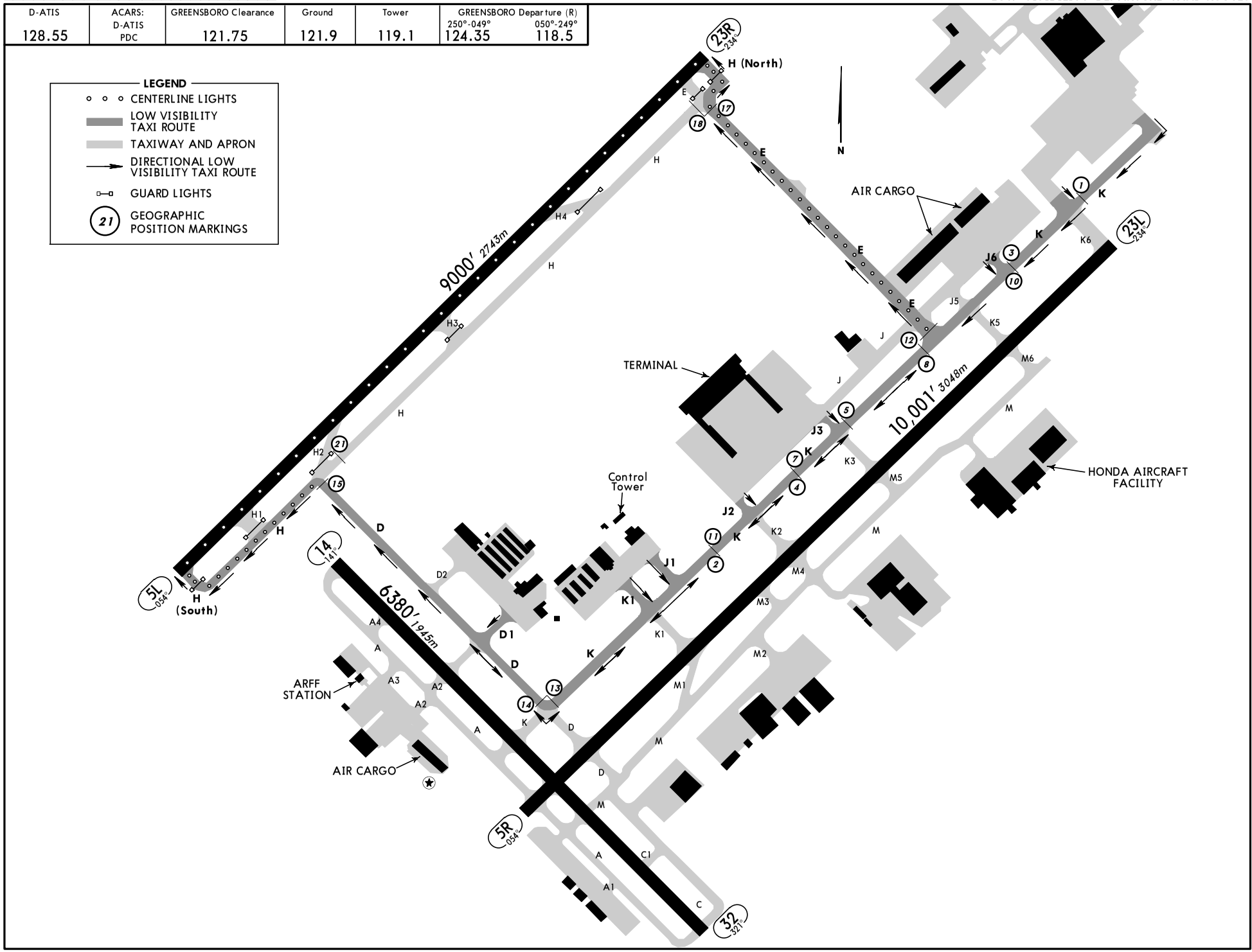
JEPPESEN

SMGCS

6 AUG 10 (10-9C) GREENSBORO, N CAR

LOW VISIBILITY DEPARTURE TAXI ROUTES

D-ATIS	ACARS: D-ATIS PDC	GREENSBORO Clearance	Ground	Tower	GREENSBORO Departure (R) 250°-049°	050°-249°
128.55		121.75	121.9	119.1	124.35	118.5



CHANGES: New Chart.

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JEPPESEN

3 FEB 12 (11-1)

GREENSBORO, N CAR
ILS or LOC Rwy 5L

BRIEFING STRIP ™

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC ILLG	Final Apch Crs	GS CIVES	ILS DA(H)	Apt Elev 926′
109.55	054°	2500′ (1584′)	1116′ (200′)	TDZE 916′

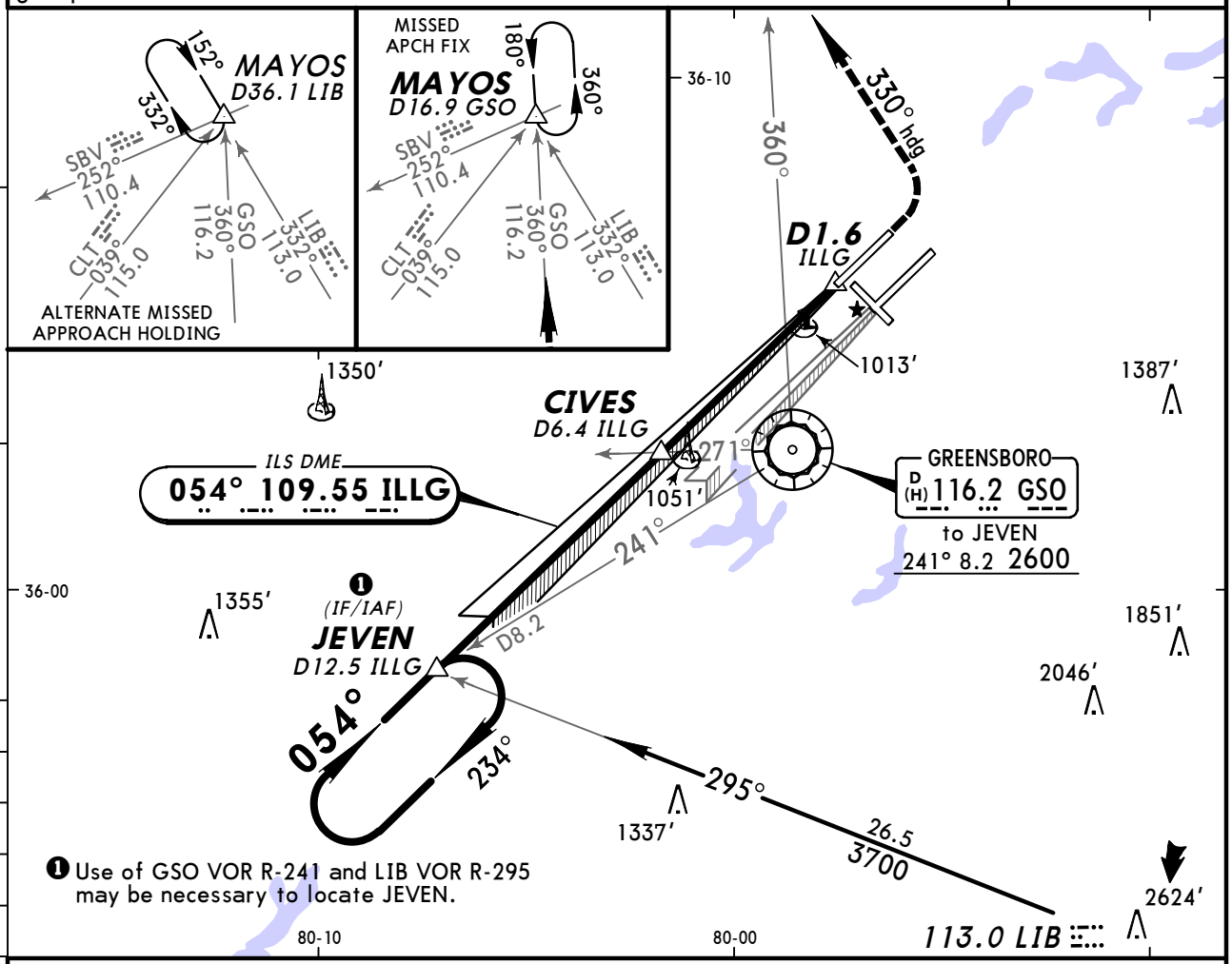
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3100′ via 330° heading and outbound via GSO VOR R-360 to MAYOS INT/ D16.9 GSO and hold.

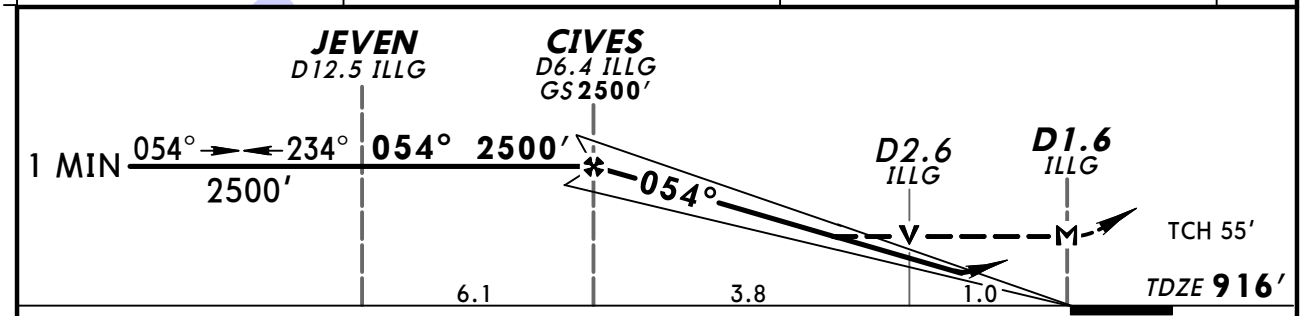
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required for procedure entry at LIB VOR. 2. VGSI and ILS glidepath not coincident.

4100′

MSA GSO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 ILLG or CIVES to MAP 4.7	4:02	3:08	3:09	2:49	2:21	2:01	1:46

ALSF-II PAPI 1400′ 3100′ LT via 330° hdg

TERPS AMEND 0A 9 FEB 2012

STRAIGHT-IN LANDING RWY 5L

	ILS DA(H) 1116′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1280′ (364′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′)-1
120	
140	1440′ (514′)-1½
165	1480′ (554′)-2

CHANGES: TDZE, notes, DA(H) and MDA(H) values.

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JEPPESEN 3 FEB 12 (11-1A)

GREENSBORO, N CAR
ILS Rwy 5L CAT II & III

BRIEFING STRIP ™

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

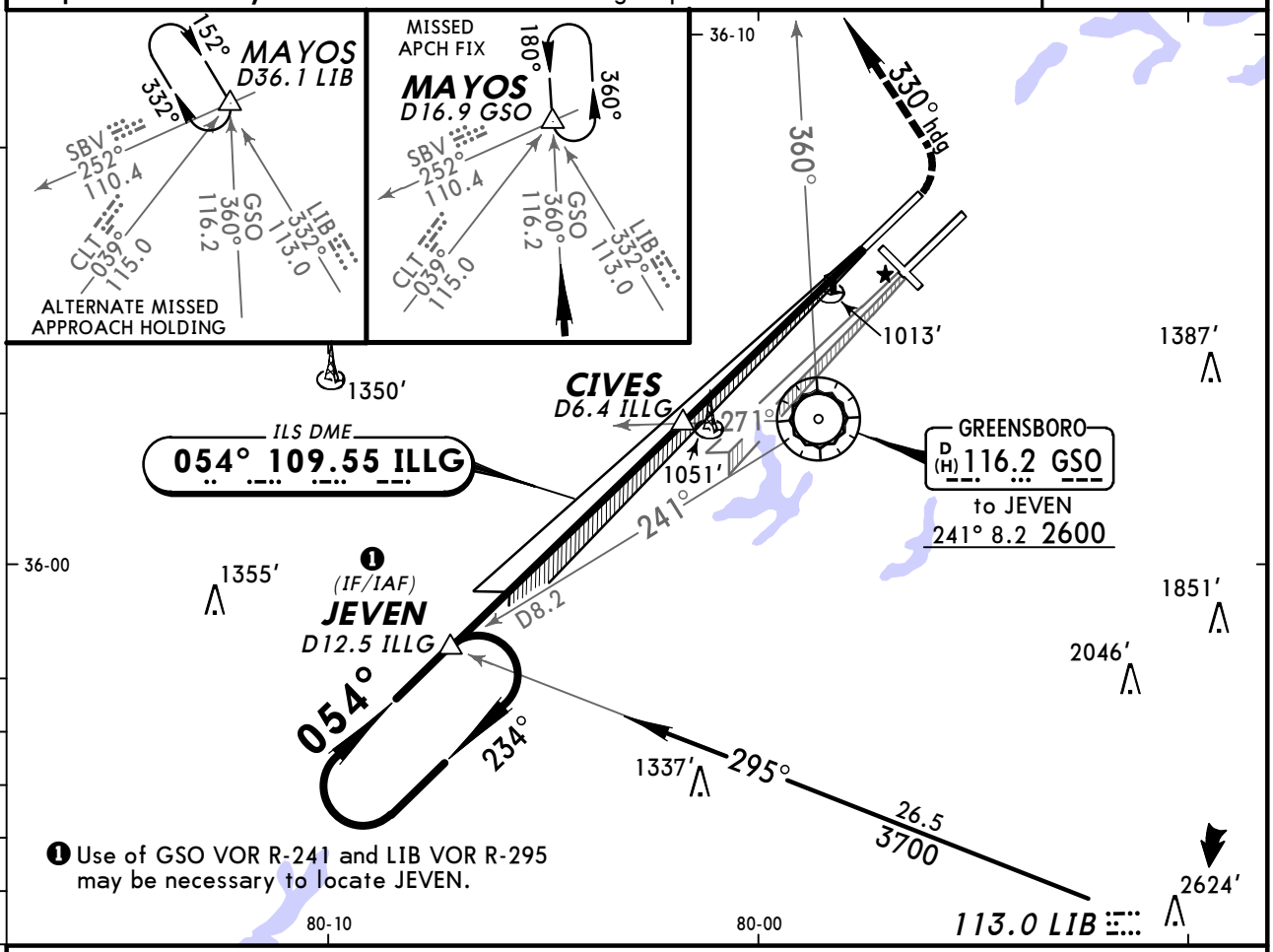
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
ILLG 109.55	054°	CIVES 2500′ (1584′)	NA	Refer to Minimums		RA 113′ DA(H) 1016′ (100′)	926′ TDZE 916′

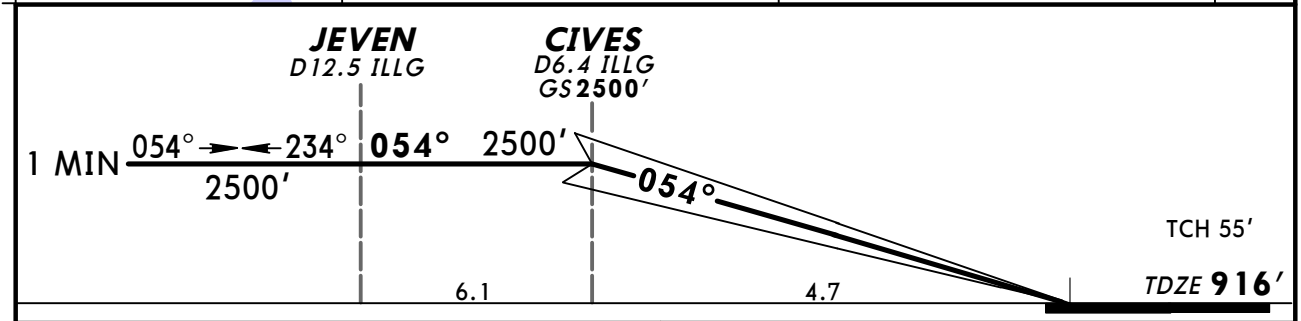
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3100′ via 330° heading and outbound via GSO VOR R-360 to MAYOS INT/ D16.9 GSO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required for procedure entry at LIB VOR. 3. VGSI and ILS glidepath not coincident.

4100′
MSA GSO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 1400′ 3100′ LT via 330° hdg

STRAIGHT-IN LANDING RWY **5L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 1016′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 0A 9 FEB 2012

CHANGES: TDZE, notes, CAT II DA(H).

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JEPPESEN

3 FEB 12 (11-2)

GREENSBORO, N CAR
ILS or LOC Rwy 5R

BRIEFING STRIP ™

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC ILZY	Final Apch Crs	GS PAGAN	ILS DA(H)	Apt Elev 926′
111.9	054°	2800′ (1900′)	1100′ (200′)	TDZE 900′

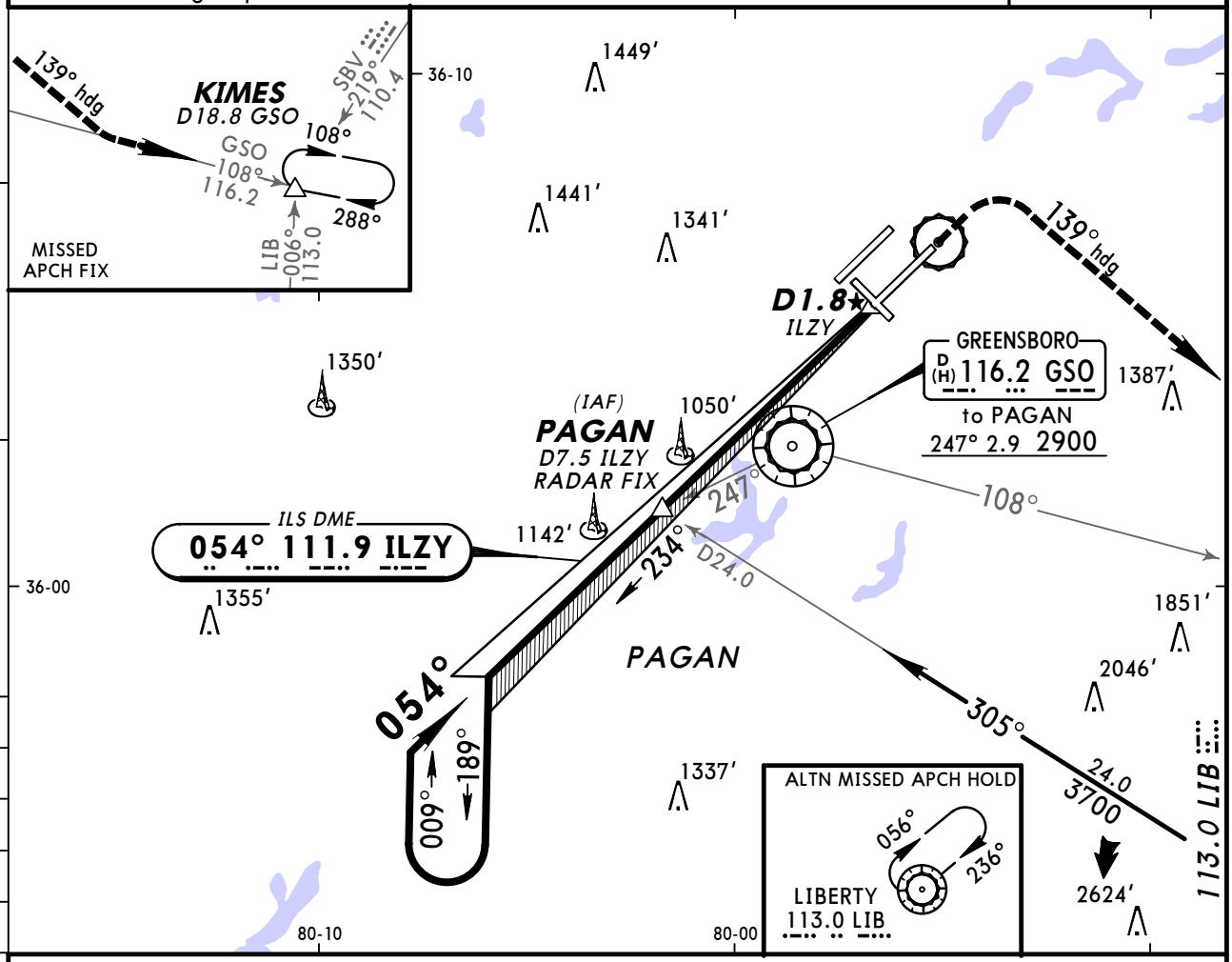
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3000′ via heading 139° and outbound via GSO VOR R-108 to KIMES INT/D18.8 GSO and hold.

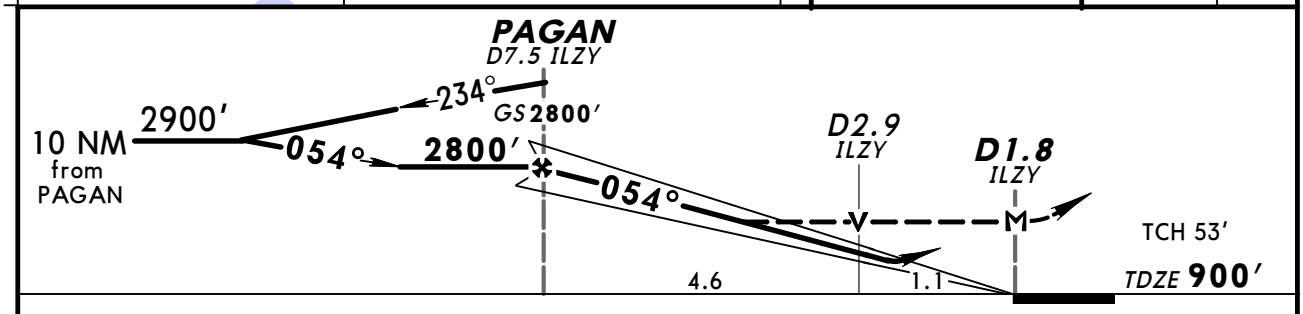
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

4100′

MSA GSO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.8 ILZY or PAGAN to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI | 1600′ | 3000′ via RT | 139° hdg

STRAIGHT-IN LANDING RWY 5R

	ILS DA(H) 1100′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1320′ (420′)	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′) -1
120	
140	1440′ (514′) -1½
165	1480′ (554′) -2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 7A 9 FEB 2012

CHANGES: Airport elevation, VDP, localizer minimums.

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JEPPESEN

3 FEB 12 (11-2A)

GREENSBORO, N CAR
ILS Rwy 5R CAT II

D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC ILZY	Final Apch Crs	GS PAGAN	CAT II ILS RA 122′ DA(H) 1000′(100′)	Apt Elev 926′ TDZE 900′
111.9	054°	2800′ (1900′)		

MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3000′ via heading 139° and outbound via GSO VOR R-108 to KIMES INT/D18.8 GSO and hold.

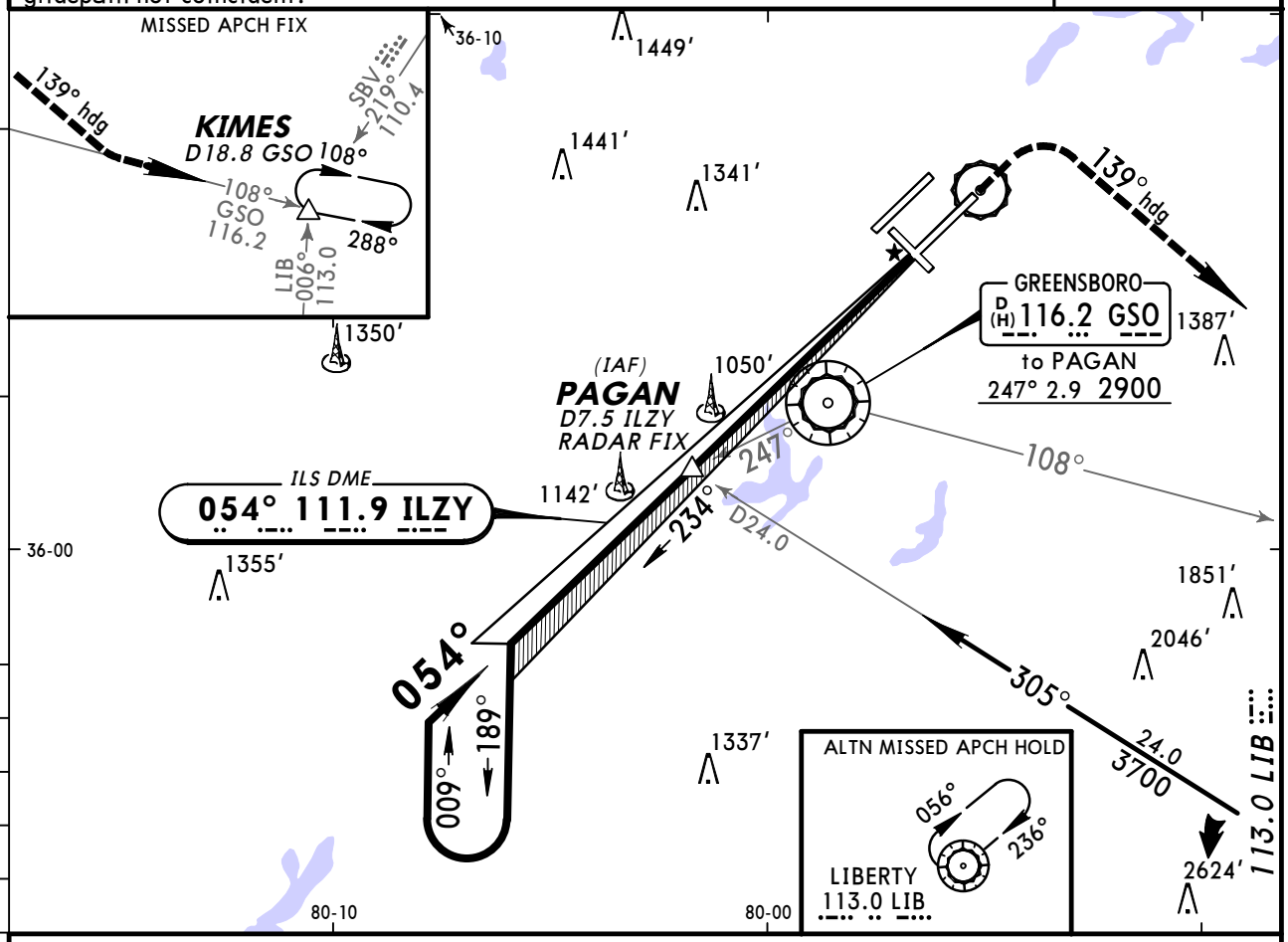
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

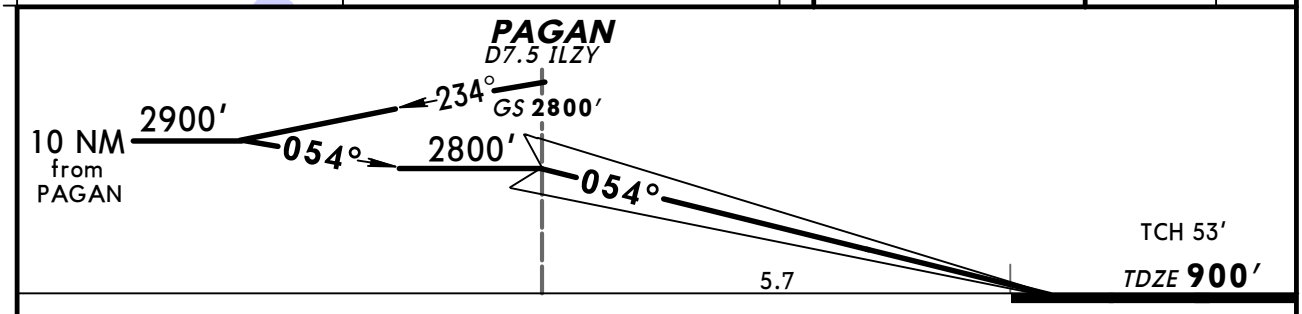
1. Special Aircrew and Acft certification required. 2. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems, authorization to conduct this approach requires specific opsspec approval or LOA for this runway. 3. VGSI and ILS glidepath not coincident.

4100′

MSA GSO VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1600′

3000′ RT via 139° hdg

STRAIGHT-IN LANDING RWY **5R**
CAT II ILS
RA 122′
DA(H) **1000′** (100′)

RVR 12

TERPS AMEND 7A 9 FEB 2012

CHANGES: Airport elevation.

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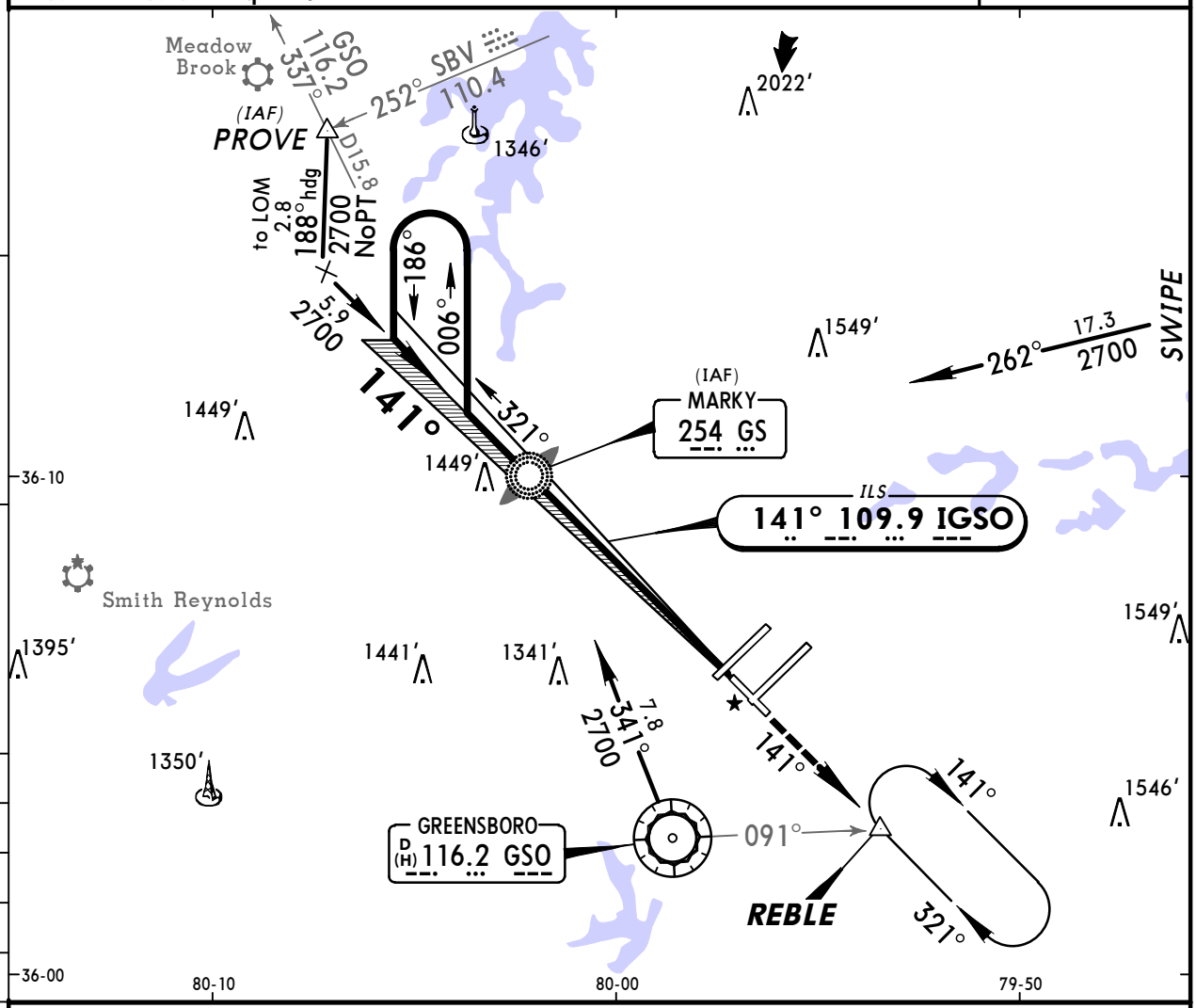
D-ATIS	GREENSBORO Approach (R) 250°-049° / 050°-249°	GREENSBORO Tower	Ground
128.55	124.35 / 118.5	119.1	121.9

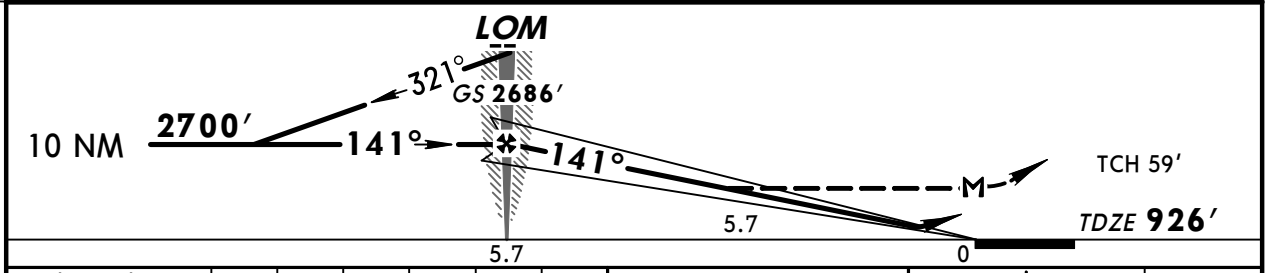
LOC IGSO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 926′
109.9	141°	2686′ (1760′)	1126′ (200′)	TDZE 926′

MISSED APCH: Climb to 3000′ via 141° bearing from GS LOM to REBLE INT and hold.

Alt Set: INCHES
1. ADF or RADAR required.
Trans level: FL 180
Trans alt: 18000′

4100′
MSA GS LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	2.75°	346	444	494	593	691	790
LOM to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

3000′ ↑ via GS 254 141° **REBLE**

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 1126′ (200′)	LOC (GS out) MDA(H) 1360′ (434′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	1	90	1440′(514′)-1
B			120	
C		1 1/4	140	1440′(514′)-1 1/2
D		1 1/2	165	1480′(554′)-2

TERPS AMEND 18B 11 MAR 2010

CHANGES: Procedure.

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D-ATIS	GREENSBORO Approach (R) 250°-049° / 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC IHIH	Final Apch Crs	GS BRANT	ILS DA(H)	Apt Elev 926′
109.3	232°	2729′ (1840′)	1089′ (200′)	TDZE 889′

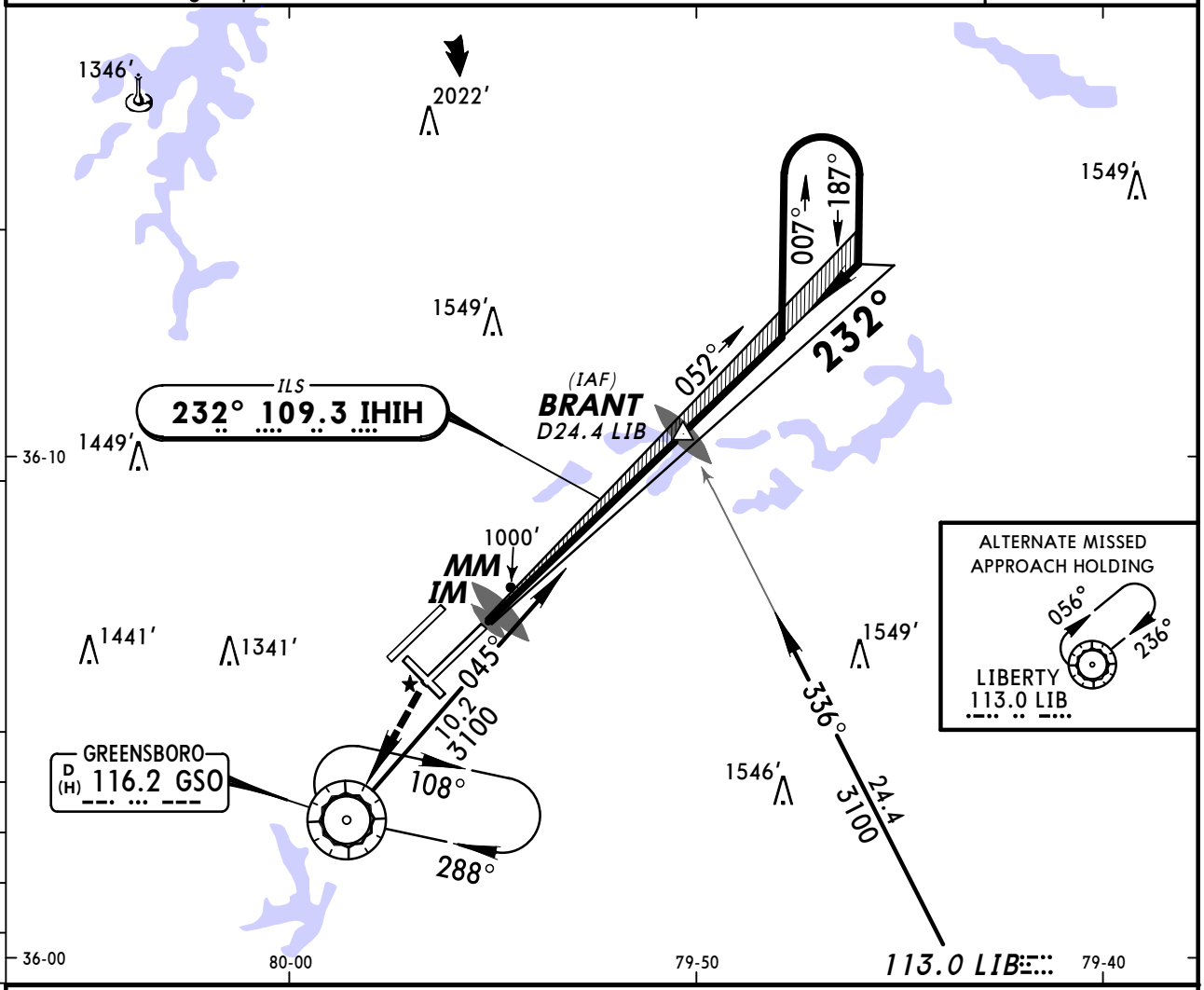
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3100′ direct GSO VOR and hold. Continue climb-in-hold to 3100′.

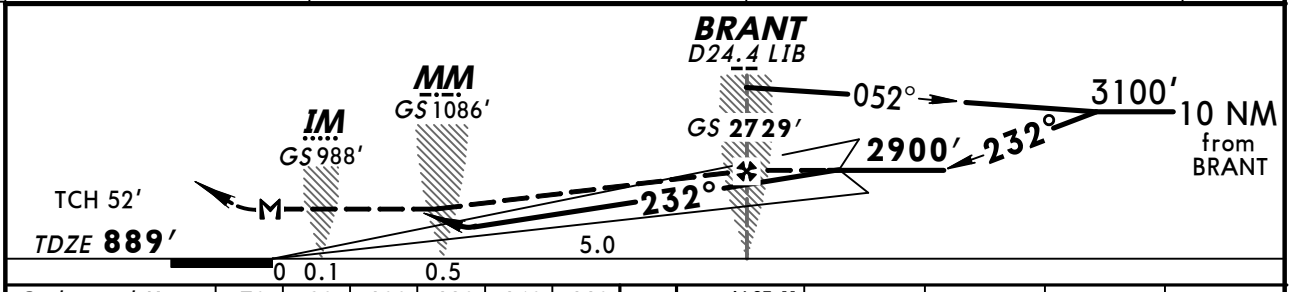
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

4100′
MSA GSO VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
BRANT to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-II PAPI 1300′ 3100′ LT GSO 116.2

STRAIGHT-IN LANDING RWY23L

	ILS DA(H) 1089′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1260′ (371′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′) - 1
120	
140	1440′ (514′) - 1½
165	1480′ (554′) - 2

TERPS AMEND 9A 11 MAR 2010

CHANGES: BRANT formation, circling minimums.

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5 MAR 10 (11-4A)

GREENSBORO, N CAR
ILS Rwy 23L CAT II

D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC IHIH	Final Apch Crs	GS BRANT	CAT II ILS	Apt Elev 926′
109.3	232°	2729′ (1840′)	RA 106′ DA(H) 989′ (100′)	TDZE 889′

MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3100′ direct GSO VOR and hold. Continue climb-in-hold to 3100′.

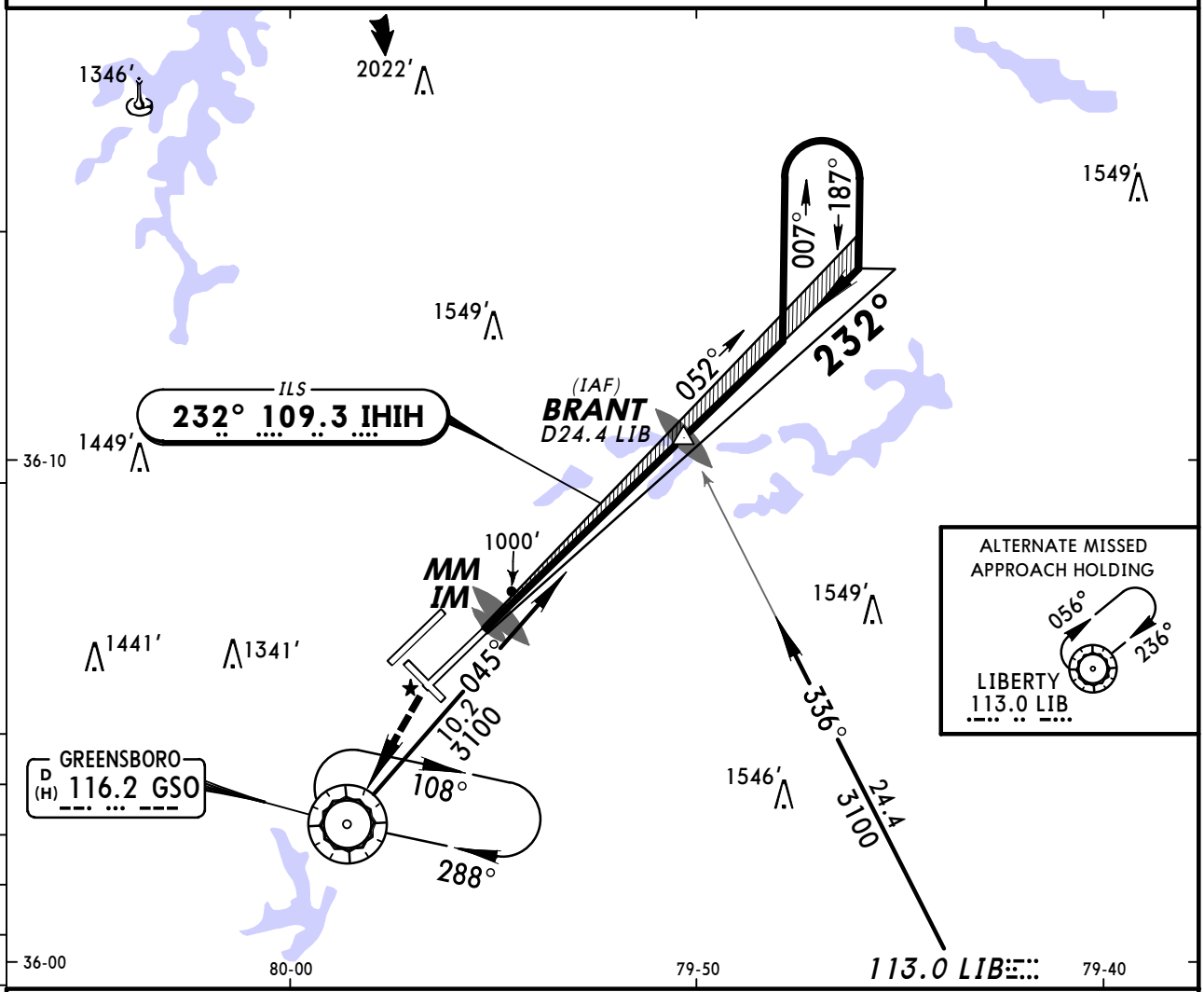
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

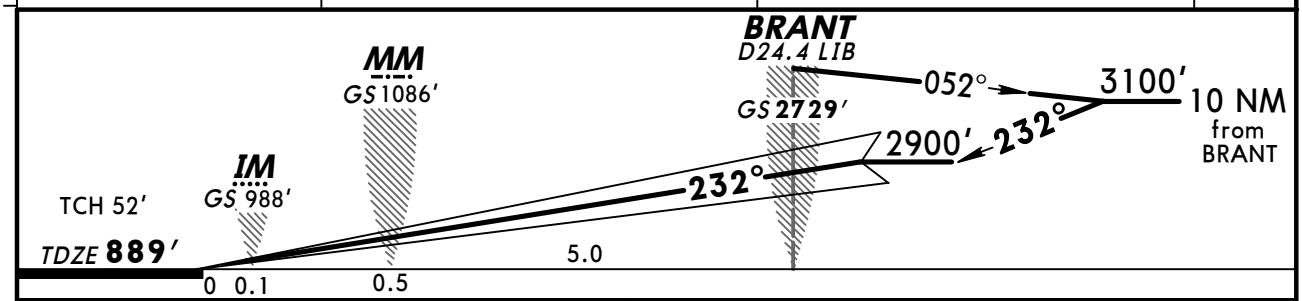
1. Special Aircraft and Aircrew Certification Required. 2. VGSI and ILS glidepath not coincident.

4100′

MSA GSO VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1300′ | 3100′ LT | D | GSO 116.2

STRAIGHT-IN LANDING RWY **23L**
CAT II ILS
RA 106′
DA(H) **989′** (100′)

RVR 12

TERPS AMEND 9A 11 MAR 2010

CHANGES: BRANT formation.

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JEPPESEN

3 FEB 12 (11-5)

GREENSBORO, N CAR
ILS or LOC Rwy 23R

BRIEFING STRIP ™

D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

LOC IIDB	Final Apch Crs	GS HEVED	ILS DA(H)	Apt Elev 926′
109.55	234°	2800′ (1945′)	1055′ (200′)	TDZE 855′

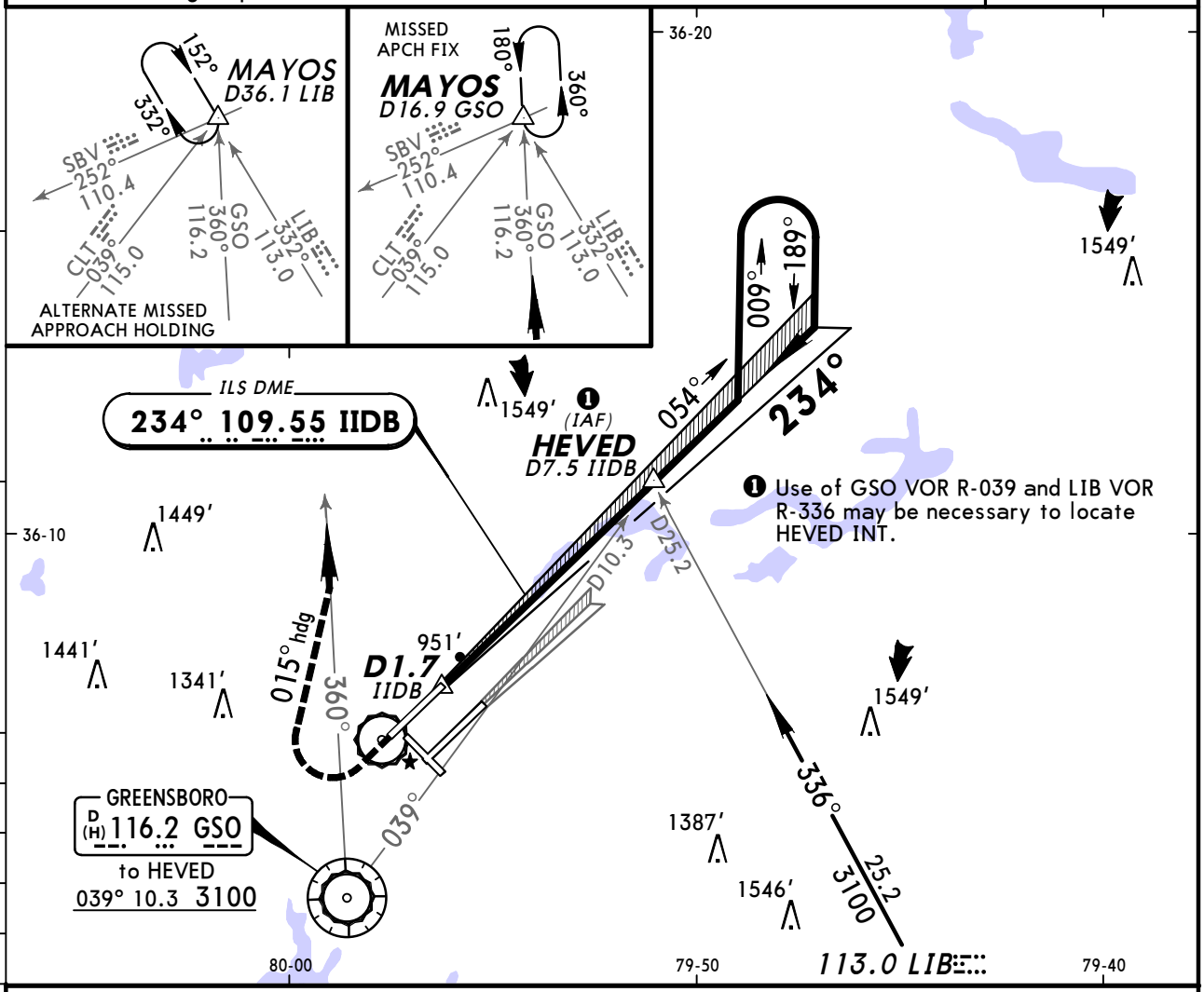
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3100′ via 015° heading and outbound via GSO VOR R-360 to MAYOS INT/ D16.9 GSO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

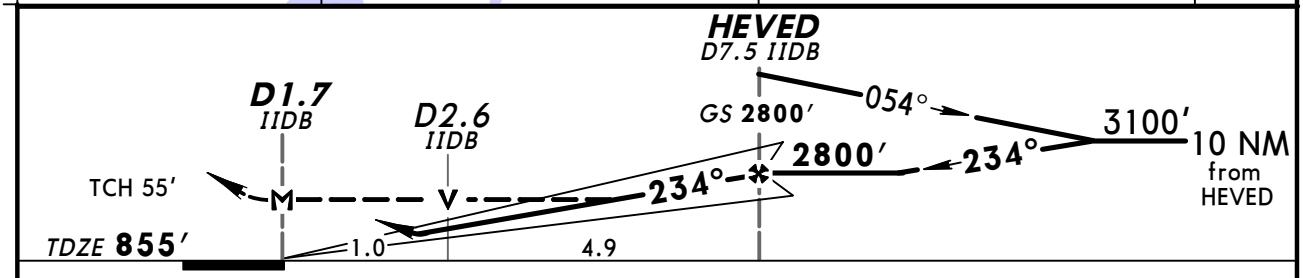
1. VGSI and ILS glidepath not coincident.

4100′

MSA GSO VOR



Use of GSO VOR R-039 and LIB VOR R-336 may be necessary to locate HEVED INT.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IIDB or HEVED to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR PAPI 1500′ 3100′ via RT 015° hdg

STRAIGHT-IN LANDING RWY 23R

	ILS DA(H) 1055′ (200′) FULL	ILS DA(H) 1055′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1240′ (385′)	LOC (GS out) MDA(H) 1240′ (385′) RAIL out	LOC (GS out) MDA(H) 1240′ (385′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′) - 1
120	
140	1440′ (514′) - 1½
165	1480′ (554′) - 2

TERPS AMEND 0A 9 FEB 2012

CHANGES: TDZE, notes, straight-in minimums.

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3 FEB 12 (12-1)

GREENSBORO, N CAR
RNAV (GPS) Rwy 5L

D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

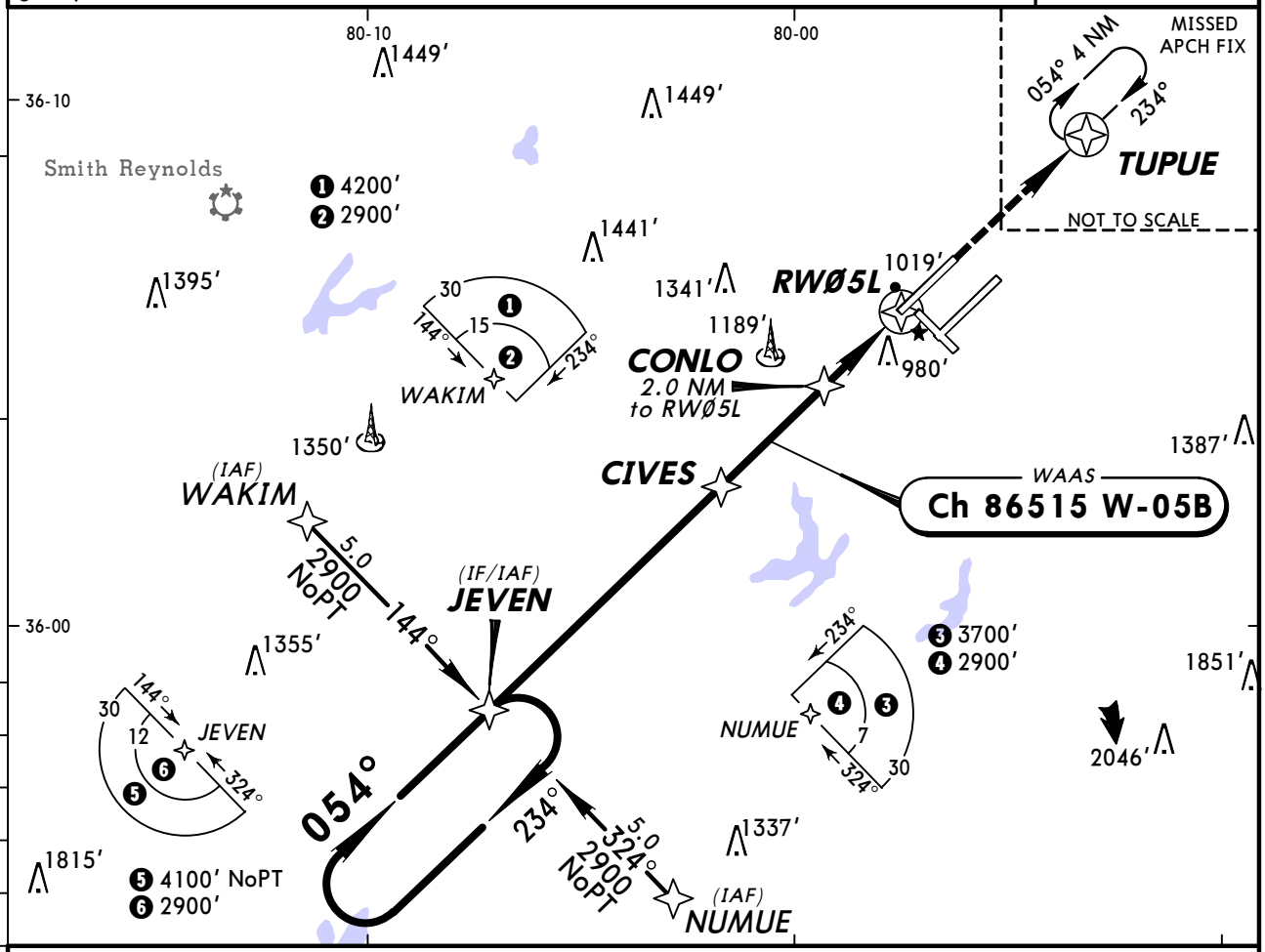
WAAS	Final Apch Crs	Minimum Alt CIVES	LPV DA(H)	Apt Elev 926′
Ch 86515 W-05B	054°	2500′ (1584′)	1116′ (200′)	TDZE 916′

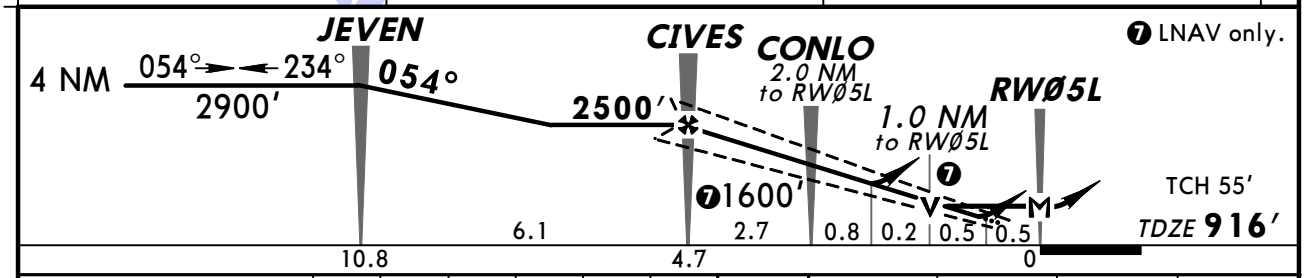
MISSED APCH: Climb to 2800′ direct TUPUE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

ALSF-II PAPI 2800′ TUPUE

STRAIGHT-IN LANDING RWY 5L

	LPV DA(H) 1116′ (200′)		LNAV/VNAV DA(H) 1367′ (451′)		LNAV MDA(H) 1300′ (384′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1440′ (514′)-1
120	
140	1440′ (514′)-1½
165	1480′ (554′)-2

BRIEFING STRIP ™

TERPS AMEND OA 9 FEB 2012

CHANGES: TDZE, notes, LPV minimums.

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JEPPESEN

3 FEB 12 (12-2)

GREENSBORO, N CAR
RNAV (GPS) Rwy 5R

D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

WAAS	Final Apch Crs	Minimum Alt FONIT	LPV DA(H)	Apt Elev 926′
Ch 53610 W-05A	052°	2800′ (1900′)	1100′ (200′)	TDZE 900′

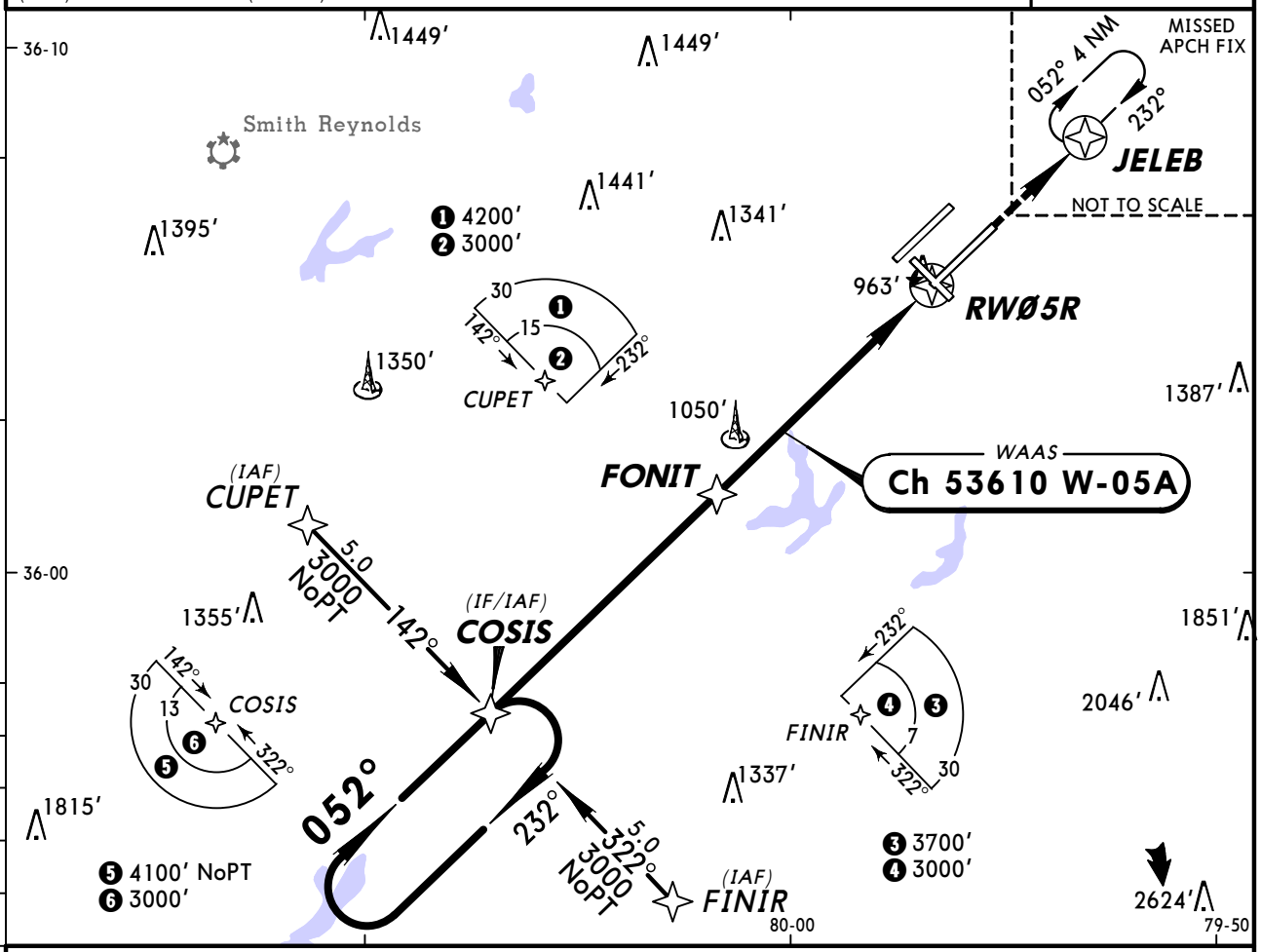
MISSED APCH: Climb to 3200′ direct JELEB and hold.

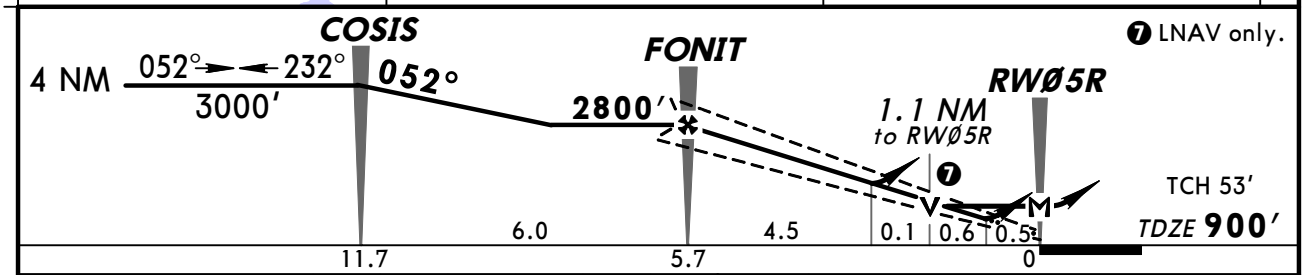
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5R						

MALSR PAPI 3200′ JELEB

STRAIGHT-IN LANDING RWY 5R

	LPV DA(H) 1100′ (200′)		LNAV/VNAV DA(H) 1321′ (421′)		LNAV MDA(H) 1300′ (400′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′)-1
120	
140	1440′ (514′)-1½
165	1480′ (554′)-2

TERPS AMEND 2A 11 MAR 2010

CHANGES: None.

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KGSO/GSO
PIEDMONT TRIAD INTL

JEPPESEN

17 SEP 10 (12-3) Eff 23 Sep

GREENSBORO, N CAR
RNAV (GPS) Rwy 14

BRIEFING STRIP™

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

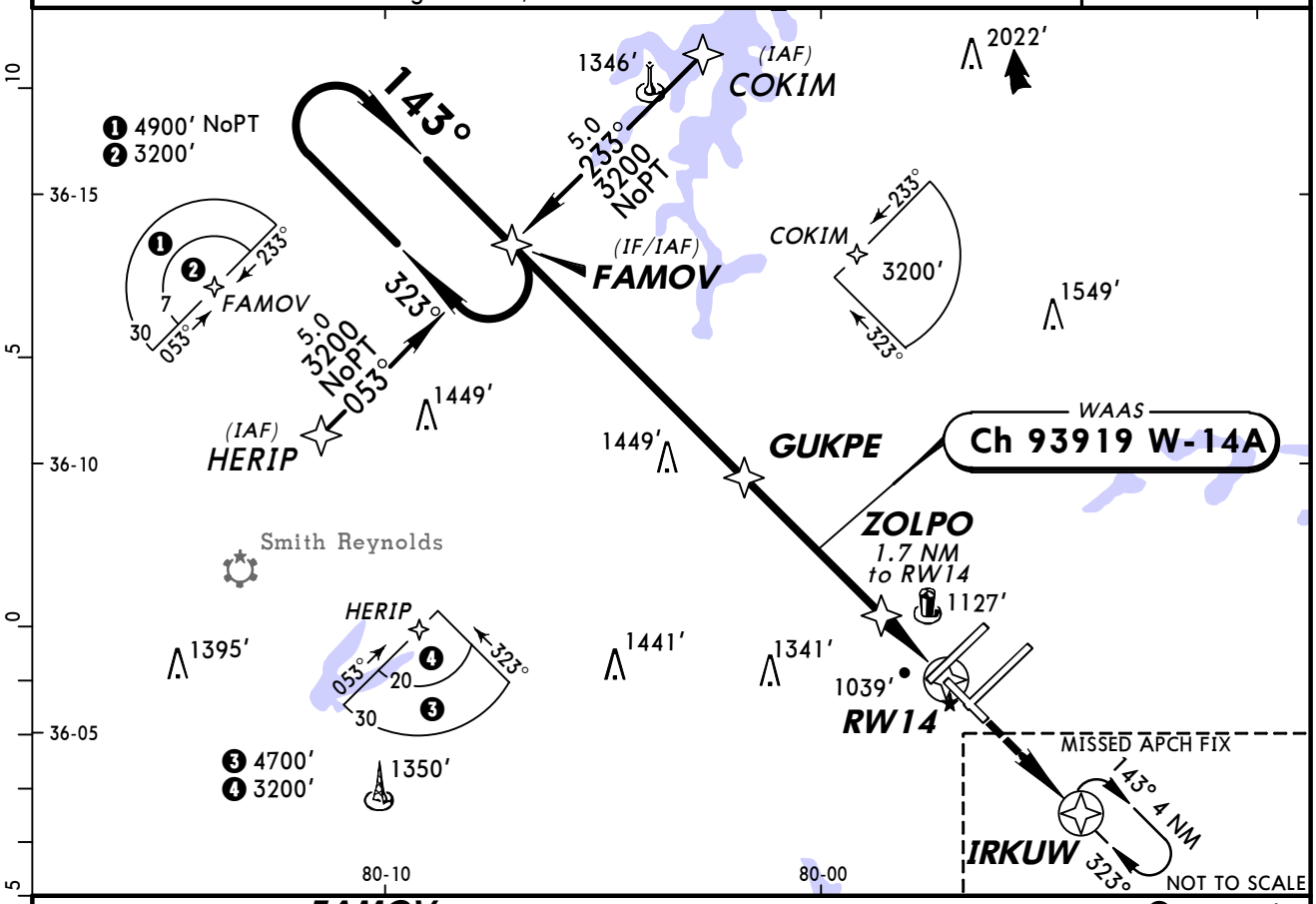
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 926′
Ch 93919 W-14A	143°	GUKPE 2700′ (1775′)	1125′ (200′)	TDZE 925′

MISSED APCH: Climb to 3700′ direct IRKUW and hold.

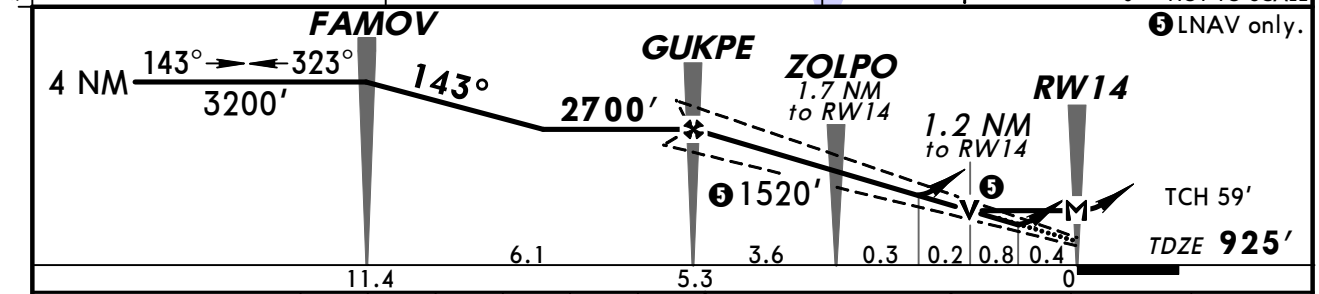
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winston-Salem altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Winston-Salem altimeter setting. 4. DME/DME RNP-0.30 not authorized.



❺ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

3700′ ↑ D→ IRKUW

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND		
	❶ LPV DA(H) 1125′(200′)	❷ LNAV/VNAV DA(H) 1423′(498′)	❸ LNAV MDA(H) 1360′(435′)	Max Kts	With Local Altimeter Setting MDA(H)	With Winston-Salem Altimeter Setting MDA(H)
A	3/4	1 3/4	1	90	1440′(514′)-1	1480′(554′)-1
B				120		
C			1 1/4	140	1440′(514′)-1 1/2	1480′(554′)-1 1/2
D			1 1/2	165	1480′(554′)-2	1520′(594′)-2

❶ DA(H) 1163′ (238′) with Winston-Salem altimeter setting.
❷ DA(H) 1461′ (536′) with Winston-Salem altimeter setting.
❸ MDA(H) 1400′ (475′) with Winston-Salem altimeter setting.

TERPS AMEND 2 23 SEP 2010

CHANGES: Procedure.

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JEPPESEN 17 SEP 10 (12-4) Eff 23 Sep

GREENSBORO, N CAR
RNAV (GPS) Rwy 23L

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

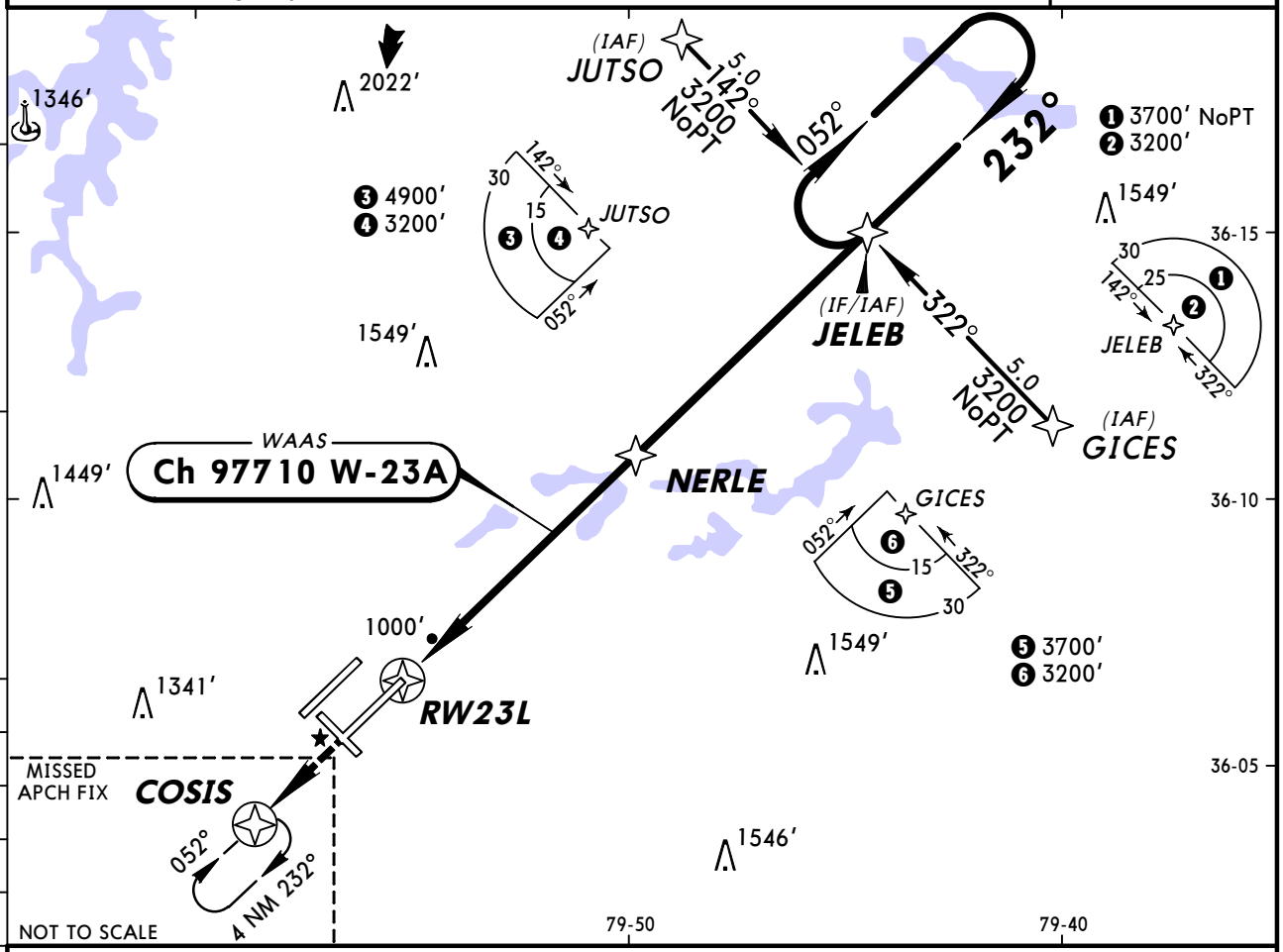
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 926'
Ch 97710 W-23A	232°	NERLE 2900' (2011')	1089' (200')	TDZE 889'

MISSED APCH: Climb to 3000' direct COSIS and hold.

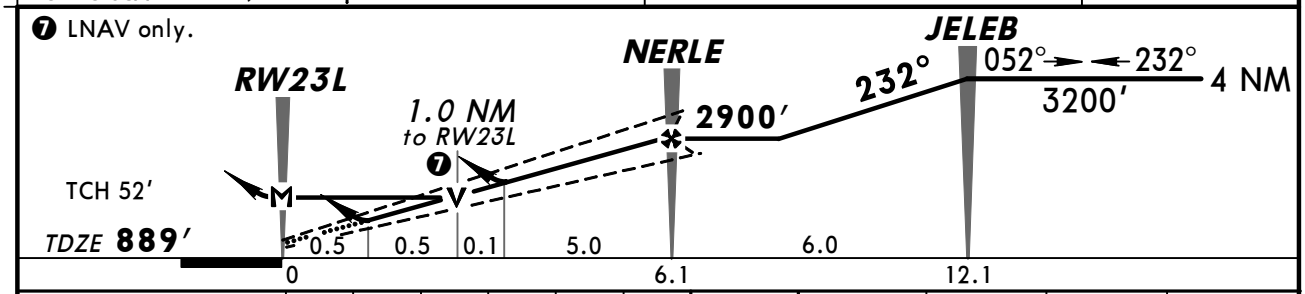
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident.



❼ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23L						

ALSF-II PAPI 3000' COSIS

STRAIGHT-IN LANDING RWY 23L

	LPV DA(H) 1089' (200')		LNAV/VNAV DA(H) 1276' (387')		LNAV MDA(H) 1260' (371')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440' (514')-1
120	
140	1440' (514')-1½
165	1480' (554')-2

BRIEFING STRIP™

TERPS AMEND 2A 11 MAR 2010

CHANGES: None.

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JEPPESEN

3 FEB 12 (12-5)

GREENSBORO, N CAR
RNAV (GPS) Rwy 23R

BRIEFING STRIP™

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

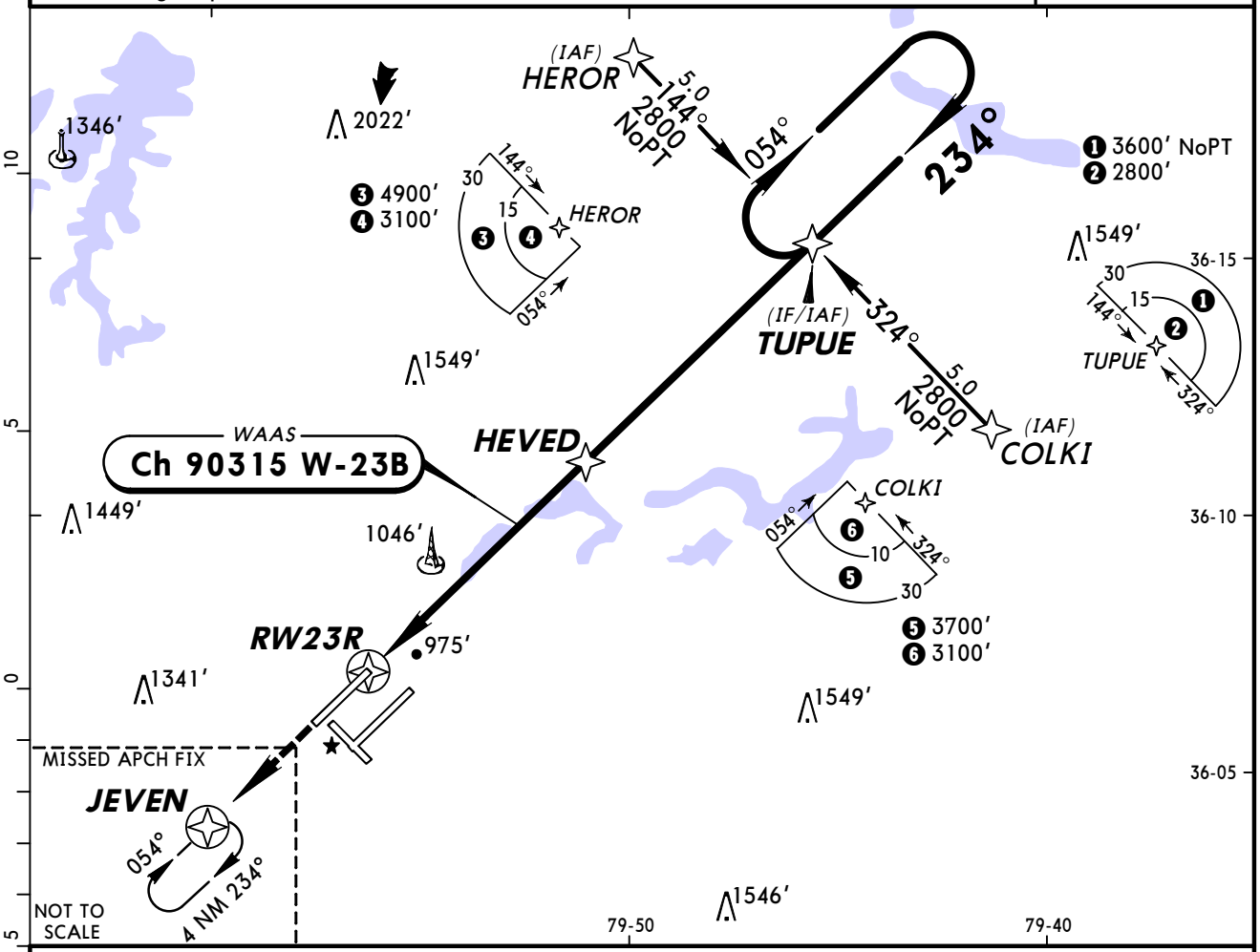
WAAS	Final Apch Crs	Minimum Alt HEVED	LPV DA(H)	Apt Elev 926′
Ch 90315 W-23B	234°	2800′ (1945′)	1055′ (200′)	TDZE 855′

MISSED APCH: Climb to 2500′ direct JEVEN and hold.

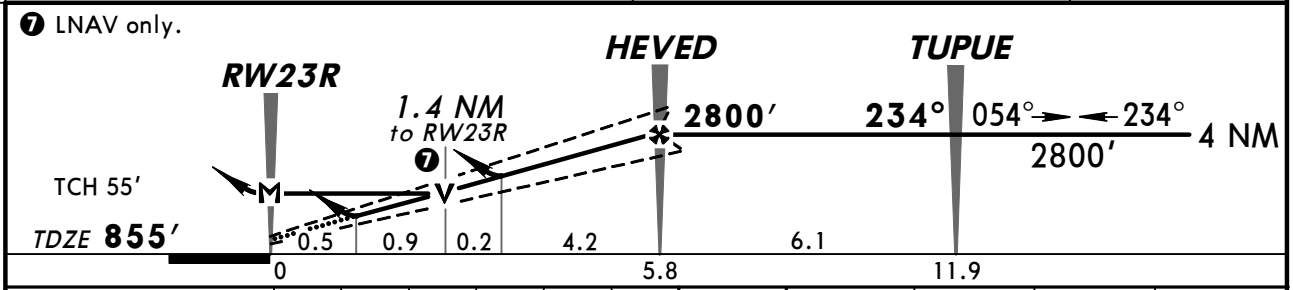
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.



❼ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

MALSR PAPI 2500′ JEVEN

STRAIGHT-IN LANDING RWY 23R

	LPV DA(H) 1055′ (200′)		LNAV/VNAV DA(H) 1405′ (550′)		LNAV MDA(H) 1340′ (485′)			CIRCLE-TO-LAND Max Kts	MDA(H)
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1440′ (514′) - 1
B								120	
C					RVR 40 or 3/4	RVR 60 or 1 1/4		140	1440′ (514′) - 1 1/2
D					RVR 50 or 1	1 1/2		165	1480′ (554′) - 2

TERPS AMEND 0A 9 FEB 2012

CHANGES: LPV minimums, notes, TAA altitude.

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JEPPESEN

3 FEB 12 (12-6)

GREENSBORO, N CAR
RNAV (GPS) Rwy 32

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

RNAV	Final Apch Crs	Minimum Alt OKZIF	LNAV MDA(H) (CONDITIONAL)	Apt Elev 926′
	323°	2500′ (1598′)	1400′ (498′)	TDZE 902′

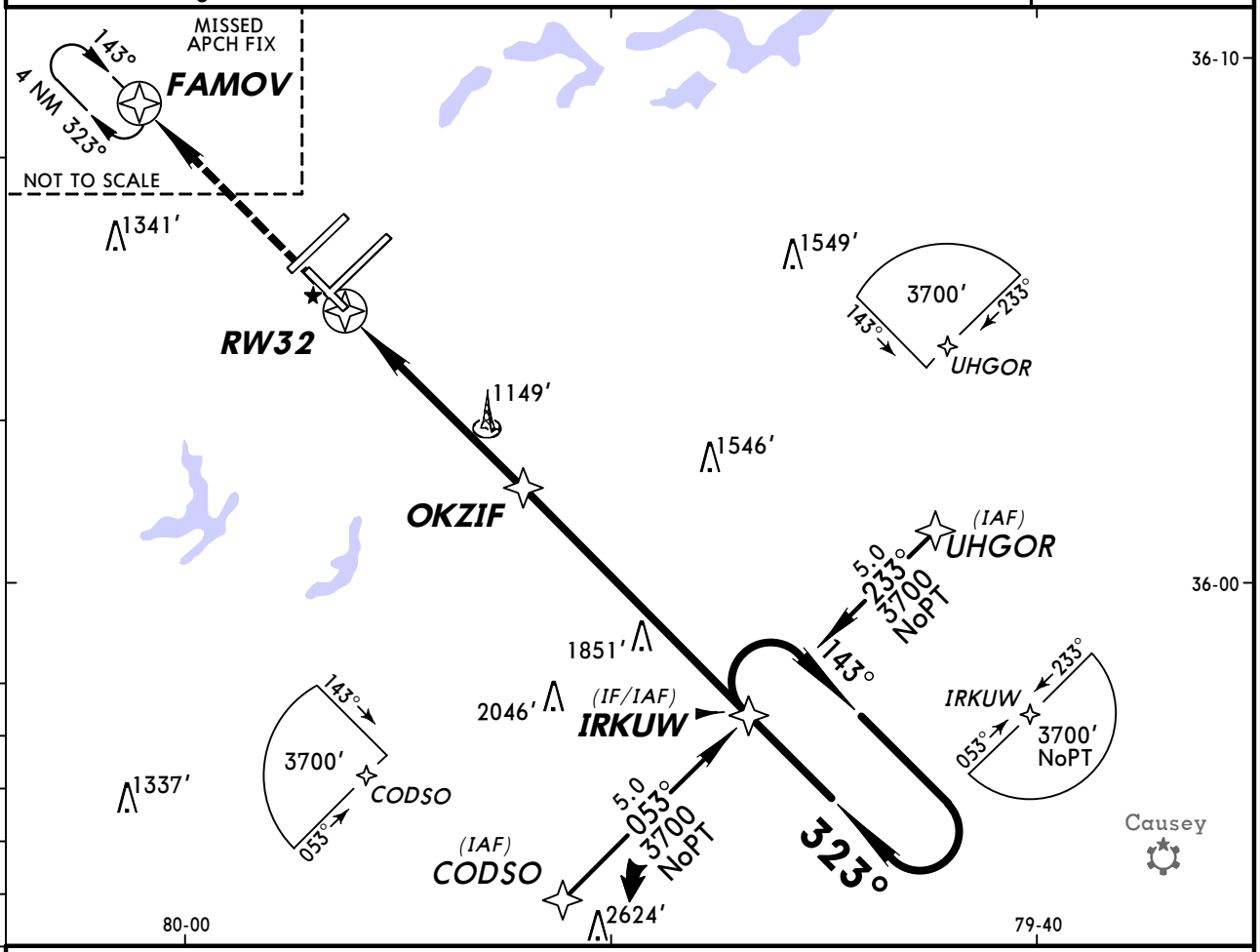
MISSED APCH: Climb to 3200′ direct FAMOV and hold.

TAA 30 NM IAF

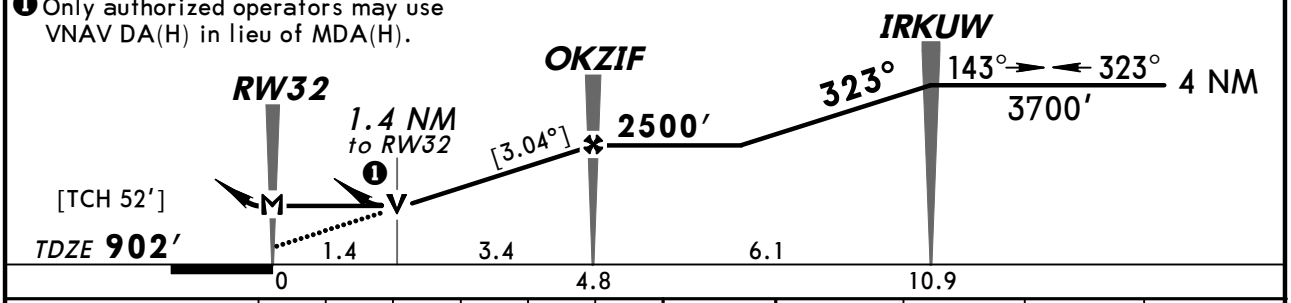
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Winston-Salem altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Winston-Salem altimeter setting.

BRIEFING STRIP™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW32						

REIL
VASI-L

3200′

FAMOV

STRAIGHT-IN LANDING RWY 32 LNAV	MDA(H) 1400′ (498′) With Local Altimeter Setting	MDA(H) 1440′ (538′) With Winston-Salem Altimeter Setting
A	1	1
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Winston-Salem Altimeter Setting MDA(H)
90	1440′ (514′)-1	1480′ (554′)-1
120		
140	1440′ (514′)-1½	1480′ (554′)-1½
165	1480′ (554′)-2	1520′ (594′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: None.

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PIEDMONT TRIAD INTL

JEPPESEN

5 MAR 10 (13-1)

GREENSBORO, N CAR
VOR Rwy 5R

BRIEFING STRIP ™

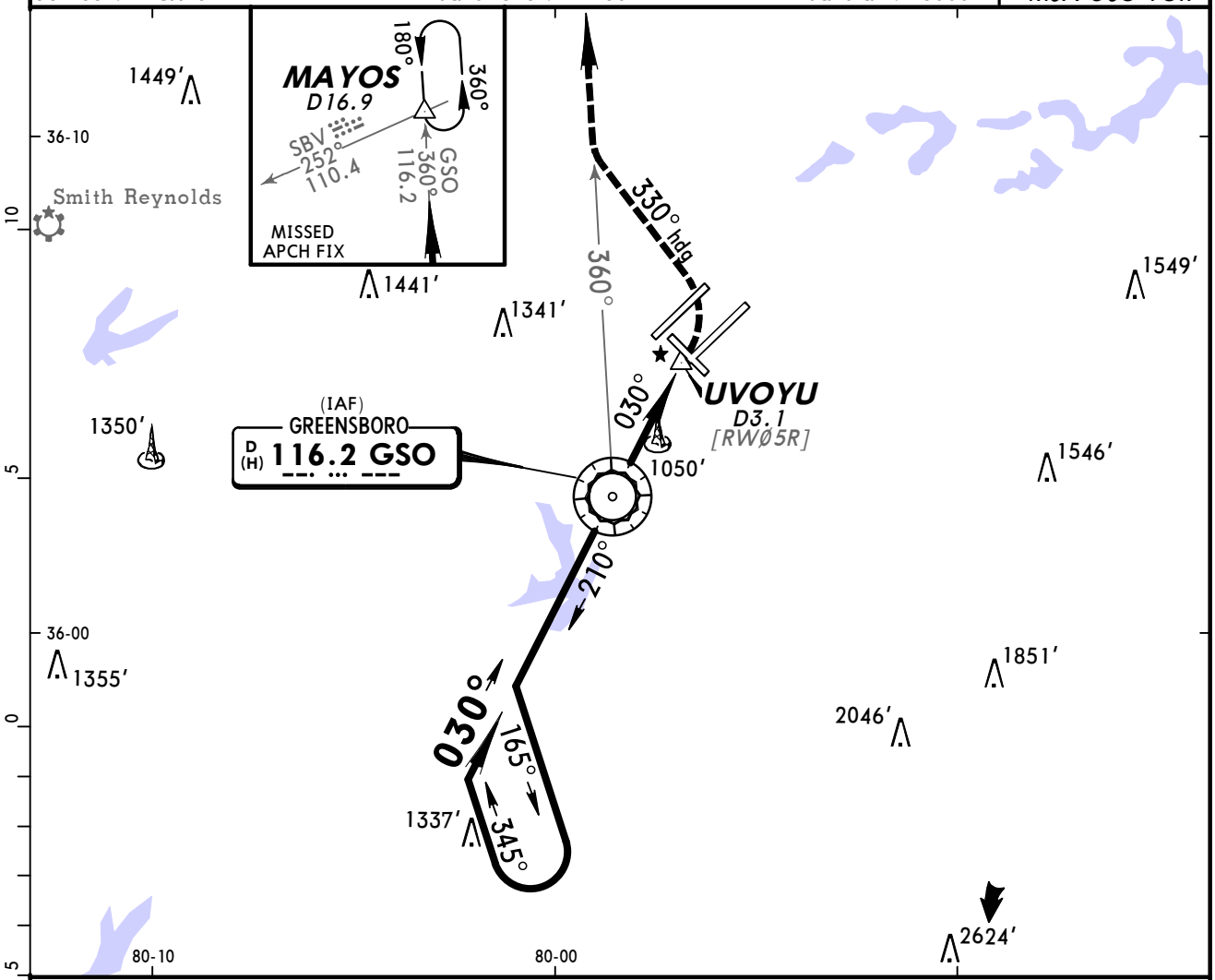
D-ATIS	GREENSBORO Approach (R) 250°-049° 050°-249°		GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

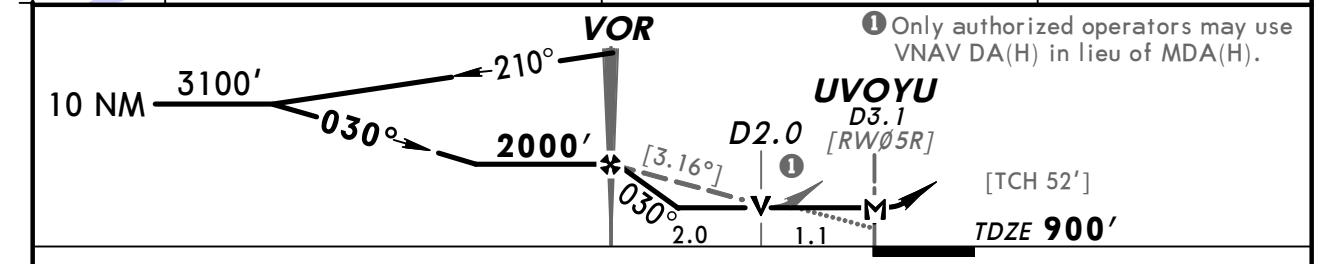
VOR GSO	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 926′
116.2	030°	2000′ (1100′)	1300′ (400′)	TDZE 900′

MISSED APCH: Climb to 1600′, then climbing LEFT turn to 3100′ via heading 330° and outbound GSO VOR R-360 to MAYOS INT/D16.9 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

4100′ MSA GSO VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.16°]	391	503	559	671	783	895
MAP at UVOYU or VOR to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

MALSR PAPI | 1600′ | 3100′ LT via 330° hdg and GSO 116.2 R-360

TERPS AMEND 13A 11 MAR 2010

STRAIGHT-IN LANDING RWY 5R

MDA(H) 1300′ (400′)

	RAIL out	ALS out
A, B, C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
D	RVR 60 or 1¼		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1440′ (514′)-1
120	1440′ (514′)-1½
140	1480′ (554′)-2
165	

CHANGES: Apt elev, circling minimums.

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KGSO/GSO
PIEDMONT TRIAD INTL

JEPPESEN

5 MAR 10 (13-2)

GREENSBORO, N CAR
VOR DME Rwy 23L

D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

VOR GSO	Final Apch Crs	Minimum Alt BOCHH	MDA(H)	Apt Elev 926′
116.2	219°	2600′ (1711′)	1300′ (411′)	TDZE 889′

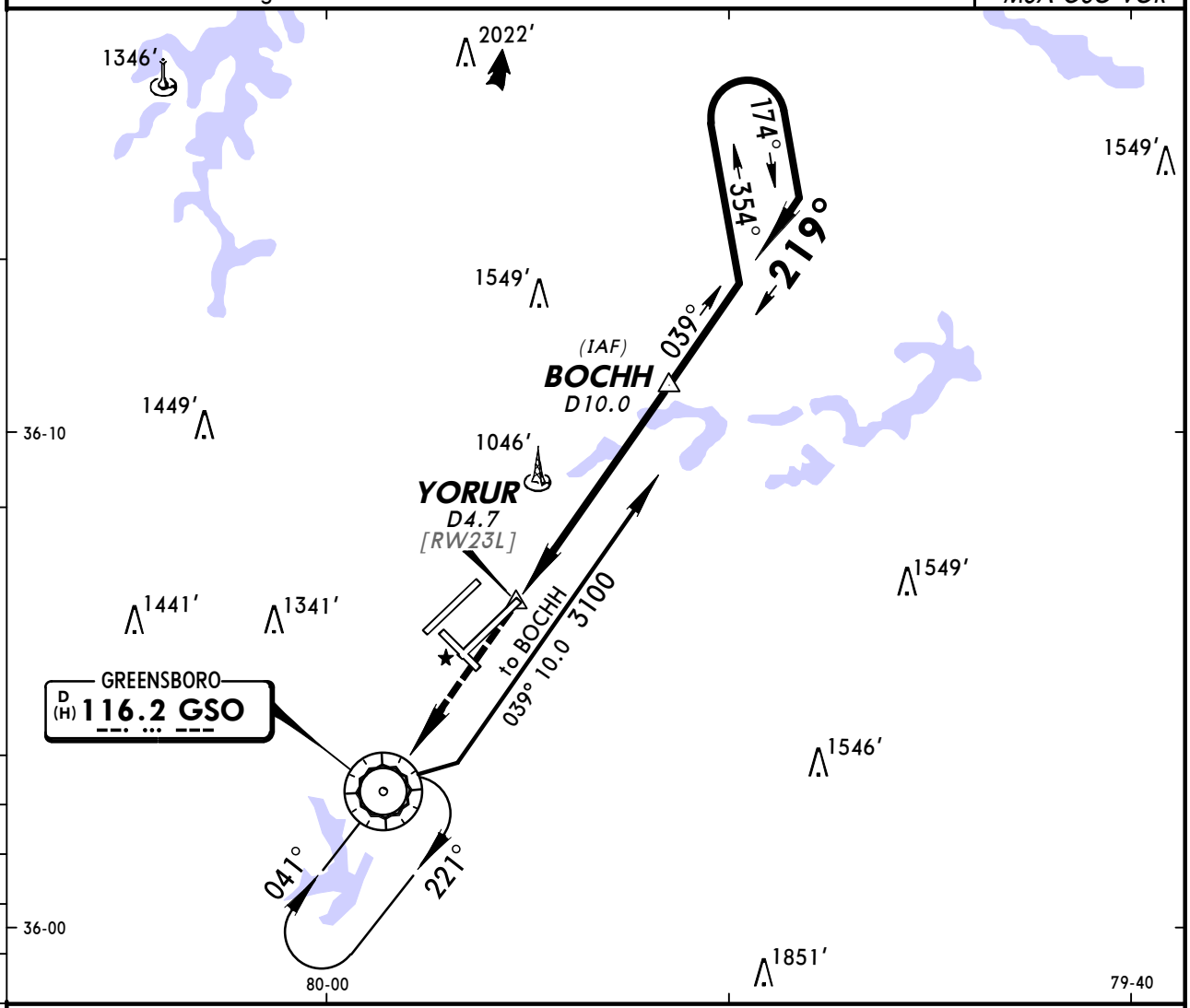
MISSED APCH: Climb to 3100′ direct GSO VOR and hold, continue climb-in-hold to 3100′.

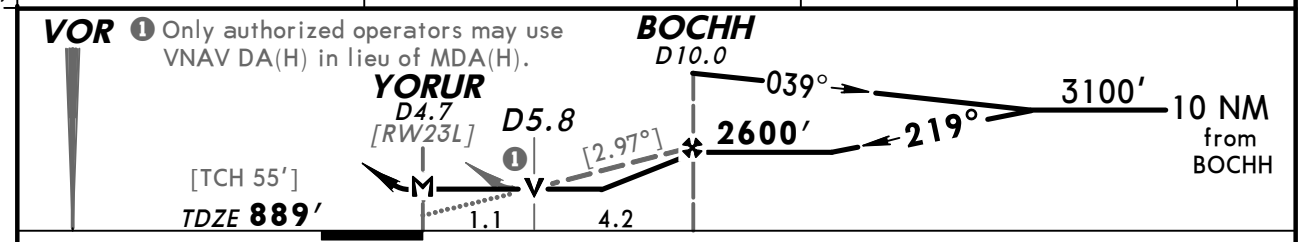
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.

4100′ MSA GSO VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at YORUR						

ALSF-II PAPI 3100′ D GSO 116.2

STRAIGHT-IN LANDING RWY 23L MDA(H) 1300′ (411′)		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1440′ (514′) -1
120	
140	1440′ (514′) -1½
165	1480′ (554′) -2

TERPS AMEND 10A 11 MAR 2010

CHANGES: Apt elev, circling minimums.

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KGSO/GSO
PIEDMONT TRIAD INTL

JEPPESEN

5 MAR 10 (16-1)

GREENSBORO, N CAR
NDB Rwy 14

BRIEFING STRIP TM

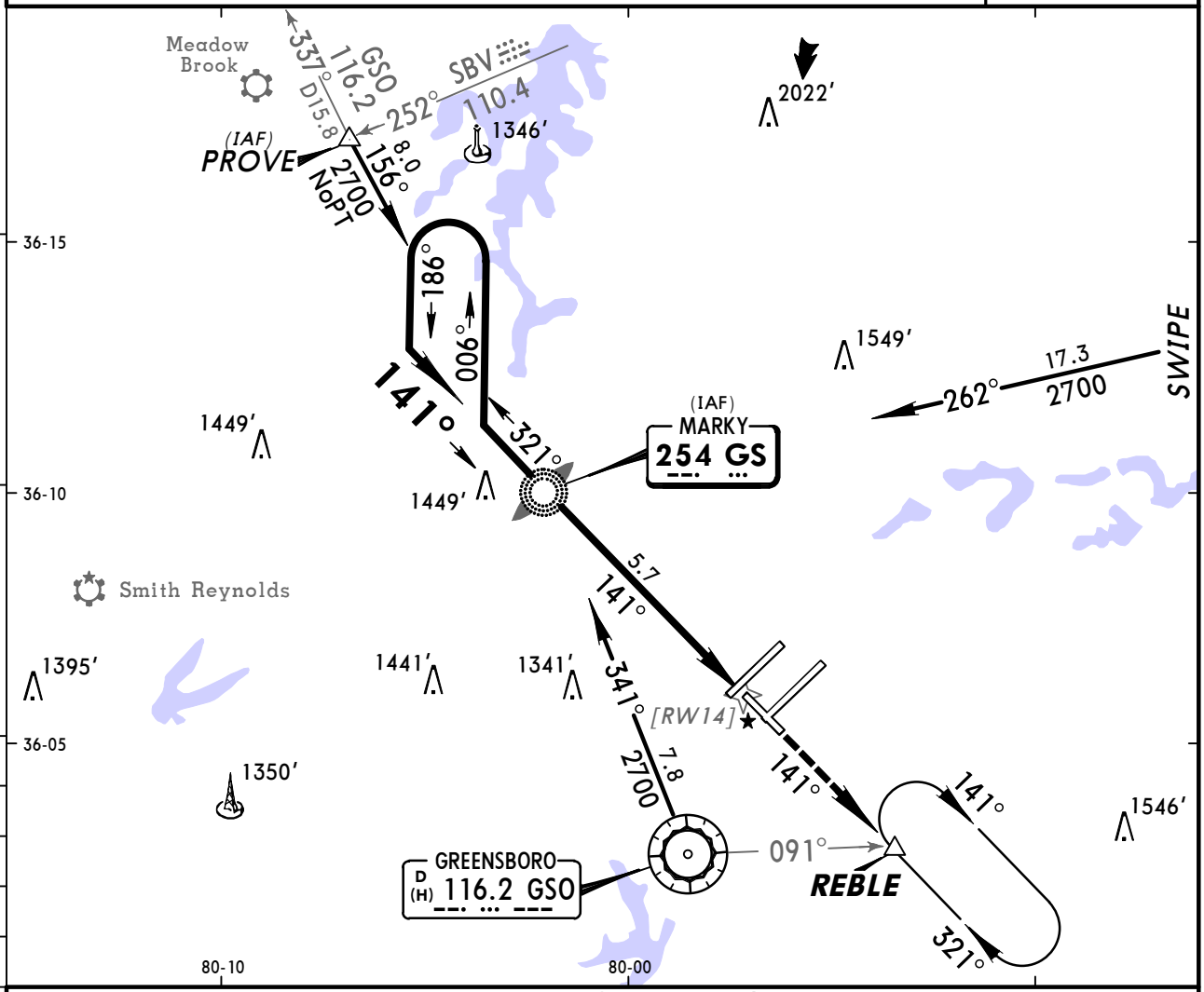
D-ATIS	GREENSBORO Approach (R) 250°-049°	050°-249°	GREENSBORO Tower	Ground
128.55	124.35	118.5	119.1	121.9

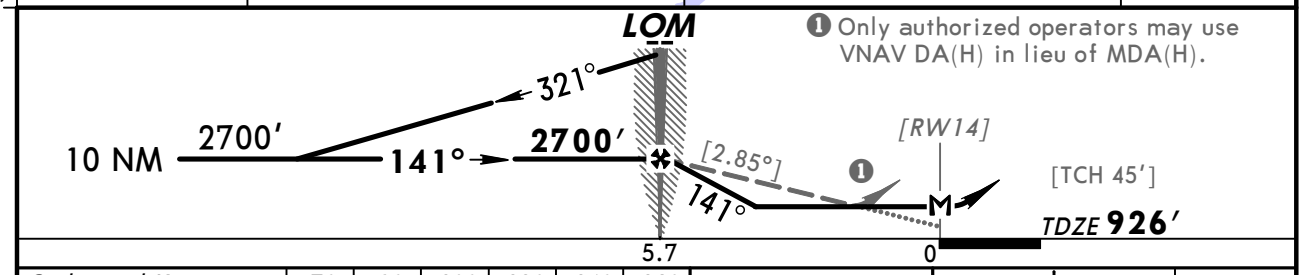
LOM GS	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 926′ TDZE 926′
254	141°	2700′ (1774′)	1440′ (514′)	

MISSED APCH: Climb to 3000′ via 141° bearing from GS LOM to REBLE INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

4100′ MSA GS LOM





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.85°]	353	454	504	605	706	807
LOM to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

3000′ via GS 254 141° — REBLE

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 1440′ (514′)		Max Kts	MDA(H)
A	1	90	1440′(514′)-1
B		120	1480′(554′)-1
C	1½	140	1480′(554′)-1½
D	1¾	165	1480′(554′)-2

TERPS AMEND 15E 11 MAR 2010

CHANGES: Lighting, minimums.

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General Information

Location: Wilmington NC USA
IATA Code: ILM
Lat/Long: N34° 16.2' W077° 54.2'
Elevation: 32 ft

Airport Use: Public
Magnetic Variation: 9.2°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1143 Z
Sunset: 2306 Z,

Runway Information

Runway: 06
Length x Width: 8016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 8016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 931 ft

Runway: 35
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 400 ft

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Stopway: 1000 ft

Communication Information

ATIS 124.975
Wilmington Tower 119.9 CTAF PCL
Wilmington Ground Control 121.9
Wilmington Approach Control 135.75 (344°-163°) Out to 20 mi. Initial Contact
Wilmington Approach Control 118.25 (164°-343°) Out to 20 mi.
Wilmington Approach TRSA 135.75 (344°-163°) Out to 20 mi.
Wilmington Approach TRSA 118.25 (164°-343°) Out to 20 mi.
Wilmington Departure Control 135.75 (344°-163°) Out to 20 mi.
Wilmington Departure Control 118.25 (164°-343°) Out to 20 mi.
Wilmington Intl Unicom 122.95
Arinc Operations 130.4 Military
Arinc Operations 129.1 Military
Washington Center 135.75 Remote Communications Air-Ground

KILM/ILM

Apt Elev **32′**
N34 16.2 W077 54.2

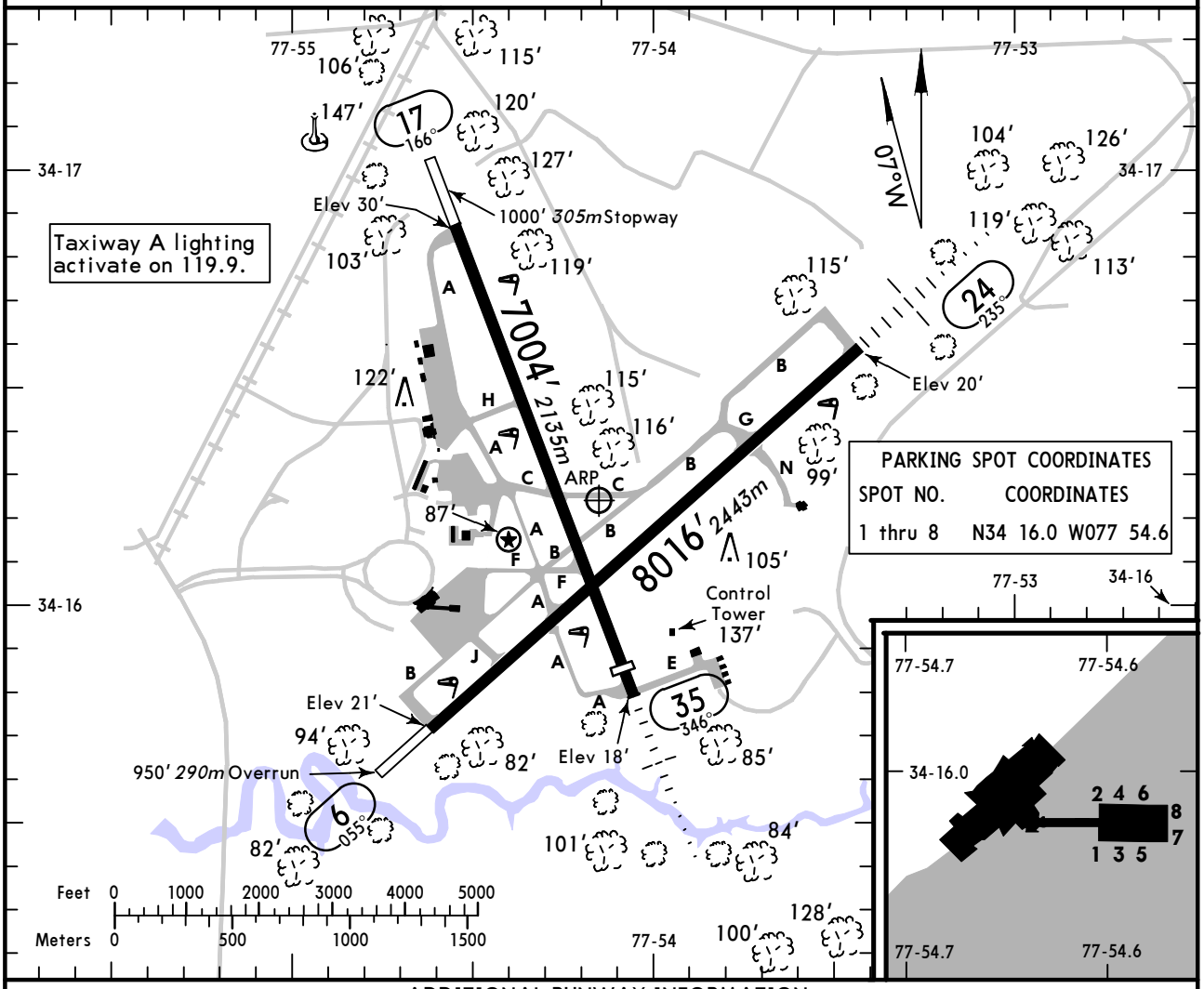
JEPPESEN

2 SEP 11 (11-1)

WILMINGTON, N CAR
WILMINGTON INTL

*ATIS	*WILMINGTON Ground	*Tower	UNICOM 122.95
124.97	121.9	CTAF 119.9	

*WILMINGTON Departure (R) 344°-163°	164°-343°	WASHINGTON Center (R)
135.75	118.25	135.75 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6	❶ HIRL ❶ REIL VASI-L grooved RVR		7056′ *2151m*		150′ *46m*
24	❶ HIRL ❶ REIL ❶ MALSR VASI-L grooved RVR		7116′ *2169m*		
17	❶ HIRL ❶ REIL VASI-L grooved	6204′ *1891m*			150′ *46m*
❷35	❶ HIRL ❶ MALSR ❸ PAPI-L grooved RVR	6604′ *2013m*	5964′ *1818m*		

❶ Activate on 119.9 when Twr inop. ❷ Non-standard markings.
❸ Angle 3.00°.

TAKE-OFF

Rwys 6, 24				Rwys 17, 35		
Both RVRs are required and controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 6	LOC DME Rwy 6 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	Authorized Only When Twr Operating ILS Rwy 35	LOC Rwy 35 RADAR-1	Authorized Only When Local Weather Available ILS Rwy 24	LOC Rwy 24 RNAV (GPS) Rwy 24
A B C	600-2	800-2	600-2	800-2	600-2	800-2
D	700-2		700-2		700-2	

AMEND 1

CHANGES: Runway elevation, threshold length.

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WILMINGTON INTL

JEPPESEN

2 SEP 11 (11-1)

WILMINGTON, N CAR
ILS or LOC DME Rwy 6

BRIEFING STRIP™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 32′
IGNM 109.95	055°	SAAFO 1700′ (1679′)	221′ (200′)	Rwy 6 21′

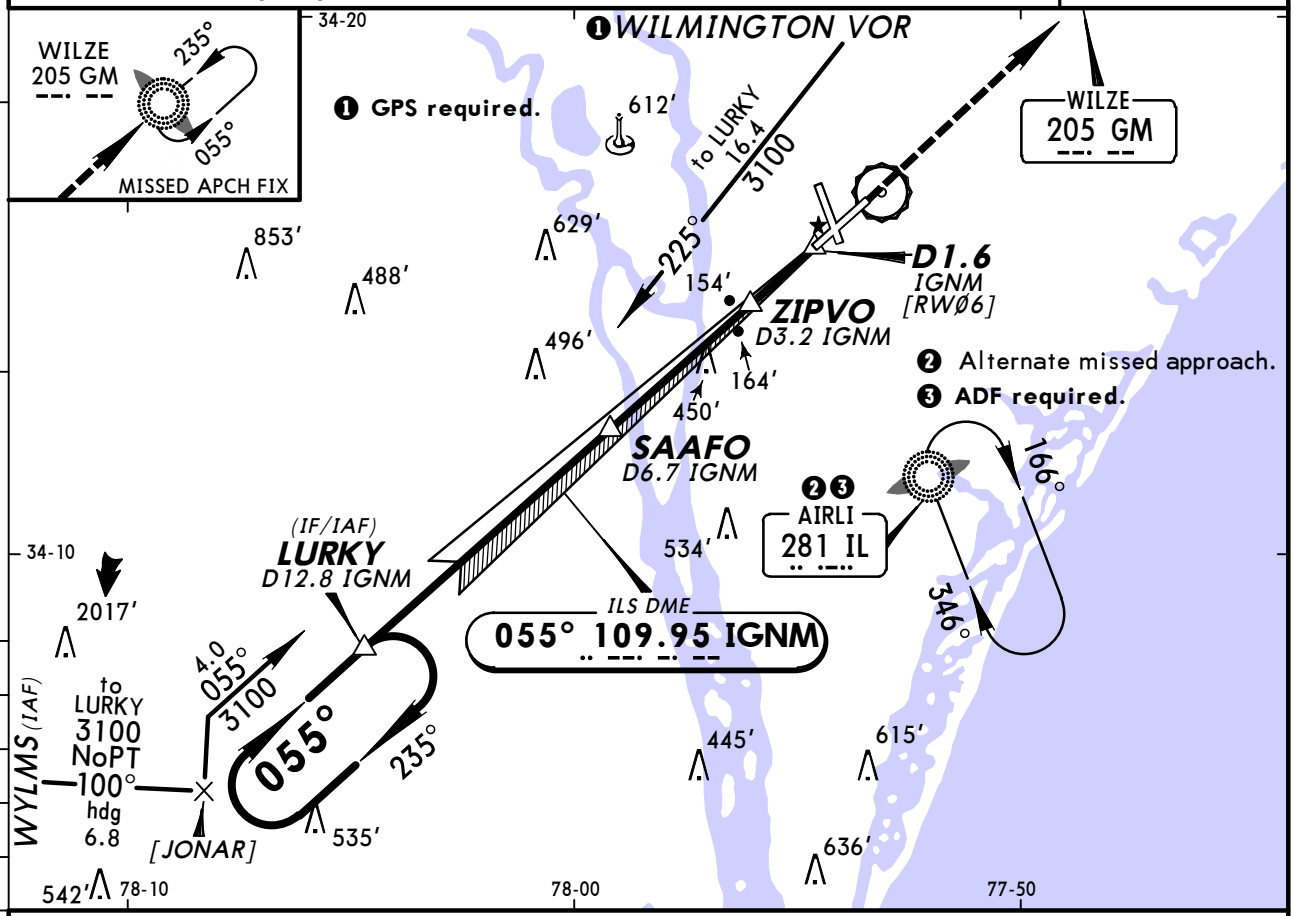
MISSED APCH: Climb to 1800′ direct WILZE LOM and hold, or as directed by ATC.

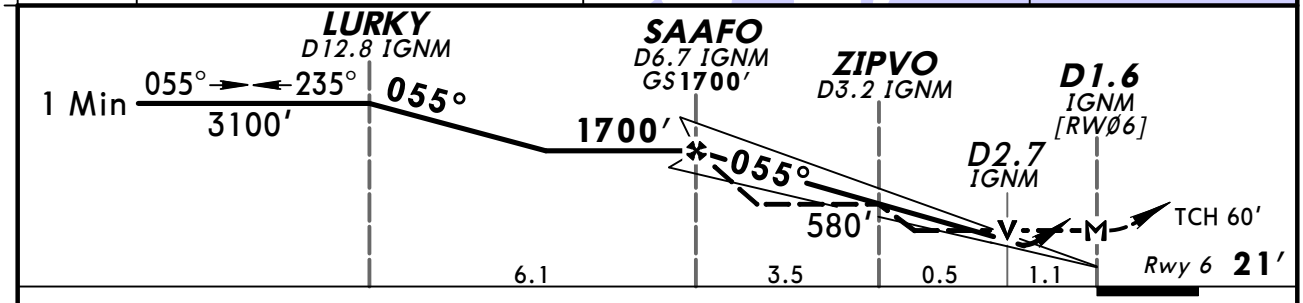
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. DME required. 3. VGSI and ILS glidepath not coincident.
4. Pilot controlled lighting 119.9.

3100′

MSA GM LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IGNM						

REIL
VASI-L

1800′

GM 205

STRAIGHT-IN LANDING RWY 6			CIRCLE-TO-LAND	
ILS DA(H) 221′ (200′)		LOC (GS out) MDA(H) 420′ (399′)	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 55 or 1	90	560′ (528′)-1
B			120	
C		RVR 60 or 1⅛	140	560′ (528′)-1½
D			165	640′ (608′)-2

TERPS AMEND 1 5 MAY 2011

CHANGES: None.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

4 MAR 11 (11-2) Eff 10 Mar

WILMINGTON, N CAR
ILS or LOC Rwy 24

BRIEFING STRIP™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 32′
IGMX 111.55	235°	WILZE 1794′ (1768′)	226′ (200′)	TDZE 26′

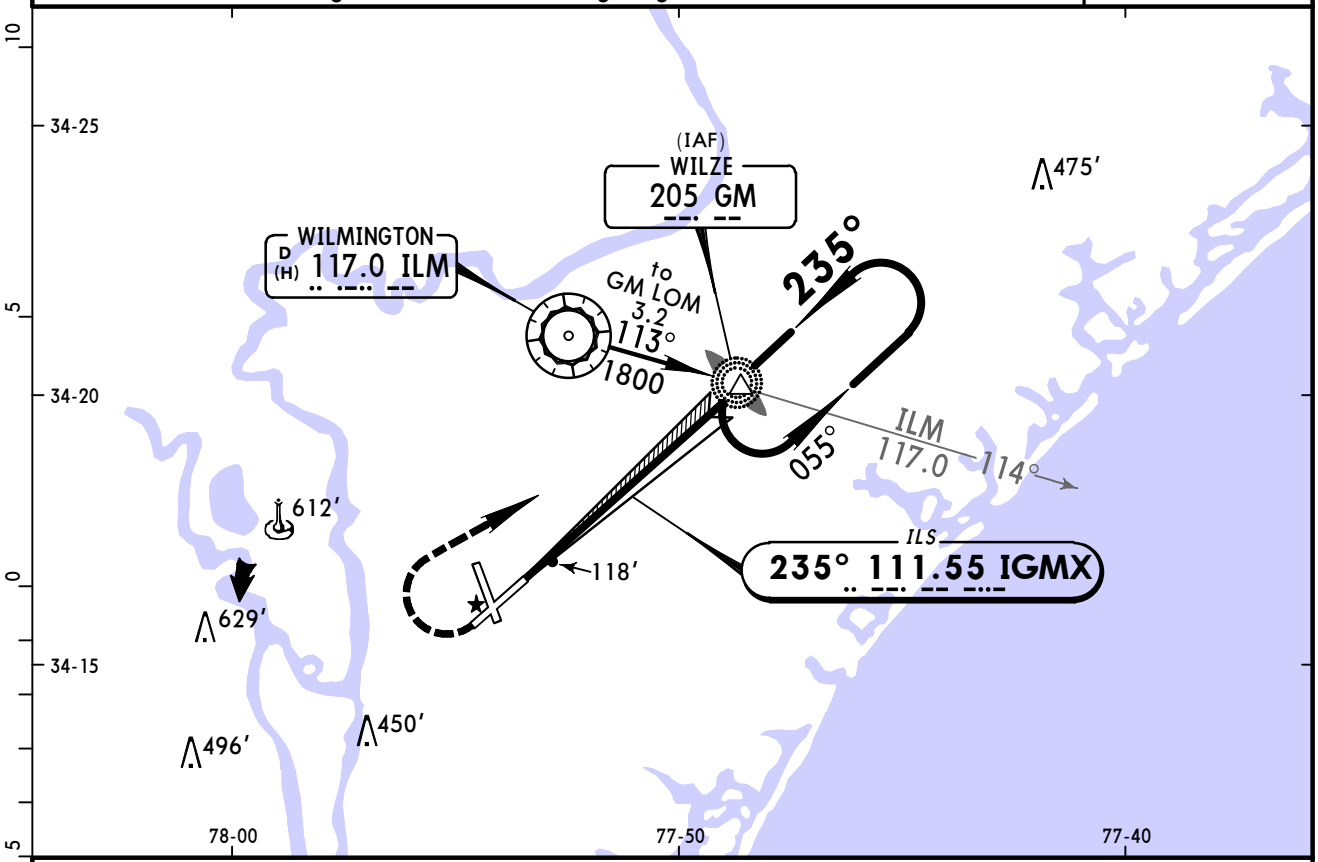
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 1800′ direct GM LOM and hold.

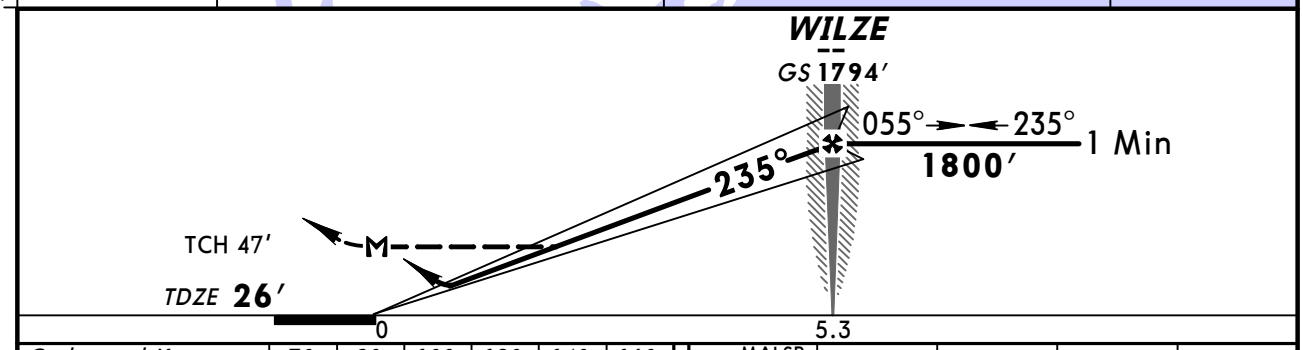
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Cape Fear Regl/Franklin altimeter setting. 3. Pilot controlled lighting 119.9.

3100′

MSA GM LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
WILZE to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
REIL
VASI

500′ | 1800′ RT | GM 205

1 STRAIGHT-IN LANDING RWY24

	3 ILS DA(H) 226′(200′) FULL	RAIL or ALS out	**4** LOC (GS out) MDA(H) 380′(354′)	RAIL out	ALS out
A	**2** RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cape Fear Regl /Franklin Altimeter Setting MDA(H)
90	560′(528′)-1	620′(588′)-1
120		
140	560′(528′)-1½	620′(588′)-1½
165	640′(608′)-2	700′(668′)-2

AMEND 0A

TERPS

1 Straight-in minimums not authorized at night when tower closed.
2 RVR 18 with Flight Director or Autopilot or HUD to DA with local altimeter setting.
3 DA(H) 286′(260′) with Cape Fear Regl/Franklin altimeter setting.
4 MDA(H) 440′(414′) with Cape Fear Regl/Franklin altimeter setting.

CHANGES: None.

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JEPPESEN

4 MAR 11 (11-3) Eff 10 Mar

WILMINGTON, N CAR
ILS or LOC Rwy 35

BRIEFING STRIP ™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 32′
IILM 110.3	346°	1576′ (1554′)	231′ (209′)	Rwy 35 22′

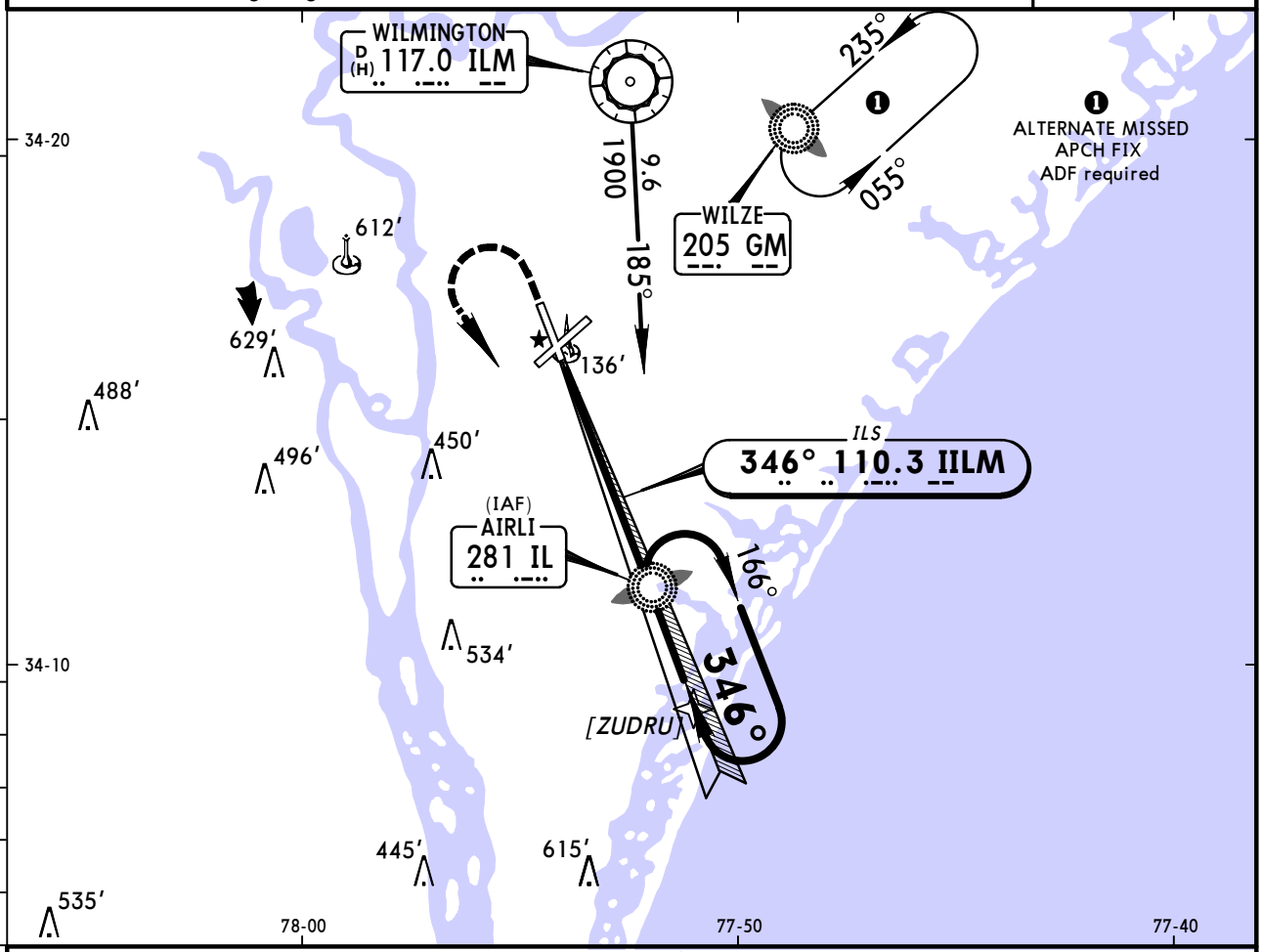
MISSED APCH: Climb to 600′ then climbing LEFT turn to 1800′ direct IL LOM and hold, or as directed by ATC.

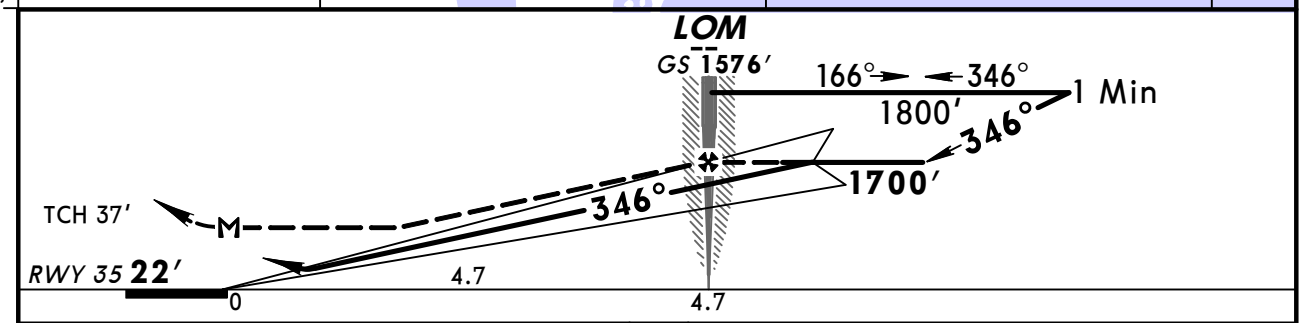
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or RADAR required. 2. VGSI and ILS glidepath not coincident.
3. Pilot controlled lighting 119.9.

3100′

MSA IL LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 4.7	4:02	3:08	3:49	2:21	2:01	1:46

MALSR PAPI 600′ 1800′ LT D IL 281

STRAIGHT-IN LANDING RWY35

	ILS DA(H) 231′ (209′) FULL	ILS DA(H) 231′ (209′) RAIL or ALS out	2 LOC (GS out) MDA(H) 500′ (478′)	2 LOC (GS out) MDA(H) 500′ (478′) RAIL out	2 LOC (GS out) MDA(H) 500′ (478′) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 50 or 1	RVR 60 or 1¼	1⅜
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	560′ (528′)-1
120	
140	560′ (528′)-1½
165	640′ (608′)-2

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA. 2 ADF required.

TERPS AMEND 21 10 MAR 2011

CHANGES: Procedure revised.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

29 APR 11 (12-1) Eff 5 May

WILMINGTON, N CAR
RNAV (GPS) Rwy 6

BRIEFING STRIP ™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

WAAS	Final Apch Crs	Minimum Alt SAAFO	LPV DA(H)	Apt Elev 32′
Ch 86599 W-06A	055°	1700′ (1679′)	221′ (200′)	Rwy 6 21′

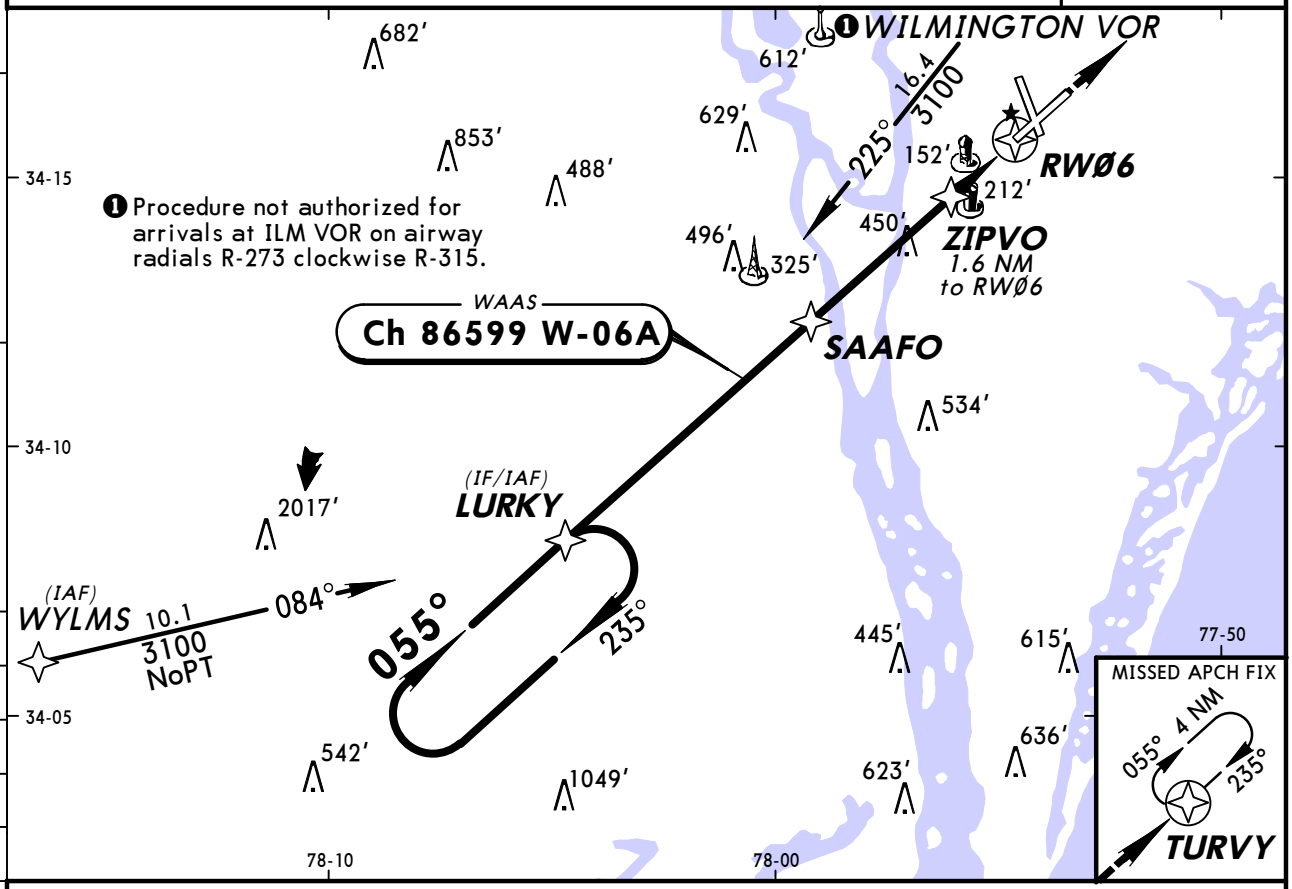
MISSED APCH: Climb to 2000′ direct to TURVY and hold.

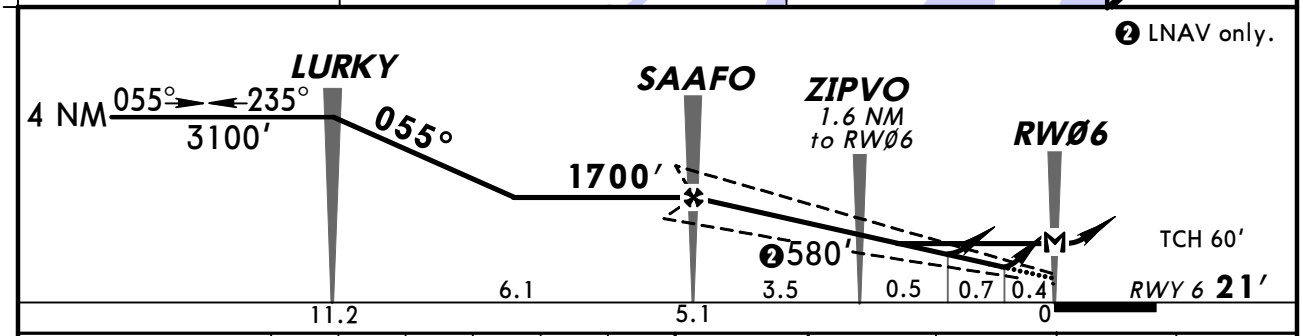
3100′

MSA RWØ6

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

REIL
VASI-L

2000′

TURVY

STRAIGHT-IN LANDING RWY 6

	LPV DA(H) 221′ (200′)	LNAV/VNAV DA(H) 432′ (411′)	LNAV MDA(H) 480′ (459′)
A	RVR 40 or ¾	1⅜	RVR 55 or 1
B			
C			1⅜
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	560′ (528′) - 1
120	
140	560′ (528′) - 1½
165	640′ (608′) - 2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

29 APR 11 (12-2) Eff 5 May

WILMINGTON, N CAR
RNAV (GPS) Rwy 17

BRIEFING STRIP ™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

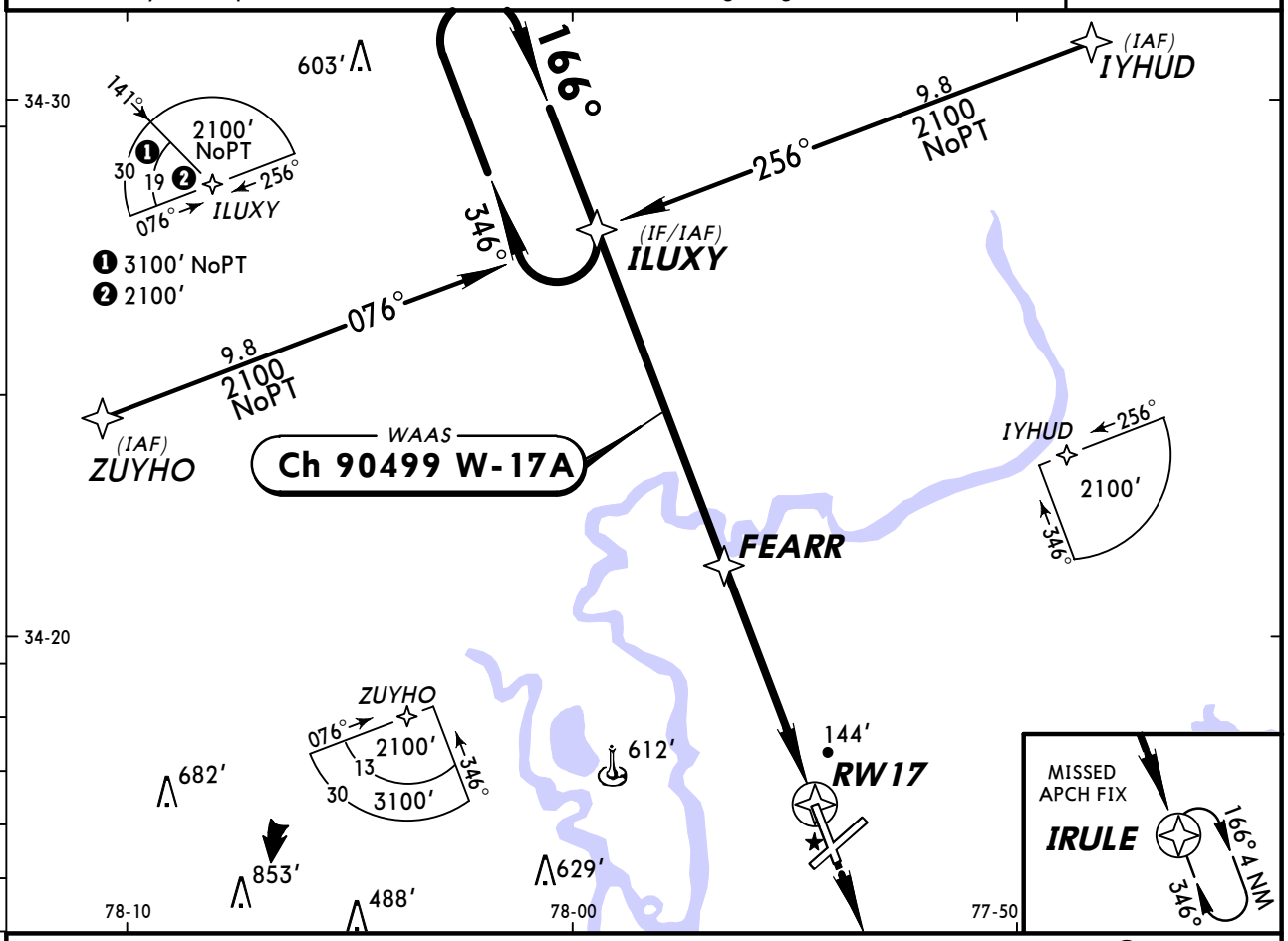
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 32′
Ch 90499 W-17A	166°	FEARR 1600′ (1570′)	322′ (292′)	Rwy 17 30′

MISSED APCH: Climb to 1700′ direct IRULE and hold.

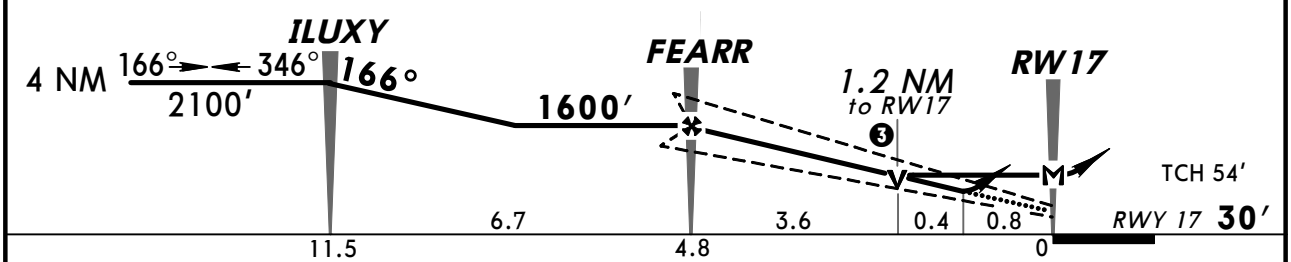
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.9.



❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
VASI-L

1700′

IRULE

STRAIGHT-IN LANDING RWY 17

	LPV DA(H) 322′ (292′)	LNAV/VNAV DA(H) 325′ (295′)	LNAV MDA(H) 480′ (450′)
A	7/8	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	560′ (528′) -1
120	
140	560′ (528′) -1 1/2
165	640′ (608′) -2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

29 APR 11 (12-3) Eff 5 May

WILMINGTON, N CAR
RNAV (GPS) Rwy 24

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

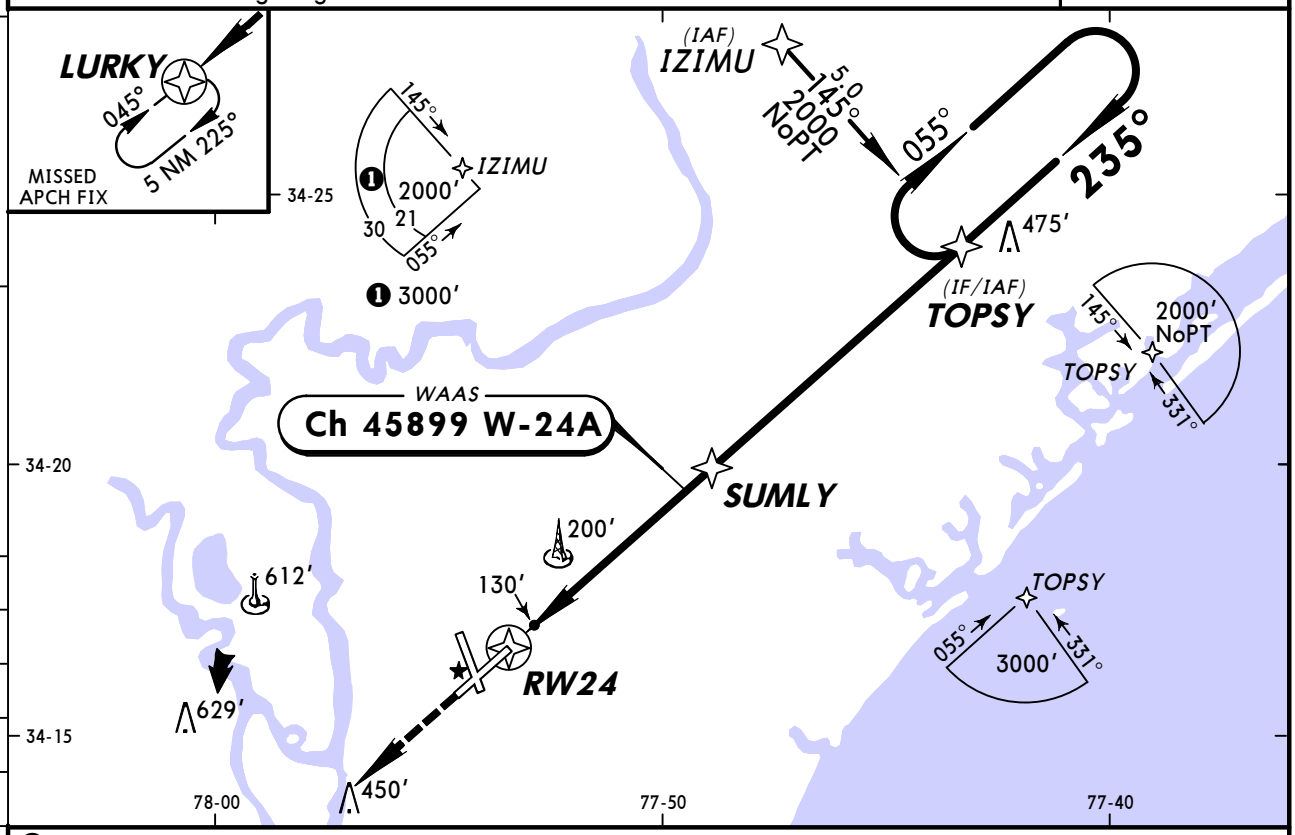
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 32'
Ch 45899 W-24A	235°	SUMLY 1700' (1674')	367' (341')	TDZE 26'

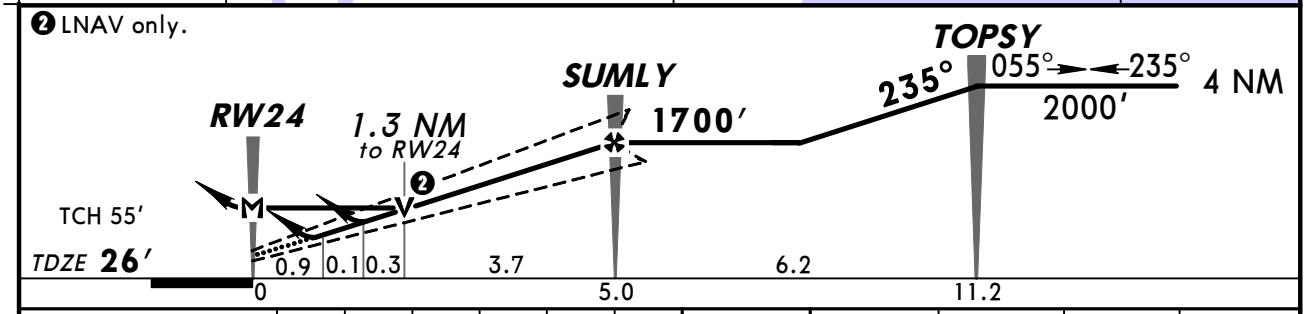
MISSED APCH: Climb to 3000' direct LURKY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Oak Island altimeter setting.
2. VDP and Baro-VNAV not authorized when using Oak Island altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (120°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALSR / REIL / VASI — 3000' — LURKY

1 STRAIGHT-IN LANDING RWY 24

	2 LPV DA(H) 367' (341') RAILorALSout	3 LNAV/VNAV DA(H) 405' (379') RAILorALSout	4 LNAV MDA(H) 500' (474') RAIL out	4 LNAV MDA(H) 500' (474') ALS out
A	1¼	1¼	1	1
B				
C			1¼	1¼
D			1½	1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Oak Island Altimeter Setting MDA(H)
90	560' (528') -1¼	620' (588') -1¼
120		
140	560' (528') -1½	620' (588') -1½
165	600' (568') -2	660' (628') -2

1 Not Authorized at Night when Control Tower Closed.
2 DA(H) 419' (393') with Oak Island altimeter setting.
3 DA(H) 457' (431') with Oak Island altimeter setting.
4 MDA(H) 560' (534') with Oak Island altimeter setting.

CHANGES: None.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

29 APR 11 (12-4) Eff 5 May

WILMINGTON, N CAR
RNAV (GPS) Rwy 35

BRIEFING STRIP™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

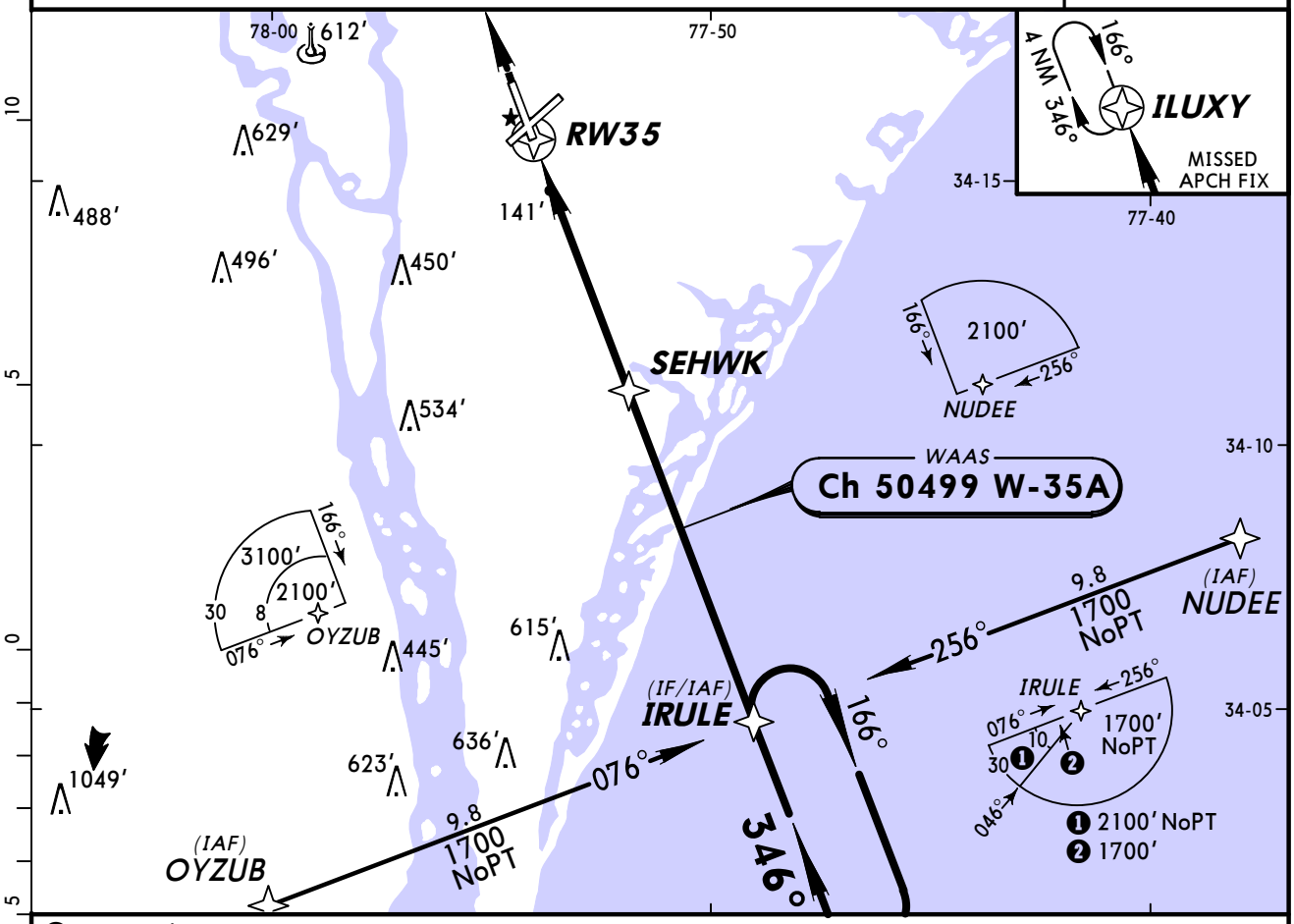
WAAS	Final Apch Crs	Minimum Alt SEHWK	LPV DA(H)	Apt Elev 32'
Ch 50499 W-35A	346°	1700' (1678')	233' (211')	Rwy 35 22'

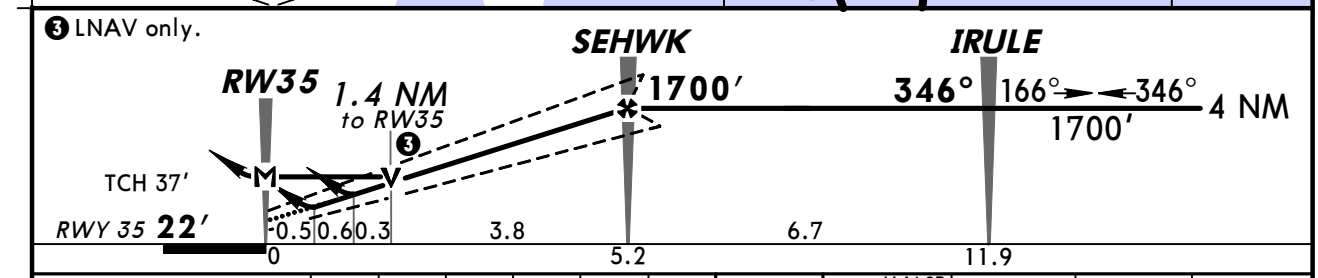
MISSED APCH: Climb to 3000' direct ILUXY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 119.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR PAPI 3000' D ILUXY

STRAIGHT-IN LANDING RWY 35

	LPV DA(H) 233' (211')			LNAV/VNAV DA(H) 419' (397')		LNAV MDA(H) 500' (478')		
		RAIL out	ALS out	RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B								
C						RVR 50 or 1	RVR 60 or 1⅛	1⅜
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	560' (528') -1
120	
140	560' (528') -1½
165	640' (608') -2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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KILM/ILM
WILMINGTON INTL

JEPPESEN

14 MAY 10 (18-1)

WILMINGTON, N CAR
RADAR-1 ASR All Rwys

BRIEFING STRIP™

*ATIS	*WILMINGTON Approach (R)	WASHINGTON Center (R)	*WILMINGTON Tower	*Ground
124.97	135.75	135.75 when App inop.	CTAF 119.9	121.9

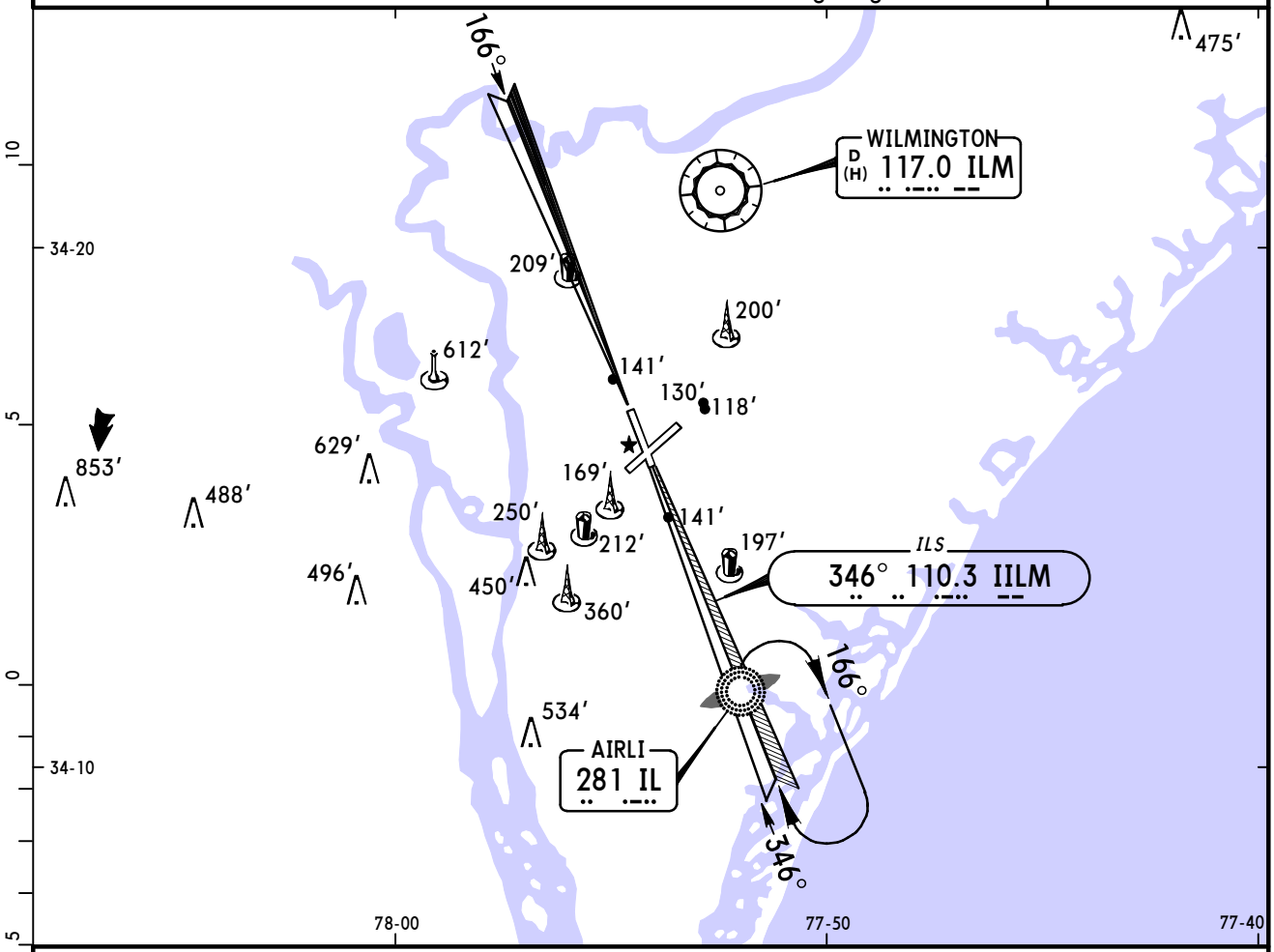
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 32′ TDZE - See below

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when tower closed. 2. Pilot controlled lighting 119.9.

No MSA published



MISSED APPROACH:

Runways 6, 17, 24: Climb to 1600′ direct IL LOM and hold.

Runway 35: Climb to 600′ then climbing LEFT turn to 1600′ direct IL LOM and hold.

RWY 6	RWY 17	RWY 24	RWY 35
TDZE 28′	TDZE 32′	TDZE 26′	TDZE 30′

ASR Rwys 6, 17, 24, 35: MAP 1 mile from Rwy Thr

Lighting - Refer to Airport Chart

TERPS AMEND 6C	STRAIGHT-IN LANDING ASR 6 MDA(H) 480′(452′)	ASR 17 MDA(H) 460′(428′)	ASR 24 MDA(H) 460′(434′)	ASR 35 MDA(H) 540′(510′)			CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 60 or 1¼	1¼	RVR 60 or 1¼	RVR 40 or ¾		RVR 50 or 1	90	540′(508′) - 1¼
B							120	
C				RVR 50 or 1	1½		140	540′(508′) - 1½
D	1½	1½	1½	RVR 60 or 1¼			165	640′(608′) -2

	RAIL or ALS out	RAIL out	ALS out

CHANGES: Center frequency, MM decommissioned.

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General Information

Location: Winston-Salem NC USA
IATA Code: INT
Lat/Long: N36° 08.0' W080° 13.3'
Elevation: 969 ft

Airport Use: Public
Magnetic Variation: 8.1°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1154 Z
Sunset: 2313 Z,

Runway Information

Runway: 04
Length x Width: 3938 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 969 ft
Lighting: Edge, Part time

Runway: 15
Length x Width: 6655 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 968 ft
Lighting: Edge, REIL
Displaced Threshold: 586 ft

Runway: 22
Length x Width: 3938 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 969 ft
Lighting: Edge, Part time

Runway: 33
Length x Width: 6655 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 941 ft
Lighting: Edge, ALS

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Communication Information

ATIS 121.3
Winston-Salem Tower 123.75 CTAF
Winston-Salem Ground Control 128.25
Greensboro Approach Control 124.35
Greensboro Departure Control 124.35
Smith Reynolds Unicom 122.95

*ATIS **121.3**

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

(DME REQUIRED)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross Tenni Int at 21000′.
Expect clearance to cross Blocc Int at 11000′ and 250 kts.

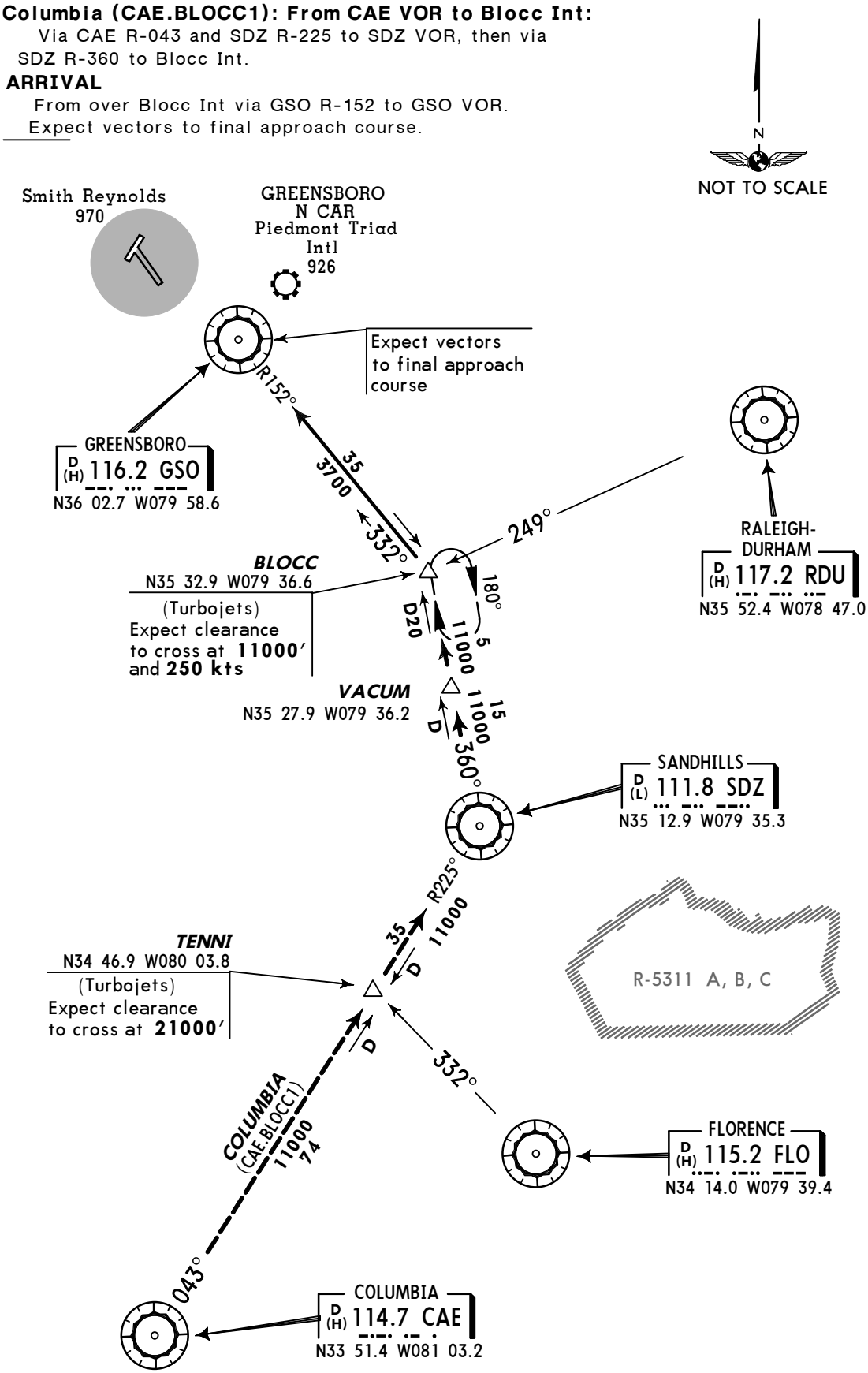
TRANSITION

Columbia (CAE.BLOCC1): From CAE VOR to Blocc Int:

Via CAE R-043 and SDZ R-225 to SDZ VOR, then via SDZ R-360 to Blocc Int.

ARRIVAL

From over Blocc Int via GSO R-152 to GSO VOR.
Expect vectors to final approach course.



CHANGES: New arrival.

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* ATIS **121.3**

BROOK TWO ARRIVAL (BROOK.BROOK2)

(DME REQUIRED)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross Traks at 250 Kt and at 11000′.

Expect clearance to cross Murky at FL 240.

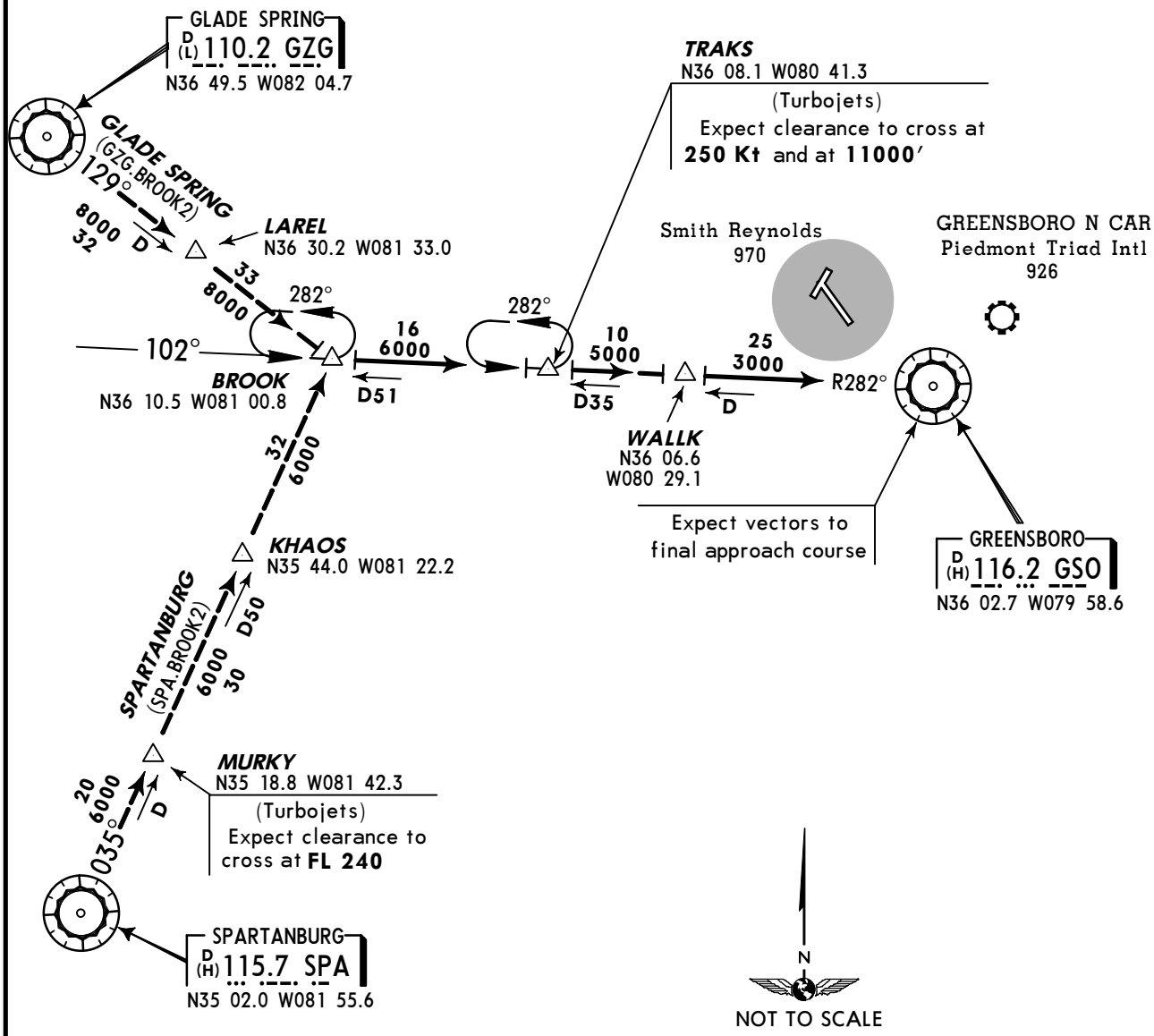
TRANSITIONS

Glade Spring (GZG.BROOK2): From GZG VOR to Brook Int: Via GZG R-129. Thence

Spartanburg (SPA.BROOK2): From SPA VOR to Brook Int: Via SPA R-035. Thence

ARRIVAL

From over Brook Int via GSO R-282 to GSO VOR. Expect vectors to final approach course.



CHANGES: Chart reindexed.

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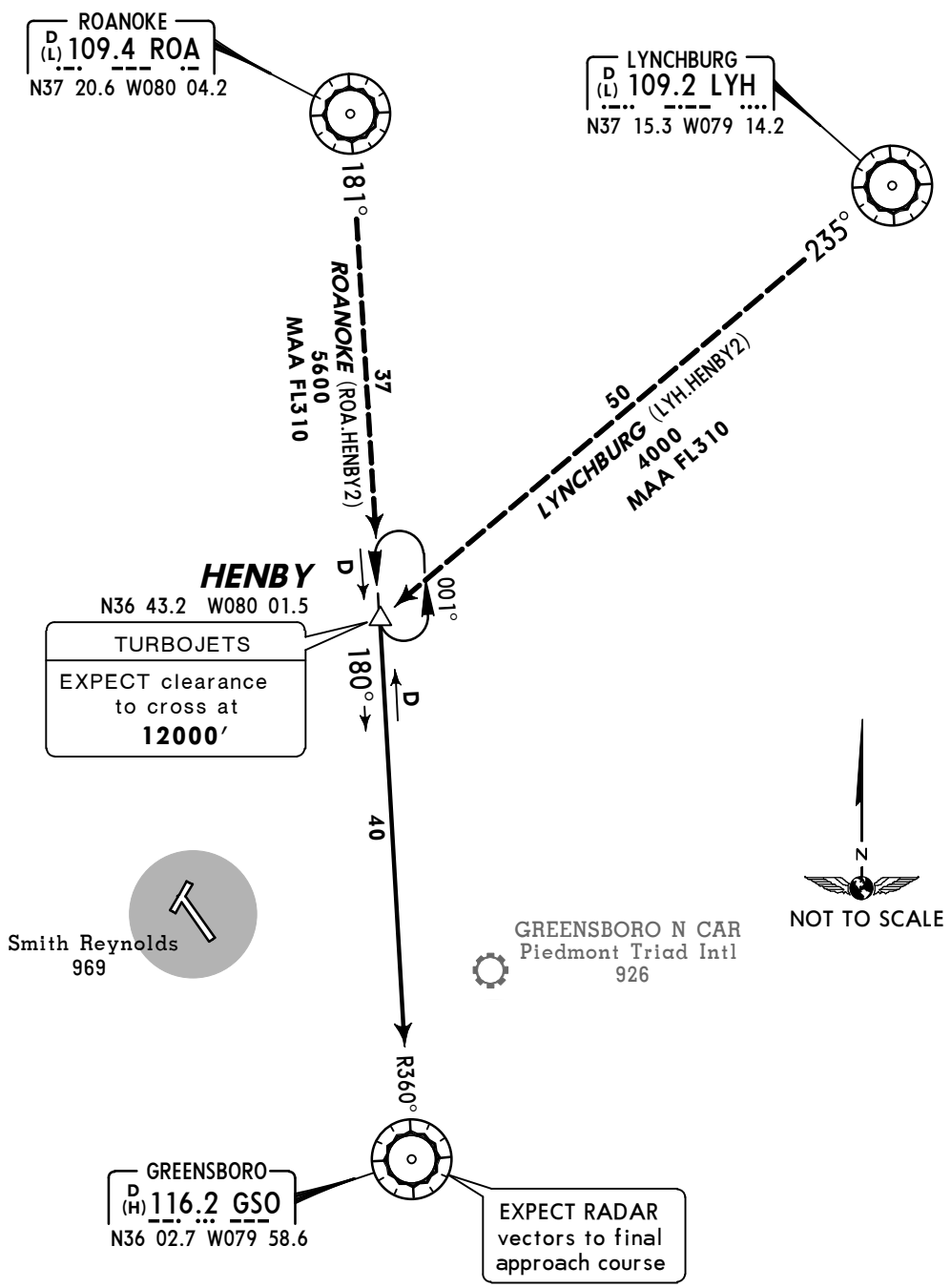
* ATIS	Apt Elev	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ DME required.
121.3	SEE GRAPHIC	

4100′
MSA GSO VOR

HENBY TWO ARRIVAL (HENBY.HENBY2)



Direct distance from GSO to:
Smith Reynolds Apt **13 NM**

ROUTING

From over HENBY via GSO R-360 to GSO. EXPECT RADAR vectors to final approach course.

CHANGES: New format, HENBY holding.

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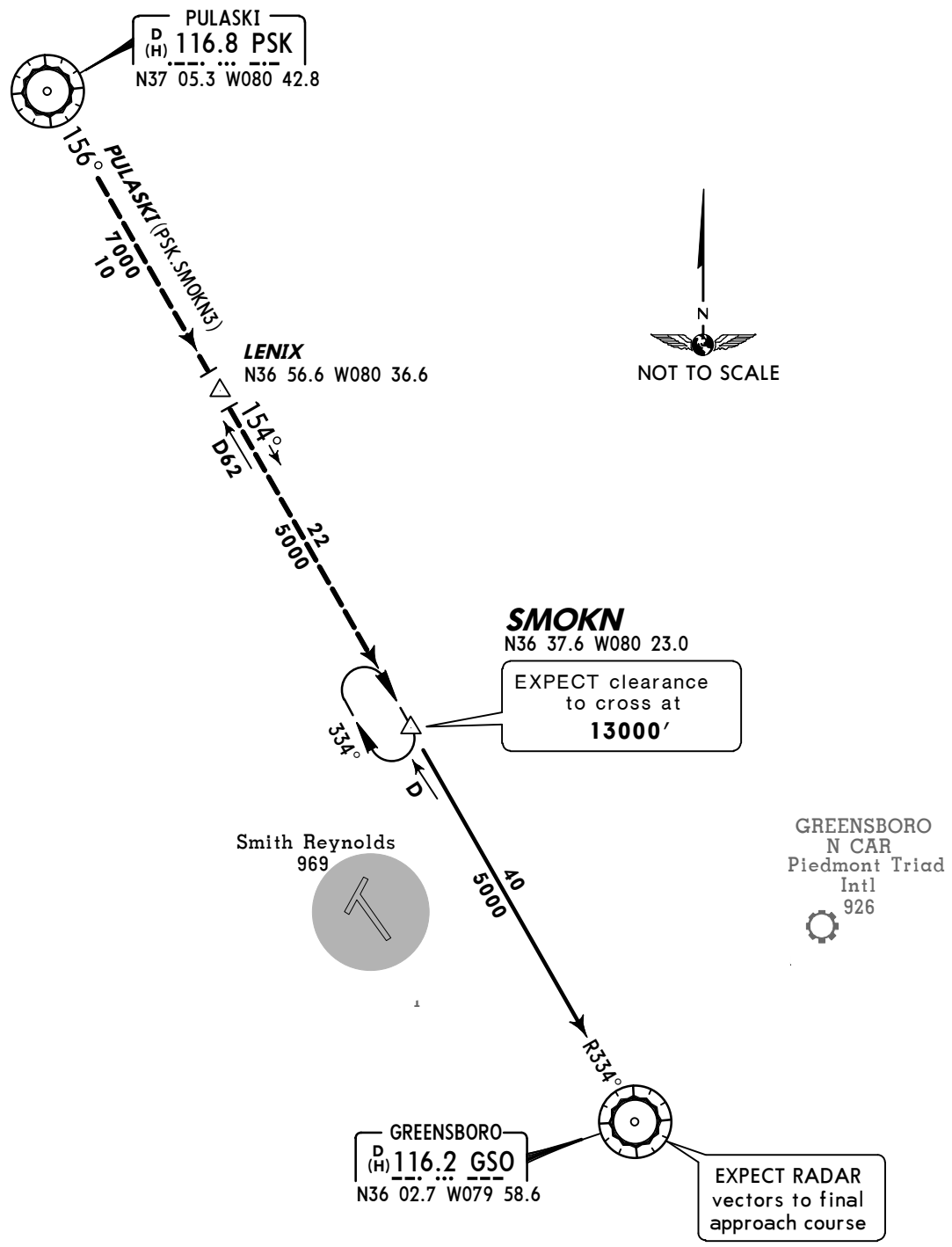
* ATIS	Apt Elev	
121.3	SEE GRAPHIC	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ This procedure authorized for propeller aircraft only.

4100′
MSA GSO VOR

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)



Direct distance from GSO to:
Smith Reynolds Apt **13 NM**

ROUTING

From over SMOKN via GSO R-334 to GSO. EXPECT RADAR vectors to final approach course.

CHANGES: New format.

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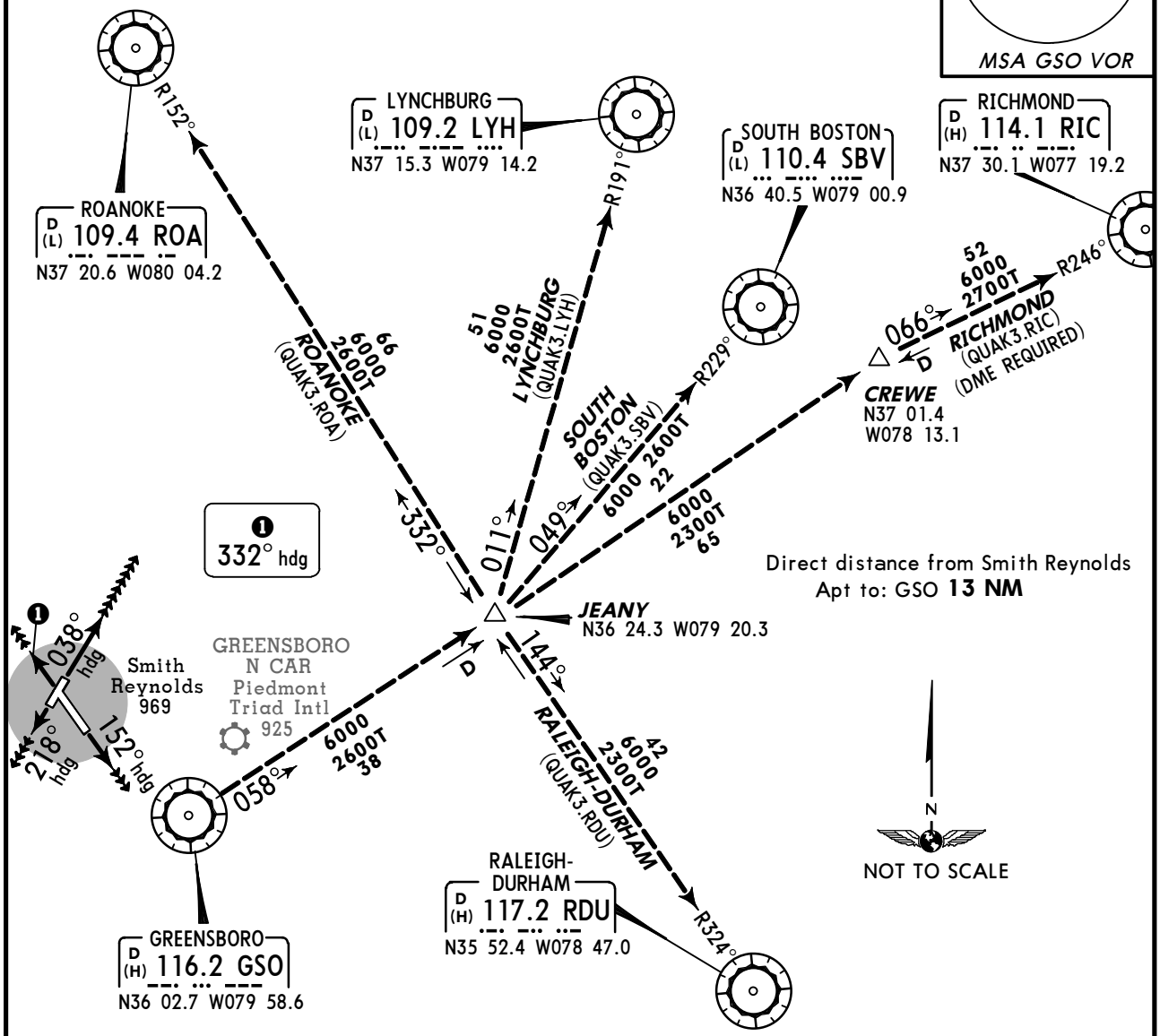
GREENSBORO Departure (R) 124.35	Apt Elev See Graphic	Trans level: FL 180 Trans alt: 18000′ RADAR required.

QUAKER THREE DEPARTURE (QUAK3.QUAK)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 15, 33: Standard (or lower than standard, if authorized).
Rwy 22: 500 2-3/4 or standard (or lower than standard, if authorized), with a minimum climb of 330′ per NM to **1600′.**

Gnd speed-KT	75	100	150	200	250	300
330′ per NM	413	550	825	1100	1375	1650

OBSTACLES
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.

RWY	INITIAL CLIMB	ALTITUDE
4	Climb heading 038°.	Turbojets: **MAINTAIN 4000′** Turboprops/prop: **MAINTAIN 2500′** or assigned altitude
15	Climb heading 152°.	
22	Climb heading 218°.	
33	Climb heading 332°.	

ROUTING

EXPECT vector to intercept assigned radial associated with issued transition. Proceed via depicted radial to the transition fix, then as filed. If no transition assigned, EXPECT vector to appropriate fix. EXPECT filed altitude/flight level ten minutes after departure.

CHANGES: Procedure revised, renumbered.

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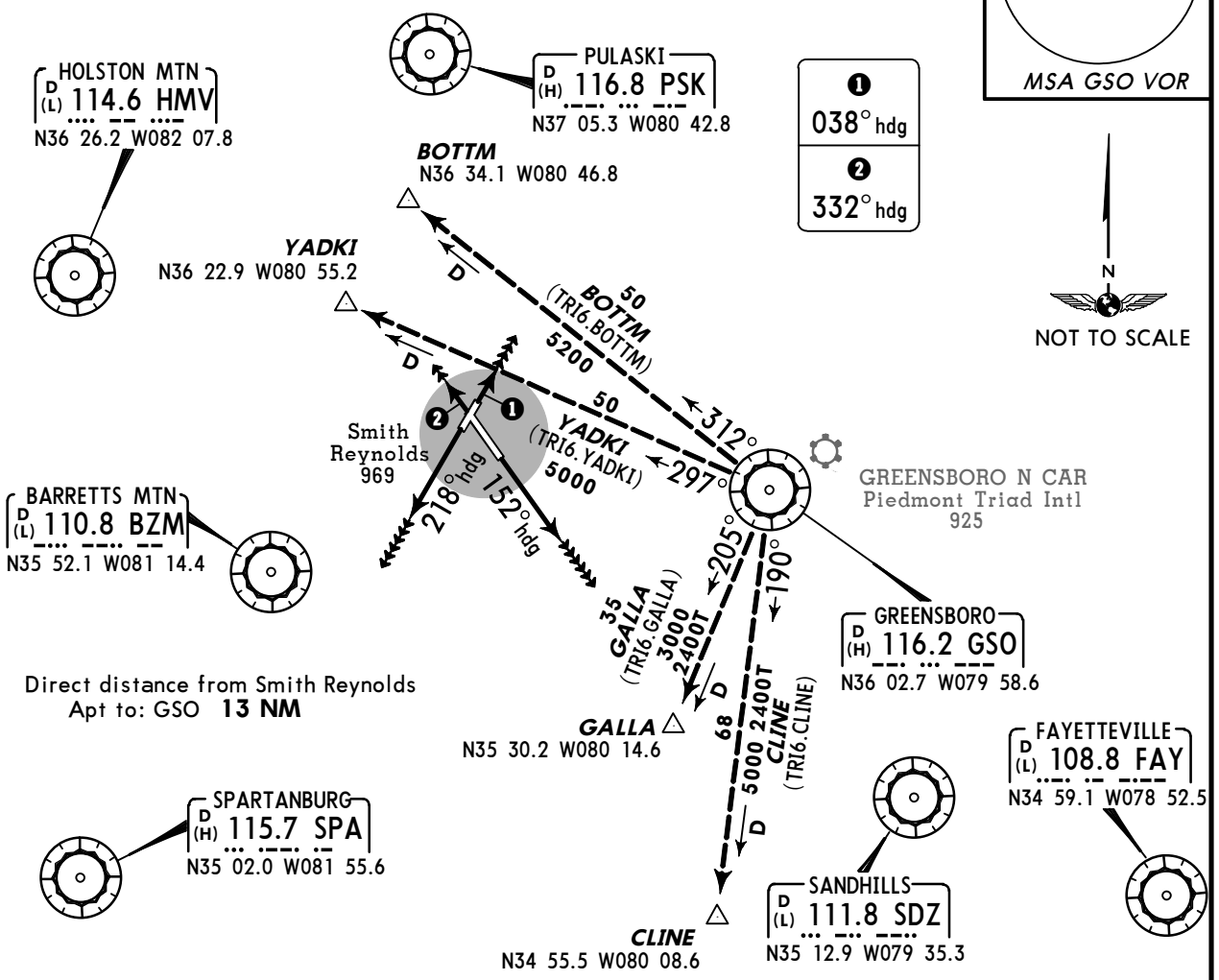
GREENSBORO Departure (R) 124.35	Apt Elev See Graphic	Trans level: FL 180 Trans alt: 18000′ RADAR and DME required.

TRIAD SIX DEPARTURE (TRI6.TRI)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 15, 33: Standard (or lower than standard, if authorized).
Rwy 22: 500-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 330′ per NM to **1600′.**

Gnd speed-KT	75	100	150	200	250	300
330′ per NM	413	550	825	1100	1375	1650

OBSTACLES

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.

OBSTACLES CONT′D

RWY	INITIAL CLIMB	ALTITUDE
4	Climb heading 038°.	Turbojets: **MAINTAIN 4000′** Turboprop/prop: **MAINTAIN 2500′** or assigned altitude
15	Climb heading 152°.	
22	Climb heading 218°.	
33	Climb heading 332°.	

ROUTING

EXPECT vector to intercept assigned radial associated with issued transition. Proceed via depicted radial to the transition fix, then as filed. If no transition assigned, EXPECT vector to appropriate fix. EXPECT filed altitude/flight level ten minutes after departure.

CHANGES: Airport elevations, procedure renumbered.

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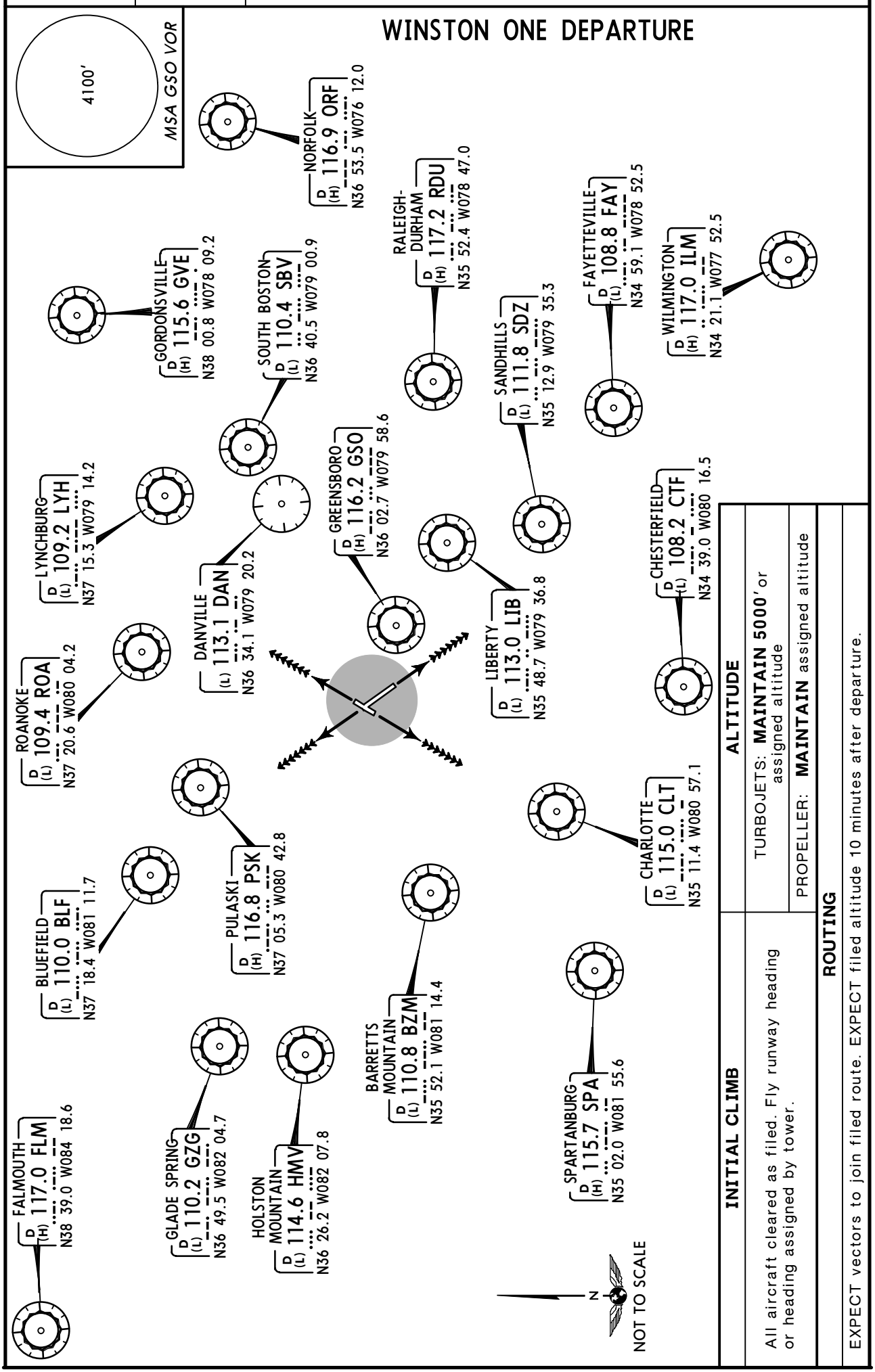
GREENSBORO Departure (R) 124.35	Apt Elev 969′	Trans level: FL 180 Trans alt: 18000′

WINSTON ONE DEPARTURE



ALTITUDE

TURBOJETS: **MAINTAIN 5000′** or assigned altitude

PROPELLER: **MAINTAIN** assigned altitude

INITIAL CLIMB

All aircraft cleared as filed. Fly runway heading or heading assigned by tower.

ROUTING

EXPECT vectors to join filed route. EXPECT filed altitude 10 minutes after departure.

CHANGES: New format, FML removed.

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KINT/INT

Apt Elev **969′**

N36 08.0 W080 13.3

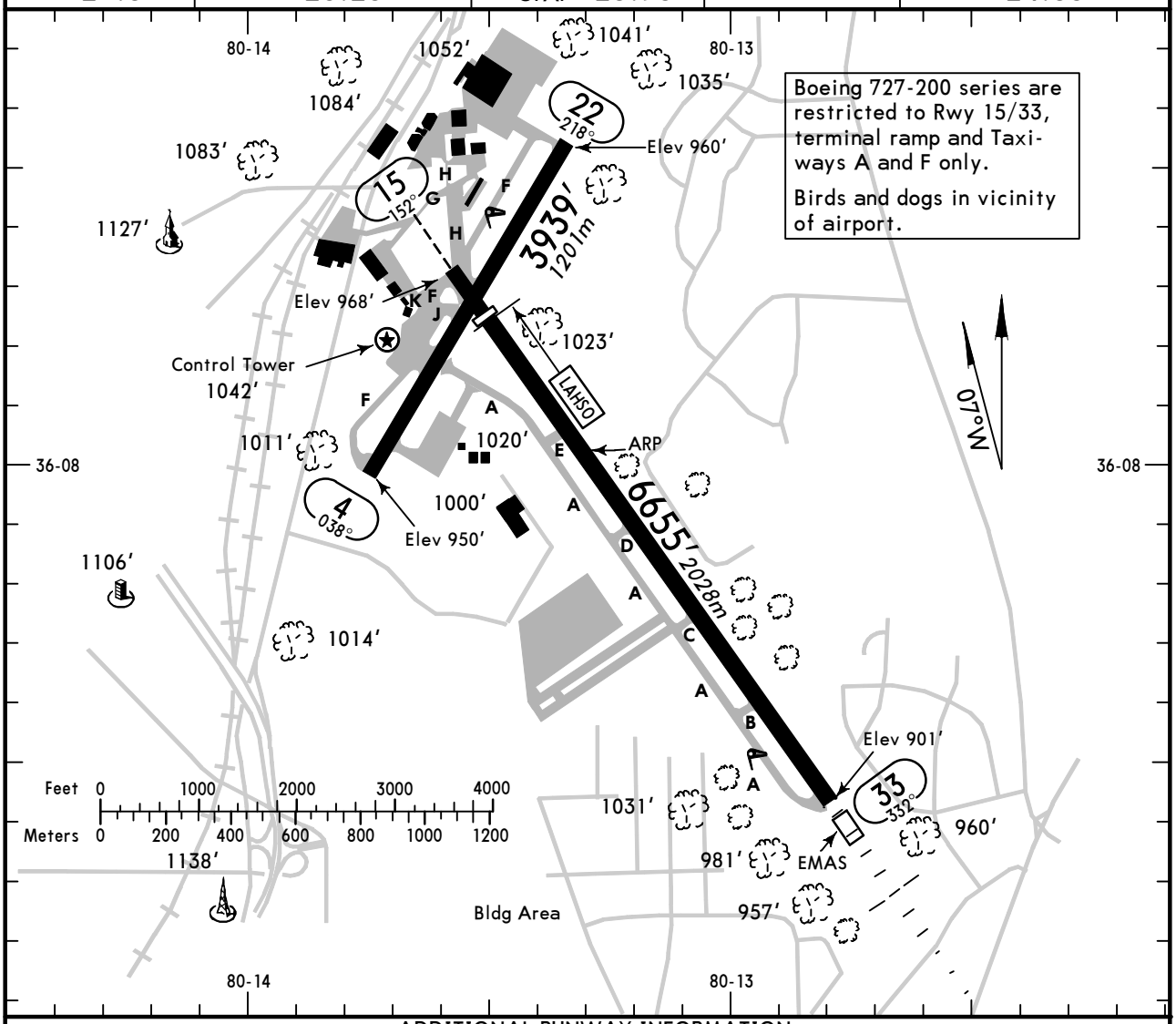
JEPPESEN

29 APR 11 (11-1)

WINSTON-SALEM, N CAR

SMITH REYNOLDS

*ATIS	*WINSTON-SALEM Ground	*Tower	UNICOM	GREENSBORO Departure (R)
121.3	128.25	CTAF 123.75	122.95	124.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	WIDTH
4	❶ MIRL				150′ *46m*
22	❶ MIRL PAPI-L (angle 3.0°)				
15	❷ HIRL ❸ REIL PAPI-L (angle 3.0°) grooved	6069′ *1850m*			150′ *46m*
33	❷ HIRL REIL ❸ MALSR grooved RVR		5783′ *1763m*	4/22 6010′ *1832m*	

❶ Unavailable when Twr inop.
❷ Preset on medium intensity when Twr inop.
❸ Activate on 123.75.

TAKE-OFF

	Rwys 4, 15, 33 Adequate Vis Ref	Rwys 4, 15, 33 STD	Rwy 22 With Mim climb of 330′/NM to 1600′ Adequate Vis Ref	Rwy 22 With Mim climb of 330′/NM to 1600′ STD	Rwy 22 Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	500-2¾
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 33	VOR DME Rwy 15	LOC Rwy 33	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 15	RNAV (GPS) Rwy 33
A	600-2	800-2	800-2	800-2	800-2
B	700-2				
C					
D	800-2½	800-2½	NA	800-2¼	800-2½

AMEND 6

CHANGES: Alternate minimums.

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KINT/INT
SMITH REYNOLDS

JEPPESEN
29 APR 11 (11-1)

WINSTON-SALEM, N CAR
ILS or LOC Rwy 33

*ATIS	GREENSBORO Approach (R)	*WINSTON-SALEM Tower	*Ground
121.3	124.35	CTAF 123.75	128.25

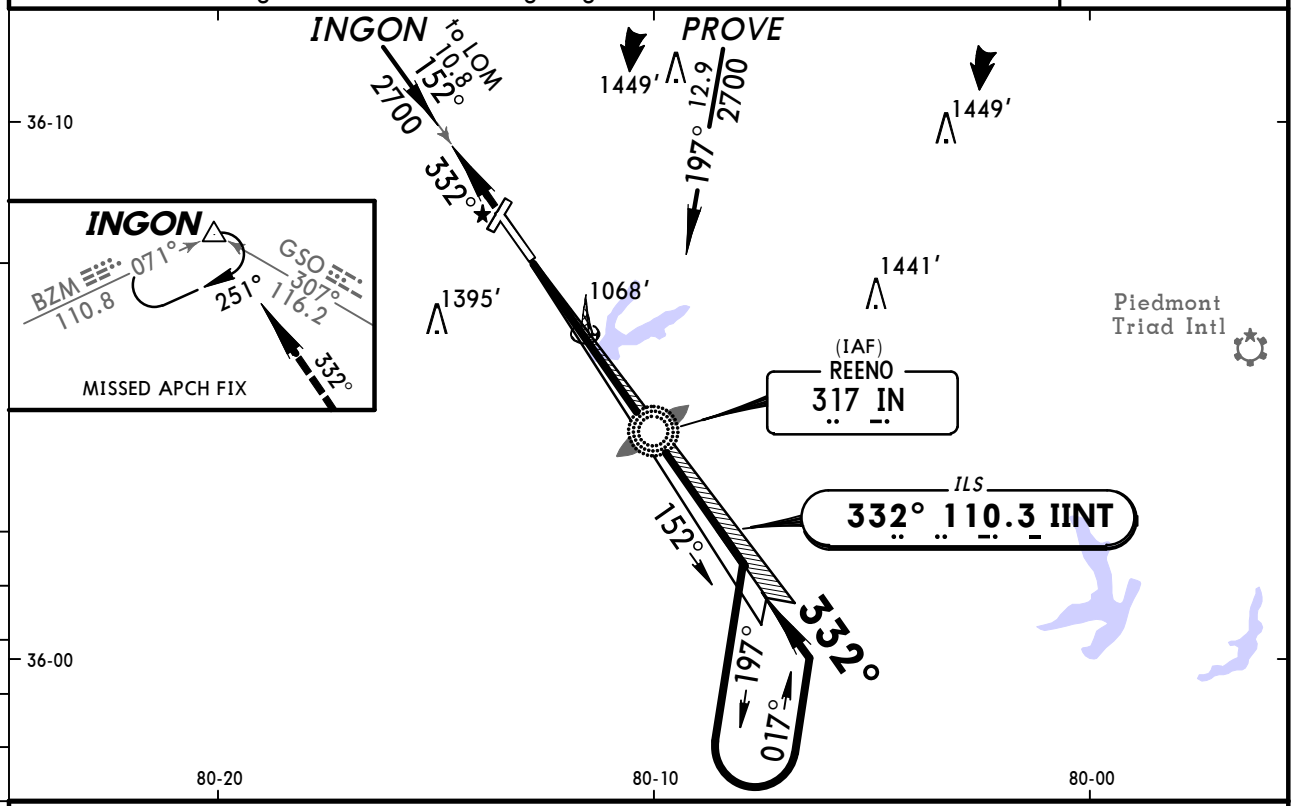
LOC IINT	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 969'
110.3	332°	2212' (1271')	1141' (200')	TDZE 941'

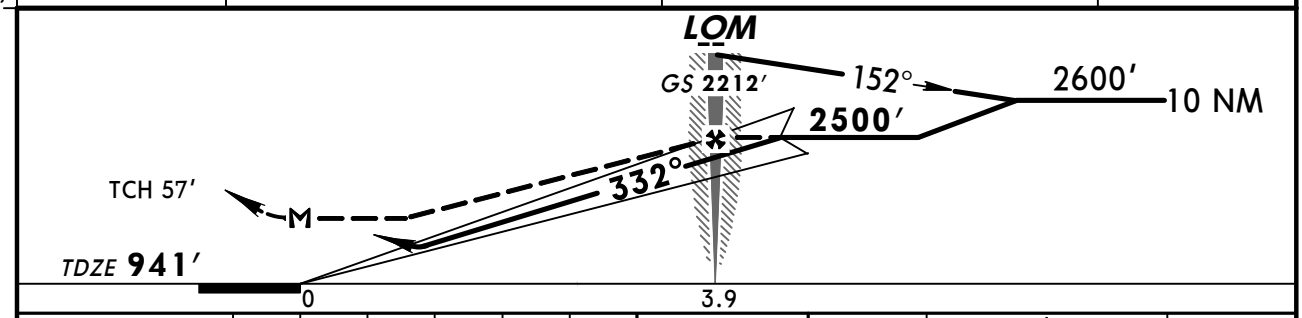
MISSED APCH: Climb to 3500' via 332° bearing from IN LOM to INGON INT and hold, continue climb-in-hold to 3500'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **ADF required.** 2. Use local altimeter setting; if not received, use Piedmont Triad Intl altimeter setting. 3. Pilot controlled lighting 123.75.

4100'
MSA IN LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR
REIL

3500' via IN 317 332° — INGON

STRAIGHT-IN LANDING RWY 33
With Local Altimeter Setting

	ILS DA(H) 1141' (200') FULL	ILS DA(H) 1141' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1320' (379')	LOC (GS out) MDA(H) 1320' (379') RAIL out	LOC (GS out) MDA(H) 1320' (379') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			NA		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1480' (511')-1
120	1580' (611')-1
140	1580' (611')-1¾
D	NA

With Piedmont Triad Intl Altimeter Setting

	ILS DA(H) 1180' (239') FULL	ILS DA(H) 1180' (239') RAIL or ALS out	LOC (GS out) MDA(H) 1360' (419')	LOC (GS out) MDA(H) 1360' (419') RAIL out	LOC (GS out) MDA(H) 1360' (419') ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			NA		

With Piedmont Triad Intl Alimeter Setting

Max Kts	MDA(H)
90	1520' (551')-1
120	1620' (651')-1
140	1620' (651')-1¾
D	NA

BRIEFING STRIP™

TERPS AMEND 29B 5 MAY 2011

CHANGES: Minimums.

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KINT/INT
SMITH REYNOLDS

JEPPESEN 7 JAN 11 (12-1) Eff 13 Jan

WINSTON-SALEM, N CAR
RNAV (GPS) Rwy 15

*ATIS	GREENSBORO Approach (R)	*WINSTON-SALEM Tower	*Ground
121.3	124.35	CTAF 123.75	128.25

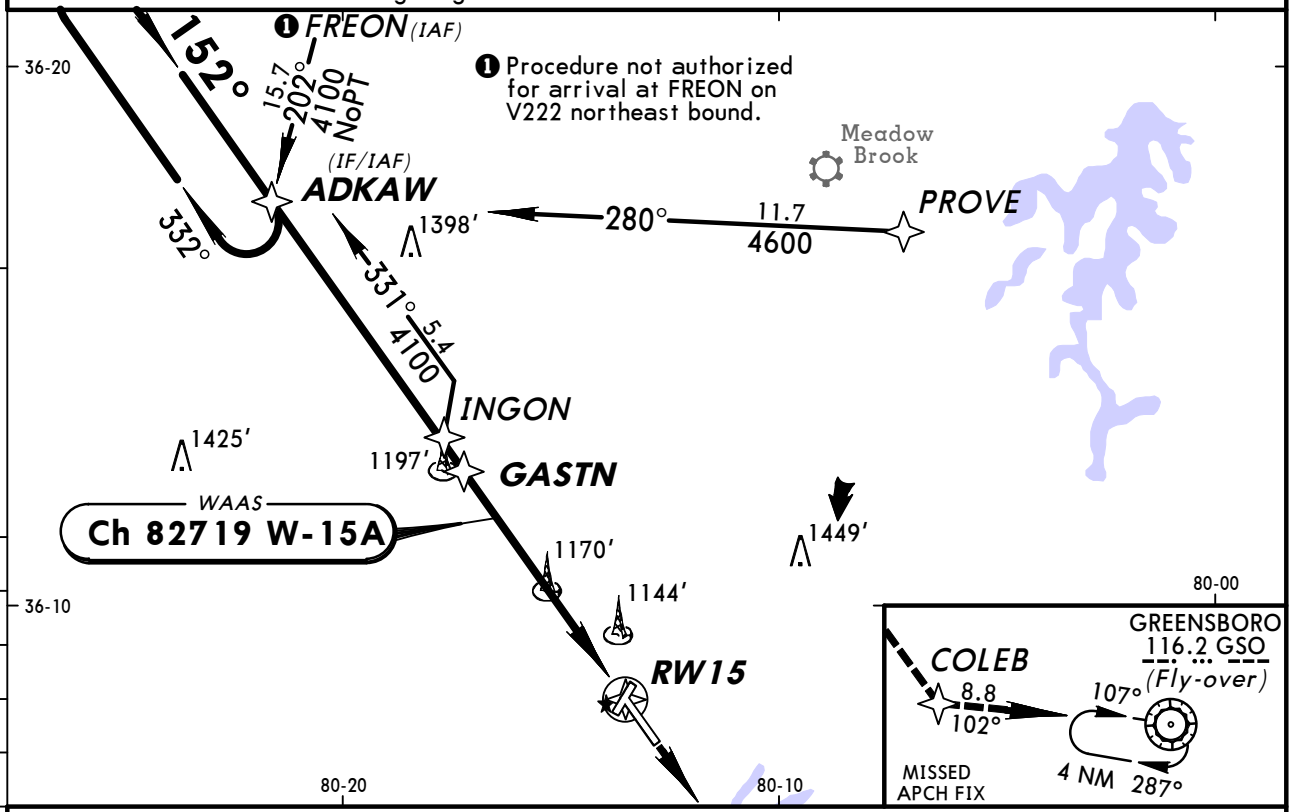
WAAS	Final Apch Crs	Minimum Alt GASTN	LPV DA(H) (CONDITIONAL)	Apt Elev 969′ / TDZE 968′
Ch 82719 W-15A	152°	2700′ (1732′)	1284′ (316′)	

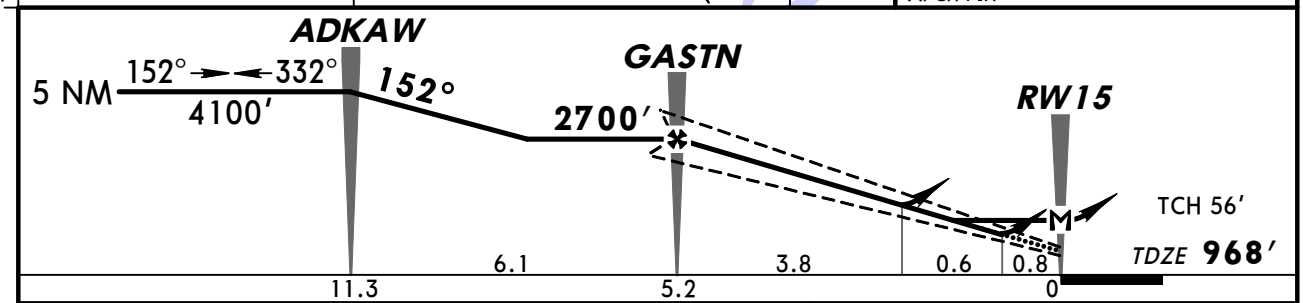
MISSED APCH: Climb to 3000′ direct COLEB and on track 102° to GSO VOR and hold.

4100′ MSA RW15

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Piedmont Triad Intl altimeter setting. 2. Baro-VNAV not authorized when using Piedmont Triad Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 123.75.





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW15						

REIL PAPI-L 3000′ COLEB

STRAIGHT-IN LANDING RWY 15 — With Local Altimeter Setting

	LPV DA(H) 1284′(316′)	LNAV/VNAV DA(H) 1459′(491′)	LNAV MDA(H) 1420′(452′)
A	1	1¾	1
B			
C			1¼
D	1⅝		1½

CIRCLE-TO-LAND — With Local Altimeter Setting

Max Kts	MDA(H)
90	1480′(511′)-1
120	
140	1520′(551′)-1½
165	1700′(731′)-2¼

With Piedmont Triad Intl Altimeter Setting

	LPV DA(H) 1322′(354′)	LNAV/VNAV DA(H) 1497′(529′)	LNAV MDA(H) 1460′(492′)
A	1¼	1¾	1
B			
C			1¼
D	1⅞		1½

With Piedmont Triad Intl Altimeter Setting — CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1520′(551′)-1
120	
140	1560′(591′)-1½
165	1740′(771′)-2½

BRIEFING STRIP ™

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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KINT/INT
SMITH REYNOLDS

JEPPESEN

7 JAN 11 (12-2) Eff 13 Jan

WINSTON-SALEM, N CAR
RNAV (GPS) Rwy 33

*ATIS	GREENSBORO Approach (R)	*WINSTON-SALEM Tower	*Ground
121.3	124.35	CTAF 123.75	128.25

BRIEFING STRIP™

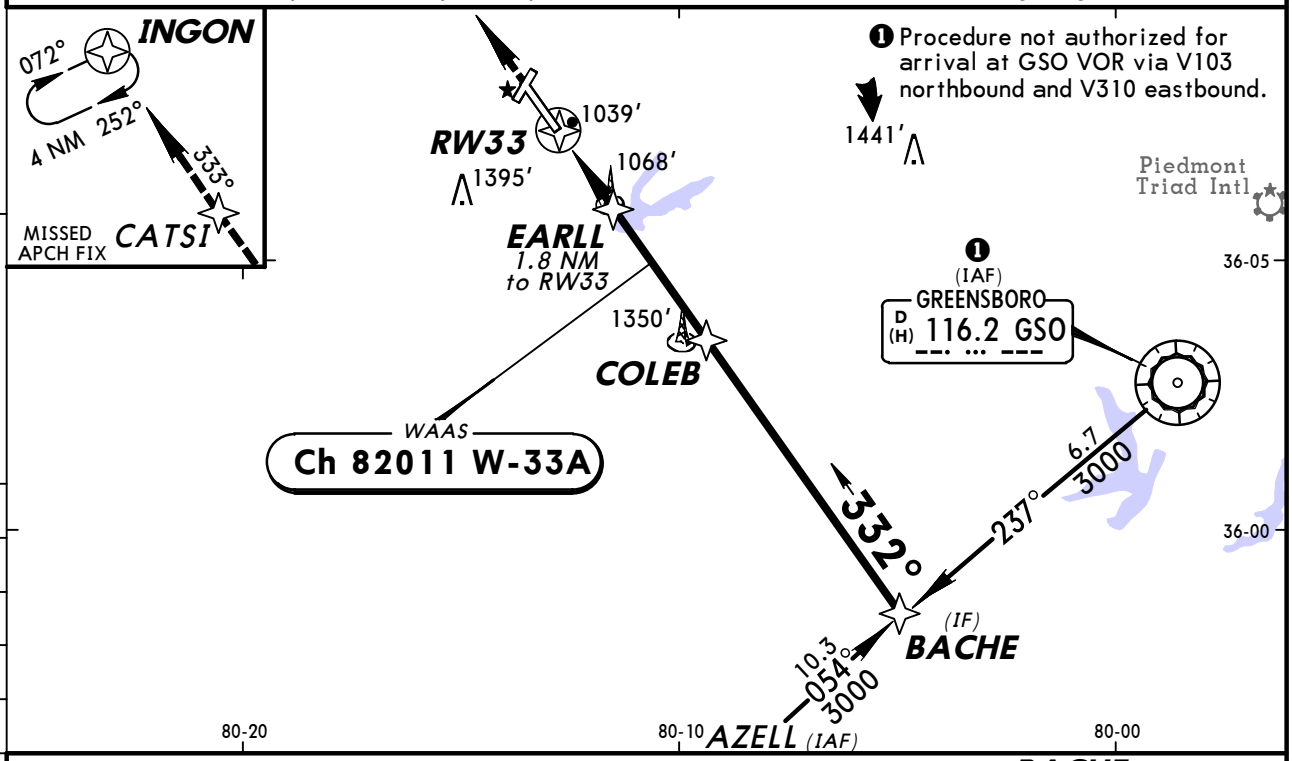
WAAS	Final	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 969′
Ch 82011 W-33A	Apch Crs 332°	COLEB 2500′ (1559′)	1141′ (200′)	TDZE 941′

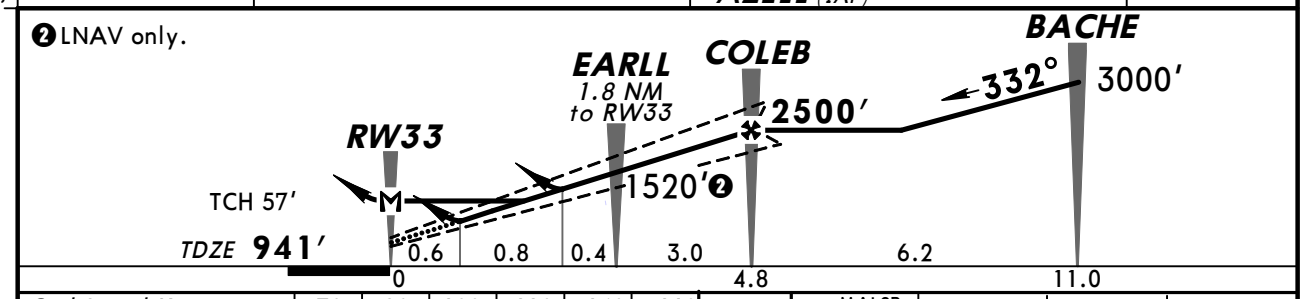
MISSED APCH: Climb to 3500′ direct CATSI and via 333° track to INGON and hold, continue climb-in-hold to 3500′.

4100′ MSA RW33

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Piedmont Triad Intl altimeter setting. 2. Baro-VNAV not authorized when using Piedmont Triad Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.75.





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33						

MALSR REIL 3500′ D CATSI

STRAIGHT-IN LANDING RWY 33
With Local Altimeter Setting

	LPV DA(H) 1141′ (200′)		LNAV/VNAV DA(H) 1407′ (466′)		LNAV MDA(H) 1380′ (439′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1480′ (511′)-1
120	1580′ (611′)-1
140	1580′ (611′)-1¾
165	1740′ (771′)-2½

With Piedmont Triad Intl Altimeter Setting

	LPV DA(H) 1180′ (239′)		LNAV/VNAV DA(H) 1446′ (505′)		LNAV MDA(H) 1420′ (479′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

With Piedmont Triad Intl Altimeter Setting

Max Kts	MDA(H)
90	1520′ (551′)-1
120	1620′ (651′)-1
140	1620′ (651′)-1¾
165	1780′ (811′)-2¾

TERPS AMEND 0

CHANGES: None.

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KINT/INT
SMITH REYNOLDS

JEPPESEN 23 SEP 05 (13-1)

WINSTON-SALEM, N CAR
VOR DME Rwy 15

BRIEFING STRIP™

*ATIS	GREENSBORO Approach (R)	*WINSTON-SALEM Tower	*Ground
121.3	124.35	CTAF 123.75	128.25

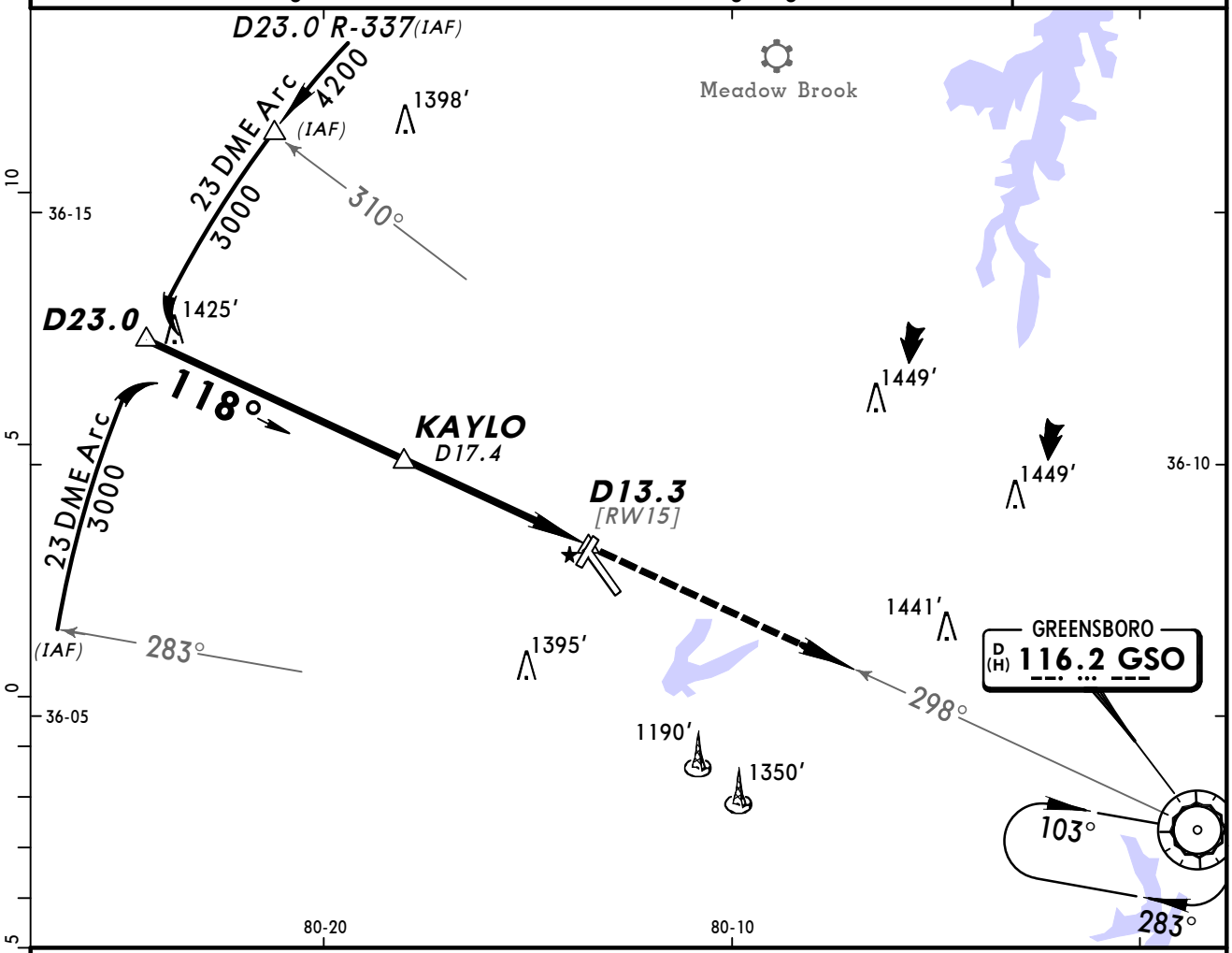
VOR	Final Apch Crs	Minimum Alt KAYLO	MDA(H)	Apt Elev 970′
GSO 116.2	118°	2600′ (1632′)	1500′ (532′)	TDZE 968′

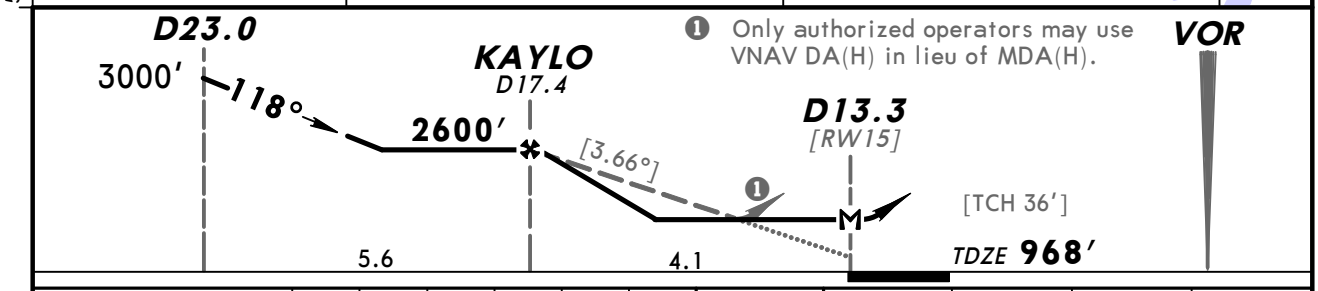
MISSED APCH: Climb to 3000′ direct GSO VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 123.75.

4100′ MSA GSO VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.66°]	453	583	648	777	907	1036
MAP at D13.3						

REIL PAPI-L 3000′ D GSO 116.2

TERPS AMEND 1B

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
MDA(H) 1500′ (532′)		Max Kts	MDA(H)
A	1	90	1500′ (530′)-1
B		120	1580′ (610′)-1
C	1½	140	1580′ (610′)-1¾
D	1¾	165	1740′ (770′)-2½

CHANGES: Reverse side NDB Rwy 33 cancelled.

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General Information

Location: Kinston NC USA
IATA Code: ISO
Lat/Long: N35° 19.9' W077° 36.5'
Elevation: 94 ft

Airport Use: Public
Magnetic Variation: 9.6°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1143 Z
Sunset: 2304 Z,

Runway Information

Runway: 05
Length x Width: 11500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 94 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 540 ft

Runway: 23
Length x Width: 11500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 88 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 132.75
Kinston Tower 120.6 CTAF PCL
Kinston Ground Control 121.9
Seymour Johnson Approach Control 127.3
Seymour Johnson Departure Control 127.3
Kinston Regl Jetport AT S Unicom 122.95
Raleigh Flight Service Station 122.15 RCO
Raleigh Flight Service Station 109.6 RCO
Washington Center 135.5 Remote Communications Air-Ground

KISO/ISO

Apt Elev **94′**

N35 19.9 W077 36.5

JEPPESEN

19 OCT 07

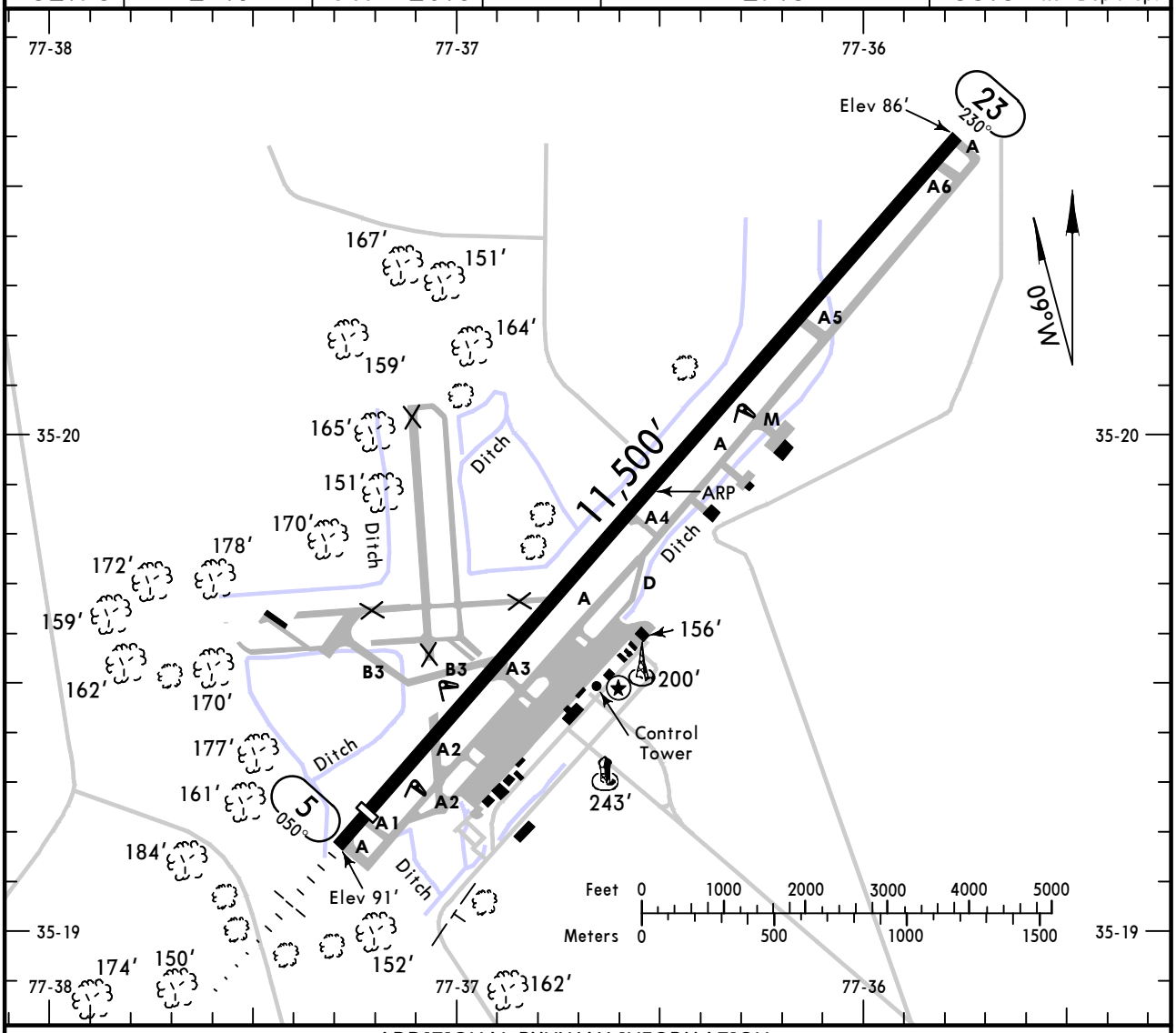
Eff 25 Oct

11-1

KINSTON, N CAR

KINSTON REGL JETPORT AT STALLINGS

AWOS-3	*KINSTON Ground	*Tower	UNICOM	*SEYMOUR JOHNSON Departure (R)	WASHINGTON Center
132.75	121.9	CTAF 120.6	122.95	127.3	135.5 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°) grooved	10,960′	9807′		150′
23	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.0°) grooved				

❶ Activate on 120.6 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available
	ILS Rwy 5	LOC Rwy 5 VOR Rwy 23	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23
A	600-2	800-2	800-2
B			
C			
D	700-2		

OBSTACLE DP: Rwy 5, Climb heading 050° to 1800′ before turning East.

AMEND 0

CHANGES: Alternate minimums.

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KISO/ISO
KINSTON REGL JETPORT AT STALLINGS

JEPPESEN 19 OCT 07 (11-1) Eff 25 Oct

KINSTON, N CAR
ILS Rwy 5

AWOS-3	*SEYMOUR JOHNSON Approach (R)	WASHINGTON Center	*KINSTON Tower	*Ground
132.75	127.3	135.5 when App inop.	CTAF 120.6	121.9

BRIEFING STRIP™

LOC IISO	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 94′
111.3	050°	2092′(1998′)	294′(200′)	TDZE 94′

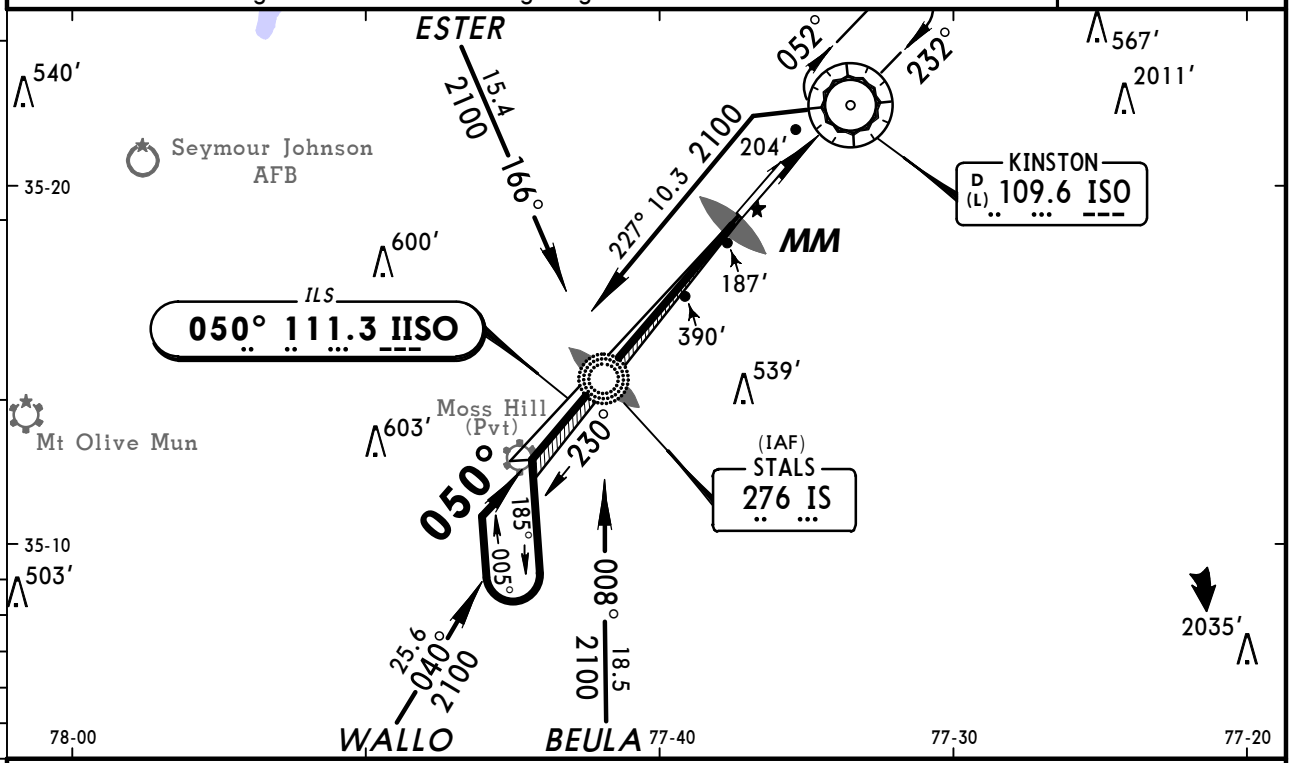
MISSED APCH: Climb to 3000′ direct ISO VOR and hold.

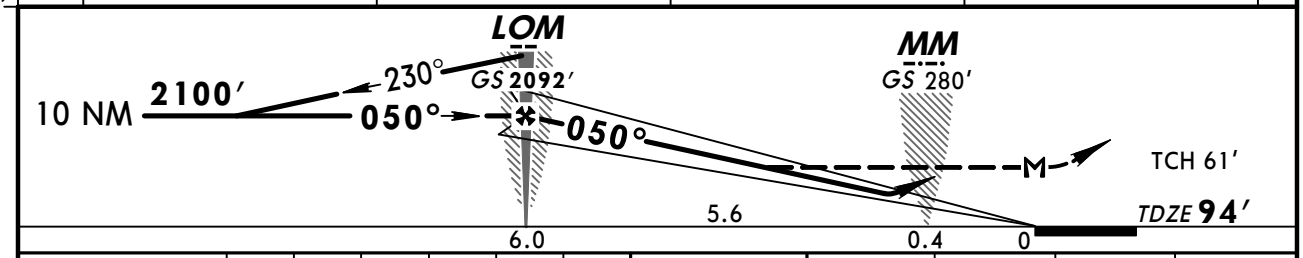
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Seymour Johnson AFB altimeter setting. 3. Pilot controlled lighting 120.6.

3100′

MSA IS LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR PAPI 3000′ D ISO 109.6

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	ILS DA(H) 294′(200′) FULL	ILS DA(H) 294′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 640′(546′)	LOC (GS out) MDA(H) 640′(546′) RAIL out	LOC (GS out) MDA(H) 640′(546′) ALS out	Max Kts.	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)
A	½	¾	½	¾	1	90	640′(546′)-1
B						120	
C			1	1½		140	640′(546′)-1½
D			1¼	1¾		165	660′(566′)-2

With Seymour Johnson AFB Altimeter Setting

	ILS DA(H) 335′(241′) FULL	ILS DA(H) 335′(241′) RAIL or ALS out	LOC (GS out) MDA(H) 700′(606′)	LOC (GS out) MDA(H) 700′(606′) RAIL out	LOC (GS out) MDA(H) 700′(606′) ALS out	Max Kts.	With Seymour Johnson AFB Altimeter Setting MDA(H)
A	½	¾	½	¾	1	90	700′(606′)-1
B						120	
C			1¼	1¾		140	700′(606′)-1¾
D			1½	2		165	700′(606′)-2

AMEND 10 TERPS

CHANGES: None.

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KISO/ISO
KINSTON REGL JETPORT AT STALLINGS

JEPPESEN 19 OCT 07 Eff 25 Oct (12-1)

KINSTON, N CAR
RNAV (GPS) Rwy 5

AWOS-3	*SEYMOUR JOHNSON Approach (R)	WASHINGTON Center	*KINSTON Tower	*Ground
132.75	127.3	135.5 when App inop.	CTAF 120.6	121.9

BRIEFING STRIP™

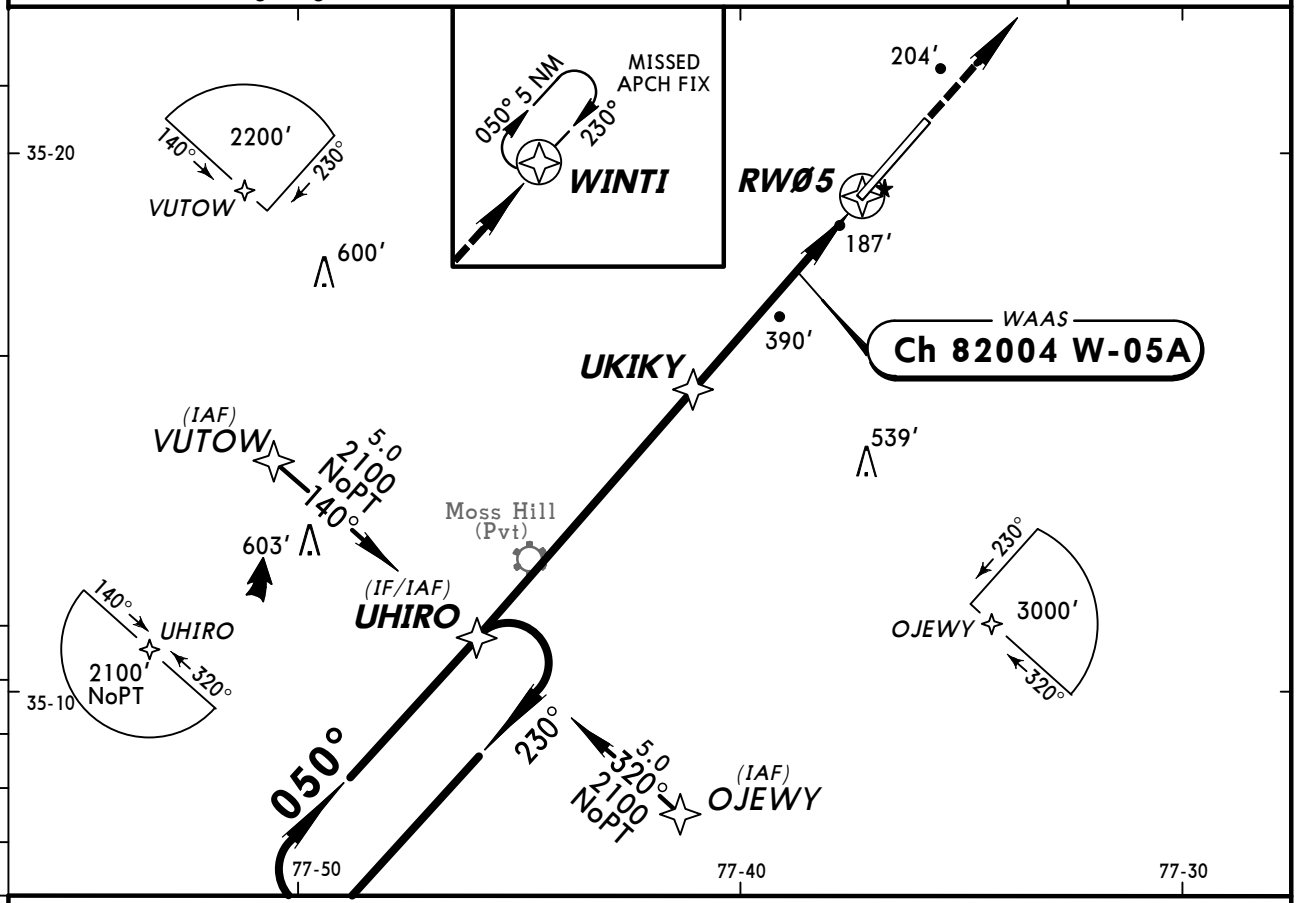
WAAS	Final Apch Crs	Minimum Alt UKIKY	LPV DA(H) (CONDITIONAL)	Apt Elev 94′
Ch 82004 W-05A	050°	1700′ (1606′)	450′ (356′)	TDZE 94′

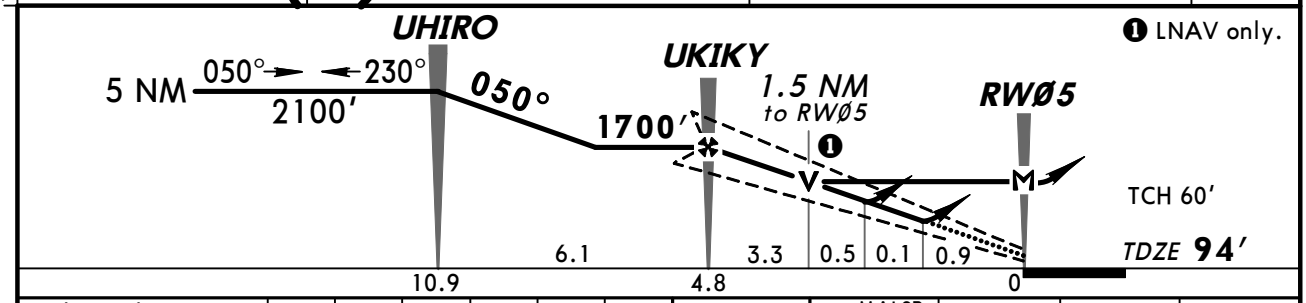
MISSED APCH: Climb to 2500′ direct WINTI and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. Baro-VNAV and VDP not authorized when using Goldsboro-Wayne Mun altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below (5°F) or above 48°C (118°F).
5. Pilot controlled lighting 120.6.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 2500′ D WINTI

STRAIGHT-IN LANDING RWY 5

	1 LPV DA(H) 450′ (356′)		2 LNAV/VNAV DA(H) 483′ (389′)		3 LNAV MDA(H) 640′ (546′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1 1/4	3/4	1 1/4	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro-Wayne Mun Altimeter Setting MDA(H)
90	640′(546′)-1	700′(606′)-1
120		
140	640′(546′)-1 1/2	700′(606′)-1 1/2
165	660′(566′)-2	720′(626′)-2

AMEND 2

TERPS

1 DA(H) 500′ (406′) with Goldsboro-Wayne Mun altimeter setting.
2 DA(H) 533′ (439′) with Goldsboro-Wayne Mun altimeter setting.
3 MDA(H) 700′ (606′) with Goldsboro-Wayne Mun altimeter setting.

CHANGES: Procedure.

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KISO/ISO
KINSTON REGL JETPORT AT STALLINGS

Eff 25 Oct 19 OCT 07 (12-2) JEPPESEN

KINSTON, N CAR
RNAV (GPS) Rwy 23

AWOS-3	*SEYMOUR JOHNSON Approach (R)	WASHINGTON Center	*KINSTON Tower	*Ground
132.75	127.3	135.5 when App inop.	CTAF 120.6	121.9

BRIEFING STRIP™

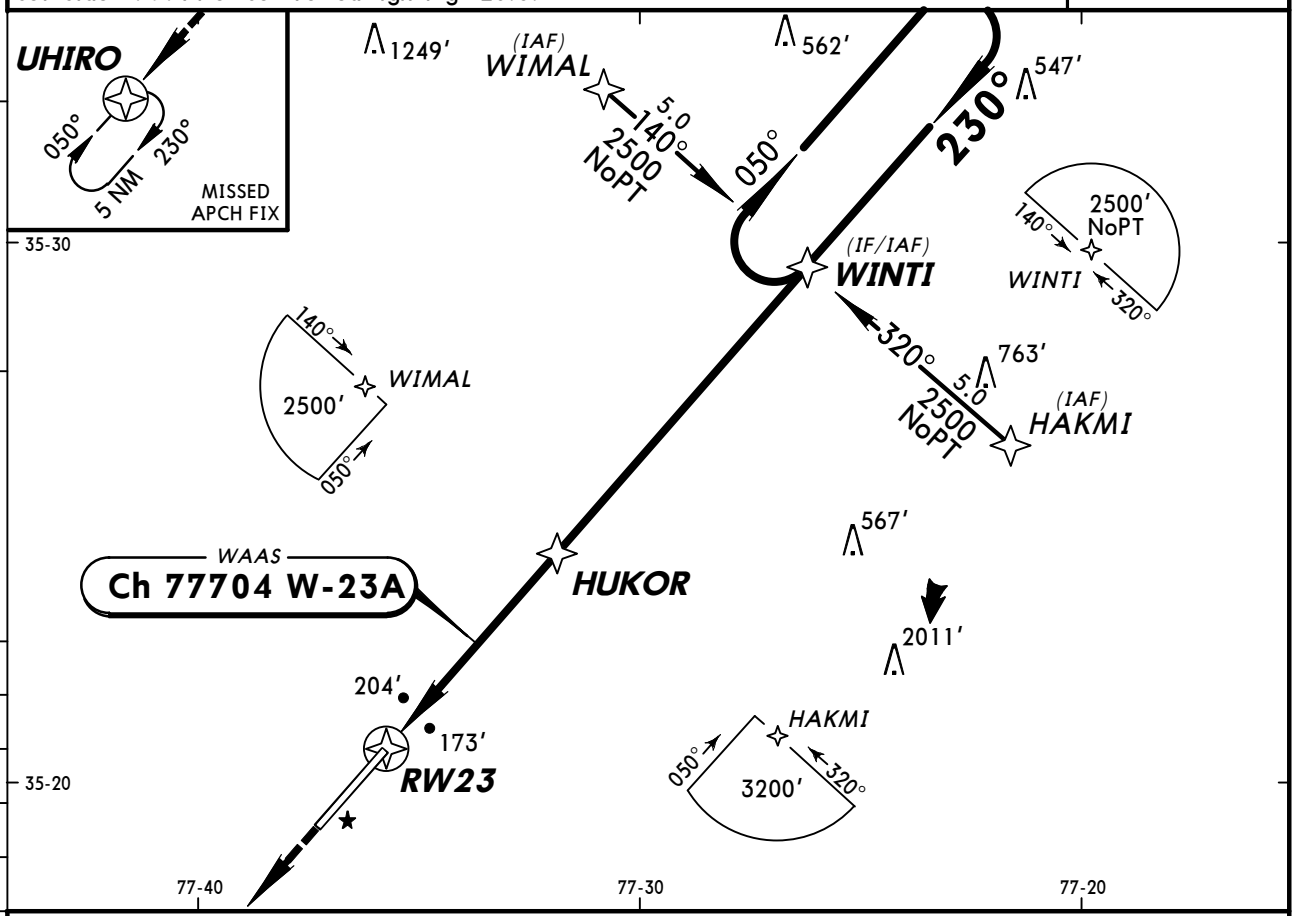
WAAS	Final Apch Crs	Minimum Alt HUKOR	LPV DA(H) (CONDITIONAL)	Apt Elev 94′
Ch 77704 W-23A	230°	1700′ (1612′)	423′ (335′)	TDZE 88′

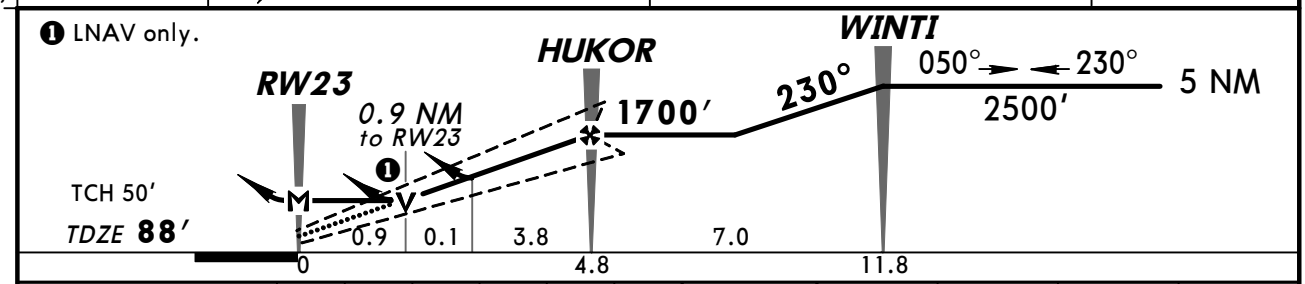
MISSED APCH: Climb to 2100′ direct UHIRO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. Baro-VNAV and VDP not authorized when using Goldsboro-Wayne Mun altimeter setting 3. DME/DME RNP-0.3 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visisbility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 120.6.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL PAPI-L | 2100′ ↑ | D | UHIRO

STRAIGHT-IN LANDING RWY 23

	1 LPV DA(H) 423′ (335′)	2 LNAV/VNAV DA(H) 467′ (379′)	3 LNAV MDA(H) 460′ (372′)
A	1¼	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro- Wayne Mun Altimeter Setting MDA(H)
90	540′ (446′)-1	600′ (506′)-1
120	560′ (466′)-1	620′ (526′)-1
140	560′ (466′)-1½	620′ (526′)-1½
165	660′ (566′)-2	720′ (626′)-2

TERPS AMEND 2

1 DA(H) 473′ (385′) with Goldsboro-Wayne Mun altimeter setting.
2 DA(H) 517′ (429′) with Goldsboro-Wayne Mun altimeter setting.
3 MDA(H) 520′ (432′) with Goldsboro-Wayne Mun altimeter setting.

CHANGES: Procedure.

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KISO/ISO
KINSTON REGL JETPORT AT STALLINGS

JEPPESEN 12 JAN 07 (13-1)

KINSTON, N CAR
VOR Rwy 23

BRIEFING STRIP ™

AWOS-3	*SEYMOUR JOHNSON Approach (R)	WASHINGTON Center	*KINSTON Tower	*Ground
132.75	127.3	135.5 when App inop.	CTAF 120.6	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 93′
ISO 109.6	233°	900′(813′)	440′(353′)	TDZE 87′

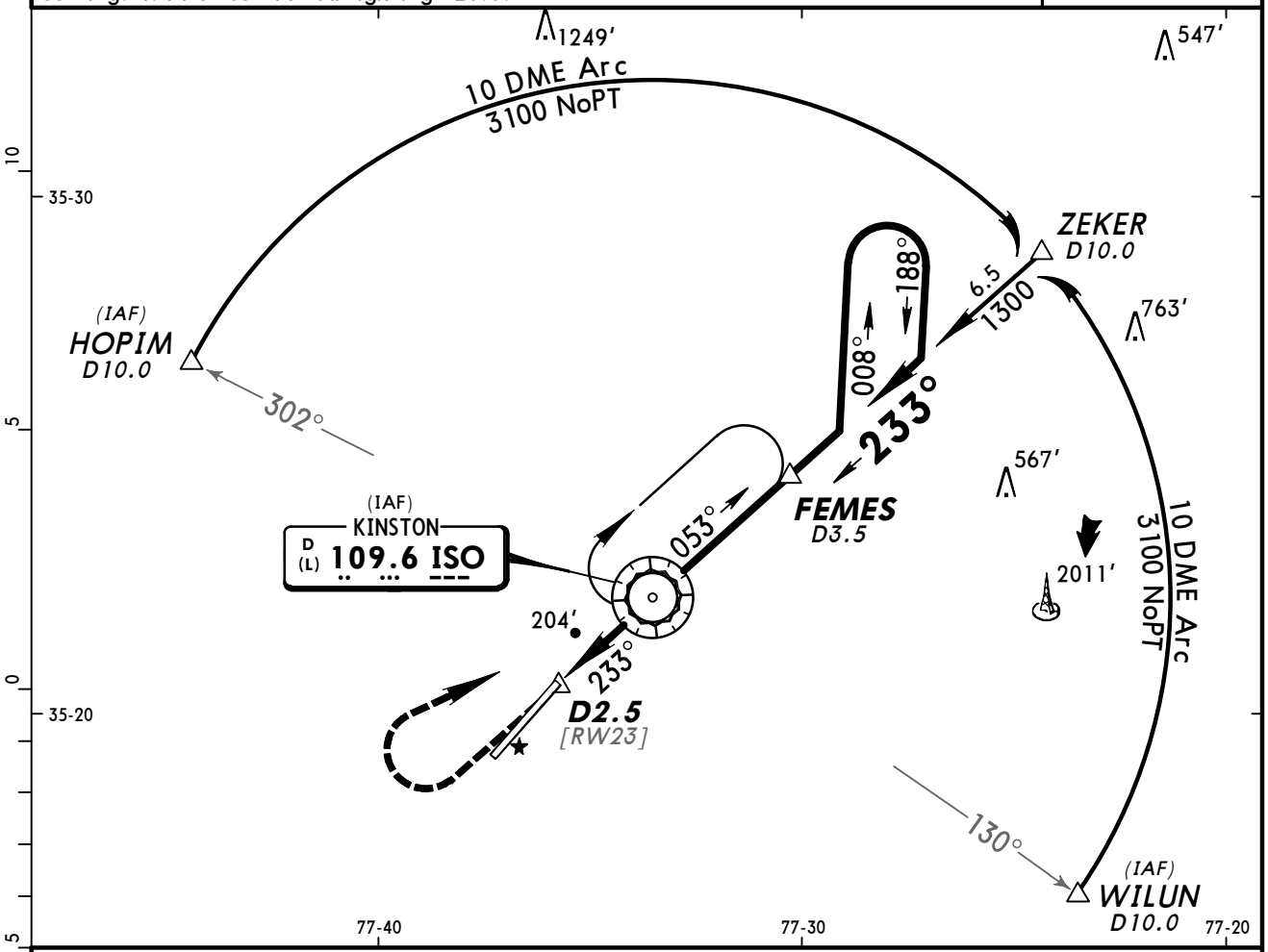
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 3000′ direct ISO VOR and hold.

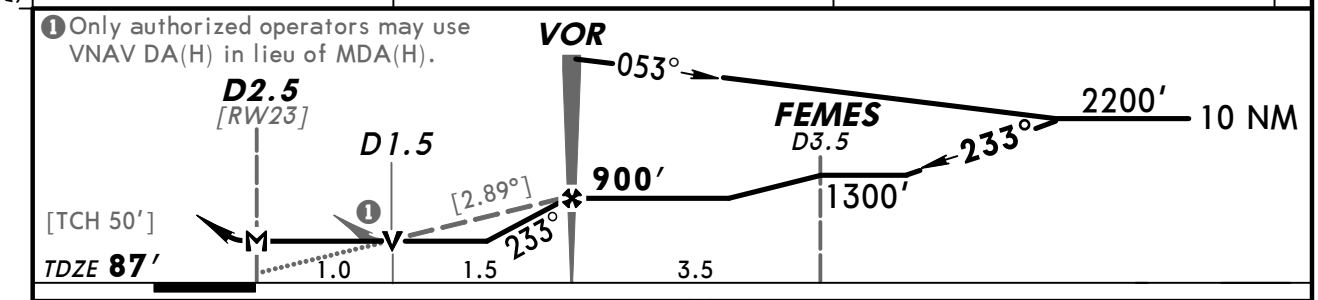
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME required.** 2. Use local altimeter setting; if not received, use Seymour Johnson AFB altimeter setting. 3. VDP not authorized with Seymour Johnson AFB altimeter setting. 4. Pilot controlled lighting 120.6.

3100′

MSA ISO VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.89°]	358	460	511	613	716	818
MAP at D2.5 or VOR to MAP 2.5	2:09	1:40	1:30	1:15	1:04	0:56

REIL PAPI-L | 1000′ | 3000′ RT | D | ISO 109.6

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
MDA(H) 440′(353′) With Local Altimeter Setting		MDA(H) 500′(413′) With Seymour Johnson AFB Altimeter Setting		With Local Altimeter Setting	With Seymour Johnson AFB Altimeter Setting
			Max Kts.	MDA(H)	MDA(H)
A	1	1	90	540′(447′)-1	600′(507′)-1
B			120	560′(467′)-1	620′(527′)-1
C		1 ¼	140	560′(467′)-1½	620′(527′)-1¾
D	1¼		165	660′(567′)-2	720′(627′)-2

AMEND 15 TERPS

CHANGES: Lighting.

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General Information

Location: Concord NC USA
IATA Code:
Lat/Long: N35° 23.3' W080° 42.5'
Elevation: 705 ft

Airport Use: Public
Magnetic Variation: 7.6°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1156 Z
Sunset: 2316 Z,

Runway Information

Runway: 02
Length x Width: 7400 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 667 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 7400 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 705 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 650 ft

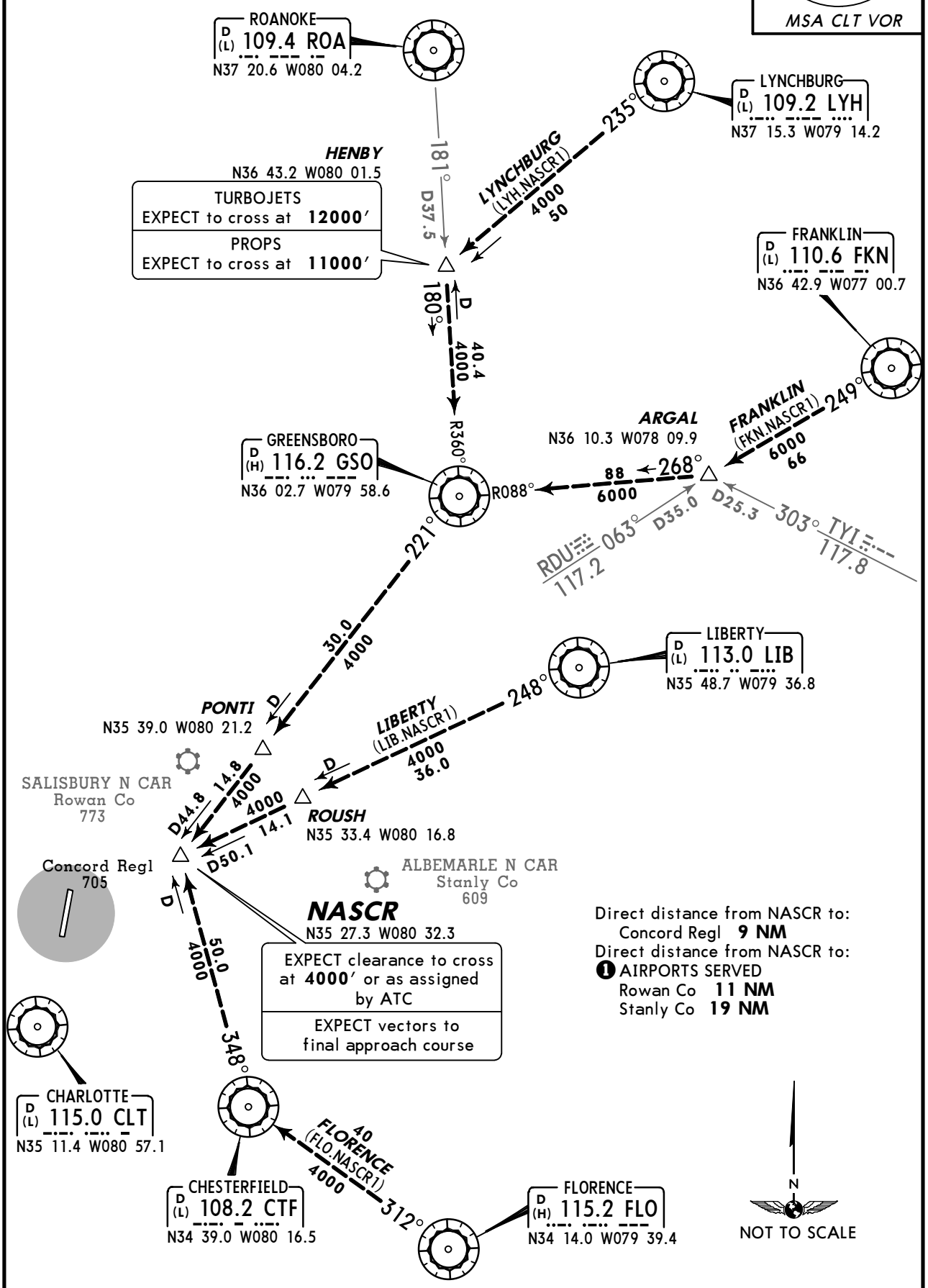
Communication Information

AWOS 133.675
Concord Tower 134.65 CTAF PCL
Concord Ground Control 121.85
Concord Clearance Delivery 118.55
Charlotte Clearance Delivery 127.25
Charlotte Approach Control 128.325
Charlotte Departure Control 128.325
Concord Regl Unicom 122.95

Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. FRANKLIN Transition for props only. 3. LIBERTY Transition for props 12000′ or below. 4. Also Serves ❶

3800′
MSA CLT VOR

NASCR ONE ARRIVAL (NASCR.NASCR1)



Direct distance from NASCR to:
Concord Regl **9 NM**
Direct distance from NASCR to:
❶ AIRPORTS SERVED
Rowan Co **11 NM**
Stanly Co **19 NM**

ROUTING

From over NASCR EXPECT vectors to final approach course.

CHANGES: New format.

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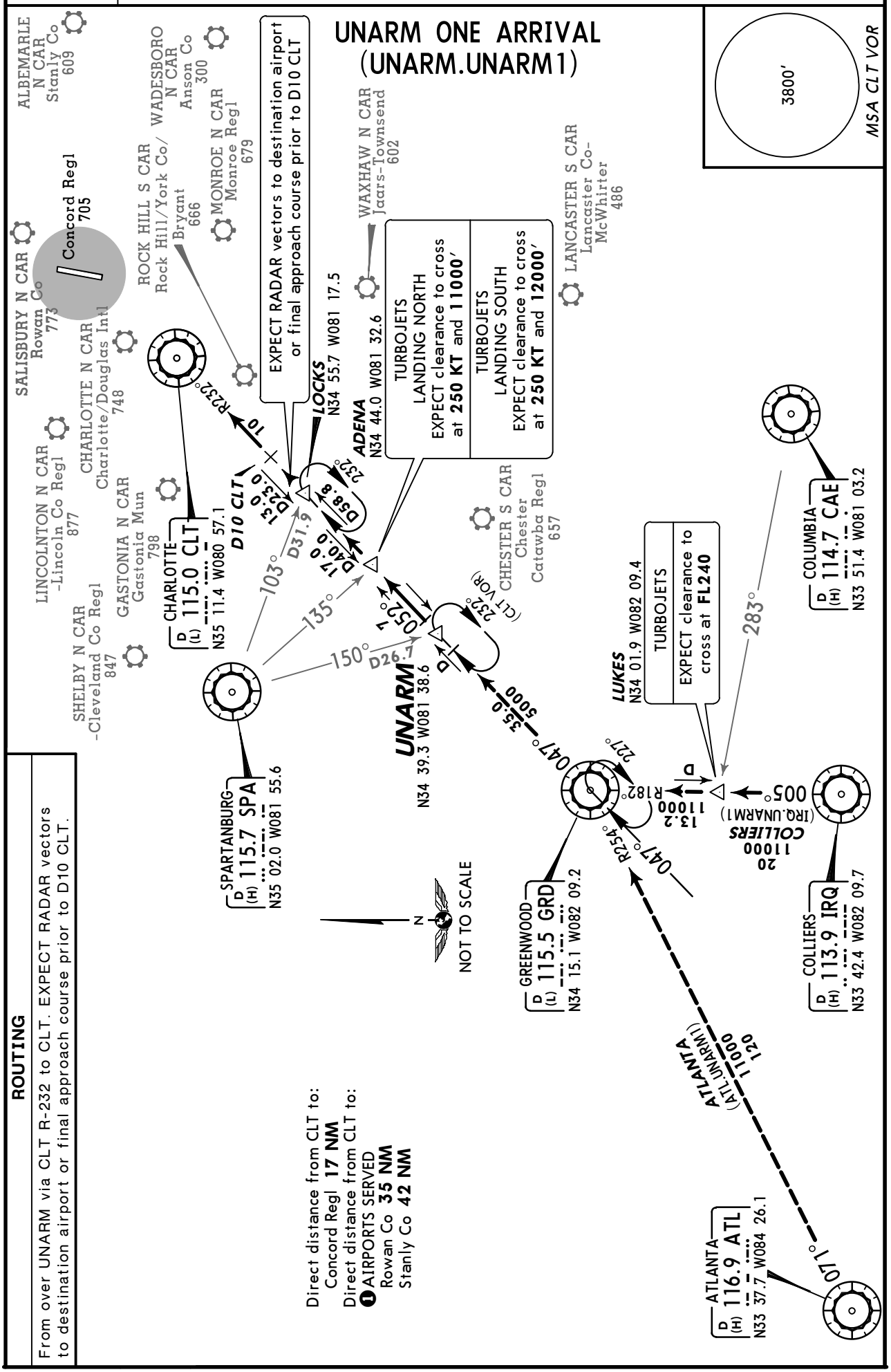
Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶



ROUTING

From over UNARM via CLT R-232 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.

Direct distance from CLT to:
Concord Regl **17 NM**
Direct distance from CLT to:
❶ AIRPORTS SERVED
Rowan Co **35 NM**
Stanly Co **42 NM**

CHANGES: Chart reindexed (SHINE FIVE ARRIVAL cancelled), new format.

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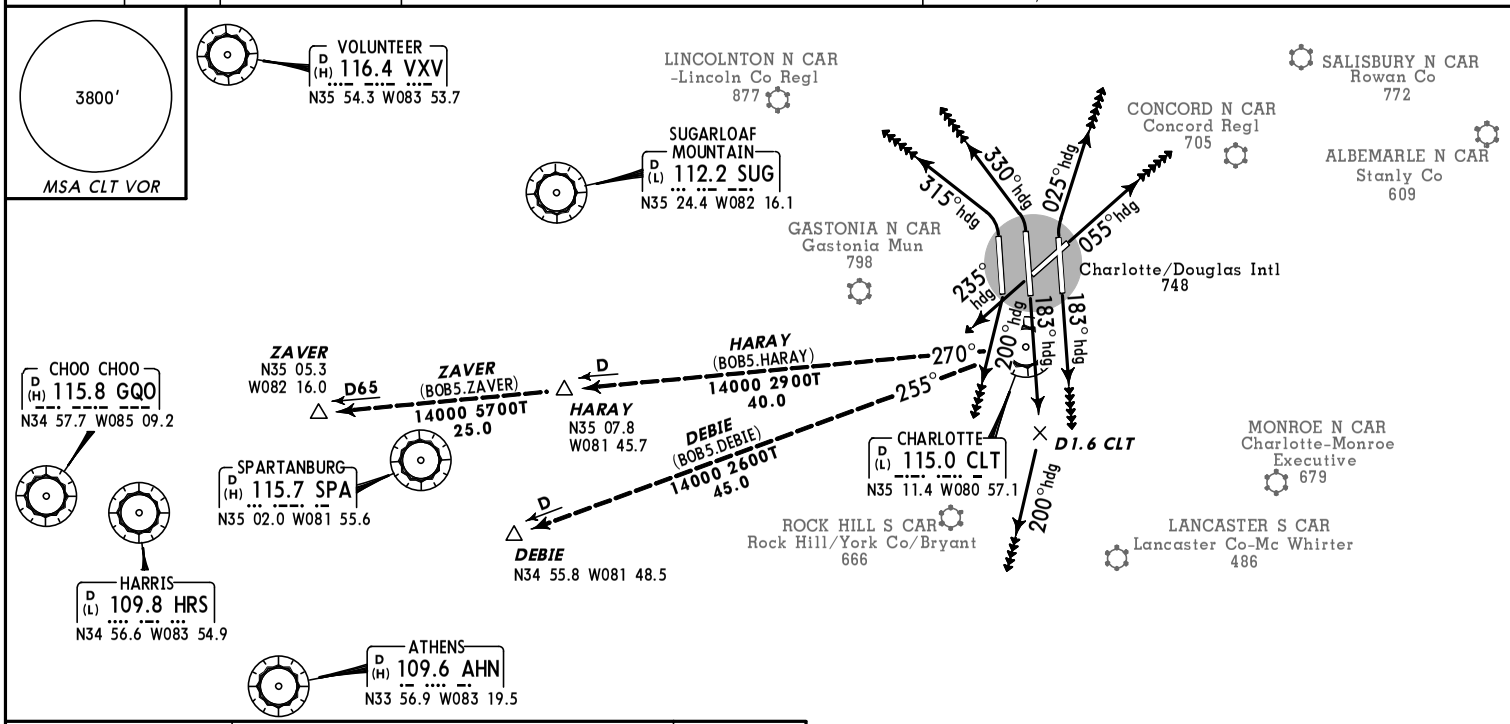
CHARLOTTE Departure (R) 120.5	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR and DME required.** 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, STANLY CO, ROWAN CO only: Accelerate to 250 KT, if unable, advise ATC.

BOBCAT FIVE DEPARTURE (BOB5.BOB)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC



Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	**MAINTAIN 8000′**
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	**MAINTAIN 3000′**
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	**MAINTAIN 3400′**
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	**MAINTAIN 3000′**
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized). Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized). Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.** Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway. Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.** Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

CHANGES: None.

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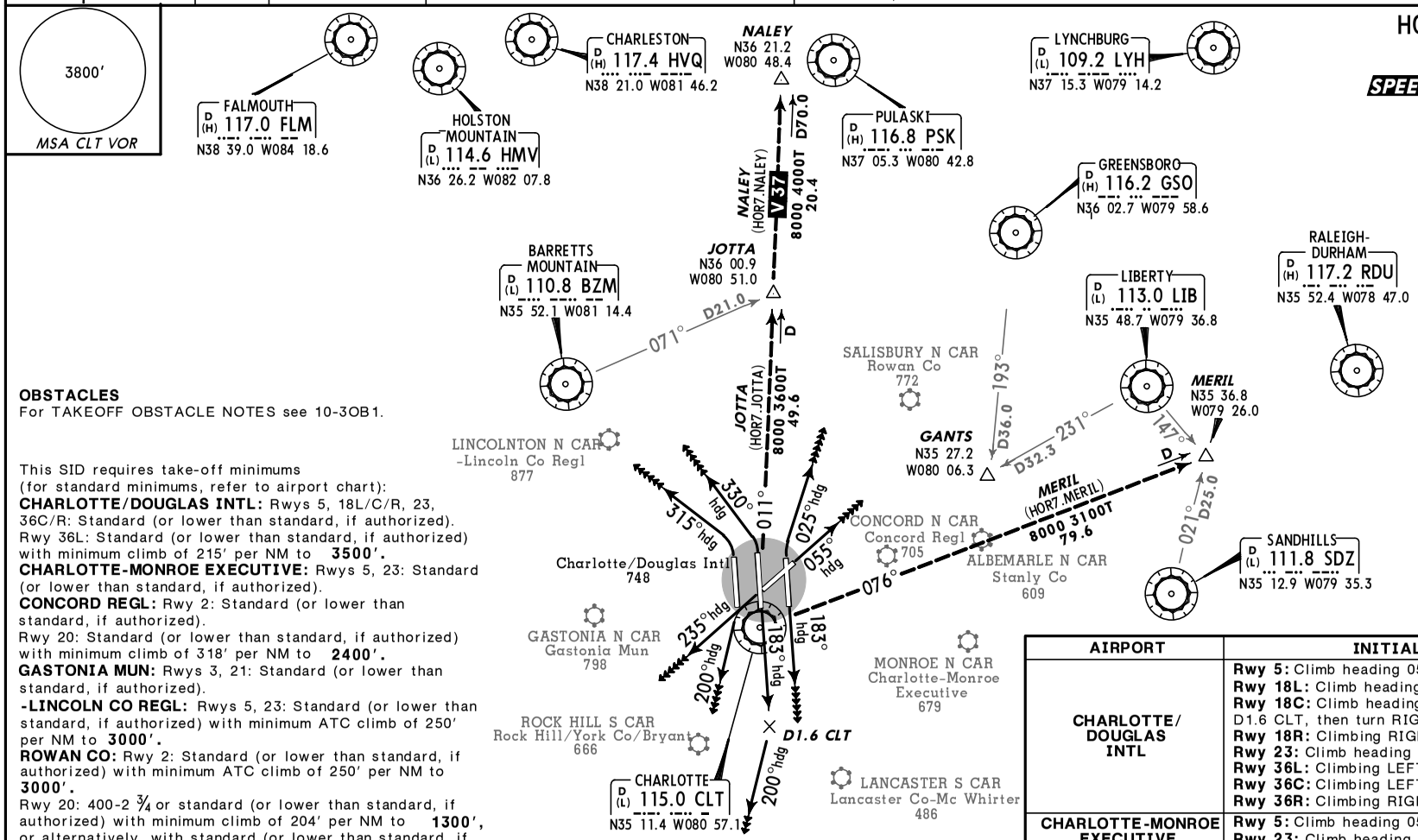
CHARLOTTE Departure (R)		Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR and DME required. 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Accelerate to 250 KT, if unable, advise ATC.
124.0	JOTTA & NALEY Transitions 120.5				



HORNET SEVEN DEPARTURE (HOR7.HOR)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	MAINTAIN 8000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING
EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Communications.

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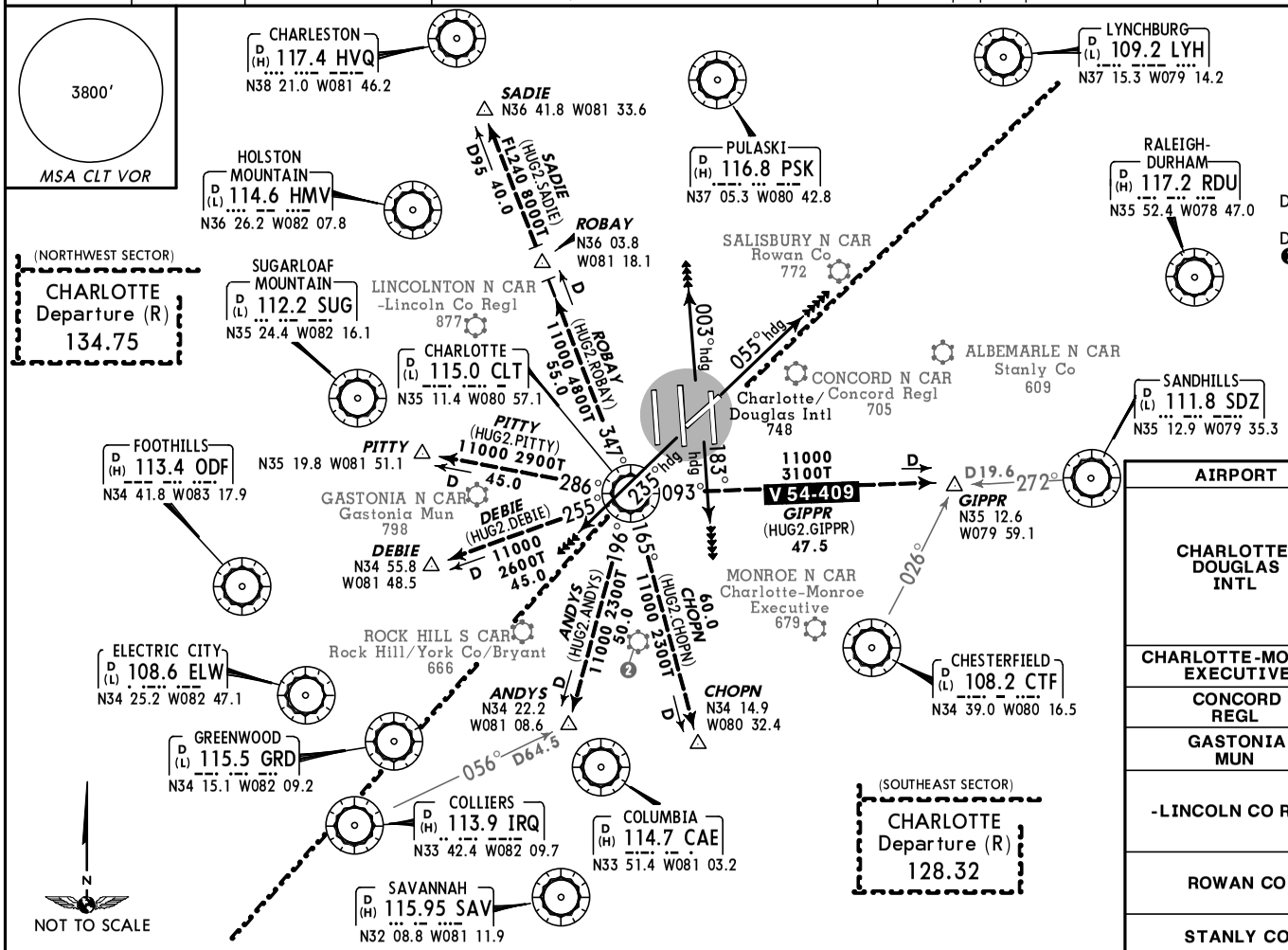
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR and DME required. 2. Also serves ❶ 3. For propeller aircraft only. 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. Turboprops: Operate in a manner that will result in best forward speed and climb rate.



HUGO TWO DEPARTURE (HUG2.HUG)

❷ LANCASTER S CAR
Lancaster Co-Mc Whirter
486

Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055° or as assigned by ATC. **Rwys 18L/C/R:** Climb heading 183° or as assigned by ATC. **Rwy 23:** Climb heading 235° or as assigned by ATC. **Rwys 36L/C/R:** Climb heading 003° or as assigned by ATC.	MAINTAIN 4000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275′ per NM to **2000′.**
Rwys 18L/C/R, 23, 36R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
Rwy 36C: Standard (or lower than standard, if authorized) with minimum climb of 208′ per NM to **3400′**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200′ per NM climb gradient, take-off must occur no later than 2000′ prior to DER.
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).

CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′**, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**

STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
208′ per NM	260	347	520	693	867	1040
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
275′ per NM	344	458	688	917	1146	1375
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

CHANGES: None.

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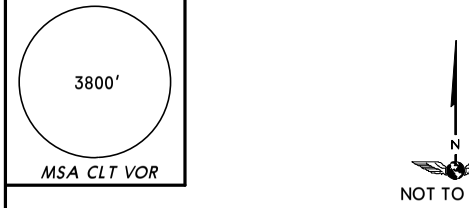
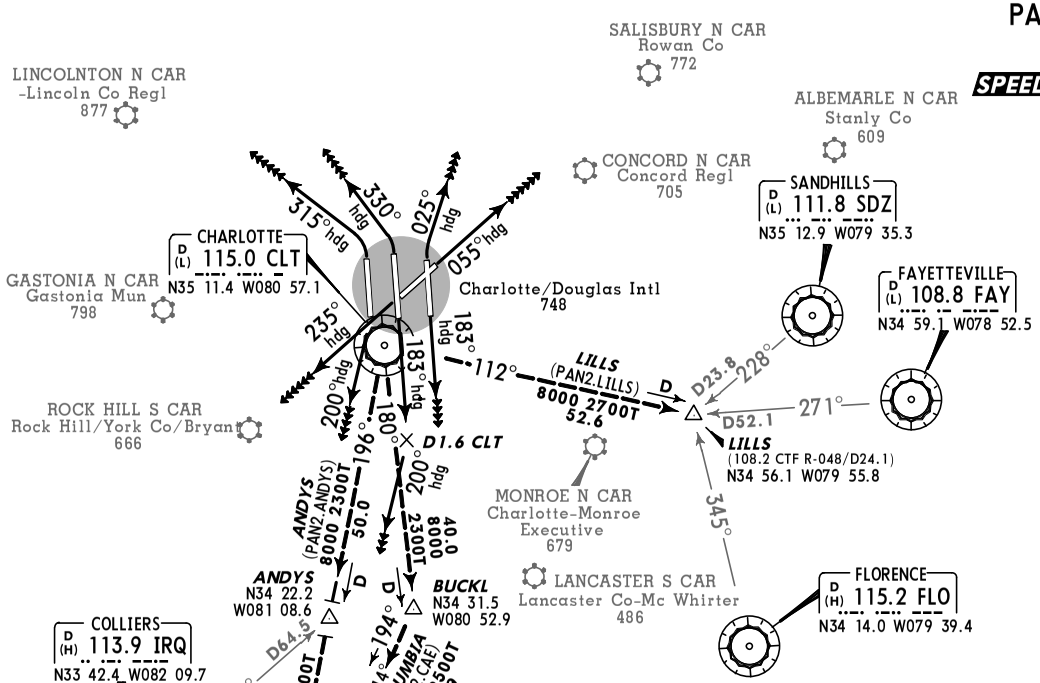
CHARLOTTE Departure (R) 124.0	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR and DME required.** 2. For turbojets only. 3. Also serves ❶ 4. -LINCOLN CO REGL, ROWAN CO, STANLY CO only: If unable to accept climb rate, advise ATC on initial contact.	5. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 6. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 7. CHARLOTTE-MONROE EXECUTIVE, GASTONIA MUN, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 8. CHARLOTTE/DOUGLAS INTL, -LINCOLN CO REGL, ROWAN CO, STANLY CO only: Accelerate to 250 KT, if unable, advise ATC.

PANTHER TWO DEPARTURE (PAN2.PAN)

SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC





Direct distance to CLT from:
Charlotte/Douglas Intl **1 NM**
Direct distance to CLT from:
❶ AIRPORTS SERVED
Charlotte-Monroe Executive **19 NM**
Concord Regl **17 NM**
Gastonia Mun **10 NM**
-Lincoln Co Regl **20 NM**
Rowan Co **35 NM**
Stanly Co **42 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rwys 5, 18L/C/R, 23, 36C/R: Standard (or lower than standard, if authorized).
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 215′ per NM to **3500′.**
CHARLOTTE-MONROE EXECUTIVE: Rwys 5, 23: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 318′ per NM to **2400′.**
GASTONIA MUN: Rwys 3, 21: Standard (or lower than standard, if authorized).
-LINCOLN CO REGL: Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
ROWAN CO: Rwy 2: Standard (or lower than standard, if authorized) with minimum ATC climb of 250′ per NM to **3000′.**
Rwy 20: 400-2 ¾ or standard (or lower than standard, if authorized) with minimum climb of 204′ per NM to **1300′,** or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Minimum ATC climb of 250′ per NM to **3000′.**
STANLY CO: Rwys 4L, 22R: Not authorized- VFR runway.
Rwy 4R: 300-1 ½ or standard (or lower than standard, if authorized) with minimum climb of 276′ per NM to **1000′.** Minimum ATC climb of 250′ per NM to **3000′.**
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
204′ per NM	255	340	510	680	850	1020
215′ per NM	269	358	538	717	896	1075
250′ per NM	313	417	625	833	1042	1250
276′ per NM	345	460	690	920	1150	1380
318′ per NM	398	530	795	1060	1325	1590

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/ DOUGLAS INTL	**Rwy 5:** Climb heading 055°. **Rwy 18L:** Climb heading 183°. **Rwy 18C:** Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. **Rwy 18R:** Climbing RIGHT turn heading 200°. **Rwy 23:** Climb heading 235°. **Rwy 36L:** Climbing LEFT turn heading 315°. **Rwy 36C:** Climbing LEFT turn heading 330°. **Rwy 36R:** Climbing RIGHT turn heading 025°.	MAINTAIN 8000′
CHARLOTTE-MONROE EXECUTIVE	**Rwy 5:** Climb heading 053°. **Rwy 23:** Climb heading 233°.	MAINTAIN 3000′
CONCORD REGL	**Rwy 2:** Climb heading 016°. **Rwy 20:** Climbing LEFT turn heading 150°.	
GASTONIA MUN	**Rwy 3:** Climb heading 034°. **Rwy 21:** Climb heading 214°.	MAINTAIN 3400′
-LINCOLN CO REGL	**Rwy 5:** Climb heading 063° to **2000′** before proceeding on course. **Rwy 23:** Climb heading 233° to **2800′** before turning LEFT.	MAINTAIN 3000′
ROWAN CO	**Rwy 2:** Climb heading 022°. **Rwy 20:** Climb heading 160° to **1500′** before turning WEST.	
STANLY CO	**Rwy 4R:** Climb heading 043°. **Rwy 22L:** Climb heading 223°.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, MEA, also serves airports.

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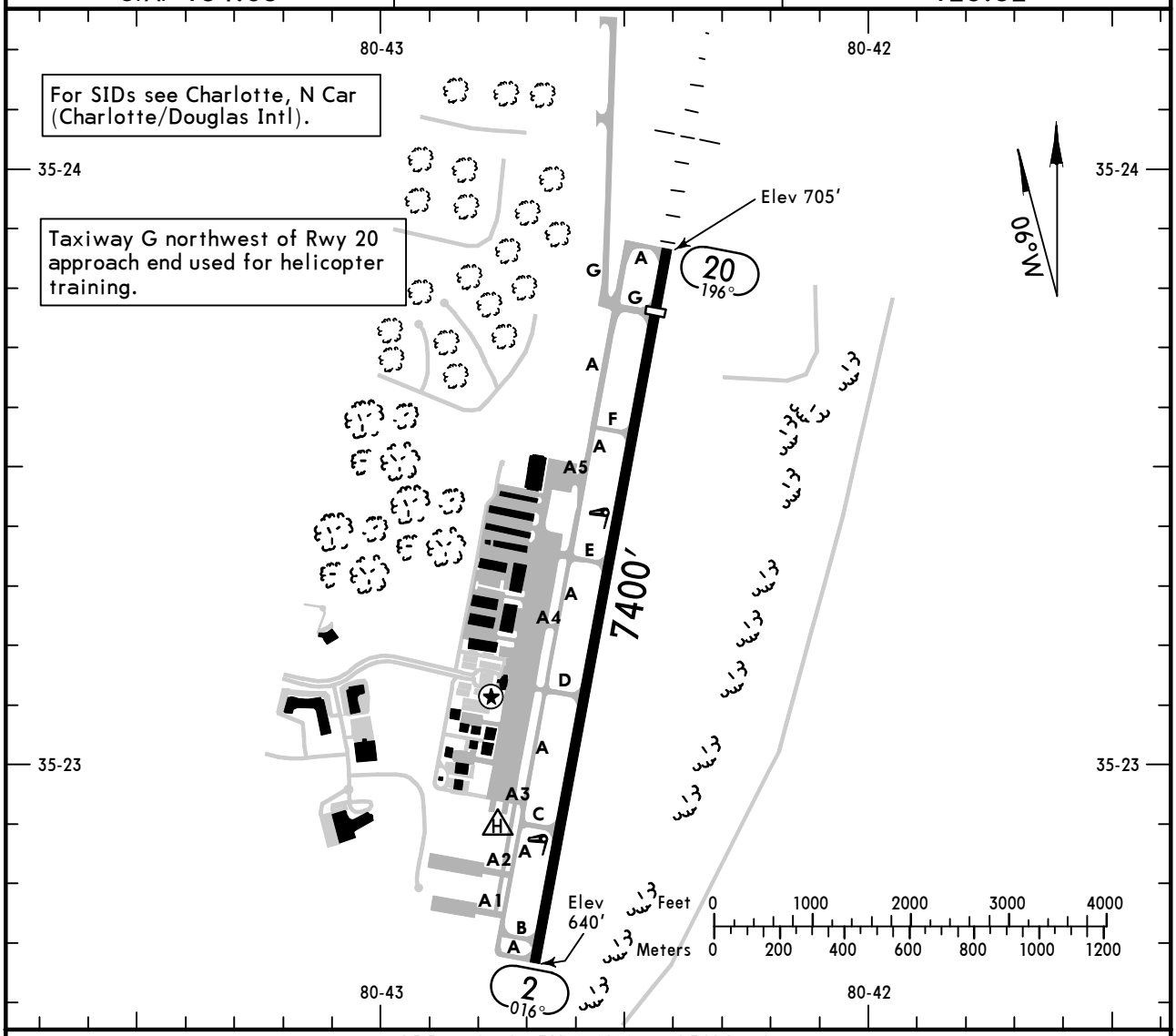
AWOS-3	*CONCORD Clearance	CHARLOTTE Clearance	*CONCORD Ground
133.67	118.55	127.25 when Twr inop.	121.85

*Tower	UNICOM 122.95	CHARLOTTE Departure (R)
CTAF 134.65		128.32



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ HIRL ❶ REIL PAPI-L (angle 3.0°)				100′
20	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°)	6350′	5350′		

❶ Preset on low intensity when Twr inop.
❷ Activate on 134.65 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 2		❶ Rwy 20		
	Adequate Vis Ref	STD	With Mim climb of 204′/NM to 1000′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1 3/4
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 20	LOC Rwy 20 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20
A	600-2	800-2
B		
C		
D	800-2 1/2	800-2 1/2

OBSTACLE DP: Rwy 2, climb via heading 016° to 2200′ before proceeding on course. Rwy 20, climbing right turn via heading 290° and CLT VOR R-039 outbound to 2100′ before proceeding on course.
❶ ALTERNATIVELY: with standard Take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to departure end of runway.

AMEND 3

CHANGES: Take-off minimums, obstacle departure.

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AWOS-3	CHARLOTTE Approach (R)	*CONCORD Tower	*Ground
133.67	128.32	CTAF 134.65	121.85

BRIEFING STRIP™

LOC	Final	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 705′
IJQF	Apch Crs	GLISS		TDZE 705′
111.95	196°	2400′ (1695′)	905′ (200′)	

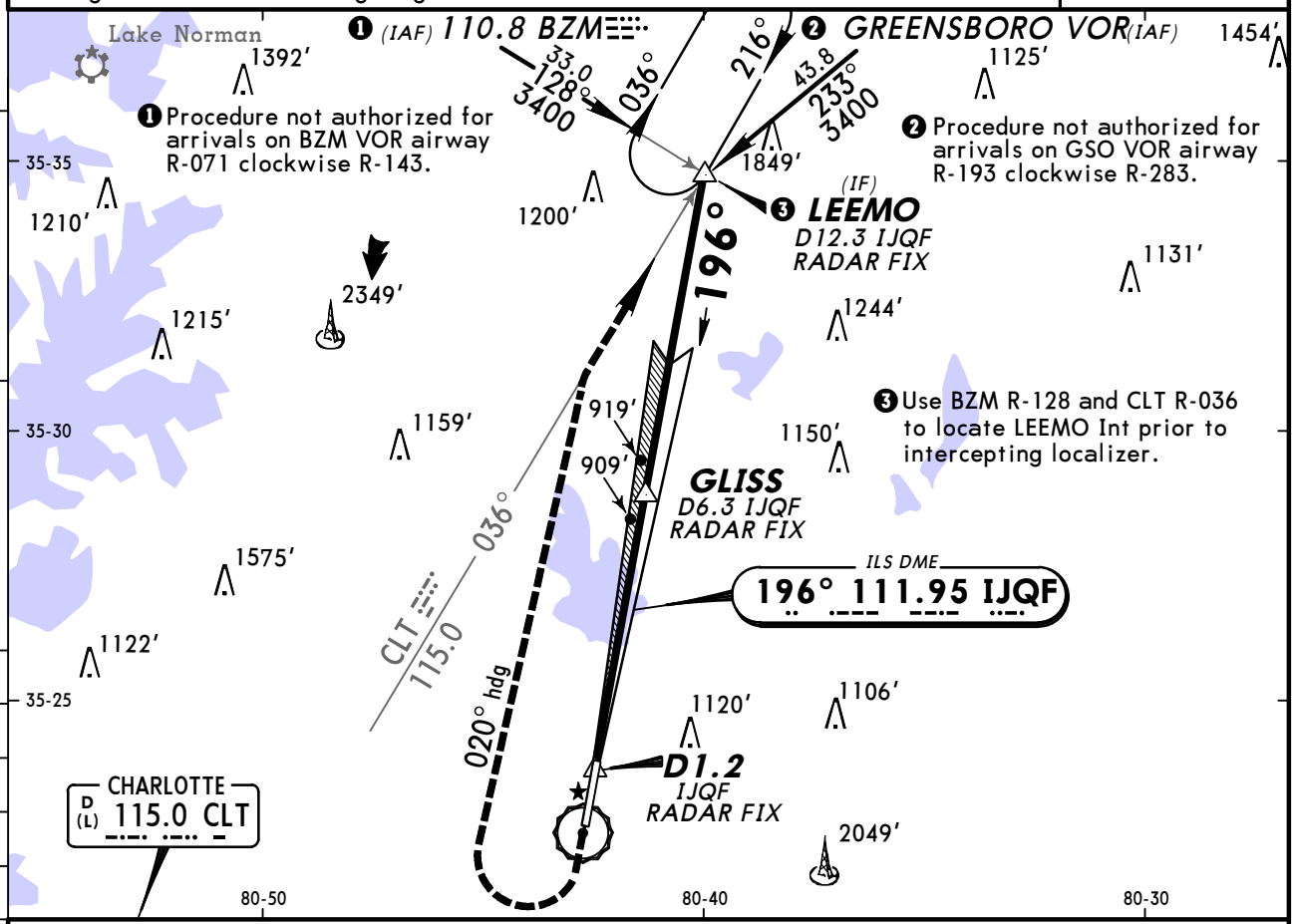
MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 3400′ via 020° heading and outbound on CLT VOR R-036 to LEEMO INT/D12.3 IJQF and hold.

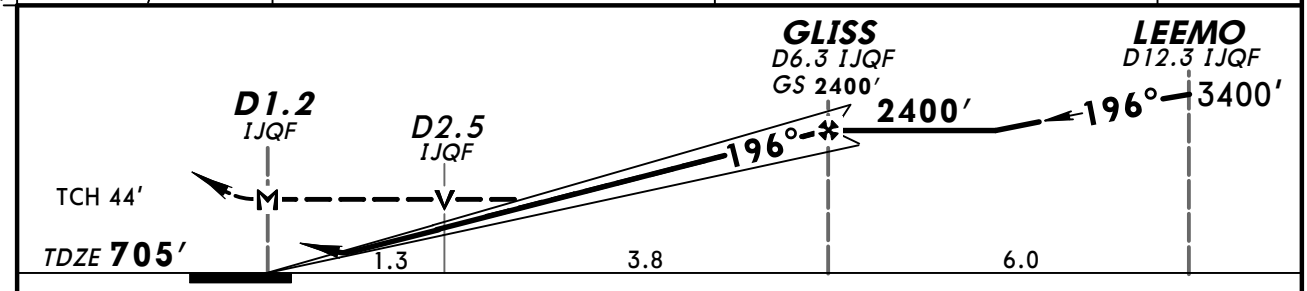
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. Use local altimeter setting; if not received, use Charlotte altimeter setting. 3. VDP not authorized when using Charlotte altimeter setting. 4. Pilot controlled lighting 134.65.

3800′

MSA CLT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 IJQF or GLISS to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI | 1200′ | 3400′ RT via 020° hdg | CLT 115.0 R-036

STRAIGHT-IN LANDING RWY 20

	1 ILS DA(H) 905′ (200′) FULL	1 ILS DA(H) 905′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 1160′ (455′)	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charlotte Altimeter Setting MDA(H)
90	1300′ (595′) -1	1360′ (655′) -1
120		
140	1300′ (595′) -1 1/2	1360′ (655′) -1 1/2
165	1480′ (775′) -2 1/2	1540′ (835′) -2 1/2

TERPS

1 DA(H) 965′ (260′) with Charlotte altimeter setting.
2 MDA(H) 1220′ (515′) with Charlotte altimeter setting.

AMEND 2

CHANGES: None.

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AWOS-3	CHARLOTTE Approach (R)	*CONCORD Tower	*Ground
133.67	128.32	CTAF 134.65	121.85

BRIEFING STRIP™

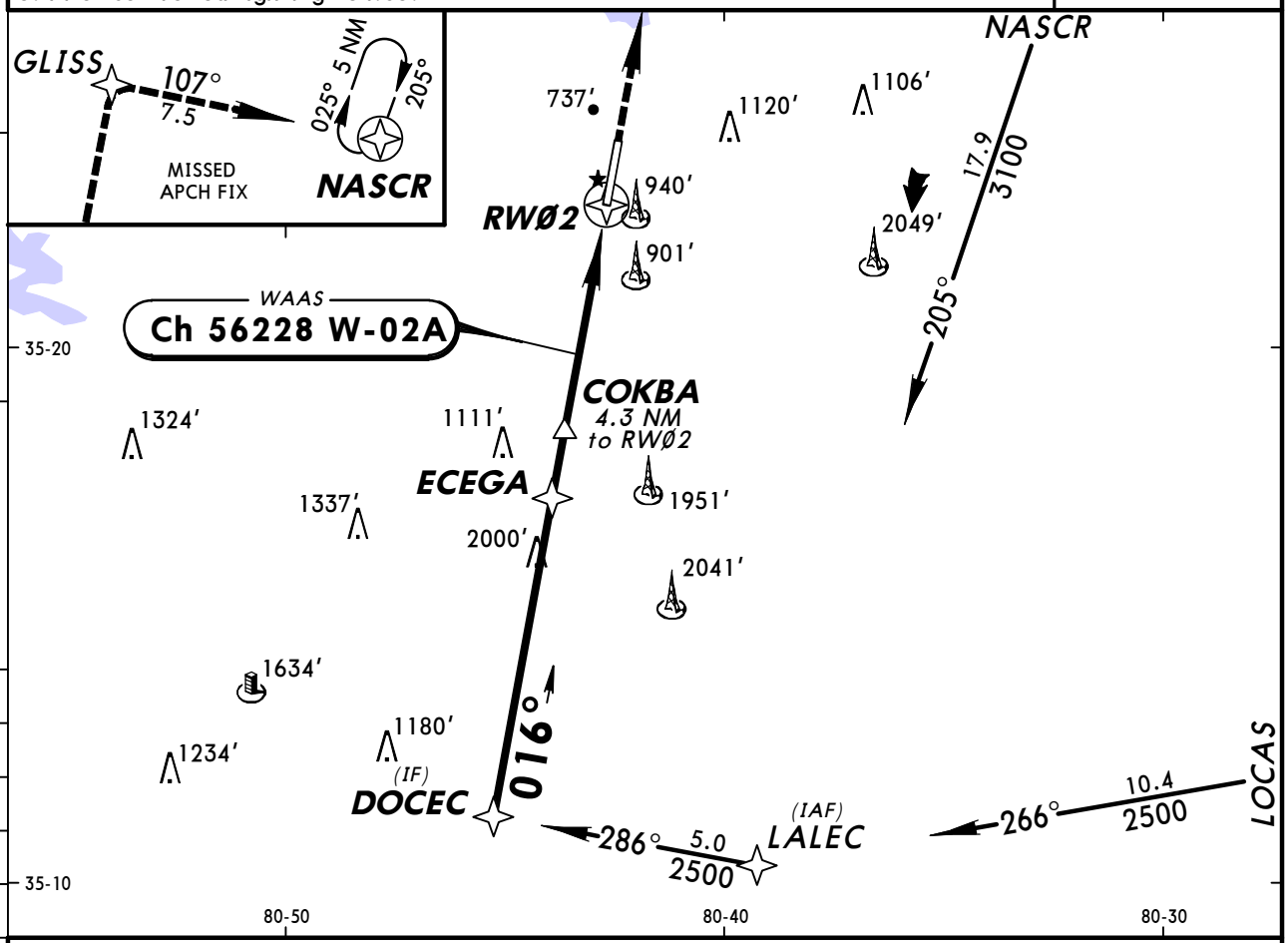
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 705′
Ch 56228 W-02A	016°	ECEGA 2500′ (1833′)	983′ (316′)	TDZE 667′

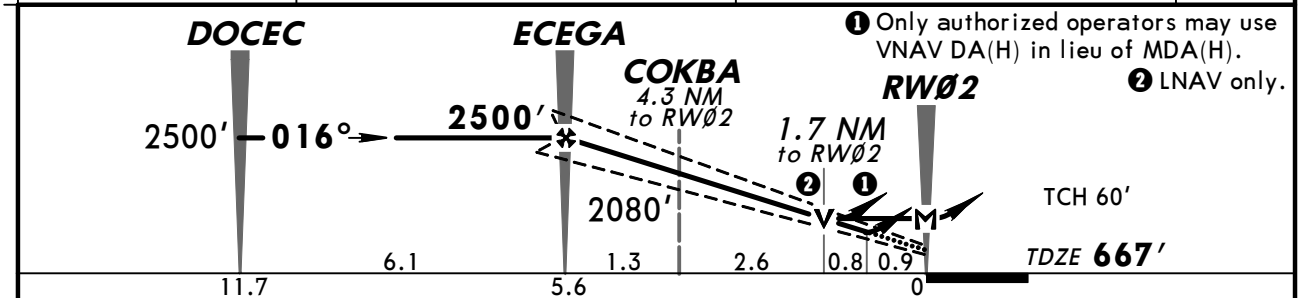
MISSED APCH: Climb to 3100′ direct GLISS and RIGHT turn via 107° track to NASCR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Charlotte altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F).
4. VDP and Baro-VNAV not authorized when using Charlotte altimeter setting.
5. Pilot controlled lighting 134.65.

3800′
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

REIL
PAPI-L
3100′
GLISS

STRAIGHT-IN LANDING RWY 2

	1 LPV DA(H) 983′(316′)	2 LNAV/VNAV DA(H) 1220′(553′)	3 LNAV MDA(H) 1240′(573′)
A	1¼	2	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charlotte Altimeter Setting MDA(H)
90	1300′(595′)-2	1360′(655′)-2
120		
140		
165	1480′(775′)-2½	1540′(835′)-2½

AMEND 0

TERPS

1 DA(H) 1043′ (376′) with Charlotte altimeter setting.
2 DA(H) 1280′ (613′) with Charlotte altimeter setting.
3 MDA(H) 1300′ (633′) with Charlotte altimeter setting.

CHANGES: New procedure.

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KJQF
CONCORD REGL

JEPPESEN

2 JUN 06 (12-2) Eff 8 Jun

CONCORD, N CAR
RNAV (GPS) Rwy 20

AWOS-3	CHARLOTTE Approach (R)	*CONCORD Tower	*Ground
133.67	128.32	CTAF 134.65	121.85

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt GLISS	LPV (CONDITIONAL) DA(H)	Apt Elev 705′
Ch 56499 W-20A	196°	2400′ (1695′)	955′ (250′)	TDZE 705′

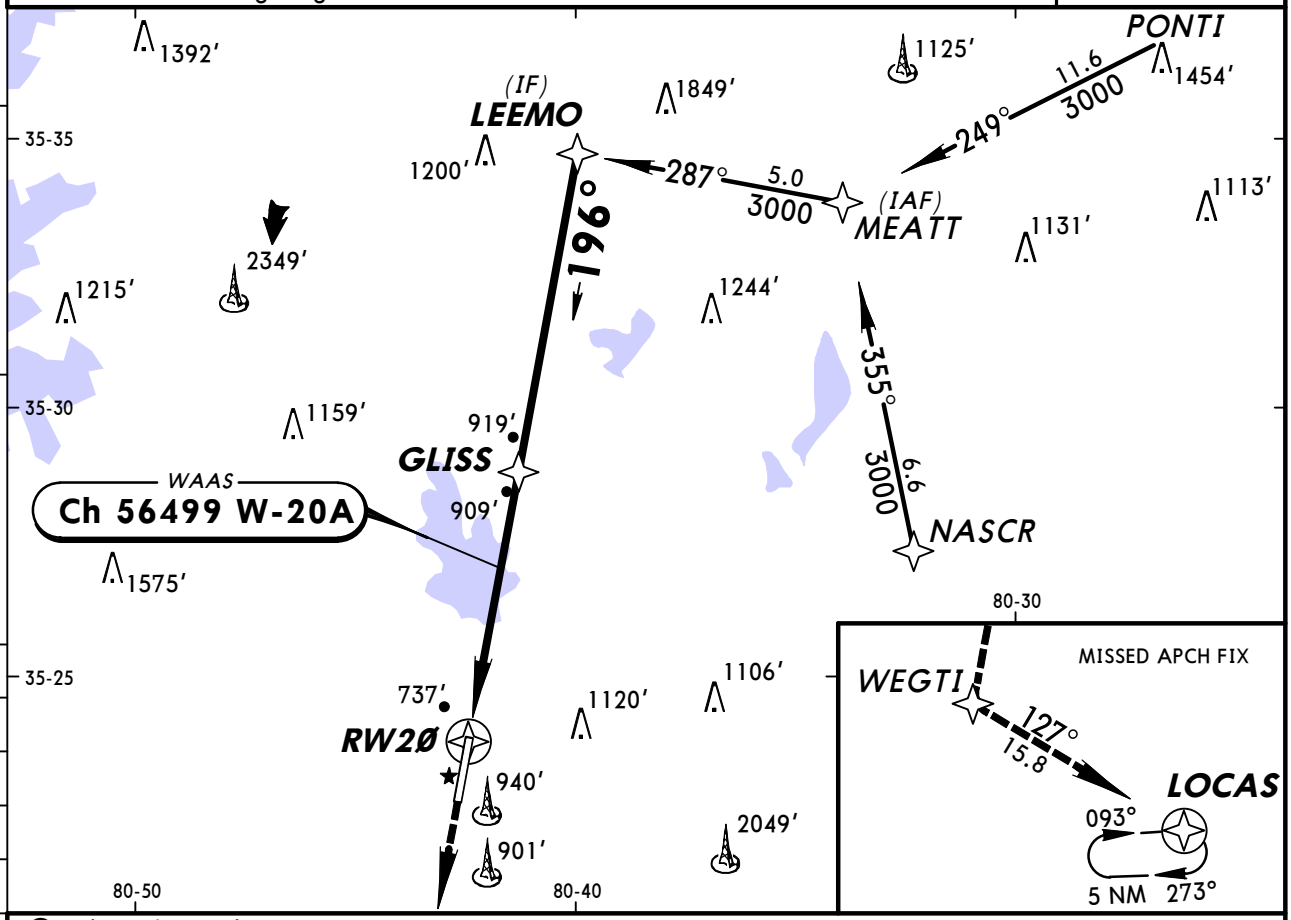
MISSED APCH: Climb to 3000′ direct WEGTI and via 127° track to LOCAS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

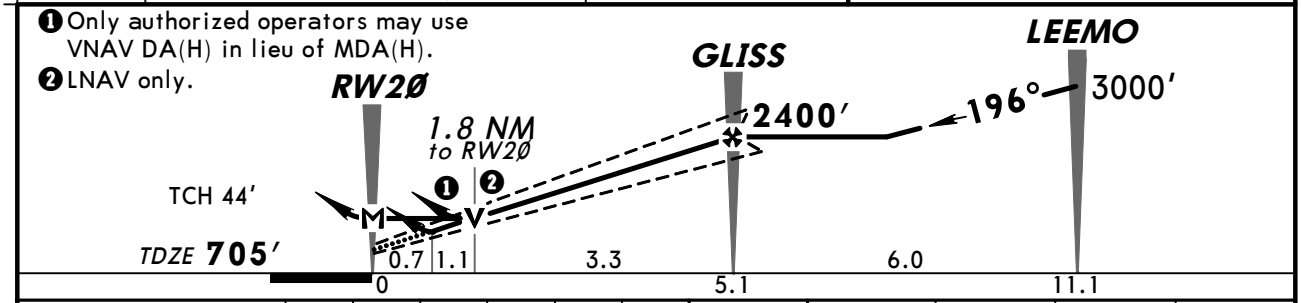
1. Use local altimeter setting; if not received, use Charlotte altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F).
4. VDP and Baro-VNAV not authorized when using Charlotte altimeter setting.
5. Pilot controlled lighting 134.65.

3800′

MSA RW2Ø



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).
❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

MALSR
PAPI
3000′
WEGTI

STRAIGHT-IN LANDING RWY 20

	1 LPV DA(H) 955′(250′)		2 LNAV/VNAV DA(H) 1222′(517′)		3 LNAV MDA(H) 1300′(595′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1¼	1¾	1/2	3/4	1
B							
C					1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charlotte Altimeter Setting MDA(H)
90	1300′(595′)-1¾	1360′(655′)-1¾
120		
140		
165	1480′(775′)-2½	1540′(835′)-2½

AMEND 0 TERPS

1 DA(H) 1015′ (310′) with Charlotte altimeter setting.
2 DA(H) 1282′ (577′) with Charlotte altimeter setting.
3 MDA(H) 1360′ (655′) with Charlotte altimeter setting.

CHANGES: New procedure.

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General Information

Location: Maxton NC USA
IATA Code: MXE
Lat/Long: N34° 47.5' W079° 22.0'
Elevation: 216 ft

Airport Use: Public
Magnetic Variation: 8.4°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL)
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1150 Z
Sunset: 2311 Z,

Runway Information

Runway: 05
Length x Width: 6503 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 215 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 3534 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 216 ft
Lighting: Edge, Part time

Runway: 23
Length x Width: 6503 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 213 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 3534 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 216 ft
Lighting: Edge, Part time

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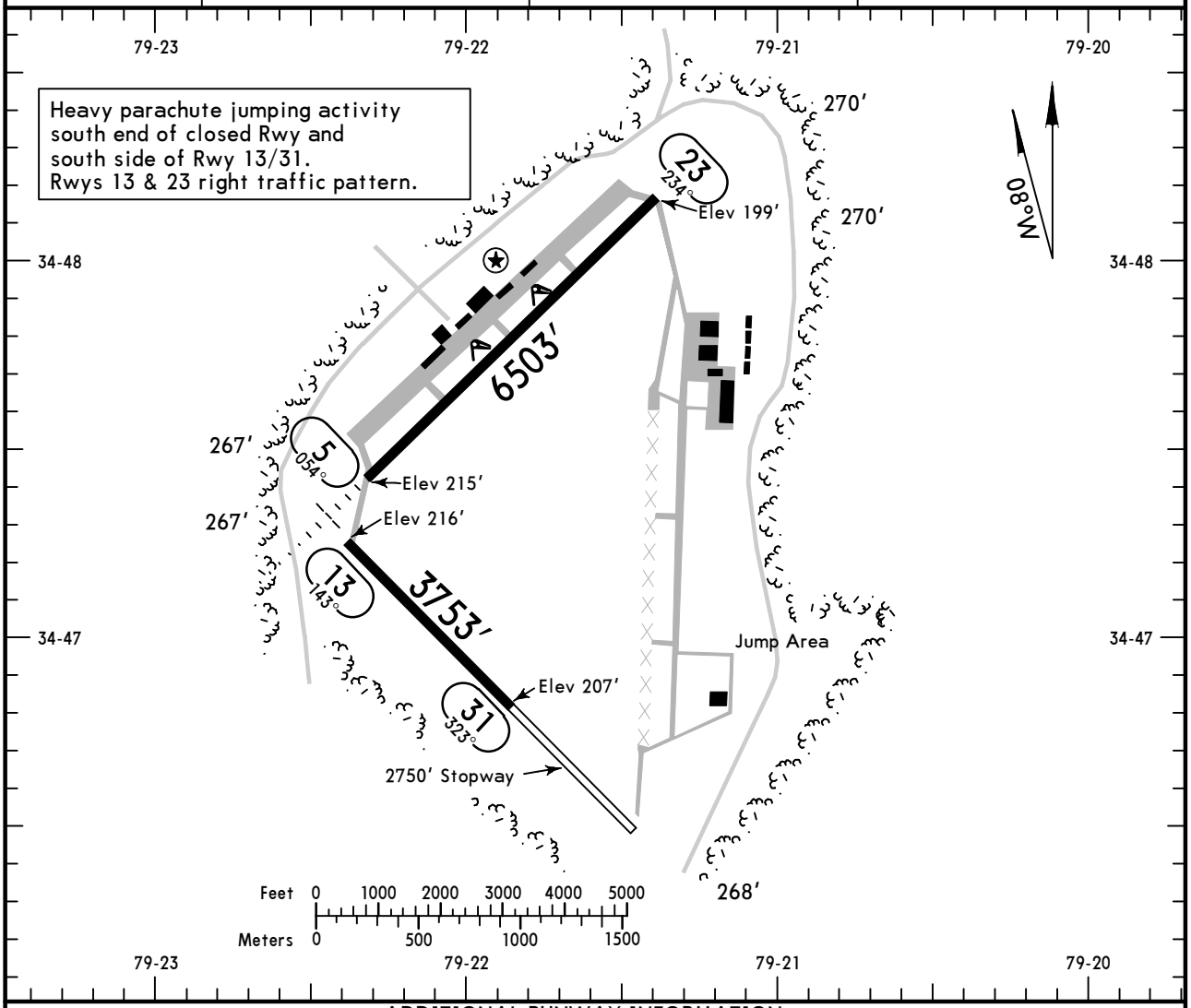
Communication Information

ASOS 134.125
Laurinburg-Maxton Unicom 122.8 CTAF PCL
Fayetteville Approach Control 127.8 Initial Contact
Fayetteville Departure Control 127.8
Laurinburg-Maxton GCO 135.075

ASOS	FAYETTEVILLE Clearance (GCO)	LAURINBURG-MAXTON UNICOM	FAYETTEVILLE Departure (R)
134.12	135.07	CTAF 122.8	127.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	HIRL ❶MALSR ❶PAPI-L (angle 3.0°)		5517′		150′
23	HIRL ❶PAPI-L (angle 3.0°)				
13 ❷ 31	❸MIRL				150′

❶ Activate on 122.8.
❷ Spalling, heaving, cracks and loose gravel on Rwy due to failed pavement areas.
❸ Contact airport manager.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE Authorized Only When Local Weather Available: ILS Rwy 5	LOC Rwy 5, RNAV (GPS) Rwy 5, RNAV (GPS) Rwy 23
1 & 2 Eng	1/4	1	A, B: 600-2	800-2
3 & 4 Eng		1/2	C, D: 600-2	800-2

AMEND 0

CHANGES: Alternate minimums.

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KMEB/MXE
LAURINBURG-MAXTON

JEPPESEN

19 AUG 11 (11-1) Eff 25 Aug

MAXTON, N CAR
ILS or LOC Rwy 5

ASOS	FAYETTEVILLE Approach (R)	LAURINBURG-MAXTON UNICOM
134.12	127.8	CTAF 122.8

LOC IMEB	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 216′
110.7	054°	1860′ (1645′)	415′ (200′)	Rwy 5 215′

MISSED APCH: Climb to 1200′, then climbing LEFT turn to 1900′ direct MAXTN LOM and hold, or as directed by ATC.

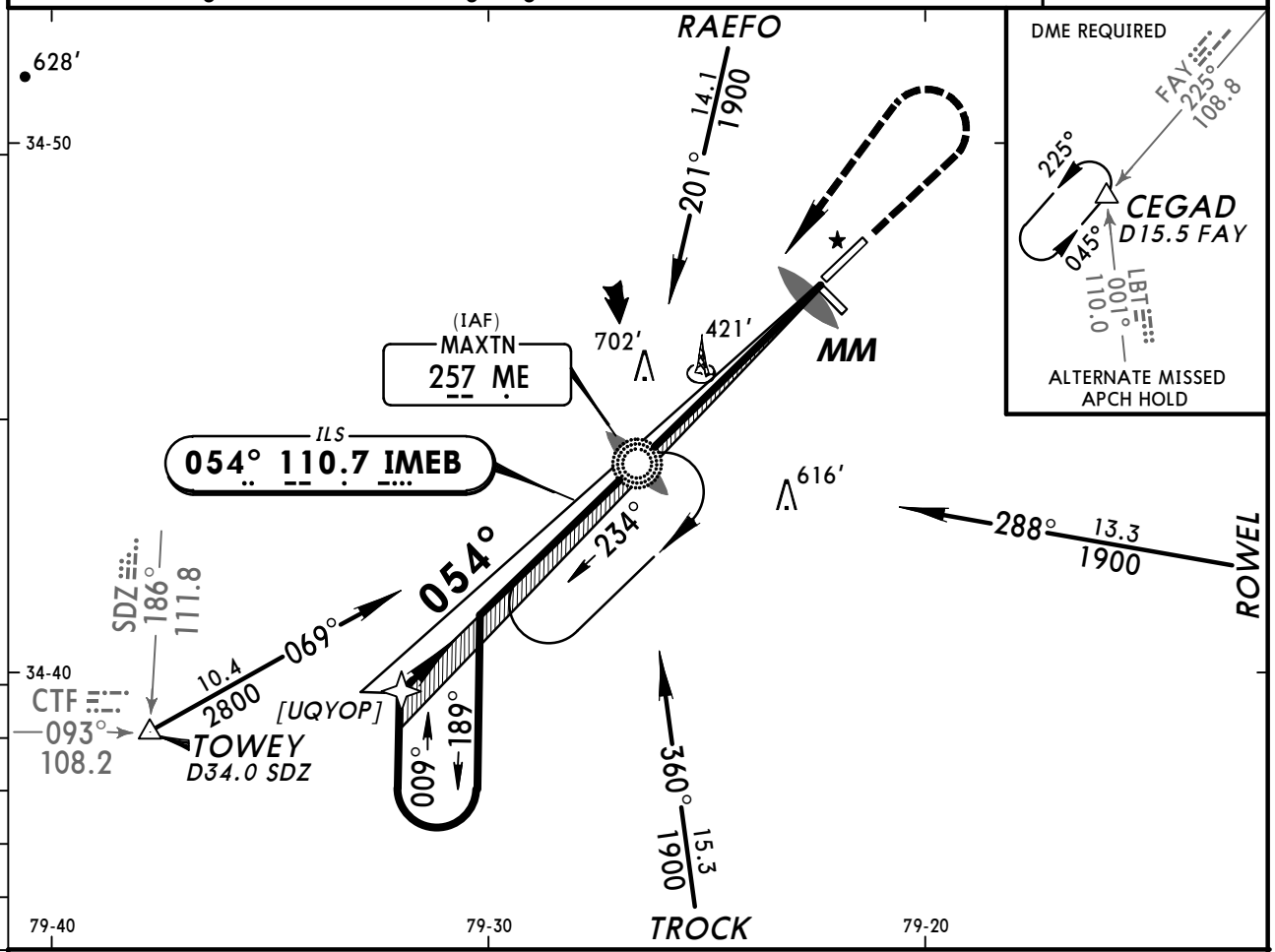
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

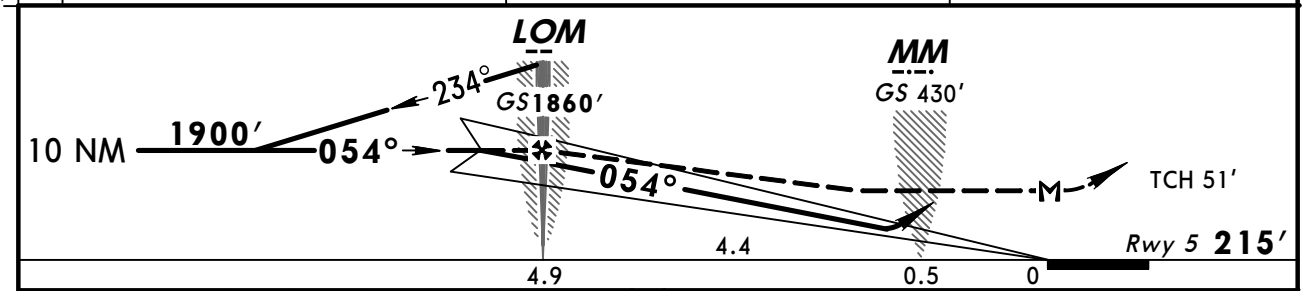
1. ADF required. 2. Use local altimeter setting; if not received, use Lumberton altimeter setting. 3. Pilot controlled lighting 122.8.

3200′

MSA ME LOM

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR PAPI 1200′ 1900′ LT D ME 257

TERPS AMEND 2 25 AUG 2011

STRAIGHT-IN LANDING RWY5

	1 ILS DA(H) 415′(200′) FULL	RAIL out	ALS out	LOC (GS out) With Local Altimeter Setting MDA(H) 680′ (465′) RAIL out	ALS out	With Lumberton Altimeter Setting MDA(H) 740′ (525′) RAIL out	ALS out
A	1/2		3/4	1/2	3/4	1	1/2	3/4	1
B									
C				1	1 1/8	1 3/8	1	1 1/4	1 1/2
D									

CIRCLE-TO-LAND

Not Authorized to Rwy 13 at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Lumberton Altimeter Setting MDA(H)
90	680′(464′)-1	740′(524′)-1
120		
140	680′(464′)-1 1/2	740′(524′)-1 1/2
165	780′(564′)-2	840′(624′)-2

1 DA(H) 471′ (256′) with Lumberton altimeter setting.

CHANGES: Procedure.

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KMEB/MXE
LAURINBURG-MAXTON

JEPPESEN

11 NOV 11 (12-1) Eff 17 Nov

MAXTON, N CAR
RNAV (GPS) Rwy 5

ASOS	FAYETTEVILLE Approach (R)	LAURINBURG-MAXTON UNICOM
134.12	127.8	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 216′
Ch 90423 W-05A	054°	ZIMAL 1900′ (1685′)	415′ (200′)	Rwy 5 215′

MISSED APCH: Climb to 2400′ direct BAYPA and on track 059° to LORRY and hold.

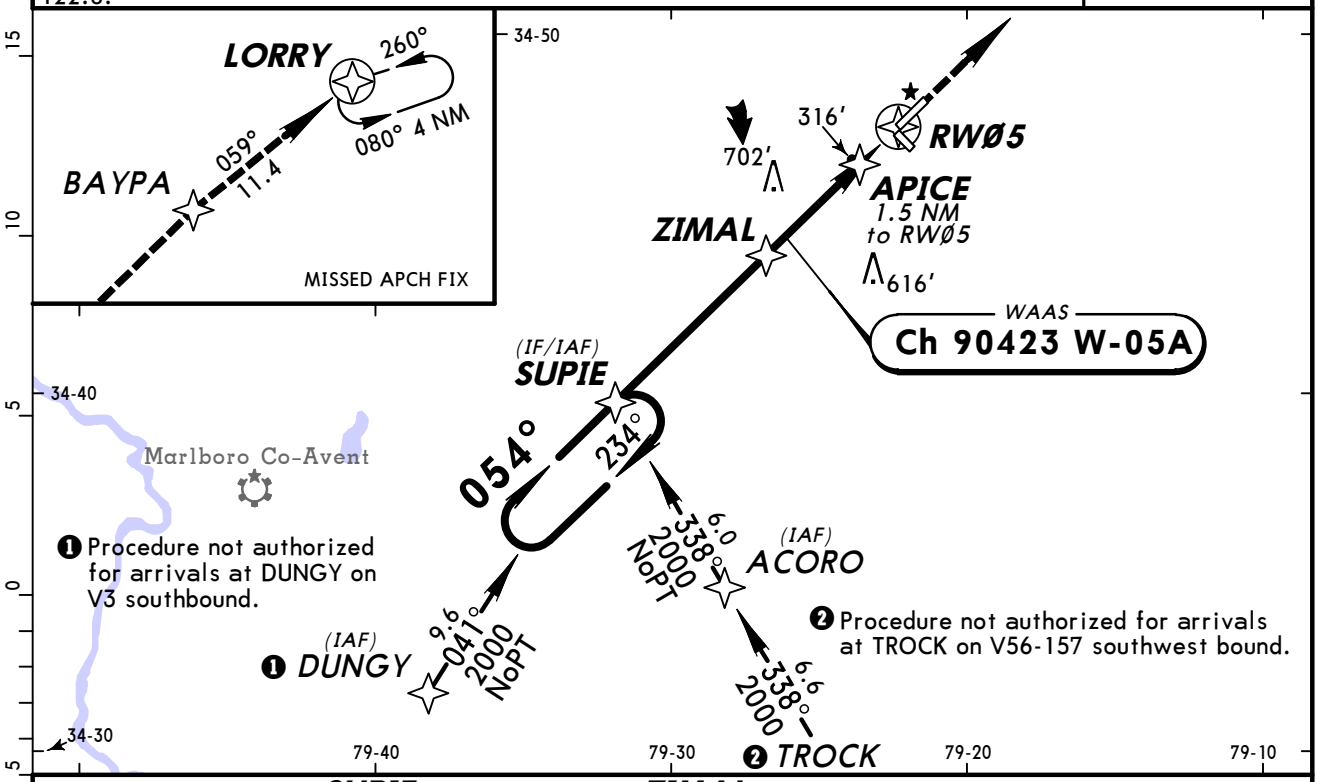
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

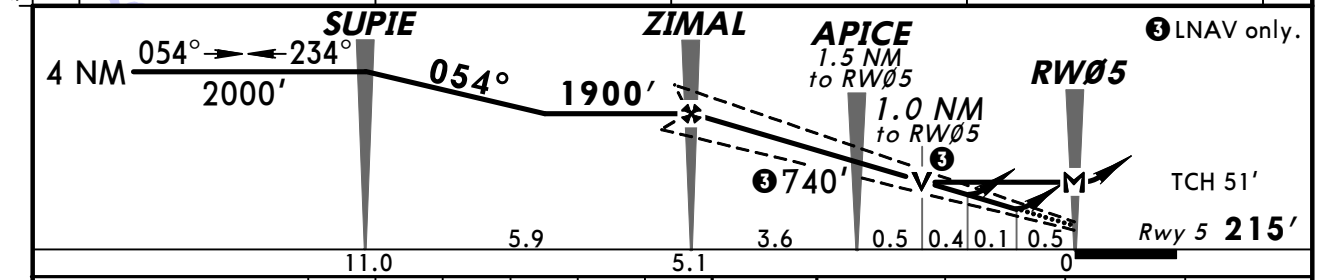
1. Use local altimeter setting; if not received, use Lumberton altimeter setting. 2. VDP and Baro-VNAV not authorized when using Lumberton altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

3200′

MSA RWØ5

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 2400′ BAYPA

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	LPV DA(H) 415′ (200′) RAIL out	LPV DA(H) 415′ (200′) ALS out	LNAV/VNAV DA(H) 471′ (256′) RAIL out	LNAV/VNAV DA(H) 471′ (256′) ALS out	LNAV MDA(H) 580′ (365′) RAIL out	LNAV MDA(H) 580′ (365′) ALS out
A	1/2	3/4	1/2	3/4	1/2	3/4	1
B						
C					5/8	
D						

CIRCLE-TO-LAND
Not Authorized to Rwy 13 at Night
With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (464′)-1
120	
140	680′ (464′)-1 1/2
165	780′ (564′)-2

With Lumberton Altimeter Setting

	LPV DA(H) 471′ (256′) RAIL out	LPV DA(H) 471′ (256′) ALS out	LNAV/VNAV DA(H) 527′ (312′) RAIL out	LNAV/VNAV DA(H) 527′ (312′) ALS out	LNAV MDA(H) 640′ (425′) RAIL out	LNAV MDA(H) 640′ (425′) ALS out
A	1/2	3/4	1/2	3/4	1/2	3/4	1
B						
C					3/4	1	1 1/4
D						

With Lumberton Altimeter Setting

Max Kts	MDA(H)
90	740′ (524′)-1
120	
140	740′ (524′)-1 1/2
165	840′ (624′)-2

TERPS AMEND 1A 17 NOV 2011

CHANGES: FAF altitude, minimums.

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KMEB/MXE
LAURINBURG-MAXTON

JEPPESEN

11 NOV 11 (12-2) Eff 17 Nov

MAXTON, N CAR
RNAV (GPS) Rwy 23

ASOS	FAYETTEVILLE Approach (R)	LAURINBURG-MAXTON UNICOM
134.12	127.8	CTAF 122.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 61023 W-23A	234°	BAYPA 1700′ (1501′)	480′ (281′)	Apt Elev 216′ Rwy 23 199′

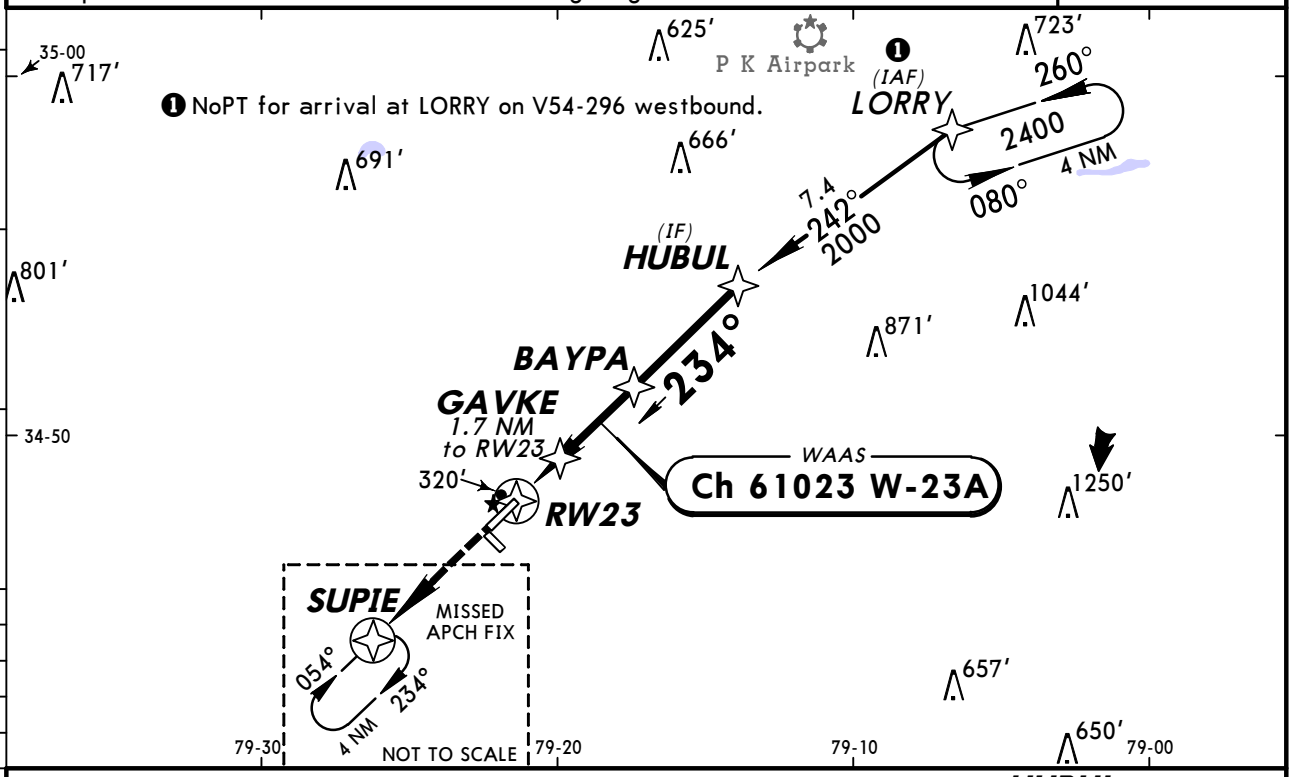
MISSED APCH: Climb to 2000′ direct SUPIE and hold.

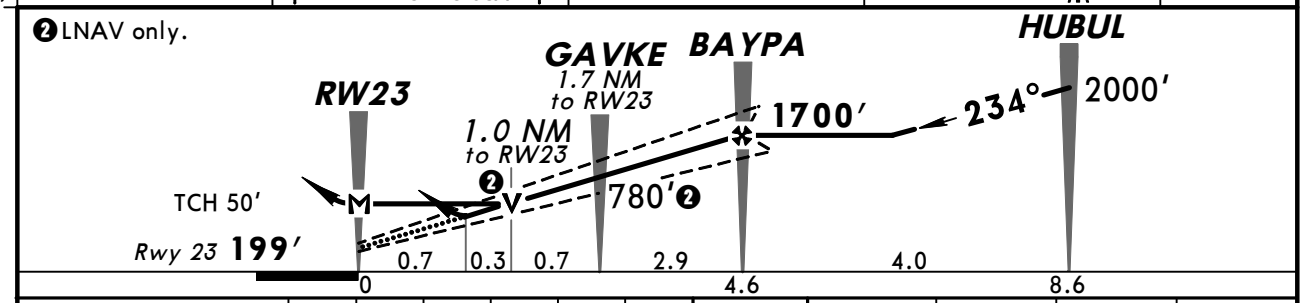
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lumberton altimeter setting.
2. VDP and Baro-VNAV not authorized when using Lumberton altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.8.

3200′

MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

PAPI-L 2000′ SUPIE

STRAIGHT-IN LANDING RWY 23
With Local Altimeter Setting

	LPV DA(H) 480′ (281′)	LNAV/VNAV DA(H) 481′ (282′)	LNAV MDA(H) 580′ (381′)
A	7/8	7/8	1
B			
C			1 1/8
D			

CIRCLE-TO-LAND
Not Authorized to Rwy 13 at Night
With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (464′)-1
120	
140	680′ (464′)-1 1/2
165	780′ (564′)-2

With Lumberton Altimeter Setting

	LPV DA(H) 536′ (337′)	LNAV/VNAV DA(H) 537′ (338′)	LNAV MDA(H) 640′ (441′)
A	1 1/8	1 1/8	1
B			
C			1 3/8
D			

With Lumberton Altimeter Setting

Max Kts	MDA(H)
90	740′ (524′)-1
120	
140	740′ (524′)-1 1/2
165	840′ (624′)-2

TERPS AMEND 1 25 AUG 2011

CHANGES: None.

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General Information

Location: Cherry Point NC USA
IATA Code:
Lat/Long: N34° 54.1' W076° 52.8'
Elevation: 29 ft

Airport Use: Military
Magnetic Variation: 10.0°W
Sectional Chart: Charlotte

Fuel Types: Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1140 Z
Sunset: 2301 Z,

Runway Information

Runway: 05L
Length x Width: 8491 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge
Displaced Threshold: 938 ft
Stopway: 1600 ft

Runway: 05R
Length x Width: 8188 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge

Runway: 14L
Length x Width: 8984 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge

Runway: 14R
Length x Width: 8399 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge

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Displaced Threshold: 846 ft
Stopway: 1600 ft

Runway: 23L
Length x Width: 8188 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge
Stopway: 2600 ft

Runway: 23R
Length x Width: 8491 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS

Runway: 32L
Length x Width: 8399 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS

Runway: 32R
Length x Width: 8984 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge
Stopway: 1600 ft

Communication Information

Cherry Point Tower 121.3
Cherry Point Ground Control 128.625
Cherry Point Clearance Delivery 125.95
Cherry Point Approach Control 119.35 (181°-360°)
Cherry Point Approach Control 132.575 (1°-180°) At or below 2600 ft
Cherry Point Approach Control 124.1 (1°-180°) At or above 2600 ft
Cherry Point Departure Control 119.35 (181°-360°)
Cherry Point Departure Control 124.1 (1°-180°) At or above 2600 ft
Cherry Point Radar 124.1 (1°-180°) At or above 2600 ft
Cherry Point Radar 120.15
Cherry Point Radar 118.35
Cherry Point Operations 126.2

KNKT

Apt Elev **29′**
N34 54.1 W076 52.8

JEPPESEN

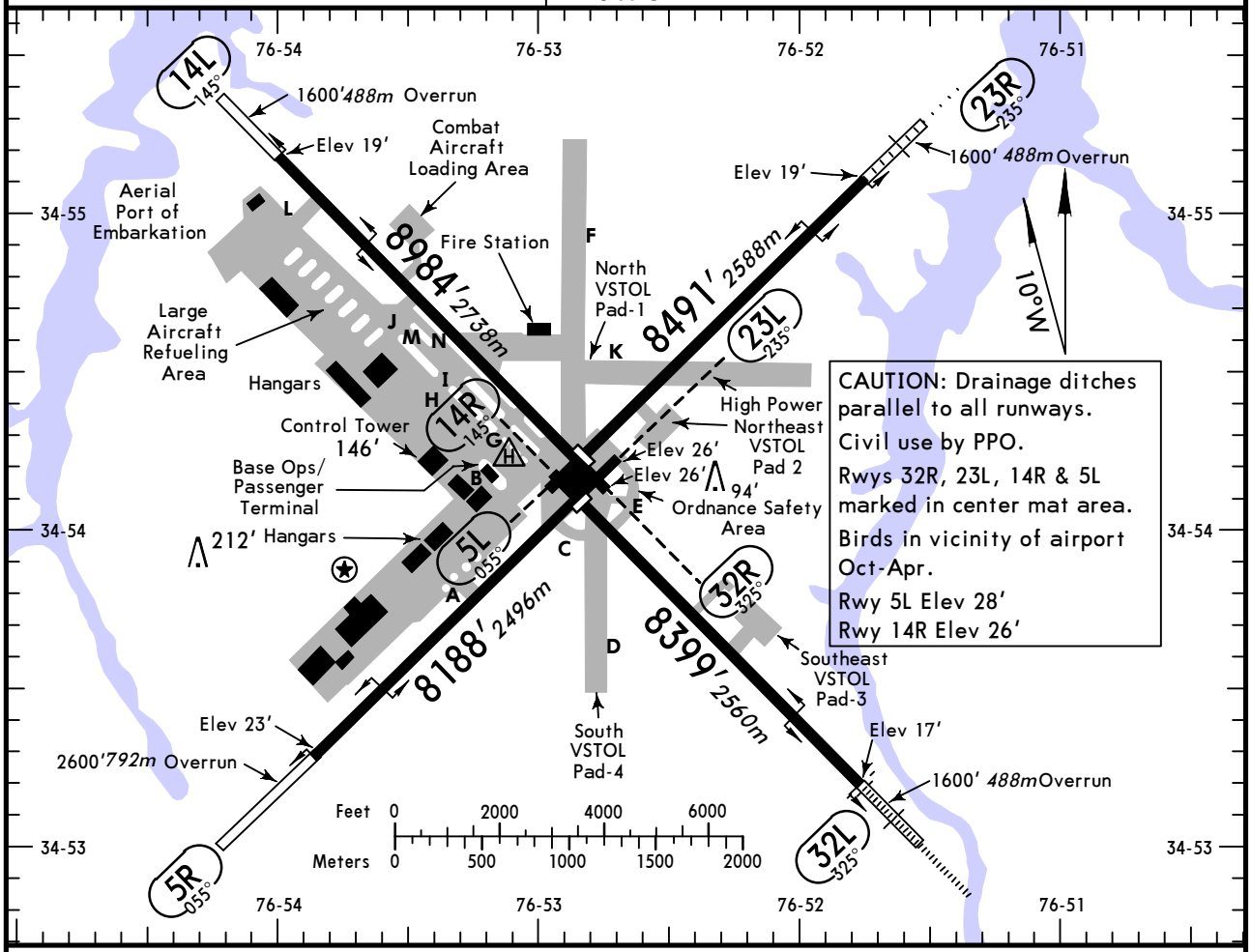
17 SEP 10 (31-1) **Eff 23 Sep**

CHERRY POINT MCAS

CHERRY POINT, N CAR

CHERRY POINT Clearance	Ground	CHERRY POINT OPS
125.95	128.62	126.2

Tower	CHERRY POINT Departure (R) North	East (above 2600′)	East (at or below 2600′)	West
121.3	119.75	124.1	132.57	119.35



CAUTION: Drainage ditches parallel to all runways.
Civil use by PPO.
Rwys 32R, 23L, 14R & 5L marked in center mat area.
Birds in vicinity of airport Oct-Apr.
Rwy 5L Elev 28′
Rwy 14R Elev 26′

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R	HIRL PAPI-L (angle 3.00°)				200′ 61m
23L	HIRL				
5L	HIRL	7553′2302m			200′ 61m
23R	HIRL MALSF PAPI-L (angle 3.00°)	❶ 7553′2302m	6502′ 1982m	7553′ 2302m	
14R	HIRL CL (White) REIL	7553′2302m			200′ 61m
32L	HIRL CL (White) ALSF-I PAPI-L (angle 3.00°)	❷ 7553′2302m			
14L	HIRL PAPI-L (angle 3.00°)				200′ 61m
32R	HIRL				

❶ Last 938′ (286m) unavailable for landing distance computations.
❷ Last 846′ (258m) unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

OBSTACLE DP: Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: Rwy 5L; Tree, 2765′ from DER, 985′ left of centerline, 91′ MSL; Tree, 2414′ from DER, 974′ left of centerline, 87′ MSL; Tree, 1470′ from DER, 838′ left of centerline, 85′ MSL; Tree, 686′ from DER, 678′ left of centerline, 62′ MSL; Tree, 1074′ from DER, 497′ left of centerline, 54′ MSL; Tree, 780′ from DER, 566′ left of centerline, 50′ MSL. Rwy 14R: Tree, 960′ from DER, 727′ left of centerline, 47′ MSL.

CHANGES: Airport revised.

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KNKT
CHERRY POINT, N CAR

JEPPESEN
17 SEP 10
Eff 23 Sep
31-1

CHERRY POINT MCAS
ILS Y or LOC DME Rwy 23R

BRIEFING STRIP ™

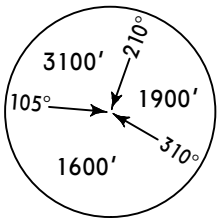
CHERRY POINT Approach (R) North	East (above 2600')	East (at or below 2600')	West	CHERRY POINT Tower	CHERRY POINT OPS	Ground
119.75	124.1	132.57	119.35	121.3	126.2	128.62

LOC INKT	Final Apch Crs	GS GRAVY	ILS DA(H)	Apt Elev 29'
108.9	235°	1585' (1562')	273' (250')	TDZE 23'

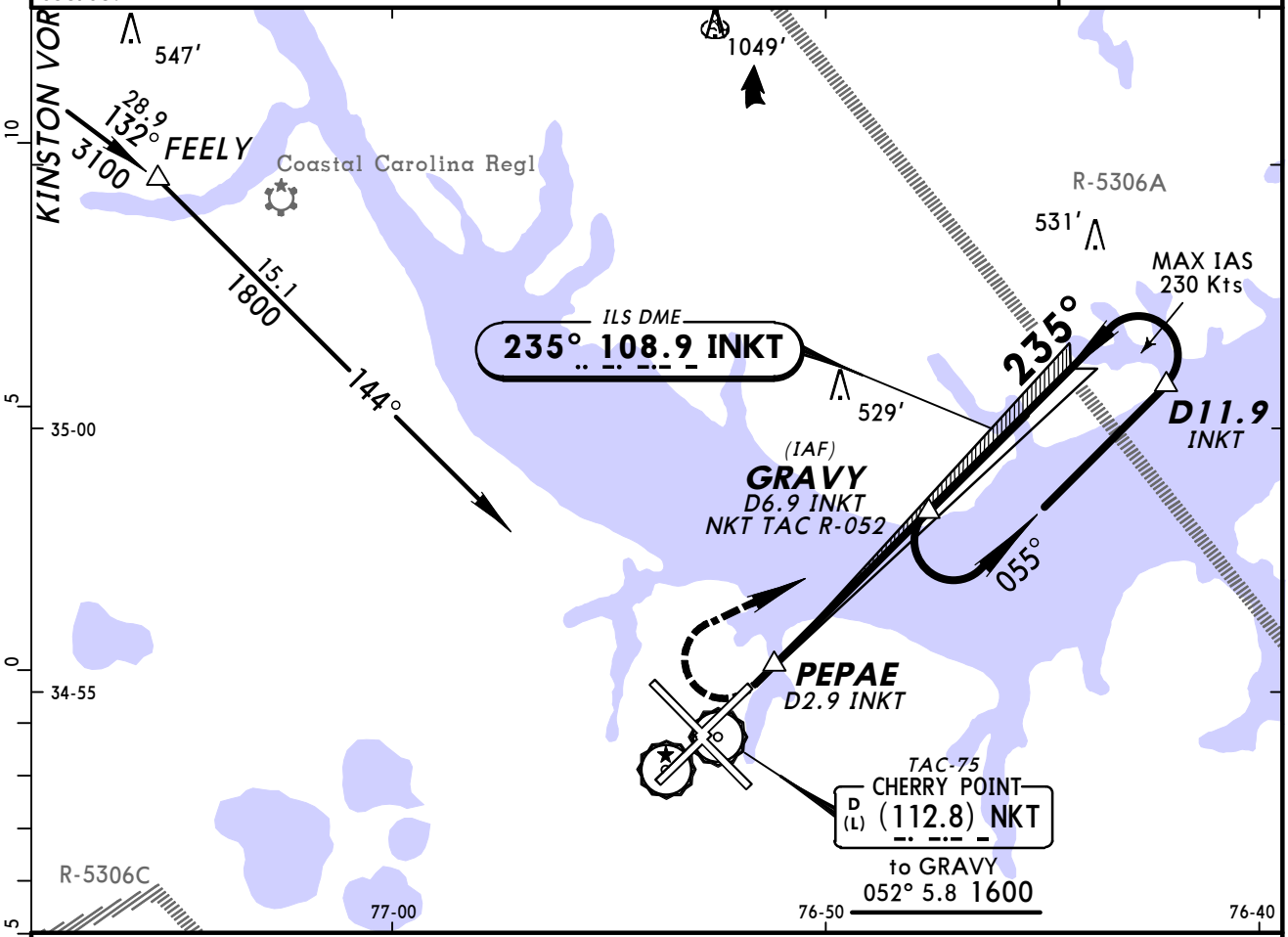
MISSED APCH: Climb to 500', then climbing RIGHT turn to 2600' via INKT LOC NORTH course to GRAVY INT/D6.9 INKT and hold.

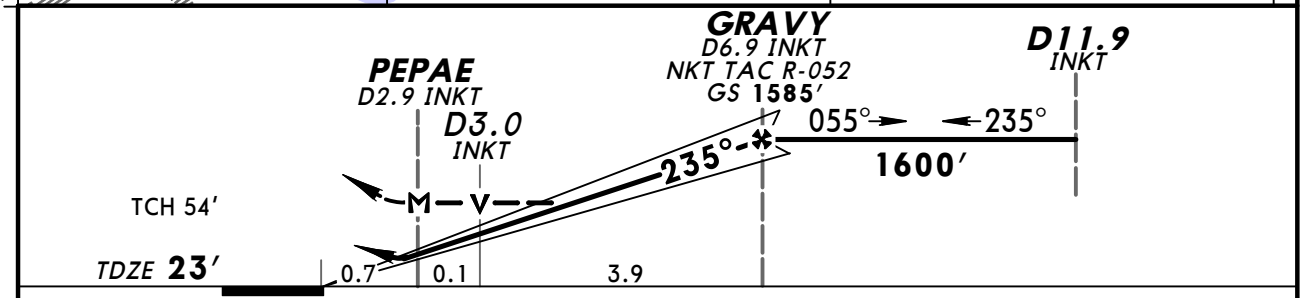
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: ILS runway point of intercept and PAPI runway reference point are not coincident. 2. EMERG SAFE ALT 100 NM 3400'. 3. Glide slope unusable beyond 6° of course.



MSA NKT TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at PEPAE or GRAVY to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSF PAPI | 500' | 2600' RT via INKT 108.9 NORTH COURSE | GRAVY

TERPS

STRAIGHT-IN LANDING RWY 23R

	ILS DA(H) 273' (250') FULL	ILS DA(H) 273' (250') ALS out	LOC (GS out) MDA(H) 340' (317') FULL	LOC (GS out) MDA(H) 340' (317') ALS out
A	3/4		1	
B				
C	1			
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520' (491') - 1½
120	
140	540' (511') - 1½
165	580' (551') - 2

CHANGES: None.

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KNKT — CHERRY POINT MCAS

CHERRY POINT, N CAR — 4 SEP 09 — (31-2) — ILS Z or RNAV (GPS) Rwy 23R

JEPPESEN

CHERRY POINT Approach (R) North	East (above 2600')	East (at or below 2600')	West	CHERRY POINT Tower	CHERRY POINT OPS	Ground
119.75	124.1	132.57	119.35	121.3	126.2	128.62

BRIEFING STRIP™

LOC INKT 108.9	Final Apch Crs 235°	GS GRAVY 1600' (1577')	ILS DA(H) 273' (250')	Apt Elev 29'
RNAV		Minimum Alt GRAVY 1600' (1577')	LNAV/VNAV DA(H) 360' (337')	TDZE 23'

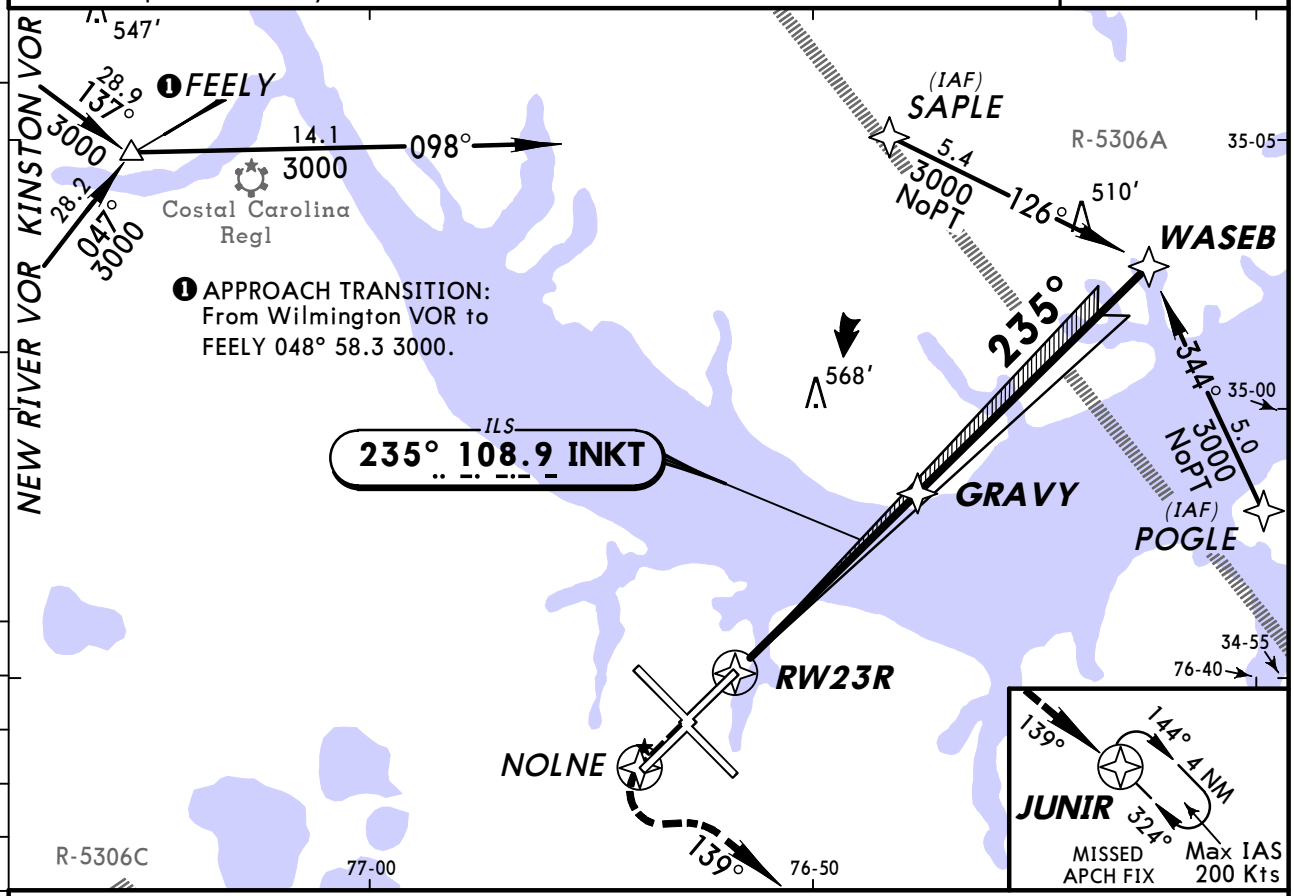
MISSED APCH: Climb to 3000' direct NOLNE, then via 139° track to JUNIR and hold.

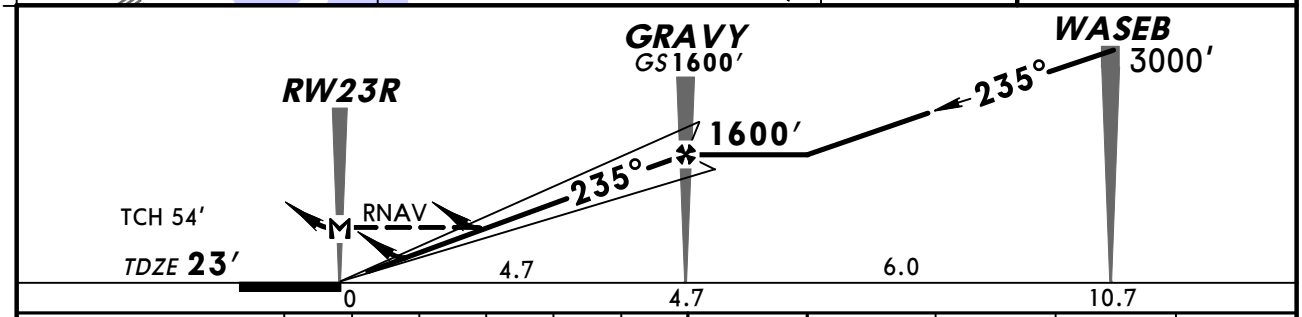
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

1. CAUTION: Turn to final approach course greater than 90°. **2. GPS required for ILS procedure. 3. GPS or RNP-0.30 required.** 4. Max approach speed 200 KIAS. 5. Baro VNAV not authorized below -0.6°C (31°F). 6. DME/DME RNP-0.30 not authorized. 7. Glideslope unusable beyond 6° left of course.

3100'

MSA RW23R





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW23R						

MALSR — PAPI — 3000' — NOLNE

STRAIGHT-IN LANDING RWY 23R

TERPS	ILS DA(H) 273' (250') FULL	ILS RAIL or ALS out	LNAV/VNAV DA(H) 360' (337') RAIL out	LNAV/VNAV DA(H) 360' (337') ALS out	LNAV MDA(H) 360' (337') RAIL out	LNAV MDA(H) 360' (337') ALS out
A	3/4		3/4	1¼	3/4	1
B						
C						
D					3/4	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520' (491') - 1½
120	540' (511') - 1½
140	580' (551') - 2
165	

CHANGES: Transitions, notes, and communications.

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BRIEFING STRIP™

CHERRY POINT Approach (R) North	East (above 2600')	East (at or below 2600')	West	CHERRY POINT Tower	CHERRY POINT OPS	Ground
119.75	124.1	132.57	119.35	121.3	126.2	128.62

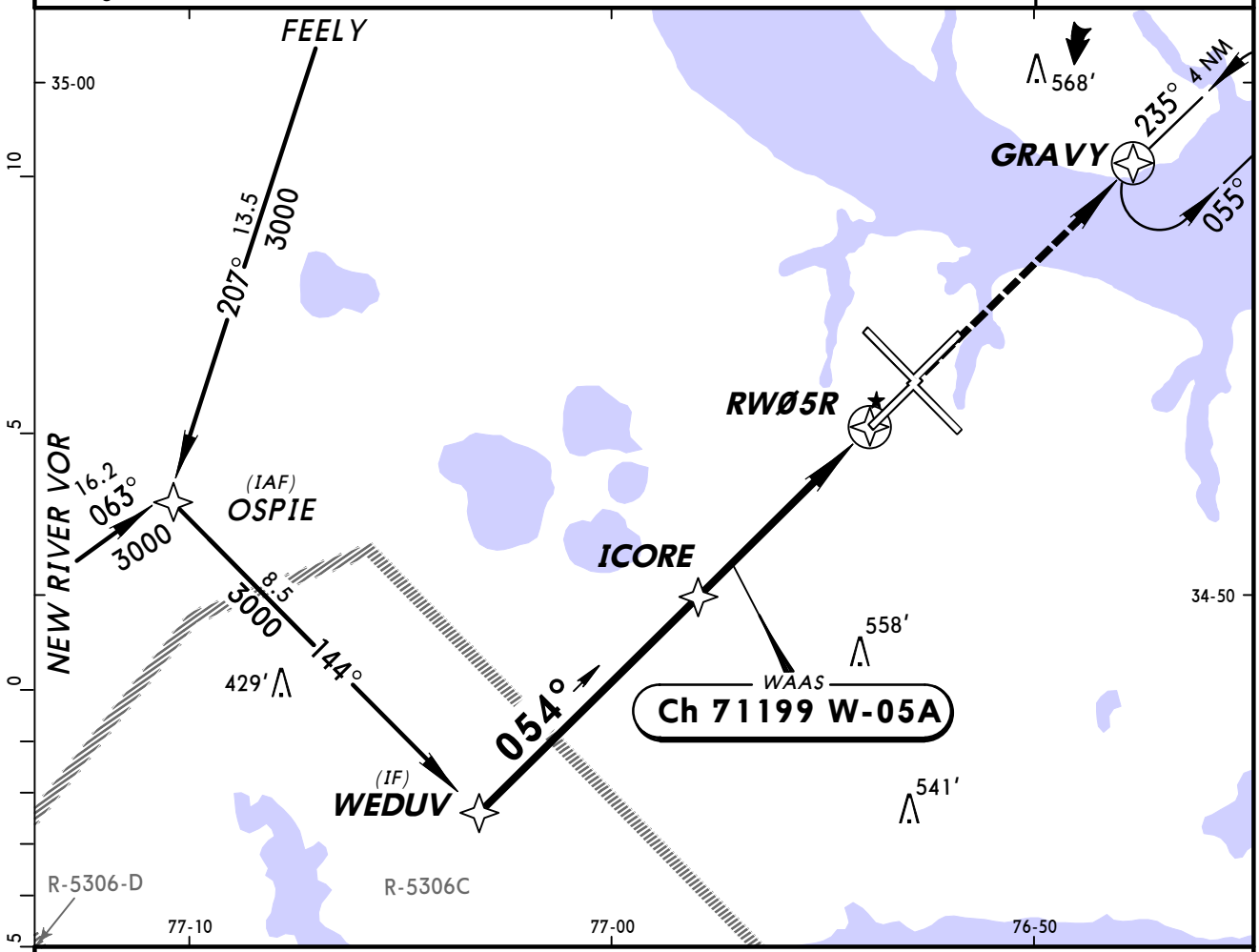
WAAS	Final Apch Crs	Minimum Alt ICORE	LPV DA(H)	Apt Elev 29'
Ch 71199 W-05A	054°	1600' (1573')	227' (200')	TDZE 27'

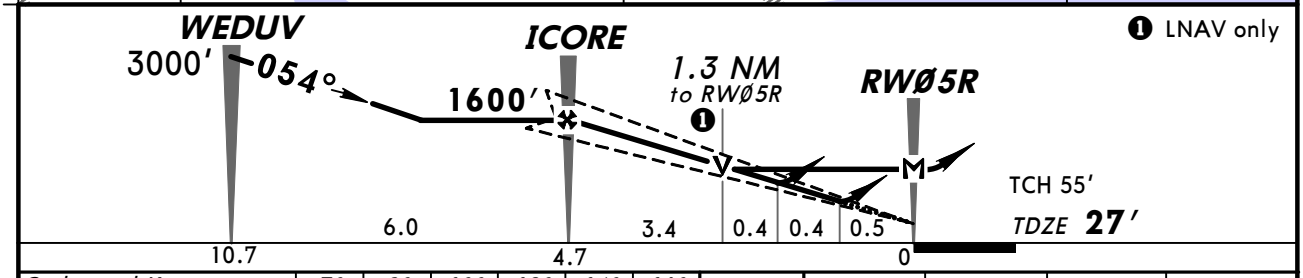
MISSED APCH: Climb to 3000' direct GRAVY and hold, continue climb in hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. Max airspeed all segments 200 KIAS.

3100'
MSA RWØ5R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5R						

PAPI-L | 3000' | D | GRAVY

TERPS

STRAIGHT-IN LANDING RWY 5R	LPV DA(H) 227' (200')	LNAV/VNAV DA(H) 380' (353')	LNAV MDA(H) 480' (453')	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	1¼	1	90	520' (491') -1¼
B				120	
C			1¼	140	540' (511') -1½
D			1½	165	580' (551') -2

CHANGES: Procedure.

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KNKT
CHERRY POINT, N CAR

JEPPESEN

9 JUL 10 (32-2)

CHERRY POINT MCAS
RNAV (GPS) Rwy 32L

CHERRY POINT Approach (R) North	East (above 2600')	East (at or below 2600')	West	CHERRY POINT Tower	CHERRY POINT OPS	Ground
119.75	124.1	132.57	119.35	121.3	126.2	128.62

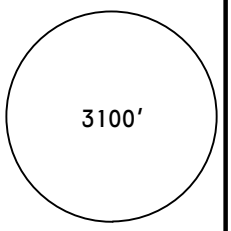
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt KKING	LPV DA(H)	Apt Elev 29'
Ch 54304 W-32A	325°	1600' (1574')	226' (200')	TDZE 26'

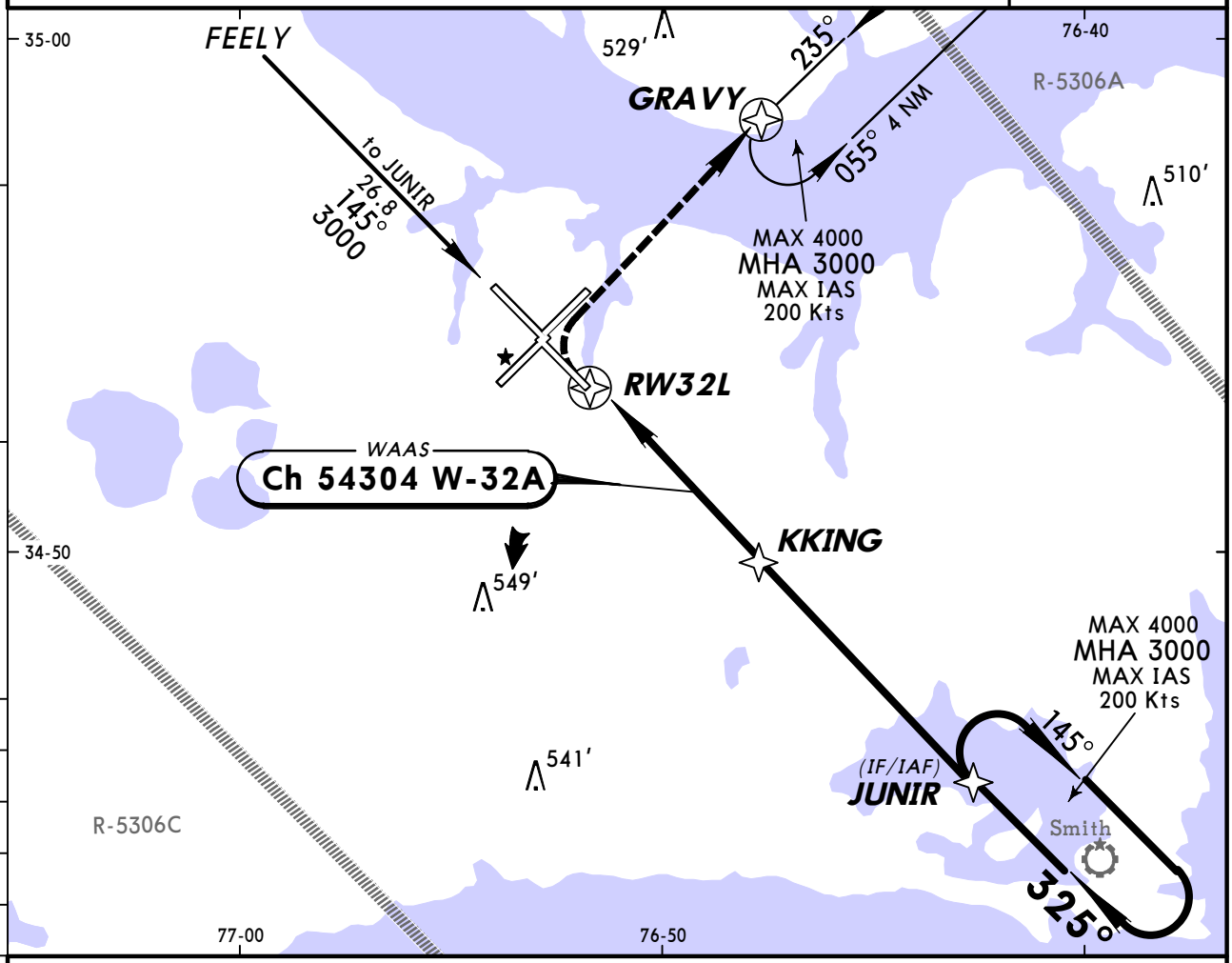
MISSED APCH: Climbing right turn to 3000' direct GRAVY and hold, continue climb in hold to 3000'.

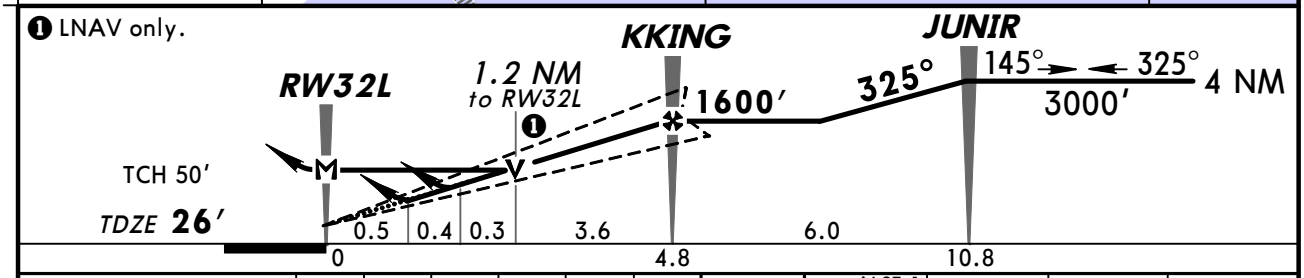
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 3400'. 2. For uncompensated Baro VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 3. DME/DME RNP-0.30 not authorized. 4. Max airspeed all segments 200 KIAS.



MSA RW32L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32L						

ALSF-I PAPI 3000' RT D GRAVY

STRAIGHT-IN LANDING RWY 32L

	LPV DA(H) 226'(200')		LNAV/VNAV DA(H) 360' (334')		LNAV MDA(H) 440'(414')	
		ALS out		ALS out		ALS out
A	1/2	3/4	3/4	1 1/4	1/2	1
B						
C					3/4	1 1/4
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520'(491')-1 1/4
120	
140	540'(511')-1 1/2
165	580'(551')-2

TERPS AMEND 3

CHANGES: GRAVY hold altitudes and airspeed restrictions added.

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KNKT

JEPPESEN

CHERRY POINT MCAS RADAR

CHERRY POINT, N CAR

9 JUL 10

38-1

PAR Rwys 5R,14L,23R,32L
ASR Rwys 5R,14L,23R,32L

BRIEFING STRIP ™

CHERRY POINT Approach (R)				CHERRY POINT Radar	
North	East (above 2600')	East (at or below 2600')	West		
119.75	124.1	132.57	119.35	118.35X	120.15X

CHERRY POINT Tower	CHERRY POINT OPS	Ground
121.3	126.2	128.62

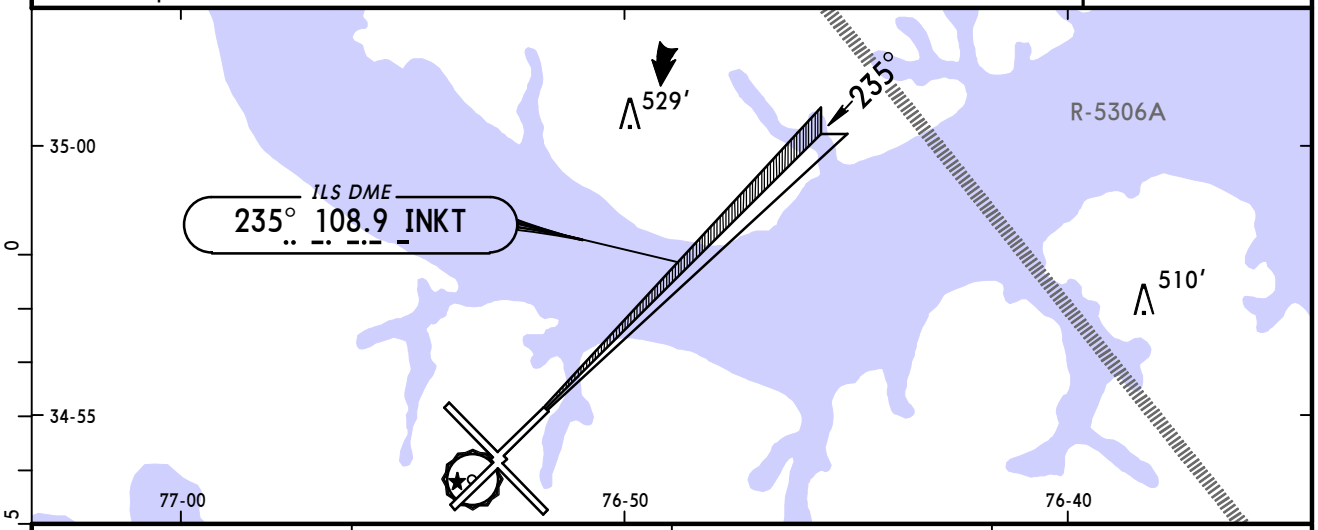
RADAR	*Final Apch Crs*	*Minimum Alt*	*DA(H)/MDA(H)*	*Apt Elev* **29'**
	By ATC	No FAF	Refer to Minimums	*TDZE* -See below

No MSA published

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: PAR Rwys 5R, 14L, 32L: Runway point of intercept and PAPI runway reference point are not coincident.



DIST to THR	4.0	3.0	2.0
ALTITUDE	1300'	1000'	700'

MISSED APPROACH:

ASR Rwy 5R: Climb to 1600' via heading 055°. Expect radar vectors.
PAR/ASR Rwy 14L: Climb to 1600' via heading 145°. Expect radar vectors.
ASR Rwy 23R: Climb to 1600' via heading 235°. Expect radar vectors.
ASR Rwy 32L: Climb to 1600' via heading 325°. Expect radar vectors.
PAR Rwy 5R: Climb to 1600' via heading 054°. Expect radar vectors.
PAR Rwy 23R/32L: As directed by RADAR CONTROLLER.

RWY 5R	RWY 14L	RWY 23R	RWY 32L
PAR TCH 39'	PAR TCH 40'	PAR TCH 55'	PAR TCH 36'
TDZE 27'	*TDZE* 26'	*TDZE* 23'	*TDZE* 26'

Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*
Rwy 5R, 14L, 23R, 32L PAR GS 3.00°	377	484	538	646	753	861

ASR Rwys 5R, 14L, 23R, 32L: MAP at 0.9 NM to rwy threshold.

Lighting - Refer to Airport Chart

TERPS

STRAIGHT-IN LANDING

	PAR 5R *DA(H)* **227'** *(200')*	PAR 14L *DA(H)* **226'** *(200')*	PAR 23R *DA(H)* **273'** *(250')* RAIL out	PAR 23R ALS out	PAR 32L *DA(H)* **226'** *(200')*	PAR 32L ALS out
A	3/4	3/4	3/4		1/2	3/4
B						
C			1			
D						

STRAIGHT-IN LANDING

	ASR 5R *MDA(H)* **440'** *(413')*	ASR 14L *MDA(H)* **440'** *(414')*	ASR 23R *MDA(H)* **360'** *(337')* RAIL out	ASR 23R ALS out	ASR 32L *MDA(H)* **340'** *(314')*	ASR 32L ALS out
A	1	1	1	1	1/2	1
B						
C	1 1/4	1 1/4			3/4	
D		1 1/2				

CIRCLE-TO-LAND

Max Kts	*MDA(H)*
90	520' *(491')* - 1
120	
140	540' *(511')* - 1 1/2
165	580' *(551')* - 2

CHANGES: Minimums.

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General Information

Location: Jacksonville NC USA
IATA Code: OAJ
Lat/Long: N34° 49.7' W077° 36.7'
Elevation: 94 ft

Airport Use: Public
Magnetic Variation: 9.5°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1143 Z
Sunset: 2304 Z,

Runway Information

Runway: 05
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 92 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 124.475
Ellis Unicom 123.0 CTAF PCL
Wilmington Clearance Delivery 121.4
Wilmington Approach Control 135.75
Wilmington Departure Control 135.75
Washington Center 124.025 Remote Communications Air-Ground

KOAJ/OAJ

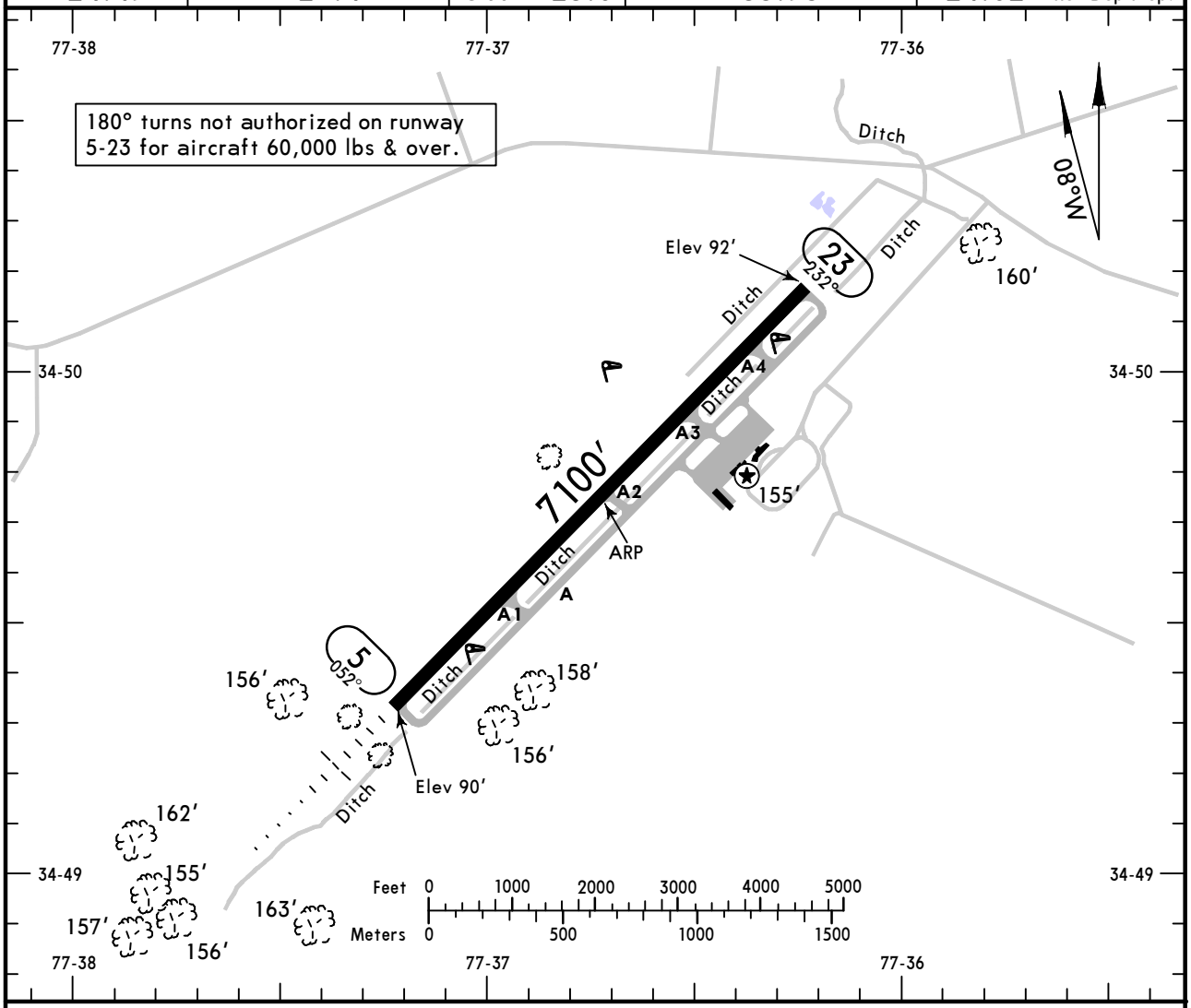
Apt Elev **94′**
N34 49.7 W077 36.7

JEPPESEN

1 MAY 09 (11-1) **Eff 7 May**

JACKSONVILLE, N CAR
ELLIS

AWOS-3	WILMINGTON Clearance	ELLIS UNICOM	*WILMINGTON Departure (R)	WASHINGTON Center (R)
124.47	121.4	CTAF 123.0	135.75	124.02 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL ❶ MALSR ❶ PAPI-L grooved		6052′		150′
23	❶ HIRL ❶ REIL ❶ PAPI-L grooved				

❶ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 5	LOC Rwy 5 RNAV (GPS) Rwy 5	Other
A, B, C, D	600-2	800-2	NA

OBSTACLE DP: Rwy 23, climb runway heading to 500′ before turning right.

AMEND 2

CHANGES: Alternate minimums.

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KOAJ/OAJ
ELLIS

JEPPESEN 1 MAY 09 (11-1) Eff 7 May

JACKSONVILLE, N CAR
ILS or LOC Rwy 5

AWOS-3	*WILMINGTON Approach (R)	WASHINGTON Center (R)	ELLIS UNICOM
124.47	135.75	124.02 when App inop.	CTAF 123.0

LOC IOAJ	Final Apch Crs	GS ELLAS	ILS DA(H)	Apt Elev 94′
108.7	052°	2080′ (1990′)	290′ (200′)	TDZE 90′

MISSED APCH: Climb to 600′, then climbing LEFT turn to 2100′ direct OA LOM/D7.3 IOAJ and hold.

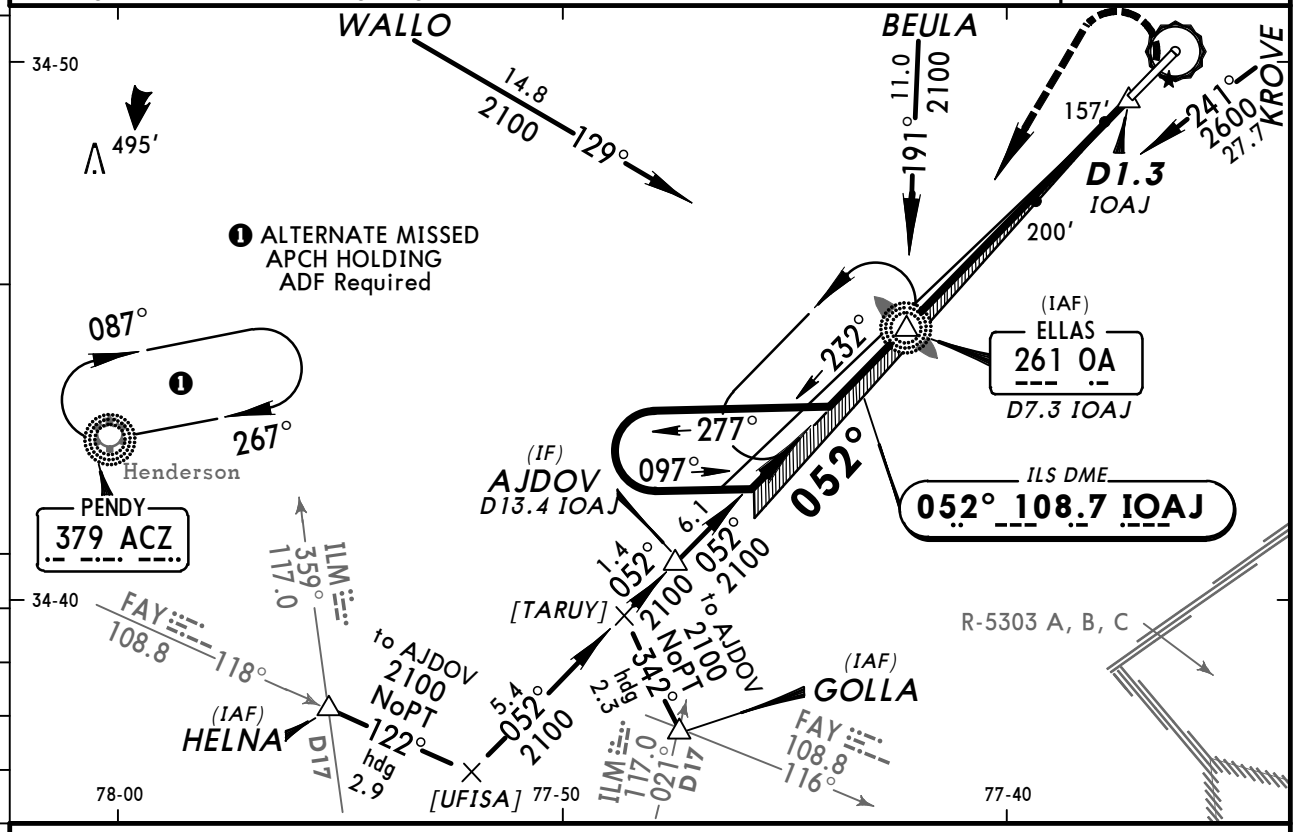
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

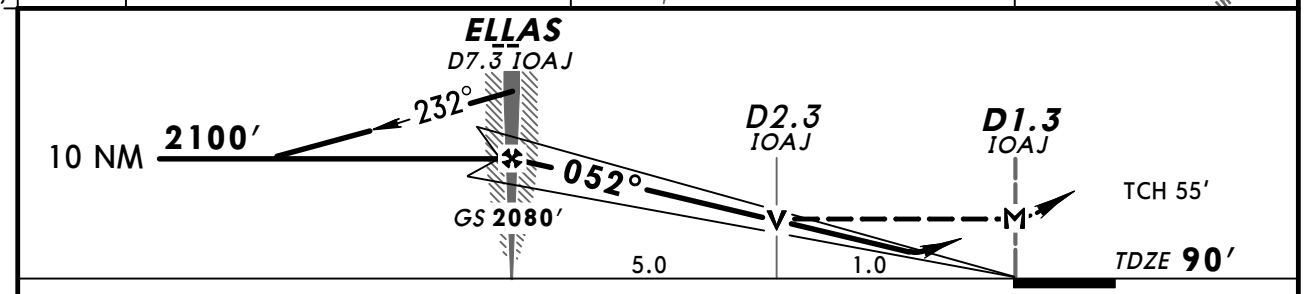
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Wilmington altimeter setting. 3.VDP not authorized when using Wilmington altimeter setting. 4. Pilot controlled lighting 123.0.

3100′

MSA OA LOM

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.3 IOAJ or ELLAS to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR PAPI | 600′ | 2100′ LT | D | OA 261

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	ILS DA(H) 290′ (200′) FULL	ILS DA(H) 290′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 460′ (370′)	LOC (GS out) MDA(H) 460′ (370′) RAIL out	LOC (GS out) MDA(H) 460′ (370′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	500′ (406′) -1
120	560′ (466′) -1
140	560′ (466′) -1 1/2
165	660′ (566′) -2

With Wilmington Altimeter Setting

	ILS DA(H) 390′ (300′) FULL	ILS DA(H) 390′ (300′) RAIL or ALS out	LOC (GS out) MDA(H) 560′ (470′)	LOC (GS out) MDA(H) 560′ (470′) RAIL out	LOC (GS out) MDA(H) 560′ (470′) ALS out
A	3/4	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

With Wilmington Altimeter Setting

Max Kts	MDA(H)
90	600′ (506′) -1
120	660′ (566′) -1
140	660′ (566′) -1 1/2
165	760′ (666′) -2

AMEND 8A TERPS

CHANGES: Procedure.

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KOAJ/OAJ
ELLIS

JEPPESEN
9 DEC 11 (12-1)

JACKSONVILLE, N CAR
RNAV (GPS) Rwy 5

AWOS-3	*WILMINGTON Approach (R)	WASHINGTON Center (R)	ELLIS UNICOM
124.47	135.75	124.02 when App inop.	CTAF 123.0

BRIEFING STRIP™

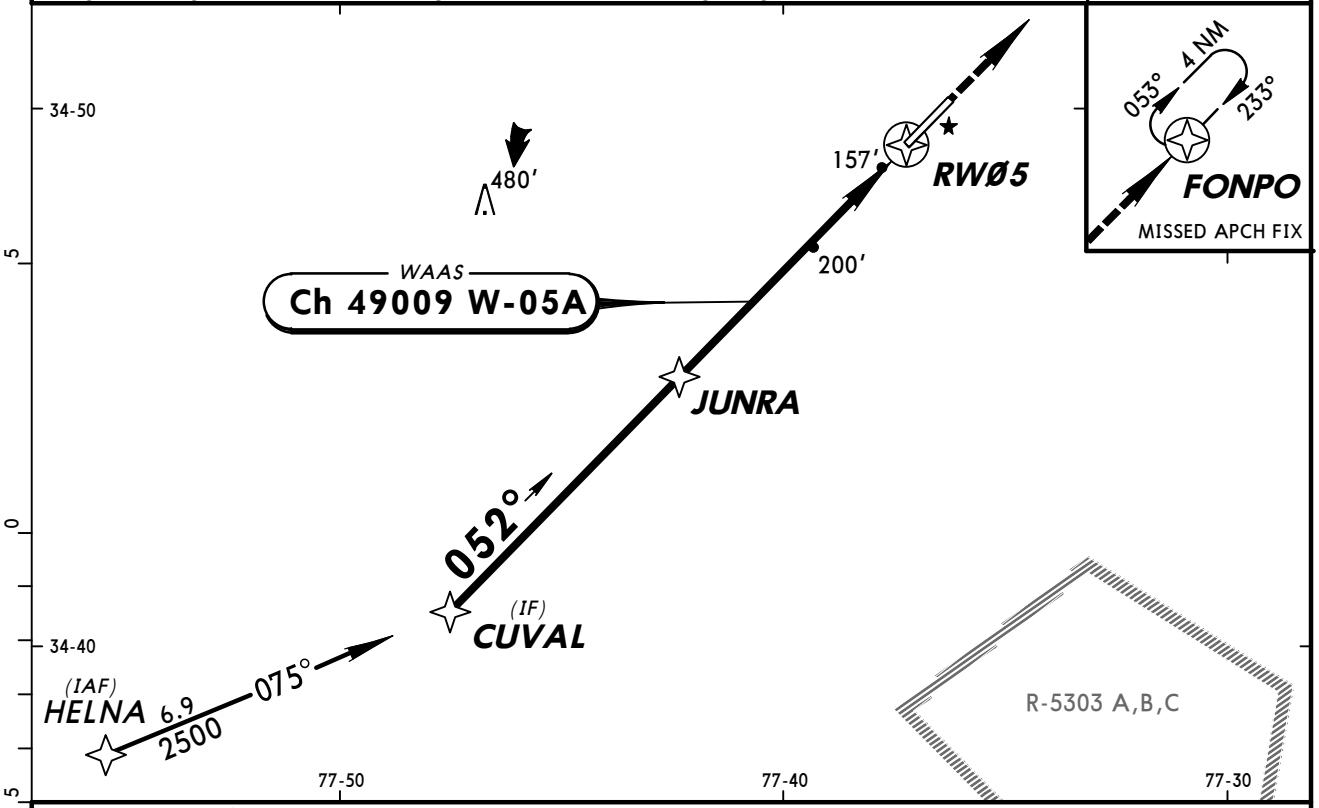
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 93'
Ch 49009 W-05A	052°	JUNRA 2100' (2011')	375' (286')	TDZE 89'

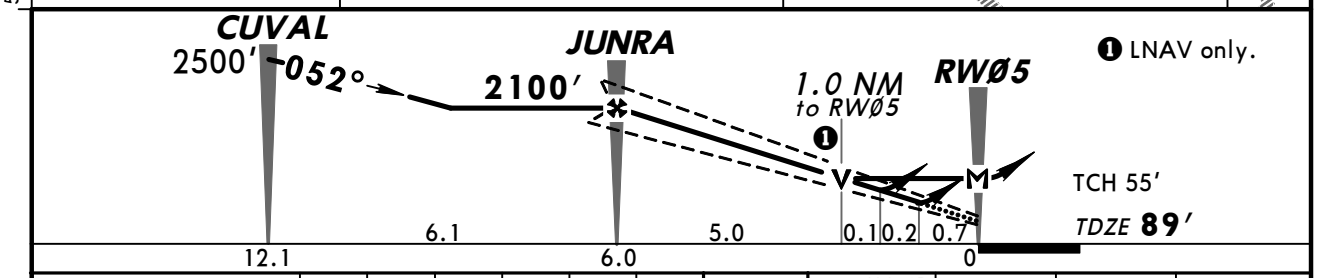
MISSED APCH: Climb to 3100' direct FONPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Wilmington altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized when using Wilmington altimeter setting. 5. VDP not authorized when using Wilmington altimeter setting. 6. Pilot controlled lighting 123.0.

3100'
MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR
PAPI
3100'
D
FONPO

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	LPV DA(H) 375' (286')		LNAV/VNAV DA(H) 428' (339')		LNAV MDA(H) 460' (371')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	3/4	1 1/4	1/2	3/4	1
B							
C							
D					1	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	500' (407')-1
120	560' (467')-1
140	560' (467')-1 1/2
165	660' (567')-2

With Wilmington Altimeter Setting

	LPV DA(H) 475' (386')		LNAV/VNAV DA(H) 528' (439')		LNAV MDA(H) 560' (471')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1 1/4	1	1 1/2	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

With Wilmington Altimeter Setting

Max Kts	MDA(H)
90	600' (507')-1
120	660' (567')-1
140	660' (567')-1 1/2
165	760' (667')-2

AMEND 0 TERPS

CHANGES: Apt elev, TDZE.

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KOAJ/OAJ
ELLIS

JEPPESEN
9 DEC 11 (16-1)

JACKSONVILLE, N CAR
NDB Rwy 5

AWOS-3	*WILMINGTON Approach (R)	WASHINGTON Center (R)	ELLIS UNICOM
124.47	135.75	124.02 when App inop.	CTAF 123.0

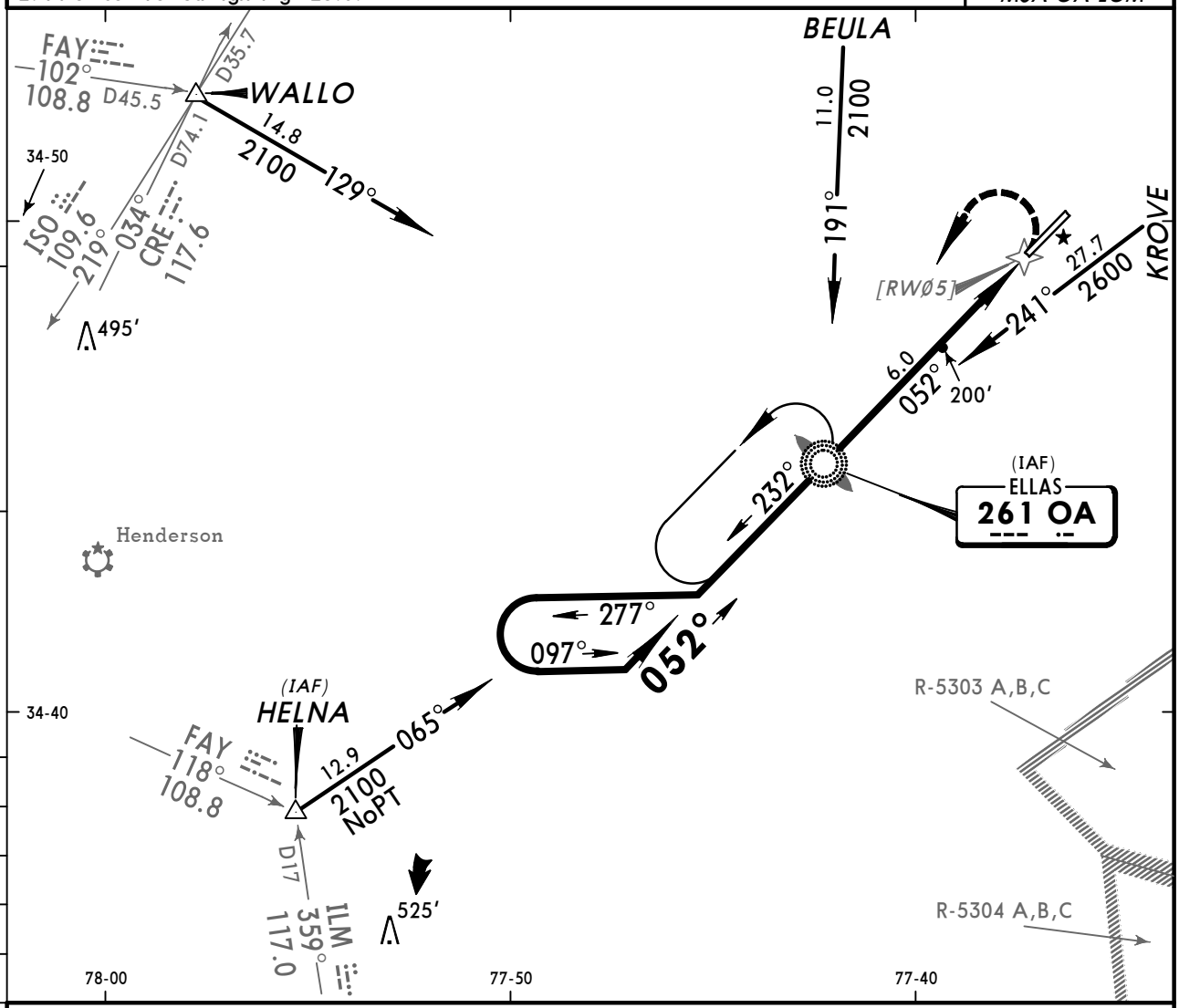
LOM	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 93′
OA 261	052°	2100′ (2011′)	500′ (411′)	TDZE 89′

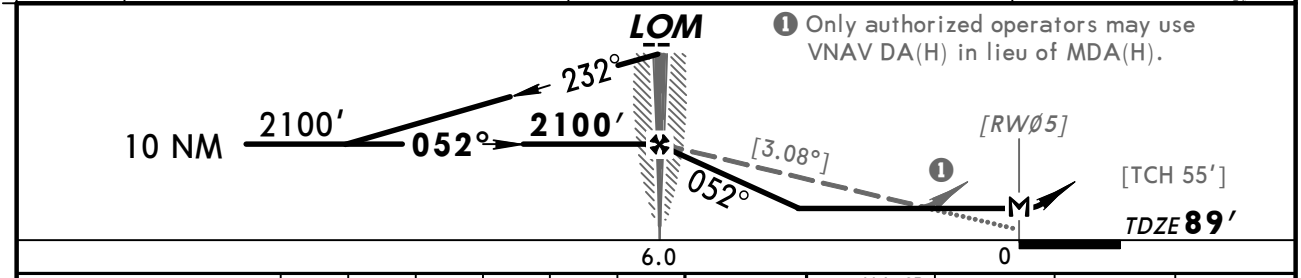
MISSED APCH: Climbing LEFT turn to 2100′ direct OA LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Wilmington altimeter setting.
2. Pilot controlled lighting 123.0.

3100′
MSA OA LOM

BRIEFING STRIP ™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
LOM to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR
PAPI
2100′ LT
D
OA 261

TERPS AMEND 8A 15 DEC 2011

STRAIGHT-IN LANDING RWY 5

	With Local Altimeter Setting MDA(H) 500′ (411′)		With Wilmington Altimeter Setting MDA(H) 600′ (511′)	
	RAIL out	ALS out	RAIL out	ALS out
A	3/4	1	3/4	1
B				
C	3/4	1¼	1	1½
D	1		1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Wilmington Altimeter Setting MDA(H)
90	500′ (407′) -1	600′ (507′) -1
120	560′ (467′) -1	660′ (567′) -1
140	560′ (467′) -1½	660′ (567′) -1½
165	660′ (567′) -2	760′ (667′) -2

CHANGES: GOLLA transition removed, apt elev, TDZE.

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General Information

Location: Greenville NC USA
IATA Code: PGV
Lat/Long: N35° 38.1' W077° 23.1'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 9.8°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1142 Z
Sunset: 2302 Z,

Runway Information

Runway: 02
Length x Width: 6505 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 08
Length x Width: 4997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 15
Length x Width: 2687 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft

Runway: 20
Length x Width: 6505 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 348 ft

Runway: 26

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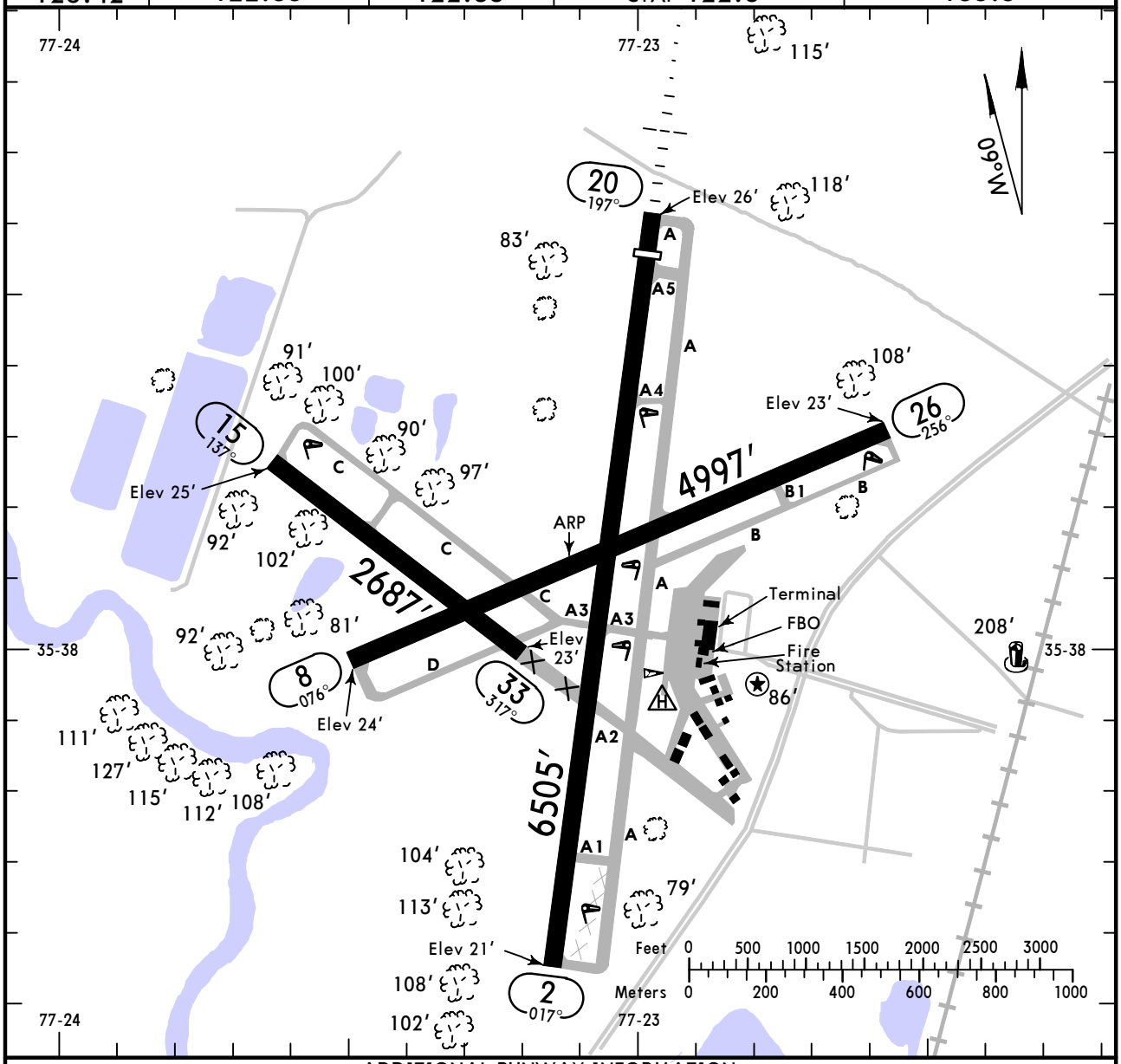
Length x Width: 4997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 2687 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft

Communication Information

AWOS 128.425
Pitt-Greenville Unicom 122.8 CTAF PCL
Raleigh Flight Service Station 122.35 RCO
Washington Center 135.5 Remote Communications Air-Ground

AWOS-3	RALEIGH Clearance	RALEIGH Radio	PITT-GREENVILLE UNICOM	WASHINGTON Center (R)
128.42	122.35	122.35	CTAF 122.8	135.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ HIRL REIL PAPI-L (angle 3.0°) grooved				150′
20	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°) grooved	6157′	5370′		
8	❷ MIRL REIL PAPI-L (angle 4.0°)				150′
26	❷ MIRL REIL PAPI-L (angle 3.0°)				
15					150′
33					

❶ Activate on 122.8 after 0000 LT.
❷ Activate on 122.8.

TAKE-OFF

	Rwys 2, 8, 26, 33		Rwy 20			Rwy 15		
	Adequate Vis Ref	STD	With Mim climb of 425′/NM to 300′ Adequate Vis Ref	STD	Other	With Mim climb of 220′/NM to 300′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	200-1	1/4	1	300-1½
3 & 4 Eng		1/2		1/2			1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

		Other
A B C D	800-2	NA

AMEND 3

CHANGES: Usable lengths.

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AWOS-3	WASHINGTON Center (R)	RALEIGH Radio	PITT-GREENVILLE UNICOM
128.42	135.5	122.35	CTAF 122.8

BRIEFING STRIP ™

LOC IPGV	Final Apch Crs	GS ALWOOD	ILS DA(H) (CONDITIONAL)	Apt Elev 26′
110.7	197°	1318′ (1293′)	319′ (294′)	TDZE 25′

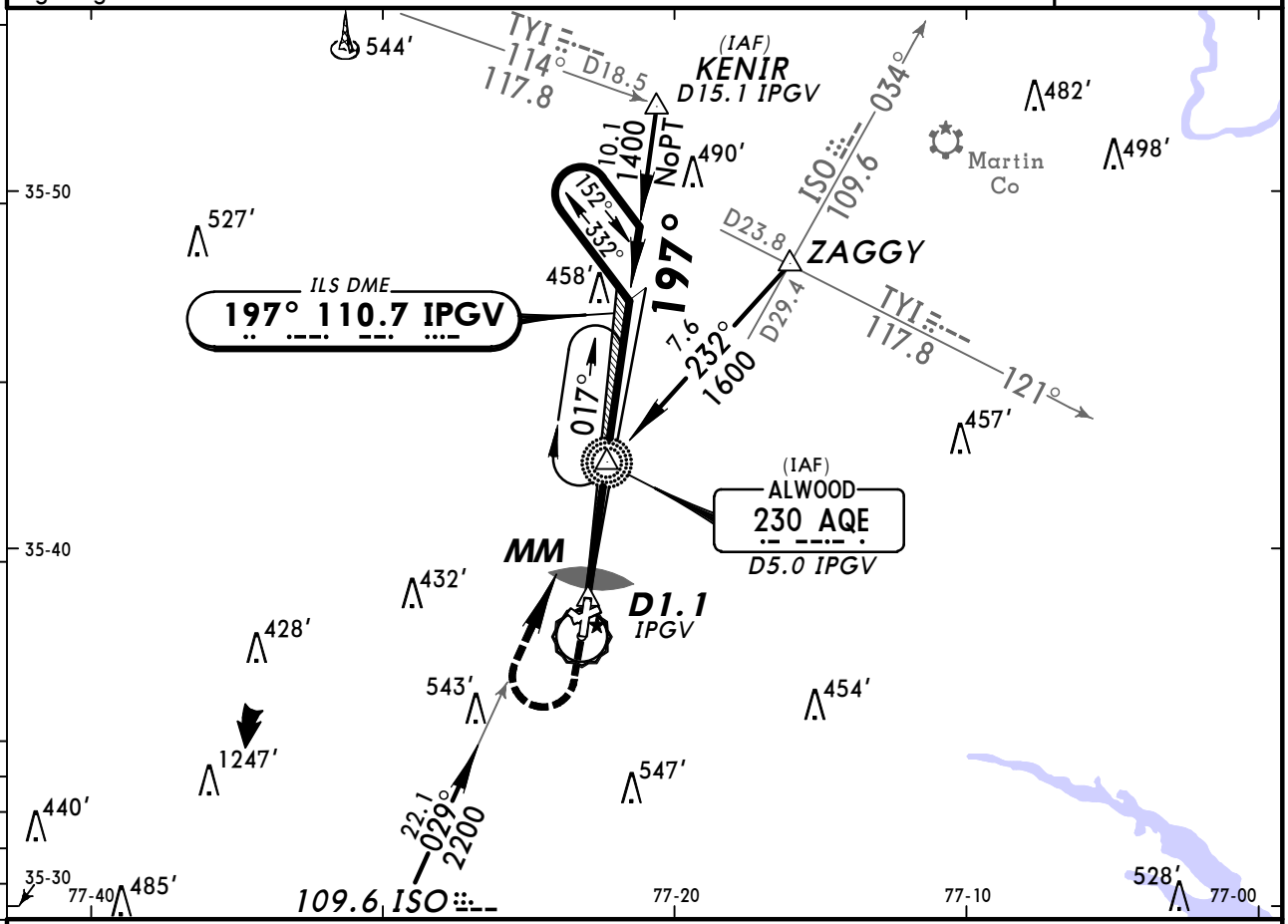
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 1600′ outbound via ISO VOR R-029 to AQE NDB/D5.0 IPGV and hold.

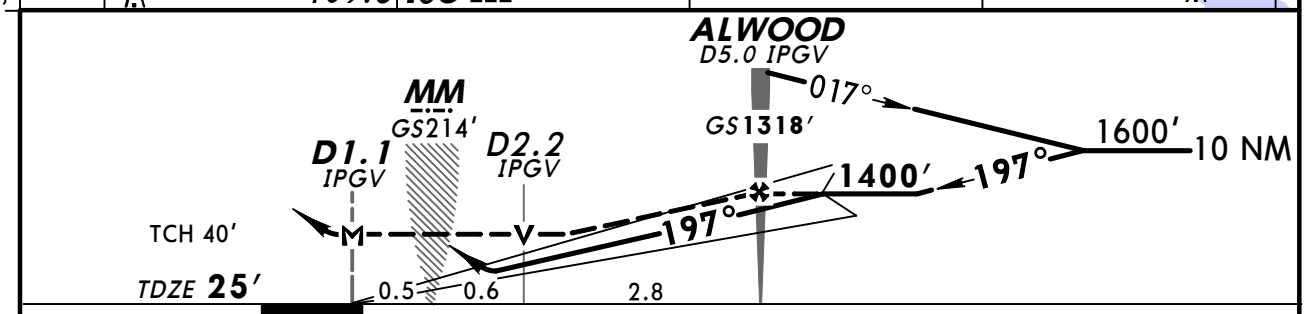
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received use Washington altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Glide slope unmonitored. 6. Pilot controlled lighting 122.8.

3100′

MSA AQE NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.1 IPGV or ALWOOD to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR
PAPI

800′	1600′ RT	ISO via 109.6 R-029	AQE 230

STRAIGHT-IN LANDING RWY 20

	ILS With Local Altimeter Setting DA(H) 319′(294′) FULL	ILS RAIL or ALS out	ILS With Washington Altimeter Setting DA(H) 360′(335′) FULL	ILS RAIL or ALS out	LOC (GS out) With Local Altimeter Setting MDA(H) 400′(375′)	LOC RAIL out	LOC ALS out	LOC With Washington Altimeter Setting MDA(H) 460′(435′)	LOC RAIL out	LOC ALS out
A	3/4		1¼		3/4		1	3/4		1
B										
C								3/4	1¼	
D					3/4	1¼			1½	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 8/26

Max Kts	With Local Altimeter Setting MDA(H)	With Washington Altimeter Setting MDA(H)
90	620′(594′)-1	680′(654′)-1
120		
140	620′(594′)-1½	680′(654′)-1¾
165	620′(594′)-2	680′(654′)-2

TERPS AMEND 4B 12 JAN 2012

CHANGES: Procedure altitude.

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BRIEFING STRIP ™

AWOS-3	WASHINGTON Center (R)	RALEIGH Radio	PITT-GREENVILLE UNICOM
128.42	135.5	122.35	CTAF 122.8

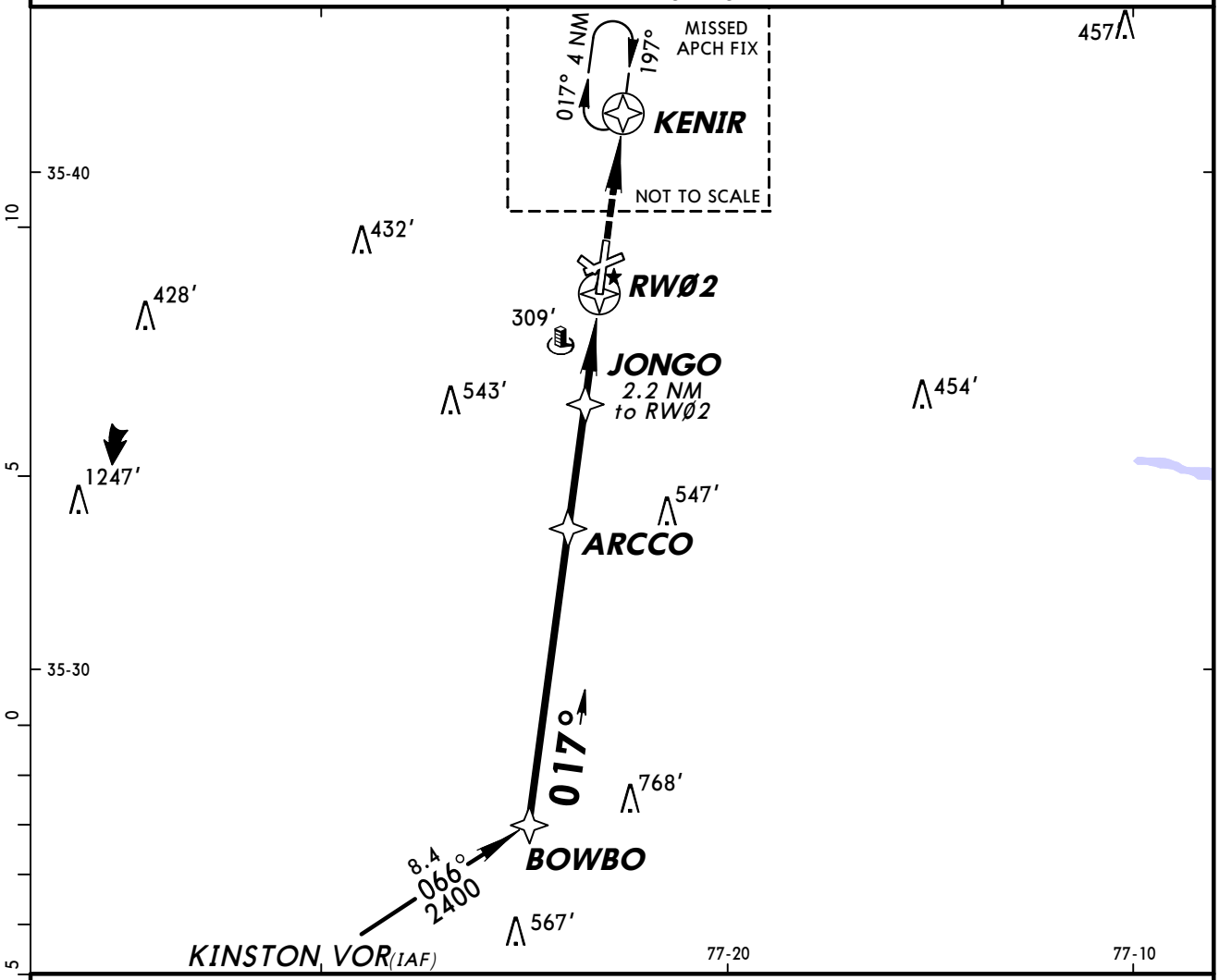
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 26′
	017°	ARCCO 1600′ (1576′)	560′ (536′)	TDZE 24′

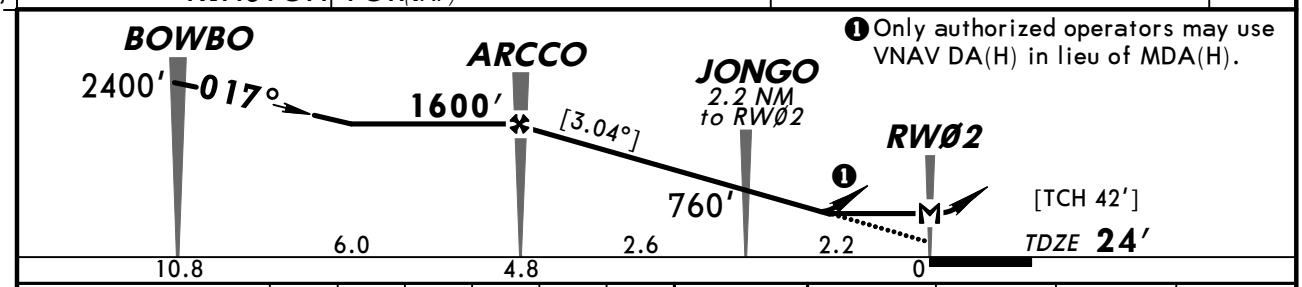
MISSED APCH: Climb to 2100′ direct KENIR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Washington altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.

3100′
MSA RWØ2





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ2						

REIL
PAPI-L

2100′

KENIR

STRAIGHT-IN LANDING RWY 2
LNAV

	With Local Altimeter Setting MDA(H) 560′(536′)	With Washington Altimeter Setting MDA(H) 620′(596′)
A, B	1	1
C	1½	1½
D	1¾	1¾

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Washington Altimeter Setting MDA(H)
90, 120	620′(594′)-1	680′(654′)-1
140	620′(594′)-1½	680′(654′)-1¾
165	620′(594′)-2	680′(654′)-2

TERPS AMEND 0A 5 MAY 2011

CHANGES: Notes, minimums.

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AWOS-3	WASHINGTON Center (R)	RALEIGH Radio	PITT-GREENVILLE UNICOM
128.42	135.5	122.35	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 26′
	076°	EXINE 1800′ (1776′)	500′ (476′)	TDZE 24′

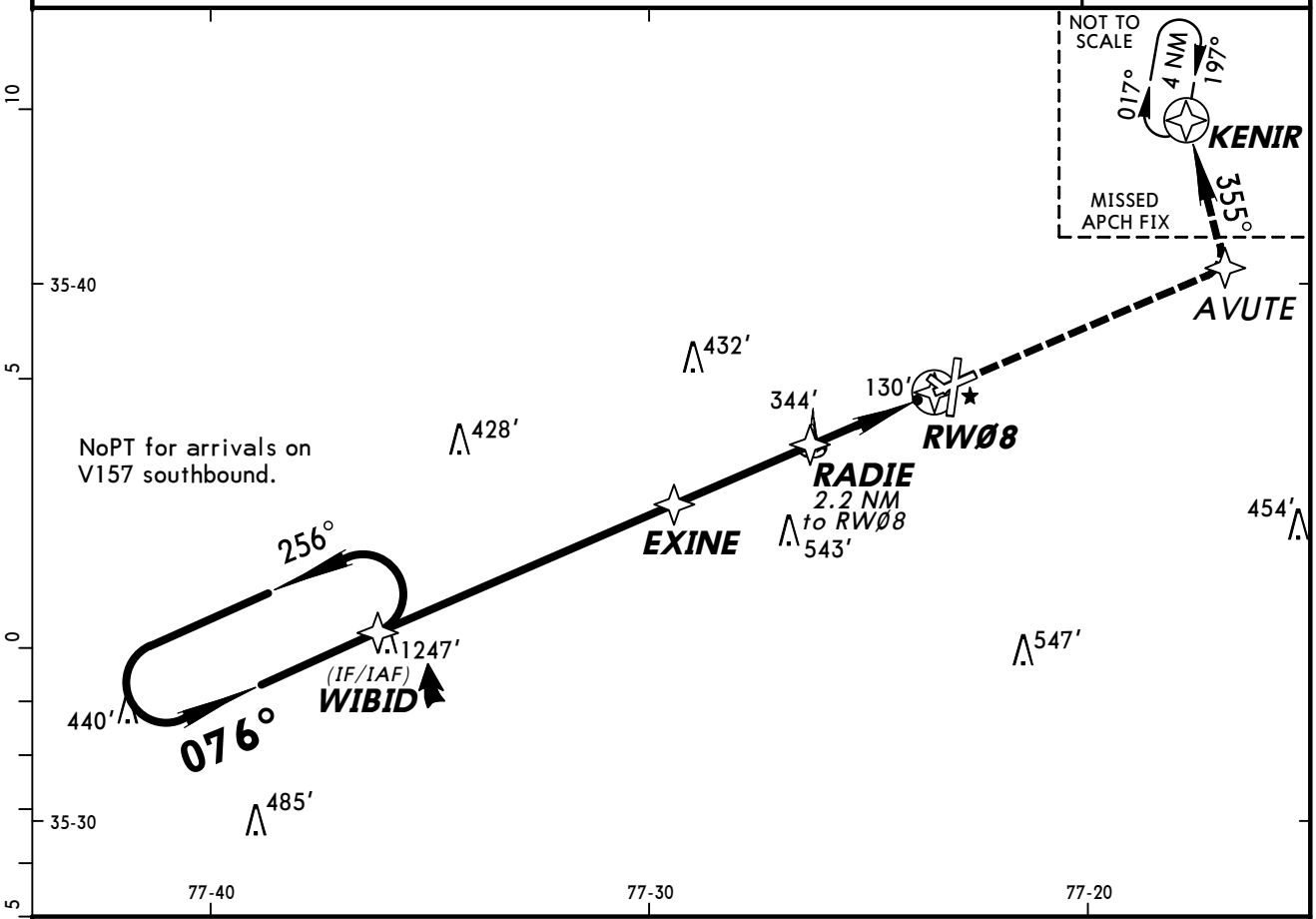
MISSED APCH: Climb to 3000′ direct AVUTE and via 355° track to KENIR and hold.

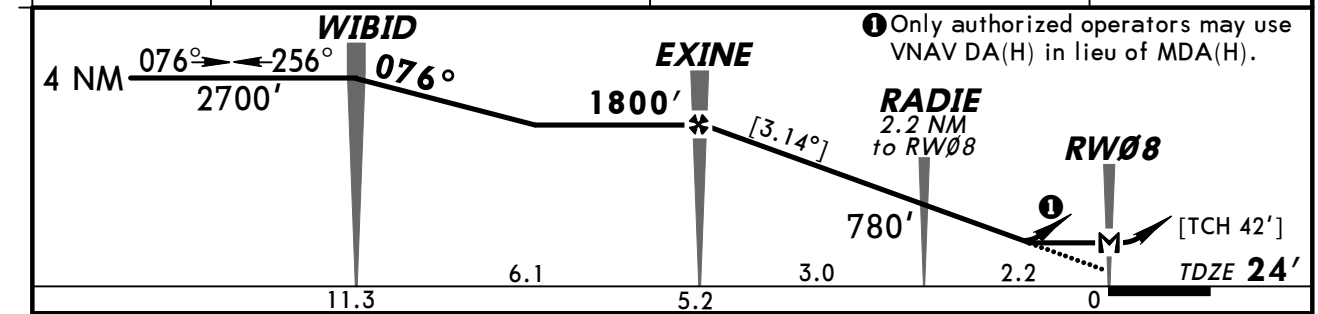
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; when not received use Washington altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 122.8.

3100′

MSA RWØ8





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
MAP at RWØ8						

REIL
PAPI-L

3000′

AVUTE

STRAIGHT-IN LANDING RWY 8

	LNAV MDA(H) 500′(476′) With Local Altimeter Setting	LNAV MDA(H) 560′(536′) With Washington Altimeter Setting
A	1	1
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Washington Altimeter Setting MDA(H)
90	620′(594′)-1	680′(654′)-1
120		
140	620′(594′)-1½	680′(654′)-1¾
165	620′(594′)-2	680′(654′)-2

TERPS AMEND 2A 17 DEC 2009

CHANGES: None.

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GREENVILLE, N CAR
RNAV (GPS) Rwy 20

AWOS-3	WASHINGTON Center (R)	RALEIGH Radio	PITT-GREENVILLE UNICOM
128.42	135.5	122.35	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 87011 W-20A	197°	EVAXY 1600′(1575′)	348′(323′)	TDZE 25′

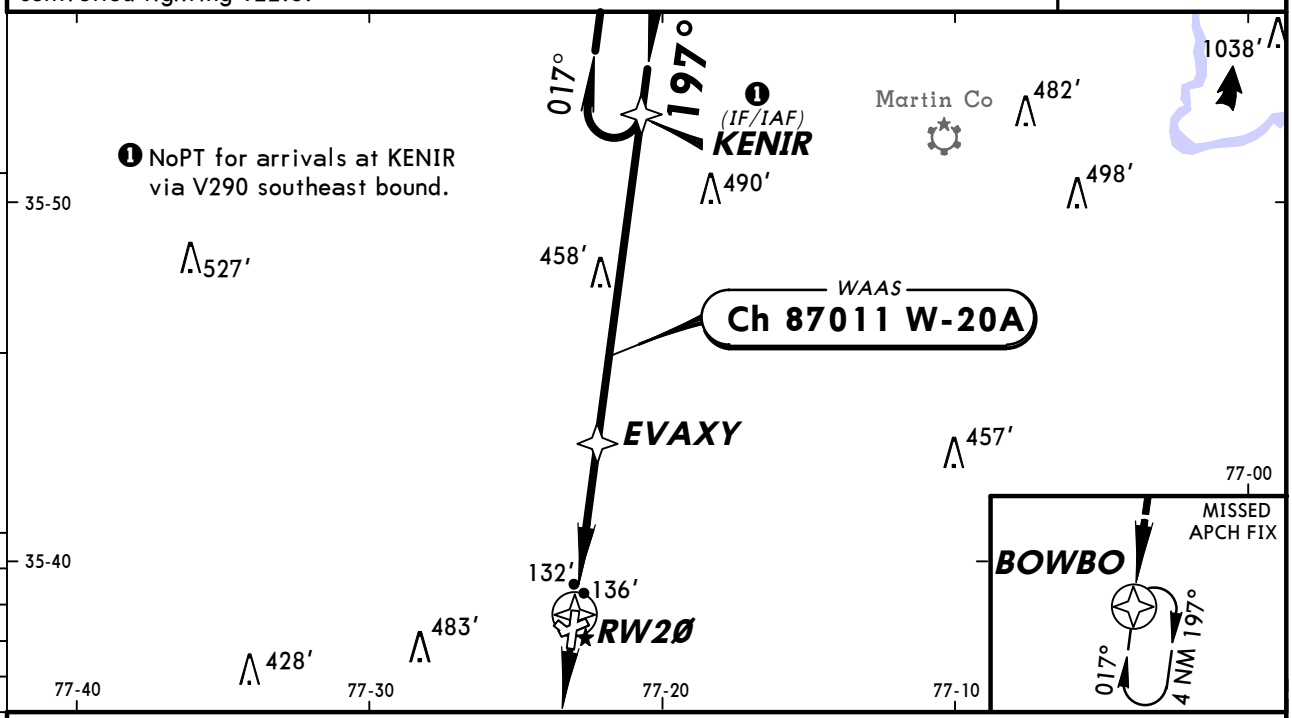
MISSED APCH: Climb to 3100′ direct BOWBO and hold, continue climb-in-hold to 3100′.

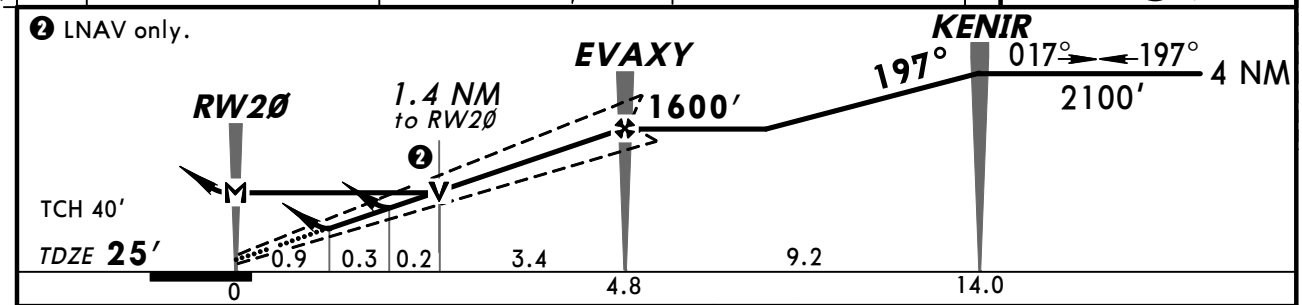
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; when not received use Washington altimeter setting. 2. Baro-VNAV not authorized when using Washington altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

3100′

MSA RW2Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

MALSR PAPI 3100′ BOWBO

STRAIGHT-IN LANDING RWY 20

With Local Altimeter Setting

	LPV DA(H) 348′(323′)		LNAV/VNAV DA(H) 445′(420′)		LNAV MDA(H) 500′(475′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	¾	1¼	1	1½	¾	¾	1
B							
C						1¼	
D					1	1½	

With Washington Altimeter Setting

	LPV DA(H) 389′(364′)		LNAV/VNAV DA(H) 486′(461′)		LNAV MDA(H) 560′(535′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	¾	1¼	1¼	1½	¾	¾	1
B							
C					1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	620′(594′)-1
120	
140	620′(594′)-1½
165	620′(594′)-2

With Washington Altimeter Setting

Max Kts	MDA(H)
90	680′(654′)-1
120	
140	680′(654′)-1¾
165	680′(654′)-2

BRIEFING STRIP ™

TERPS AMEND 2A 17 DEC 2009

CHANGES: Circling minimums.

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AWOS-3	WASHINGTON Center (R)	RALEIGH Radio	PITT-GREENVILLE UNICOM
128.42	135.5	122.35	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 53711 W-26A	256°	AVUTE 1700′ (1676′)	335′ (311′)	TDZE 24′

MISSED APCH: Climb to 3000′ direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

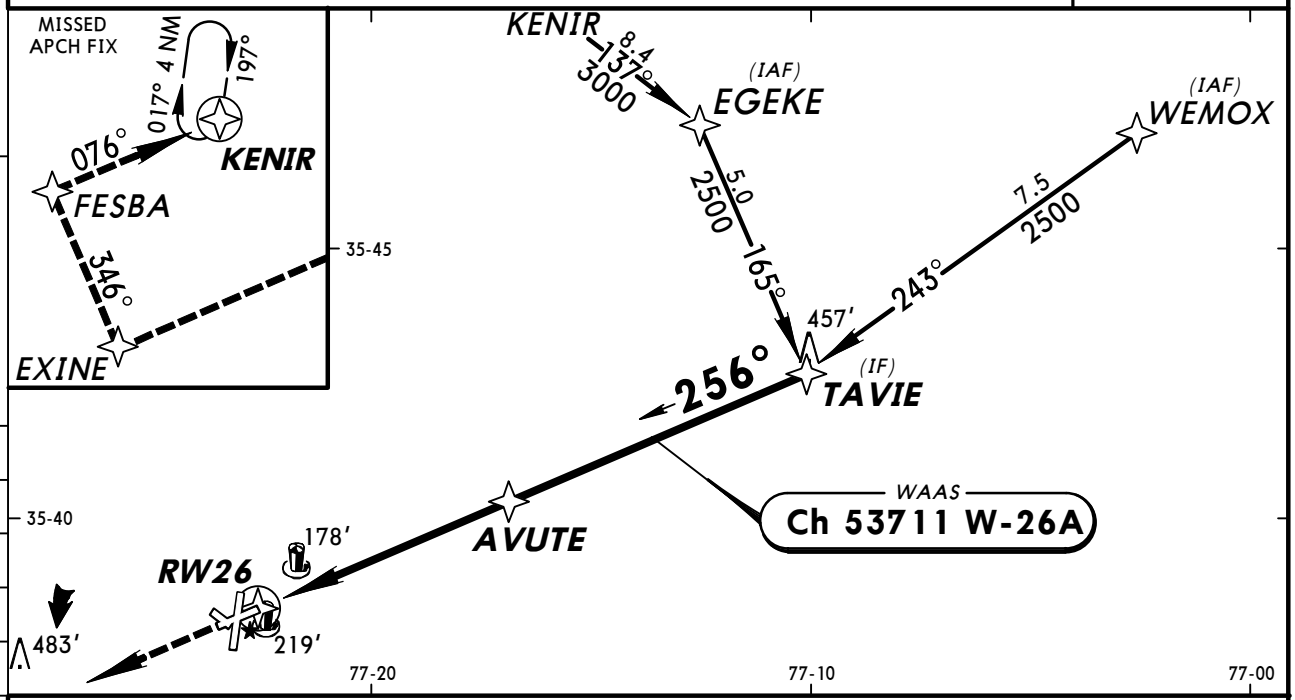
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

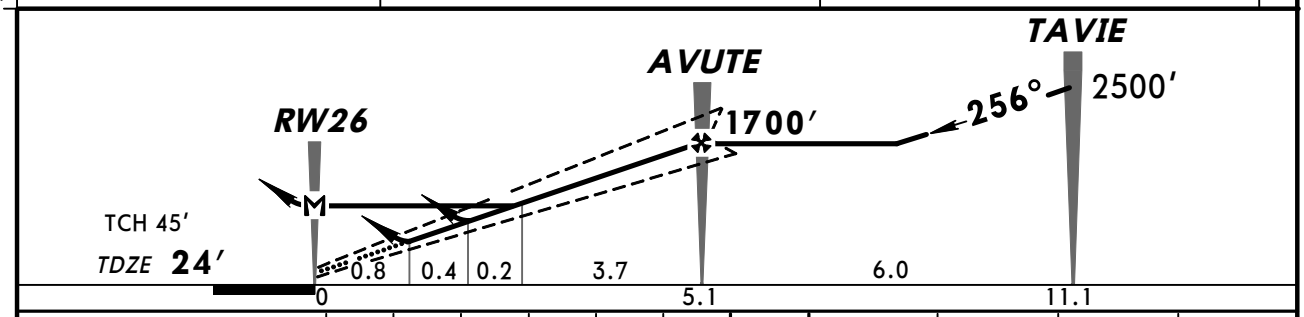
1. Use local altimeter setting; when not received use Washington altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. Baro-VNAV not authorized when using Washington altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and descent angles not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

3100′

MSA RW26

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path angle	3.00°	372	478	531	637	743	849
MAP at RW26							

REIL PAPI-L | 3000′ ↑ | D→ | EXINE

STRAIGHT-IN LANDING RWY 26

With Local Altimeter Setting

	LPV DA(H) 335′ (311′)	LNAV/VNAV DA(H) 464′ (440′)	LNAV MDA(H) 520′ (496′)
A	1	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	620′ (594′) -1
120	
140	620′ (594′) -1½
165	620′ (594′) -2

With Washington Altimeter Setting

	LPV DA(H) 376′ (352′)	LNAV/VNAV DA(H) 505′ (481′)	LNAV MDA(H) 580′ (556′)
A	1¼	1¾	1
B			
C			1½
D			1¾

With Washington Altimeter Setting

Max Kts	MDA(H)
90	680′ (654′) -1
120	
140	680′ (654′) -1¾
165	680′ (654′) -2

TERPS AMEND 2A 17 DEC 2009

CHANGES: Circling minimums.

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General Information

Location: Fayetteville NC USA
IATA Code: POB
Lat/Long: N35° 10.3' W079° 00.9'
Elevation: 217 ft

Airport Use: Military
Magnetic Variation: 8.7°W
Sectional Chart: Charlotte

Fuel Types: 115-145 Octane, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1149 Z
Sunset: 2309 Z,

Runway Information

Runway: 05
Length x Width: 7501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 217 ft
Lighting: Edge, REIL
Stopway: 1000 ft

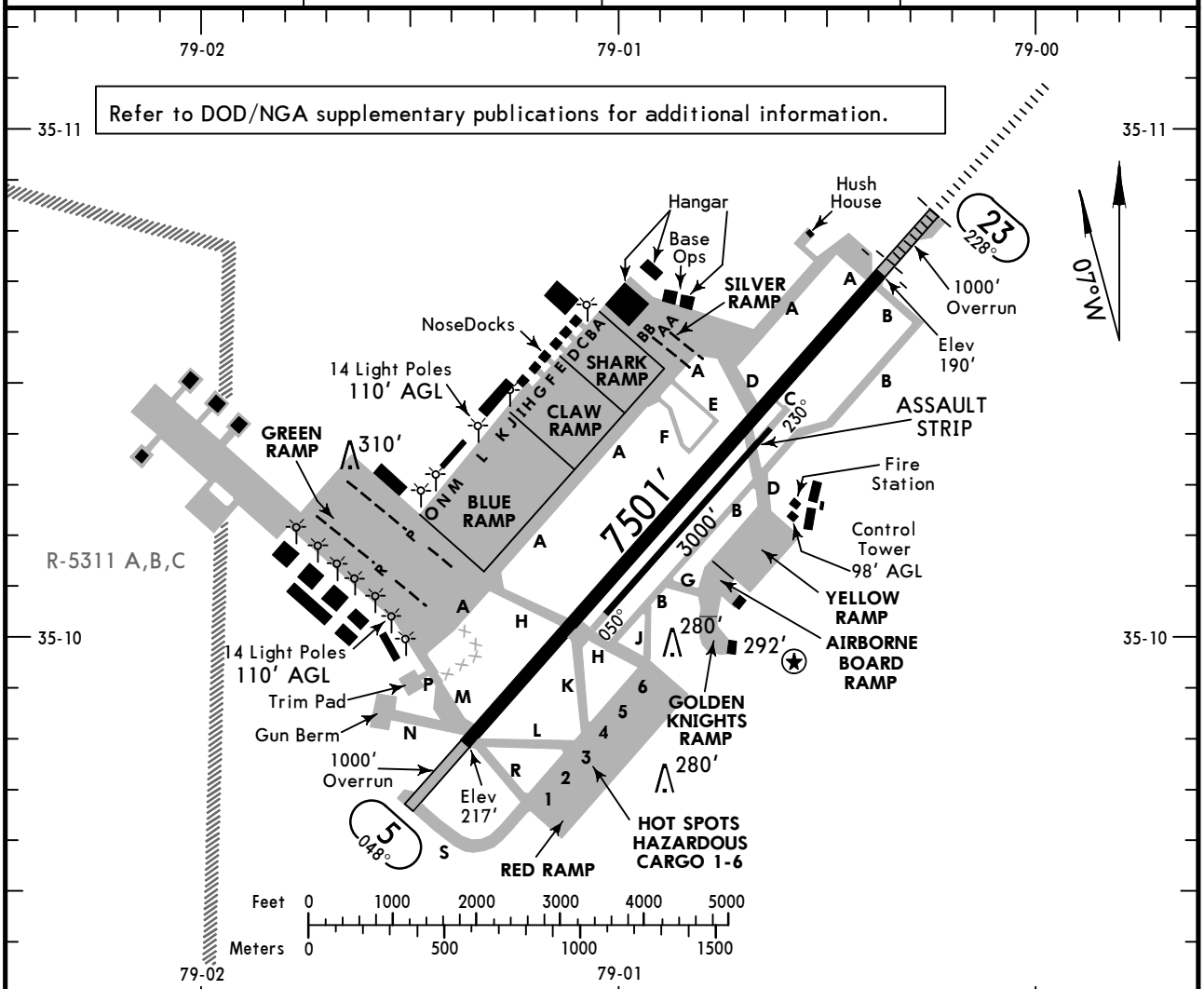
Runway: 23
Length x Width: 7501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 199 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 132.3
Pope Tower 135.025
Pope Ground Control 124.55
Fayetteville Approach Control 133.0 (91°-270°) Initial Contact
Fayetteville Approach Control 125.175 (271°-90°)
Fayetteville App ARSA 133.0 (91°-270°)
Fayetteville App ARSA 125.175 (271°-90°)
Fayetteville Departure Control 133.0 (91°-270°)
Fayetteville Departure Control 125.175 (271°-90°)

D-ATIS	POPE Ground	Tower	FAYETTEVILLE Departure (R) 271°-090°	091°-270°
132.3	124.55	135.02	125.17	133.0

Refer to DOD/NGA supplementary publications for additional information.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	HIRL	REIL	PAPI-L	grooved	RVR	❶		❷	150′
23	HIRL	ALSF-I	PAPI-R	grooved	RVR		6389′		
050° ❸ 230°	RL							60′

❶ Rwy 5-23 landing 8501′ by use of departure end overrun.
❷ Rwy 5-23 take-off 8501′ including NE or SW surface by back taxiing.
❸ Assault strip.

TAKE-OFF

	Rwy 5		Rwy 23		
	Adequate Vis Ref	STD	With Mim climb of 220′/NM to 1000′ Adequate Vis Ref	STD	For Climb In Visual Conditions
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	❶ 1100-3
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

Rwys 5, 23: Expect radar vectors from Fayetteville APP.
❶ Climb in visual conditions to 1200′ MSL within 5.5 NM of KPOB AFB then proceed on course, max airspeed 250 KIAS.

CHANGES: Airport name, notes, usable length.

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KPOB/POB
FAYETTEVILLE, N CAR

JEPPESEN

23 DEC 11 (31-1)

TACAN Azimuth Required

POPE
ILS or LOC Y Rwy 23

D-ATIS	FAYETTEVILLE Approach (R) 271°-090°	091°-270°	POPE Tower	Ground
132.3	125.17	133.0	135.02	124.55

BRIEFING STRIP TM

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 217′
IPOB 110.9	228°	NAYIN 1500′ (1310′)	399′ (209′)	THR 190′

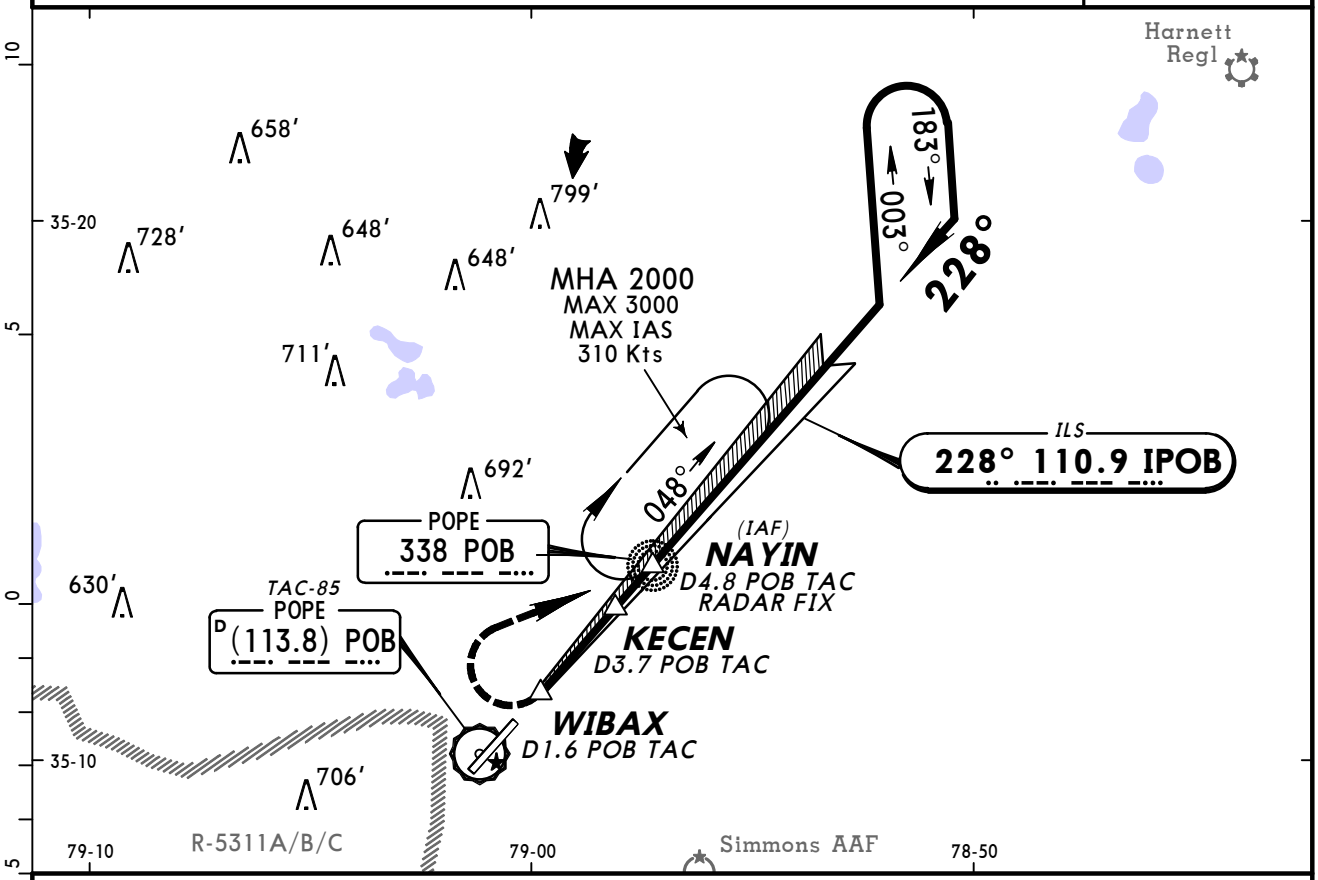
MISSED APCH: Climbing RIGHT turn to 2000′ direct POB NDB and hold. Continue climb in hold to 2000′.

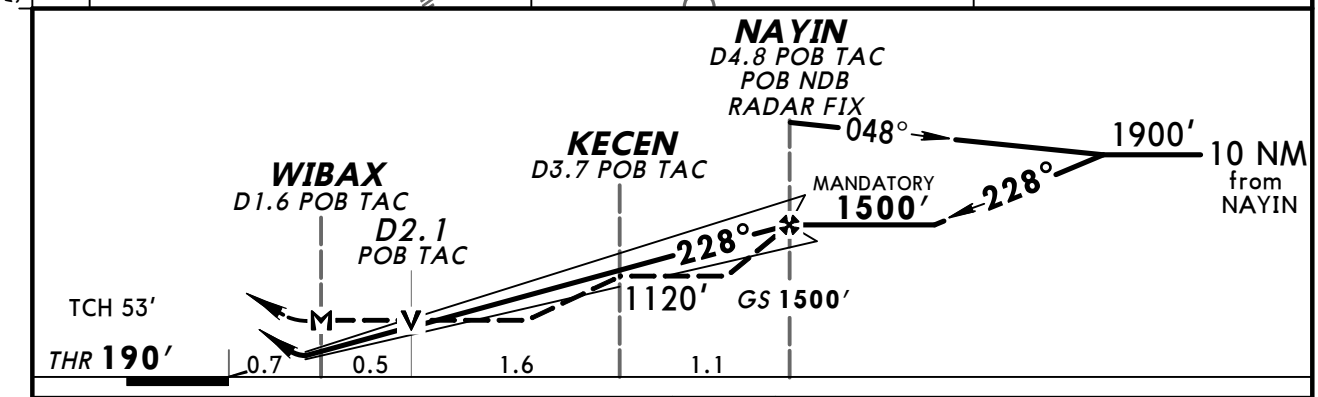
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. CAUTION: Avoid R-5311 A, B, C located 2.5 DME west of field. 3. EMERG SAFE ALT 100 NM 5300′.

3200′

MSA POB TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at WIBAX or NAYIN to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

ALSF-I PAPI 2000′ RT D POB 338

Military

STRAIGHT-IN LANDING RWY 23

ILS DA(H) 399′ (209′) FULL	ILS DA(H) 399′ (209′) ALS out	LOC (GS out) MDA(H) 620′ (430′) with KECEN	LOC (GS out) MDA(H) 620′ (430′) ALS out	LOC (GS out) MDA(H) 640′ (450′) without KECEN	LOC (GS out) MDA(H) 640′ (450′) ALS out
RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
			RVR 60 or 1¼	RVR 45 or ⅞	1⅜

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 5-23

Max Kts	MDA(H)
90	760′ (543′)-1
120	
140	760′ (543′)-1½
165	860′ (643′)-2

TERPS AMEND 1 A B C D

CHANGES: Airport name.

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KPOB/POB
FAYETTEVILLE, N CAR

JEPPESEN

23 DEC 11 (31-2)

TACAN
Azimuth Required

POPE
ILS or LOC Z Rwy 23

D-ATIS	FAYETTEVILLE Approach (R) 271°-090°	091°-270°	POPE Tower	Ground
132.3	125.17	133.0	135.02	124.55

BRIEFING STRIP™

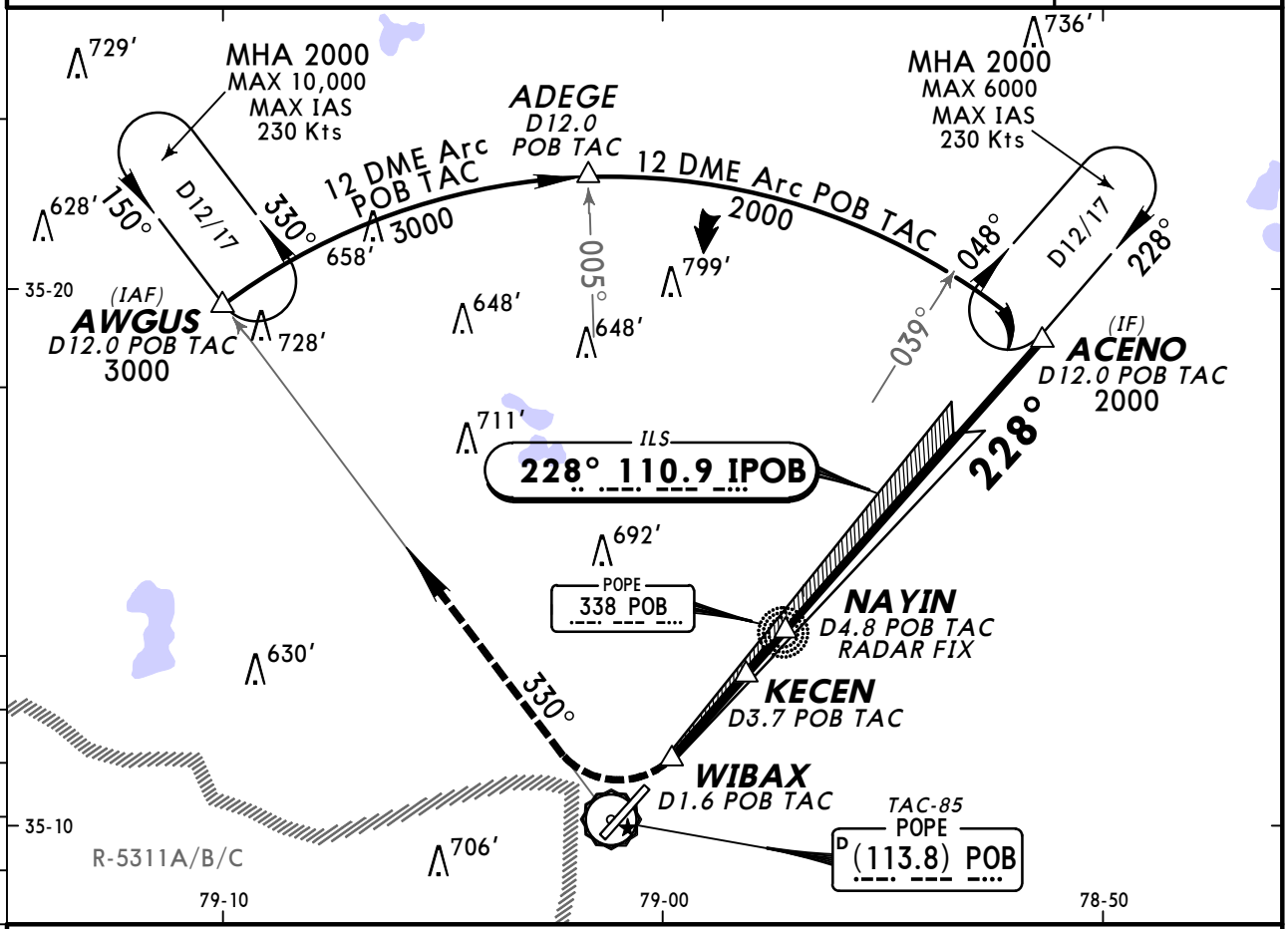
LOC IPOB	Final Apch Crs	GS NAYIN	ILS DA(H)	Apt Elev 217′
110.9	228°	1500′ (1310′)	399′ (209′)	THR 190′

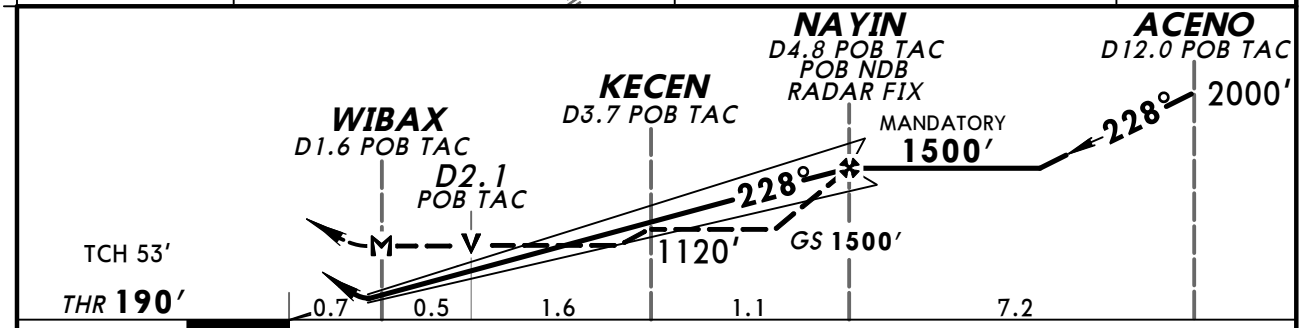
MISSED APCH: Climbing RIGHT turn to 2000′, intercept POB TAC R-330 outbound to AWGUS/D12.0 POB TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. CAUTION: Avoid R-5311 A, B, C located 2.5 DME west of field. 3. EMERG SAFE ALT 100 NM 5300′.

3200′
MSA POB TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at WIBAX or NAYIN to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12

ALSF-I
PAPI

2000′
RT

TAC-85
POB
(113.8)
R-330

AWGUS

Military

STRAIGHT-IN LANDING RWY 23

ILS DA(H) 399′ (209′) FULL	ILS DA(H) 399′ (209′) ALS out	LOC (GS out) MDA(H) 620′ (430′) with KECEN	LOC (GS out) MDA(H) 620′ (430′) ALS out	LOC (GS out) MDA(H) 640′ (450′) without KECEN	LOC (GS out) MDA(H) 640′ (450′) ALS out
RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 55 or 1
			RVR 60 or 1 1/4	RVR 45 or 7/8	1 3/8

CIRCLE-TO-LAND
Not Authorized
Southeast of Rwy 5-23

Max Kts	MDA(H)
90	760′ (543′)-1
120	
140	760′ (543′)-1 1/2
165	860′ (643′)-2

TERPS AMEND 1

CHANGES: Airport name.

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D-ATIS	FAYETTEVILLE Approach (R) 271°-090° 091°-270°	POPE Tower	Ground
132.3	125.17 133.0	135.02	124.55

BRIEFING STRIP™

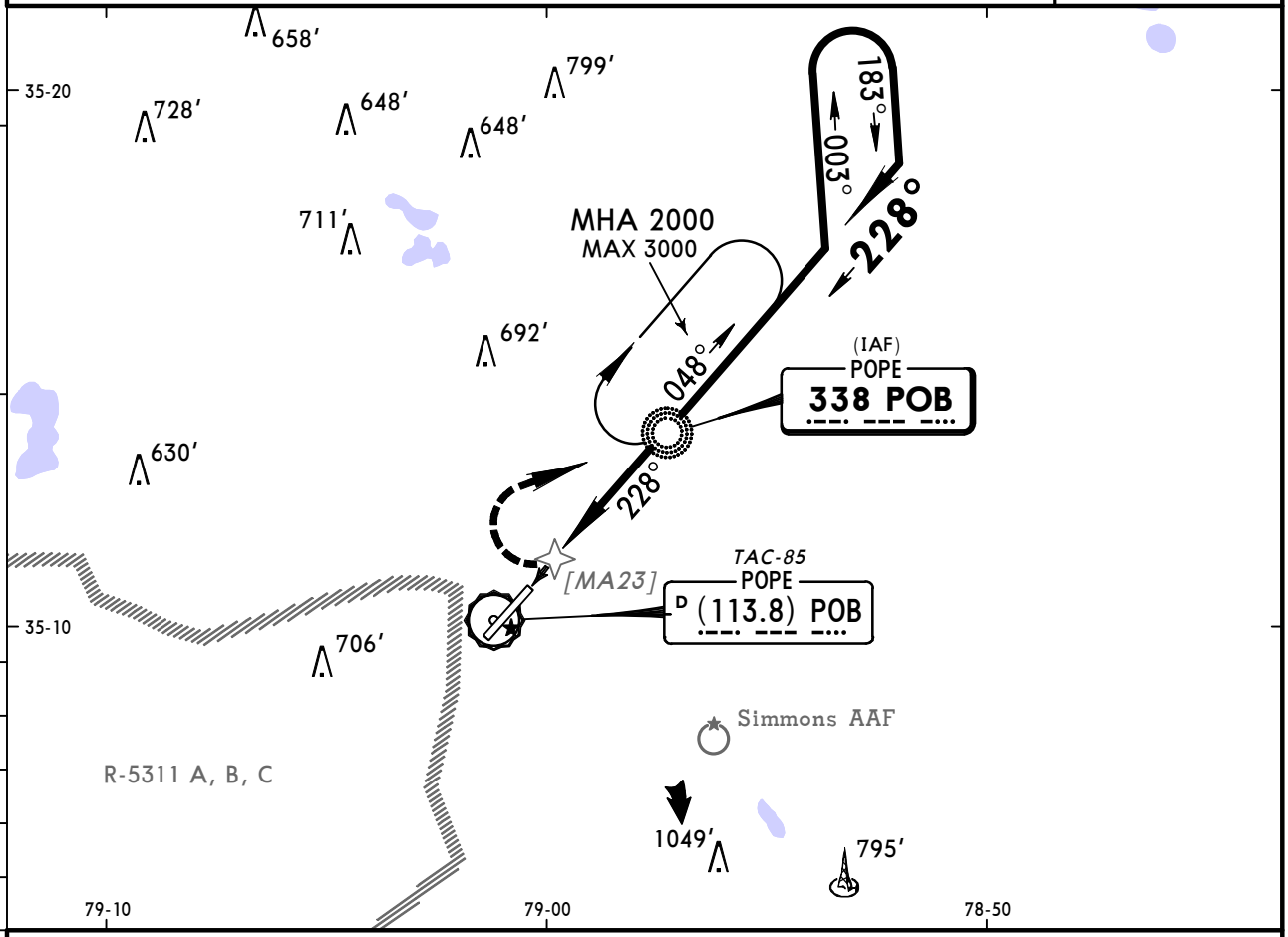
NDB POB	Final Apch Crs	Mandatory Alt NDB	MDA(H)	Apt Elev 217′
338	228°	1500′ (1301′)	760′ (561′)	TDZE 199′

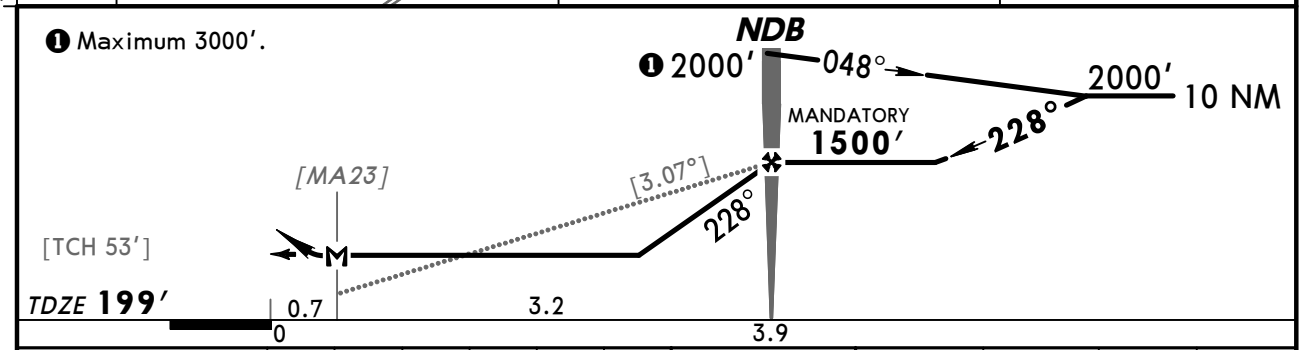
MISSED APCH: Climbing RIGHT turn to 2000′ direct POB NDB and hold, continue climb-in-hold to 2000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. CAUTION: Avoid R-5311 A, B, C located 2.5 DME west of field. 3. EMERG SAFE ALT 100 NM 5300′.

3200′
MSA POB NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
NDB to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12

ALSF-I
PAPI
2000′
RT
D
POB
338

Military STRAIGHT-IN LANDING RWY23

MDA(H) 760′ (561′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Not Authorized
Southeast of Rwy 5-23

Max Kts	MDA(H)
90	760′ (543′) -1
120	
140	760′ (543′) -1½
165	860′ (643′) -2

AMEND 1
TERPS

CHANGES: Airport name.

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General Information

Location: Raleigh/Durham NC USA
IATA Code: RDU
Lat/Long: N35° 52.7' W078° 47.2'
Elevation: 435 ft

Airport Use: Public
Magnetic Variation: 9.0°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1148 Z
Sunset: 2308 Z,

Runway Information

Runway: 05L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 385 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 420 ft
Lighting: Edge, ALS, Centerline

Runway: 14
Length x Width: 3570 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 432 ft
Lighting: Edge

Runway: 23L
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 435 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 23R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 409 ft
Lighting: Edge, ALS, Centerline, TDZ

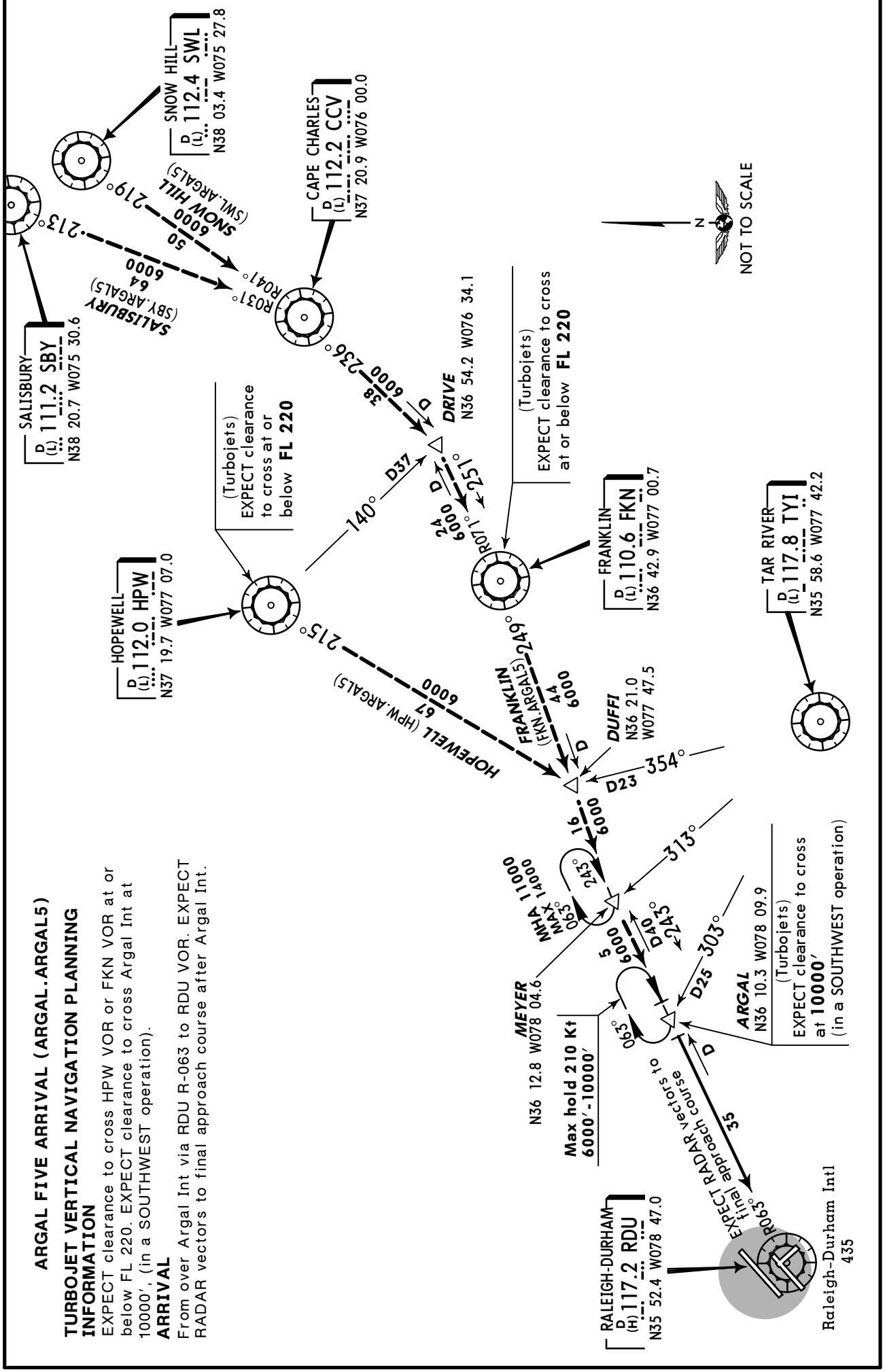
Runway: 32
Length x Width: 3570 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 429 ft
Lighting: Edge, REIL

Communication Information

ATIS 123.8
Raleigh Tower 119.3
Raleigh Tower 127.45
Raleigh Ground Control 121.7
Raleigh Ground Control 121.9
Raleigh Ramp/Taxi Control 130.175
Raleigh Clearance Delivery 120.1
Raleigh Approach Control 128.3 (230°-24°) Initial Contact
Raleigh Approach Control 124.95 (25°-229°)
Raleigh Approach Control 124.8 Secondary
Raleigh App ARSA 132.35 (230°-24°)
Raleigh App ARSA 125.3 (25°-229°)
Raleigh Departure Control 132.35 (230°-24°)
Raleigh Departure Control 125.3 (25°-229°)
Raleigh-Durham Intl Unicom 122.95
Raleigh Radar 134.3
Raleigh Flight Service Station 122.65 RCO
Raleigh Flight Service Station 122.45 RCO
Raleigh Flight Service Station 122.2 RCO

D-ATIS **123.8**

ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)



ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)

TURBOJET VERTICAL NAVIGATION PLANNING

INFORMATION

EXPECT clearance to cross HPW VOR or FKN VOR at or below FL 220. EXPECT clearance to cross Argal Int at 10000′, (in a SOUTHWEST operation).

ARRIVAL

From over Argal Int via RDU R-063 to RDU VOR. EXPECT RADAR vectors to final approach course after Argal Int.

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D-ATIS **123.8**

BRADE FIVE ARRIVAL (BRADE.BRADE5)

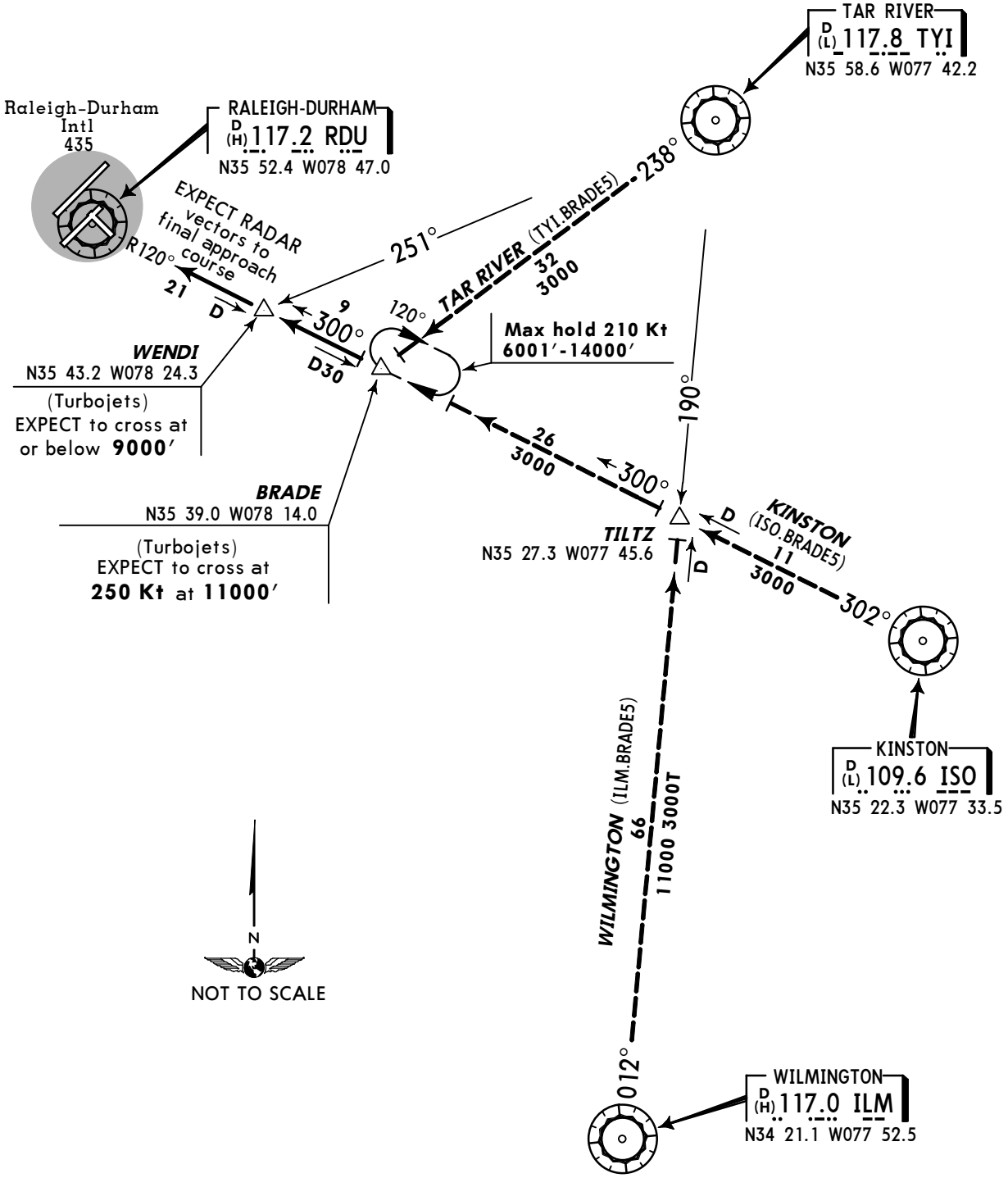
(DME REQUIRED)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

EXPECT clearance to cross Brade Int at 250 Kt at 11000′. EXPECT clearance to cross Wendi Int at or below 9000′.

ARRIVAL

From over Brade Int via RDU R-120 to RDU VOR. EXPECT RADAR vectors to final approach course after Wendi Int.



CHANGES: Procedure renumbered.

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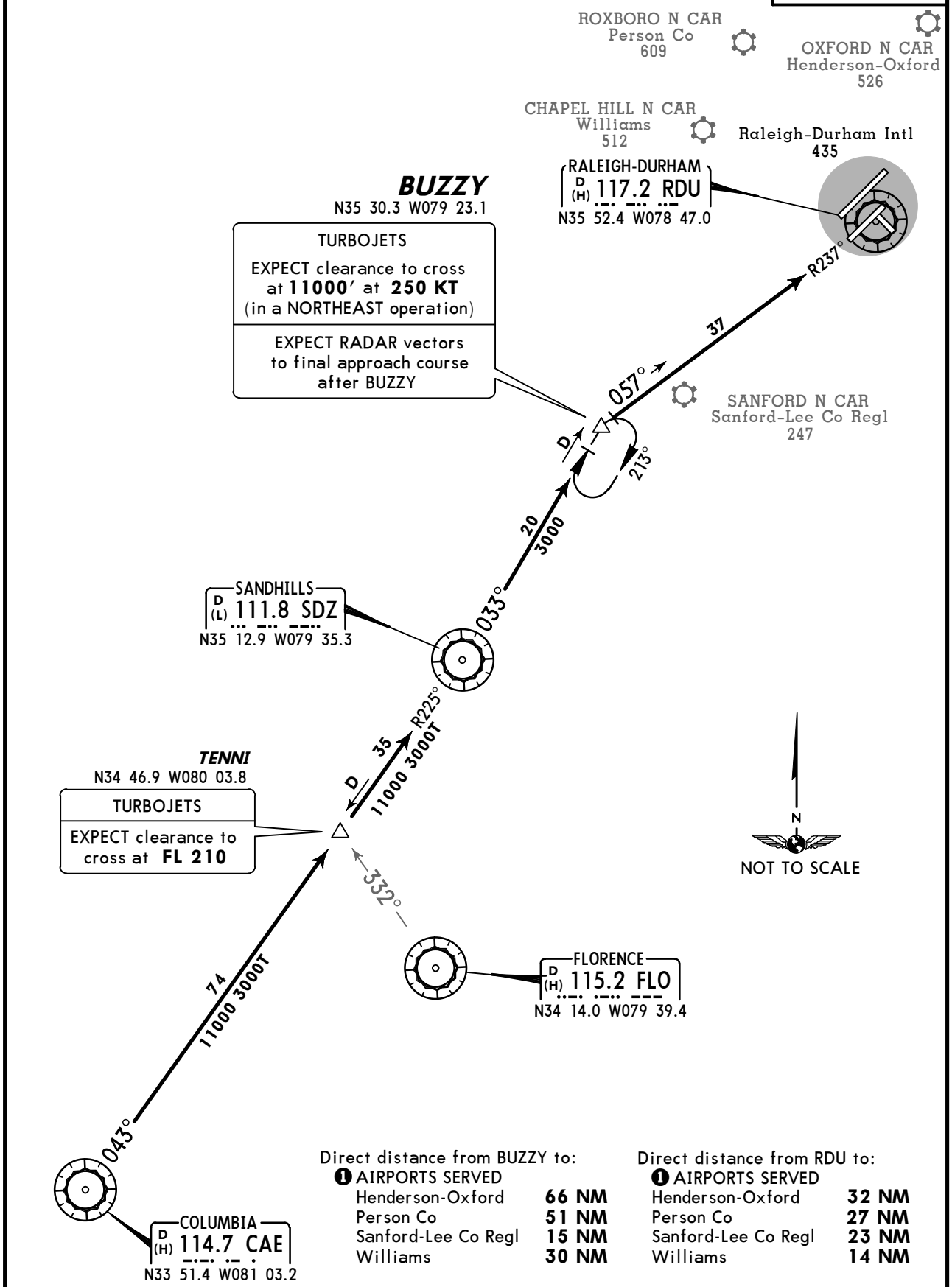
RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required 2. Also Serves ❶

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)



Direct distance from BUZZY to:

❶ AIRPORTS SERVED

Henderson-Oxford	66 NM
Person Co	51 NM
Sanford-Lee Co Regl	15 NM
Williams	30 NM

Direct distance from RDU to:

❶ AIRPORTS SERVED

Henderson-Oxford	32 NM
Person Co	27 NM
Sanford-Lee Co Regl	23 NM
Williams	14 NM

ROUTING

From over CAE via CAE R-043 and SDZ R-225 to SDZ. Thence via SDZ R-033 to BUZZY. Thence via RDU R-237 to RDU. EXPECT RADAR vectors to final approach course after BUZZY.

CHANGES: Reverse procedure resequenced.

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ROUTING
From SBV via 174° track to FRAZI, then via 174° track to ALDAN, then via 174° track to FOBAT. Then via assigned runway transition.

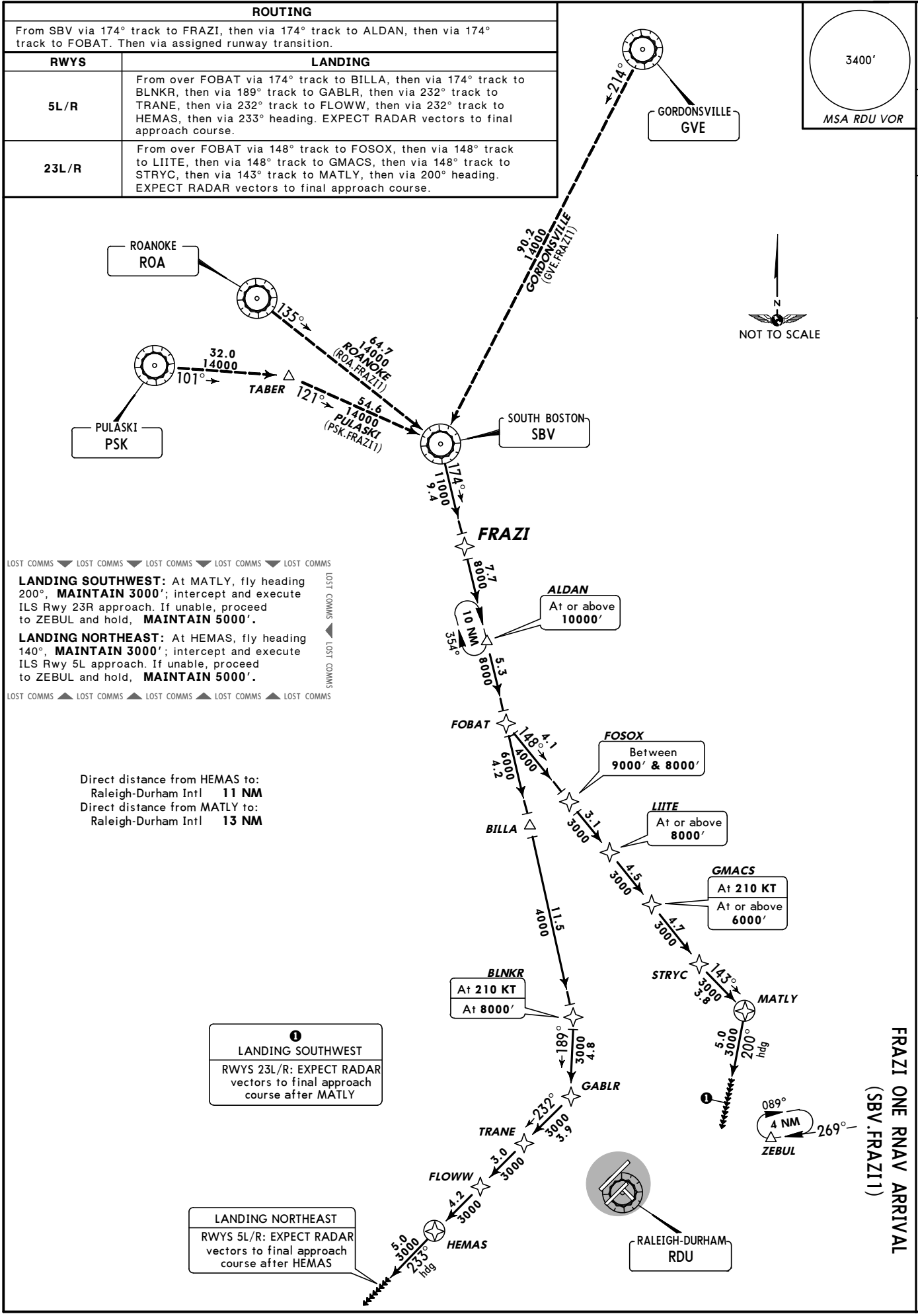
RWYS	LANDING
5L/R	From over FOBAT via 174° track to BILLA, then via 174° track to BLNKR, then via 189° track to GABLR, then via 232° track to TRANE, then via 232° track to FLOWW, then via 232° track to HEMAS, then via 233° heading. EXPECT RADAR vectors to final approach course.
23L/R	From over FOBAT via 148° track to FOSOX, then via 148° track to LIITE, then via 148° track to GMACS, then via 148° track to STRYC, then via 143° track to MATLY, then via 200° heading. EXPECT RADAR vectors to final approach course.

D-ATIS 123.8

Apt Elev 435′

Alt Set: INCHES
Trans level: FL180
Trans alt: 18000′

1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.



FRAZI ONE RNAV ARRIVAL (SBV.FRAZI1)

JEPPESEN
17 SEP 10 (10-2C) Eff 23 Sep
RALEIGH/DURHAM, N CAR
RNAV STAR

CHANGES: New procedure at this airport.

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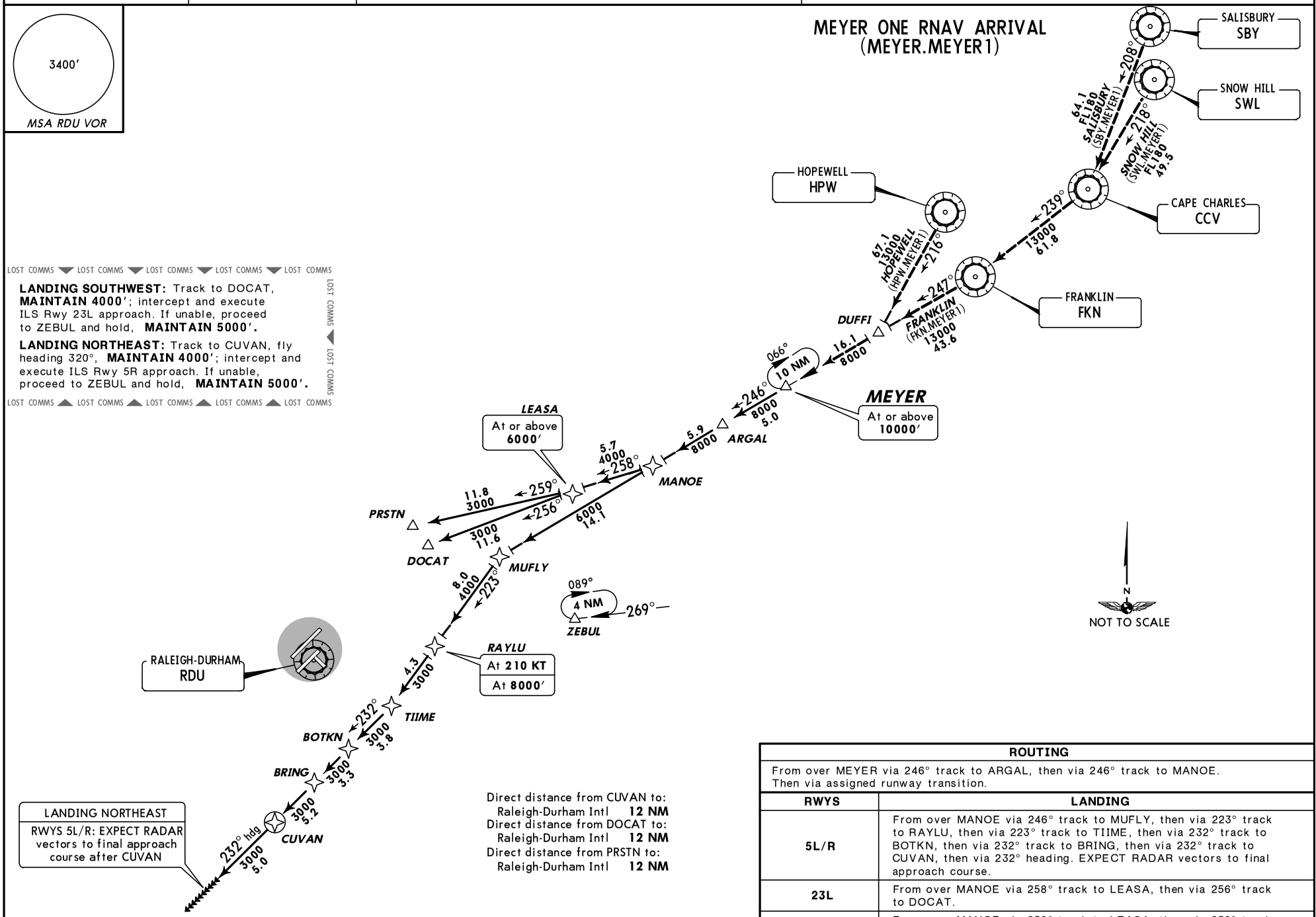
D-ATIS	Apt Elev		
123.8	435′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

MEYER ONE RNAV ARRIVAL (MEYER.MEYER1)



ROUTING	
From over MEYER via 246° track to ARGAL, then via 246° track to MANOE. Then via assigned runway transition.	
RWYS	**LANDING**
5L/R	From over MANOE via 246° track to MUFLY, then via 223° track to RAYLU, then via 223° track to TIIME, then via 232° track to BOTKN, then via 232° track to BRING, then via 232° track to CUVAN, then via 232° heading. EXPECT RADAR vectors to final approach course.
23L	From over MANOE via 258° track to LEASA, then via 256° track to DOCAT.
23R	From over MANOE via 258° track to LEASA, then via 259° track to PRSTN.

CHANGES: New procedure at this airport.

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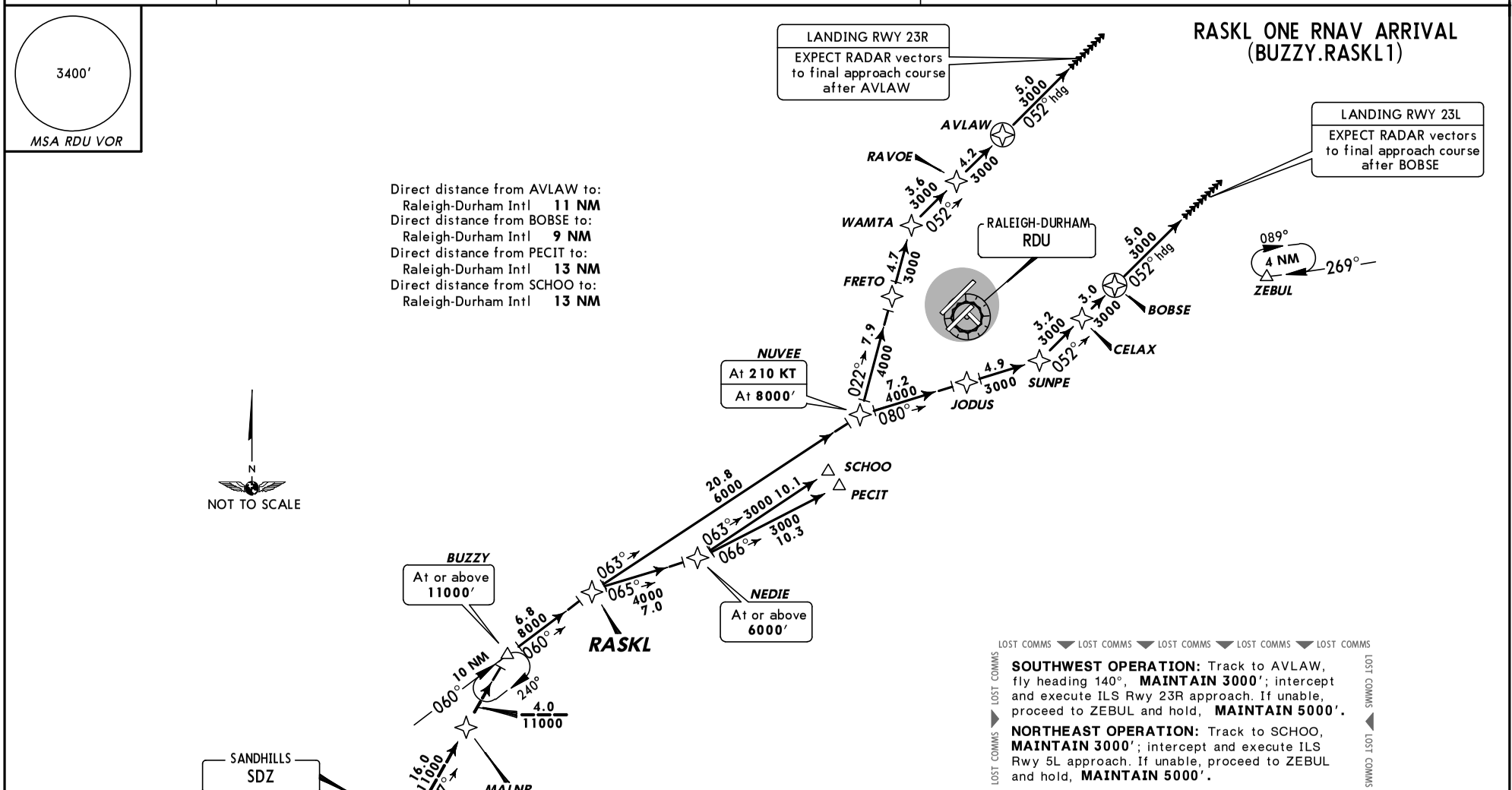
D-ATIS	Apt Elev		
123.8	435′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

RASKL ONE RNAV ARRIVAL (BUZZY.RASKL1)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

SOUTHWEST OPERATION: Track to AVLAW, fly heading 140°, **MAINTAIN 3000′**; intercept and execute ILS Rwy 23R approach. If unable, proceed to ZEBUL and hold, **MAINTAIN 5000′.**

NORTHEAST OPERATION: Track to SCHOO, **MAINTAIN 3000′**; intercept and execute ILS Rwy 5L approach. If unable, proceed to ZEBUL and hold, **MAINTAIN 5000′.**

ROUTING	
From over BUZZY via 060° track to RASKL, then via assigned runway transition.	
RWY	**LANDING**
5L	From over RASKL via 065° track to NEDIE, then via 063° track to SCHOO.
5R	From over RASKL via 065° track to NEDIE, then via 066° track to PECIT.
23L	From over RASKL via 063° track to NUVEE, then via 080° track to JODUS, then via 080° track to SUNPE, then via 052° track to to CELAX, then via 052° track to BOBSE, then via 052° heading. EXPECT RADAR vectors to to final approach course.
23R	From over RASKL via 063° track to NUVEE, then via 022° track to FRETO, then via 022° track to WAMTA, then via 052° track to RAVOE, then via 052° track to AVLAW, then via 052° heading. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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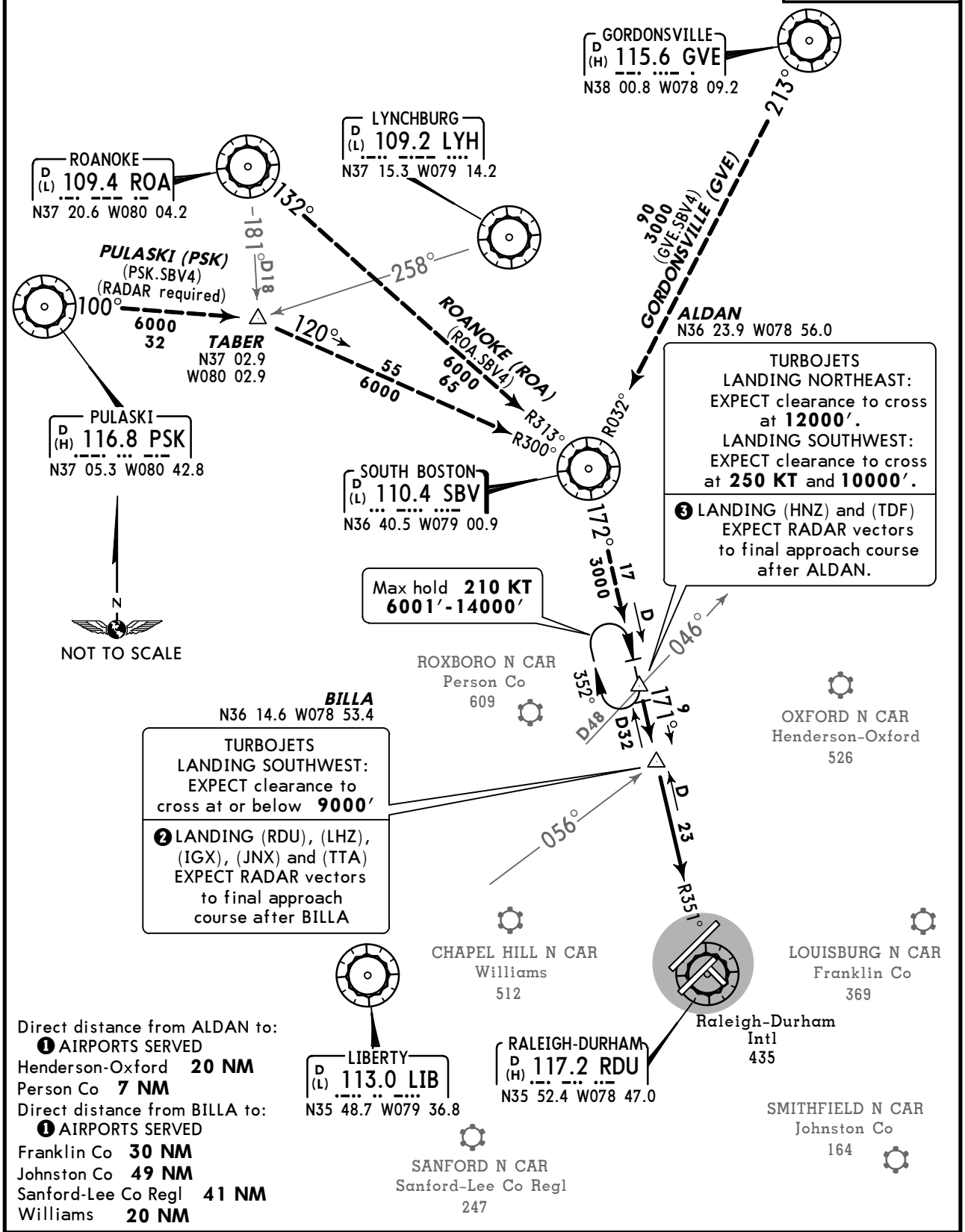
RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required for PULASKI transition to TABER. 2. Also Serves ❶

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4)



Direct distance from ALDAN to:
❶ AIRPORTS SERVED
Henderson-Oxford **20 NM**
Person Co **7 NM**
Direct distance from BILLA to:
❶ AIRPORTS SERVED
Franklin Co **30 NM**
Johnston Co **49 NM**
Sanford-Lee Co Regl **41 NM**
Williams **20 NM**

ROUTING

From over ALDAN via RDU R-351 to BILLA, then via RDU R-351 to RDU.
❷ EXPECT RADAR vectors to final approach course after BILLA for arrival to Raleigh-Durham Intl (RDU), Franklin Co (LHZ), Williams (IGX), Johnston Co (JNX) and Sanford-Lee Co Regl (TTA).
❸ EXPECT RADAR vectors to final approach course after ALDAN for arrival to Henderson-Oxford (HNZ) and Person Co (TDF).

CHANGES: Chart reindexed.

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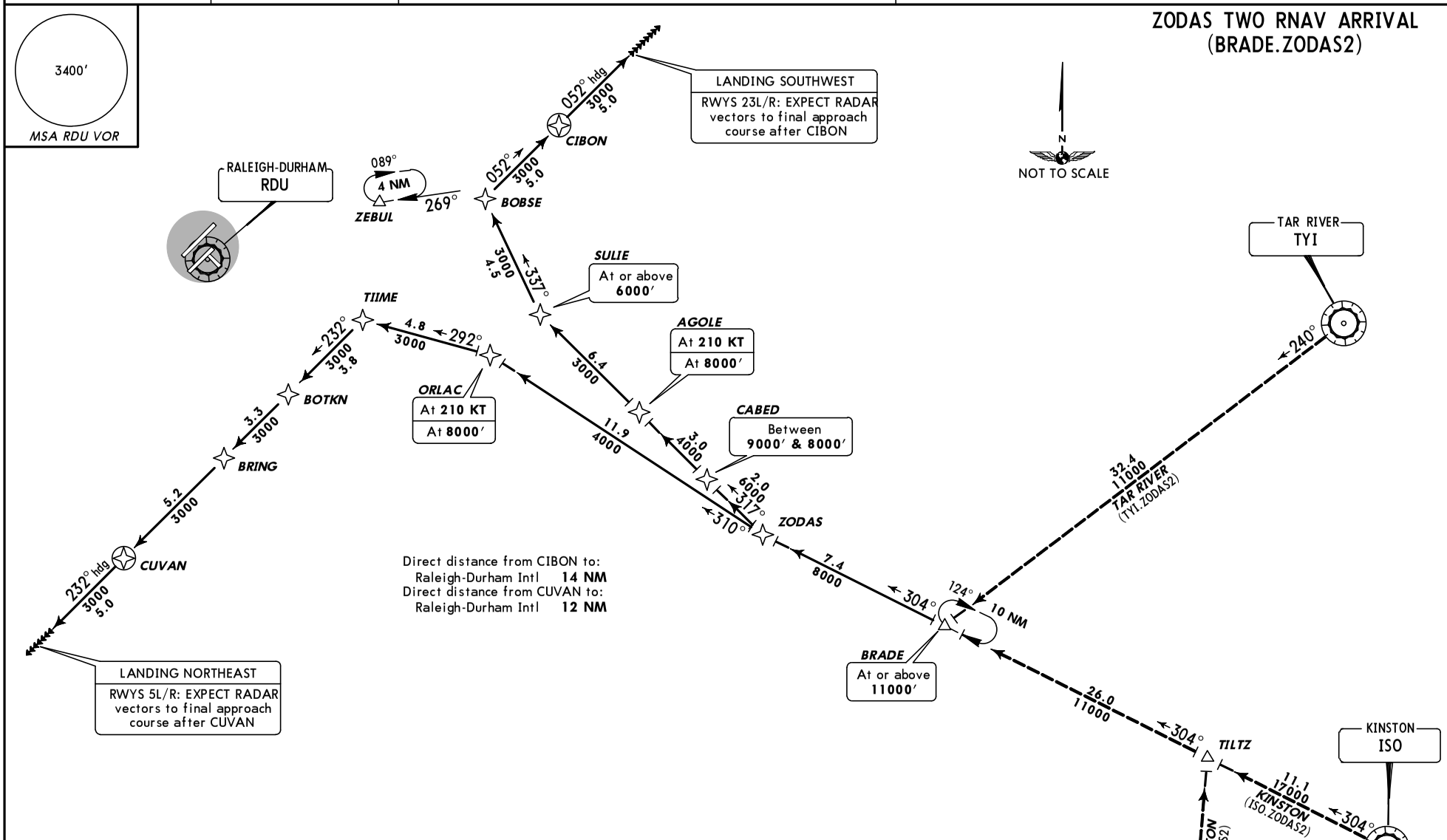
D-ATIS	Apt Elev		
123.8	435′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

ZODAS TWO RNAV ARRIVAL (BRADE.ZODAS2)



ROUTING	
From over BRADE via 304° track to ZODAS, then via assigned runway transition.	
RWYS	**LANDING**
5L/R	From over ZODAS via 310° track to ORLAC, then via 292° track to TIIME, then via 232° track to BOTKN, then via 232° track to BRING, then via 232° track to CUVAN then via 232° heading. EXPECT RADAR vectors to final approach course.
23L/R	From over ZODAS via 317° track to CABED, then via 317° track to AGOLE, then via 317° track to SULIE, then via 337° track to BOBSE, then via 052° track to CIBON, then via 052° heading. EXPECT RADAR vectors to final approach course.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LANDING NORTHEAST: At CUVAN fly heading 320°, **MAINTAIN 4000′** ; intercept and execute ILS Rwy 5R approach. If unable, proceed to ZEBUL and hold, **MAINTAIN 5000′.**

LANDING SOUTHWEST: At CIBON fly heading 320°, **MAINTAIN 4000′**; intercept and execute ILS Rwy 23L approach. If unable, proceed to ZEBUL and hold, **MAINTAIN 5000′.**

CHANGES: Procedure renumbered.

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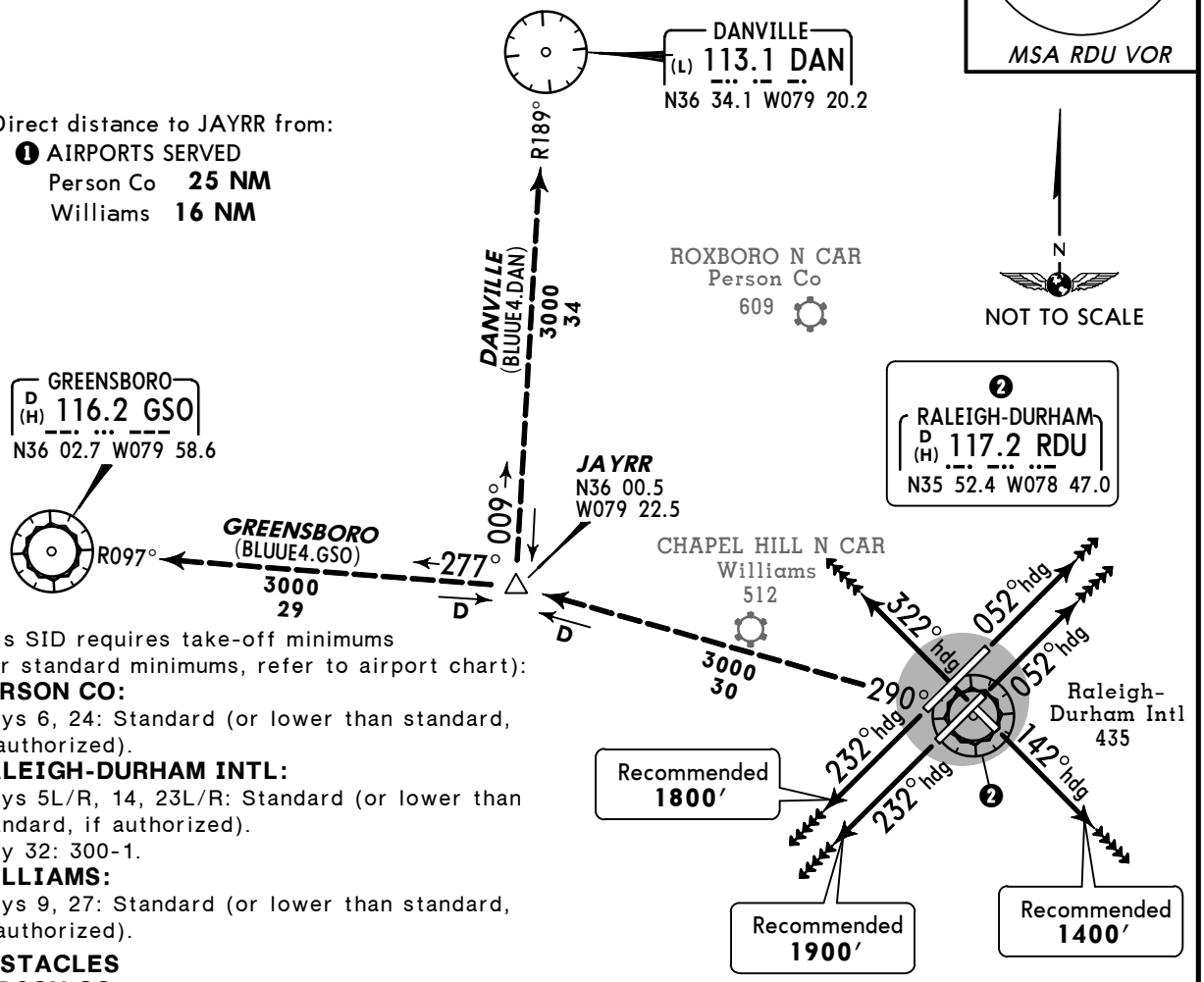
RALEIGH Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
132.35	See Graphic	1. Turbojets not authorized. **2. RADAR required.** 3. Also serves ❶

BLUE DEVIL FOUR DEPARTURE (BLUUE4.RDU)



Direct distance to JAYRR from:
❶ AIRPORTS SERVED
Person Co **25 NM**
Williams **16 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

PERSON CO:
Rwys 6, 24: Standard (or lower than standard, if authorized).

RALEIGH-DURHAM INTL:
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

WILLIAMS:
Rwys 9, 27: Standard (or lower than standard, if authorized).

OBSTACLES
PERSON CO:
Rwy 6: Trees 1600′ from DER, 200′ RIGHT of centerline, 100′ AGL/729′ MSL.
Rwy 24: Trees 562′ from DER, 577′ LEFT of centerline, 100′ AGL/699′ MSL.

RALEIGH-DURHAM INTL:
Rwy 5L: Tree 2011′ from DER, 949′ RIGHT of centerline, 80′ AGL/469′ MSL. Tree 3802′ from DER, 1238′ LEFT of centerline, 77′ AGL/506′ MSL. Tank 4046′ from DER, 1578′ RIGHT of centerline, 138′ AGL/547′ MSL.
Rwy 5R: Tree 1437′ from DER, 803′ RIGHT of centerline, 80′ AGL/469′ MSL.
Rwy 14: Multiple trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 122′ AGL/571′ MSL. Multiple trees beginning 2468′ from DER, 1′ RIGHT of centerline, up to 110′ AGL/559′ MSL.
Rwy 23L: Tree 1496′ from DER, 797′ LEFT of centerline, 58′ AGL/447′ MSL. Light pole 1458′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Multiple poles 1170′ from DER, 634′ LEFT of centerline, up to 47′ AGL/486′ MSL. Antenna 1243′ from DER, 754′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower and antenna 2207′ from DER, 911′ RIGHT of centerline, 221′ AGL/660′ MSL.

WILLIAMS:
Rwy 9: Trees 1084′ from DER, 250′ LEFT of centerline, 82′ AGL/551′ MSL. Trees 785′ from DER, 401′ RIGHT of centerline, 56 AGL/520′ MSL.
Rwy 27: Trees 200′ from DER, 240′ LEFT of centerline, 43′ AGL/542′ MSL.

AIRPORT	INITIAL CLIMB
PERSON CO	**Rwy 6:** Climb on heading 060°. **Rwy 24:** Climb on heading 240°.
RALEIGH-DURHAM INTL	**Rwys 5L/R:** Climb on heading 052°. **Rwy 14:** Climb on heading 142° to recommended **1400′.** **Rwy 23L:** Climb on heading 232° to recommended **1900′.** **Rwy 23R:** Climb on heading 232° to recommended **1800′.** **Rwy 32:** Climb on heading 322°.
WILLIAMS	**Rwy 9:** Climb on heading 090° to **1400′.** **Rwy 27:** Climb on heading 270° to **2400′.**

ROUTING

Or as assigned for vectors to assigned transition. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Chart reindexed (BEXGO ONE RNAV DEP cancelled).

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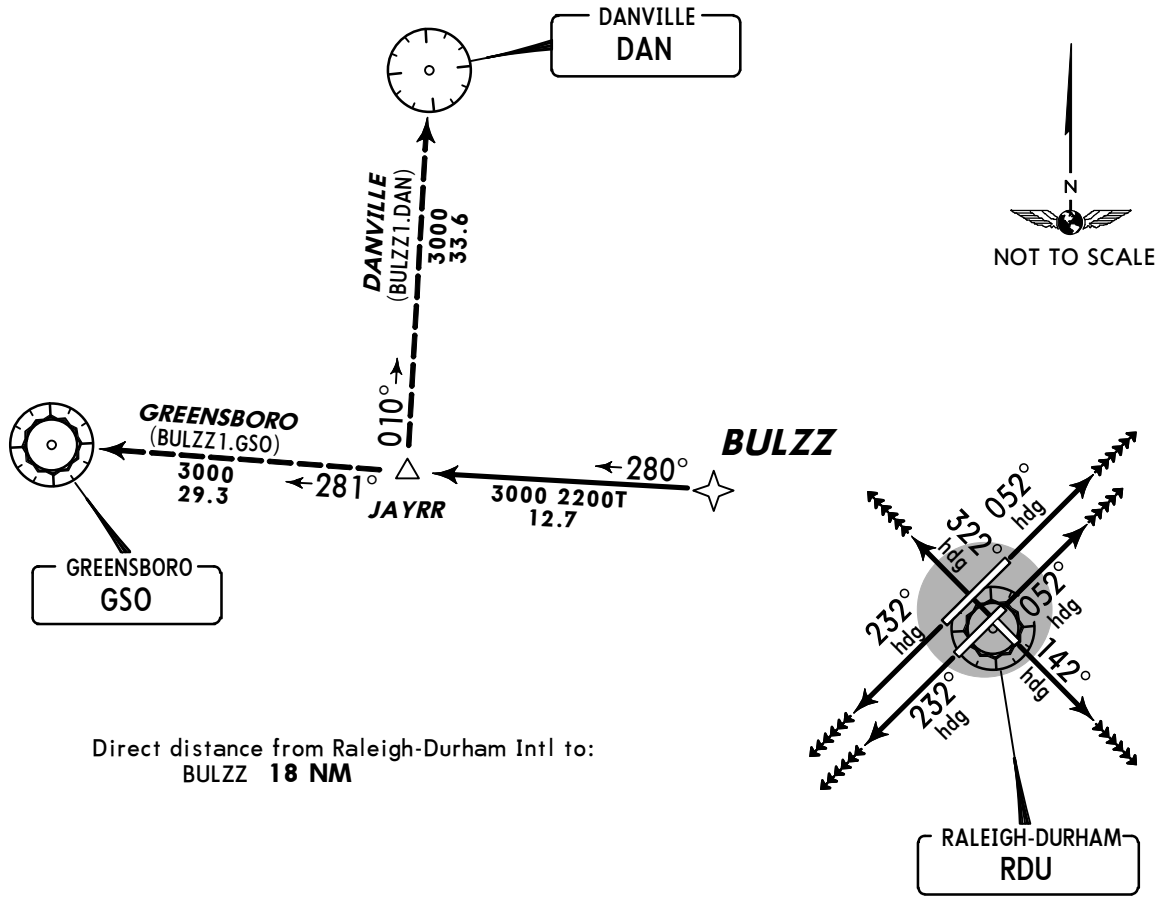
RALEIGH Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
230°-024°	025°-229°	435′	**1. DME/DME/IRU or GPS required.**
132.35	125.3		**2. RADAR required. 3. RNAV 1.**
			4. For propeller aircraft only.
			5. Transponder code will be issued via PDC or Raleigh Clearance Delivery.

3400′
MSA RDU VOR

BULZZ ONE RNAV DEPARTURE (BULZZ1.BULZZ)



Direct distance from Raleigh-Durham Intl to:
BULZZ **18 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R: Standard (or lower than standard, if authorized).
Rwy 14: Standard (or lower than standard, if authorized) with minimum climb of 230′ per NM to **2600′.**
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to **2600′.**
Rwy 23R: Standard (or lower than standard, if authorized) with minimum climb of 235′ per NM to **2700′.**
Rwy 32: 300-1.

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
235′ per NM	294	392	588	783	979	1175
245′ per NM	306	408	613	817	1021	1225

OBSTACLES
Rwy 5L: Trees 3802′ from DER, 1237′ LEFT of centerline, up to 77′ AGL/506′ MSL. Tank and trees beginning 2011′ from DER, 948′ RIGHT of centerline, up to 138′ AGL/547′ MSL.
Rwy 5R: Trees 1436′ from DER, 803′ RIGHT of centerline, up to 80′ AGL/469′ MSL.
Rwy 14: Trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 116′ AGL/545′ MSL. Trees beginning 2467′ from DER, 2′ RIGHT of centerline, up to 122′ AGL/571′ MSL.
Rwy 23L: Trees 1495′ from DER, 797′ LEFT of centerline, up to 58′ AGL/447′ MSL. Light pole 1457′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Light poles beginning 1170′ from DER, 618′ LEFT of centerline, up to 55′ AGL/486′ MSL. Hangar 1242′ from DER, 753′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower 2207′ from DER, 910′ RIGHT of centerline, 231′ AGL/660′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
5L/R	Climb heading 052°, EXPECT RADAR vectors to BULZZ.	**MAINTAIN 3000′** or as assigned by ATC
14	Climb heading 142°, EXPECT RADAR vectors to BULZZ.	
23L/R	Climb heading 232°, EXPECT RADAR vectors to BULZZ.	
32	Climb heading 322°, EXPECT RADAR vectors to BULZZ.	

ROUTING

At BULZZ on depicted route to JAYRR. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Chart reindexed (BLUE DEVIL FOUR DEP reindexed).

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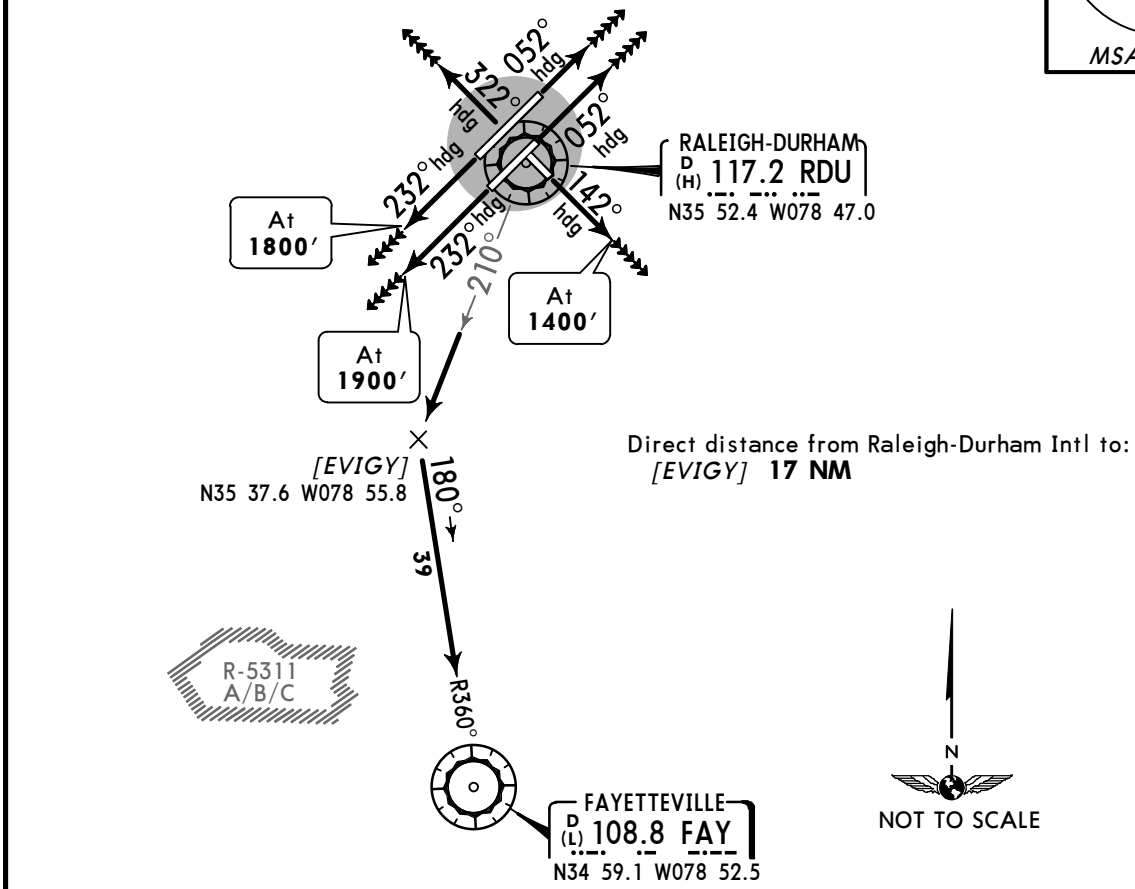
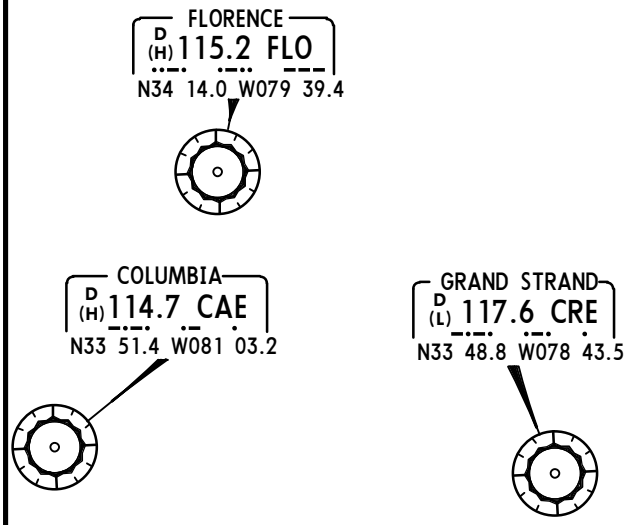
RALEIGH Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
125.3	435′	**RADAR required.**

3400′
MSA RDU VOR

FAYETTEVILLE THREE DEPARTURE (FAY3.FAY)



Direct distance from Raleigh-Durham Intl to:
[EVIGY] **17 NM**



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

OBSTACLES
Rwy 5L: Tree 2011′ from DER, 949′ RIGHT of centerline, 80′ AGL/469′ MSL. Tree 3802′ from DER, 1238′ LEFT of centerline, 77′ AGL/506′ MSL. Tank 4046′ from DER, 1578′ RIGHT of centerline, 138′ AGL/547′ MSL.
Rwy 5R: Tree 1437′ from DER, 803′ RIGHT of centerline, 80′ AGL/469′ MSL.
Rwy 14: Multiple trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 122′ AGL/571′ MSL. Multiple trees beginning 2468′ from DER, 1′ RIGHT of centerline, up to 110′ AGL/559′ MSL.
Rwy 23L: Tree 1496′ from DER, 797′ LEFT of centerline, 58′ AGL/447′ MSL. Light pole 1458′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Multiple poles 1170′ from DER, 634′ LEFT of centerline, up to 47′ AGL/486′ MSL. Antenna 1243′ from DER, 754′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower and antenna 2207′ from DER, 911′ RIGHT of centerline, 221′ AGL/660′ MSL.

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to **1400′.**
23L	Climb heading 232° to **1900′.**
23R	Climb heading 232° to **1800′.**
32	Climb heading 322°.

ROUTING

Or as assigned for vectors to join RDU R-210, then via RDU R-210 and FAY R-360 to FAY, then via assigned route. EXPECT clearance to filed altitude/flight level ten minutes after departure.

CHANGES: Chart reindexed (BULZZ ONE RNAV DEP reindexed).

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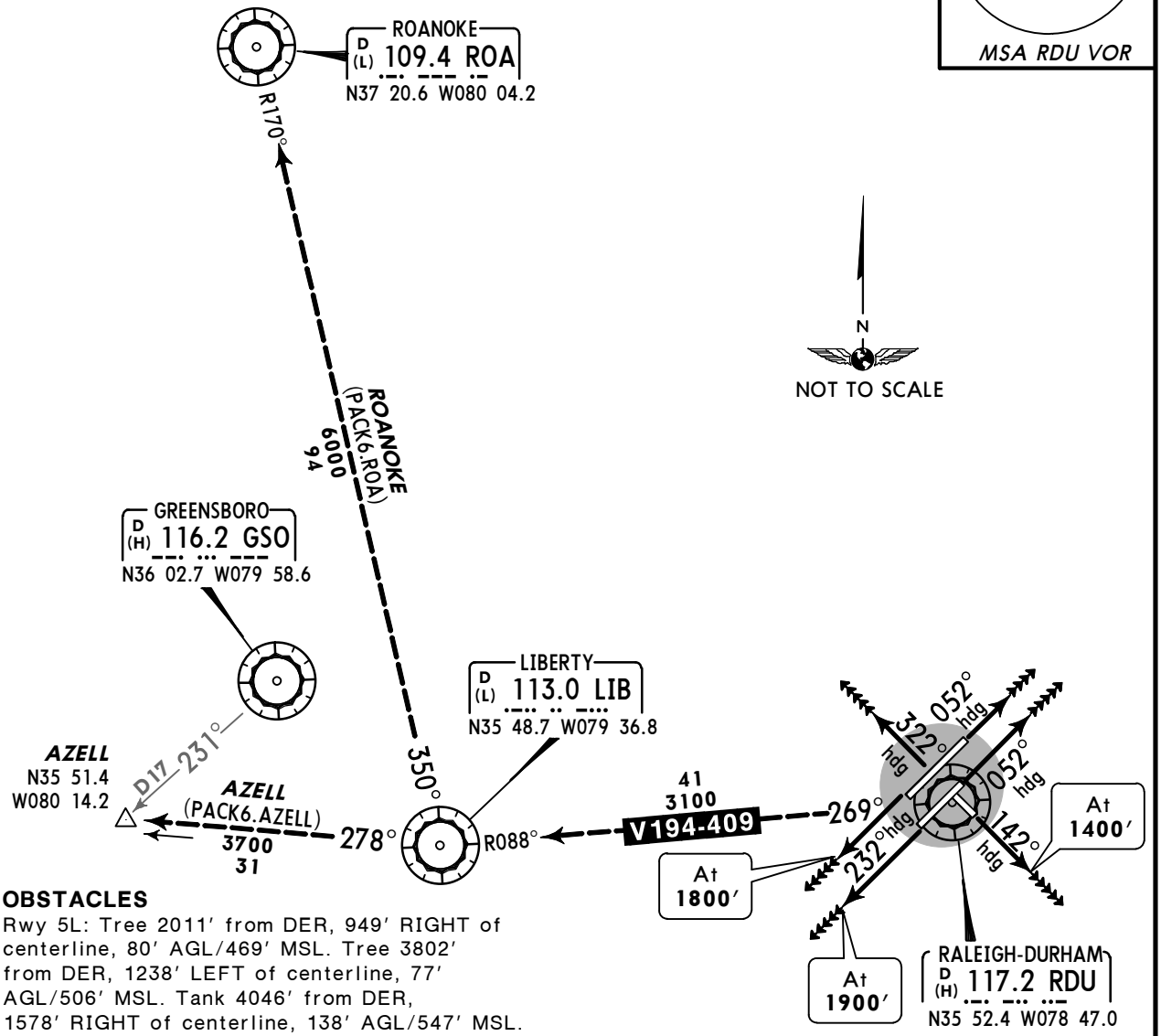
RALEIGH Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
132.35	435′	**1. RADAR required.** 2. Turbojets only.

3400′
MSA RDU VOR

PACKK SIX DEPARTURE (PACK6.RDU)



OBSTACLES

Rwy 5L: Tree 2011′ from DER, 949′ RIGHT of centerline, 80′ AGL/469′ MSL. Tree 3802′ from DER, 1238′ LEFT of centerline, 77′ AGL/506′ MSL. Tank 4046′ from DER, 1578′ RIGHT of centerline, 138′ AGL/547′ MSL.
Rwy 5R: Tree 1437′ from DER, 803′ RIGHT of centerline, 80′ AGL/469′ MSL.
Rwy 14: Multiple trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 122′ AGL/571′ MSL. Multiple trees beginning 2468′ from DER, 1′ RIGHT of centerline, up to 110′ AGL/559′ MSL.
Rwy 23L: Tree 1496′ from DER, 797′ LEFT of centerline, 58′ AGL/447′ MSL. Light pole 1458′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Multiple poles 1170′ from DER, 634′ LEFT of centerline, up to 47′ AGL/486′ MSL. Antenna 1243′ from DER, 754′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower and antenna 2207′ from DER, 911′ RIGHT of centerline, 221′ AGL/660′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to **1400′.**
23L	Climb heading 232° to **1900′.**
23R	Climb heading 232° to **1800′.**
32	Climb heading 322°.

ROUTING

Or as assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

CHANGES: Chart reindexed (FAYETTEVILLE THREE DEP reindexed).

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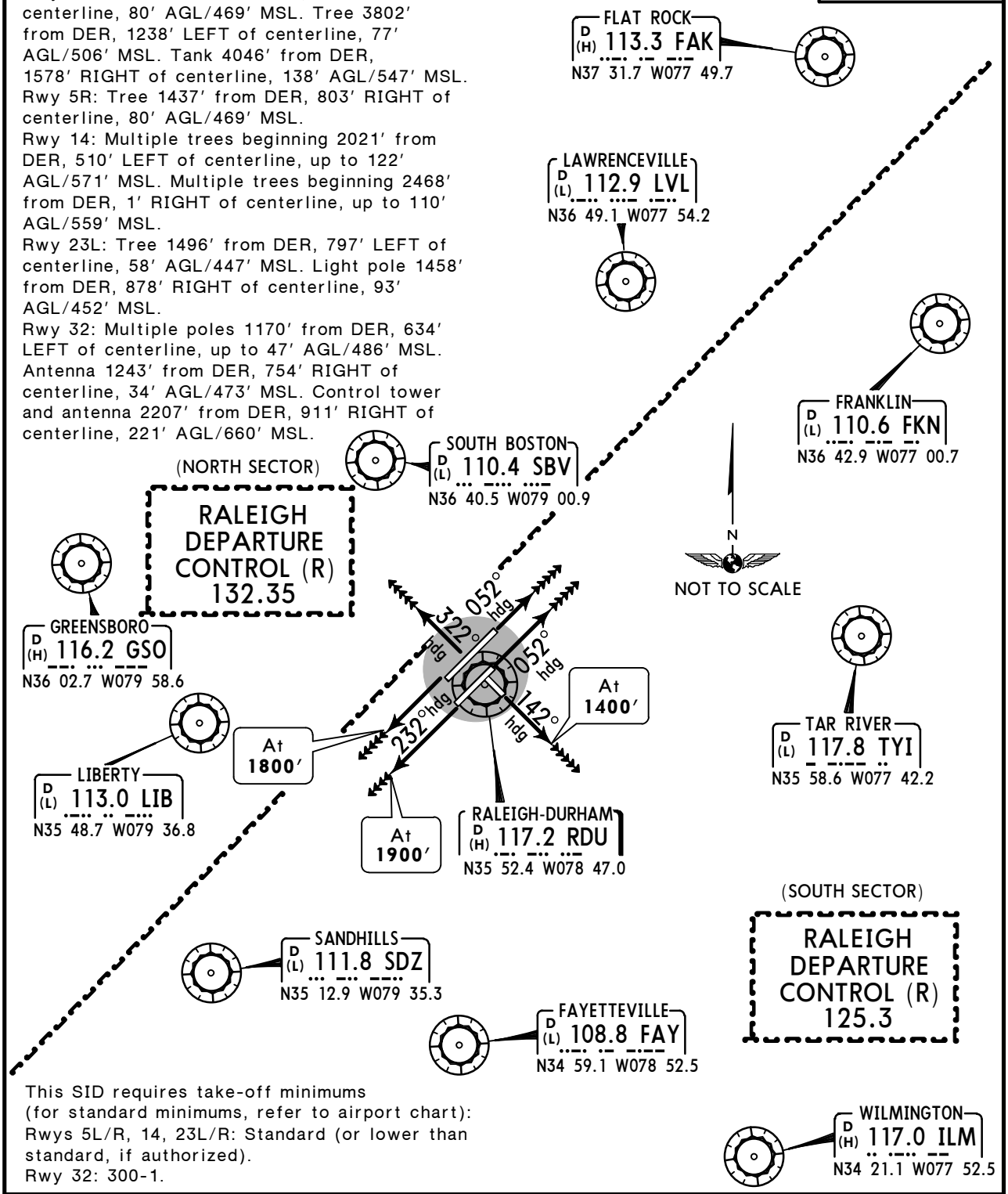
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 435′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

3400′
MSA RDU VOR

RALEIGH SEVEN DEPARTURE (RDU7.RDU)

OBSTACLES
Rwy 5L: Tree 2011′ from DER, 949′ RIGHT of centerline, 80′ AGL/469′ MSL. Tree 3802′ from DER, 1238′ LEFT of centerline, 77′ AGL/506′ MSL. Tank 4046′ from DER, 1578′ RIGHT of centerline, 138′ AGL/547′ MSL.
Rwy 5R: Tree 1437′ from DER, 803′ RIGHT of centerline, 80′ AGL/469′ MSL.
Rwy 14: Multiple trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 122′ AGL/571′ MSL. Multiple trees beginning 2468′ from DER, 1′ RIGHT of centerline, up to 110′ AGL/559′ MSL.
Rwy 23L: Tree 1496′ from DER, 797′ LEFT of centerline, 58′ AGL/447′ MSL. Light pole 1458′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Multiple poles 1170′ from DER, 634′ LEFT of centerline, up to 47′ AGL/486′ MSL. Antenna 1243′ from DER, 754′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower and antenna 2207′ from DER, 911′ RIGHT of centerline, 221′ AGL/660′ MSL.



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to **1400′.**
23L	Climb heading 232° to **1900′.**
23R	Climb heading 232° to **1800′.**
32	Climb heading 322°.

ROUTING

Or as assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

CHANGES: Chart reindexed (HOOKZ ONE RNAV DEP cancelled).

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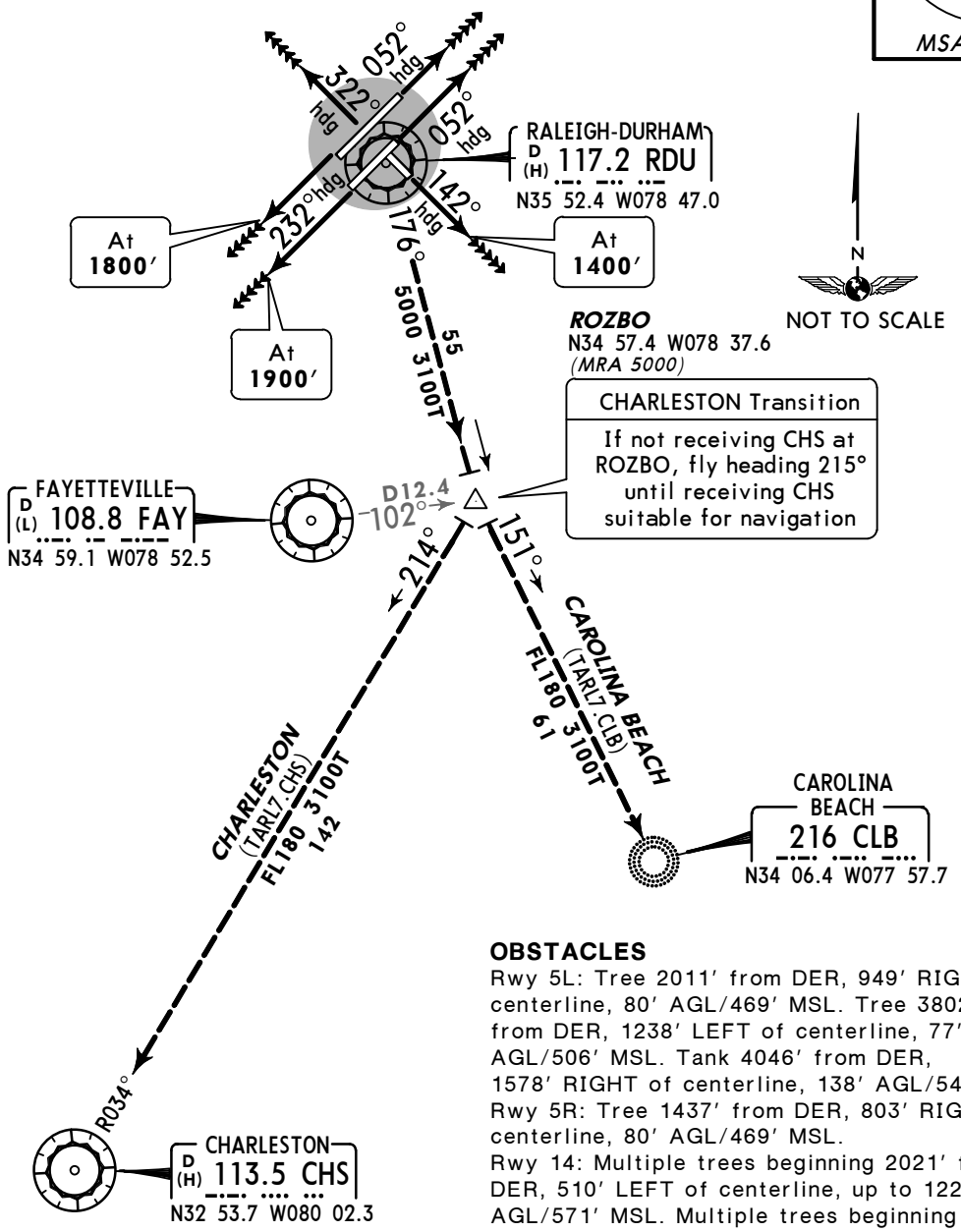
RALEIGH Departure (R)	Apt Elev	
125.3	435′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. CAROLINA BEACH Transition: ADF required.

3400′
MSA RDU VOR

TARHEEL SEVEN DEPARTURE (TARL7.RDU)



OBSTACLES
Rwy 5L: Tree 2011′ from DER, 949′ RIGHT of centerline, 80′ AGL/469′ MSL. Tree 3802′ from DER, 1238′ LEFT of centerline, 77′ AGL/506′ MSL. Tank 4046′ from DER, 1578′ RIGHT of centerline, 138′ AGL/547′ MSL.
Rwy 5R: Tree 1437′ from DER, 803′ RIGHT of centerline, 80′ AGL/469′ MSL.
Rwy 14: Multiple trees beginning 2021′ from DER, 510′ LEFT of centerline, up to 122′ AGL/571′ MSL. Multiple trees beginning 2468′ from DER, 1′ RIGHT of centerline, up to 110′ AGL/559′ MSL.
Rwy 23L: Tree 1496′ from DER, 797′ LEFT of centerline, 58′ AGL/447′ MSL. Light pole 1458′ from DER, 878′ RIGHT of centerline, 93′ AGL/452′ MSL.
Rwy 32: Multiple poles 1170′ from DER, 634′ LEFT of centerline, up to 47′ AGL/486′ MSL. Antenna 1243′ from DER, 754′ RIGHT of centerline, 34′ AGL/473′ MSL. Control tower and antenna 2207′ from DER, 911′ RIGHT of centerline, 221′ AGL/660′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized) with ATC climb of 350′ per NM to **FL180**.
Rwy 32: 300-1 with ATC climb of 350′ per NM to **FL180**.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to **1400′.**
23L	Climb heading 232° to **1900′.**
23R	Climb heading 232° to **1800′.**
32	Climb heading 322°.

ROUTING

Or as assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

CHANGES: Chart reindexed (HURIC ONE RNAV DEP cancelled).

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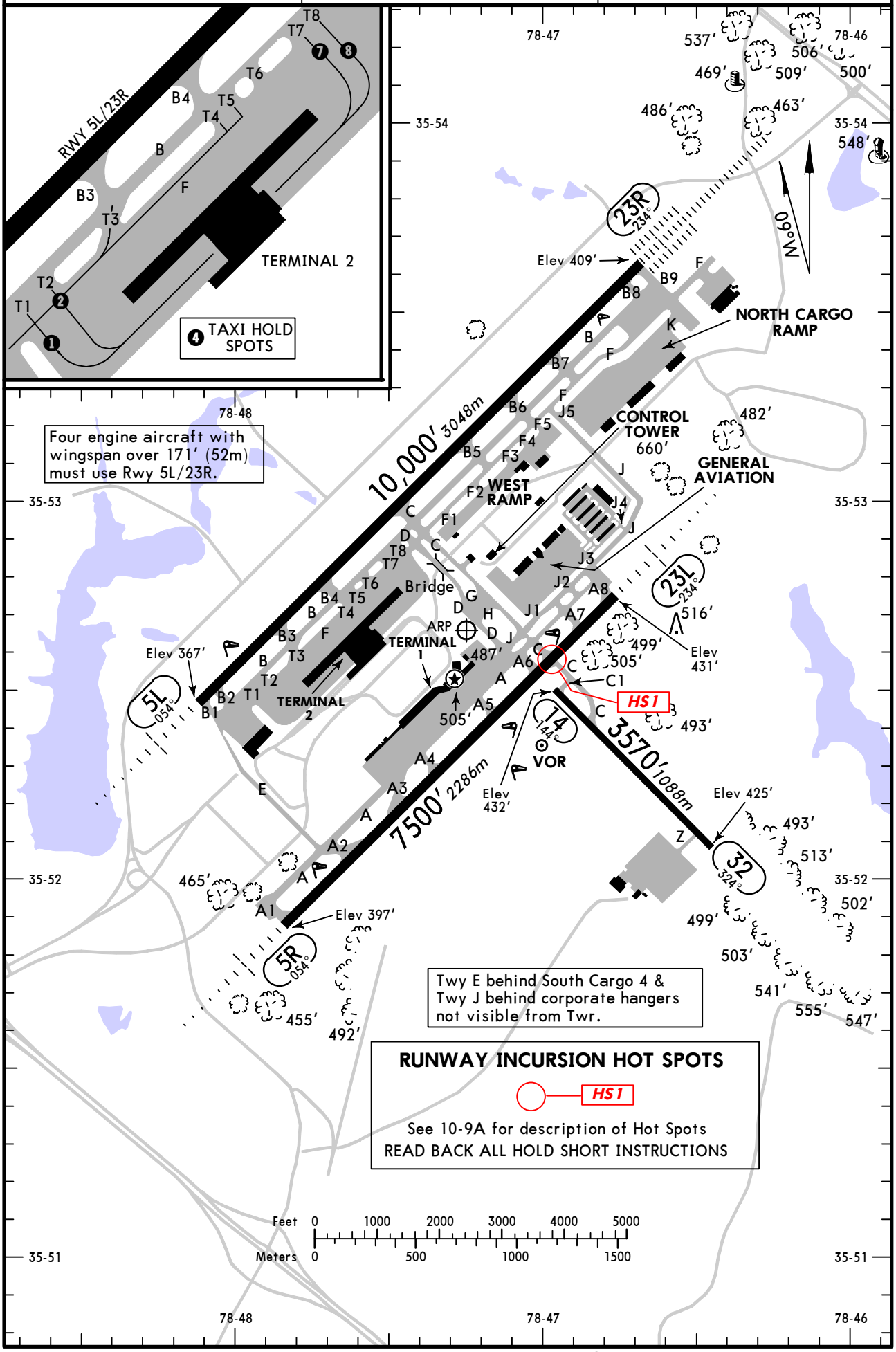
D-ATIS	ACARS: D-ATIS PDC TWIP	RALEIGH Clearance	Ramp Control
123.8		120.1	130.17

Ground		Tower		RALEIGH Departure (R)	
Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	230°-024°	025°-229°
121.7	121.9	119.3	127.45	132.35	125.3



CHANGES: None.

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GENERAL

Prior permission required for all military aircraft Fighter Wing Reserve Wing and unscheduled charter flights with 30 or more passengers. Military practice approaches require approval. 24 hour prior notice required.
Limited Parking. Ramp closed to all Fighter Wing except Army & Military transport with prior permission required.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
Rwy 23R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R	HIRL CL MALSR ❶ PAPI-L grooved RVR		6475′ *1974m*		150′ *46m*
23L	HIRL CL MALSR TDZ ❶ PAPI-L grooved RVR		6500′ *1981m*		
❶ Angle 3.0°.					
5L	HIRL CL MALSR TDZ ❷ PAPI-L ❸ grooved RVR		9000′ *2743m*		150′ *46m*
23R	HIRL CL ALSF-II TDZ ❷ PAPI-L ❸ grooved RVR		8840′ *2694m*		
❷ Angle 3.0°. ❸ Southwest and Northeast 3000′ (914m) un-grooved.					
14	MIRL				100′ *30m*
32	MIRL REIL PAPI-L (angle 3.5°)				

RUNWAY INCURSION HOT SPOTS

HS

(For information only, not to be construed as ATC instructions.)

HS1 Intersection of Runway 5R/23L and Taxiway C.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 5L, 23R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 5R, 23L					**Rwy 14**			**Rwy 32**
Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	300-1

OBSTACLE DP

Rwy 14 - climb heading 142° to 1400′ before turning right.
Rwy 23L - climb heading 232° to 1900′ before turning left.
Rwy 23R - climb heading 232° to 1800′ before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 5R/L	ILS or LOC Rwy 23R/L VOR Rwy 32 (w/o DME)	Other
A	600-2	800-2	800-2
B			
C		800-2¼	
D	700-2	800-2½	

AMEND 5

CHANGES: Rwy 23L, Rwy 32 VASI revised to PAPI-L.

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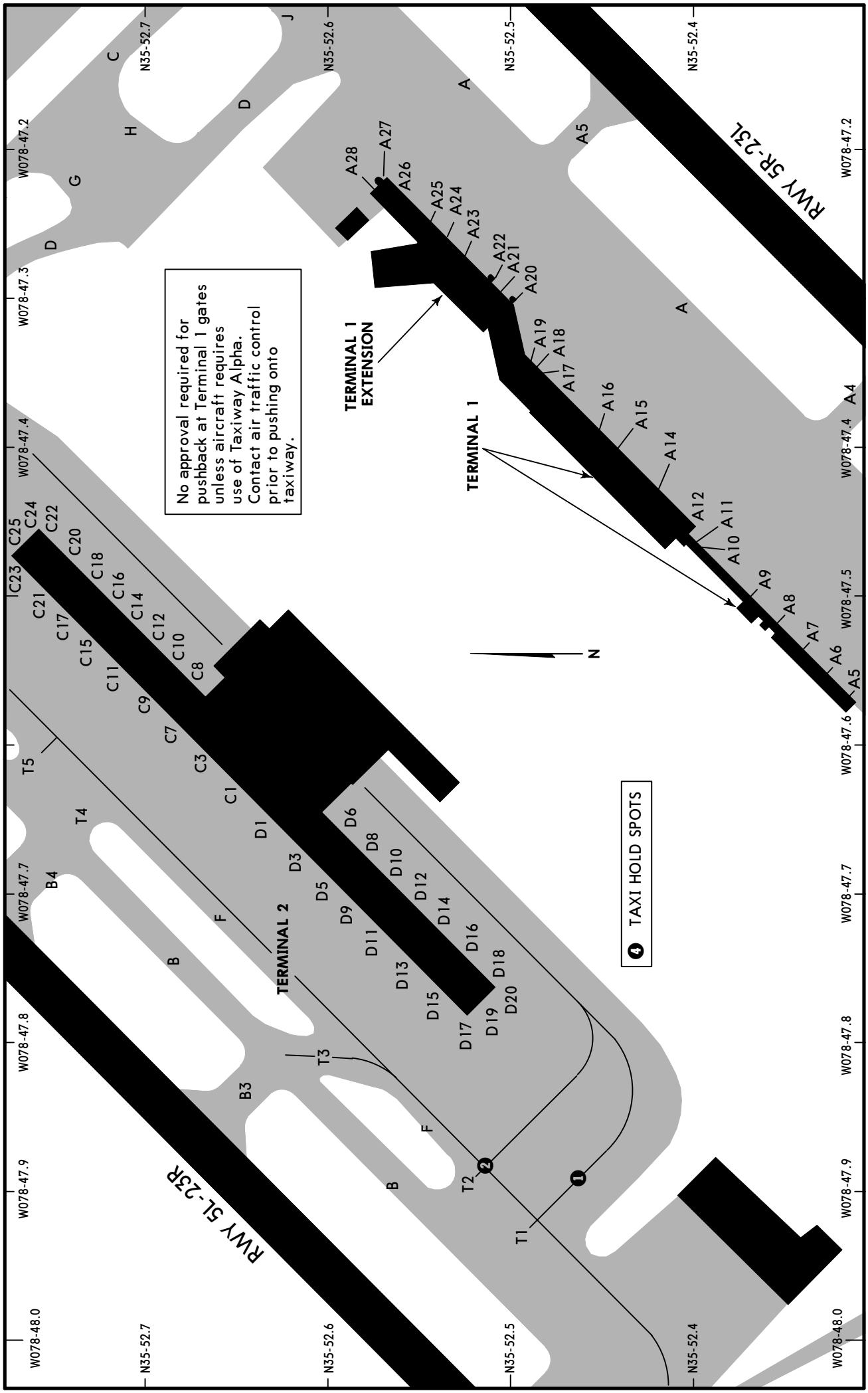

CHANGES: Runway designations.

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PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
TERMINAL 1			
A5	N35 52.3 W078 47.6		
A6 thru A8	N35 52.3 W078 47.5		
A9 thru A11	N35 52.4 W078 47.5		
A12	N35 52.4 W078 47.4		
A14 thru A16	N35 52.4 W078 47.4		
A17	N35 52.5 W078 47.4		
A18 thru A24	N35 52.5 W078 47.3		
A25	N35 52.5 W078 47.2		
A26 thru A28	N35 52.6 W078 47.2		
TERMINAL 2			
C1, C3	N35 52.7 W078 47.6		
C7 thru C9	N35 52.7 W078 47.6		
C10	N35 52.7 W078 47.5		
C11	N35 52.7 W078 47.6		
C12	N35 52.7 W078 47.5		
C14 thru C18	N35 52.7 W078 47.5		
C20	N35 52.7 W078 47.5		
C21 thru C25	N35 52.8 W078 47.5		
D1, D3, D5, D6	N35 52.6 W078 47.7		
D8 thru D11	N35 52.6 W078 47.7		
D12	N35 52.5 W078 47.7		
D13	N35 52.6 W078 47.7		
D14	N35 52.5 W078 47.7		
D15	N35 52.5 W078 47.8		
D16	N35 52.5 W078 47.7		
D17 thru D20	N35 52.5 W078 47.8		

CHANGES: None.

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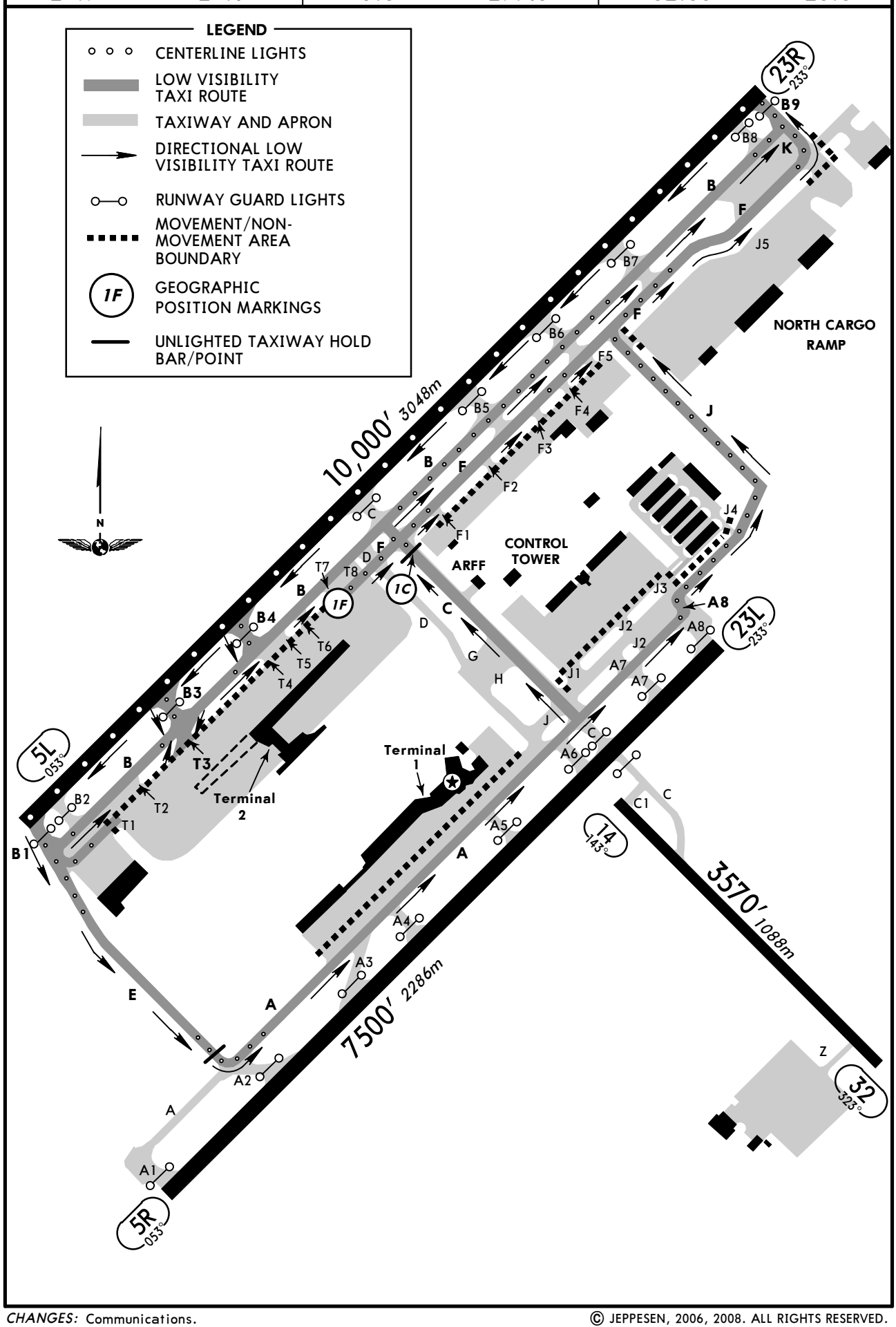
RALEIGH/DURHAM, N CAR
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS PDC TWIP	RALEIGH Clearance	Ramp Control
123.8		120.1	130.17

Ground		Tower		RALEIGH Departure (R)	
Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	230°-024°	025°-229°
121.7	121.9	119.3	127.45	132.35	125.3



CHANGES: Communications.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 21 AUG 09 (11-1) Eff 27 Aug

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 5L

BRIEFING STRIP TM

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

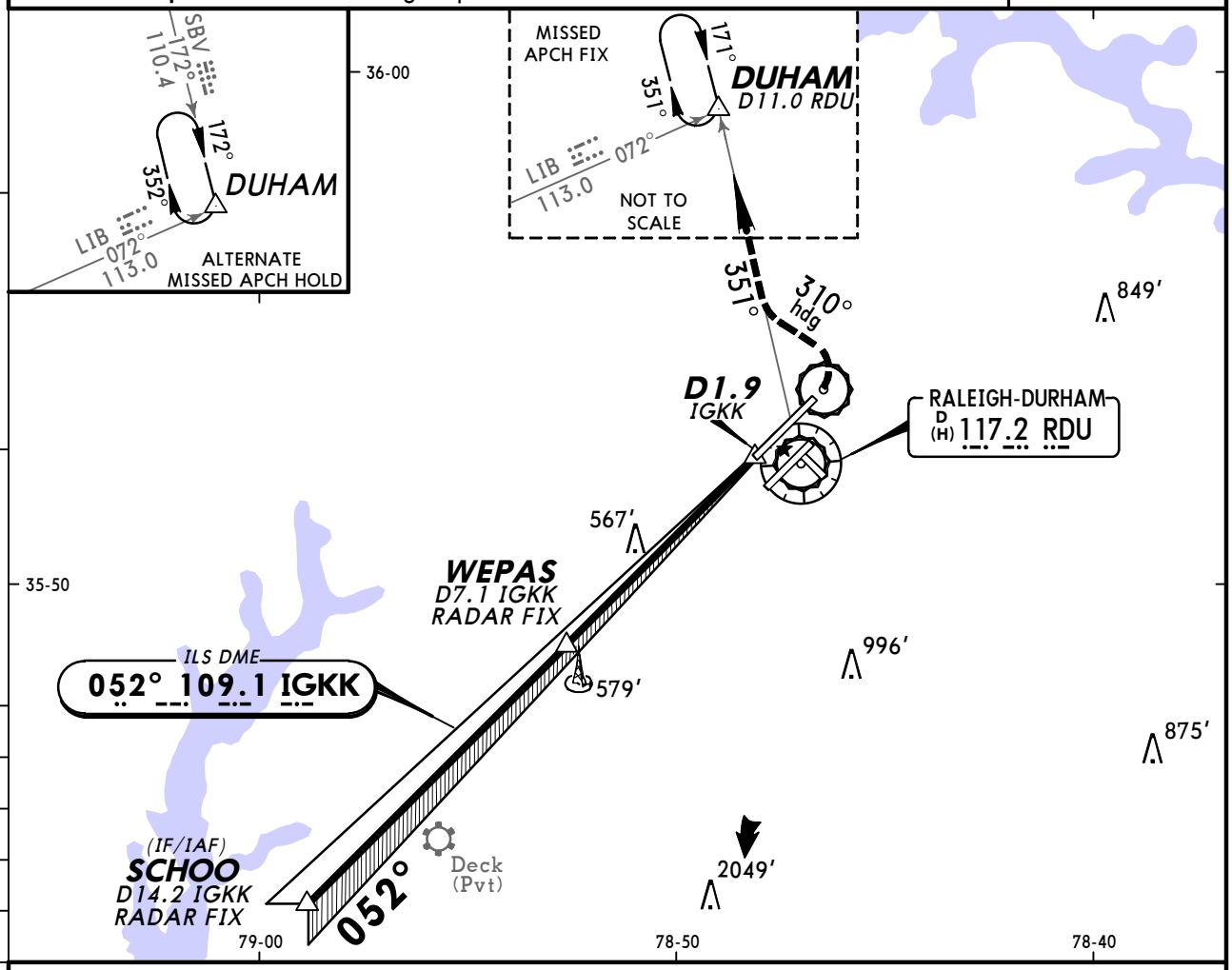
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 435′
IGKK 109.1	052°	WEPAS 2100′ (1715′)	596′ (211′)	TDZE 385′

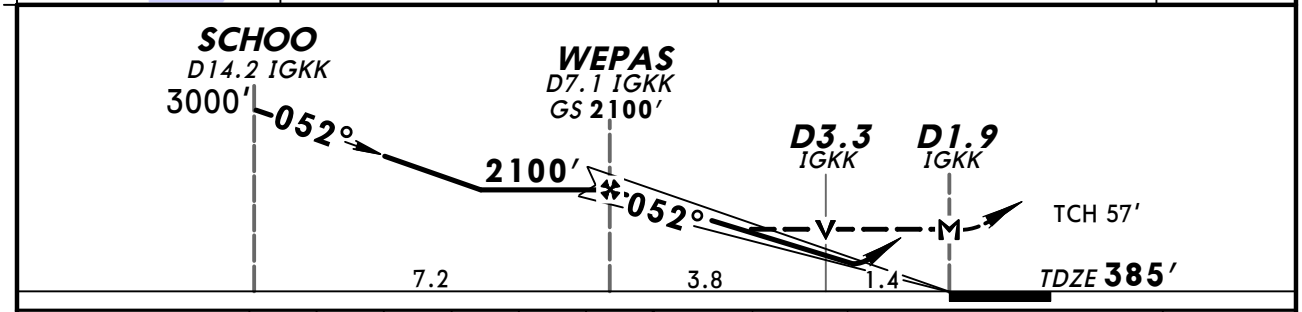
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2100′ via 310° heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. VGSI and glidepath not coincident.

3400′ MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.9 IGKK or WEPAS to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR PAPI | 1000′ | 2100′ LT via 310° hdg and RDU 117.2 R-351 | DUHAM

STRAIGHT-IN LANDING RWY 5L

	ILS DA(H) 596′ (211′) FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) MDA(H) 880′ (495′)	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	960′ (525′)-1
B							120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		140	960′ (525′)-1 1/2
D				RVR 50 or 1	1 1/2		165	1060′ (625′)-2

1 RADAR or DME required.

TERPS AMEND 5

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 21 AUG 09 (11-2) Eff 27 Aug

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 5R

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

LOC IRDU	Final Apch Crs	GS PURME	ILS DA(H)	Apt Elev 435′
109.5	052°	2400′ (1980′)	620′ (200′)	TDZE 420′

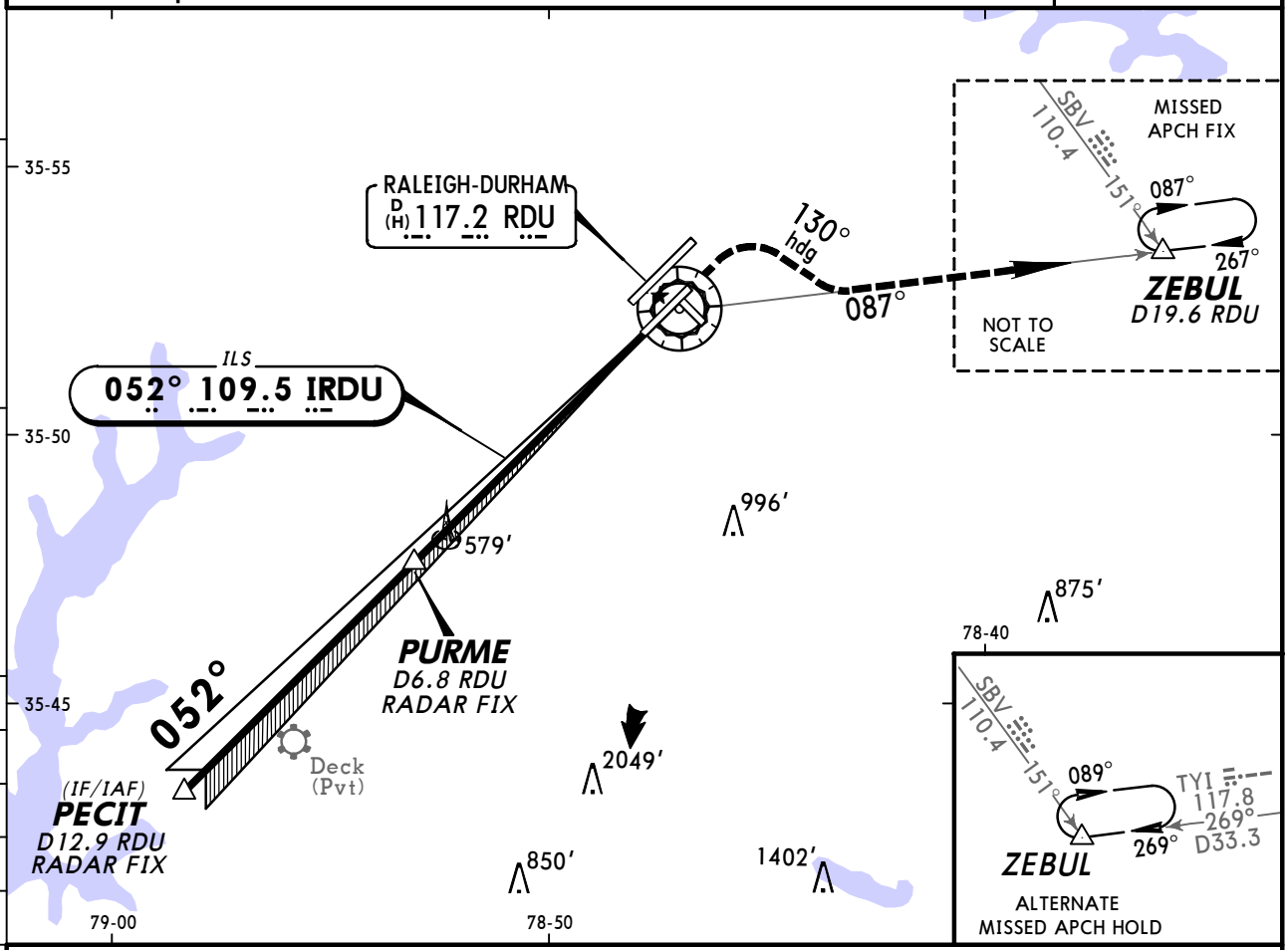
MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 2600′ via 130° heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold.

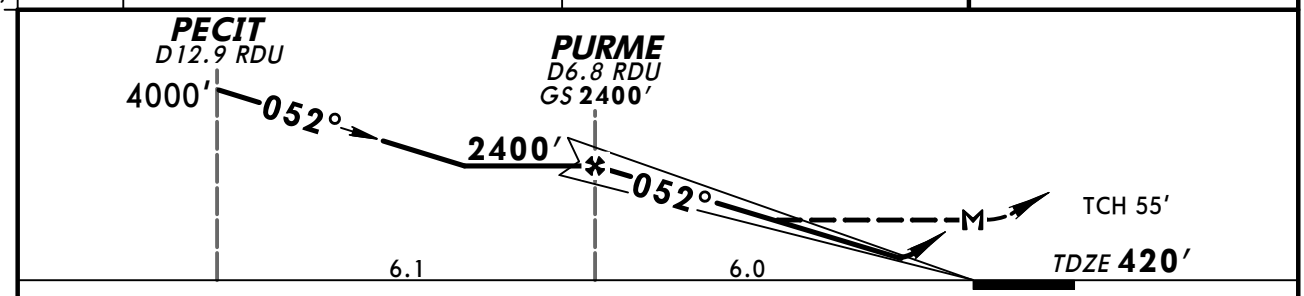
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required.

3400′

MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
PURME to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR PAPI 1000′ 2600′ RT via 130° hdg and RDU 117.2 R-087 ZEBUL

STRAIGHT-IN LANDING RWY 5R						CIRCLE-TO-LAND	
ILS DA(H) 620′ (200′)			2 LOC (GS out) MDA(H) 900′ (480′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	960′ (525′)-1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	960′ (525′)-1½
D			RVR 50 or 1	1½		165	1060′ (625′)-2

AMEND 27 TERPS

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 **RADAR or DME required.**

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (11-3)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23L

BRIEFING STRIP TM

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

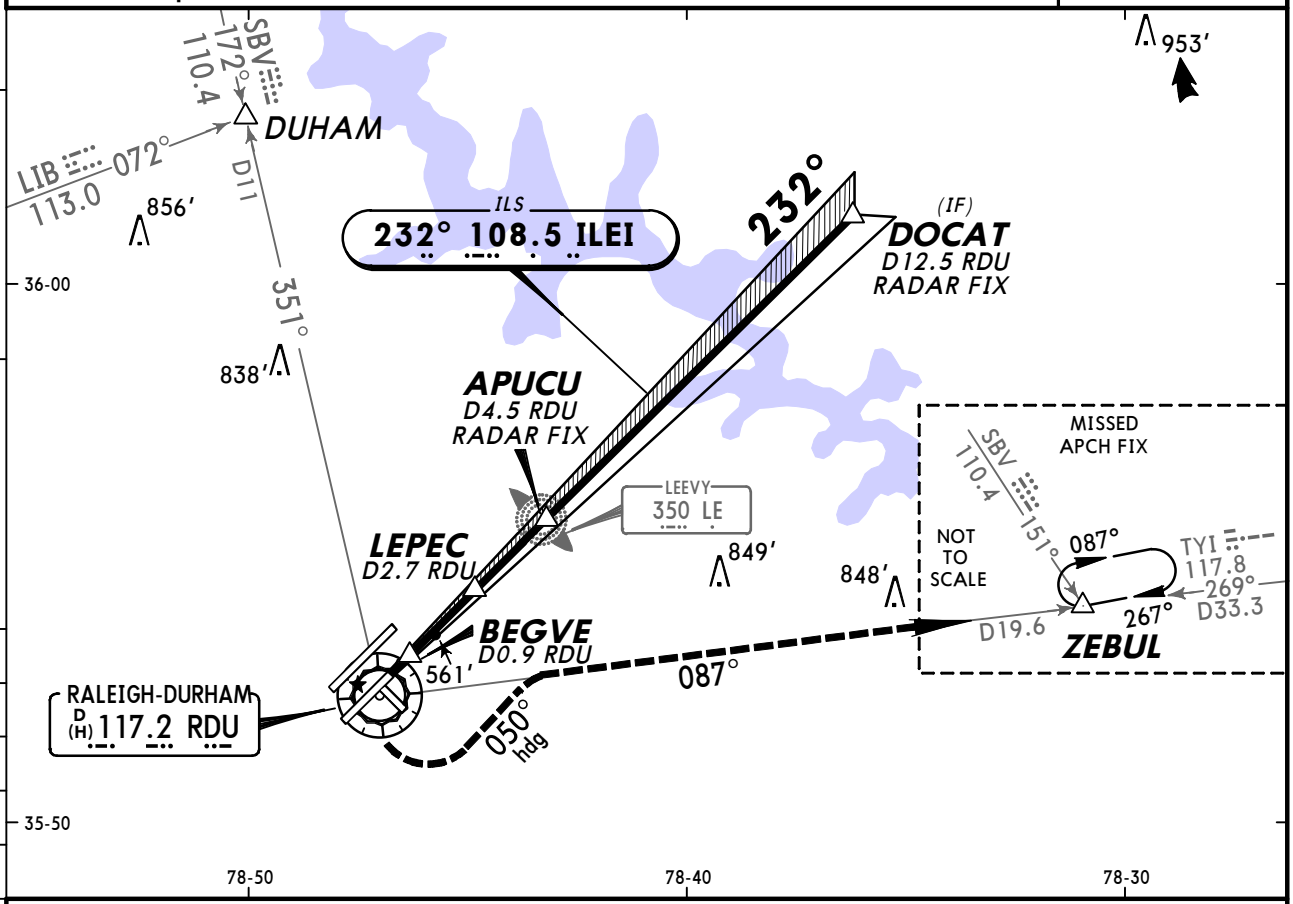
LOC ILEI	Final Apch Crs	GS APUCU	ILS DA(H)	Apt Elev 435′
108.5	232°	1800′ (1365′)	647′ (212′)	TDZE 435′

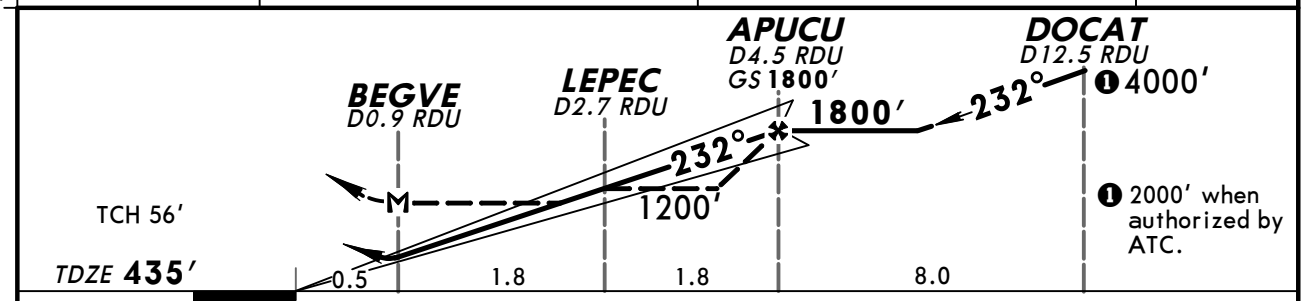
MISSED APCH: Climb to 1000′, then climbing LEFT turn to 2600′ via 050° heading and outbound on RDU VOR R-087 to ZEBUL INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. LOC unusable from 0.5 NM to threshold.

MSA RDU VOR: 3400′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at BEGVE or APUCU to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

MALSR / PAPI | 1000′ | 2600′ LT via 050° hdg and RDU 117.2 R-087 | ZEBUL

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 647′ (212′) FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) MDA(H) 820′ (385′) With LEPEC	RAIL out	ALS out	MDA(H) 1200′ (765′) Without LEPEC	RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND With LEPEC MDA(H)	Without LEPEC MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	960′ (525′) -1	1200′ (765′) -1
B							RVR 40 or 3/4	RVR 60 or 1 1/4		120		1200′ (765′) -1 1/4
C							1 3/4	2 1/4		140	960′ (525′) -1 1/2	1200′ (765′) -2 1/4
D				RVR 40 or 3/4	RVR 60 or 1 1/4		2	2 1/2		165	1060′ (625′) -2	1200′ (765′) -2 1/2

1 DME or RADAR required.

AMEND 8 TERPS

CHANGES: LOC note revised, VASI revised to PAPI.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 21 AUG 09 (11-4) Eff 27 Aug

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23R

BRIEFING STRIP TM

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

LOC IDMP	Final Apch Crs	GS BODLY	ILS DA(H)	Apt Elev 435′
111.7	234°	2200′ (1791′)	609′ (200′)	TDZE 409′

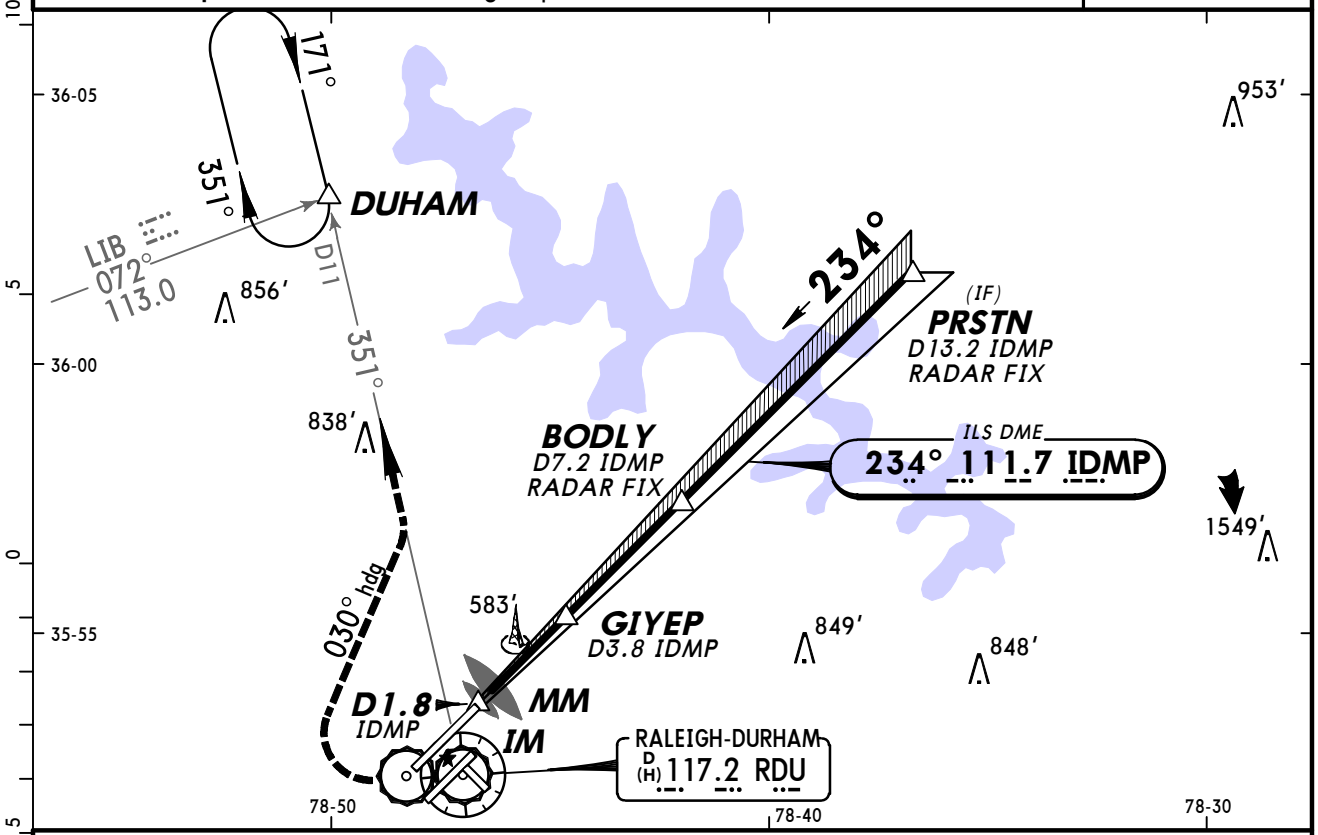
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 2100′ via 030° heading and outbound on RDU VOR R-351 to DUHAM INT and hold.

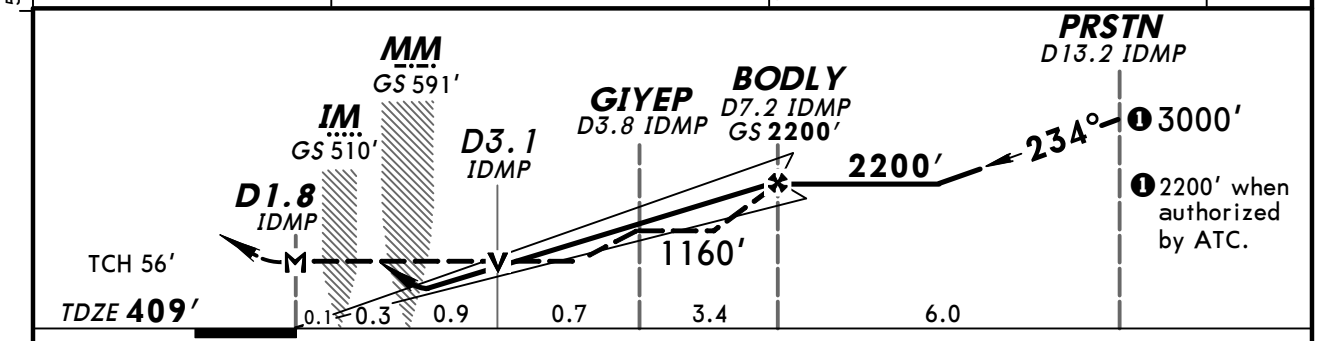
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. VGSI and ILS glidepath not coincident.

3400′

MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II / PAPI	1000′	2100′ RT	via 030° hdg	and RDU 117.2 R-351	DUHAM
GS 3.00°	377	484	538	646	753	861						
MAP at D1.8 IDMP or BODLY to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02						

STRAIGHT-IN LANDING RWY **23R**

	ILS DA(H) 609′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	1 LOC (GS out) MDA(H) 900′ (491′) With GIYEP		MDA(H) 1160′ (751′) Without GIYEP		CIRCLE-TO-LAND Max Kts	With GIYEP MDA(H)	Without GIYEP MDA(H)
					ALS out		ALS out			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	960′ (525′) -1	1160′ (725′) -1
B						RVR 40 or 3/4	RVR 60 or 1 1/4	120		1160′ (725′) -1 1/4
C				RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	2 1/4	140	960′ (525′) -1 1/2	1160′ (725′) -2 1/4
D				RVR 50 or 1	1 1/2	2	2 1/2	165	1060′ (625′) -2	1160′ (725′) -2 1/2

AMEND 11

TERPS

1 RADAR or DME required.

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 21 AUG 09 Eff 27 Aug (11-4A)

RALEIGH/DURHAM, N CAR
ILS Rwy 23R CAT II & III

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

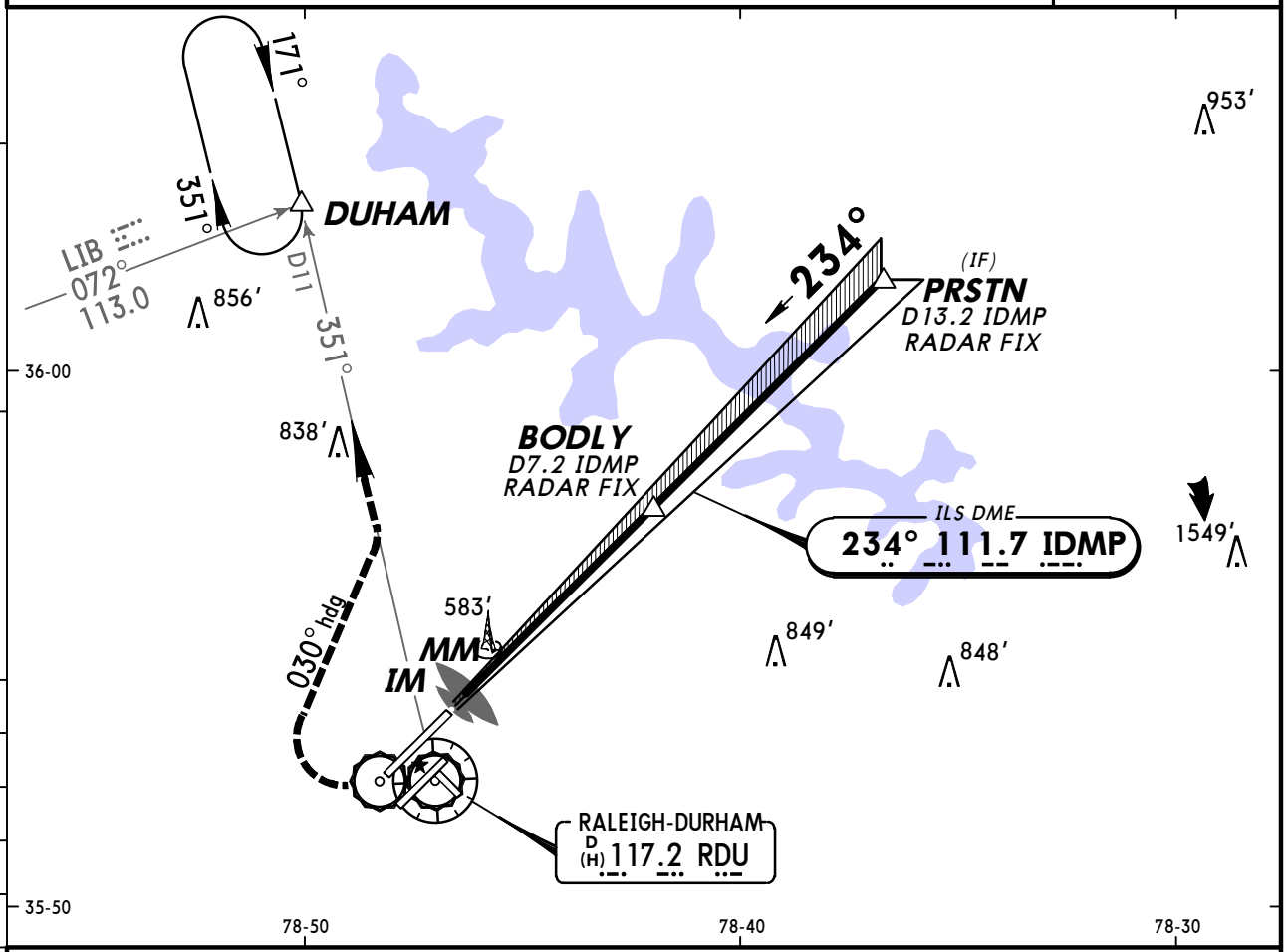
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IDMP 111.7	234°	BODLY 2200′ (1791′)	NA	Refer to Minimums		RA 105′ DA(H) 509′ (100′)	435′ TDZE 409′

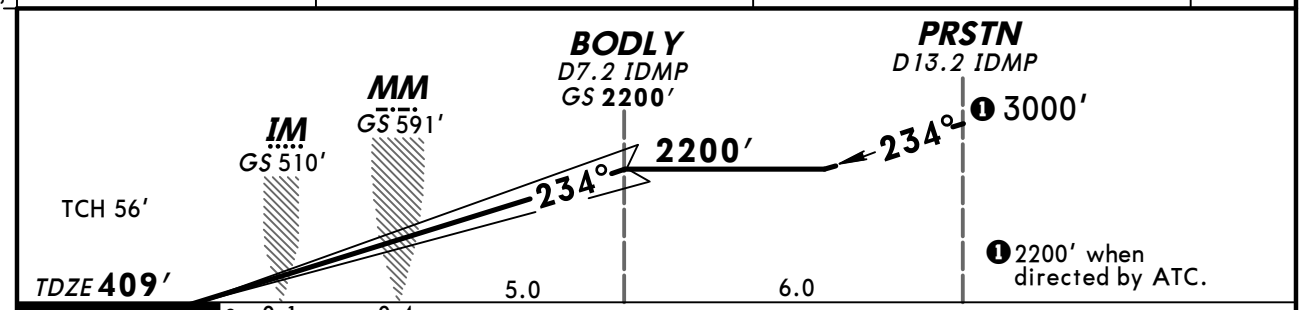
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 2100′ via 030° heading and outbound on RDU VOR R-351 to DUHAM INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. RADAR required.
3. VGSI and ILS glidepath not coincident.

3400′
MSA RDU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1000′ | 2100′ RT via 030° hdg and RDU 117.2 R-351 | DUHAM

STRAIGHT-IN LANDING RWY **23R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105′ DA(H) 509′ (100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 11 TERPS

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

21 AUG 09
Eff 27 Aug

JEPPESEN (12-1)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 5L

BRIEFING STRIP™

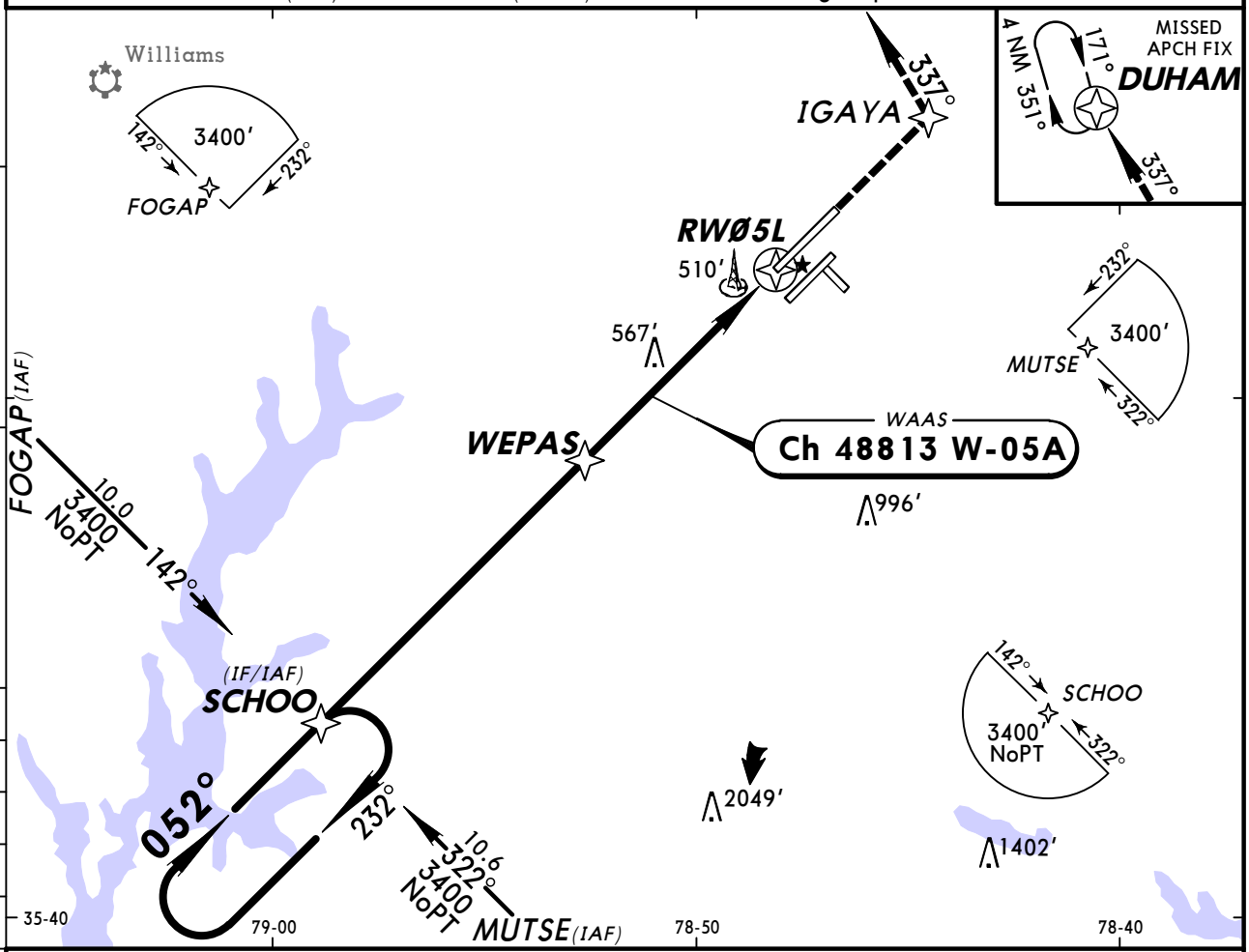
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

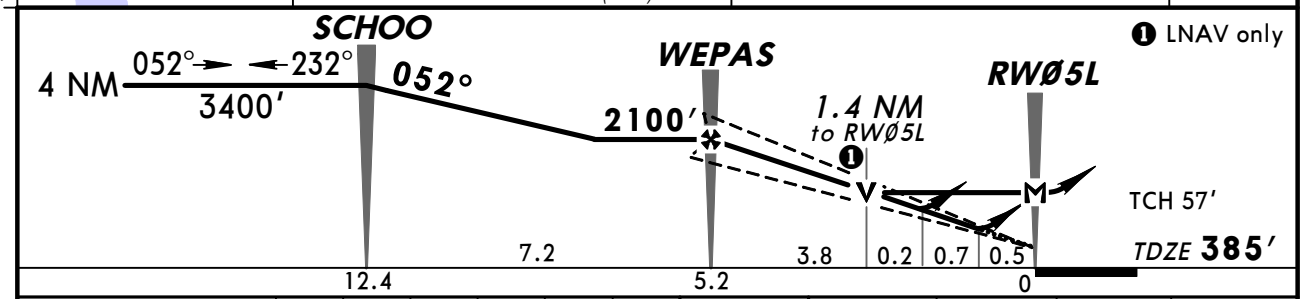
WAAS	Final Apch Crs	Minimum Alt WEPAS	LPV DA(H)	Apt Elev 435′	TAA 30 NM IAF
Ch 48813 W-05A	052°	2100′(1715′)	596′(211′)	TDZE 385′	

MISSED APCH: Climb to 2100′ direct IGAYA and via track 337° to DUHAM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

MALSR PAPI 2100′ IGAYA

STRAIGHT-IN LANDING RWY 5L

	LPV DA(H) 596′(211′)		LNAV/VNAV DA(H) 793′(408′)		LNAV MDA(H) 880′(495′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	960′(525′)-1
120	
140	960′(525′)-1½
165	1060′(625′)-2

AMEND 1 TERPS

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

21 AUG 09
Eff 27 Aug

JEPPESEN (12-2)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 5R

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

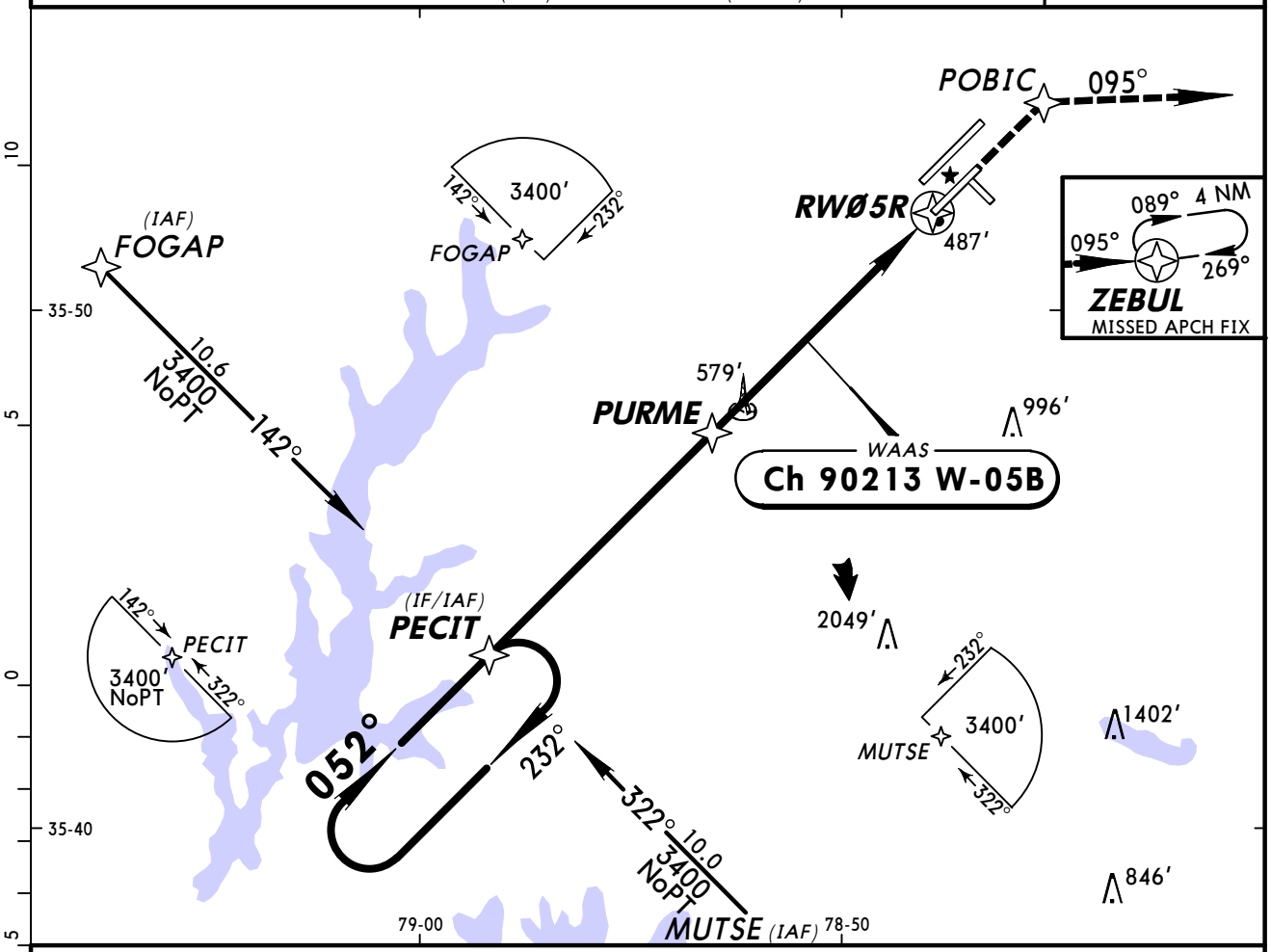
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 435′
Ch 90213 W-05B	052°	PURME 2400′ (1980′)	620′ (200′)	TDZE 420′

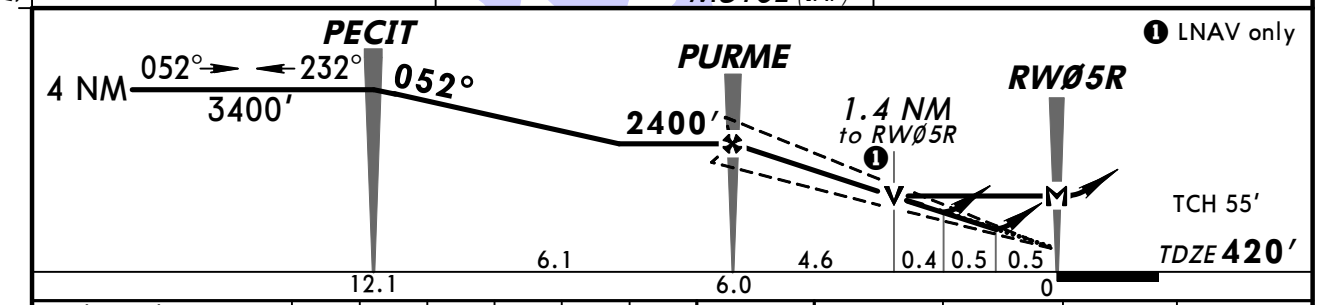
MISSED APCH: Climb to 2600′ direct POBIC and via track 095° to ZEBUL and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5R						

MALSR PAPI 2600′ POBIC

STRAIGHT-IN LANDING RWY 5R

	LPV DA(H) 620′ (200′)		LNAV/VNAV DA(H) 782′ (362′)		LNAV MDA(H) 900′ (480′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	960′ (525′)-1
120	
140	960′ (525′)-1½
165	1060′ (625′)-2

TERPS AMEND 1

CHANGES: Procedure.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (12-3)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 23L

BRIEFING STRIP TM

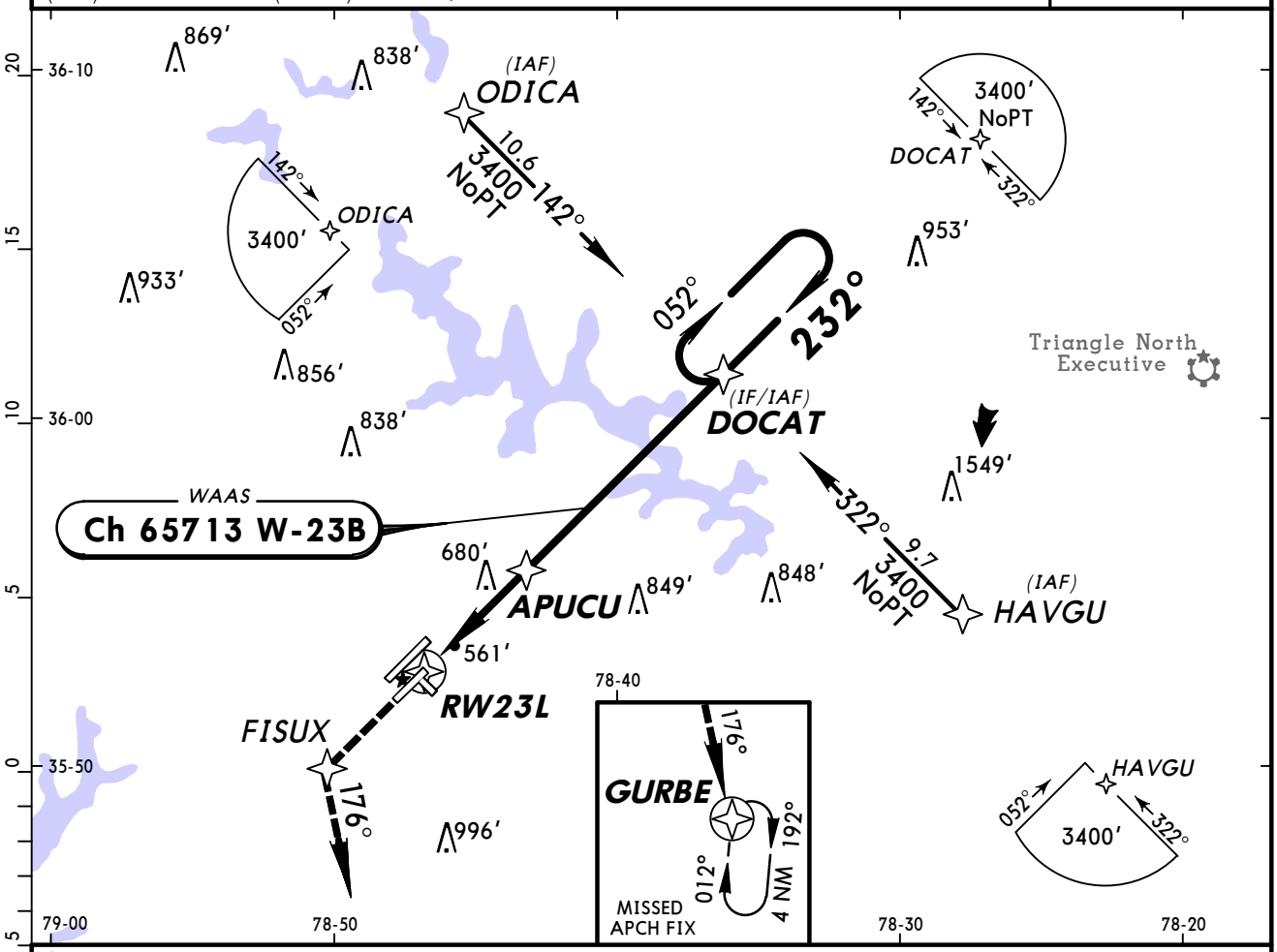
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 435′
Ch 65713 W-23B	232°	APUCU 1800′ (1365′)	635′ (200′)	TDZE 435′

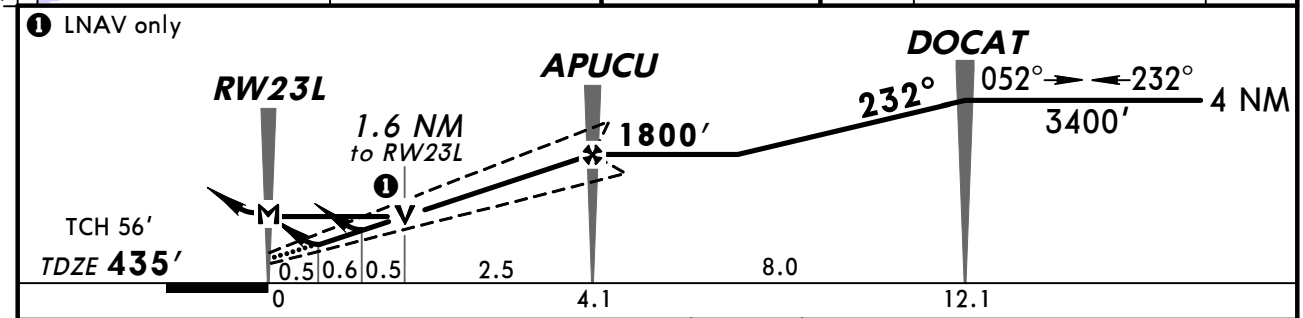
MISSED APCH: Climb to 3100′ direct FISUX and LEFT turn via track 176° to GURBE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.



❶ LNAV only



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23L						

MALSR PAPI 3100′ FISUX

STRAIGHT-IN LANDING RWY 23L

	LPV DA(H) 635′ (200′)		LNAV/VNAV DA(H) 841′ (406′)		LNAV MDA(H) 1000′ (565′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1 1/2	
D					RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (565′)-1
120	
140	1000′ (565′)-1 1/2
165	1060′ (625′)-2

AMEND 1 TERPS

CHANGES: VASI revised to PAPI.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (12-4)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 23R

BRIEFING STRIP TM

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

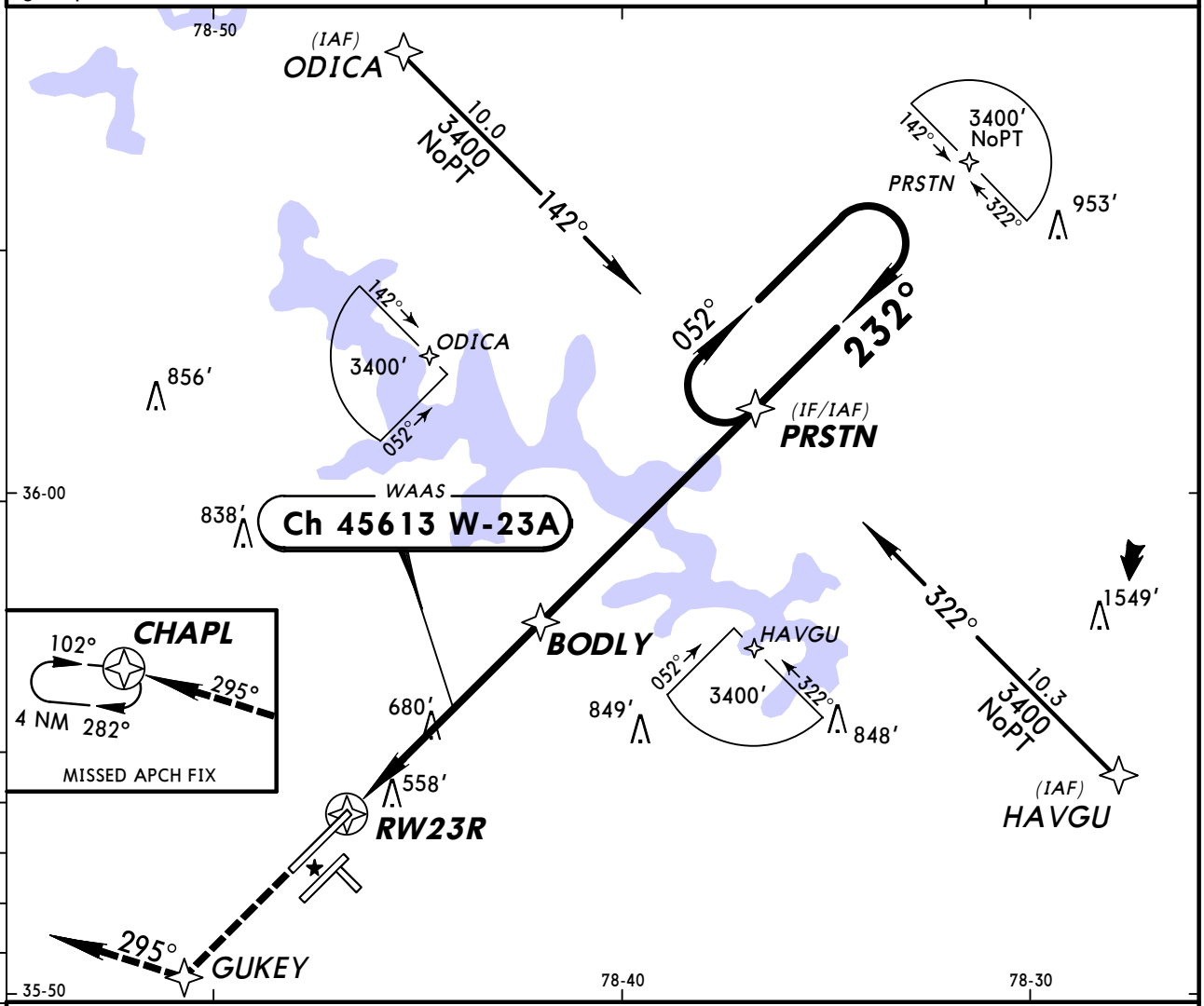
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 435′
Ch 45613 W-23A	232°	BODLY 2200′ (1791′)	609′ (200′)	TDZE 409′

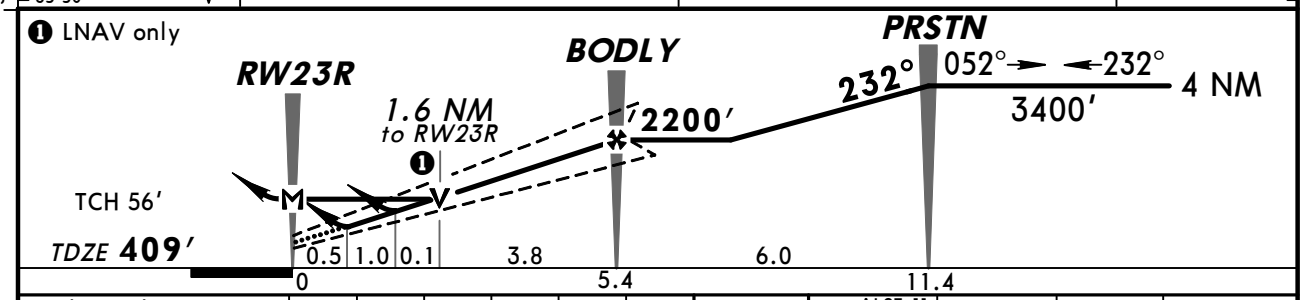
MISSED APCH: Climb to 3100′ direct GUKEY and RIGHT turn via 295° track to CHAPL and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

ALSF-II PAPI 3100′ GUKEY

STRAIGHT-IN LANDING RWY 23R

	LPV DA(H) 609′ (200′)		LNAV/VNAV DA(H) 927′ (518′)		LNAV MDA(H) 1000′ (591′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (565′)-1
120	
140	1000′ (565′)-1½
165	1060′ (625′)-2

AMEND 1 TERPS

CHANGES: None.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (12-5) CAT A, B & C

RALEIGH/DURHAM, N CAR
RNAV (GPS) Rwy 32

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

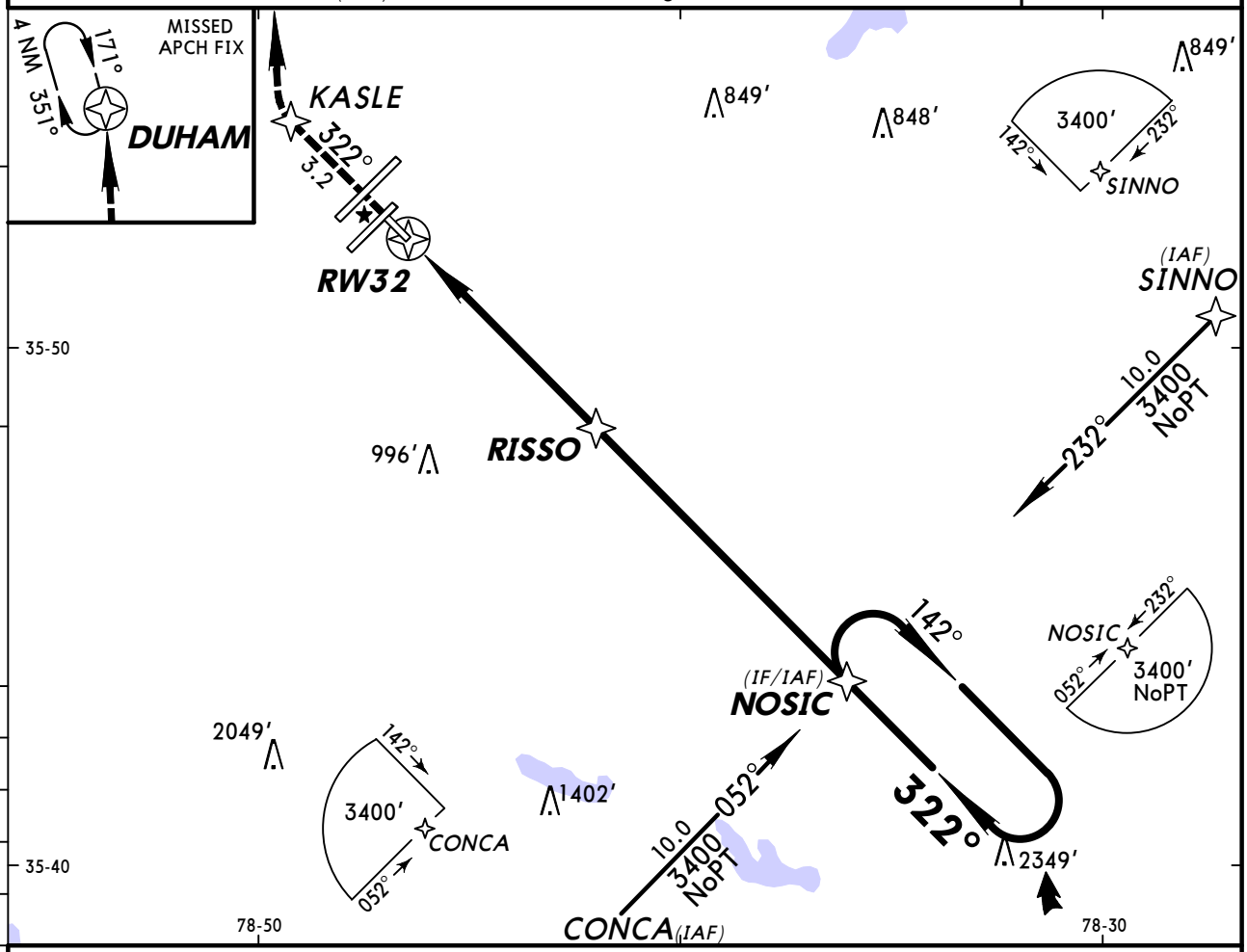
RNAV	Final Apch Crs	Minimum Alt RISSO	LNAV/VNAV DA(H)	Apt Elev 435′
	322°	2400′ (1971′)	820′ (391′)	TDZE 429′

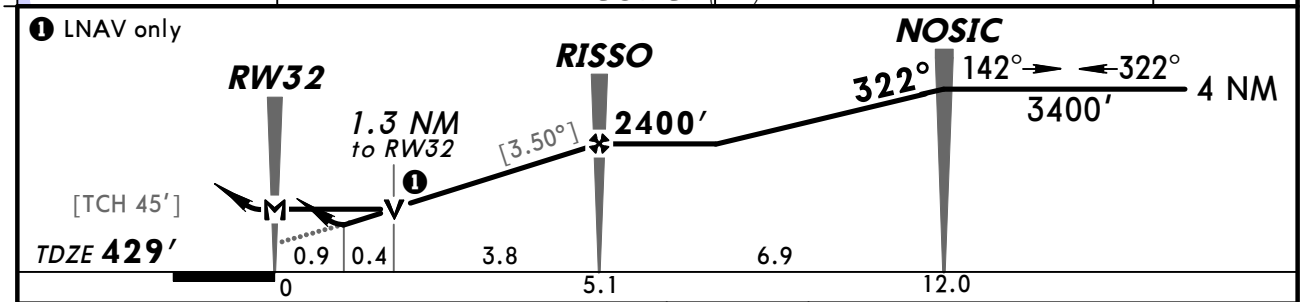
MISSED APCH: Climb to 2100′ via 322° course to KASLE, then RIGHT turn direct to DUHAM and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15°C (5°F). 4. VGSI and descent angles not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at RW32						

REIL
PAPI-L

2100′ via 322° KASLE

STRAIGHT-IN LANDING RWY 32

	LNAV/VNAV DA(H) 820′ (391′)	LNAV MDA(H) 1000′ (571′)
A	1¼	1
B		
C		1½
D	NA	NA

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (565′)-1¼
120	
140	1000′ (565′)-1¾
D	NA

AMEND 0 TERPS

CHANGES: Lighting.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (12-20)

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 5L

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

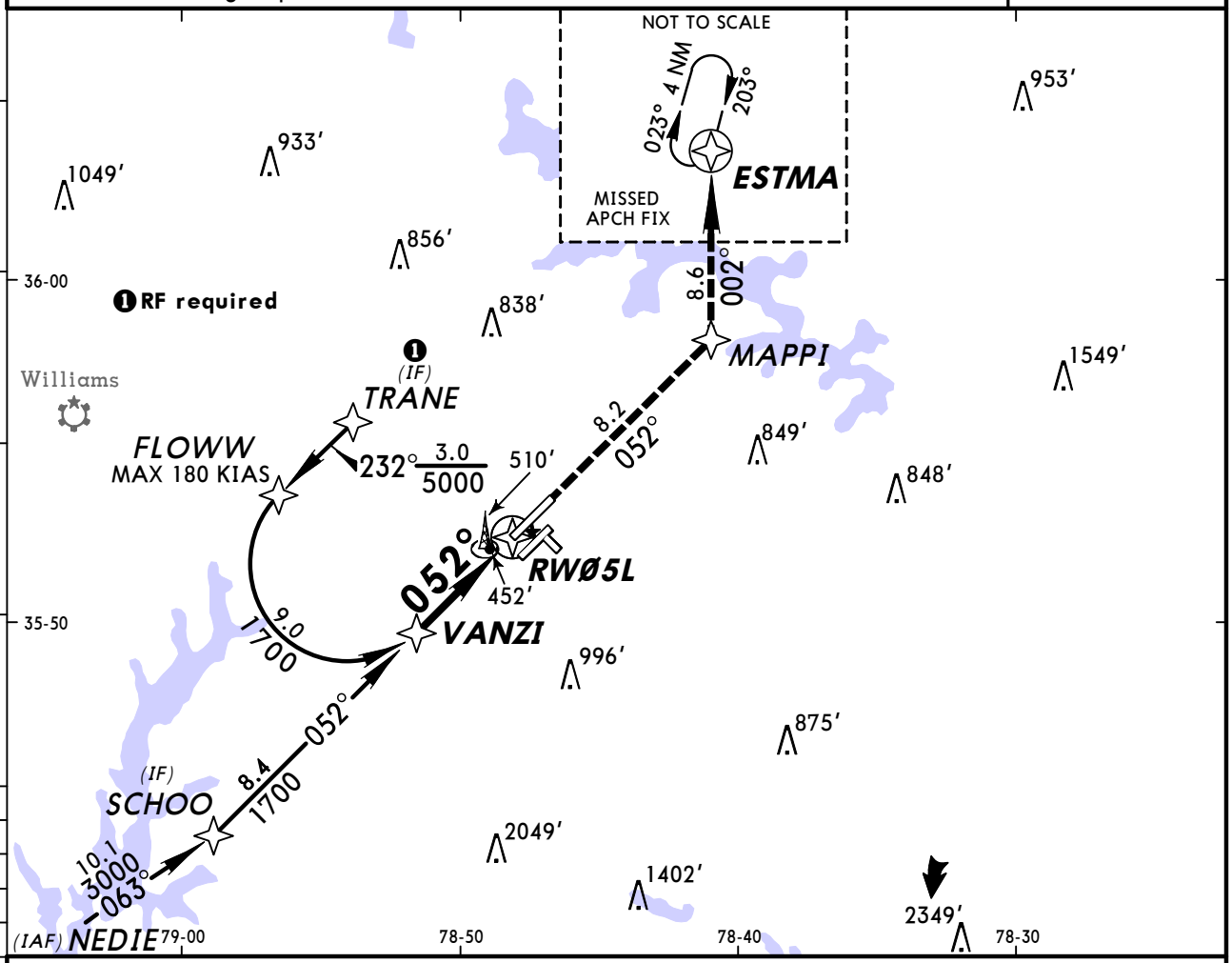
RNAV	Final Apch Crs	Minimum Alt VANZI	RNP 0.15 DA(H)	Apt Elev 435′
	052°	1700′ (1315′)	709′ (324′)	TDZE 385′

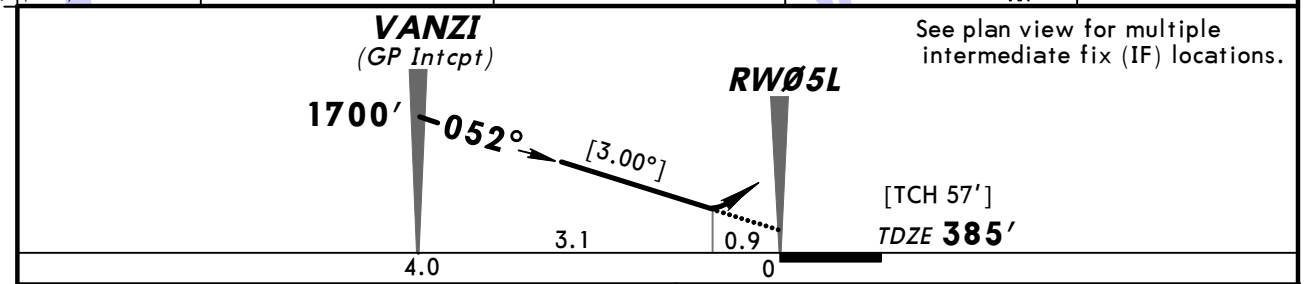
MISSED APCH: Climb to 3000′ on track 052° to MAPPI and on track 002° to ESTMA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (15°F) or above 47°C (118°F).
4. VGSI and RNAV glidepath not coincident.

3400′
MSA RWØ5L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

PAPI MALSR 3000′ on 052° MAPPI

STRAIGHT-IN LANDING RWY 5L

	RNP 0.15 DA(H) 709′ (324′)		RNP 0.30 DA(H) 803′ (418′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 1A 22 JUL 2011

CHANGES: Procedure authorization note.

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KRDU/RDU
RALEIGH-DURHAM INTL

22 JUL 11

JEPPESEN (12-21)

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 5R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

RNAV	Final Apch Crs	Minimum Alt STANZ	RNP 0.30 DA(H)	Apt Elev 435′
	052°	1700′ (1280′)	709′ (289′)	TDZE 420′

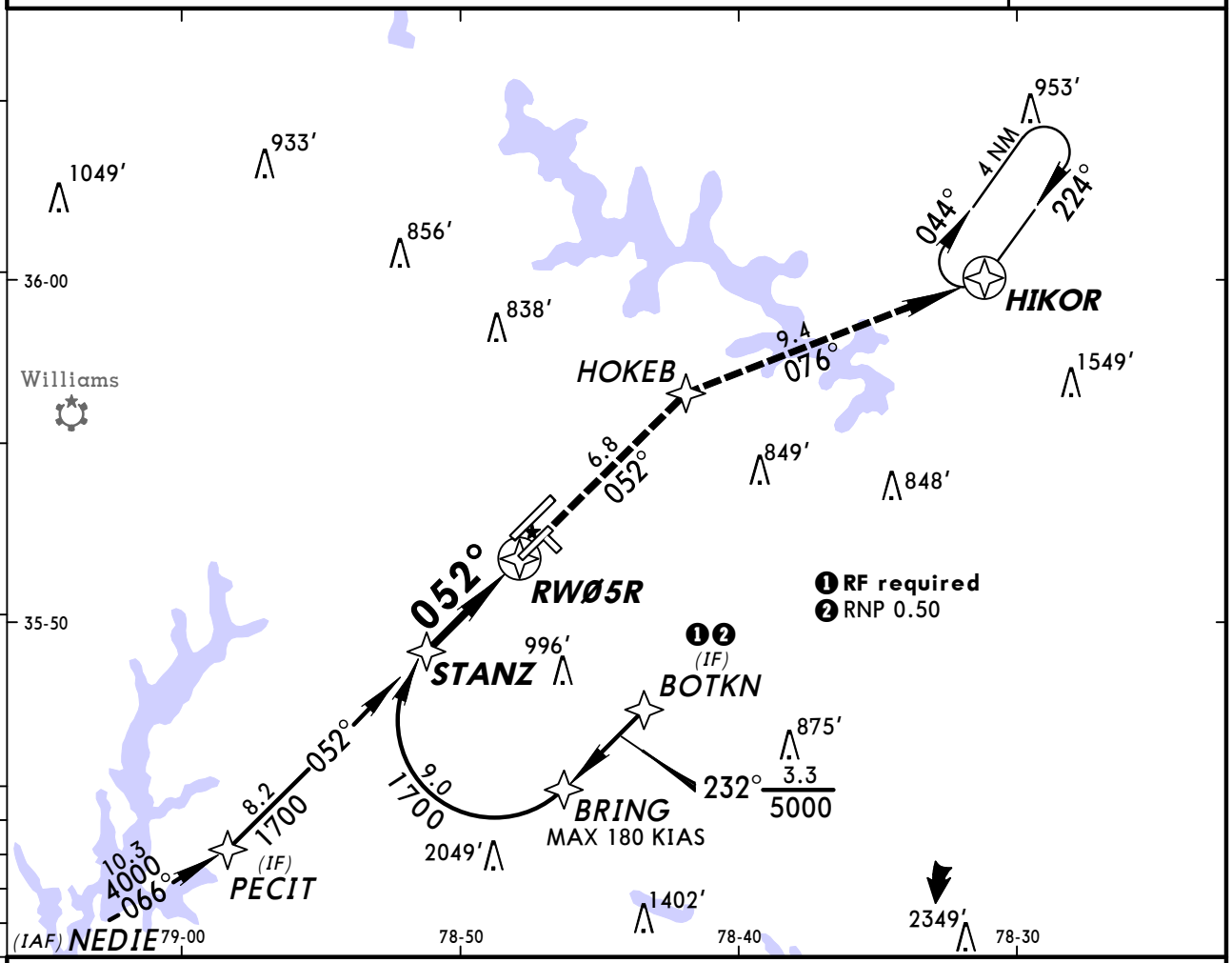
MISSED APCH: Climb to 3000′ on track 052° to HOKEB and on track 076° to HIKOR and hold.

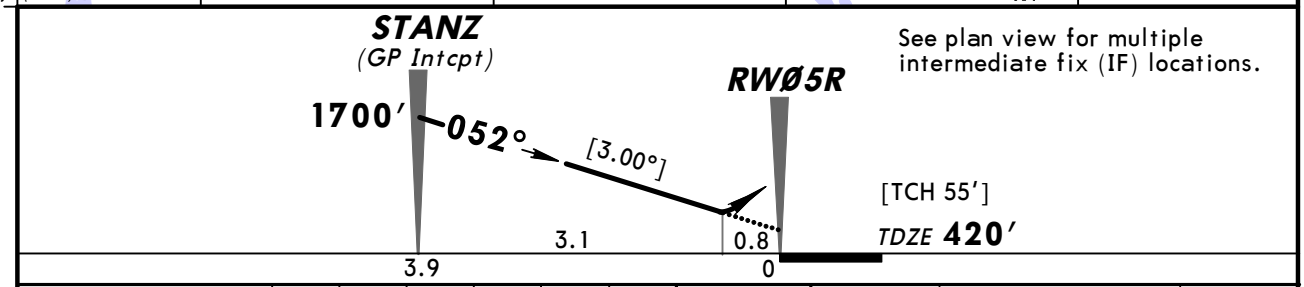
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (15°F) or above 47°C (117°F).

3400′

MSA RWØ5R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

PAPI MALSR 3000′ on 052° HOKEB

STRAIGHT-IN LANDING RWY **5R**

RNP 0.30

DA(H) **709′** (289′)

		RAIL or ALS out
A		
B		
C	RVR 24 or ½	RVR 50 or 1
D		

TERPS AMEND 1A 22 JUL 2011

CHANGES: Procedure authorization note.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (12-22)

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 23L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

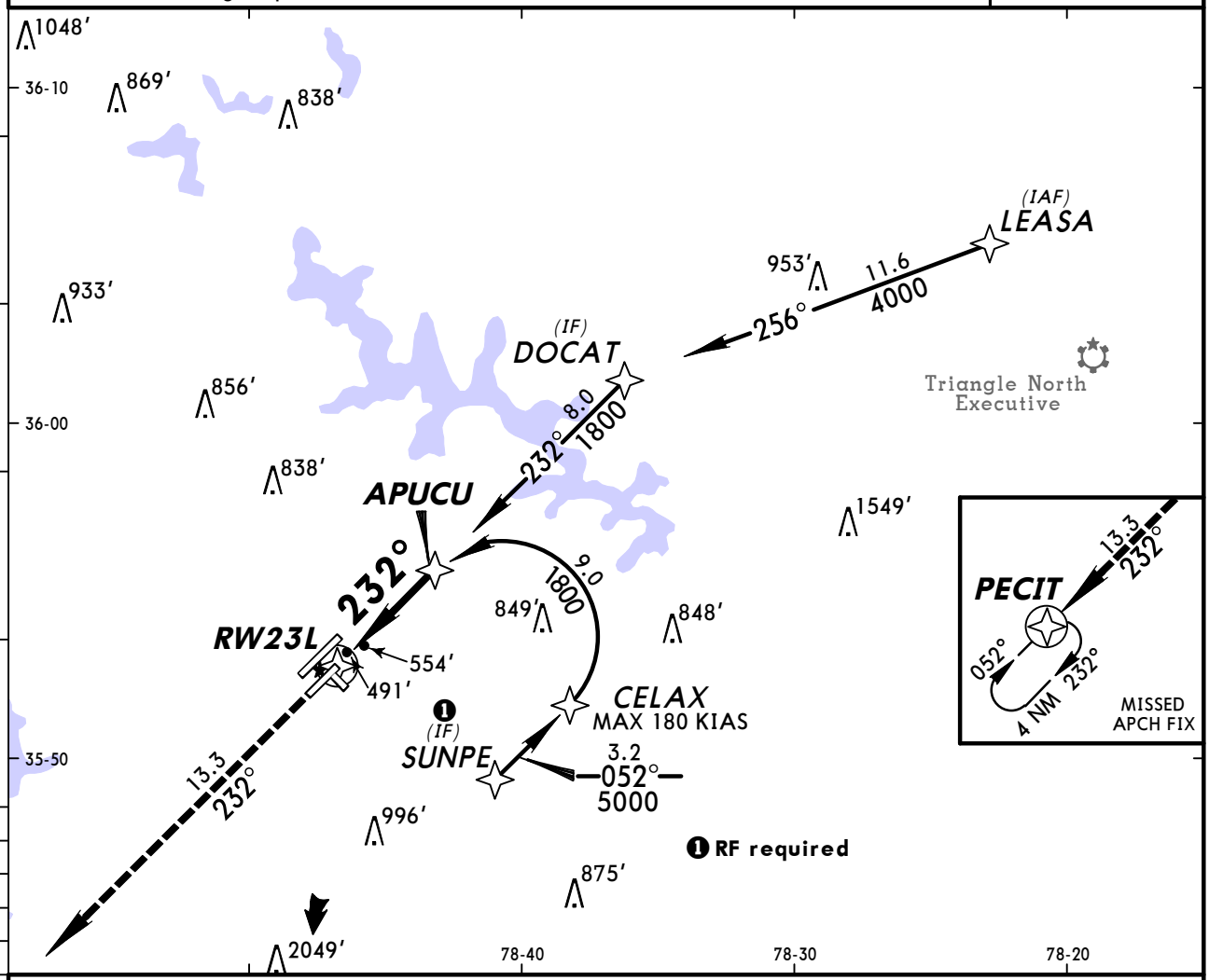
RNAV	Final Apch Crs	Minimum Alt APUCU	RNP 0.15 DA(H)	Apt Elev 435′
	232°	1800′ (1365′)	779′ (344′)	TDZE 435′

MISSED APCH: Climb to 3300′ on track 232° to PECIT and hold.

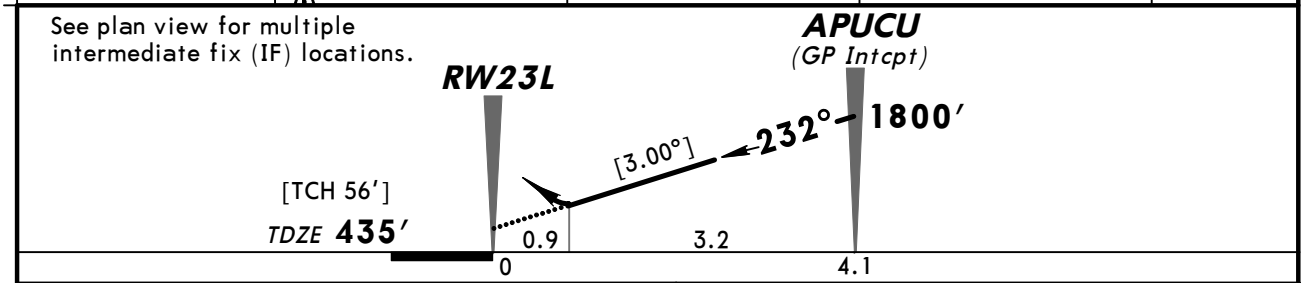
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 47°C (117°F).
4. VGSI and RNAV glidepath not coincident.

3400′
MSA RW23L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3300′ on 232° PECIT

STRAIGHT-IN LANDING RWY 23L

	RNP 0.15 DA(H) 779′ (344′)		RNP 0.30 DA(H) 866′ (431′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 1A 22 JUL 2011

CHANGES: Procedure authorization note.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (12-23)

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 23R

BRIEFING STRIP ™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwy 5L/23R	RALEIGH Tower Rwys 5R/23L, 14/32	Ground Rwy 5L/23R	Ground Rwys 5R/23L, 14/32
123.8	128.3	119.3	127.45	121.7	121.9

RNAV	Final Apch Crs	Minimum Alt CLIFE	RNP 0.15 DA(H)	Apt Elev 435′
	232°	1800′ (1391′)	779′ (370′)	TDZE 409′

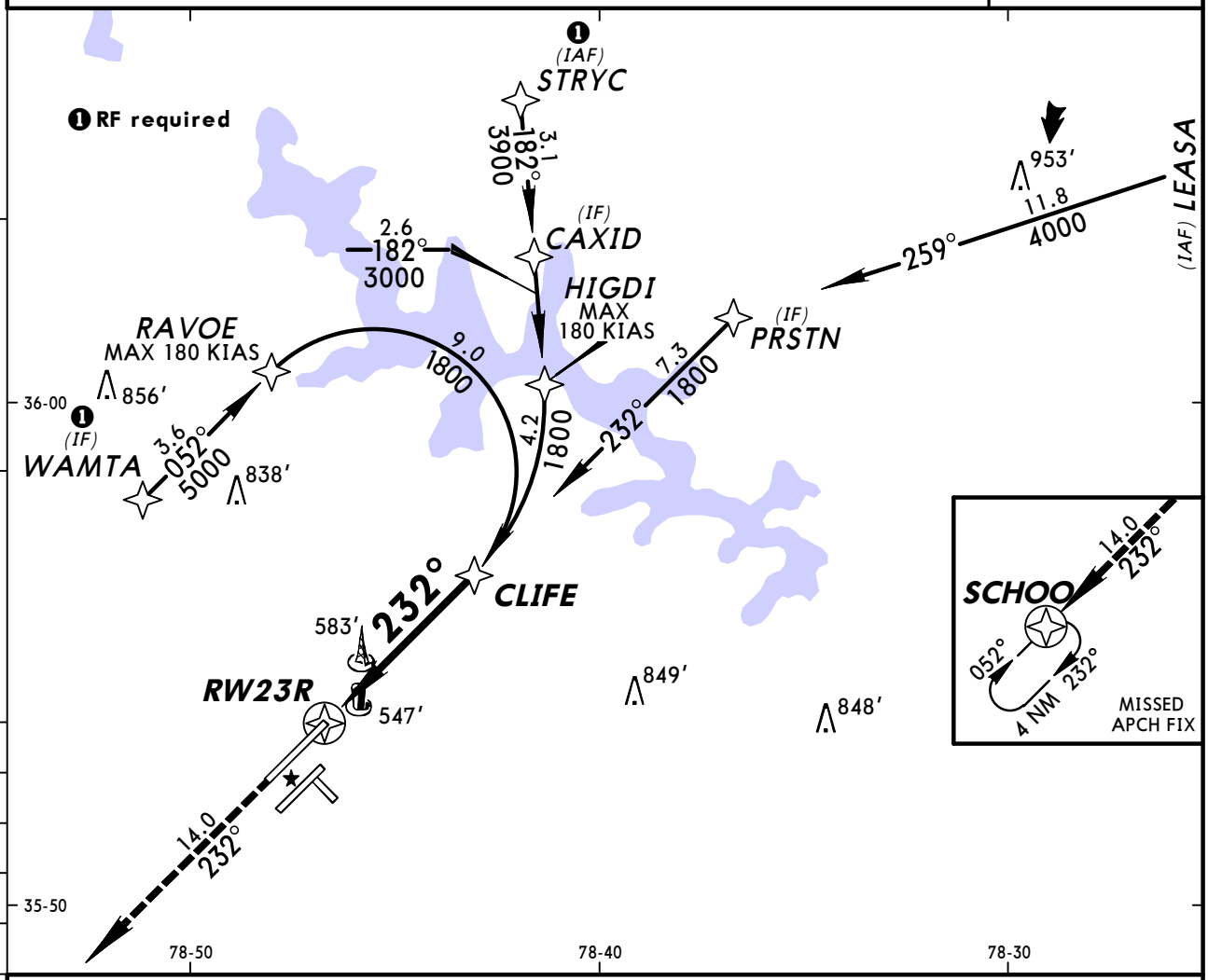
MISSED APCH: Climb to 3000′ on track 232° to SCHOO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

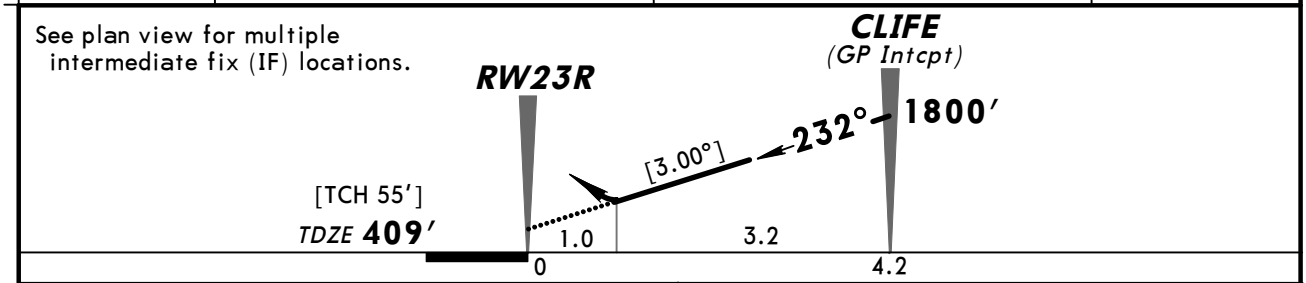
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (15°F) or above 47°C (118°F).
4. VGSI and RNAV glidepath not coincident.

3400′

MSA RW23R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 3000′ on 232° SCHOO

STRAIGHT-IN LANDING RWY 23R

	RNP 0.15 DA(H) 779′ (370′)		RNP 0.30 DA(H) 956′ (547′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	2
B				
C				
D				

TERPS AMEND 1A 22 JUL 2011

CHANGES: Procedure authorization note.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (13-1)

RALEIGH/DURHAM, N CAR
VOR Rwy 5R

BRIEFING STRIP TM

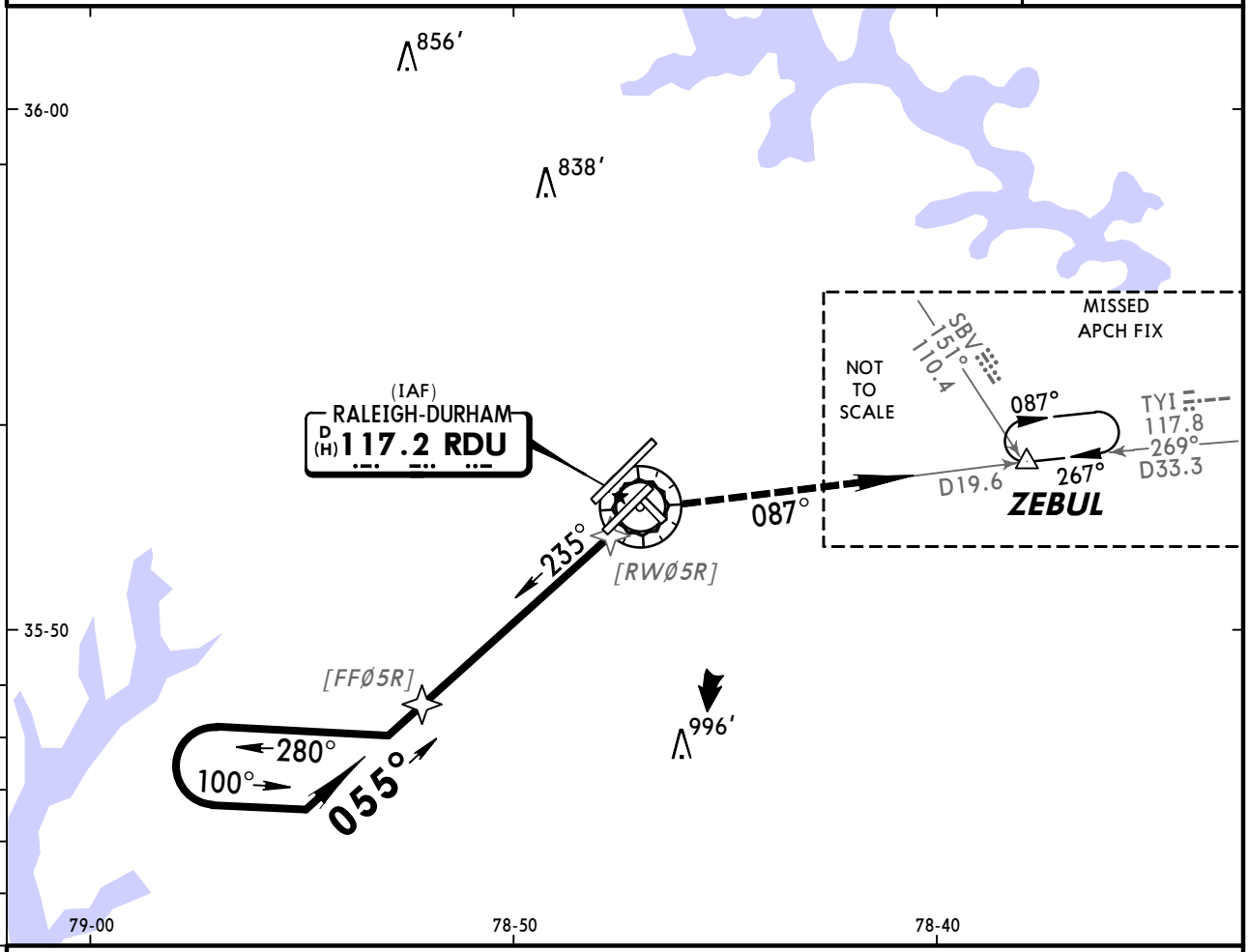
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

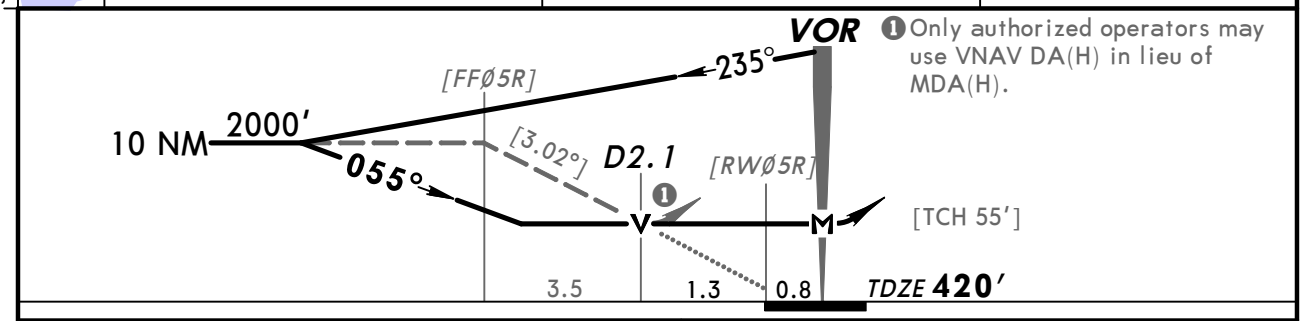
VOR RDU	Final Apch Crs	No FAF	MDA(H)	Apt Elev 435′
117.2	055°		940′ (520′)	TDZE 420′

MISSED APCH: Climbing RIGHT turn to 2500′ outbound via RDU VOR R-087 to ZEBUL INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

3400′ MSA RDU VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at VOR						

MALSR PAPI

2500′ RT via RDU 117.2 R-087

ZEBUL

STRAIGHT-IN LANDING RWY5R

MDA(H) 940′(520′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
D	RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	980′ (545′)-1
120	
140	980′ (545′)-1½
165	1060′ (625′)-2

TERPS AMEND 13C

CHANGES: Profile.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 22 JUL 11 (13-2)

RALEIGH/DURHAM, N CAR
VOR Rwy 23L

BRIEFING STRIP TM

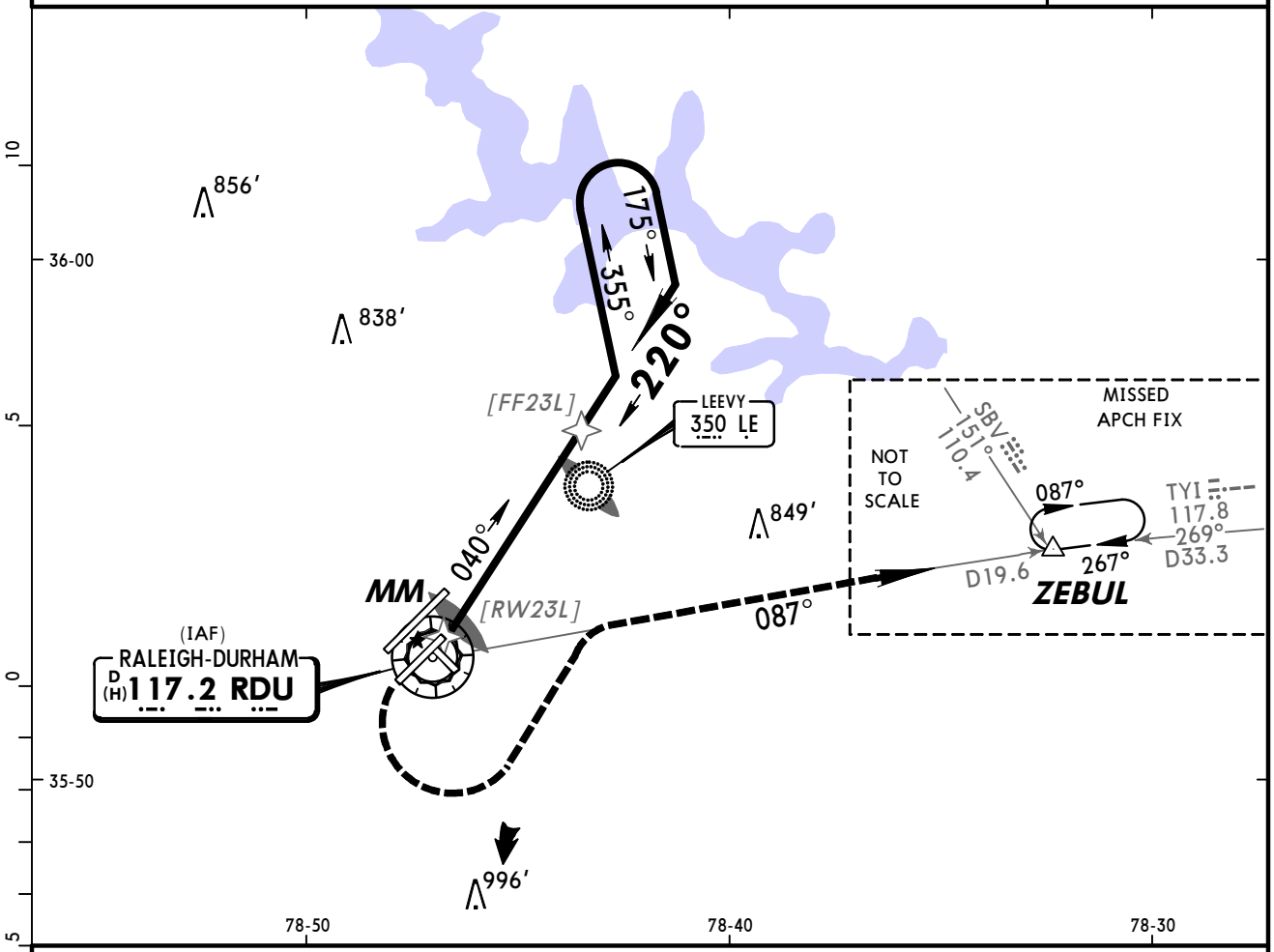
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

VOR RDU	Final Apch Crs	No FAF	MDA(H)	Apt Elev 435′
117.2	220°		1060′ (625′)	TDZE 435′

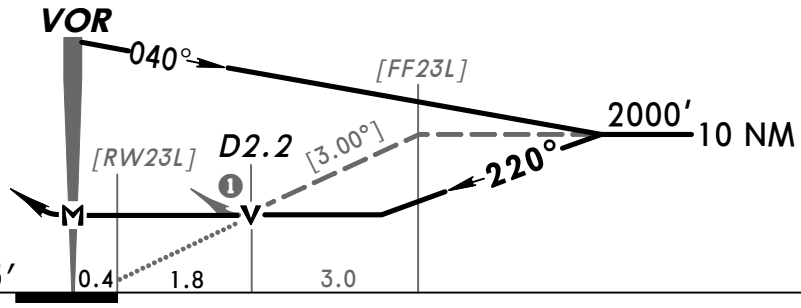
MISSED APCH: Climbing LEFT turn to 2500′ outbound via RDU VOR R-087 to ZEBUL INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

3400′ MSA RDU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR PAPI

2500′ LT via RDU 117.2 R-087 ZEBUL

TERPS AMEND 14D

STRAIGHT-IN LANDING RWY 23L

MDA(H) 1060′ (625′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 60 or 1¼	1¾	
D	1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1060′ (625′) - 1
120	
140	1060′ (625′) - 1¾
165	1060′ (625′) - 2

CHANGES: Profile.

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KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN 8 JUL 11 (13-3)

RALEIGH/DURHAM, N CAR
VOR Rwy 32

BRIEFING STRIP™

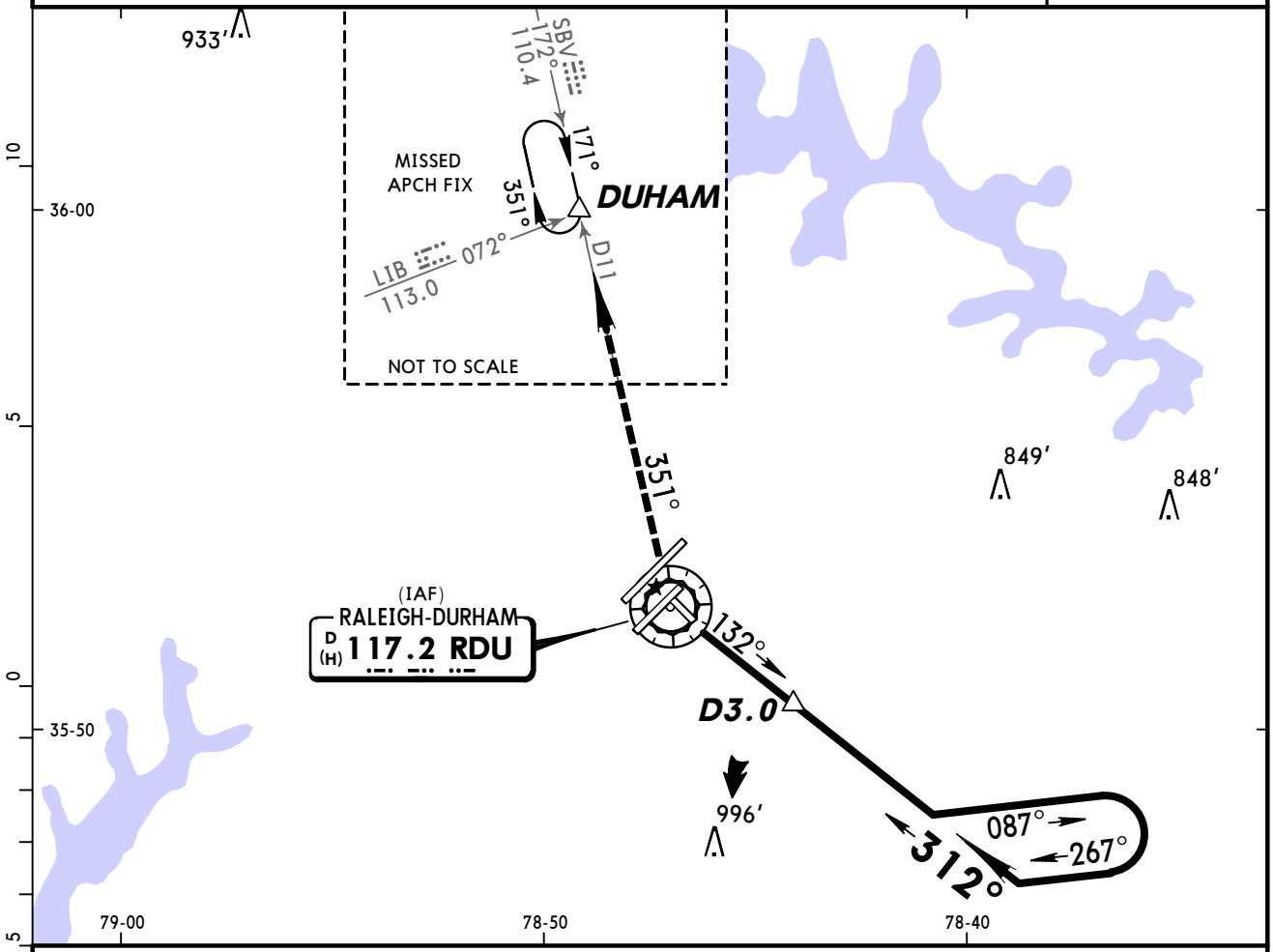
D-ATIS	RALEIGH Approach (R)	RALEIGH Tower Rwys 5R/23L, 14/32	RALEIGH Tower Rwy 5L/23R	Ground Rwys 5R/23L, 14/32	Ground Rwy 5L/23R
123.8	128.3	127.45	119.3	121.9	121.7

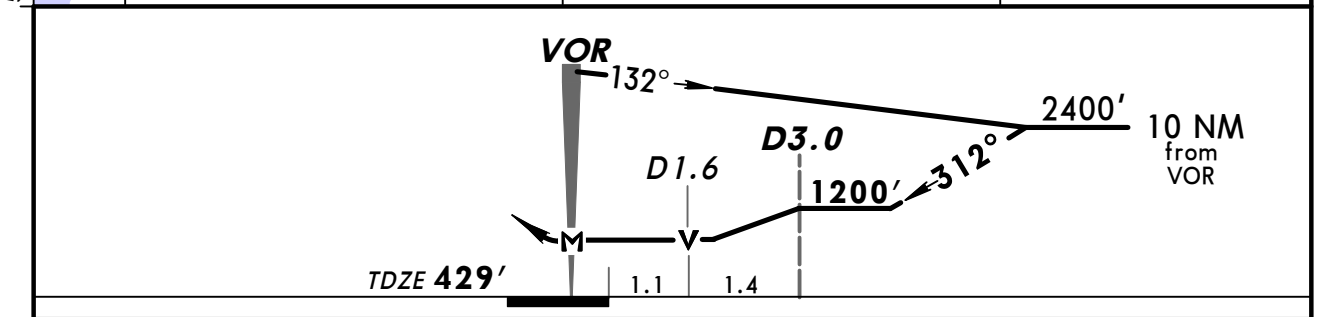
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 435′
RDU 117.2	312°	D3.0 1200′ (771′)	860′ (431′)	TDZE 429′

MISSED APCH: Climbing RIGHT turn to 2100′ outbound via RDU VOR R-351 to DUHAM INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3400′ MSA RDU VOR





MAP at VOR	REIL PAPI-L	2100′ RT via RDU 117.2 R-351	DUHAM

TERPS AMEND 3C

	STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND		
	MDA(H) 860′ (431′) With D3.0	MDA(H) 1200′ (771′) Without D3.0	Max Kts	With D3.0 MDA(H)	Without D3.0 MDA(H)
A	1	1	90	980′ (545′)-1	1200′ (765′)-1
B		1¼	120		1200′ (765′)-1¼
C	1¼	2¼	140	980′ (545′)-1½	1200′ (765′)-2¼
D	1½	2½	165	1060′ (625′)-2	1200′ (765′)-2½

CHANGES: VASI revised to PAPI.

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General Information

Location: Rocky Mount NC USA
IATA Code: RWI
Lat/Long: N35° 51.4' W077° 53.5'
Elevation: 159 ft

Airport Use: Public
Magnetic Variation: 9.5°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1145 Z
Sunset: 2304 Z,

Runway Information

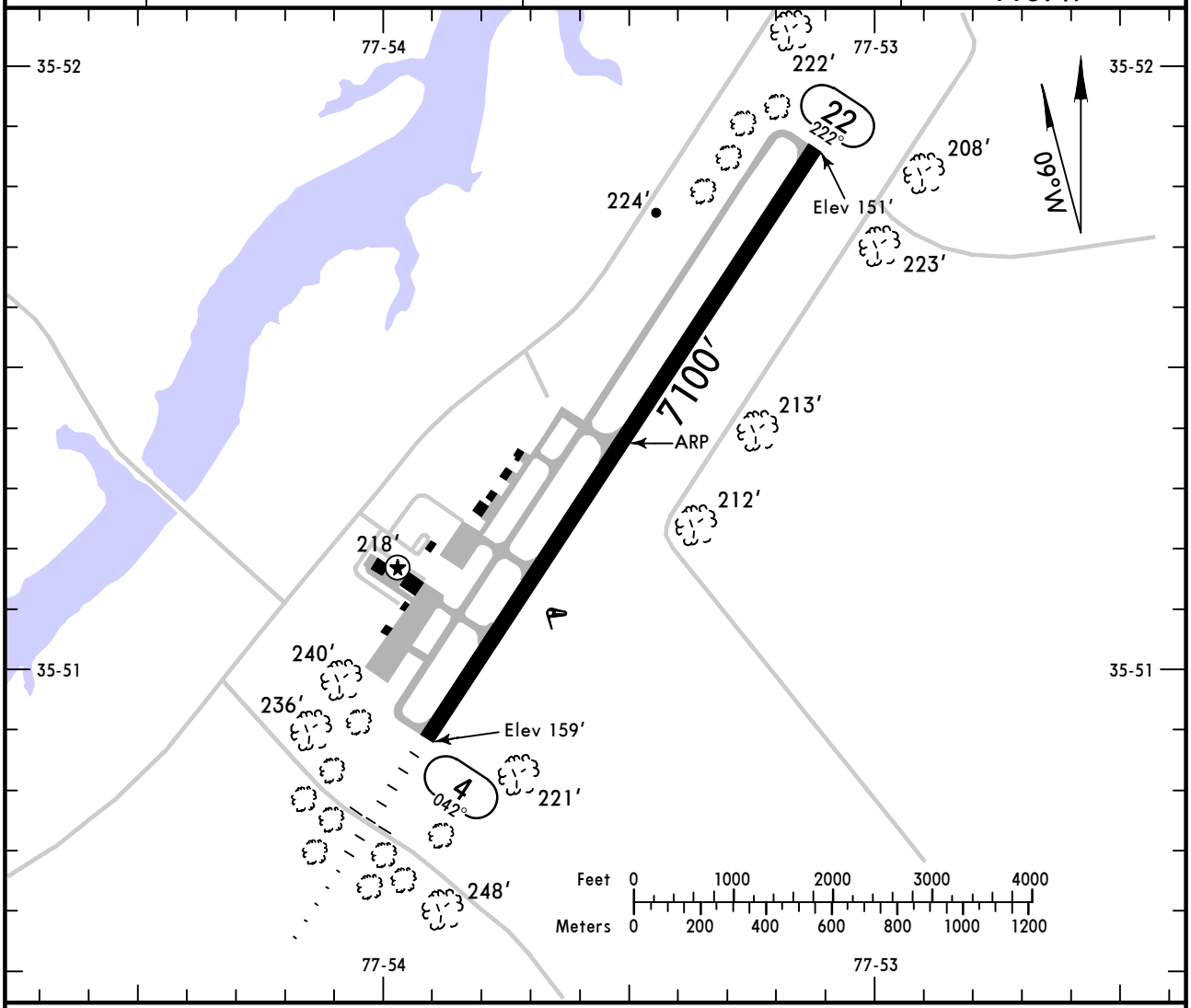
Runway: 04
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 159 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 22
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 154 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 118.875
Rocky Mount-Wilson Regl Unicom 123.05 CTAF PCL
Raleigh Radio Clearance Delivery 122.3
Raleigh Flight Service Station 122.3 RCO
Raleigh Flight Service Station 122.2 RCO
Washington Center 118.475 Remote Communications Air-Ground

ASOS	CLEARANCE thru Raleigh-Durham Radio	ROCKY MOUNT-WILSON REGL UNICOM	WASHINGTON Center (R)
118.87	122.3	CTAF 123.05	118.47



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°) grooved		5951′		150′
22	❶ HIRL ❶ REIL PAPI-L (angle 3.0°) grooved	❷ 6900′			

❶ Activate on 123.05.
❷ Last 200′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR DME Rwy 22	Other
A B C D	800-2	NA

OBSTACLE DP: Runway 22, climb via heading 222° to 1200′ before proceeding on course.

AMEND 1

CHANGES: None.

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ASOS	WASHINGTON Center (R)	RALEIGH-DURHAM Radio	ROCKY MOUNT-WILSON REGL UNICOM
118.87	118.47	122.3	CTAF 123.05

BRIEFING STRIP™

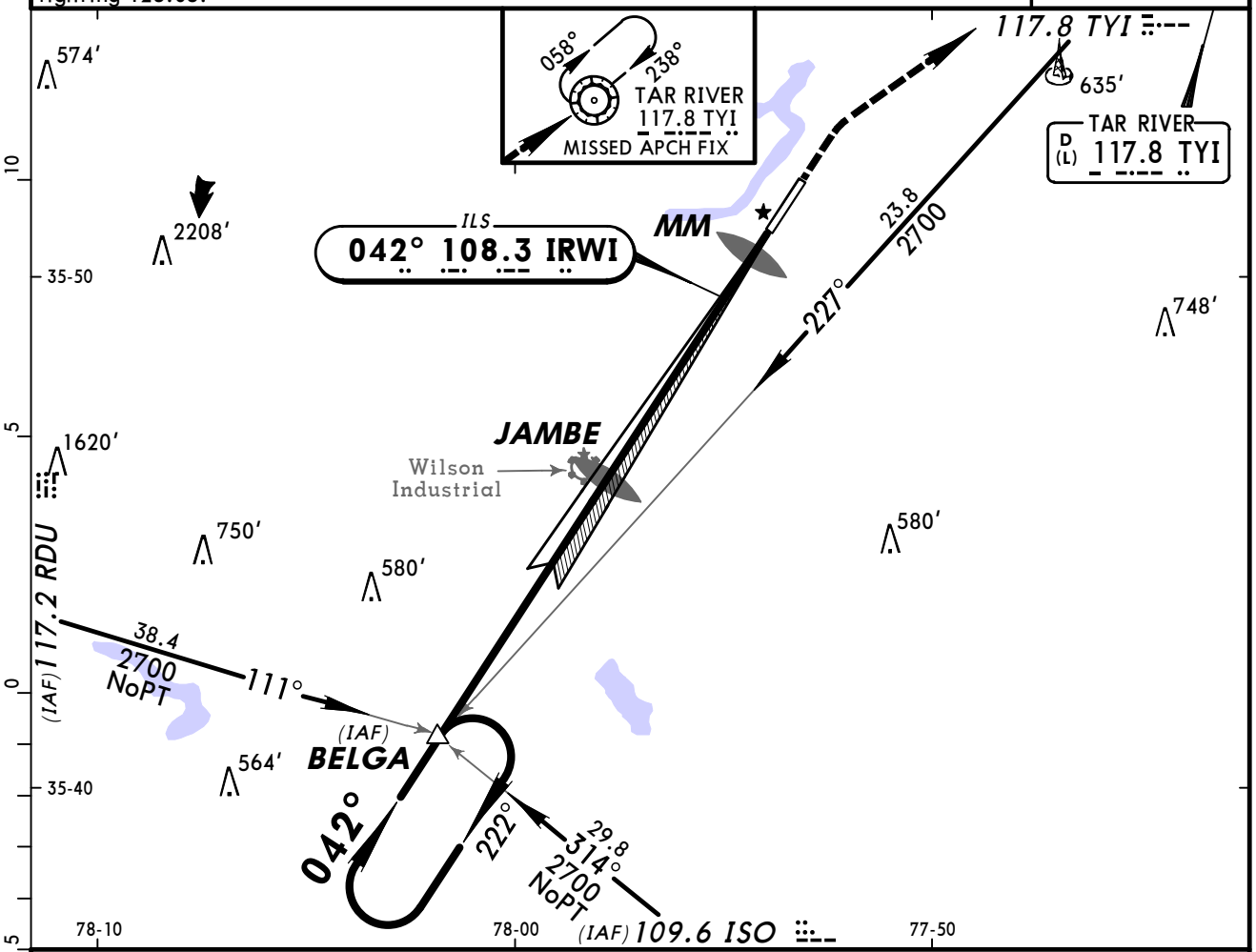
LOC IRWI	Final Apch Crs	GS JAMBE	ILS DA(H) (CONDITIONAL)	Apt Elev 159′
108.3	042°	2093′ (1934′)	409′ (250′)	TDZE 159′

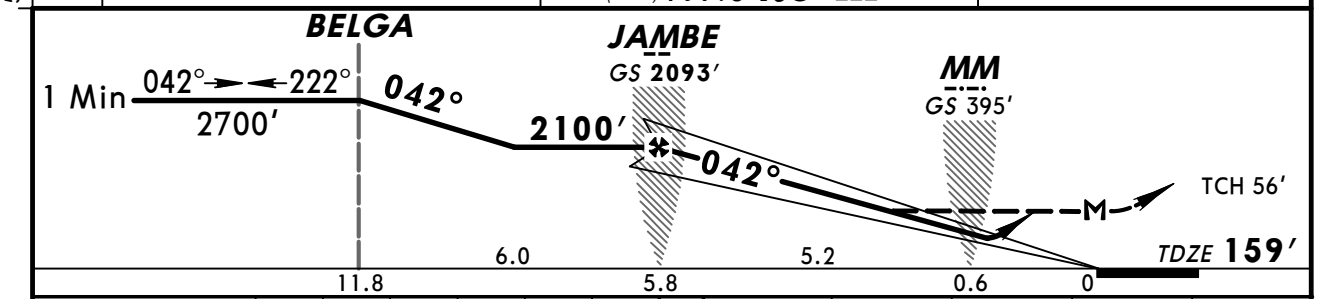
MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 2100′ direct TYI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.05.

3300′
MSA TYI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
JAMBE to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI
1200′
2100′ RT
D
TYI 117.8

TERPS AMEND 16A 7 APR 2011

STRAIGHT-IN LANDING RWY 4

	ILS		LOC (GS out)			
	[1] DA(H) 409′ (250′)		MDA(H) 500′ (341′) With Local Altimeter Setting		MDA(H) 560′ (401′) With Goldsboro-Wayne Mun Altimeter Setting	
	FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out
A	3/4		3/4	1	3/4	1
B						
C						
D			3/4	1	3/4	1

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro-Wayne Mun Altimeter Setting MDA(H)
90	600′ (441′) -1	660′ (501′) -1
120	620′ (461′) -1	680′ (521′) -1
140	620′ (461′) -1½	680′ (521′) -1½
165	720′ (561′) -2	780′ (621′) -2

[1] DA(H) 418′ (259′) with Goldsboro-Wayne Mun altimeter setting.

CHANGES: Minimums, notes.

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ROCKY MOUNT, N CAR
RNAV (GPS) RWY 4

ASOS	WASHINGTON Center (R)	RALEIGH-DURHAM Radio	ROCKY MOUNT-WILSON REGL UNICOM
118.87	118.47	122.3	CTAF 123.05

BRIEFING STRIP ™

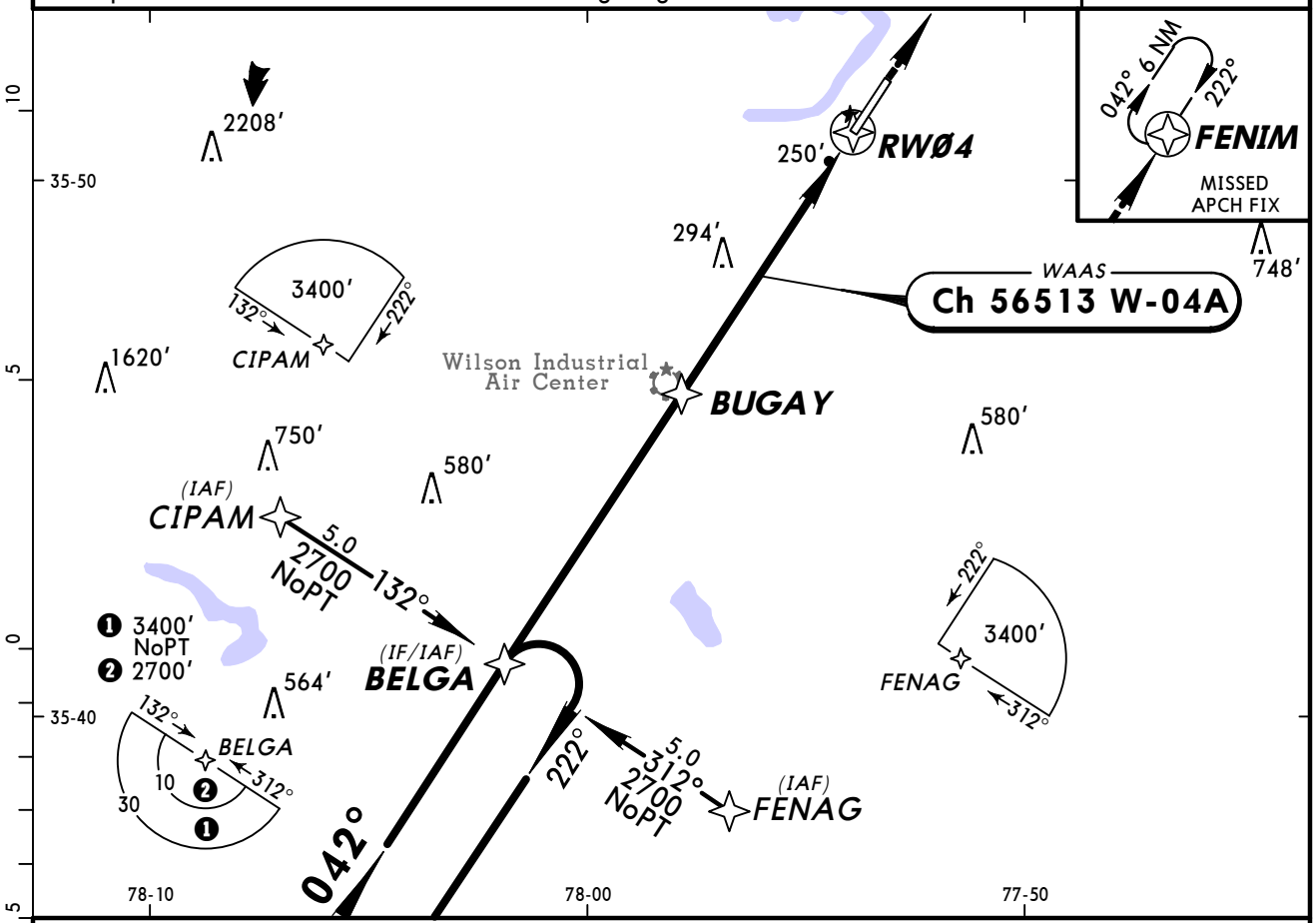
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 159′
Ch 56513 W-04A	042°	BUGAY 2100′ (1941′)	409′ (250′)	TDZE 159′

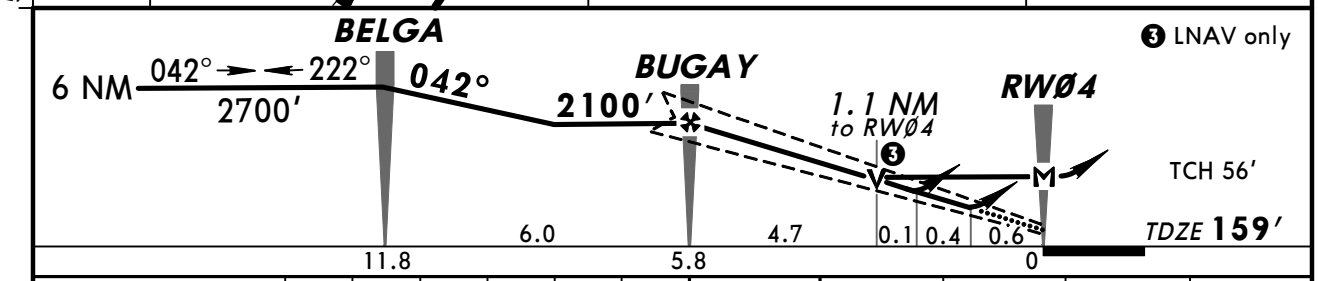
MISSED APCH: Climb to 2500′ direct FENIM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. Baro-VNAV and VDP not authorized when using Goldsboro-Wayne Mun altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.05.

TAA
30 NM
IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

MALSR
PAPI
2500′
FENIM

STRAIGHT-IN LANDING RWY 4

	LPV ❶ DA(H) 409′(250′)		LNAV/VNAV ❷ DA(H) 521′(362′)		LNAV ❸ MDA(H) 560′(401′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A	3/4	1	3/4	1 1/4	3/4	1
B						
C						1 1/4
D					1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro-Wayne Mun Altimeter Setting MDA(H)
90	600′(441′) -1	660′(501′) -1
120	620′(461′) -1	680′(521′) -1
140	620′(461′) -1 1/2	680′(521′) -1 1/2
165	720′(561′) -2	780′(621′) -2

❶ DA(H) 468′ (309′) with Goldsboro-Wayne Mun altimeter setting.
❷ DA(H) 580′ (421′) VIS: 1; RAIL or ALS out: 1 1/2 with Goldsboro-Wayne Mun altimeter setting.
❸ MDA(H) 620′ (461′) with Goldsboro-Wayne Mun altimeter setting.

TERPS AMEND 1A 2 JUN 2011

CHANGES: Note added, profile, minimums.

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ROCKY MOUNT, N CAR
RNAV (GPS) RWY 22

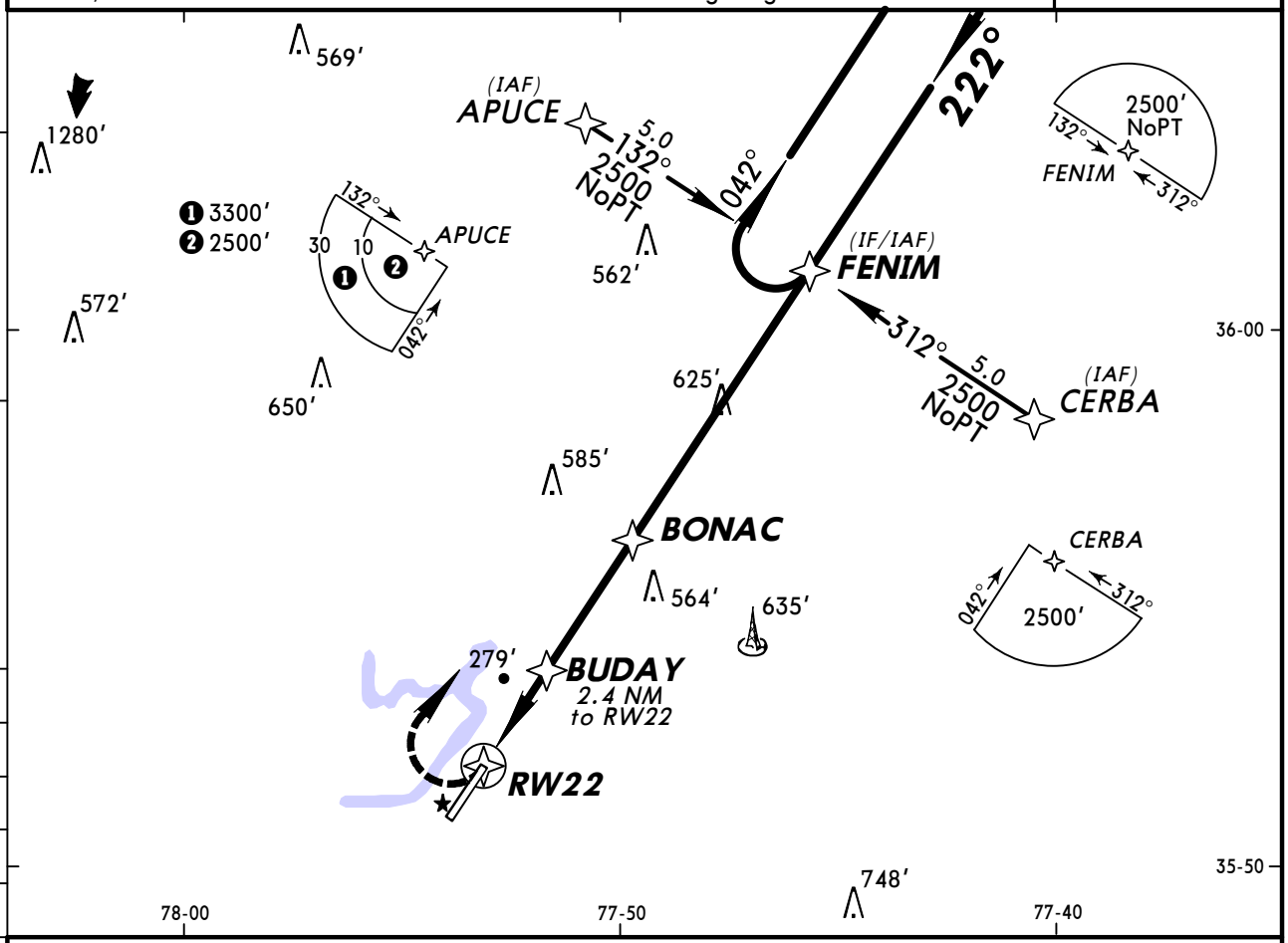
ASOS	WASHINGTON Center (R)	RALEIGH-DURHAM Radio	ROCKY MOUNT-WILSON REGL UNICOM
118.87	118.47	122.3	CTAF 123.05

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 159′
	222°	BONAC 1800′ (1646′)	560′ (406′)	TDZE 154′

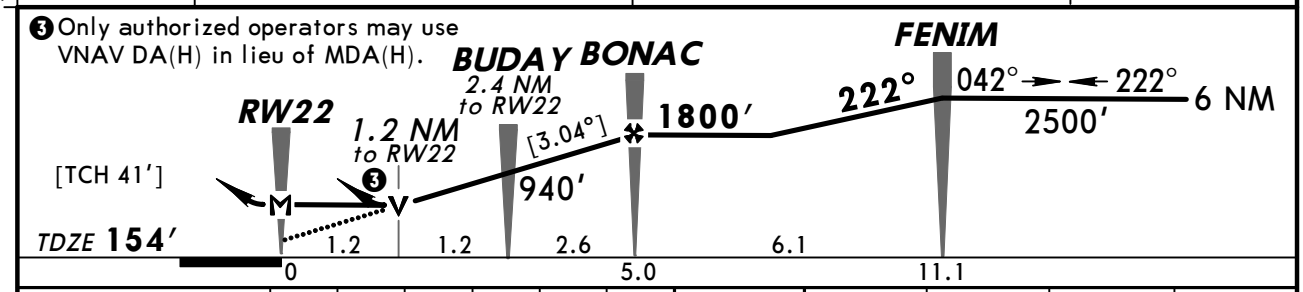
MISSED APCH: Climbing RIGHT turn to 2500′ direct FENIM and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. VDP not authorized when using Goldsboro-Wayne Mun altimeter setting.
3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 123.05.



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW22						

REIL
PAPI-L

2500′ RT

FENIM

STRAIGHT-IN LANDING RWY 22

LNAV

	MDA(H) 560′ (406′) With Local Altimeter Setting	MDA(H) 620′ (466′) With Goldsboro-Wayne Mun Altimeter Setting
A	1	1
B		
C	1¼	1¼
D		1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro-Wayne Mun Altimeter Setting MDA(H)
90	600′ (441′) -1	660′ (501′) -1
120	620′ (461′) -1	680′ (521′) -1
140	620′ (461′) -1½	680′ (521′) -1½
165	720′ (561′) -2	780′ (621′) -2

AMEND 1 TERPS

CHANGES: None.

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ROCKY MOUNT, N CAR
VOR DME Rwy 22

BRIEFING STRIP ™

ASOS	WASHINGTON Center (R)	RALEIGH-DURHAM Radio	ROCKY MOUNT-WILSON REGL UNICOM
118.87	118.47	122.3	CTAF 123.05

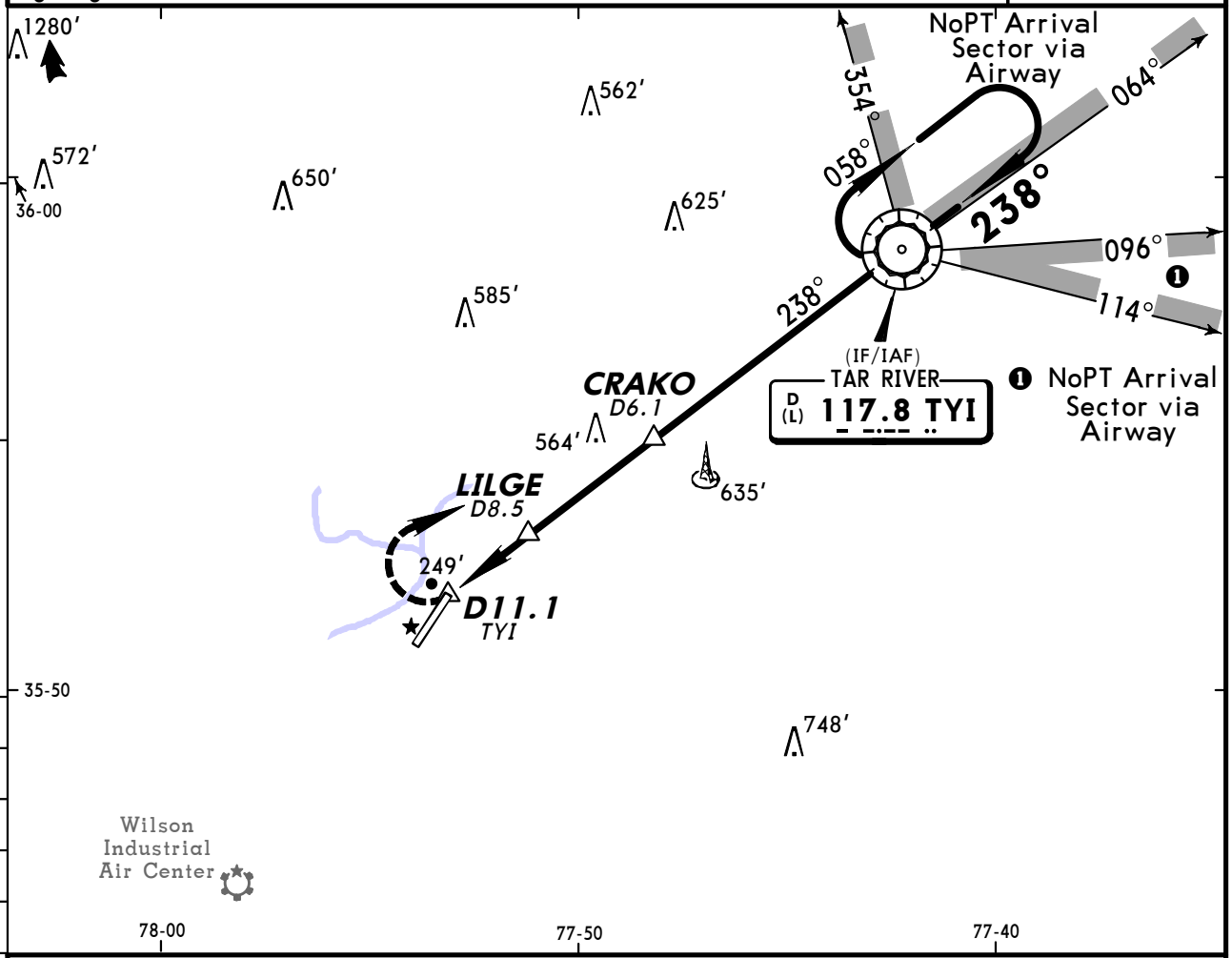
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 159′
TYI 117.8	238°	CRAKO 1800′ (1646′)	540′ (386′)	TDZE 154′

MISSED APCH: Climb to 1100′ then climbing RIGHT turn to 2000′ direct TYI VOR and hold.

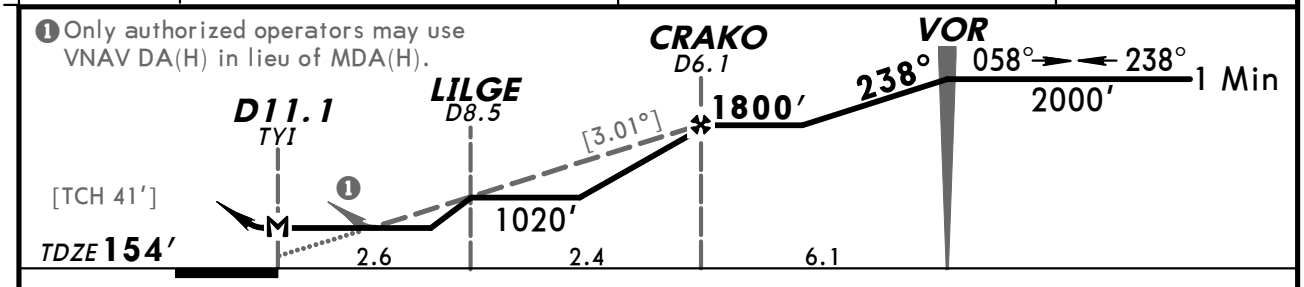
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Goldsboro-Wayne Mun altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.05.

3300′
MSA TYI VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at D11.1 TYI						

REIL PAPI-L	1100′	2000′ RT	D	TYI 117.8

	STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND		
	MDA(H) 540′ (386′) With Local Altimeter Setting	MDA(H) 600′ (446′) With Goldsboro-Wayne Mun Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Goldsboro-Wayne Mun Altimeter Setting MDA(H)
A	1	1	90	600′ (441′)-1	660′ (501′)-1
B			120	620′ (461′)-1	680′ (521′)-1
C		1¼	140	620′ (461′)-1½	680′ (521′)-1½
D	1¼	1½	165	720′ (561′)-2	780′ (621′) -2

AMEND 3 TERPS

CHANGES: Procedure.

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General Information

Location: Statesville NC USA
IATA Code: SVH
Lat/Long: N35° 45.9' W080° 57.2'
Elevation: 968 ft

Airport Use: Public
Magnetic Variation: 7.5°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1157 Z
Sunset: 2317 Z,

Runway Information

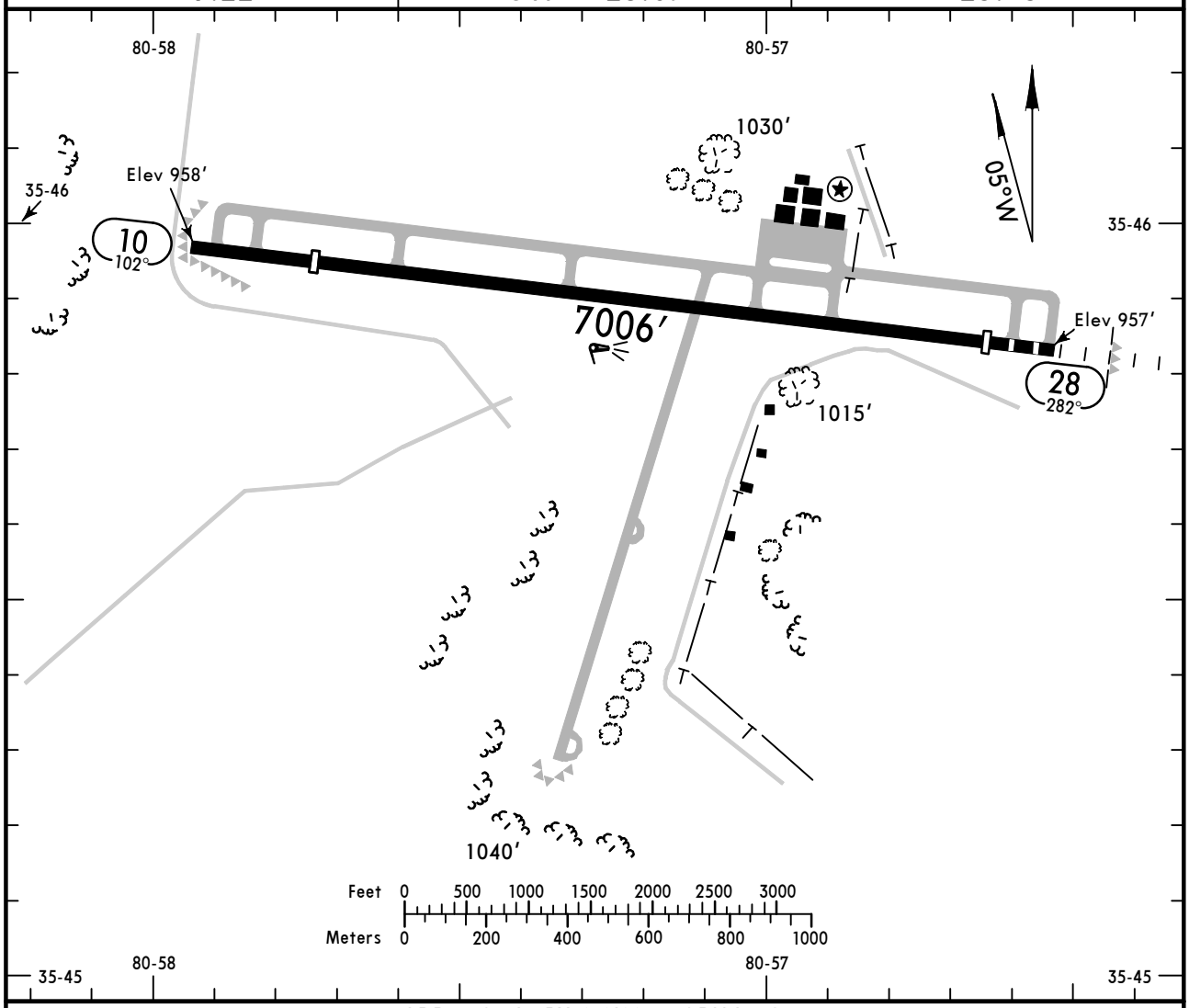
Runway: 10
Length x Width: 7006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 968 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1000 ft

Runway: 28
Length x Width: 7006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 966 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 550 ft

Communication Information

AWOS 119.225
Statesville Regl Unicom 123.075 CTAF PCL
Atlanta Center 125.15 Remote Communications Air-Ground

AWOS-3	STATESVILLE REGL UNICOM	ATLANTA Center (R)
119.22	CTAF 123.07	125.15



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10	❷ HIRL ❸ REIL ❸ PAPI-L (angle 3.0°)	❹ 5456′			100′
❶ 28	❷ HIRL ❸ MALSR ❸ PAPI-L (angle 3.0°)	❺ 5456′	4570′		

❶ 15′ drop-off 370′ from threshold left and right of centerline.
❷ Increase intensity on 123.07 dusk-2300 LT, activate on 123.07 after 2300 LT.
❸ Activate on 123.07.
❹ Last 550′ is unavailable for landing distance computations.
❺ Last 1000′ is unavailable for landing distance computations.

TAKE-OFF

	Rwy 10 Adequate Vis Ref	Rwy 10 STD	Rwy 28 With Mim climb of 220′/NM to 1300′ Adequate Vis Ref	Rwy 28 With Mim climb of 220′/NM to 1300′ STD	Rwy 28 Other
1 & 2 Eng	1/4	1	1/4	1	300-1¾
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized When Local Weather Available: VOR DME Rwy 10, RNAV (GPS) Rwy 10, RNAV (GPS) Rwy 28	Other
A	800-2	NA
B		
C		
D		

AMEND 0

CHANGES: Usable length notes.

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KSVH/SVH
STATESVILLE REGL

JEPPESEN
23 JAN 09 (11-1)

STATESVILLE, N CAR
ILS or LOC DME Rwy 28

AWOS-3	ATLANTA Center (R)	STATESVILLE REGL UNICOM
119.22	125.15	CTAF 123.07

BRIEFING STRIP™

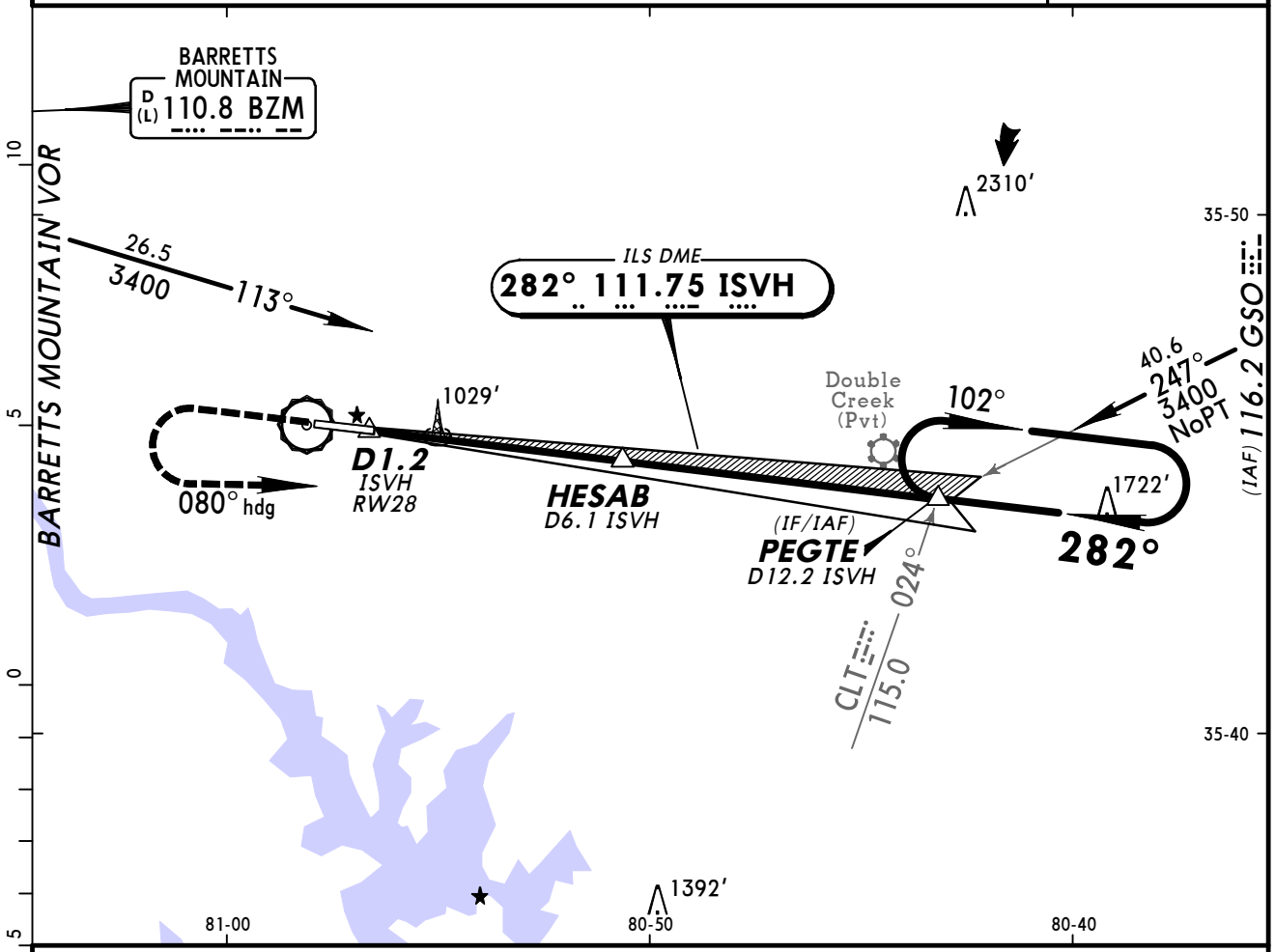
LOC ISVH	Final Apch Crs	GS HESAB	ILS DA(H) (CONDITIONAL)	Apt Elev 968′
111.75	282°	2600′ (1634′)	1166′ (200′)	TDZE 966′

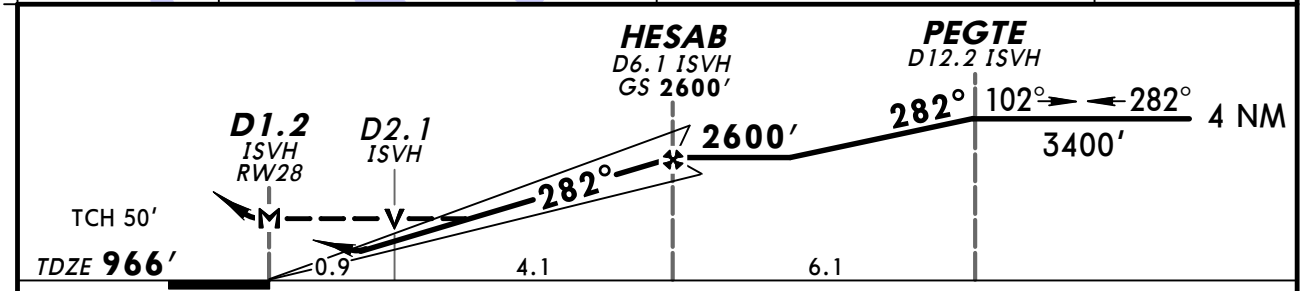
MISSED APCH: Climb to 1700′ then climbing LEFT turn to 3400′ via 080° heading and CLT VOR R-024 to PEGTE INT/D12.2 ISVH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lincolnton altimeter setting.
2. VGSI and ILS glide path not coincident. 3. Pilot controlled lighting 123.07.

5800′
MSA BZM VOR





Gnd Speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 ISVH						

MALSR
PAPI

1700′ ↑ | 3400′ LT via 080° hdg and CLT 115.0 R-024

STRAIGHT-IN LANDING RWY 28

	1 ILS DA(H) 1166′ (200′) FULL	1 ILS DA(H) 1166′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 1280′ (314′)	2 LOC (GS out) MDA(H) 1280′ (314′) RAIL out	2 LOC (GS out) MDA(H) 1280′ (314′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lincolnton Altimeter Setting MDA(H)
90	1420′ (452′)-1	1480′ (512′)-1
120	1480′ (512′)-1	1540′ (572′)-1
140	1540′ (572′)-1½	1600′ (632′)-1½
165	1540′ (572′)-2	1600′ (632′)-2

AMEND OB

TERPS
1 DA(H) 1226′ (260′) with Lincolnton altimeter setting.
2 MDA(H) 1340′ (374′) with Lincolnton altimeter setting.

CHANGES: PEGTE int formation.

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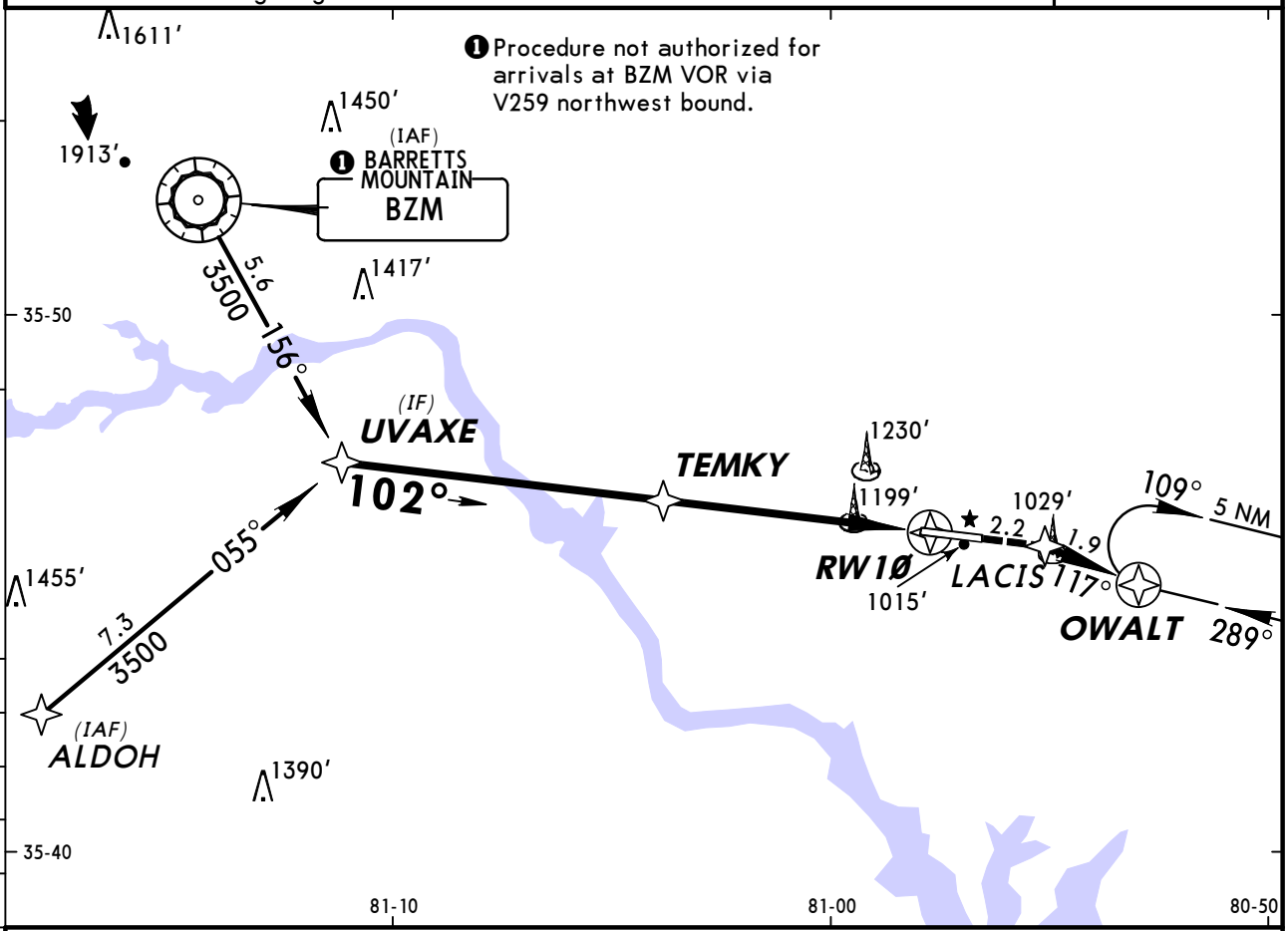
AWOS-3	ATLANTA Center (R)	STATESVILLE REGL UNICOM
119.22	125.15	CTAF 123.07

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 968'
	102°	TEMKY 2600'(1635')	1460'(495')	TDZE 965'

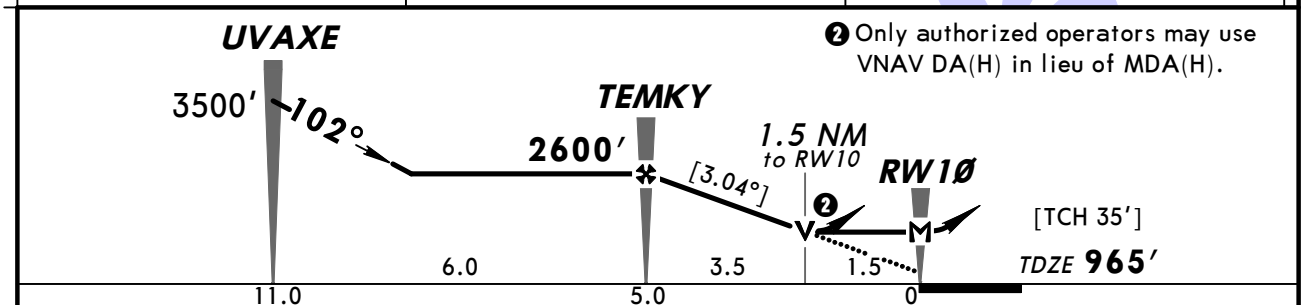
MISSED APCH: Climb to 3500' direct LACIS and via 117° track to OWALT and hold, continue climb-in-hold to 3500'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Lincolnton altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident.
4. VDP not authorized when using Lincolnton altimeter setting.
5. Pilot controlled lighting 123.07.

3900'
MSA RW1Ø



❶ Procedure not authorized for arrivals at BZM VOR via V259 northwest bound.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW1Ø						

REIL
PAPI-L
3500'
LACIS

TERPS	STRAIGHT-IN LANDING RWY 10 LNAV MDA(H) 1460'(495') With Local Altimeter Setting	MDA(H) 1520'(555') With Lincolnton Altimeter Setting
A	1	1
B		
C	1¼	1¼
D	1½	1½

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Lincolnton Altimeter Setting MDA(H)
90	1460'(492')-1	1520'(552')-1
120	1500'(532')-1	1560'(592')-1
140	1540'(572')-1½	1600'(632')-1½
165	1540'(572')-2	1600'(632')-2

AMEND 0

CHANGES: None.

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AWOS-3	ATLANTA Center (R)	STATESVILLE REGL UNICOM
119.22	125.15	CTAF 123.07

WAAS	Final Apch Crs	Minimum Alt HESAB	LPV DA(H) (CONDITIONAL)	Apt Elev 968′
Ch 60903 W-28A	282°	2600′(1634′)	1216′(250′)	TDZE 966′

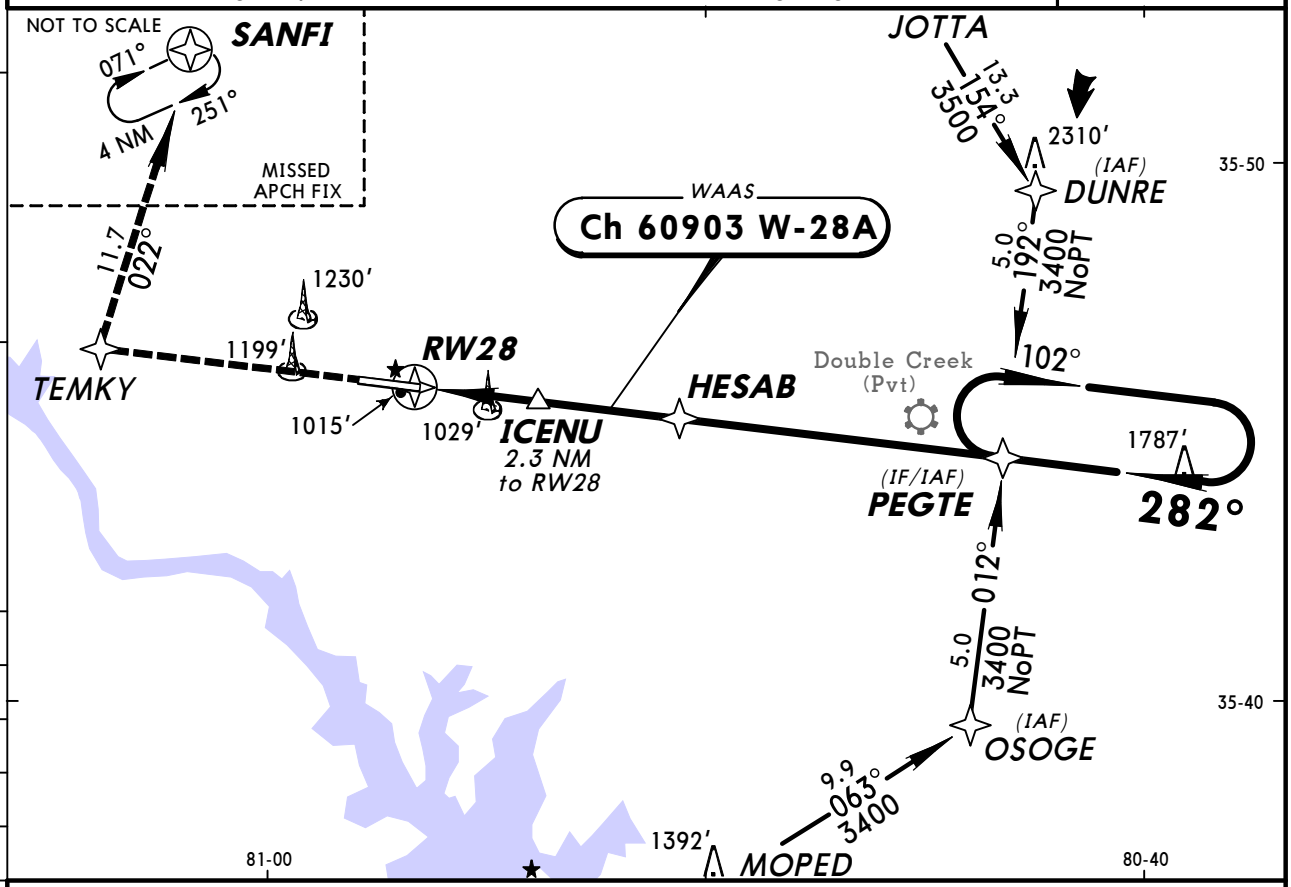
MISSED APCH: Climb to 3400′ direct TEMKY and RIGHT turn via 022° track to SANFI and hold.

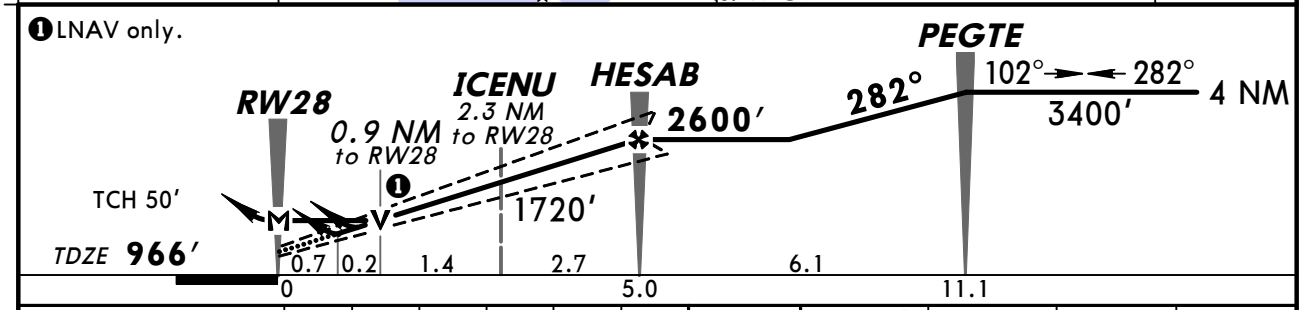
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lincolnton altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. BARO-VNAV not authorized below -16°C (4°F).
4. VDP and BARO-VNAV not authorized when using Lincolnton altimeter setting.
5. VGSI and RNAV glide path not coincident. 6. Pilot controlled lighting 123.07.

3900′
MSA RW28

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

MALSR
PAPI
3400′
TEMKY

STRAIGHT-IN LANDING RWY 28

	1 LPV DA(H)1216′(250′)		2 LNAV/VNAV DA(H)1240′(274′)		3 LNAV MDA(H)1280′(314′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1/2	1	1/2	3/4	1
B							
C							
D			3/4		1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lincolnton Altimeter Setting MDA(H)
90	1420′(452′)-1	1480′(512′)-1
120	1480′(512′)-1	1540′(572′)-1
140	1540′(572′)-1½	1600′(632′)-1½
165	1540′(572′)-2	1600′(632′)-2

1 DA(H) 1276′(310′) with Lincolnton altimeter setting.
2 DA(H) 1300′(334′) with Lincolnton altimeter setting.
3 MDA(H) 1340′(374′) with Lincolnton altimeter setting.

AMEND 2
TERPS

CHANGES: Lighting.

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AWOS-3	ATLANTA Center (R)	STATESVILLE REGL UNICOM
119.22	125.15	CTAF 123.07

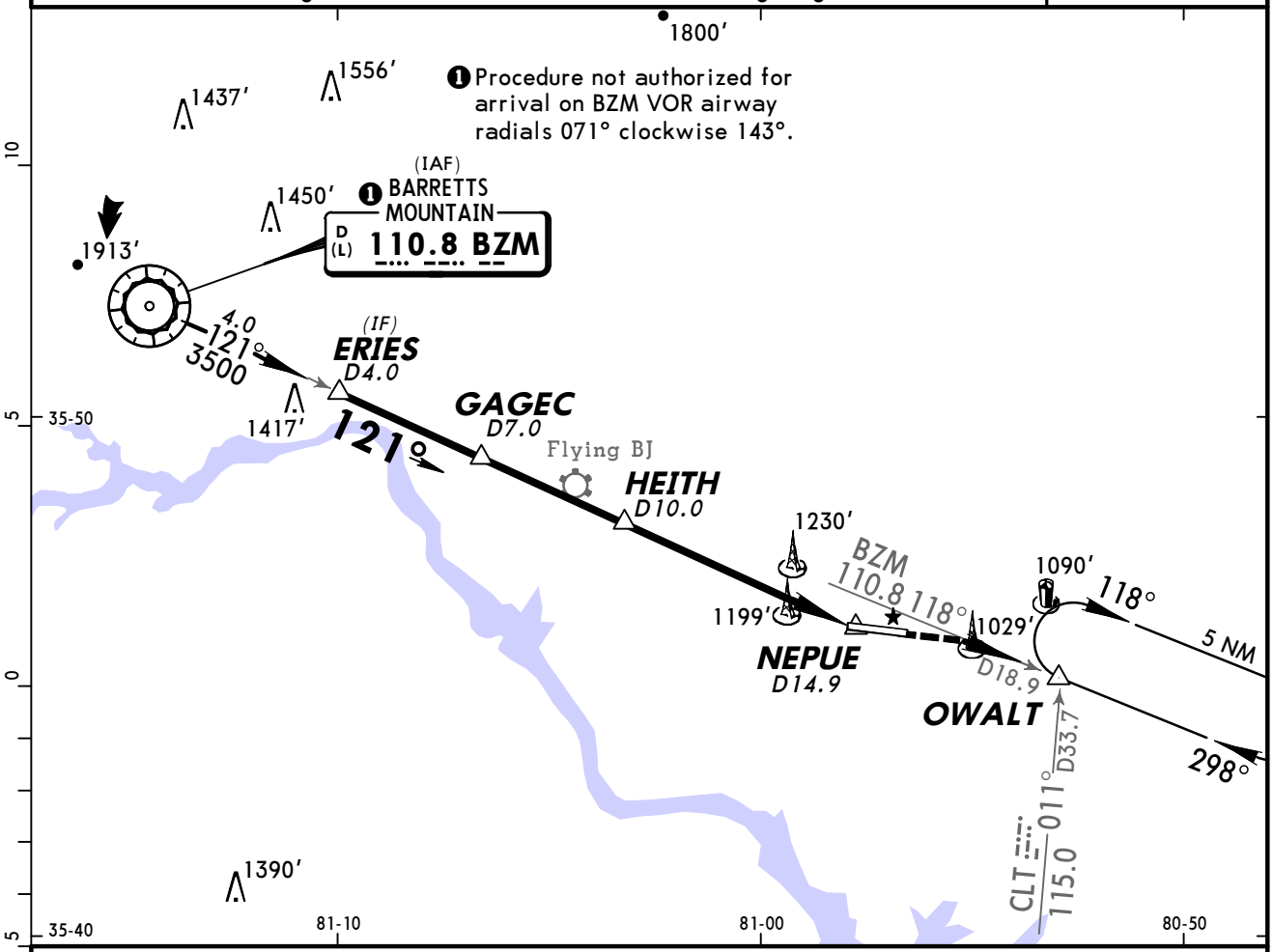
BRIEFING STRIP™

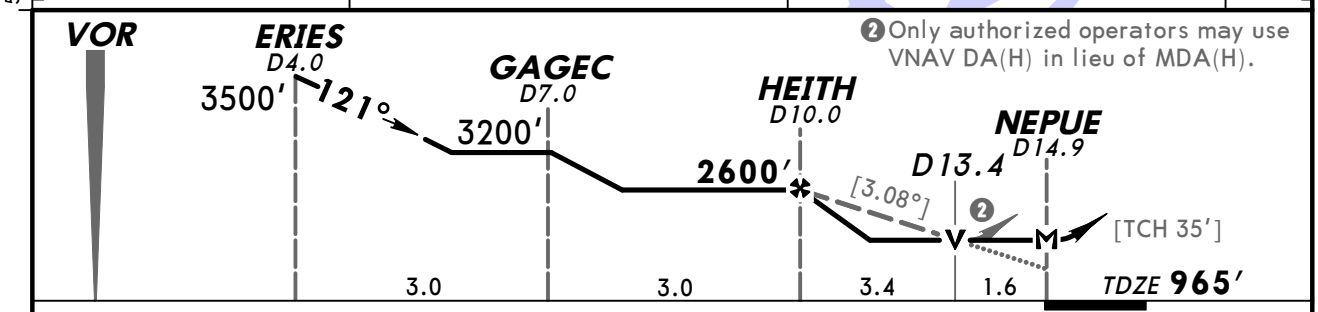
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 965′
BZM 110.8	121°	HEITH 2600′ (1635′)	(CONDITIONAL) 1480′ (515′)	TDZE 965′

MISSED APCH: Climb to 3500′ outbound via BZM VOR R-118 to OWALT INT and hold, continue climb-in-hold to 3500′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Lincolnton altimeter setting.
2. VDP not authorized when using Lincolnton altimeter setting.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.07.

5800′
MSA BZM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at NEPUE						

REIL
PAPI-L

3500′ ↑ via BZM 110.8 R-118 OWALT

TERPS AMEND 8

	STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND		
	MDA(H) 1480′ (515′) With Local Altimeter Setting	MDA(H) 1540′ (575′) With Lincolnton Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Lincolnton Altimeter Setting MDA(H)
A	1	1	90	1480′ (515′)-1	1540′ (575′)-1
B			120	1500′ (535′)-1	1560′ (595′)-1
C	1½	1½	140	1540′ (575′)-1½	1600′ (635′)-1½
D	1¾	1¾	165	1540′ (575′)-2	1600′ (635′)-2

CHANGES: Procedure.

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General Information

Location: Sanford NC USA
IATA Code:
Lat/Long: N35° 34.9' W079° 06.1'
Elevation: 246 ft

Airport Use: Public
Magnetic Variation: 8.7°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL)
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1149 Z
Sunset: 2309 Z,

Runway Information

Runway: 03
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 246 ft
Lighting: Edge, ALS, Part time, Pilot controlled

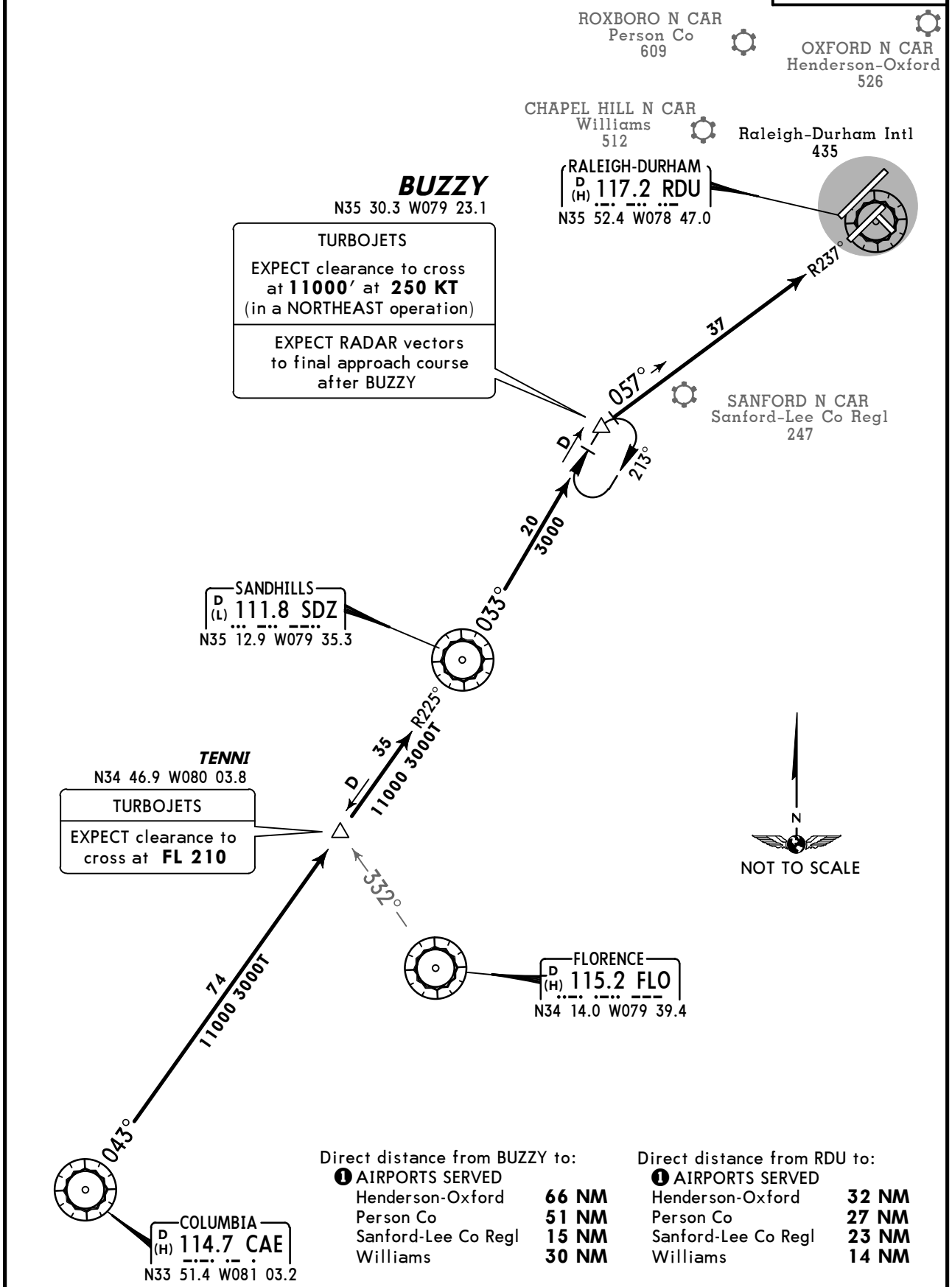
Runway: 21
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 230 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

AWOS 120.625
Raleigh Exec Jetport AT S Unicom 123.075 CTAF PCL
Raleigh Clearance Delivery 135.075
Raleigh Approach Control 125.3
Raleigh Departure Control 125.3

RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required 2. Also Serves ❶

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)



Direct distance from BUZZY to:

❶ AIRPORTS SERVED

Henderson-Oxford	66 NM
Person Co	51 NM
Sanford-Lee Co Regl	15 NM
Williams	30 NM

Direct distance from RDU to:

❶ AIRPORTS SERVED

Henderson-Oxford	32 NM
Person Co	27 NM
Sanford-Lee Co Regl	23 NM
Williams	14 NM

ROUTING

From over CAE via CAE R-043 and SDZ R-225 to SDZ. Thence via SDZ R-033 to BUZZY. Thence via RDU R-237 to RDU. EXPECT RADAR vectors to final approach course after BUZZY.

CHANGES: Reverse procedure resequenced.

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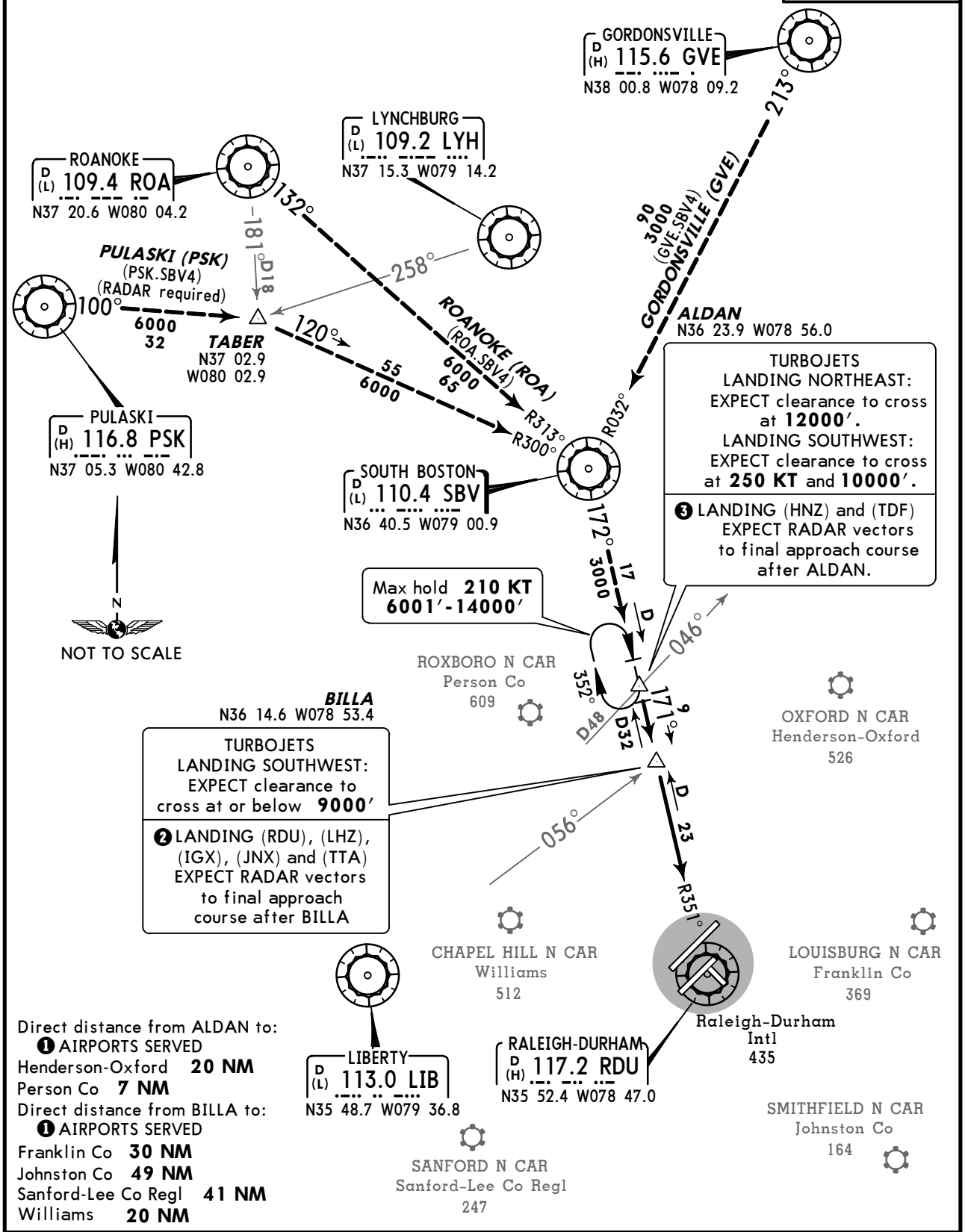
RALEIGH-DURHAM INTL D-ATIS 123.8	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required for PULASKI transition to TABER. 2. Also Serves ❶

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4)



Direct distance from ALDAN to:
❶ AIRPORTS SERVED
Henderson-Oxford **20 NM**
Person Co **7 NM**
Direct distance from BILLA to:
❶ AIRPORTS SERVED
Franklin Co **30 NM**
Johnston Co **49 NM**
Sanford-Lee Co Regl **41 NM**
Williams **20 NM**

ROUTING

From over ALDAN via RDU R-351 to BILLA, then via RDU R-351 to RDU.
❷ EXPECT RADAR vectors to final approach course after BILLA for arrival to Raleigh-Durham Intl (RDU), Franklin Co (LHZ), Williams (IGX), Johnston Co (JNX) and Sanford-Lee Co Regl (TTA).
❸ EXPECT RADAR vectors to final approach course after ALDAN for arrival to Henderson-Oxford (HNZ) and Person Co (TDF).

CHANGES: Chart reindexed.

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KTTA

Apt Elev **246′**

N35 34.9 W079 06.1

JEPPESEN

19 AUG 11

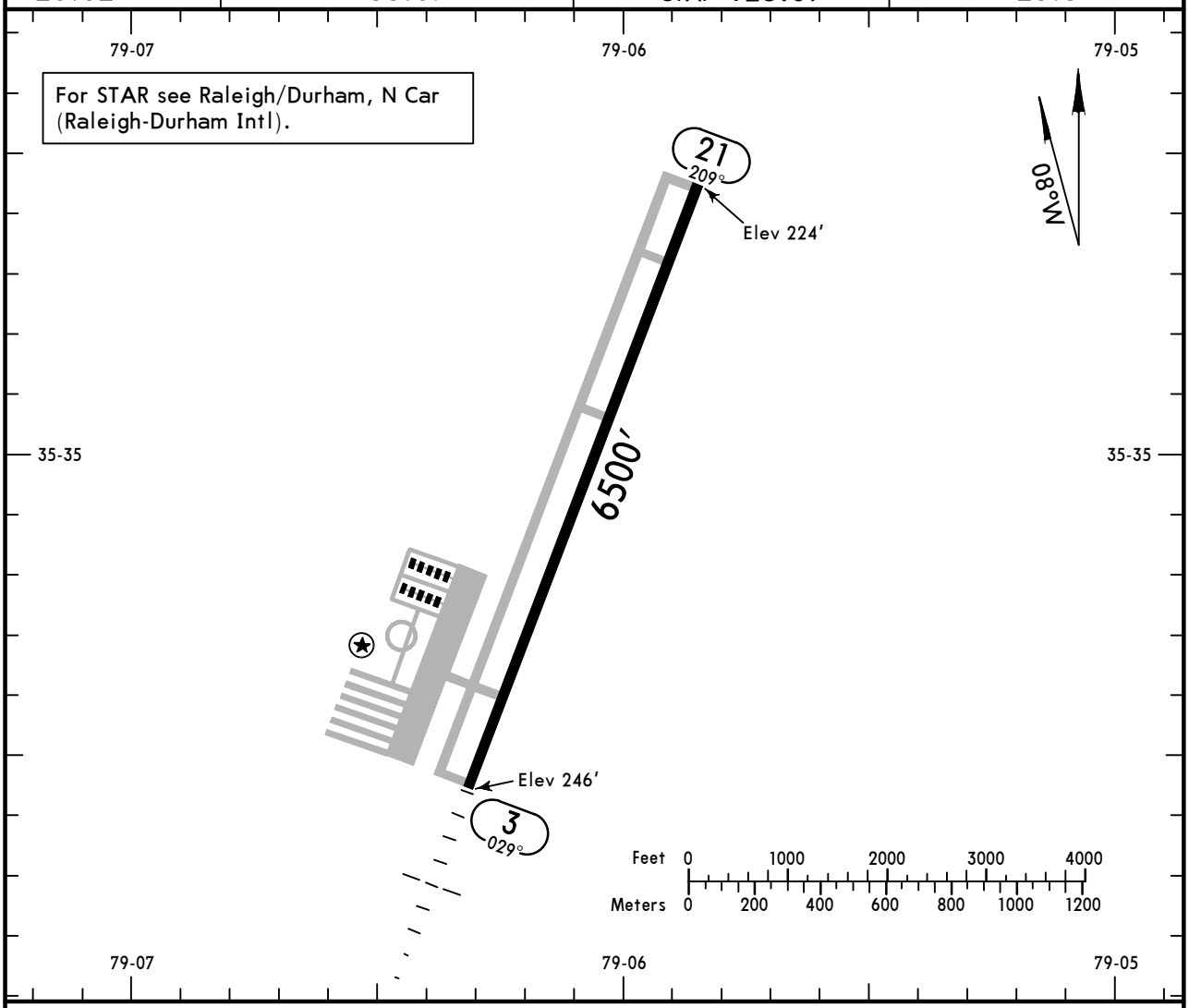
Eff 25 Aug

(11-1)

SANFORD, N CAR

RALEIGH EXEC JETPORT AT SANFORD-LEE CO

AWOS-3	RALEIGH-DURHAM Clearance (GCO)	RALEIGH EXEC JETPORT AT SANFORD-LEE CO UNICOM	RALEIGH Departure (R)
120.62	135.07	CTAF 123.07	125.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ HIRL ❶ MALSR ❶ PAPI-L (angle 3.00°)		5590′		100′
21	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.00°)				

❶ Activate on 123.07.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21	ILS Rwy 3 LOC Rwy 3
A B C D	800-2	NA

OBSTACLE DP: Rwy 3, climb heading 029° to 1100′ before turning right.
Rwy 21, climb heading 209° to 1500′ before turning left.

AMEND 1

CHANGES: Location name, apt elev, obstacle DP, altn mims, rwy 21 end elev.

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KTTA
RALEIGH EXEC JETPORT AT SANFORD-LEE CO

JEPPESEN

19 AUG 11 (11-1) Eff 25 Aug

SANFORD, N CAR
ILS or LOC Rwy 3

AWOS-3	RALEIGH Approach (R)	RALEIGH EXEC JETPORT AT SANFORD-LEE CO UNICOM
120.62	125.3	CTAF 123.07

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 246'
ITTA 110.75	029°	LEECO 1853' (1607')	446' (200')	Rwy 3 246'

MISSED APCH: Climb to 1000' then climbing LEFT turn to 2100' direct TT NDB and hold.

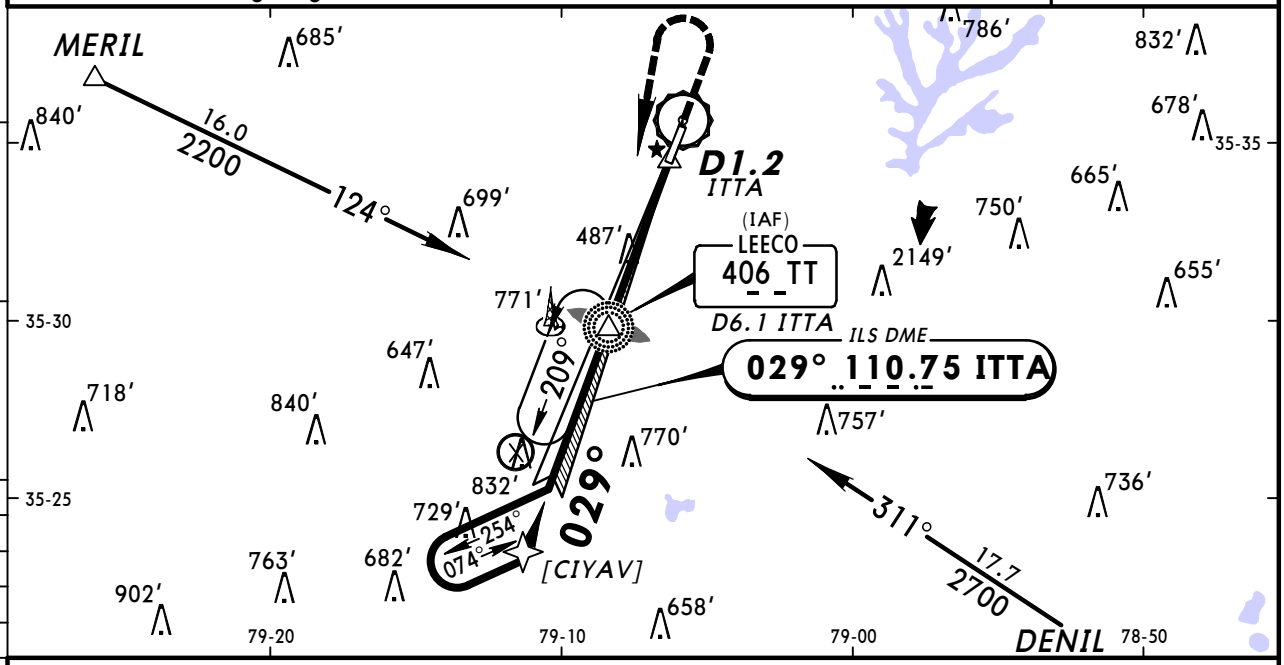
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

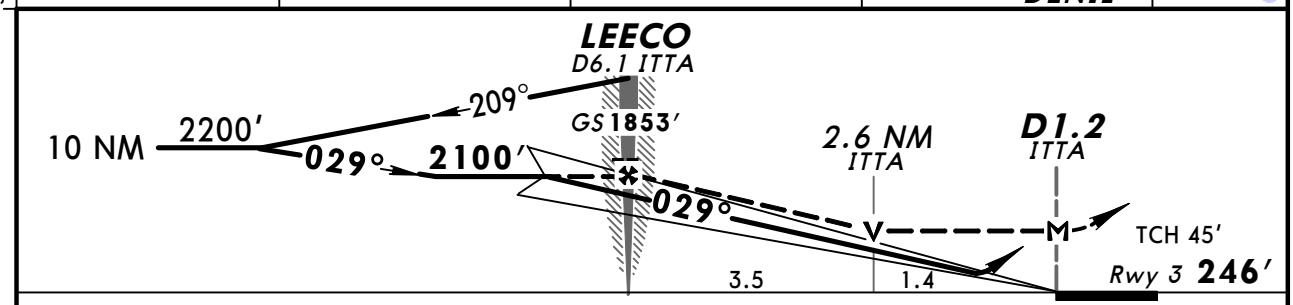
1. ADF required. 2. Use local altimeter setting; if not received, use Raleigh-Durham altimeter setting. 3. VDP not authorized with Raleigh-Durham altimeter setting. 4. Pilot controlled lighting 123.07.

3200'

MSA TT NDB

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 ITTA or LEECO to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR PAPI | 1000' | 2100' LT | D | TT 406

STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	ILS DA(H) 446'(200') FULL	ILS DA(H) 446'(200') RAIL or ALS out	LOC (GS out) MDA(H) 740'(494')	LOC (GS out) MDA(H) 740'(494') RAIL out	LOC (GS out) MDA(H) 740'(494') ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			1	1 3/8	
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	760'(514')-1
120	780'(534')-1
140	800'(554')-1 1/2
165	840'(594')-2

With Raleigh-Durham Altimeter Setting

	ILS DA(H) 527'(281') FULL	ILS DA(H) 527'(281') RAIL or ALS out	LOC (GS out) MDA(H) 840'(594')	LOC (GS out) MDA(H) 840'(594') RAIL out	LOC (GS out) MDA(H) 840'(594') ALS out
A	1/2	7/8	1/2	3/4	1
B					
C			1 1/4	1 5/8	
D					

With Raleigh-Durham Altimeter Setting

Max Kts	MDA(H)
90	860'(614')-1
120	880'(634')-1
140	900'(654')-1 7/8
165	940'(694')-2 1/4

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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AWOS-3	RALEIGH Approach (R)	RALEIGH EXEC JETPORT AT SANFORD-LEE CO UNICOM
120.62	125.3	CTAF 123.07

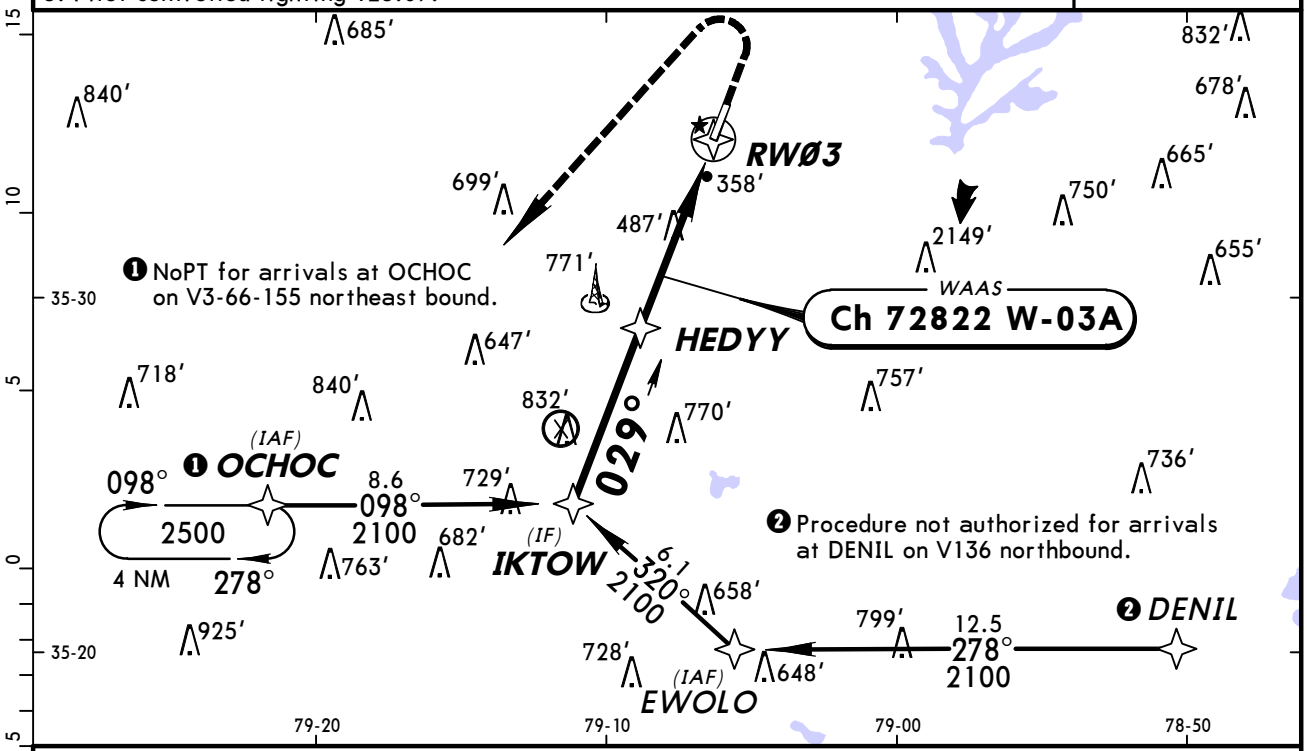
BRIEFING STRIP ™

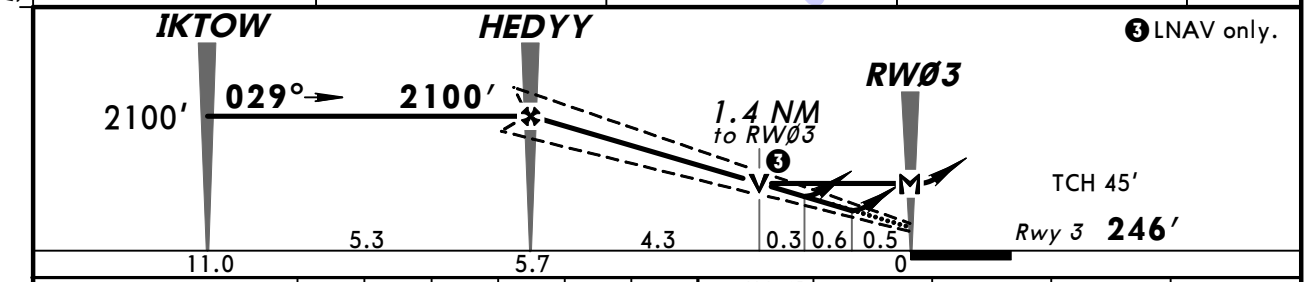
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 246′
Ch 72822 W-03A	029°	HEDYY 2100′ (1854′)	446′ (200′)	Rwy 3 246′

MISSED APCH: Climb to 1000′, then climbing LEFT turn to 2500′ direct OCHOC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Raleigh-Durham altimeter setting.
2. Baro-VNAV and VDP not authorized when using Raleigh-Durham altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 123.07.

3400′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

MALSR PAPI | 1000′ | 2500′ LT | OCHOC

STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	LPV DA(H) 446′ (200′)		LNAV/VNAV DA(H) 634′ (388′)		LNAV MDA(H) 740′ (494′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	7/8	1 1/8	1/2	3/4	1
B							
C					1	1 1/8	1 3/8
D							

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	760′ (514′)-1
120	780′ (534′)-1
140	800′ (554′)-1 1/2
165	840′ (594′)-2

With Raleigh-Durham Altimeter Setting

	LPV DA(H) 527′ (281′)		LNAV/VNAV DA(H) 715′ (469′)		LNAV MDA(H) 840′ (594′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	7/8	1 1/8	1 3/8	1/2	3/4	1
B							
C					1 1/4	1 3/8	1 3/4
D							

With Raleigh-Durham Altimeter Setting

Max Kts	MDA(H)
90	860′ (614′)-1
120	880′ (634′)-1
140	900′ (654′)-1 7/8
165	940′ (694′)-2 1/4

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KTTA
RALEIGH EXEC JETPORT
AT SANFORD-LEE CO

JEPPESEN

19 AUG 11 (12-2) Eff 25 Aug

SANFORD, N CAR
RNAV (GPS) Rwy 21

AWOS-3	RALEIGH Approach (R)	RALEIGH EXEC JETPORT AT SANFORD-LEE CO UNICOM
120.62	125.3	CTAF 123.07

WAAS	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) (CONDITIONAL)	
Ch 86522 W-21A	209°	WIZNY 2000′ (1776′)	479′ (255′)	Apt Elev 246′ Rwy 21 224′

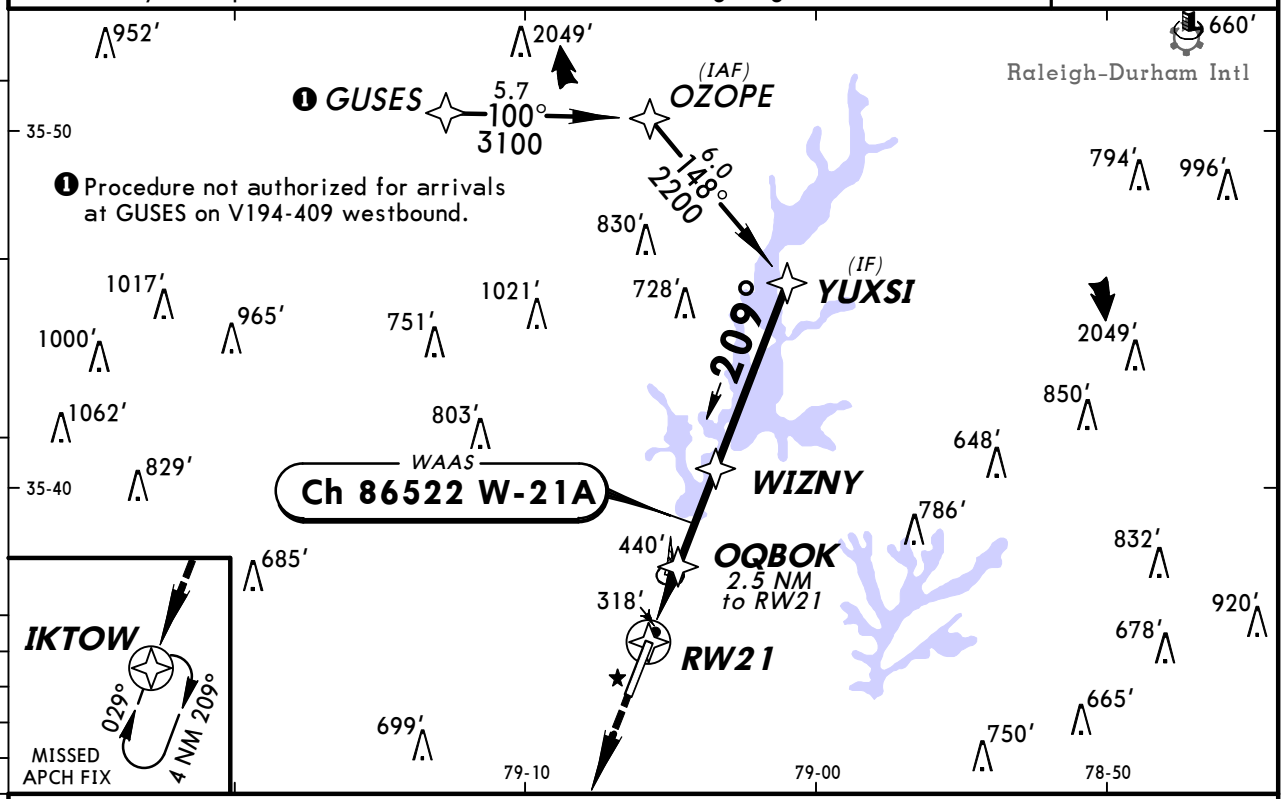
MISSED APCH: Climb to 2100′ direct IKTOW and hold.

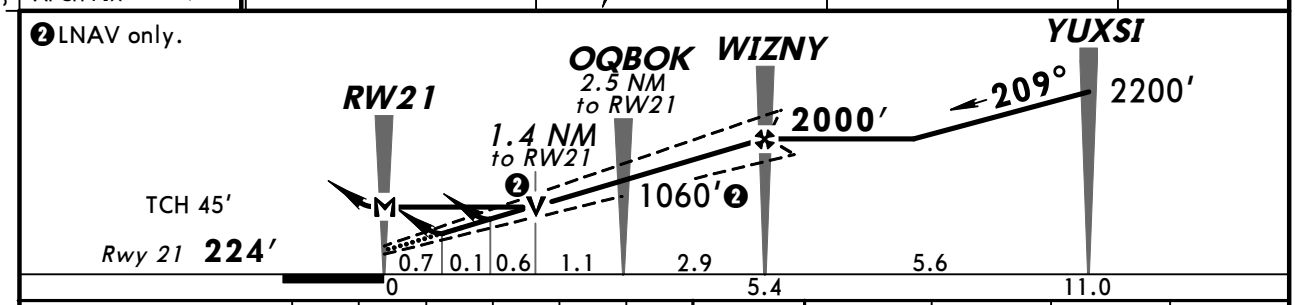
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Raleigh-Durham altimeter setting.
2. Baro-VNAV and VDP not authorized when using Raleigh-Durham altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.07.

3400′
MSA RW21

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

REIL
PAPI-L

2100′

IKTOW

STRAIGHT-IN LANDING RWY 21
With Local Altimeter Setting

	LPV DA(H) 524′ (300′)	LNAV/VNAV DA(H) 479′ (255′)	LNAV MDA(H) 700′ (476′)
A	1	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	760′ (514′)-1
120	780′ (534′)-1
140	800′ (554′)-1 1/2
165	840′ (594′)-2

With Raleigh-Durham Altimeter Setting

	LPV DA(H) 605′ (381′)	LNAV/VNAV DA(H) 560′ (336′)	LNAV MDA(H) 800′ (576′)
A	1 1/4	1 1/8	1
B			
C			1 5/8
D			

With Raleigh-Durham Altimeter Setting

Max Kts	MDA(H)
90	860′ (614′)-1
120	880′ (634′)-1
140	900′ (654′)-1 7/8
165	940′ (694′)-2 1/4

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ASHEVILLE, NC (ASHEVILLE REGL - KAVL)				
CHARLOTTE, NC (CHARLOTTE/DOUGLAS INTL - KCLT)				
REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	17 Feb 2012	
REV	PARKING GATES	10-9B	17 Feb 2012	
REV	PARKING GATE COORDS	10-9C	17 Feb 2012	
REV	LOW VIS TAXI CHART RWY 18...	10-9D	17 Feb 2012	
REV	LOW VIS TAXI CHART RWY 18...	10-9E	17 Feb 2012	
ELIZABETH CITY, NC (ELIZABETH CITY CGAS/REGL - KECG)				
FAYETTEVILLE, NC (FAYETTEVILLE REGL/GRANNIS - KFAY)				
GOLDSBORO, NC (SEYMOUR JOHNSON AFB - KGSB)				
REV	ILS OR LOC DME RWY 8	31-1	17 Feb 2012	
REV	ILS OR LOC DME RWY 26	31-2	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
GREENSBORO, NC (PIEDMONT TRIAD INTL - KGSO)				
WILMINGTON, NC (WILMINGTON INTL - KILM)				
WINSTON-SALEM, NC (SMITH REYNOLDS - KINT)				
KINSTON, NC (KINSTON REGL JETPORT AT STALLI - KISO)				
CONCORD, NC (CONCORD REGL - KJQF)				
MAXTON, NC (LAURINBURG-MAXTON - KMEB)				
CHERRY POINT, NC (CHERRY POINT MCAS - KNKT)				
JACKSONVILLE, NC (ELLIS - KOAJ)				
GREENVILLE, NC (PITT-GREENVILLE - KPGV)				
FAYETTEVILLE, NC (POPE - KPOB)				
RALEIGH/DURHAM, NC (RALEIGH-DURHAM INTL - KRDU)				
ROCKY MOUNT, NC (ROCKY MOUNT-WILSON REGL - KRWI)				
STATESVILLE, NC (STATESVILLE REGL - KSVH)				
SANFORD, NC (RALEIGH EXEC JETPORT AT SANFOR - KTTA)				

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAVL

Chart Change Notices for Airport KCLT

Type: Terminal
Effectivity: Permanent
Begin Date: 20111215
End Date: No end date

I-VKW OM Beacon Decommissioned, I-PEP OM Beacon Decommissioned

No Chart Change Notices for Airport KECG

Chart Change Notices for Airport KFAY

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-2) LOC (BACK CRS) Rwy 22 MM decmsnd.

No Chart Change Notices for Airport KGSB

Chart Change Notices for Airport KGSO

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-4) ILS or LOC Rwy 23L and (11-4A) ILS Rwy 23L CAT II MM decmsnd.

No Chart Change Notices for Airport KILM

Chart Change Notices for Airport KINT

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3B) Winstom 1 Dep computer code (INT1.INT) added.

Chart Change Notices for Airport KISO

Type: Terminal
Effectivity: Permanent

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Begin Date: Immediately
End Date: No end date

(11-1) ILS Rwy 5 MM removed.

No Chart Change Notices for Airport KJQF

No Chart Change Notices for Airport KMEB

No Chart Change Notices for Airport KNKT

No Chart Change Notices for Airport KOAJ

No Chart Change Notices for Airport KPGV

No Chart Change Notices for Airport KPOB

No Chart Change Notices for Airport KRDU

Chart Change Notices for Airport KRWI

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 4 MM decmsnd.

No Chart Change Notices for Airport KSVH

No Chart Change Notices for Airport KTTA