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General Information

Location: Danville VA USA
IATA Code: DAN
Lat/Long: N36° 34.4' W079° 20.2'
Elevation: 571 ft

Airport Use: Public
Magnetic Variation: 8.8°W
Sectional Chart: Cincinnati

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: 1151 Z
Sunset: 2309 Z,

Runway Information

Runway: 02
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 559 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 4020 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 571 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 568 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 900 ft

Runway: 31
Length x Width: 4020 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 560 ft
Lighting: Edge, REIL, Pilot controlled

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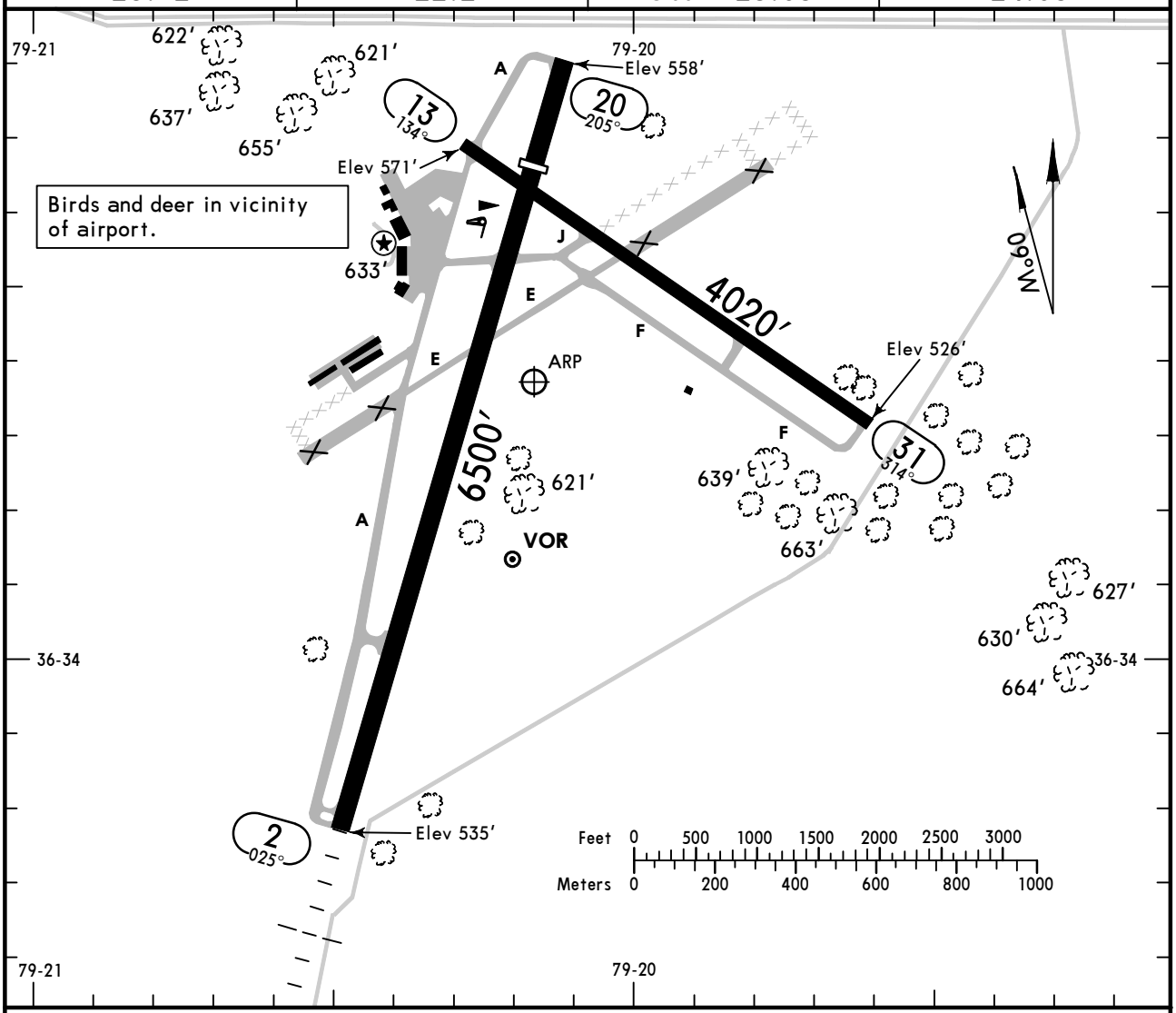
Communication Information

ASOS 128.125
Danville Regl Unicom 123.05 CTAF PCL
Leesburg Flight Service Station 122.2 RCO
Washington Center 124.05 Remote Communications Air-Ground

ASOS	LEESBURG Radio	DANVILLE REGL UNICOM	WASHINGTON Center (R)
128.12	122.2	CTAF 123.05	124.05



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2 ❶ 20	❷ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)		4700′		150′
	❷ HIRL ❷ REIL ❷ PAPI-L (angle 3.0°)	5600′			
13 31	❷ MIRL ❷ REIL ❷ VASI-L				100′

❶ Grooved.
❷ Activate on 123.05.

TAKE-OFF

	Rwys 2, 20, 31 Adequate Vis Ref	Rwys 2, 20, 31 STD	Rwys 13 With Mim climb of 299′/NM to 900′ Adequate Vis Ref	Rwys 13 With Mim climb of 299′/NM to 900′ STD	Rwys 13 Other
1 & 2 Eng	1/4	1	1/4	1	300-1¼
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available.

	ILS Rwy 2	LOC Rwy 2 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 VOR Rwy 2	VOR Rwy 20
A	600-2	800-2	1000-2
B			
C			1000-2¾
D			1000-3

AMEND 1

CHANGES: Magnetic variation, Rwy bearings, alternate minimums.

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KDAN/DAN
DANVILLE REGL

JEPPESEN

28 MAY 10 (11-1) Eff 3 Jun

DANVILLE, VA
ILS or LOC Rwy 2

BRIEFING STRIP ™

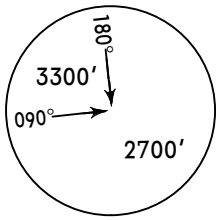
ASOS	WASHINGTON Center (R)	LEESBURG Radio	DANVILLE REGL UNICOM
128.12	124.05	122.2	CTAF 123.05

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 571′
IDAN 110.7	025°	FABIC 2035′ (1477′)	758′ (200′)	TDZE 558′

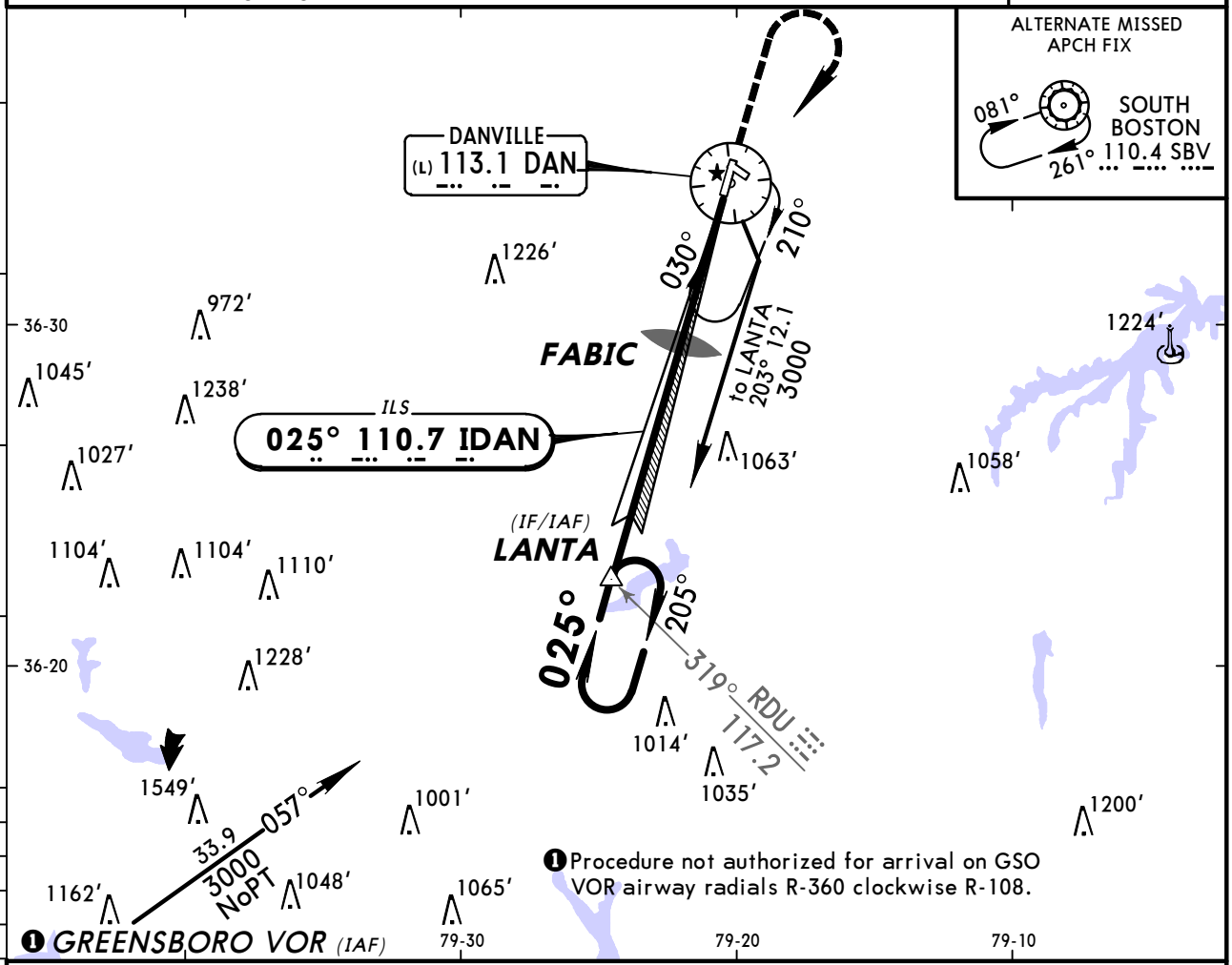
MISSED APCH: Climb to 2300′ then climbing RIGHT turn to 3000′ direct DAN VOR and hold.

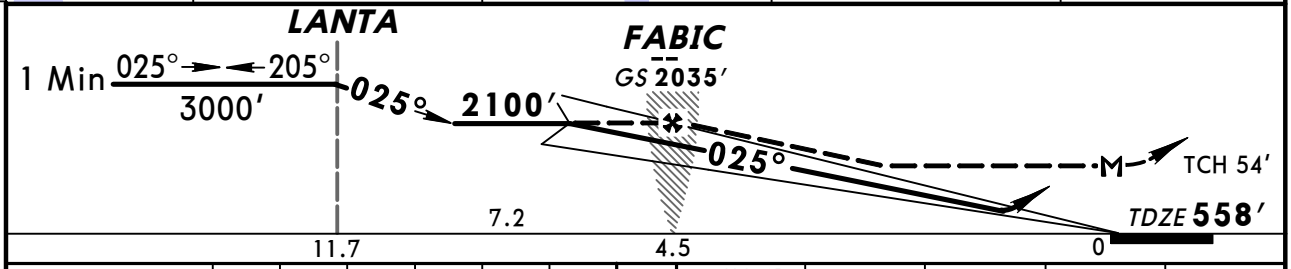
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Roxboro, N Car altimeter setting.
2. Pilot controlled lighting 123.05.



MSA DAN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
FABIC to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR PAPI 2300′ 3000′ RT DAN 113.1

STRAIGHT-IN LANDING RWY 2

	With Local Altimeter Setting: ILS DA(H) 758′(200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 1040′(482′)	RAIL out	ALS out	With Roxboro, N Car Altimeter Setting: ILS DA(H) 820′(262′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 1120′(562′)	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	1	1/2	3/4	1
B										
C			3/4	1 1/4				1	1 1/2	
D			1	1 1/2				1 1/4	1 3/4	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 31

Max Kts	With Local Altimeter Setting MDA(H)	With Roxboro, N Car Altimeter Setting MDA(H)
90	1080′(509′)-1	1160′(589′)-1
120		
140	1080′(509′)-1 1/2	1160′(589′)-1 1/2
165	1140′(569′)-2	1220′(649′)-2

TERPS AMEND 4 8 APR 2010

CHANGES: None.

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ASOS	WASHINGTON Center (R)	LEESBURG Radio	DANVILLE REGL UNICOM
128.12	124.05	122.2	CTAF 123.05

BRIEFING STRIP™

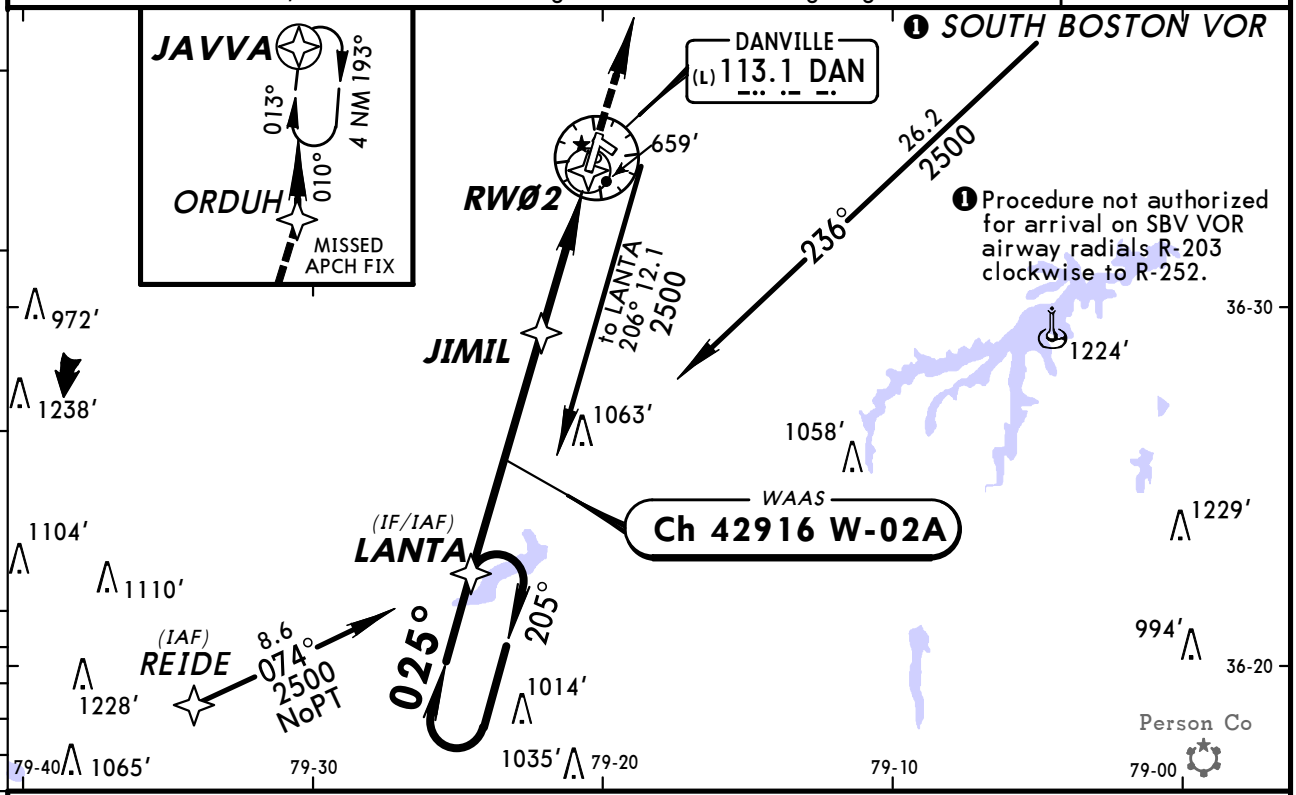
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 571'
Ch 42916 W-02A	025°	JIMIL 2100' (1542')	(CONDITIONAL) 758' (200')	TDZE 558'

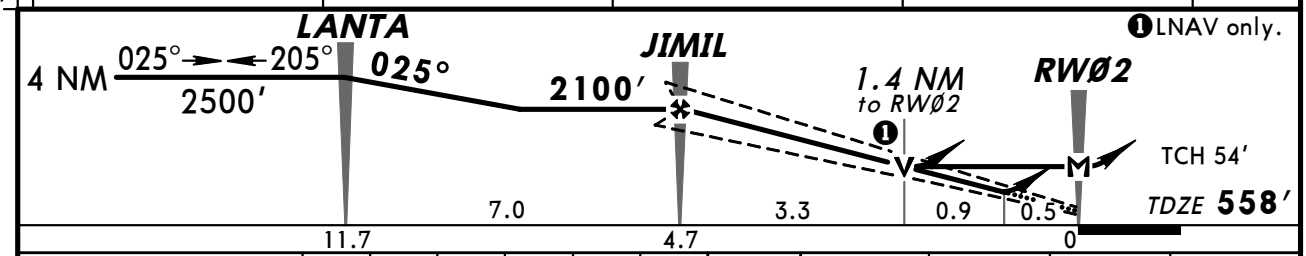
MISSED APCH: Climb to 2800' direct ORDUH and via track 010° to JAVVA and hold.

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

1. Use local altimeter setting; if not received, use Roxboro, N Car altimeter setting.
2. Baro-VNAV not authorized when using Roxboro, N Car 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. VDP not authorized with Roxboro, N Car altimeter setting. 6. Pilot controlled lighting 123.05.

3200'
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						

MALSR
PAPI
2800
D
ORDUH

STRAIGHT-IN LANDING RWY 2
With Local Altimeter Setting

	LPV DA(H) 758' (200')		LNAV/VNAV DA(H) 1036' (478')		LNAV MDA(H) 1040' (482')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

1 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1080' (509')-1
120	
140	1080' (509')-1 1/2
165	1140' (569')-2

With Roxboro, N Car Altimeter Setting

	DA(H) 820' (262')		DA(H) 1098' (540')		MDA(H) 1120' (562')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1 1/2	2	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

With Roxboro, N Car Altimeter Setting

Max Kts	MDA(H)
90	1160' (589')-1
120	
140	1160' (589')-1 1/2
165	1220' (649')-2

1 Not Authorized at Night to Rwy 31.

TERPS AMEND 0 3 JUN 2010

CHANGES: New procedure.

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ASOS	WASHINGTON Center (R)	LEESBURG Radio	DANVILLE REGL UNICOM
128.12	124.05	122.2	CTAF 123.05

BRIEFING STRIP™

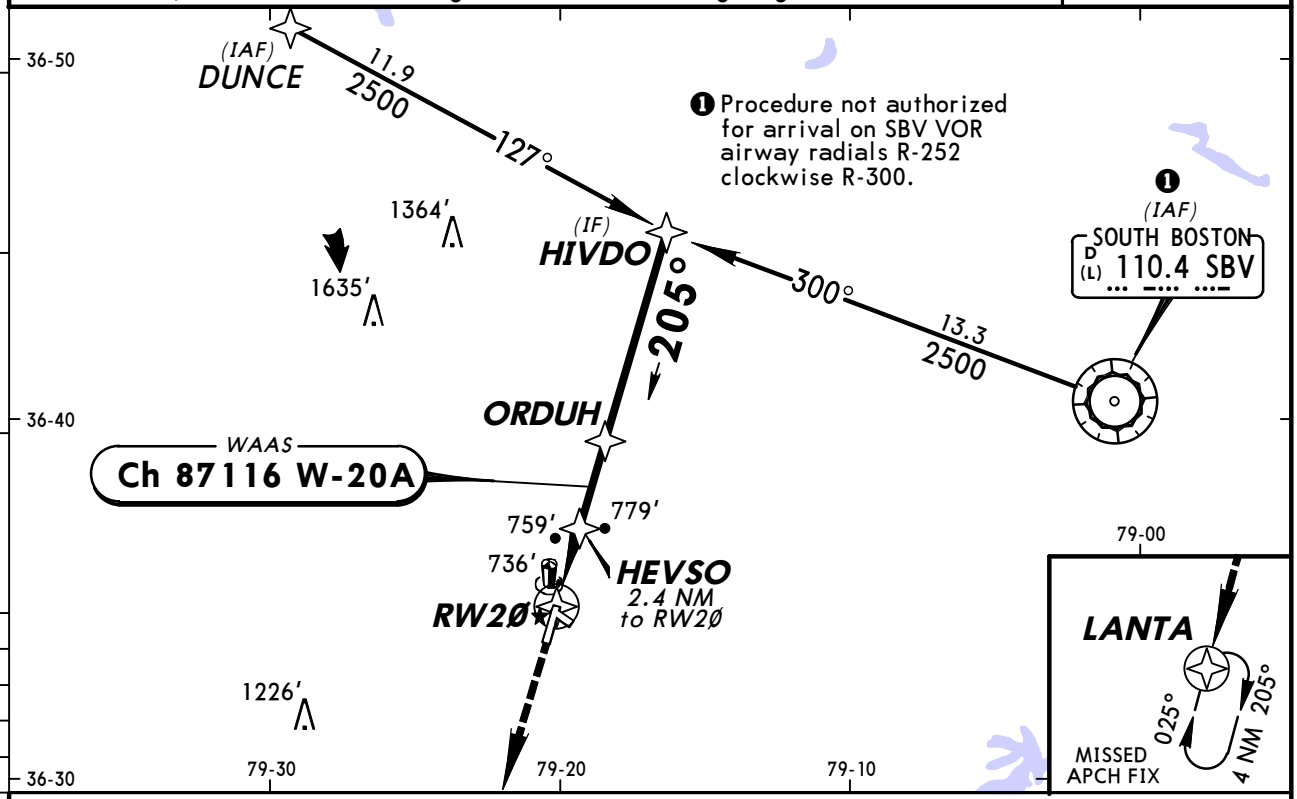
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 571'
Ch 87116 W-20A	205°	ORDUH 2200' (1632')	768' (200')	TDZE 568'

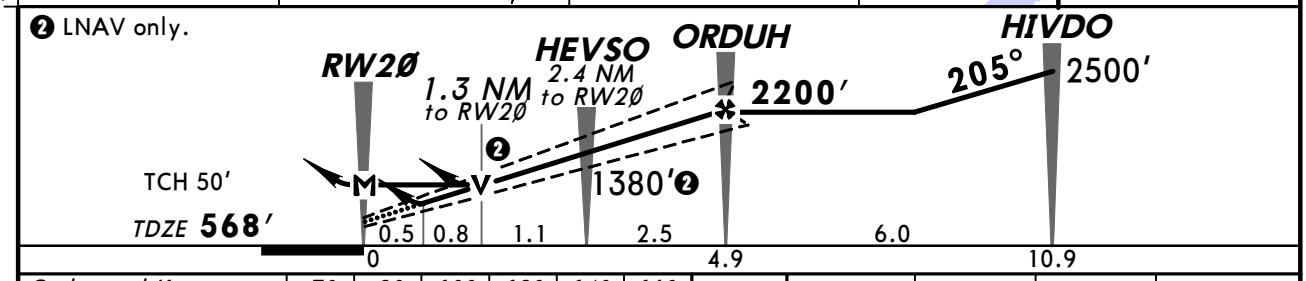
MISSED APCH: Climb to 2500' direct LANTA and hold.

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

1. Use local altimeter setting; if not received, use Roxboro, N Car altimeter setting.
2. Baro-VNAV not authorized when using Roxboro, N Car 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. VDP not authorized with Roxboro, N Car altimeter setting. 6. Pilot controlled lighting 123.05.

3300'
MSA RW20





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW20						

REIL
PAPI-L
2500'
LANTA

STRAIGHT-IN LANDING RWY 20
With Local Altimeter Setting

	LPV DA(H) 768' (200')	LNAV/VNAV DA(H) 1026' (458')	LNAV MDA(H) 1020' (452')
A	3/4	1½	1
B			
C			1¼
D			1½

❶ CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1080' (509')-1
120	
140	1080' (509')-1½
165	1140' (569')-2

With Roxboro, N Car Altimeter Setting

	DA(H) 830' (262')	DA(H) 1088' (520')	MDA(H) 1100' (532')
A	1	1¾	1
B			
C			1½
D			1¾

With Roxboro, N Car Altimeter Setting

Max Kts	MDA(H)
90	1160' (589')-1
120	
140	1160' (589')-1½
165	1220' (649')-2

❶ Not Authorized at Night to Rwy 31.

TERPS AMEND 0 3 JUN 2010

CHANGES: New procedure.

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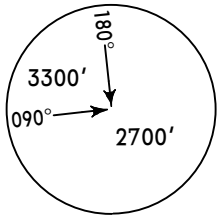
ASOS	WASHINGTON Center (R)	LEESBURG Radio	DANVILLE REGL UNICOM
128.12	124.05	122.2	CTAF 123.05

BRIEFING STRIP ™

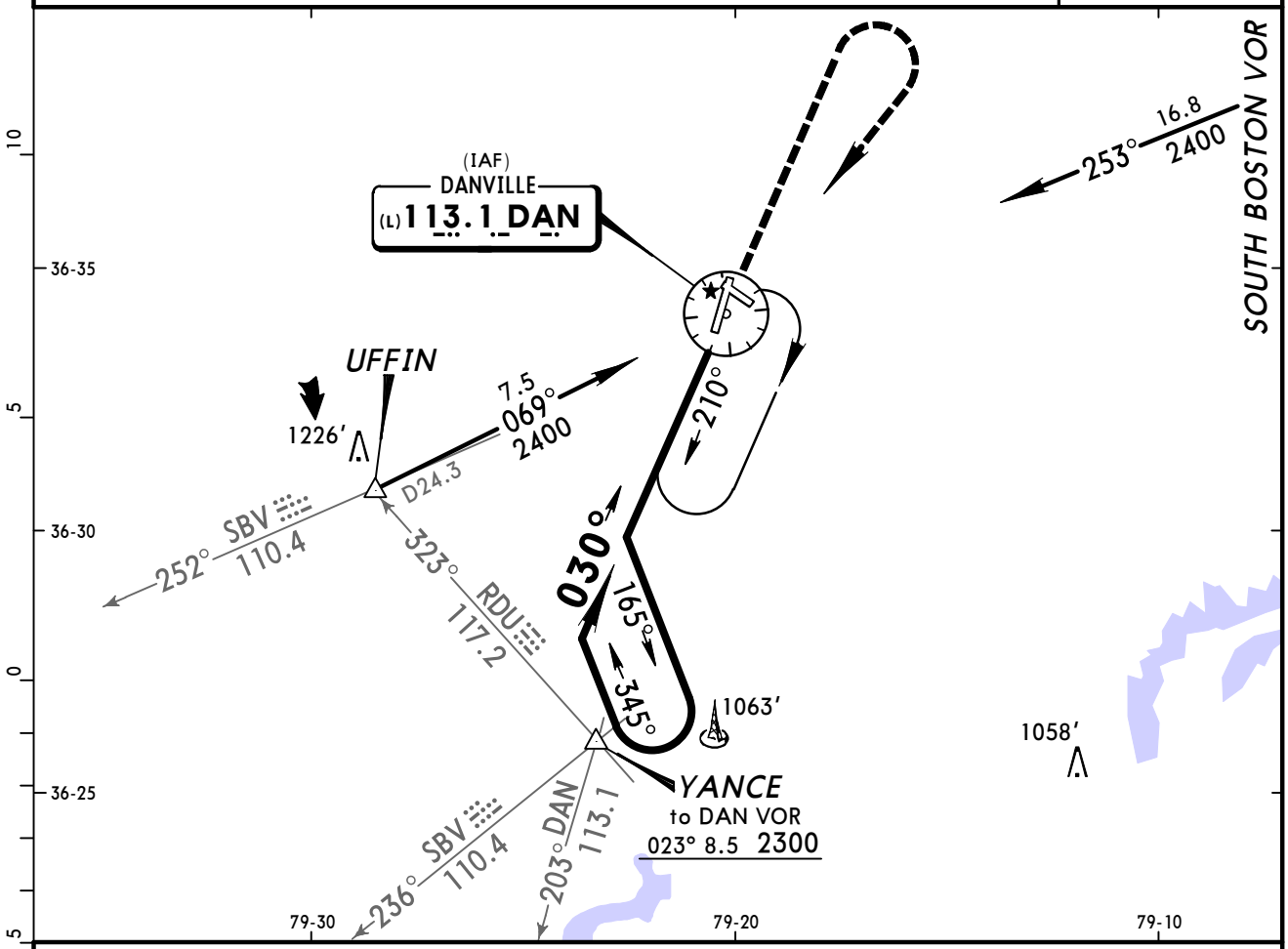
VOR	Final Apch Crs		MDA(H) (CONDITIONAL)	Apt Elev 571′
DAN 113.1	030°	No FAF	1200′ (642′)	TDZE 558′

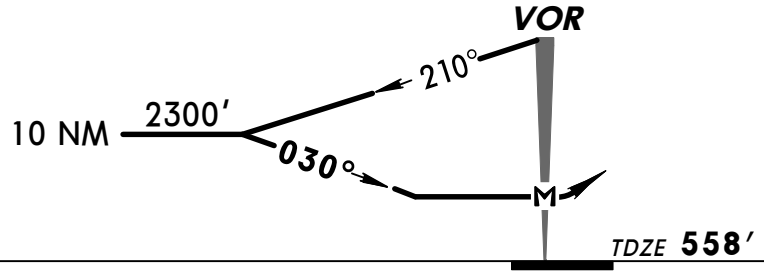
MISSED APCH: Climb to 2300′ then RIGHT turn direct DAN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Roxboro, N Car. altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.05.



MSA DAN VOR





MAP at VOR							MALSR PAPI	2300′	RT	D	DAN 113.1

	STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND Not Authorized at Night to Rwy 31		
	MDA(H) 1200′ (642′) With Local Altimeter Setting		MDA(H) 1280′ (722′) With Roxboro, N Car Altimeter Setting			With Local Altimeter Setting	With Roxboro, N Car Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1200′ (629′) -1	1280′ (709′) -1
B					120		
C	1 1/4	1 3/4	1 1/2	2	140	1200′ (629′) -1 3/4	1280′ (709′) -2
D	1 1/2	2	1 3/4	2 1/4	165	1200′ (629′) -2	1280′ (709′) -2 1/4

TERPS AMEND 14 8 APR 2010

CHANGES: Procedure.

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ASOS	WASHINGTON Center (R)	LEESBURG Radio	DANVILLE REGL UNICOM
128.12	124.05	122.2	CTAF 123.05

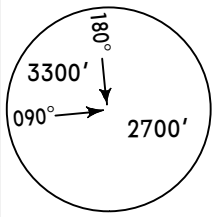
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt EDWIN	MDA(H)	Apt Elev 571′
DAN 113.1	195°	(CONDITIONAL) 1480′ (912′)	(CONDITIONAL) 1060′ (492′)	TDZE 568′

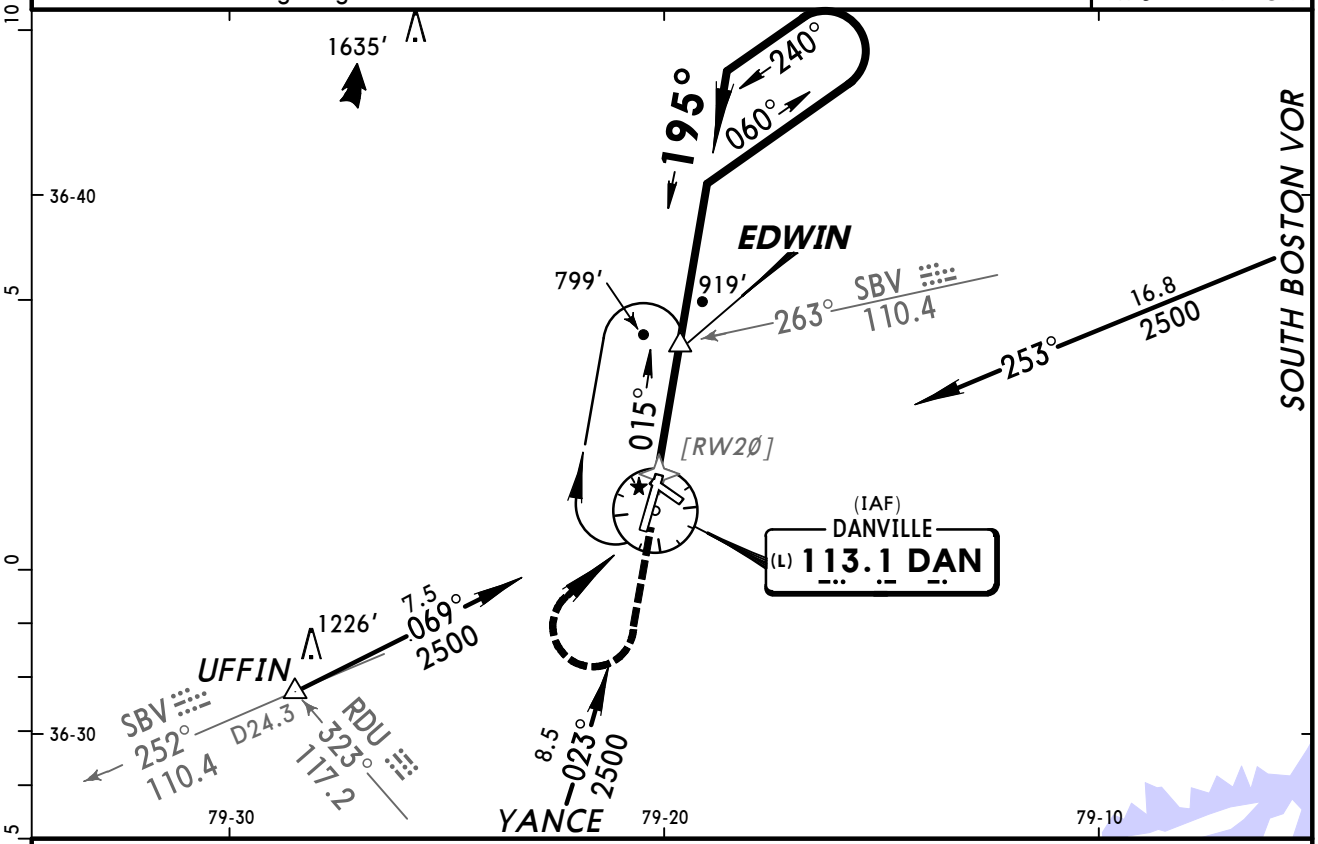
MISSED APCH: Climb to 2500′ then RIGHT turn direct DAN VOR and hold.

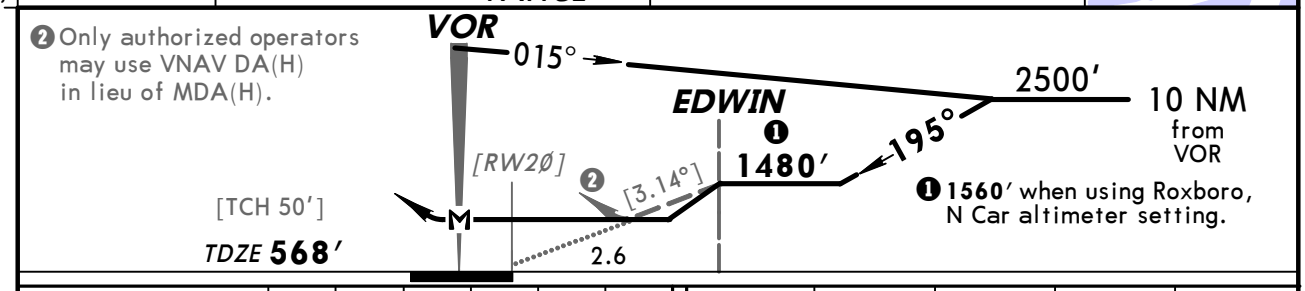
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Roxboro, N Car altimeter setting.
2. Pilot controlled lighting 123.05.



MSA DAN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
MAP at VOR						

REIL	2500′	RT	D	DAN 113.1
PAPI-L	↑			

STRAIGHT-IN LANDING RWY 20

	With Edwin	Without Edwin
	With Local Altimeter Setting	
	MDA(H) 1060′ (492′)	MDA(H) 1480′ (912′)
A	1	1¼
B		
C	1¼	2¾
D	1½	3
	With Roxboro, N Car Altimeter Setting	
	MDA(H) 1140′ (572′)	MDA(H) 1560′ (992′)
A	1	1¼
B		1½
C	1½	3
D	1¾	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 31

Max Kts	With Edwin MDA(H)	Without Edwin MDA(H)
	With Local Altimeter Setting	
90	1080′ (509′)-1	1480′ (909′)-1¼
120		
140	1080′ (509′)-1½	1480′ (909′)-2¾
165	1140′ (569′)-2	1480′ (909′)-3
	With Roxboro, N Car Altimeter Setting	
90	1160′ (589′)-1	1560′ (989′)-1¼
120		1560′ (989′)-1½
140	1160′ (589′)-1½	1560′ (989′)-3
165	1220′ (649′)-2	

TERPS AMEND 4 8 APR 2010

CHANGES: Procedure.

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General Information

Location: Washington VA USA
IATA Code: IAD
Lat/Long: N38° 56.8' W077° 27.6'
Elevation: 312 ft

Airport Use: Public
Magnetic Variation: 10.5°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1146 Z
Sunset: 2300 Z,

Runway Information

Runway: 01C
Length x Width: 11501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 286 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01L
Length x Width: 9400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 296 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 312 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12
Length x Width: 10501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 310 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 19C
Length x Width: 11501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 272 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19L
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 302 ft
Lighting: Edge, ALS, Centerline

Runway: 19R
Length x Width: 9400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 278 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30
Length x Width: 10501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 288 ft
Lighting: Edge, Centerline, REIL

Communication Information

ATIS 134.85
Dulles Tower 134.425 Initial Contact
Dulles Tower 120.25 Initial Contact
Dulles Tower 120.1 Initial Contact
Metering Ground Control 124.075
Dulles Ground Control 132.45 Initial Contact
Dulles Ground Control 121.9 Initial Contact
Dulles Ground Control 121.625
Dulles Ramp/Taxi Control 130.55
Dulles Ramp/Taxi Control 129.55
Dulles Ramp/Taxi Control 119.125
Dulles Clearance Delivery 135.7 Pre-Departure Clearance
Potomac Approach Control 126.1 (331°-90°)
Potomac Approach Control 124.65 (91°-240°)
Potomac Approach Control 120.45 (241°-330°)
Potomac App TCA 126.1 (331°-90°)
Potomac App TCA 124.65 (91°-240°)
Potomac App TCA 120.45 (241°-330°)
Potomac Departure Control 126.65 (121°-299°)
Potomac Departure Control 125.05 (300°-120°)
Washington Dulles Intl Unicom 122.95

JEPPESEN

WASHINGTON, D.C. (VA)

❶ WASHINGTON TRI - AREA CLASS B AIRSPACE

❷ WASHINGTON D.C. FLIGHT RESTRICTED ZONE (DC FRZ)
❸ WASHINGTON D.C. SPECIAL FLIGHT RULES AREA

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

❶ CLASS B FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Washington Tri-Area Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

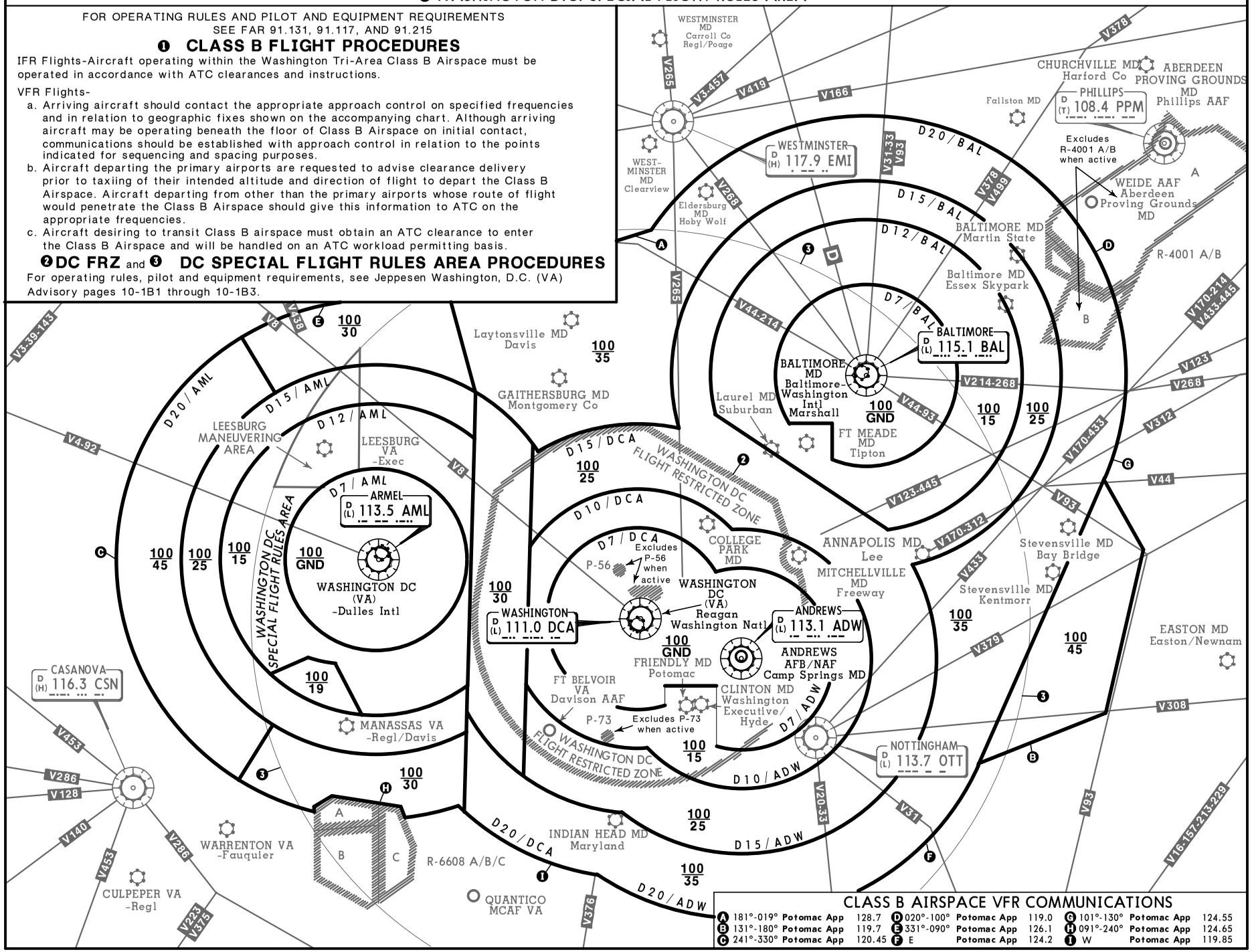
a. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

b. Aircraft departing the primary airports 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 the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

❷ DC FRZ and ❸ DC SPECIAL FLIGHT RULES AREA PROCEDURES

For operating rules, pilot and equipment requirements, see Jeppesen Washington, D.C. (VA) Advisory pages 10-1B1 through 10-1B3.



CLASS B AIRSPACE VFR COMMUNICATIONS

Ⓐ 181°-019°	Potomac App	128.7	Ⓓ 020°-100°	Potomac App	119.0	Ⓖ 101°-130°	Potomac App 124.55
Ⓑ 131°-180°	Potomac App	119.7	Ⓔ 331°-090°	Potomac App	126.1	Ⓗ 091°-240°	Potomac App 124.65
Ⓒ 241°-330°	Potomac App	120.45	Ⓕ E	Potomac App	124.2	Ⓘ W	Potomac App 119.85

CHANGES: Prohibited area (P)-56 modified.

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ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

This document only contains an overview of the rules for the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review 14 CFR Parts 1 and 93 and published NOTAMS for exact procedures and other details.

Pursuant to 49 U.S.C 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This **training is mandatory** for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR Parts 61 and 91). This training is available in the Aviation Learning Center at http://www.faasafety.gov.

Because identification and control of aircraft is required for reasons of national security, the areas described here constitute National Defense Airspace. The purpose of establishing this area is to facilitate the tracking of, and communication with, aircraft to deter persons who would use an aircraft as a weapon, or as a means of delivering weapons, to conduct an attack on persons, property, or buildings in the area. This applies to pilots conducting any type of flight operations in the airspace designated as the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA), which includes the airspace designated as the Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ).

DEFINITIONS

Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) is an area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interest of national security. Specifically, the DC SFRA is that airspace, from the surface to, but not including, FL 180, within a 30-mile radius of Lat. 38°51'34" N.,Long. 077°02'11" W., or the DCA VOR/DME. The DC SFRA includes the DC FRZ.

DC SFRA flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ) is a special use airspace, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. This area, excluding the airspace within a one nautical mile radius of the Freeway Airport, W00, Mitchellville, MD from the surface up to but not including flight level (FL) 180. The DC FRZ is within and part of the Washington, D.C. Metropolitan Area SFRA.

DC FRZ flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC FRZ. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

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FAILURE TO COMPLY

(a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, weather inadvertent or intentional, including inposition of civil penalties and suspension or revocation of airmans's certificates.

(b) *Knowing or willful violations:* The DC FRZ and DC SFRA were established for reasons of national security under the provisions of 49 U.S.C. 40103(b)(3). Areas established by the FAA under that authority constitute "National Defense Airspace" as that term is used in 49 U.S.C 46307. In addition to being subject to the provisions of paragraph (a) of this section, persons who knowingly or willfully violate national defense airspace established pursuant to 49 U.S.C. 40103(b)(3) may be subject to criminal prosecution.

REQUIREMENTS FOR OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ

(a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-

(1) The aircraft is equipped with an operable two-way radio capable of communicating with Air Traffic Control on appropriate radio frequencies;

(2) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot establishes two-way radio communications with the appropriate Air Traffic Control facility and maintains such communications while operating the aircraft in the DC SFRA, including the DC FRZ;

(3) The aircraft is equipped with an operating automatic altitude reporting transponder;

(4) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot obtains and transmits a discrete transponder code from Air Traffic Control, and the aircraft's transponder continues to transmit the assigned code while operating within the DC SFRA;

(5) For VFR operations, the pilot must file and activate a DC FRZ or DC SFRA flight plan by obtaining a discrete transponder code. The flight plan is closed upon landing at an airport within the DC SFRA or when the aircraft exits the DC SFRA;

(6) Before operating the aircraft into, out of, or through the Washington, D.C. Tri-Area Class B Airspace Area, the pilot receives a specific Air Traffic Control clearance to operate in the Class B Airspace Area; and

(7) Before operating the aircraft into, out of, or through Class D airspace area that is within the DC SFRA, the pilot complies with FAR 91.129.

(b) Paragraph (a)(5) of this section does not apply to operators of Department of Defense aircraft, law enforcement operations, or lifeguard or air ambulance operations under an FAA/TSA airspace authorization, if the flight crew is in contact with Air Traffic Control and is transmitting an Air Traffic Control - assigned discrete transponder code.

(c) Pilots must transmit the assigned transponder code. No pilot may use transponder code 1200 while in the DC SFRA.

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ADVISORY

AIRCRAFT OPERATING IN THE DC FRZ

(a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.

(b) Department of Defense (DOD) operations, law enforcement operations, and lifeguard or air ambulance operations under an FAA/TSA airspace authorization are excepted from the prohibition in paragraph (a) of this section if the pilot is in contact with Air Traffic Control and operates the aircraft transponder on an Air Traffic Control-assigned beacon code.

(c) The following aircraft operations are permitted in the DC FRZ:

(1) Aircraft operations under the DCA Access Standard Security Program (DASSP) (49 CFR part 1562) with a Transportation Security Administration (TSA) flight authorization.

(2) Law enforcement and other U.S. Federal aircraft operations with prior FAA approval.

(3) Foreign-operated military and state aicraft operations with a State Department-authorized diplomatic clearance, with State Department notification to the FAA and TSA.

(4) Federal, State, Federal DOD contract, local government agency aircraft operations and part 121, 129 or 135 air carrier flights with TSA-approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the National Capital Regional Coordination Center (NCRCC). These flights may land and depart Andrews Air Force Base, MD, with prior permission, if required.

(5) Aircraft operations maintaining radio contact with Air Traffic Control and continuously transmitting an Air Traffic Control-assigned discrete transponder code. The pilot must monitor VHF frequency 121.5 or UHF frequency 243.0.

(d) Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all aircraft, except DOD, law enforcement, and lifeguard or air ambulance aircraft operating under an FAA/TSA airspace authorization must file and activate an IFR or a DC FRZ or a DC SFRA flight plan and transmit a discrete transponder code assigned by an Air Traffic Control Facility. Aircraft must transmit the discrete transponder code at all times while in the DC FRZ or DC SFRA.

RESOURCES

Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at http://www.tsa.gov/what _we_do/tsnm/general _aviation/airspace _waivers.shtm or by calling the TSA at 571-227-2071.

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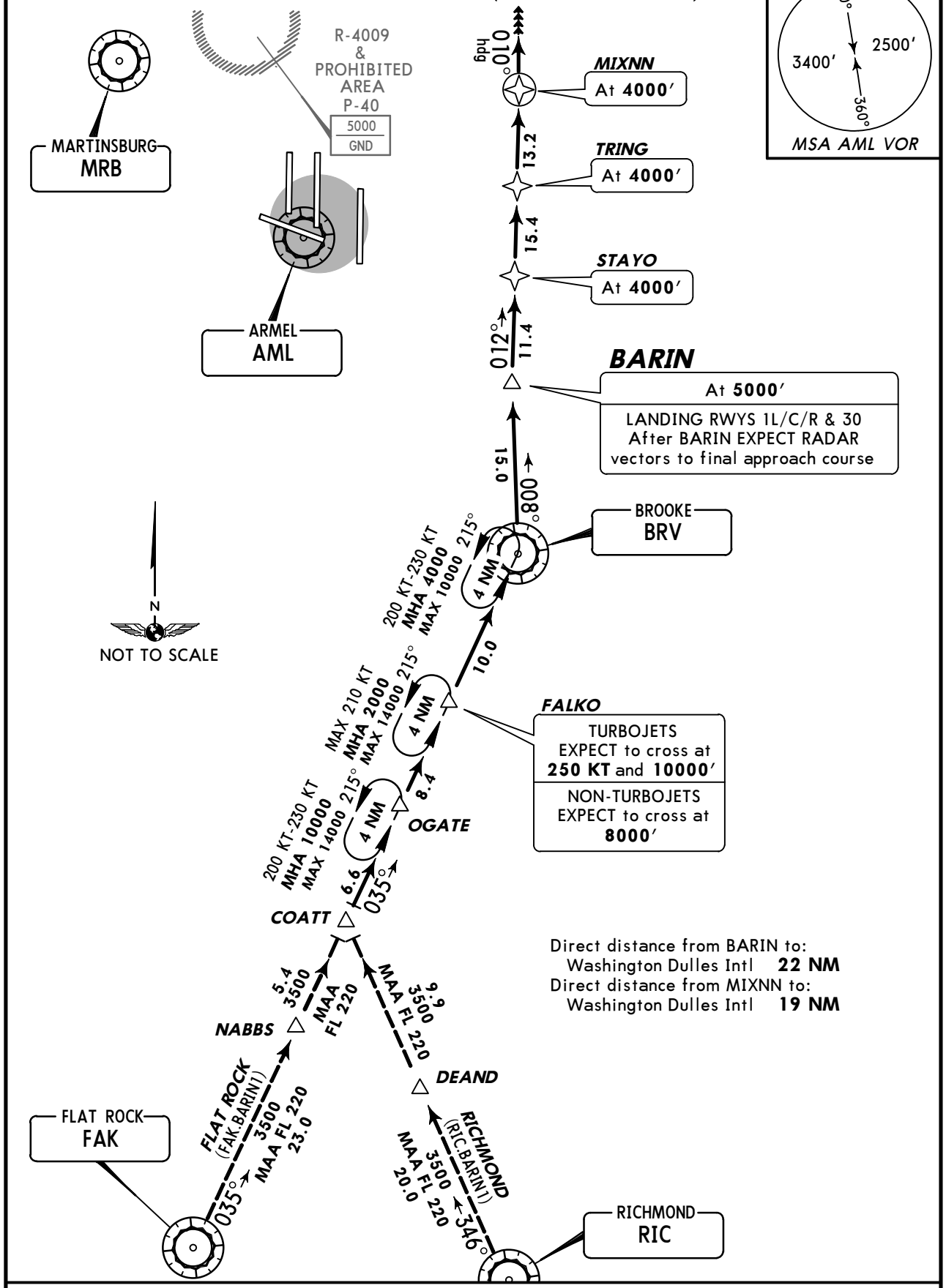
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

BARIN ONE RNAV ARRIVAL (COATT.BARIN1)



Direct distance from BARIN to:
Washington Dulles Intl **22 NM**
Direct distance from MIXNN to:
Washington Dulles Intl **19 NM**

ROUTING

From COATT via 035° track to OGATE then as depicted to MIXNN.

RWY	LANDING	ALTITUDE
1L/C/R, 30	After BARIN EXPECT RADAR vectors to final approach course.	**MAINTAIN** last ATC assigned altitude until cleared to "descend via the BARIN ONE ARRIVAL"
19L/C/R	Depart MIXNN heading 010°, EXPECT RADAR vectors to final approach course.	

CHANGES: Runway added.

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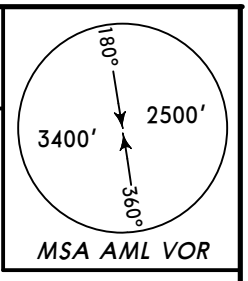
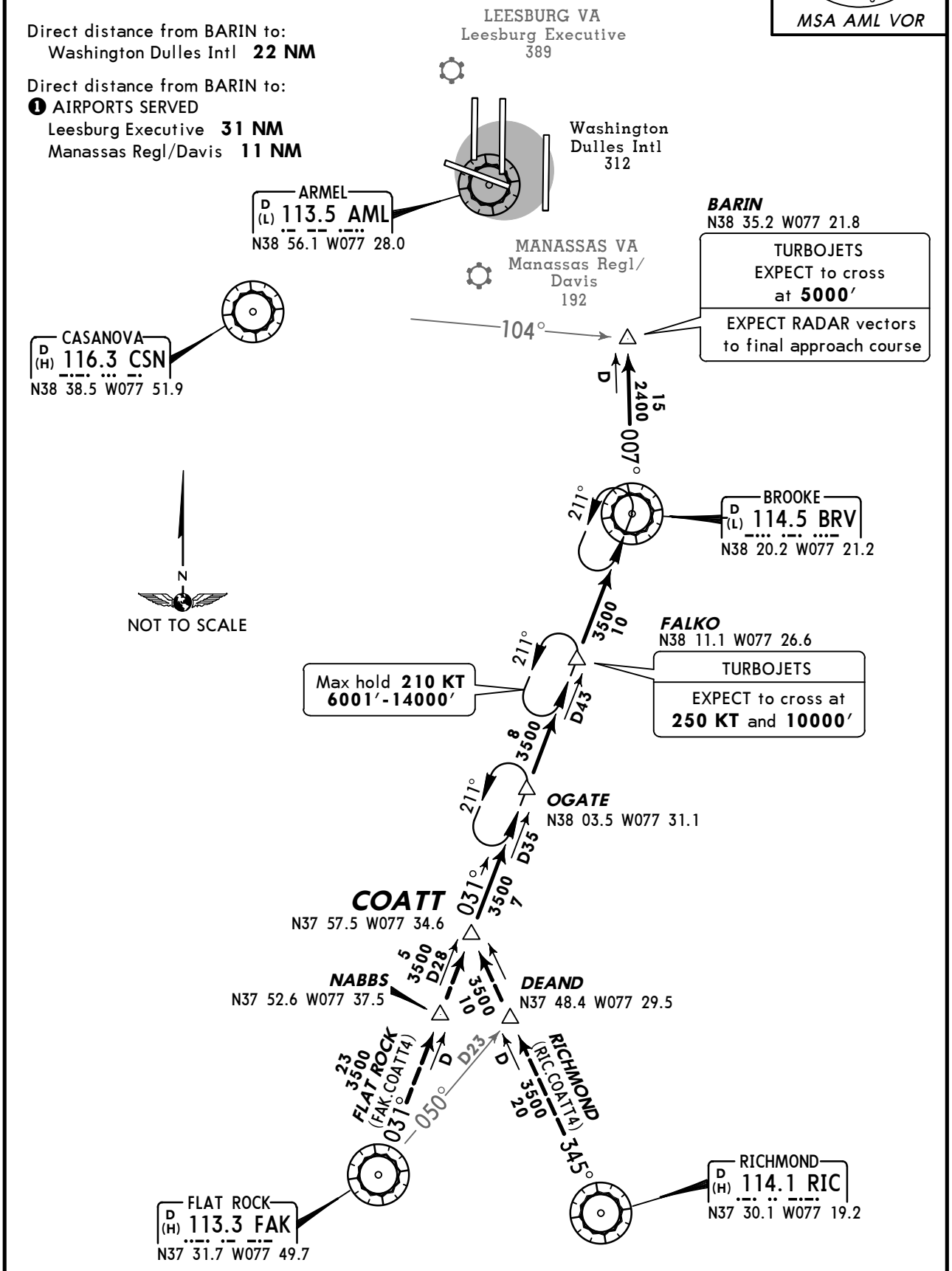
WASHINGTON DULLES INTL D-ATIS 134.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ Also Serves ❶

COATT FOUR ARRIVAL (COATT.COATT4)



Direct distance from BARIN to:
Washington Dulles Intl **22 NM**

Direct distance from BARIN to:
❶ AIRPORTS SERVED
Leesburg Executive **31 NM**
Manassas Regl/Davis **11 NM**



ROUTING

From over COATT via FAK R-031 to BRV, then from BRV via BRV R-007 to BARIN. EXPECT RADAR vectors to final approach course after BARIN.
NOTE: Use FAK R-031 to BRV, BRV R-214 unuseable.

CHANGES: Runway added.

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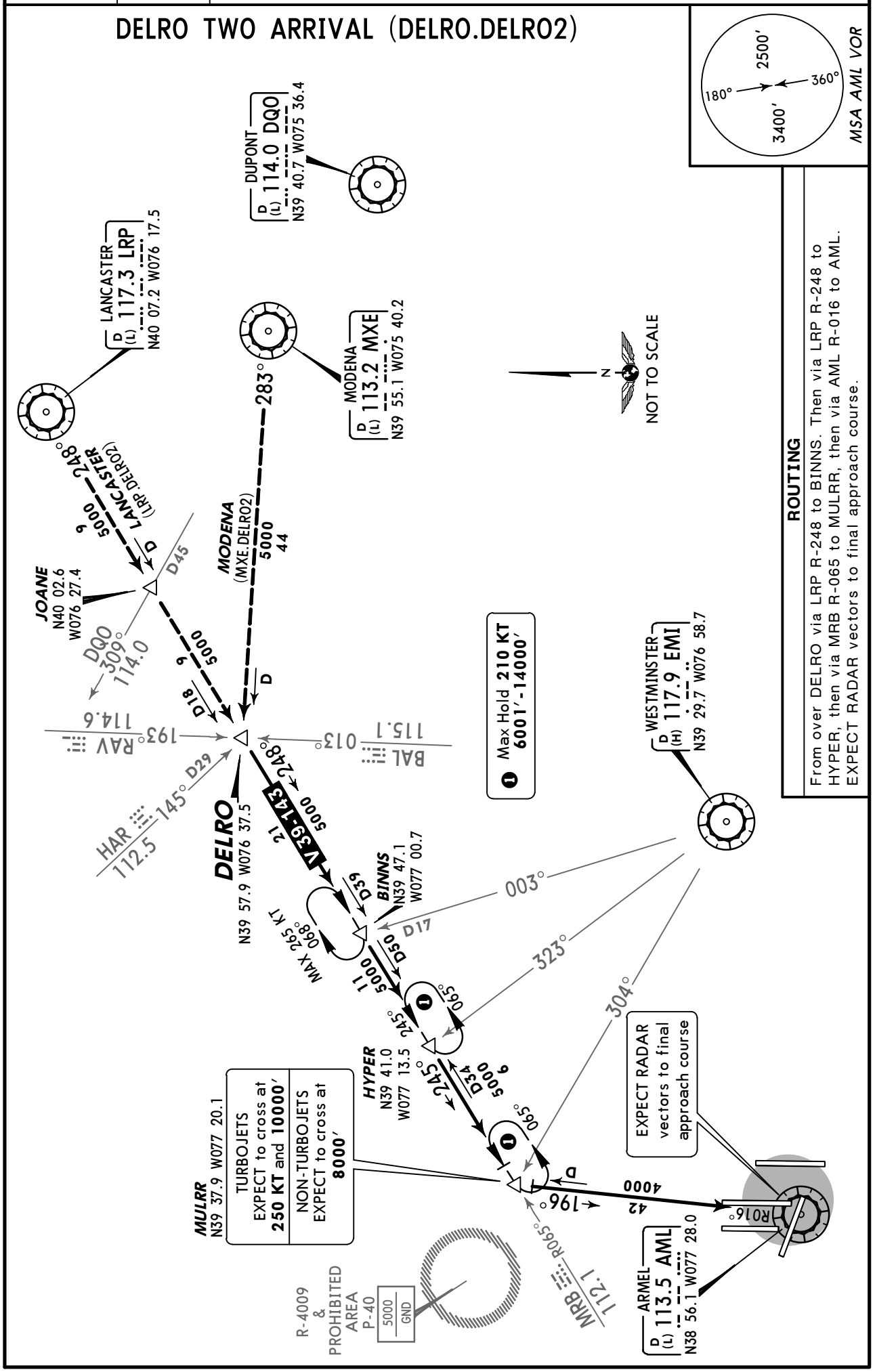
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For aircraft capable of 180 KT or greater. **2. RADAR required.**

DELRO TWO ARRIVAL (DELRO.DELRO2)



CHANGES: Formations.

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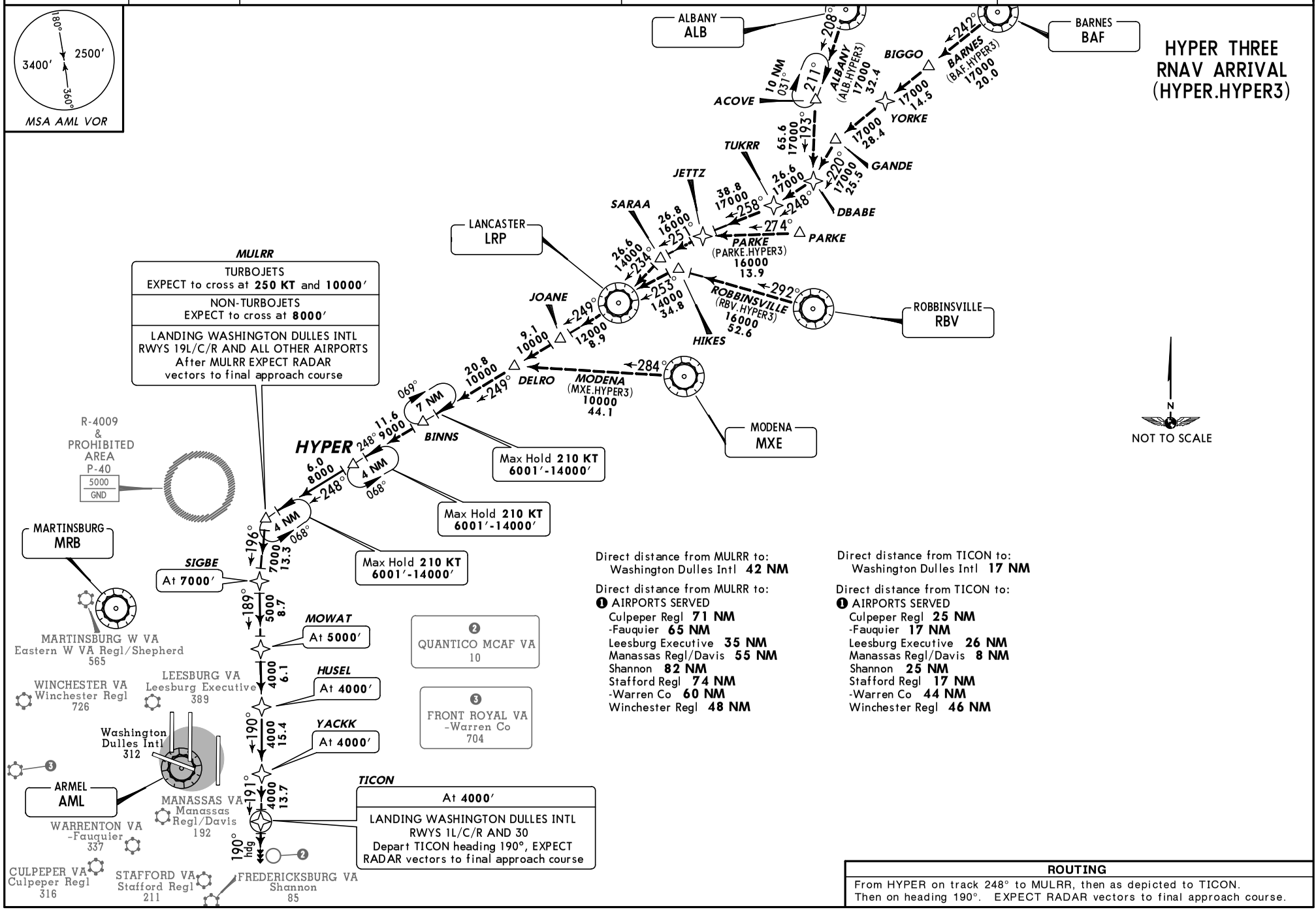
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. For aircraft capable of 180 KT or greater. **2. RADAR required for non-GPS equipped aircraft.** **3. DME/DME/IRU or GPS required.**	**4. RNAV 1.** 5. Also serves ❶
134.85	*See graphic*			

HYPER THREE RNAV ARRIVAL (HYPER.HYPER3)



Direct distance from MULRR to:
Washington Dulles Intl **42 NM**

Direct distance from MULRR to:
❶ AIRPORTS SERVED
Culpeper Regl **71 NM**
-Fauquier **65 NM**
Leesburg Executive **35 NM**
Manassas Regl/Davis **55 NM**
Shannon **82 NM**
Stafford Regl **74 NM**
-Warren Co **60 NM**
Winchester Regl **48 NM**

Direct distance from TICON to:
Washington Dulles Intl **17 NM**

Direct distance from TICON to:
❶ AIRPORTS SERVED
Culpeper Regl **25 NM**
-Fauquier **17 NM**
Leesburg Executive **26 NM**
Manassas Regl/Davis **8 NM**
Shannon **25 NM**
Stafford Regl **17 NM**
-Warren Co **44 NM**
Winchester Regl **46 NM**

ROUTING

From HYPER on track 248° to MULRR, then as depicted to TICON.
Then on heading 190°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered, also serves airports.

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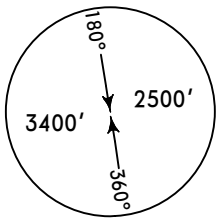
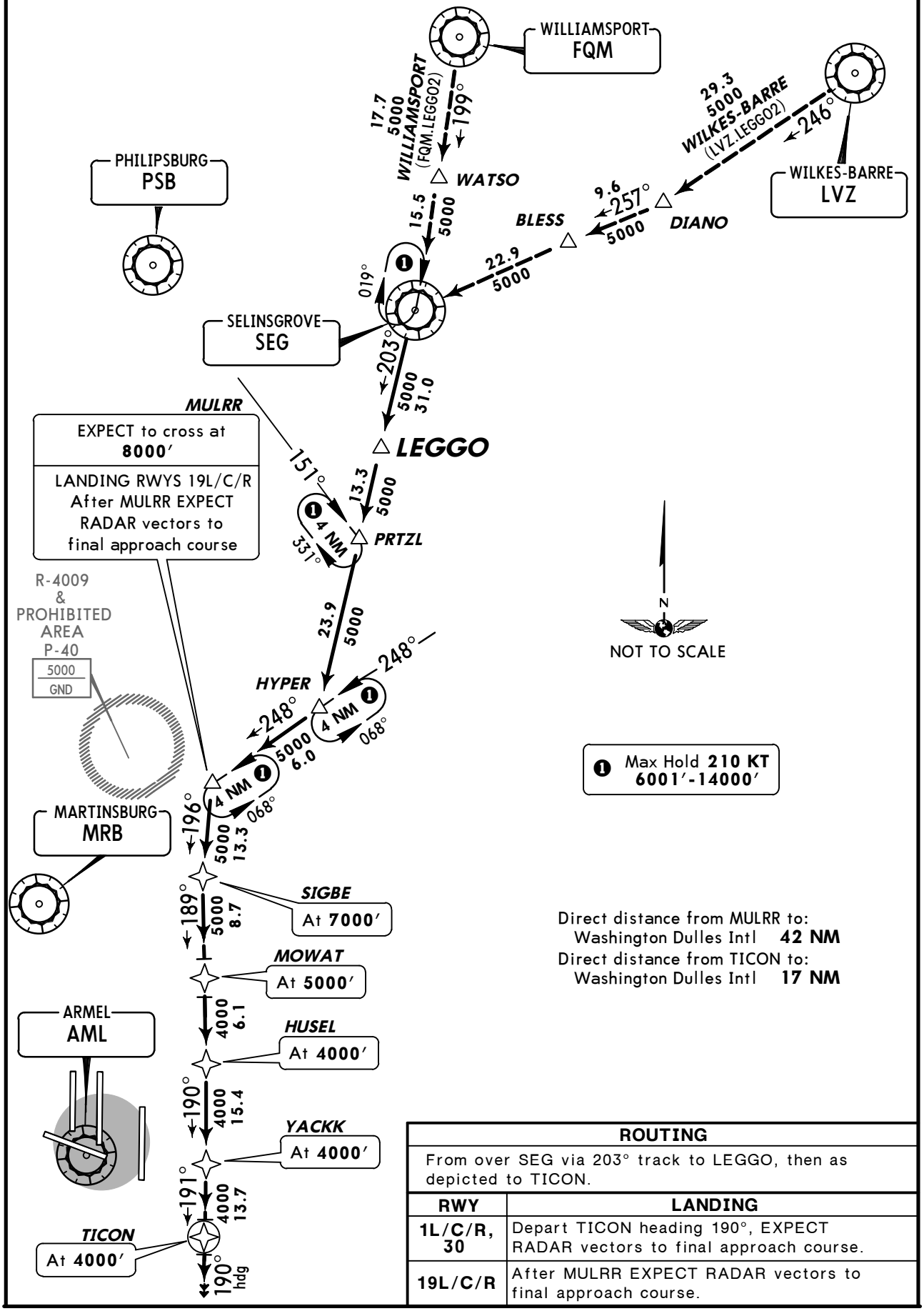
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For non-turbojet aircraft capable of 180 KT or greater. **2. RADAR required.** **3. DME/DME/IRU or GPS required.** **4. RNAV 1.** 5. WILLIAMSPORT and WILKES-BARRE transitions: For non-GPS equipped aircraft, RAV DME must be operational.



MSA AML VOR

LEGGO TWO RNAV ARRIVAL (LEGGO.LEGGO2)



Direct distance from MULRR to:
Washington Dulles Intl **42 NM**
Direct distance from TICON to:
Washington Dulles Intl **17 NM**

ROUTING
From over SEG via 203° track to LEGGO, then as depicted to TICON.

RWY	LANDING
1L/C/R, 30	Depart TICON heading 190°, EXPECT RADAR vectors to final approach course.
19L/C/R	After MULRR EXPECT RADAR vectors to final approach course.

CHANGES: Chart sequence.

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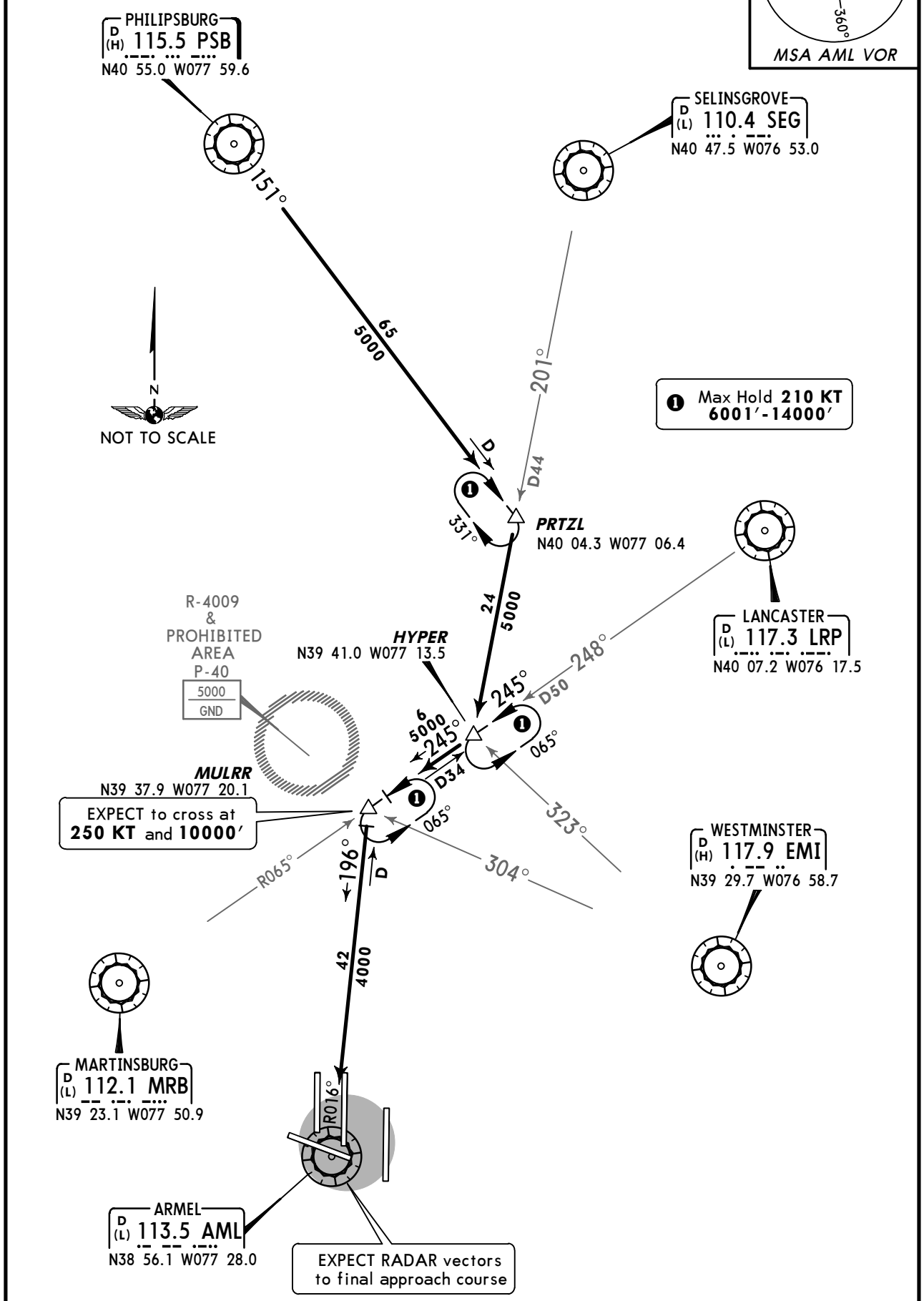
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For turbojet aircraft only. **2. RADAR required.**

PHILIPSBURG TWO ARRIVAL (PSB.PSB2)



ROUTING

From over PSB via PSB R-151 to PRTZL. Then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. EXPECT RADAR vectors to final approach course.

CHANGES: Chart sequence.

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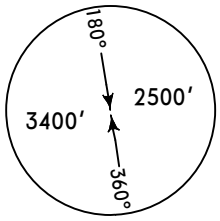
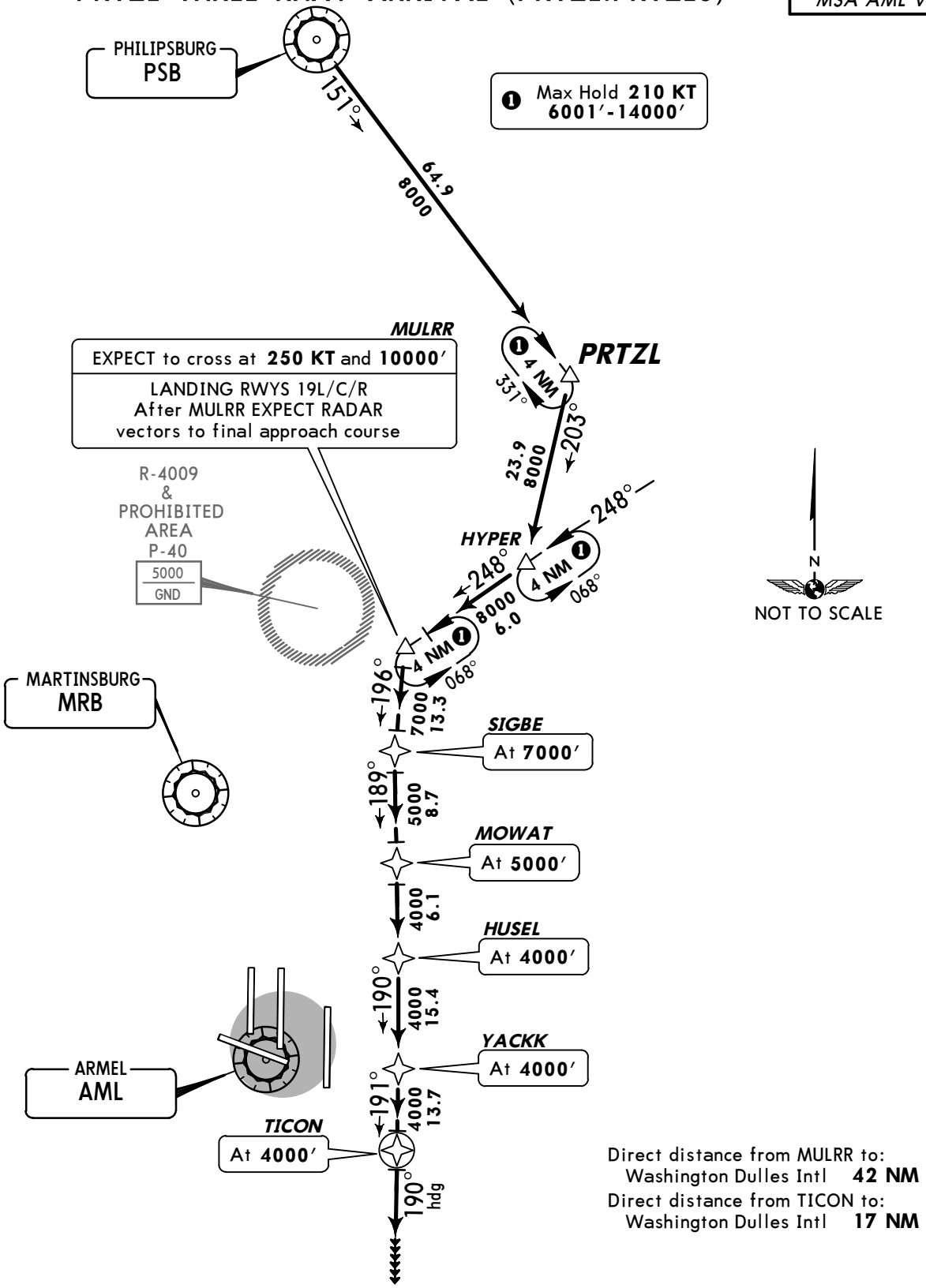
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For turbojet aircraft only. **2. RADAR required.** **3. DME/DME/IRU or GPS required.** **4. RNAV 1.** 5. For non-GPS equipped aircraft, EMI and RAV DMEs must be operational.



MSA AML VOR

PRTZL THREE RNAV ARRIVAL (PRTZL.PRTZL3)



ROUTING

From over PSB via 151° track to PRTZL, then as depicted to TICON.

RWY	LANDING
1L/C/R, 30	Depart TICON heading 190°, EXPECT RADAR vectors to final approach course.
19L/C/R	After MULRR EXPECT RADAR vectors to final approach course.

CHANGES: Chart sequence.

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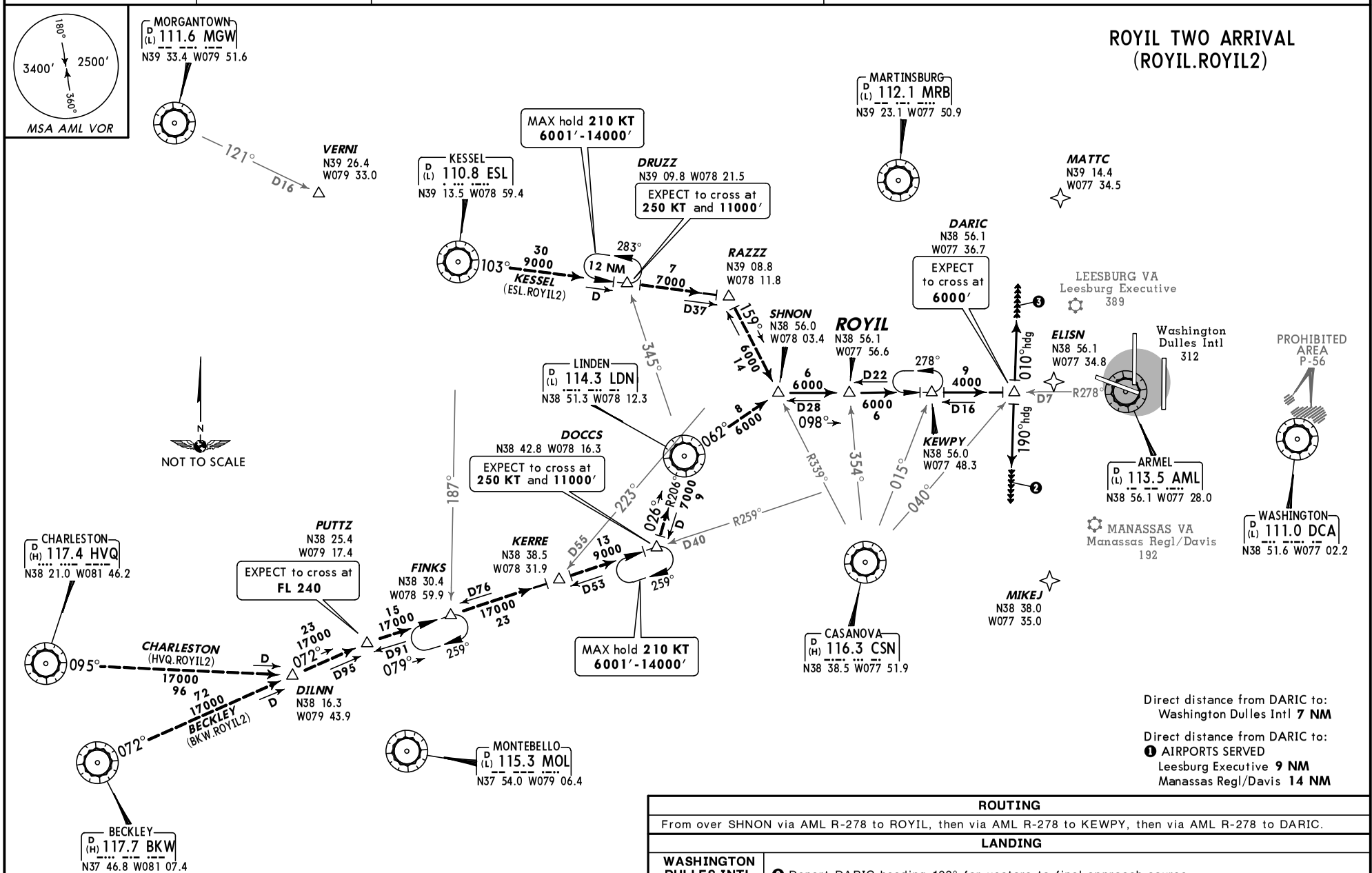
WASHINGTON DULLES INTL D-ATIS 134.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. DME required. 2. RADAR required. 3. Avoid prohibited area (P-56) 1.5 NM NORTH of DCA - surface to 18000′ MSL. 4. Also serves ❶



Direct distance from DARIC to:
Washington Dulles Intl **7 NM**

Direct distance from DARIC to:
❶ AIRPORTS SERVED
Leesburg Executive **9 NM**
Manassas Regl/Davis **14 NM**

ROUTING	
From over SHNON via AML R-278 to ROYIL, then via AML R-278 to KEWPY, then via AML R-278 to DARIC.	
LANDING	
WASHINGTON DULLES INTL (NORTH)	❷ Depart DARIC heading 190° for vectors to final approach course.
WASHINGTON DULLES INTL (SOUTH)	❸ Depart DARIC heading 010° for vectors to final approach course.

CHANGES: None.

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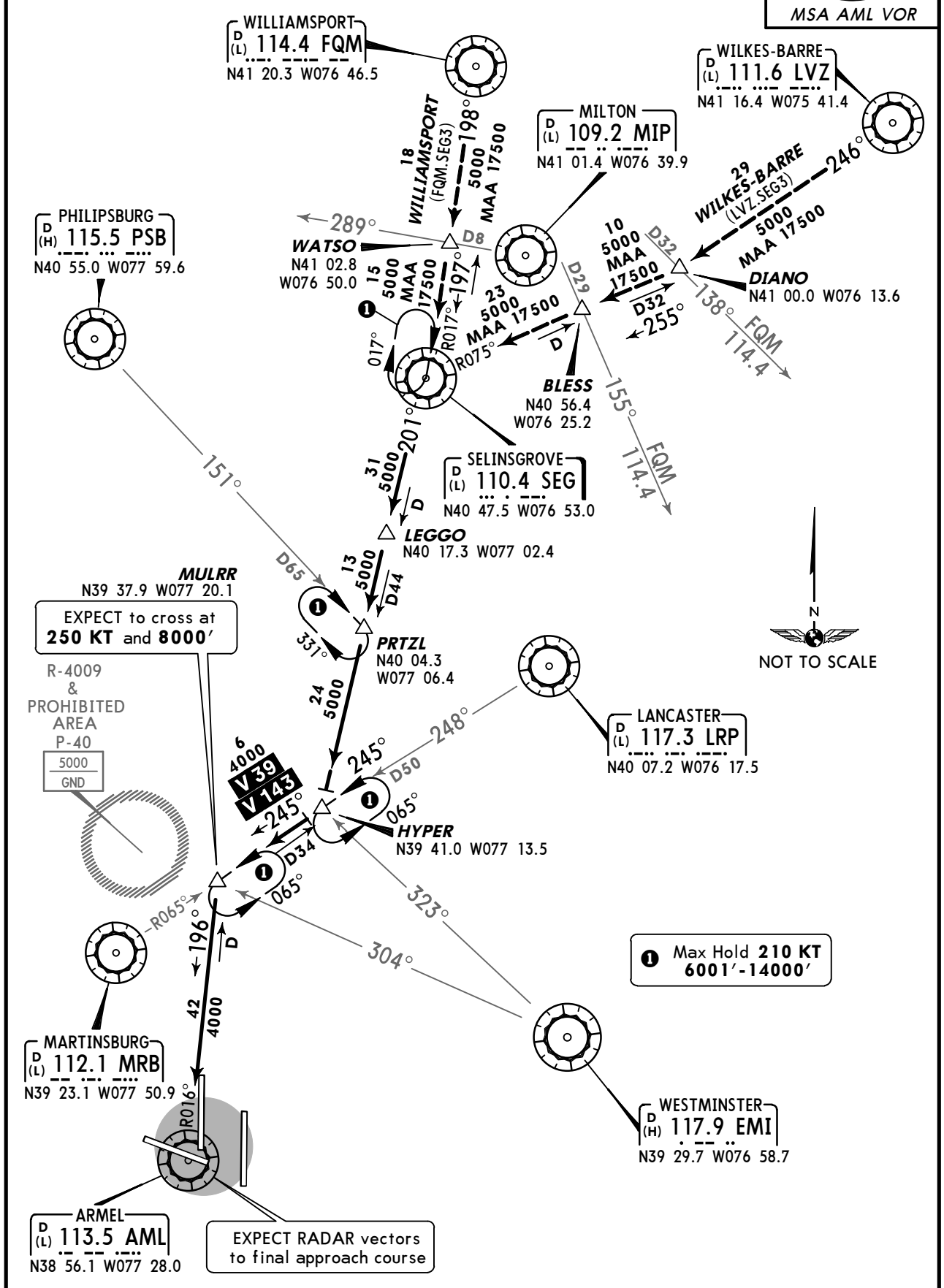
D-ATIS	Apt Elev	
134.85	312′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For non-turbojet aircraft capable of 180 KT or greater. 2. RADAR required.

SELINSGROVE THREE ARRIVAL (SEG.SEG3)



ROUTING

From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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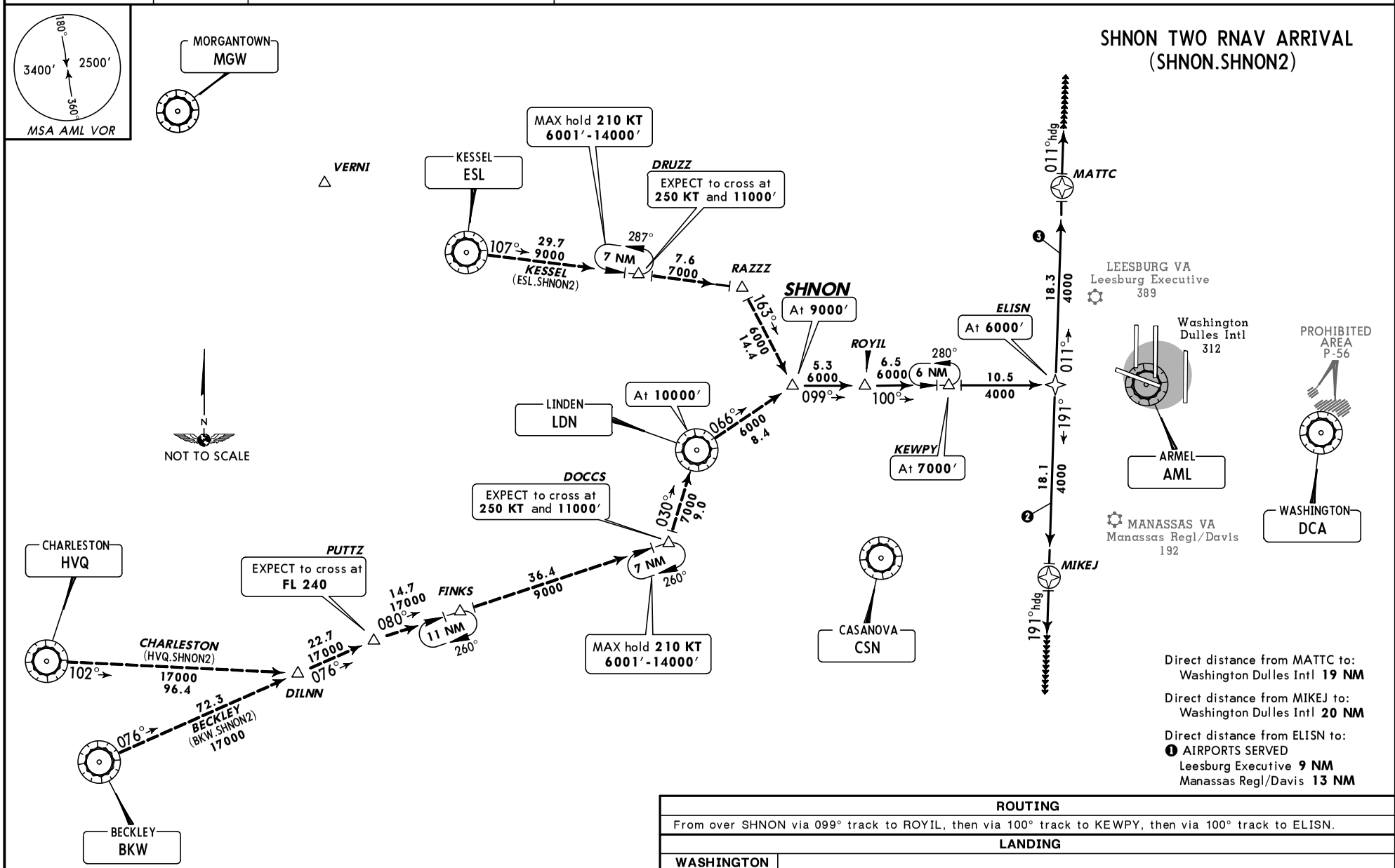
WASHINGTON DULLES INTL D-ATIS 134.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. BECKLEY and CHARLESTON transitions: For non-GPS equipped aircraft, CSN and LDN must be operational. 4. Avoid prohibited area (P-56) 1.5 NM NORTH of DCA - surface to 18000′ MSL. 5. Also serves ❶



Direct distance from MATTC to:
Washington Dulles Intl **19 NM**

Direct distance from MIKEJ to:
Washington Dulles Intl **20 NM**

Direct distance from ELISN to:
❶ AIRPORTS SERVED
Leesburg Executive **9 NM**
Manassas Regl/Davis **13 NM**

ROUTING	
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.	
LANDING	
WASHINGTON DULLES INTL (RWYS 1L/C/R)	❷ From ELISN via 191° track to MIKEJ.
WASHINGTON DULLES INTL (RWYS 19L/C/R)	❸ From ELISN via 011° track to MATTC.

CHANGES: Runway added.

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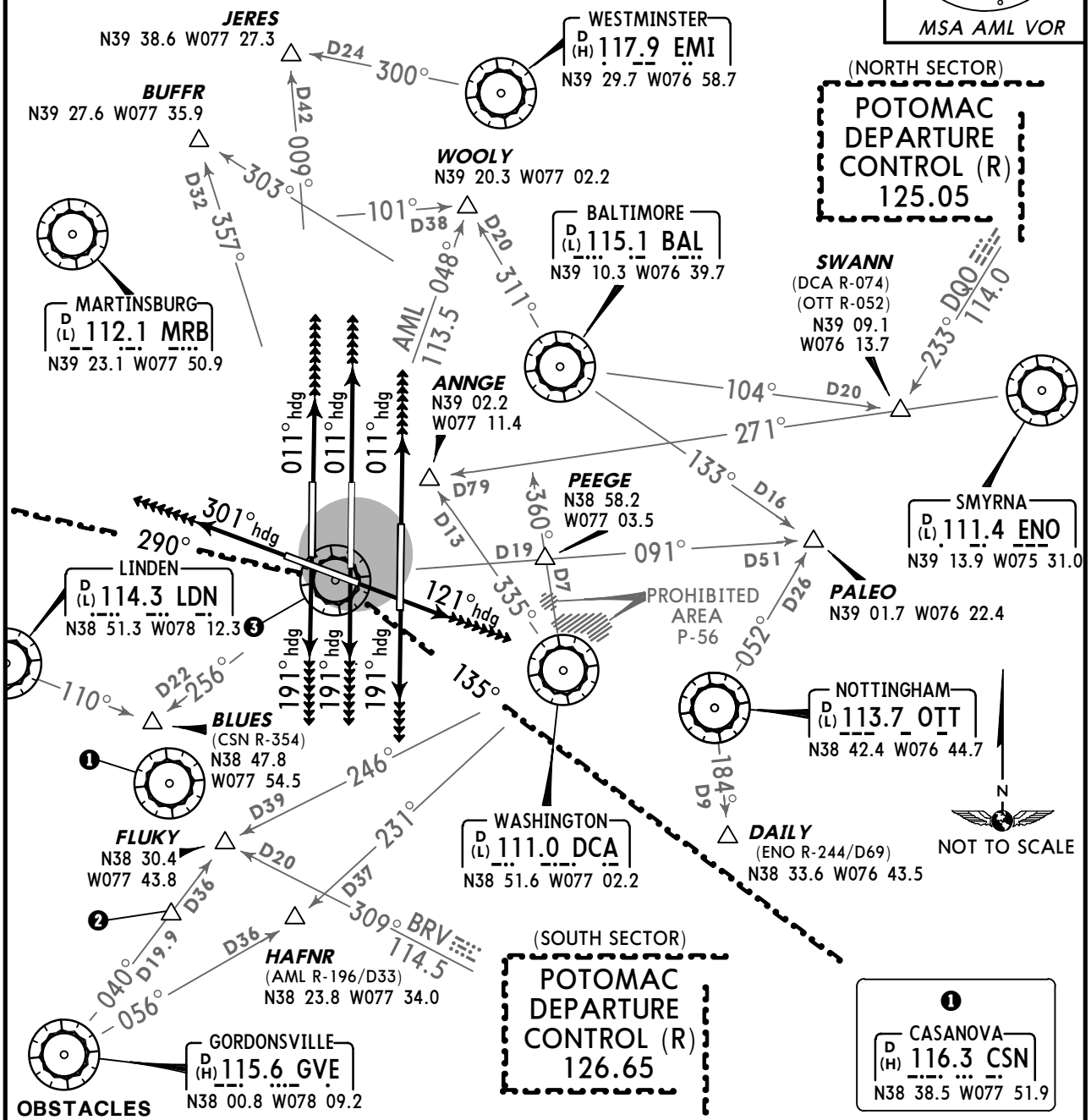
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 312′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For appropriate Departure Control frequency, see graphic. Use frequency depicted within sector where your first navaid/fix/route is located, or as assigned.

180° 3400′ 2500′ 360°
MSA AML VOR

CAPITAL EIGHT DEPARTURE (CPTAL8.IAD)



OBSTACLES

Rwy 1L: Tower 1918′ from DER, 680′ LEFT of centerline, 56′ AGL/330′ MSL.
Rwy 1C: Tree 2814′ from DER, 1030′ LEFT of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ RIGHT of centerline, 8′ AGL/294′ MSL.
Rwy 12: Tree 520′ from DER, 604′ LEFT of centerline, 28′ AGL/307′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ LEFT of centerline, up to 57′ AGL/396′ MSL. Trees beginning 532′ from DER, 600′ RIGHT of centerline, up to 64′ AGL/383′ MSL.

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

RWY	INITIAL CLIMB	ALTITUDE
1L/C/R	Climb 011° heading or as assigned by ATC.	MAINTAIN 3000′
12	Climb 121° heading or as assigned by ATC.	
19L/C/R	Climb 191° heading or as assigned by ATC.	
30	Climb 301° heading or as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to filed/assigned route or depicted fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: HANEY and CSN added, procedure renumbered.

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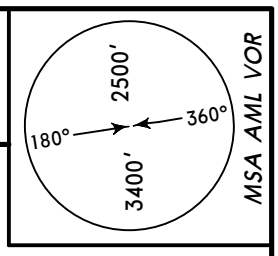
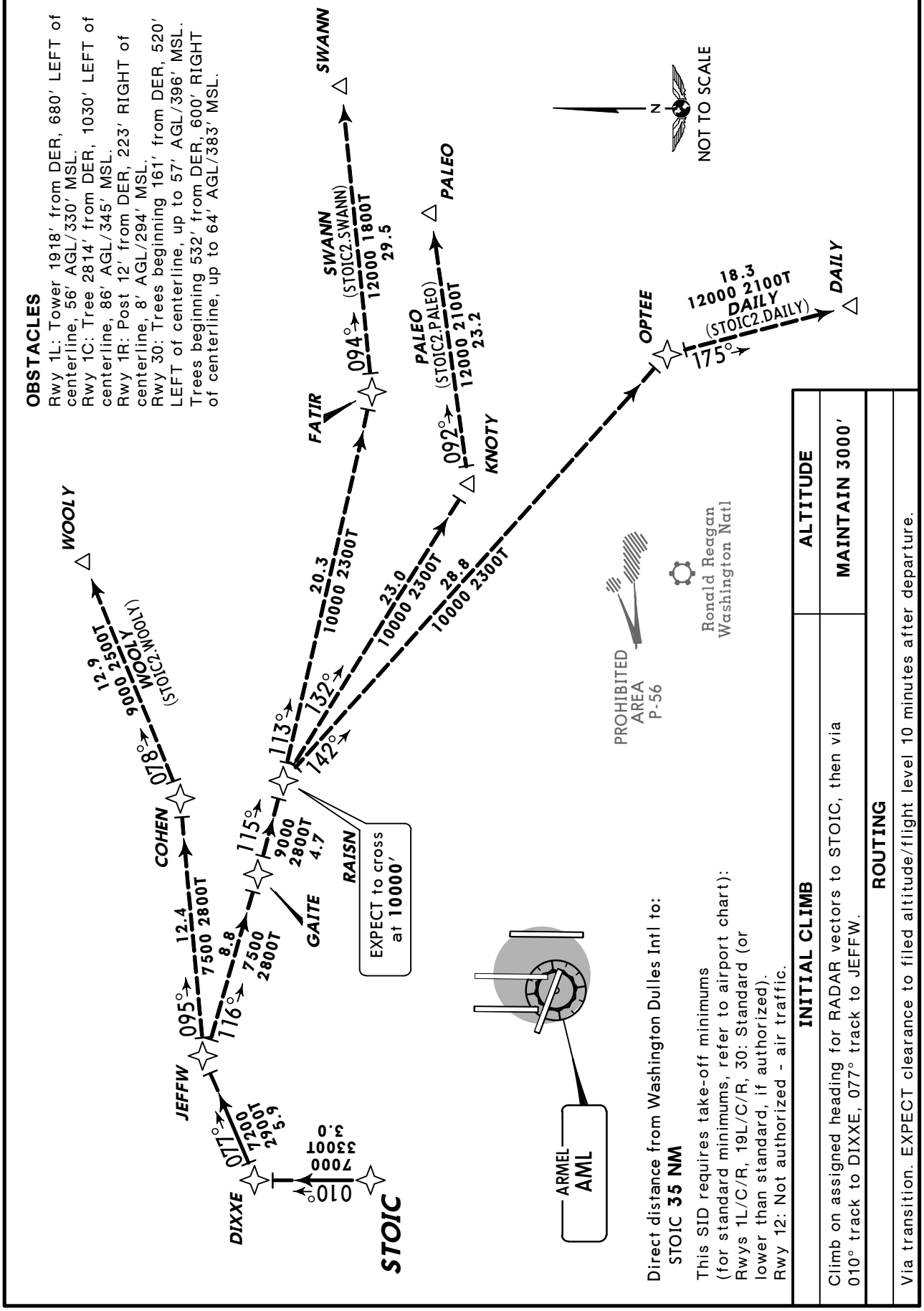
POTOMAC Departure (R) 300°-120° 125.05	Apt Elev 312′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required.**



STOIC TWO RNAV DEPARTURE (STOIC2.STOIC)

(RWYS 1L/C/R, 19L/C/R, 30)

OBSTACLES
Rwy 1L: Tower 1918′ from DER, 680′ LEFT of centerline, 56′ AGL/330′ MSL.
Rwy 1C: Tree 2814′ from DER, 1030′ LEFT of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ RIGHT of centerline, 8′ AGL/294′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ LEFT of centerline, up to 57′ AGL/396′ MSL.
Trees beginning 532′ from DER, 600′ RIGHT of centerline, up to 64′ AGL/383′ MSL.



Direct distance from Washington Dulles Intl to:
STOIC **35 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized). Rwy 12: Not authorized - air traffic.

INITIAL CLIMB	ALTITUDE
Climb on assigned heading for RADAR vectors to STOIC, then via 010° track to DIXXE, 077° track to JEFFW.	MAINTAIN 3000′

ROUTING

Via transition. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: None.

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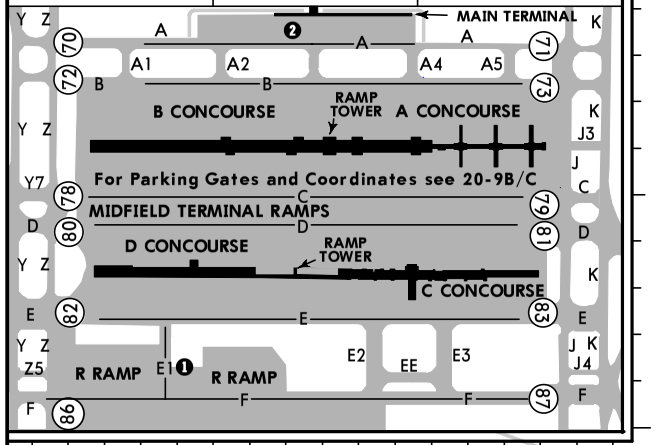
D-ATIS	ACARS:	DULLES Clearance	Ground West	Ground East
134.85	D-ATIS TWIP	135.7	132.45	121.9

Tower Rwys 1L/19R, 12/30	Tower Rwys 1C/19C	Tower Rwys 1R/19L	POTOMAC Departure (R) 300°-120°	POTOMAC Departure (R) 121°-299°
134.42	120.25	120.1	125.05	126.65

RAMP CONTROL

NORTH AREA RAMP (Taxilanes A & B)	MIDFIELD AREA RAMP (Taxilanes C & D)	SOUTH AREA RAMP (Taxilanes E & F)
119.12	129.55	130.55



❶ Taxiway E1 restricted to aircraft with wingspan less than 79′ *(24m)*.

❷ All aircraft with a wingspan exceeding 118′*(36m)* are restricted from using Taxilane A between A1 & A5.

CALLING FOR RAMP ENTRY: Remain with FAA Ground Control until switched to ramp frequency. On initial contact with ramp, advise call sign, present position (taxiway & taxilane approaching) and assigned gate; *"XYZ 898, Kilo approaching Bravo, A1C."*

CALLING FOR THE PUSH: Provide call sign, terminal and gate, and first departure fix; *"XYZ 898, A6D, Blues."*

All pushback operations from Midfield Terminal ramp that will enter taxilanes require clearance from ramp control.

Pilots leaving the North Ramp and South Ramp areas should specify their location with reference to their exit spot on initial contact with Ground Control.

Taxilane C active; pushback clearances on North side of Midfield Terminal are onto Taxilane D only unless otherwise authorized.

Expect to exit Rwy 12 on Twy Q4, remain on tower frequency for clearance to cross Rwy 1C approach path.

Run-up blocks for Rwy 30 designated as non-movement area.

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

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GENERAL

Deer and birds in vicinity of airport.

ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.

All 180° turns out of apron positions shall be made using minimum power.

Itinerant aircraft contact FBO on 122.95 for services.

Flight notification service (advise customs 'ADCUS') available.

Continuous backup power available.

Flight training between 2200-0700 prohibited.

Air carrier push backs and power from all apron positions require clearance from Metropolitan Washington Airport Authority (MWAA) ramp tower.

During periods of aircraft saturation long term parking may not be available. Services for fuel and go only will be available.

Low-level wind shear alert system.

Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1L 19R	HIRL CL ALSF-II TDZ ❶PAPI-L grooved RVR		8290' *2527m* 8350' *2545m*		150' *46m*
❶ Angle 3.0°.					
1C	HIRL CL MALSR TDZ ❷PAPI-L grooved RVR		10,452' *3186m*		150' *46m*
19C	HIRL CL ALSF-II TDZ ❷PAPI-R grooved RVR		10,471' *3192m*		
❷ Angle 3.0°.					
1R	HIRL CL ALSF-II TDZ ❸PAPI-R grooved RVR		10,450' *3185m*		150' *46m*
19L	HIRL CL MALSR ❸PAPI-L grooved RVR		10,501' *3201m*		
❸ Angle 3.0°.					
12	HIRL CL TDZ MALSR PAPI-R grooved RVR		9501' *2896m*		150' *46m*
30	HIRL CL REIL ❹PAPI-L grooved RVR				
❹ Angle 3.0°.					

TAKE-OFF

Rwys 1L/C/R, 12, 19L/C/R					Rwy 30				
2 operating RVRs are required. All operating RVRs are controlling.			STD		Both RVRs are required & controlling.			STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	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 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

ILS Rwy 1L
ILS Rwy 1C
ILS Rwy 1R
ILS Rwy 12
ILS Rwy 19L
ILS Rwy 19C
ILS Rwy 19R

LOC DME Rwy 1L
LOC DME Rwy 1C
LOC Rwy 1R
LOC DME Rwy 12
LOC Rwy 19L
LOC DME Rwy 19C
LOC DME Rwy 19R

RNAV (GPS) Rwy 1L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 19R
RNAV (GPS) Y Rwy 1C
RNAV (GPS) Y Rwy 1R
RNAV (GPS) Y Rwy 19L

RNAV (GPS) Y Rwy 19C
RNAV (RNP) Z Rwy 1C
RNAV (RNP) Z Rwy 1R
RNAV (RNP) Z Rwy 19C
RNAV (RNP) Z Rwy 19L
VOR DME Rwy 12

A	700-2	800-2
B		
C		
D		

CHANGES: Notes, usable lengths, alternate minimums.

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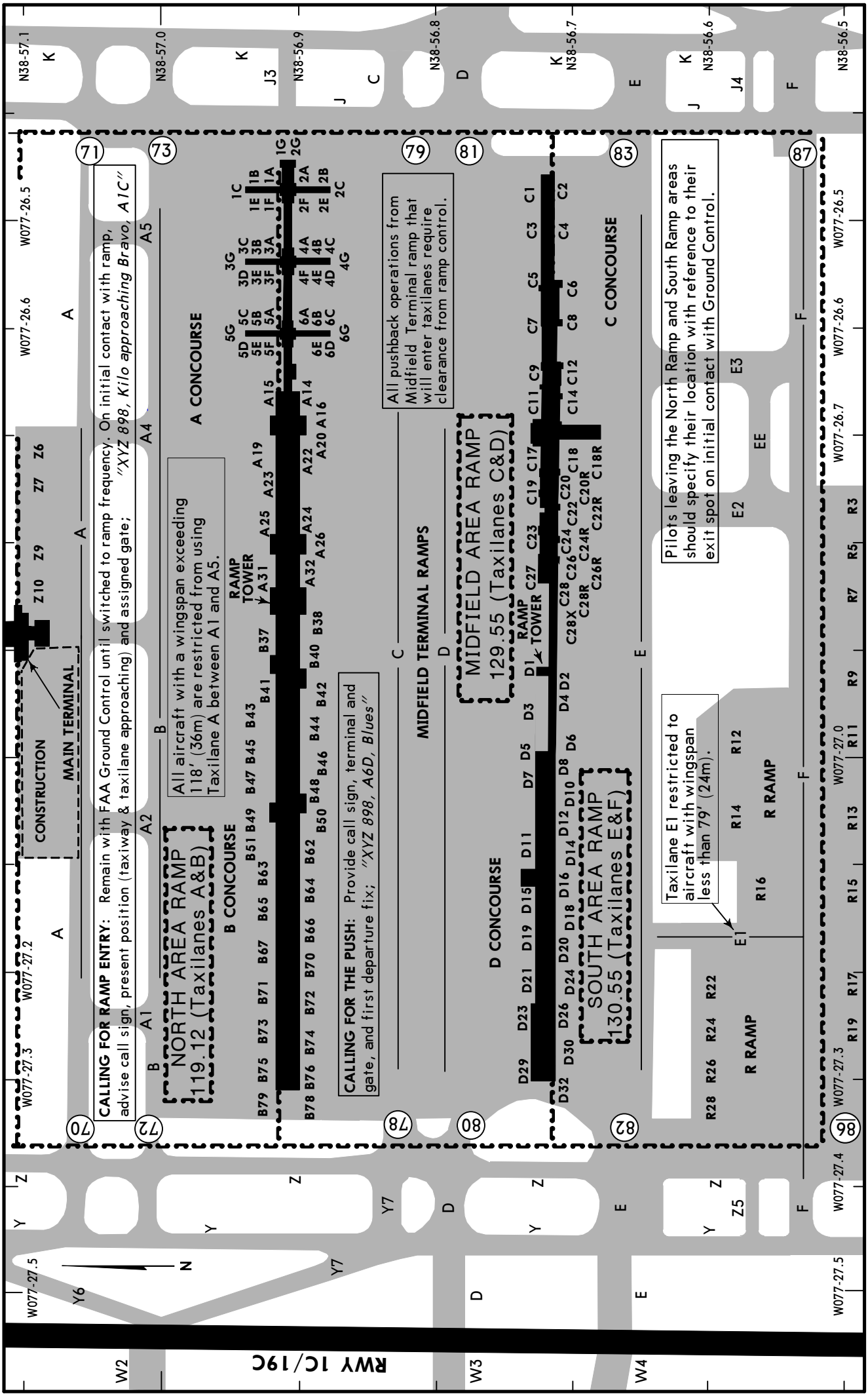

CHANGES: Gate Z8 removed.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
A CONCOURSE	
1A thru 1C	N38 56.9 W077 26.5
1E, 1F	N38 56.9 W077 26.5
1G	N38 56.9 W077 26.4
2A thru 2C	N38 56.9 W077 26.5
2E, 2F	N38 56.9 W077 26.5
2G	N38 56.9 W077 26.4
3A thru 3G	N38 56.9 W077 26.5
4A thru 4G	N38 56.9 W077 26.5
5A thru 5G	N38 56.9 W077 26.6
6A thru 6E, 6G	N38 56.9 W077 26.6
A14 thru A16, A19, A20, A22, A23	N38 56.9 W077 26.7
A24 thru A26, A31, A32	N38 56.9 W077 26.8
B CONCOURSE	
B37, B38, B40 thru B42	N38 56.9 W077 26.9
B43 thru B48	N38 56.9 W077 27.0
B49 thru B51, B62 thru B65	N38 56.9 W077 27.1
B66, B67, B70 thru B72	N38 56.9 W077 27.2
B73 thru B76, B78, B79	N38 56.9 W077 27.3
C CONCOURSE	
C1 thru C4	N38 56.7 W077 26.5
C5 thru C9	N38 56.7 W077 26.6
C11	N38 56.7 W077 26.7
C12	N38 56.7 W077 26.6
C14, C17, C18, C18R	N38 56.7 W077 26.7
C19	N38 56.7 W077 26.8
C20, C20R	N38 56.7 W077 26.7
C22, C22R, C23, C24, C24R, C26, C26R, C27, C28	N38 56.7 W077 26.8
C28R, C28X	N38 56.7 W077 26.9
D CONCOURSE	
D1, D2	N38 56.7 W077 26.9
D3	N38 56.7 W077 27.0
D4	N38 56.7 W077 26.9
D5 thru D8, D10	N38 56.7 W077 27.0
D11, D12, D14 thru D16, D18	N38 56.7 W077 27.1
D19 thru D21, D23, D24, D26	N38 56.7 W077 27.2
D29, D30, D32	N38 56.7 W077 27.3
R RAMP	
R3, R5, R7	N38 56.5 W077 26.8
R9	N38 56.5 W077 26.9
R11	N38 56.5 W077 27.0
R12	N38 56.6 W077 27.0
R13	N38 56.5 W077 27.1
R14	N38 56.6 W077 27.1
R15	N38 56.5 W077 27.1
R16	N38 56.6 W077 27.1
R17, R19	N38 56.5 W077 27.2
R22	N38 56.6 W077 27.2
R24, R26, R28	N38 56.6 W077 27.3
Z GATES	
Z6, Z7	N38 57.1 W077 26.7
Z9, Z10	N38 57.1 W077 26.8

CHANGES: Gate Z8 removed.

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KIAD/IAD

WASHINGTON DULLES INTL

LESS THAN RVR 1200 TO 600

JEPPESEN

14 MAY 10 (20-9D)

SMGCS

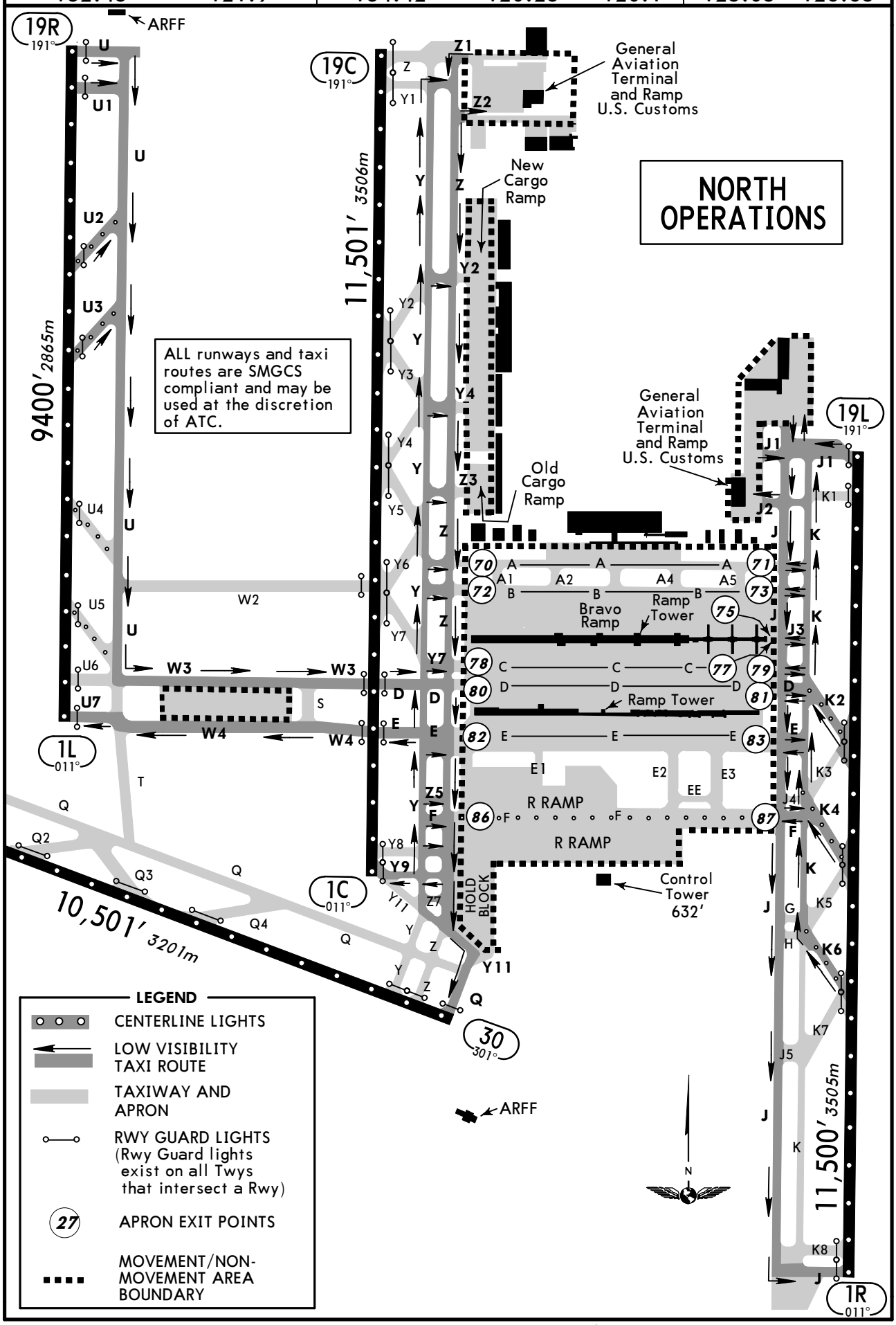
WASHINGTON, DC (VA)

LOW VISIBILITY TAXI ROUTES

RWY 1L/R ARRIVAL, RWYS 1L/C/R & 30 DEPARTURES

D-ATIS	ACARS:	DULLES Clearance
134.85	D-ATIS, TWIP	135.7

Ground		Tower			POTOMAC Departure (R)	
West	East	Rwys 1L/19R, 12/30	Rwys 1C/19C	Rwys 1R/19L	300°-120°	121°-299°
132.45	121.9	134.42	120.25	120.1	125.05	126.65



CHANGES: Communications.

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KIAD/IAD

WASHINGTON DULLES INTL

14 MAY 10

20-9E

JEPPESEN

SMGCS

WASHINGTON, DC (VA)

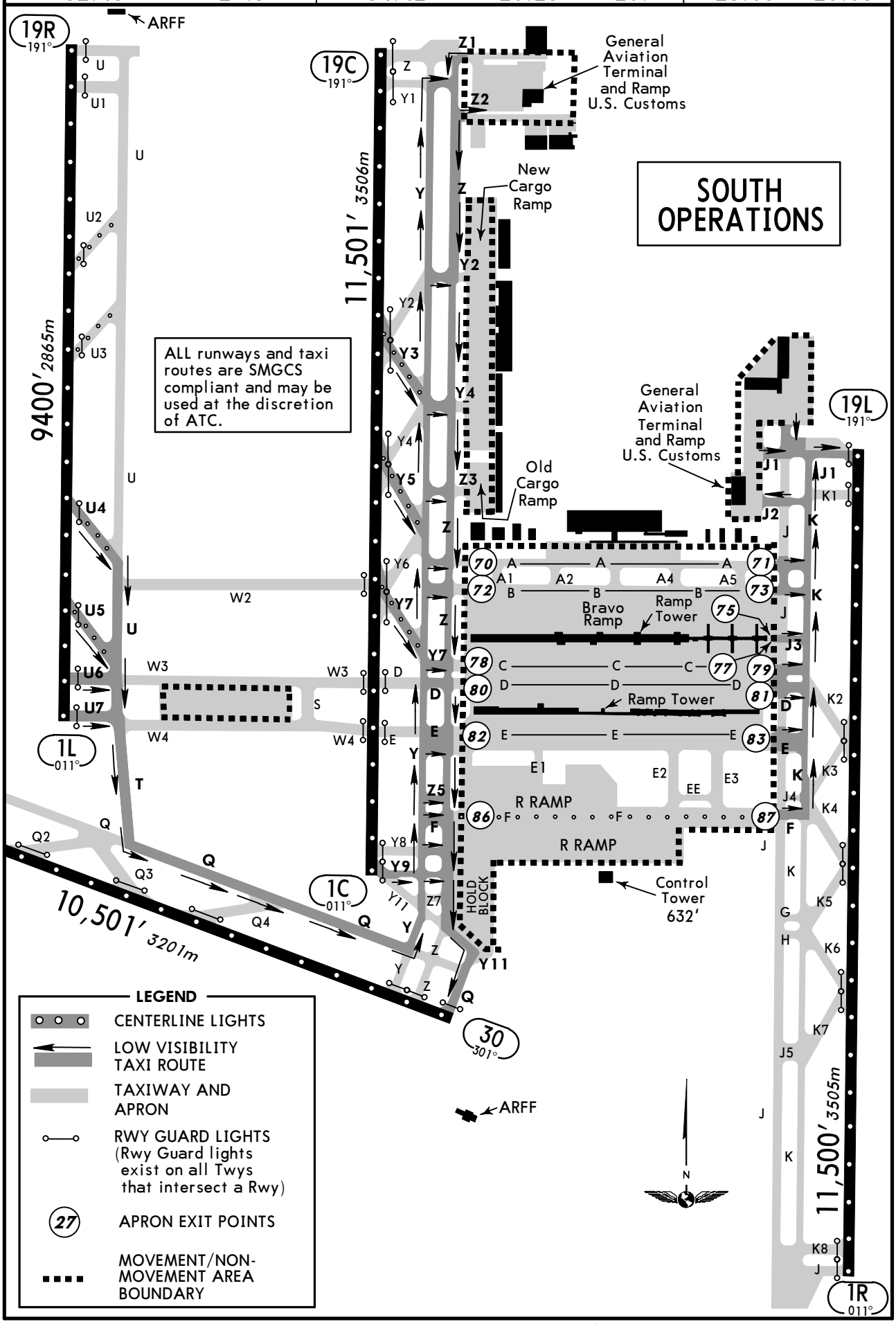
LESS THAN RVR 1200 TO 600

LOW VISIBILITY TAXI ROUTES

RWY 19L & 30 DEPARTURE, RWY 19C/R ARRIVAL

D-ATIS	ACARS:	DULLES Clearance
134.85	D-ATIS, TWIP	135.7

Ground		Tower			POTOMAC Departure (R)	
West	East	Rwys 1L/19R, 12/30	Rwys 1C/19C	Rwys 1R/19L	300°-120°	121°-299°
132.45	121.9	134.42	120.25	120.1	125.05	126.65



CHANGES: Communications.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-1)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 1L

BRIEFING STRIP ™

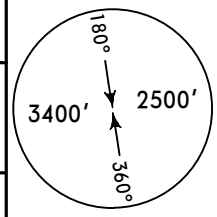
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

LOC IOIU	Final Apch Crs	GS MORCE	ILS DA(H)	Apt Elev 312'
110.75	011°	1900' (1604')	496' (200')	TDZE 296'

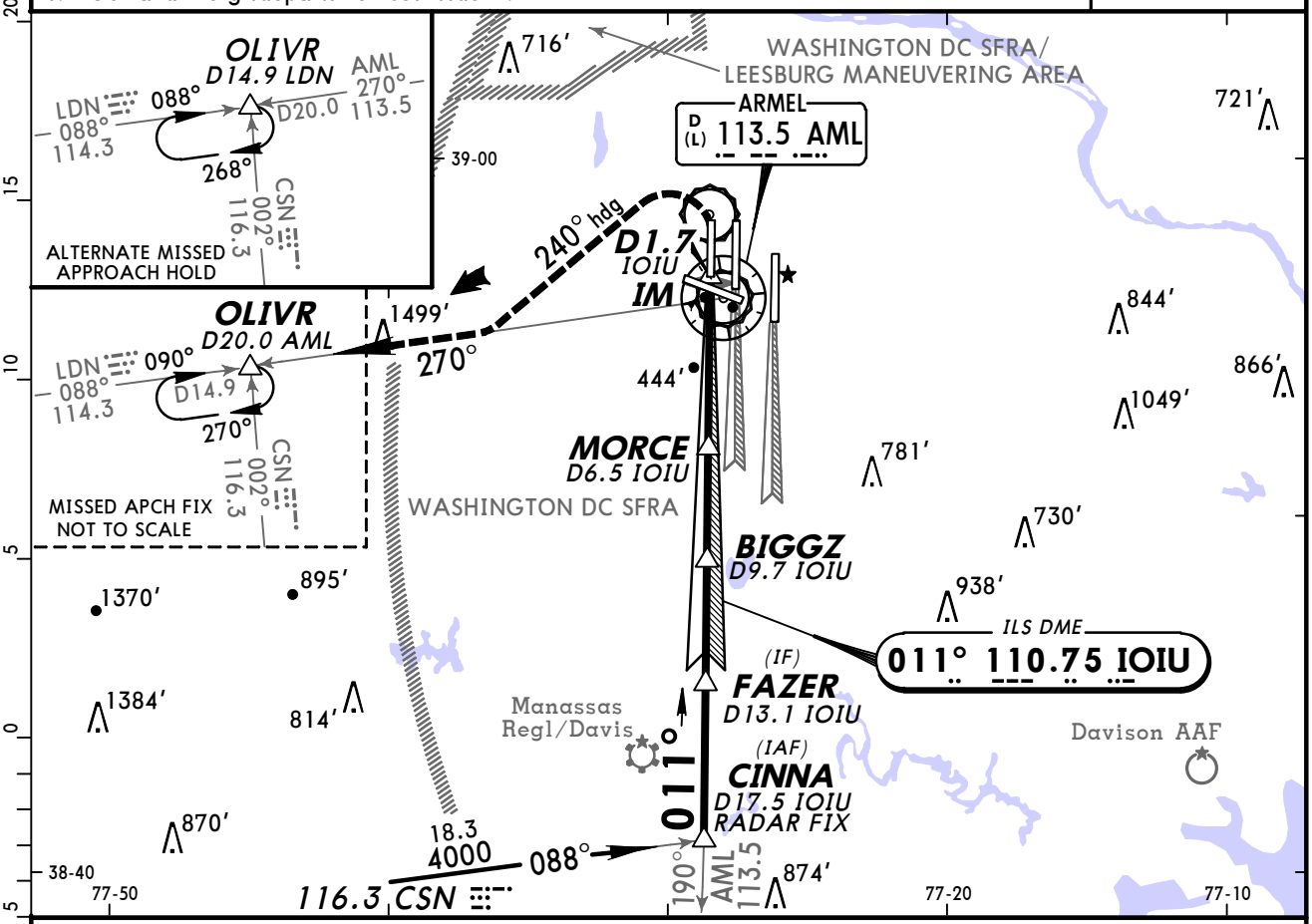
MISSED APCH: Climb to 800' then climbing LEFT turn to 5000' outbound via heading 240° and AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000'.

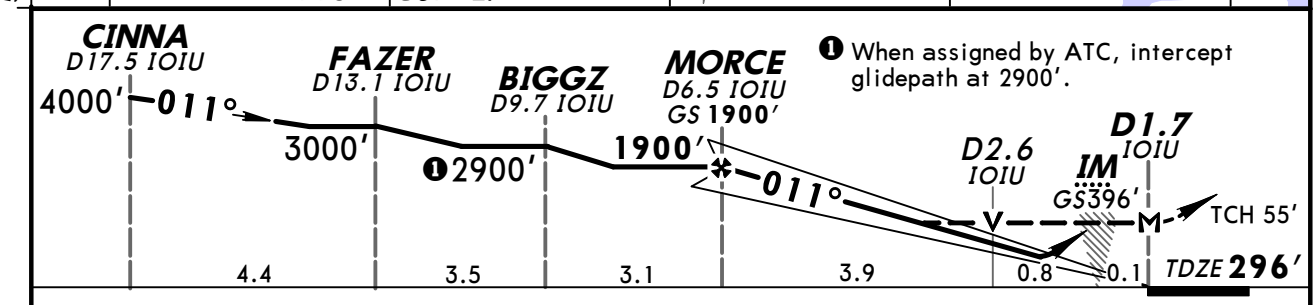
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **DME or Radar required.** 2. Simultaneous approach authorized with Rwy 1R or 1C.
3. LOC procedure not authorized during simultaneous operations.
4. VGSI and ILS glidepath not coincident.



MSA AML VOR





❶ When assigned by ATC, intercept glidepath at 2900'.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IOIU						

ALSF-II PAPI | 800' ↑ | 5000' LT ← via 240° hdg and AML 113.5 R-270 | OLIVR

STRAIGHT-IN LANDING RWY1L

	ILS DA(H) 496' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 660' (364')	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	940' (628')-1
B						120	940' (628')-1¾
C						140	940' (628')-1¾
D				RVR 40 or ¾	RVR 60 or 1¼	165	940' (628')-2

AMEND TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-1A)

WASHINGTON, DC (VA)
ILS Rwy 1L CAT II & III

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

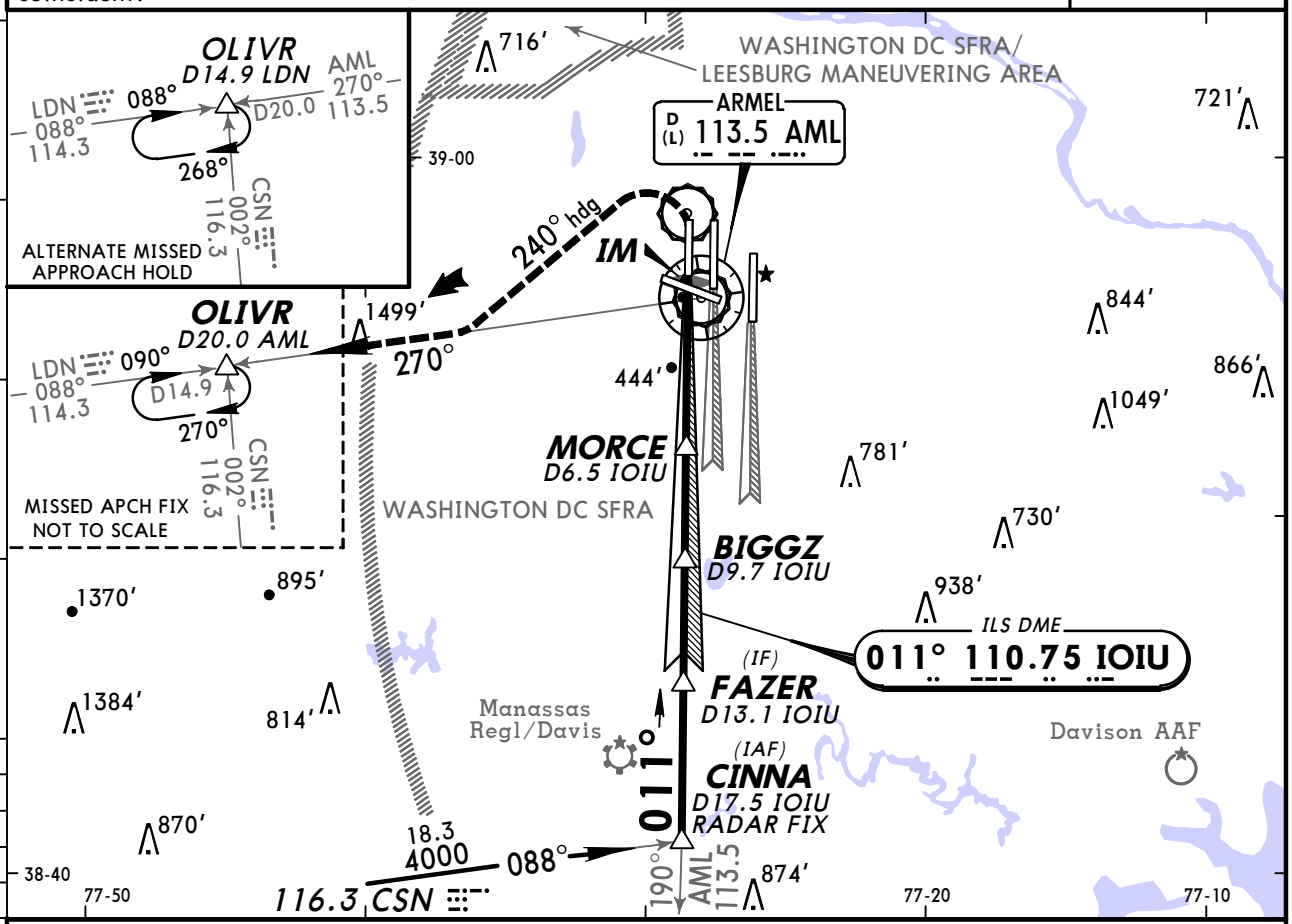
LOC	Final Apch Crs	GS MORCE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IOIU 110.75	011°	1900′ (1604′)	NA	Refer to Minimums		RA 97′ DA(H) 396′(100′)	312′ TDZE 296′

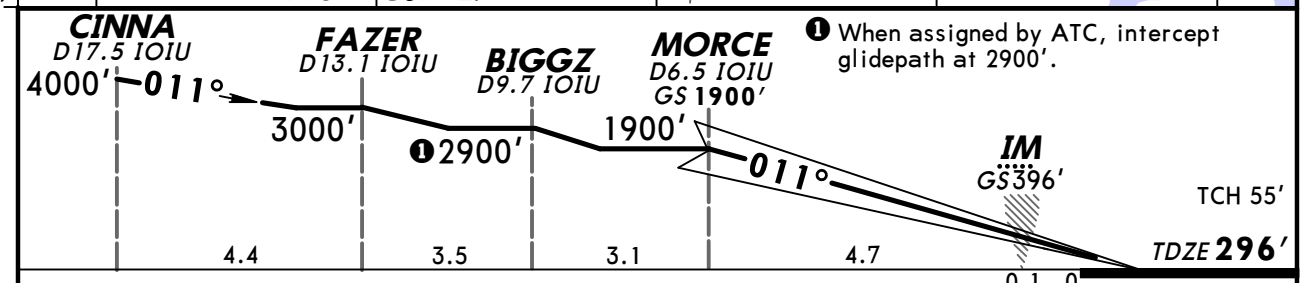
MISSED APCH: Climb to 800′ then climbing LEFT turn to 5000′ outbound via heading 240° and AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000′.

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

1. Special Aircrew and Aircraft Certification Required. 2 DME or Radar required.
3. Simultaneous approach authorized with Rwy 1R or 1C. 4. VGSI and ILS glidepath not coincident.

MSA AML VOR: 180° 2500′ 360° 3400′





❶ When assigned by ATC, intercept glidepath at 2900′.

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

ALSF-II / PAPI	800′	5000′ LT	240° via hdg	AML 113.5 and R-270	OLIVR

STRAIGHT-IN LANDING RWY1L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 97′ DA(H) 396′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 1

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 23 JUL 10 Eff 29 Jul (21-2)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 1C

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	120.25	134.42	120.1	132.45	121.9

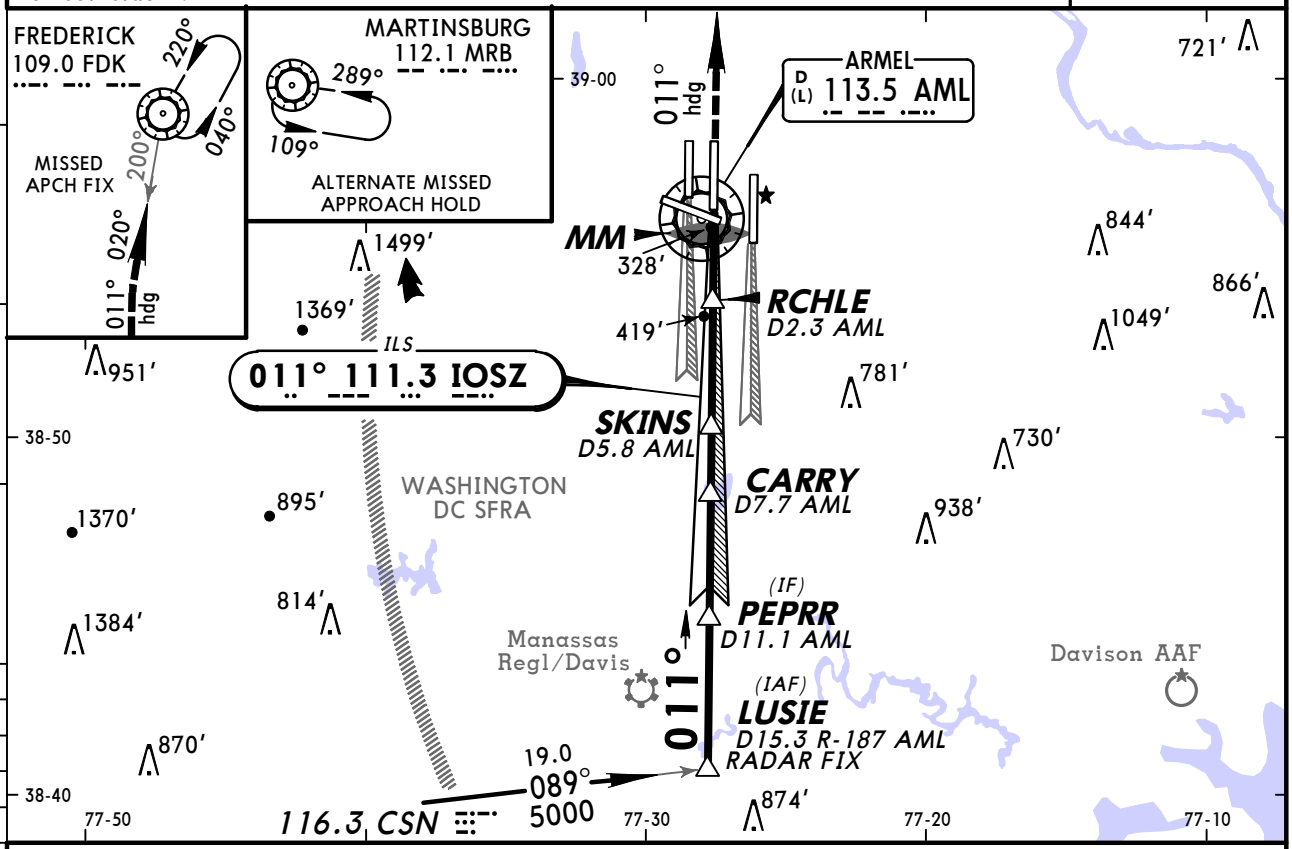
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 312′
IOSZ 111.3	011°	SKINS 2300′ (2014′)	486′ (200′)	TDZE 286′

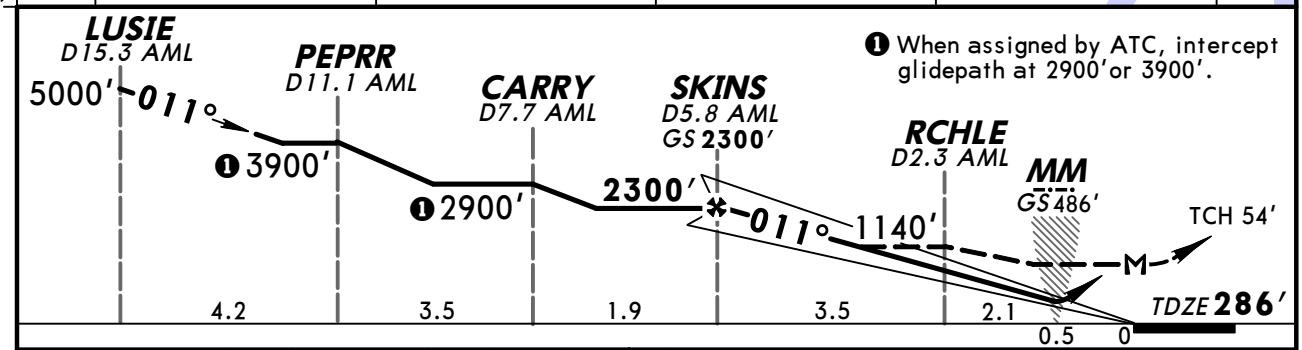
MISSED APCH: Climb to 3000′ via heading 011° and inbound FDK VOR R-200 to FDK VOR and hold.

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

1. DME required. 2. DME from AML VOR. Simultaneous reception of IOSZ and AML DME required. 3. Simultaneous approach authorized with Rwy 1R or 1L. 4. LOC procedure not authorized during simultaneous operations. 5. VGSI and ILS glidepath not coincident.

MSA AML VOR: 180° 2500′; 360° 3400′





❶ When assigned by ATC, intercept glidepath at 2900′or 3900′.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
SKINS to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR PAPI

3000′ via 011° hdg and FDK 109.0 R-200

FDK 109.0

STRAIGHT-IN LANDING RWY1C

	ILS DA(H) 486′(200′) FULL	ILS DA(H) 486′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 580′(294′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	MDA(H)
A	❶ 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	940′(628′)-1
B						120	
C						140	940′(628′)-1¾
D			RVR 40 or 3/4	RVR 50 or 1		165	940′(628′)-2

CIRCLE-TO-LAND

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

TERPS AMEND 2 29 JUL 2010

CHANGES: Formation radial deleted, minimums.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 23 JUL 10 (21-2A) Eff 29 Jul

WASHINGTON, DC (VA)
ILS Rwy 1C CAT II

BRIEFING STRIP ™

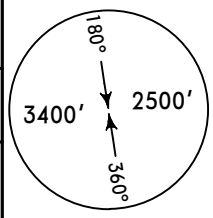
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	120.25	134.42	120.1	132.45	121.9

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 312′
IOSZ 111.3	011°	SKINS 2300′ (2014′)	RA 96′ DA(H) 386′ (100′)	TDZE 286′

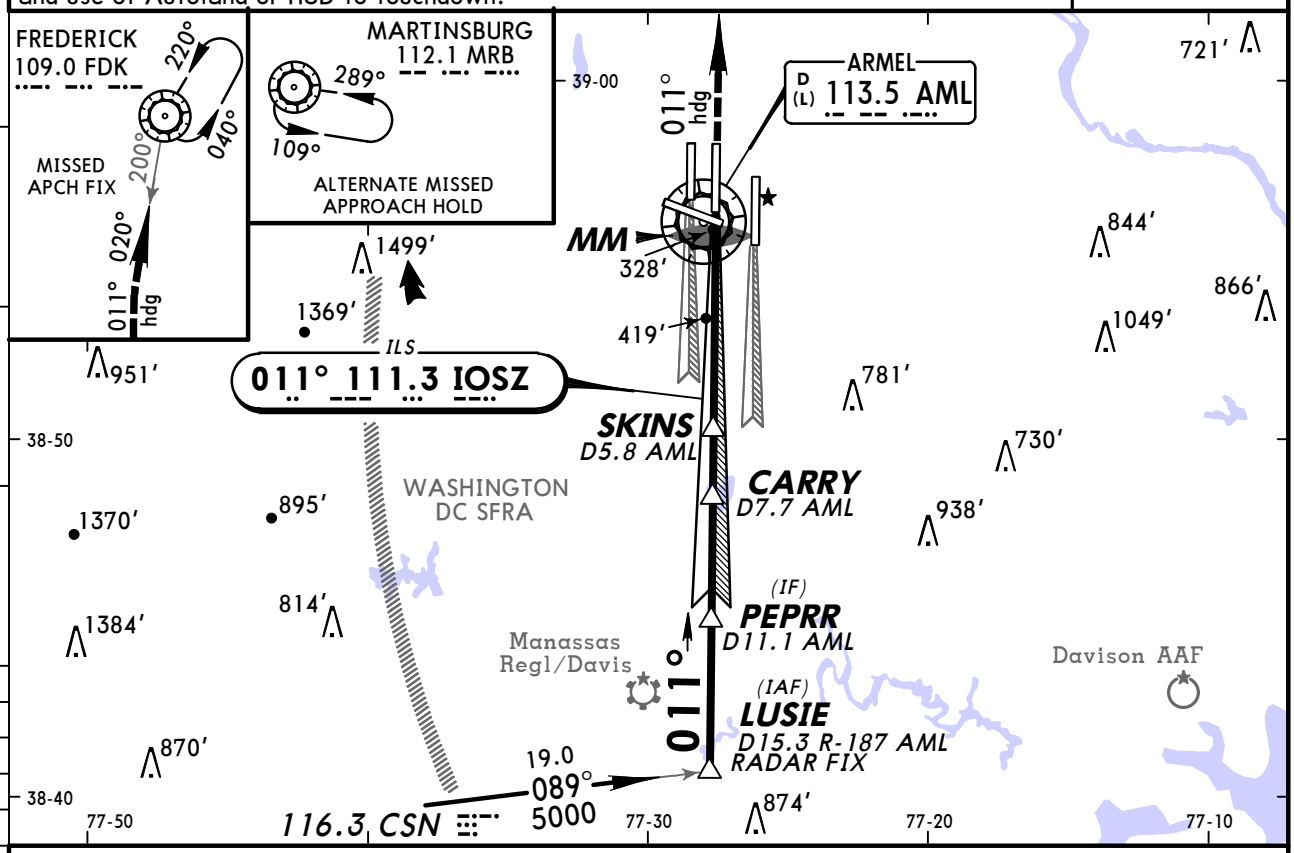
MISSED APCH: Climb to 3000′ via heading 011° and inbound FDK VOR R-200 to FDK VOR and hold.

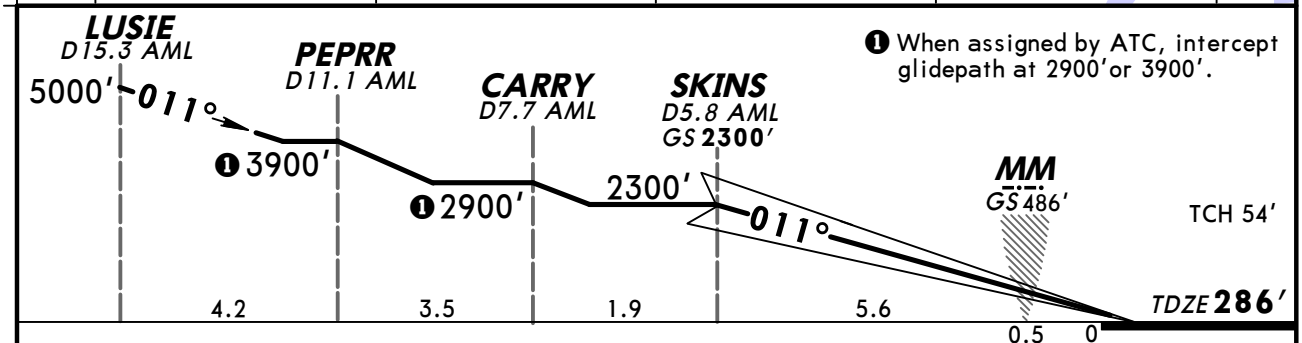
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. DME from AML VOR. Simultaneous reception of IOSZ and AML DME required.
4. Simultaneous approach authorized with Rwy 1R or 1L. 5. VGSI and ILS glidepath not coincident. 6. Reduced lighting: requires specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.



MSA AML VOR





❶ When assigned by ATC, intercept glidepath at 2900′or 3900′.

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

MALSR PAPI

3000′ via 011° hdg and FDK 109.0 R-200

FDK 109.0

STRAIGHT-IN LANDING RWY1C

CAT II ILS
RA 96′
DA(H) **386′** (100′)

A	
B	
C	RVR 12
D	

TERPS AMEND 2 29 JUL 2010

CHANGES: New procedure.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-3)

WASHINGTON, DC (VA)
ILS or LOC Rwy 1R

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

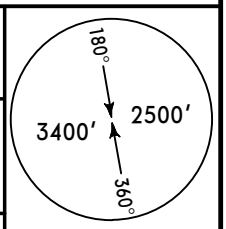
LOC IIAD	Final Apch Crs	GS WAXIN	ILS DA(H)	Apt Elev 312′
110.1	011°	1900′ (1588′)	512′ (200′)	TDZE 312′

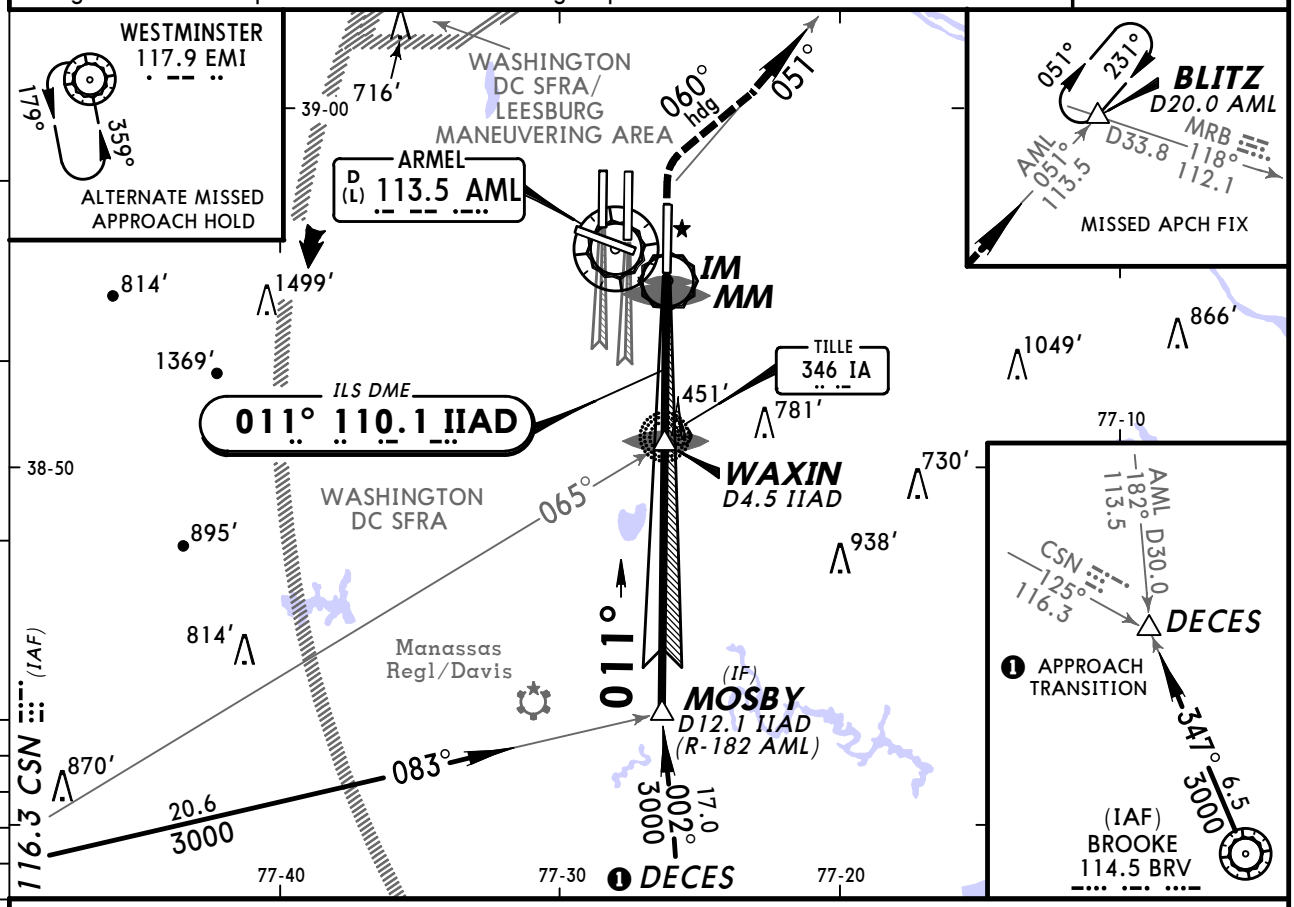
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ via heading 060° and outbound AML VOR R-051 to BLITZ INT/D20.0 AML and hold.

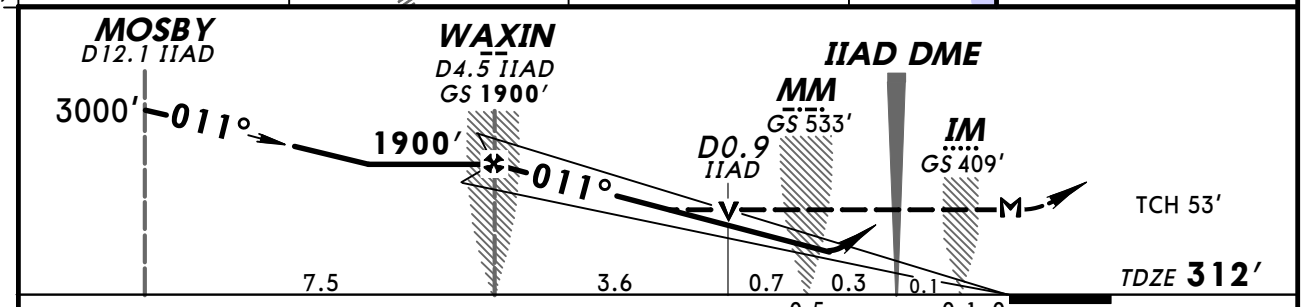
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 1C or 1L. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident.

MSA AML VOR







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
WAXIN to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

ALSF-II PAPI | 800′ | 3000′ via RT | 060° hdg and | AML 113.5 R-051 | BLITZ

TERPS AMEND 24

STRAIGHT-IN LANDING RWY 1R

	ILS DA(H) 512′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 760′(448′)	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	940′(628′) -1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	940′(628′) -1¾
D				RVR 50 or 1	1½	165	940′(628′) -2

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-3A)

WASHINGTON, DC (VA)
ILS Rwy 1R CAT II & III

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

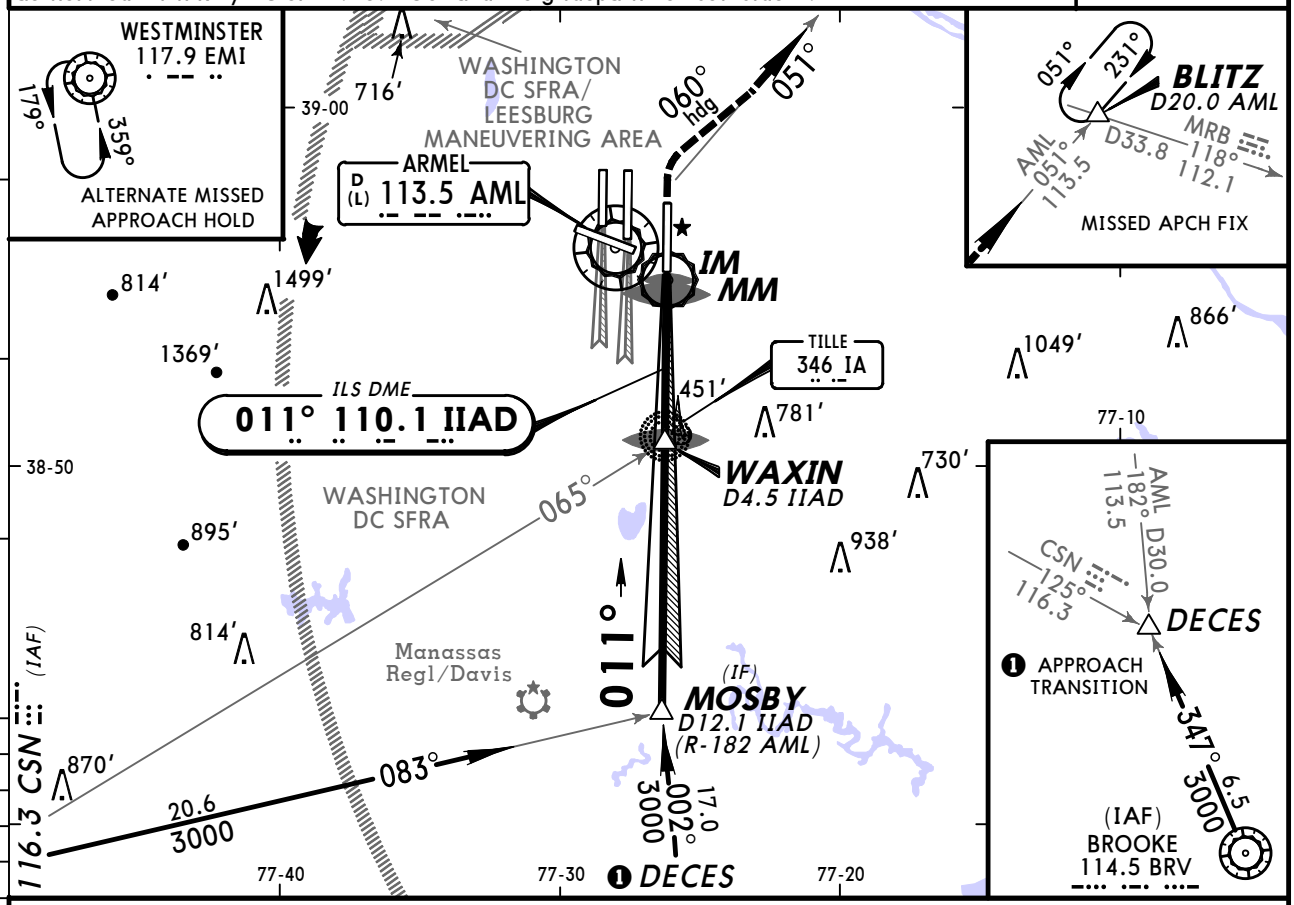
LOC IIAD	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.1	011°	WAXIN 1900′ (1588′)	NA	Refer to Minimums		RA 94′ DA(H) 412′(100′)	312′ TDZE 312′

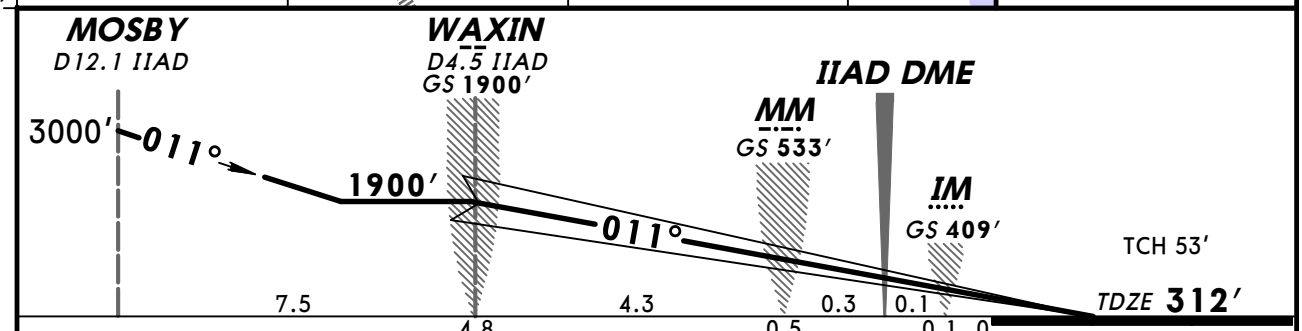
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ via heading 060° and outbound AML VOR R-051 to BLITZ INT/D20.0 AML and hold.

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

1. Special Aircrew & Aircraft Certification required. 2. Simultaneous approach authorized with Rwy 1C or 1L. 3. VGSI and ILS glidepath not coincident.

MSA AML VOR





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

ALSF-II PAPI | 800′ | 3000′ via RT | 060° hdg and | AML 113.5 R-051 | BLITZ

STRAIGHT-IN LANDING RWY 1R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 94′ DA(H) 412′(100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 24

TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 1 APR 11 (21-4)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 12

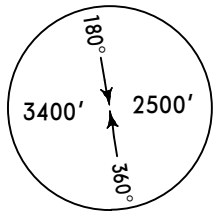
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

LOC IAJU	Final Apch Crs	GS JETMO	ILS DA(H)	Apt Elev 312′
109.3	121°	1700′ (1390′)	510′ (200′)	TDZE 310′

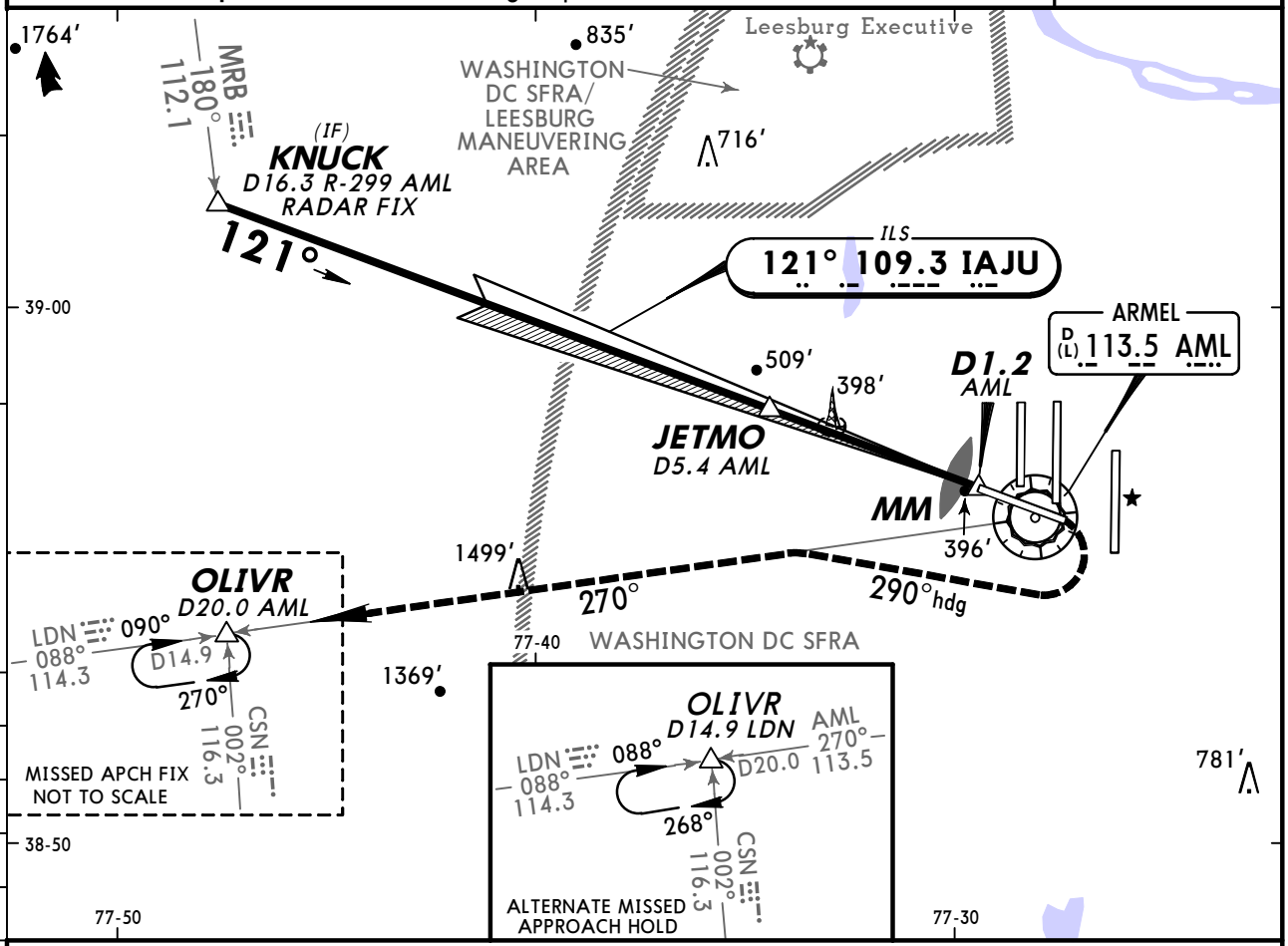
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 5000′ via heading 290° and outbound AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000′.

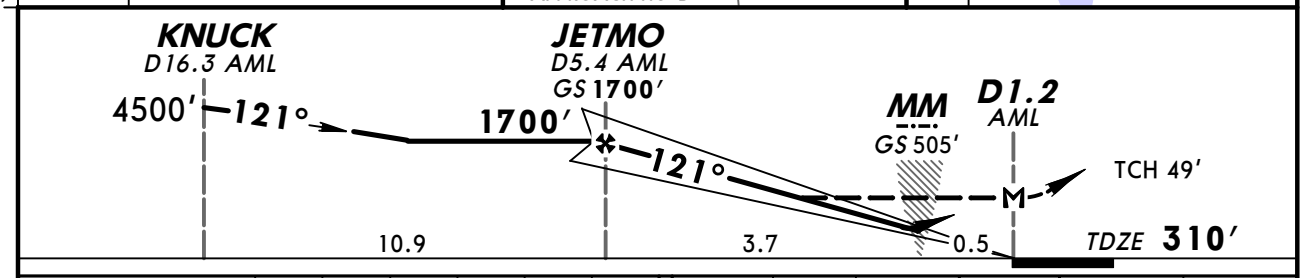
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. DME from AML VOR. Simultaneous reception of IAJU LOC and AML DME required. 3. VGSI and ILS glidepath not coincident.



MSA AML VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 AML						

MALSR PAPI | 800′ | 5000′ RT via 290° hdg and AML 113.5 R-270 | OLIVR

STRAIGHT-IN LANDING RWY12

	ILS DA(H) 510′ (200′) FULL	ILS TDZ or CL out	ILS RAIL or ALS out	LOC (GS out) MDA(H) 700′ (390′)	LOC RAIL out	LOC ALS out
A	RVR 18 or ½	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	940′ (628′) -1
120	
140	940′ (628′) -1¾
165	940′ (628′) -2

TERPS AMEND 9A 7 APR 2011

CHANGES: Minimums, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 1 APR 11 (21-5)

WASHINGTON, DC (VA)
CONVERGING ILS Rwy 12

BRIEFING STRIP TM

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

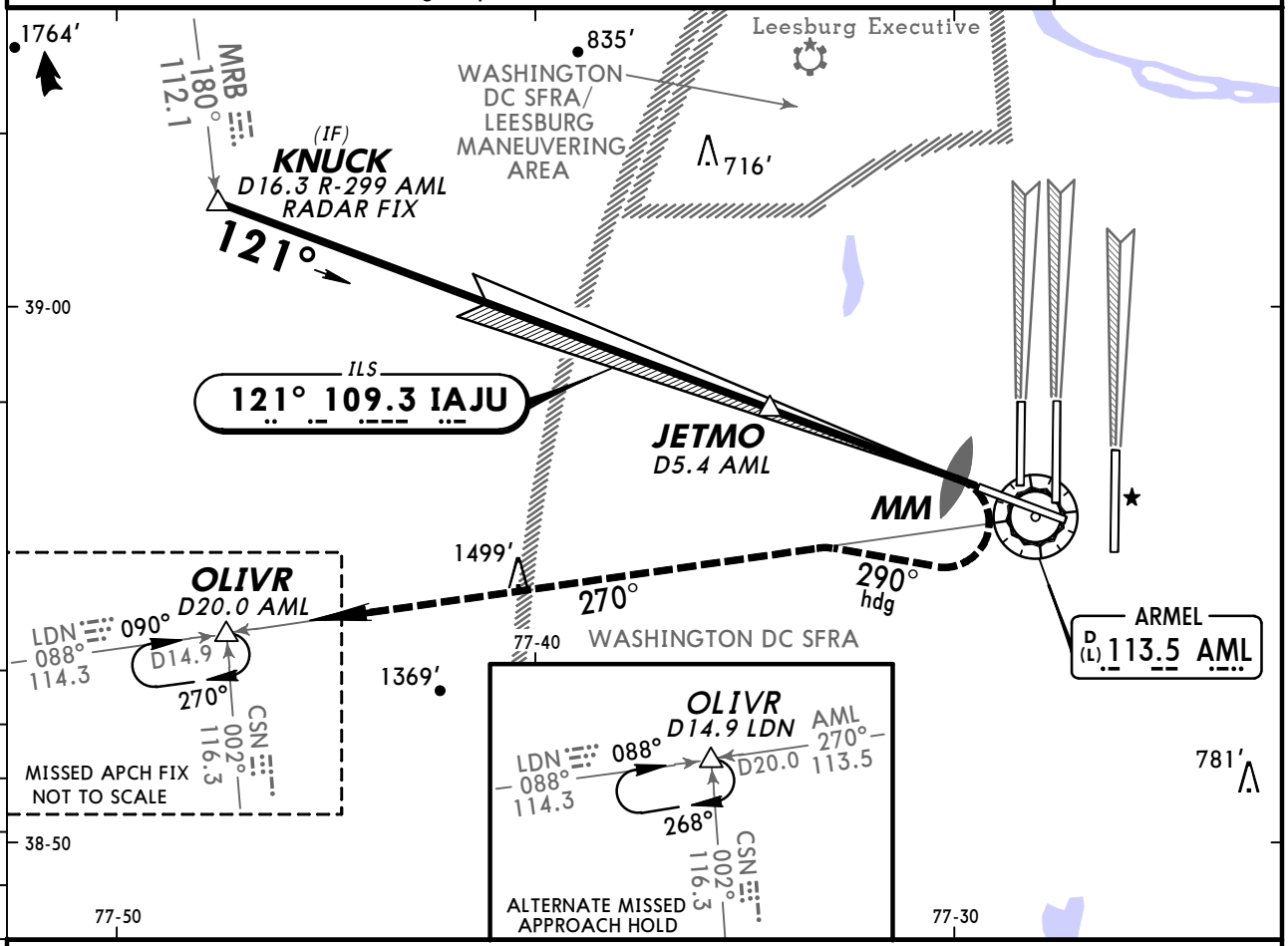
LOC IAJU	Final Apch Crs	GS JETMO	ILS DA(H)	Apt Elev 312′
109.3	121°	1700′ (1390′)	910′ (600′)	TDZE 310′

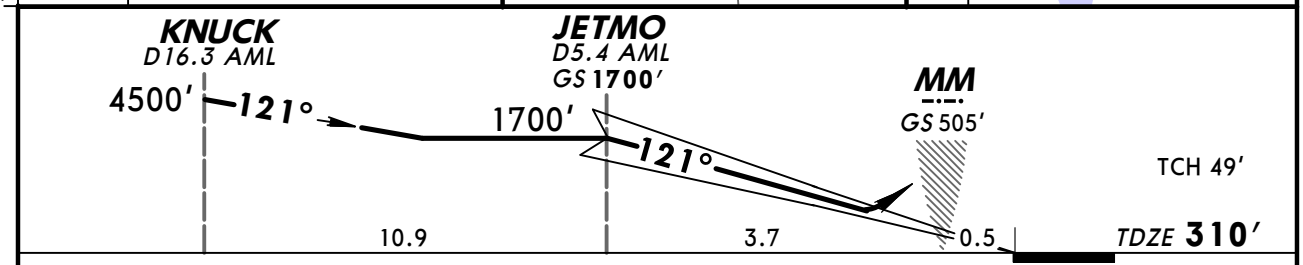
MISSED APCH: Climbing RIGHT turn to 5000′ via heading 290° and outbound AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000′.

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

1. Radar required. 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R. 3. VGSI and ILS glidepath not coincident.

MSA AML VOR: 180° 2500′, 3400′, 360°





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

MALSR PAPI | 5000′ via RT | 290° hdg and AML 113.5 R-270 | OLIVR

STRAIGHT-IN LANDING RWY12

ILS

DA(H) 910′(600′)

	FULL	RAIL or ALS out
A	1½	2
B		
C		
D		

AMEND 6 TERPS

CHANGES: Airspace.

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BRIEFING STRIP ™

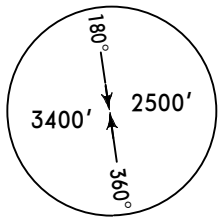
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	DULLES Tower Rwy 1C/19C	DULLES Tower Rwys 1L/19R, 12/30	Ground West	Ground East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

LOC ISGC	Final Apch Crs	GS DOMSE	ILS DA(H)	Apt Elev / TDZE
110.1	191°	1700′ (1398′)	502′ (200′)	312′ / TDZE 302′

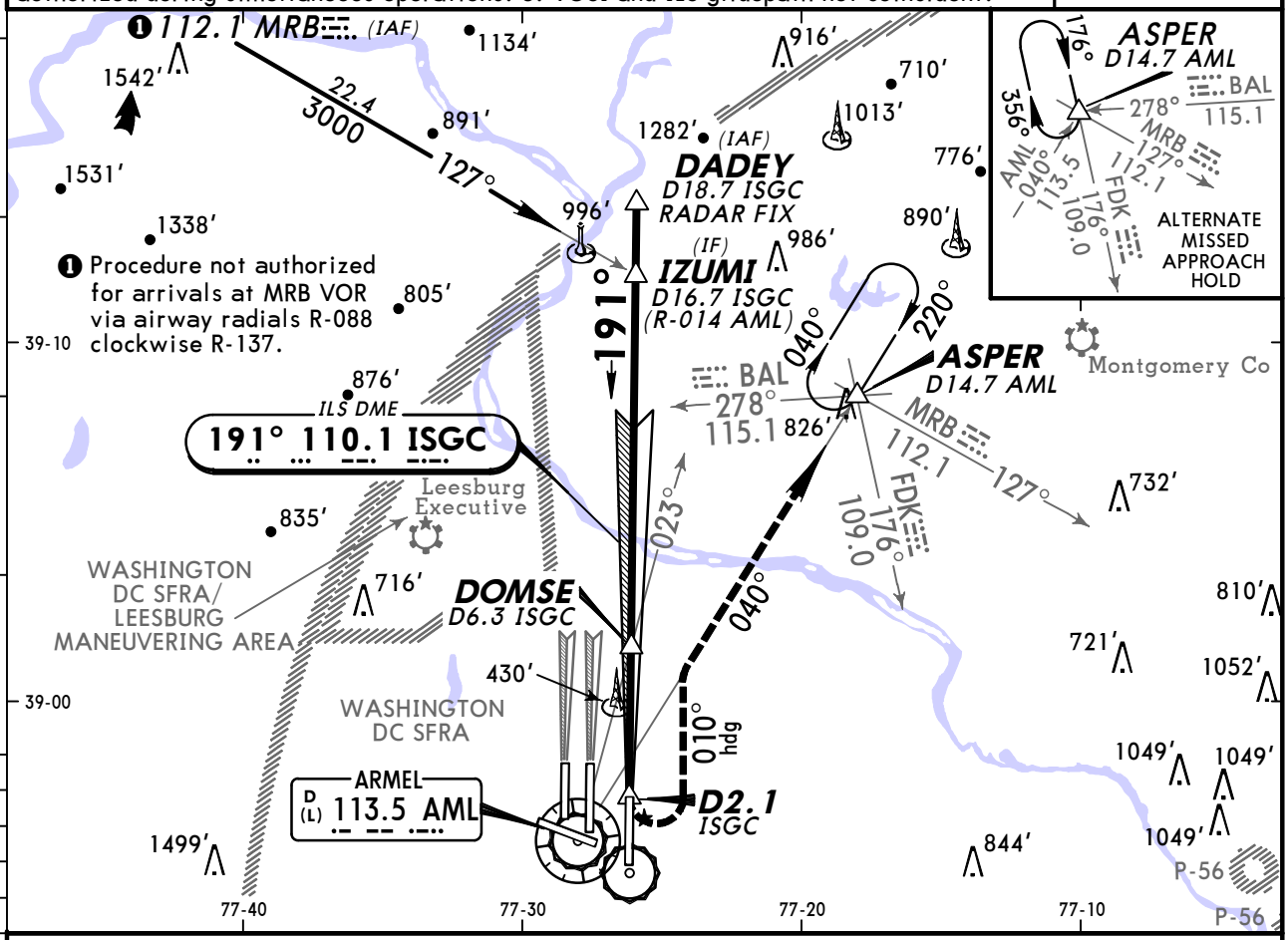
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ via heading 010° and outbound AML VOR R-040 to ASPER INT/D14.7 AML and hold.

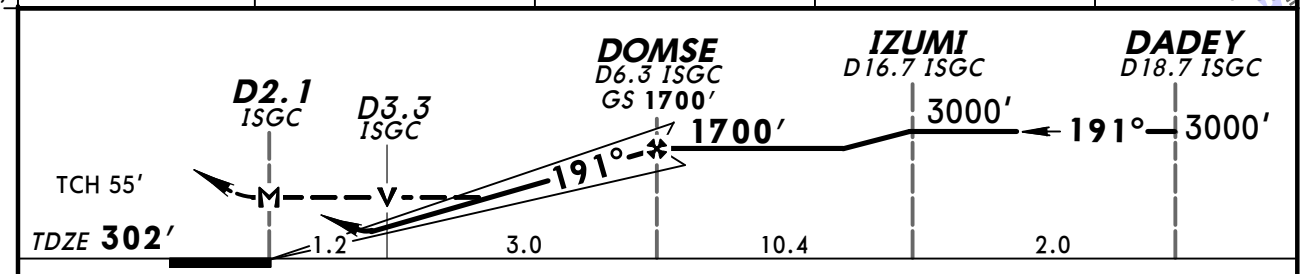
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 19C or 19R. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident.



MSA AML VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.1 ISGC or DOMSE to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR / PAPI | 800′ | 3000′ LT via 010° hdg and AML 113.5 R-040 | ASPER

STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 502′ (200′) FULL	ILS DA(H) 502′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 740′ (438′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	940′ (628′) - 1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	940′ (628′) - 1¾
D			RVR 50 or 1	1½		165	940′ (628′) - 2

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

TERPS AMEND 15 29 JUL 2010

CHANGES: None.

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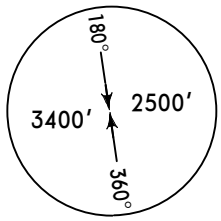
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

LOC	Final Apch Crs	GS	CAT II ILS		
ISGC 110.1	191°	DOMSE 1700′ (1398′)	RA 102′ DA(H) 402′ (100′)	Apt Elev 312′ TDZE 302′	

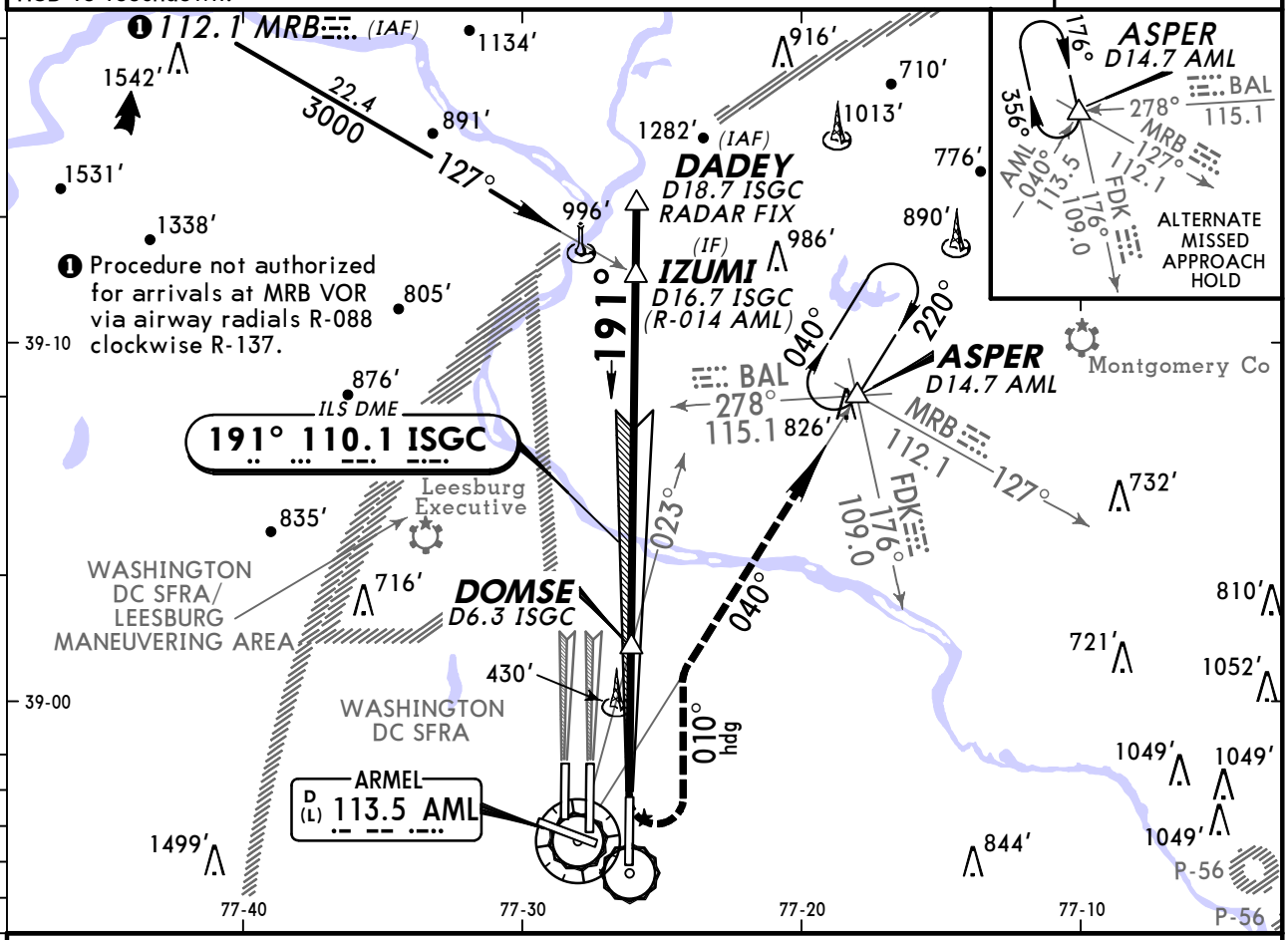
MISSED APCH: Climb to 800′ then climbing LEFT turn to 3000′ via heading 010° and outbound AML VOR R-040 to ASPER INT/D14.7 AML and hold.

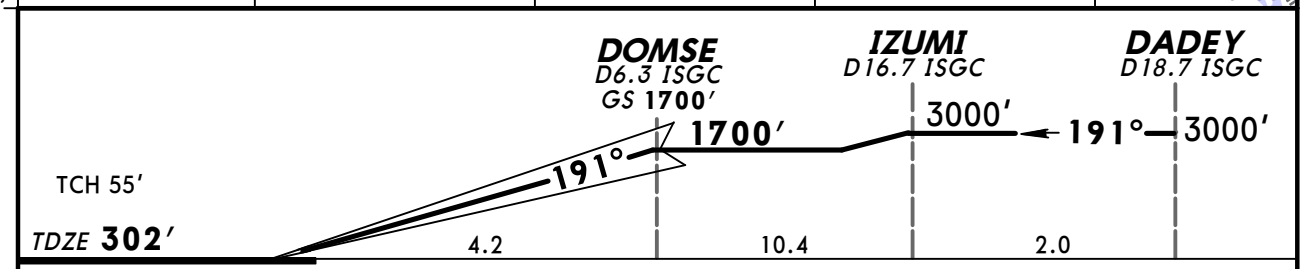
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 19C or 19R. 3. VGSI and ILS glidepath not coincident. 4. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.



MSA AML VOR





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

MALSR PAPI | 800′ | 3000′ LT via 010° hdg and AML 113.5 R-040 | ASPER

STRAIGHT-IN LANDING RWY 19L

CAT II ILS

RA 102′

DA(H) 402′ (100′)

A	
B	
C	RVR 12
D	

TERPS AMEND 15 29 JUL 2010

CHANGES: New procedure.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 23 JUL 10 Eff 29 Jul (21-7)

WASHINGTON, DC (VA)
CONVERGING ILS Rwy 19L

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

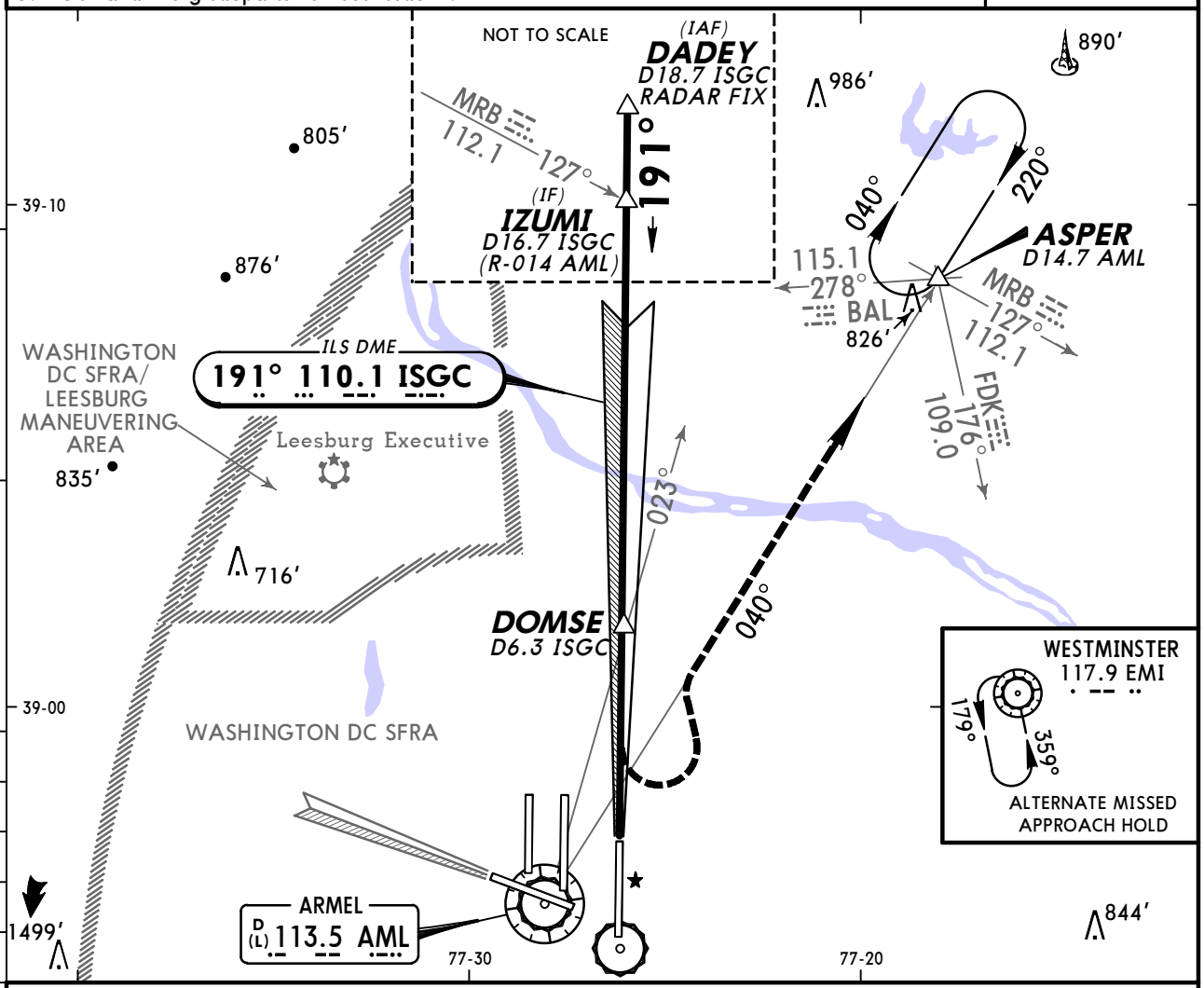
LOC ISGC	Final Apch Crs	GS DOMSE	ILS DA(H)	Apt Elev 312′
110.1	191°	1700′ (1398′)	902′ (600′)	TDZE 302′

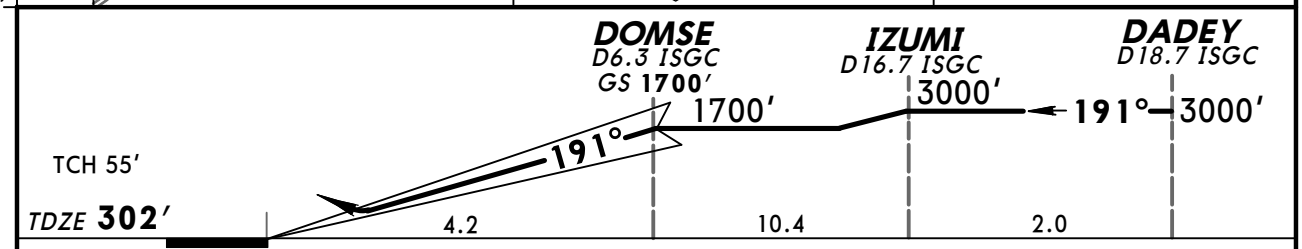
MISSED APCH: Climbing LEFT turn to 3000′ outbound via AML VOR R-040 to ASPER INT/D14.7 AML and hold.

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

1. **Radar required.** 2. Simultaneous converging approaches authorized with Rwy 12.
3. VGSI and ILS glidepath not coincident.

MSA AML VOR: 180°, 2500′, 3400′, 360°





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

MALSR PAPI

3000′ LT via AML 113.5 R-040 ASPER

STRAIGHT-IN LANDING RWY19L
ILS
DA(H) 902′ (600′)

TERPS AMEND 8

	FULL	RAIL or ALS out
A, B, C, D	1½	2

CHANGES: Printing sequence.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-8)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 19C

BRIEFING STRIP™

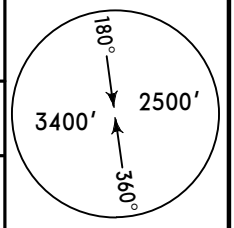
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	Ground East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

LOC IDLX	Final Apch Crs	GS FEMKO	ILS DA(H)	Apt Elev 312′
111.3	191°	1500′ (1228′)	472′ (200′)	TDZE 272′

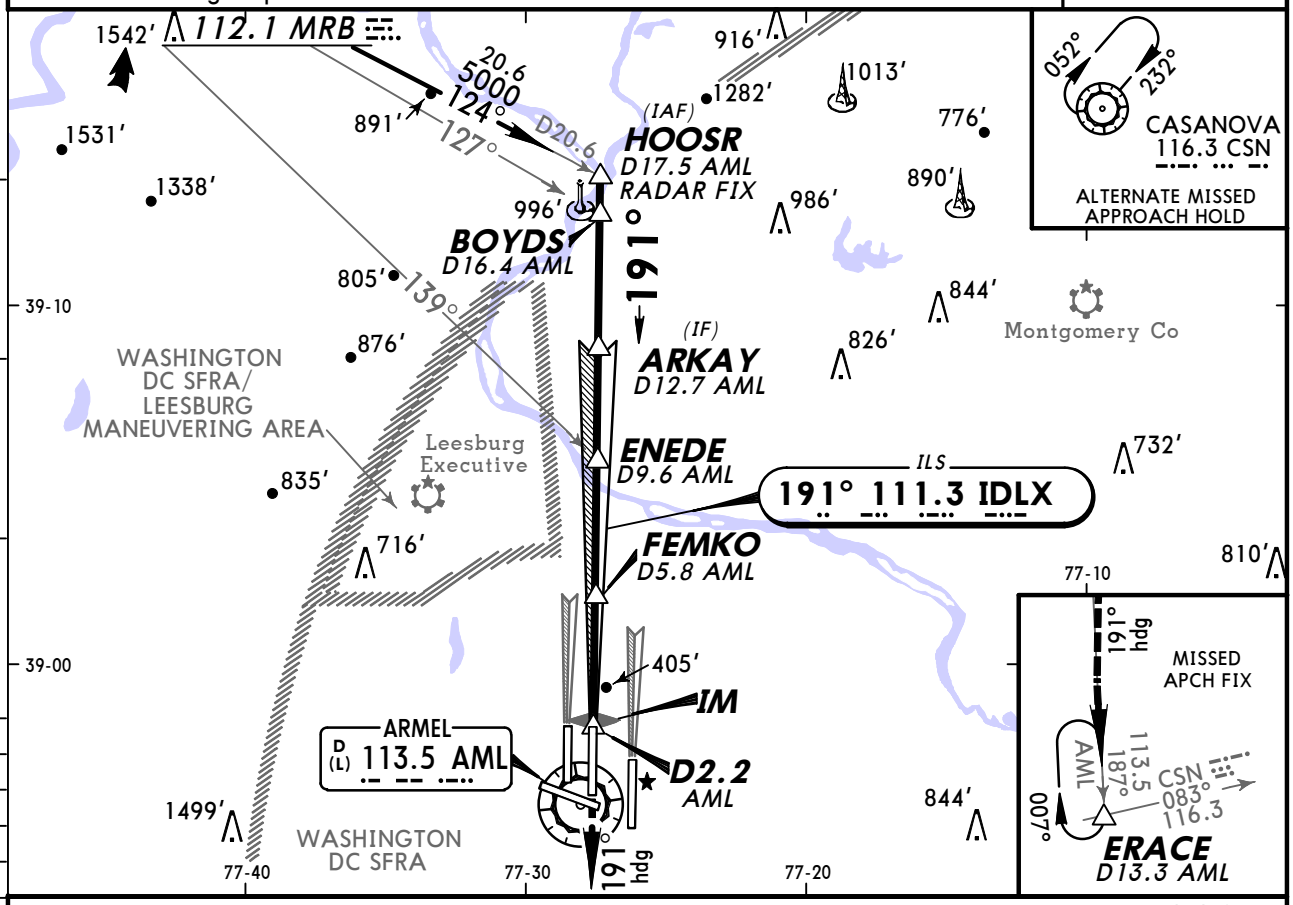
MISSED APCH: Climb to 3000′ via heading 191° and outbound AML VOR R-187 to ERACE INT/13.3 AML and hold.

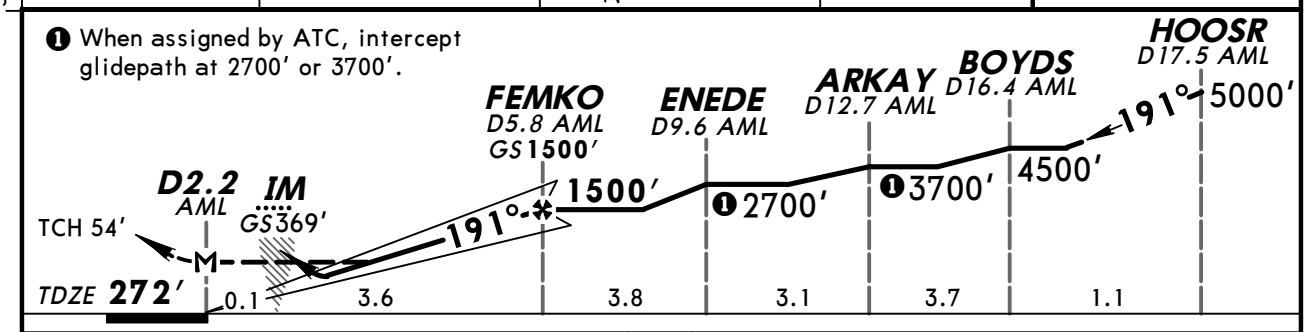
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. DME from AML VOR; simultaneous reception of IDLX LOC and AML DME required. 3. LOC procedure not authorized during simultaneous operations. 4. Simultaneous approach authorized with Rwy 19L or 19R. 5. VGSI and ILS glidepath not coincident.



MSA AML VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.2 AML						

ALSF-II PAPI

3000′ via 191° hdg and AML 113.5 R-187 ERACE

STRAIGHT-IN LANDING RWY19C

	ILS DA(H) 472′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 660′ (388′)	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
B					
C					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′ (628′) - 1
120	940′ (628′) - 1 3/4
140	940′ (628′) - 1 3/4
165	940′ (628′) - 2

AMEND 25 TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-8A)

WASHINGTON, DC (VA)
ILS Rwy 19C CAT II & III

BRIEFING STRIP ™

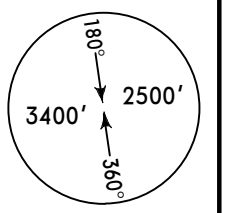
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

LOC IDLX	Final Apch Crs	GS FEMKO	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
111.3	191°	1500′ (1228′)	NA	Refer to Minimums	RA 108′ DA(H) 372′(100′)	312′ TDZE 272′

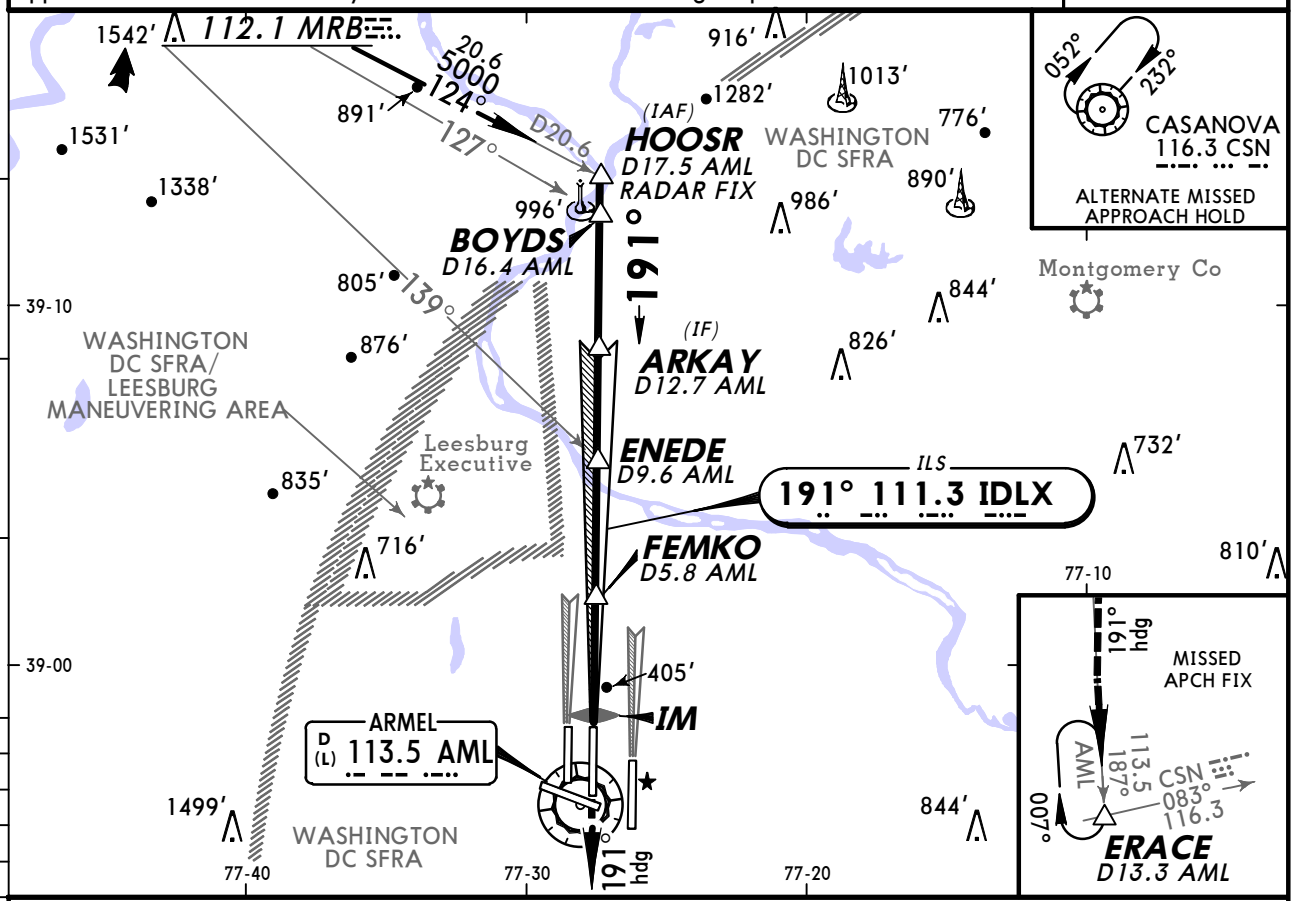
MISSED APCH: Climb to 3000′ via heading 191° and outbound AML VOR R-187 to ERACE INT/13.3 AML and hold.

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

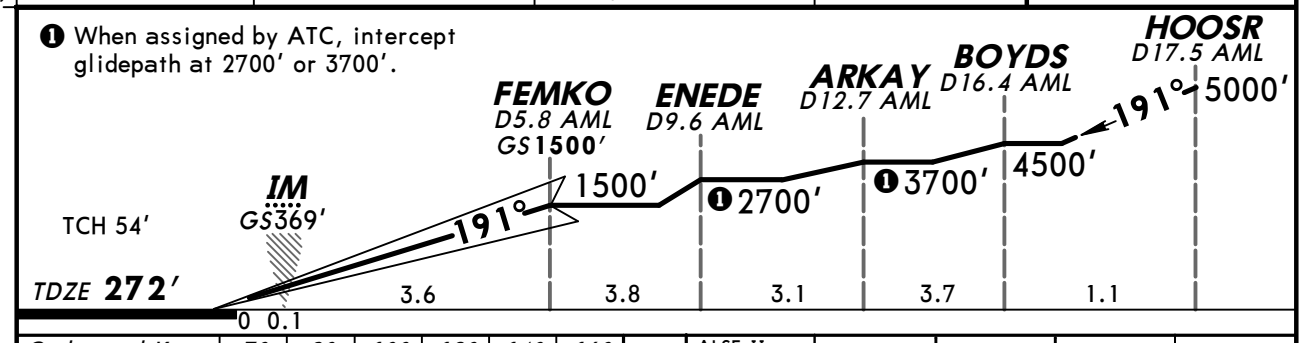
1. Special Aircrew and Aircraft Certification Required. 2. DME from AML VOR; Simultaneous reception of IDLX LOC and AML DME required. 3. Simultaneous approach authorized with Rwy 19L or 19R. 4. VGSI and ILS glidepath not coincident.



MSA AML VOR



❶ When assigned by ATC, intercept glidepath at 2700′ or 3700′.



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

ALSF-II PAPI

3000′ via 191° hdg and AML 113.5 R-187 ERACE

STRAIGHT-IN LANDING RWY19C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108′ DA(H) 372′(100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 25 TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-9)

WASHINGTON, DC (VA)
CONVERGING ILS Rwy 19C

BRIEFING STRIP™

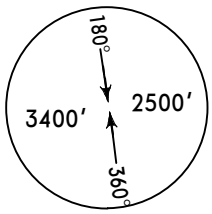
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	Ground East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

LOC IDLX	Final Apch Crs	GS FEMKO	ILS DA(H)	Apt Elev 312′
111.3	191°	1500′ (1228′)	872′ (600′)	TDZE 272′

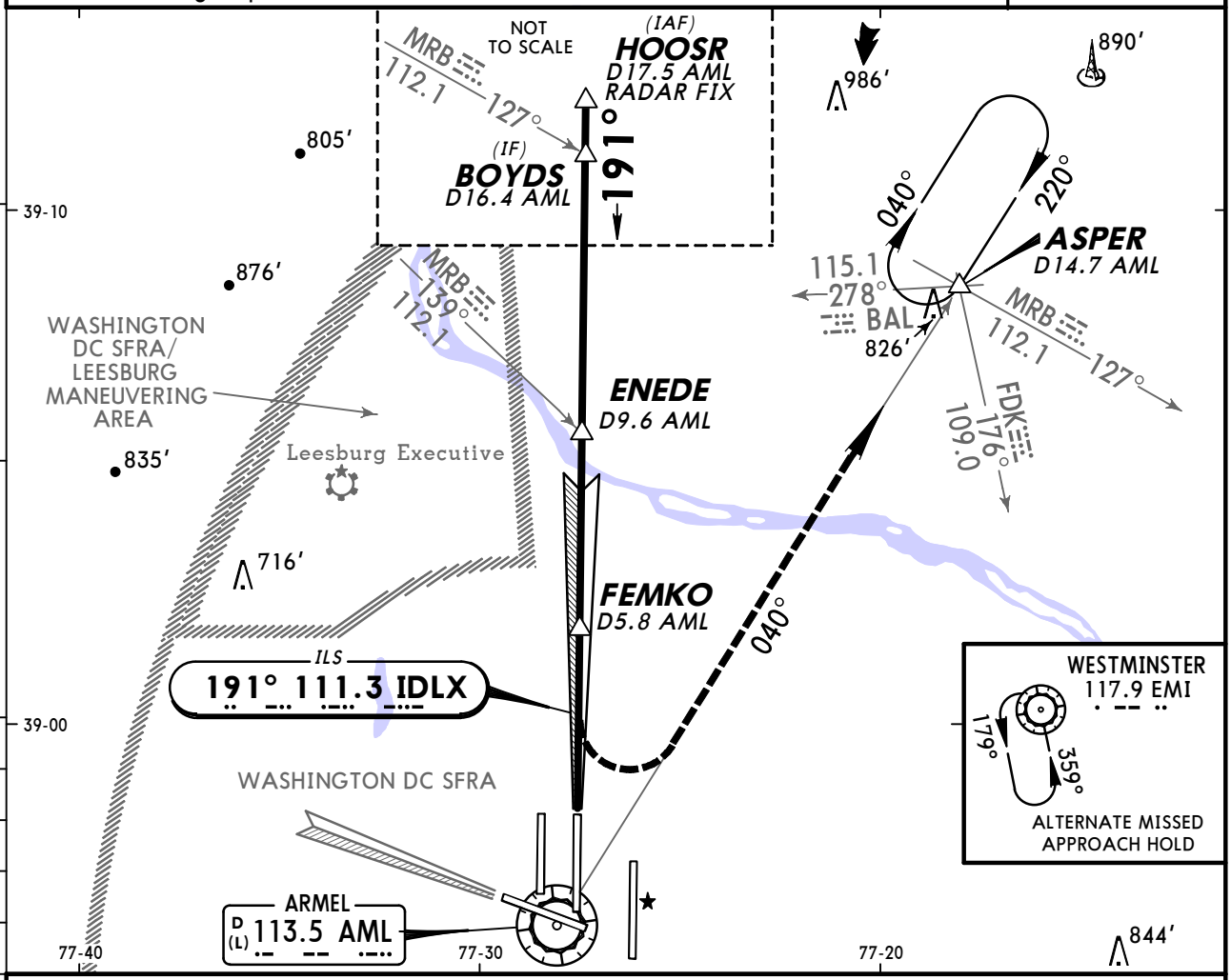
MISSED APCH: Climbing LEFT turn to 3000′ outbound via AML VOR R-040 to ASPER INT/D14.7 AML and hold.

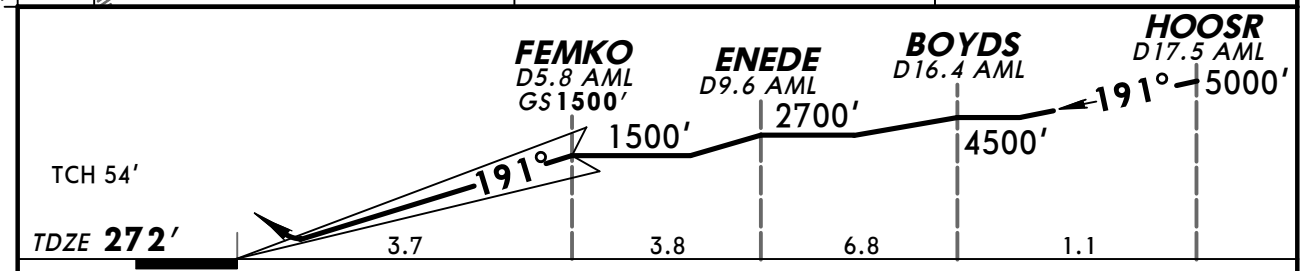
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous converging approaches authorized with Rwy 12.
3. VGSI and ILS glidepath not coincident.



MSA AML VOR





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

ALSF-II PAPI

3000′ LT AML via 113.5 R-040 ASPER

STRAIGHT-IN LANDING RWY19C

ILS

DA(H) 872′ (600′)

TERPS AMEND 8	FULL	ALS out
A B C D	1½	2

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-10)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 19R

BRIEFING STRIP™

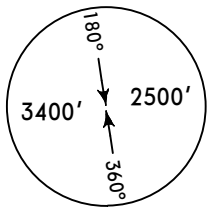
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

LOC IISU	Final Apch Crs	GS MULKY	ILS DA(H)	Apt Elev 312′
110.75	191°	1700′ (1422′)	478′ (200′)	TDZE 278′

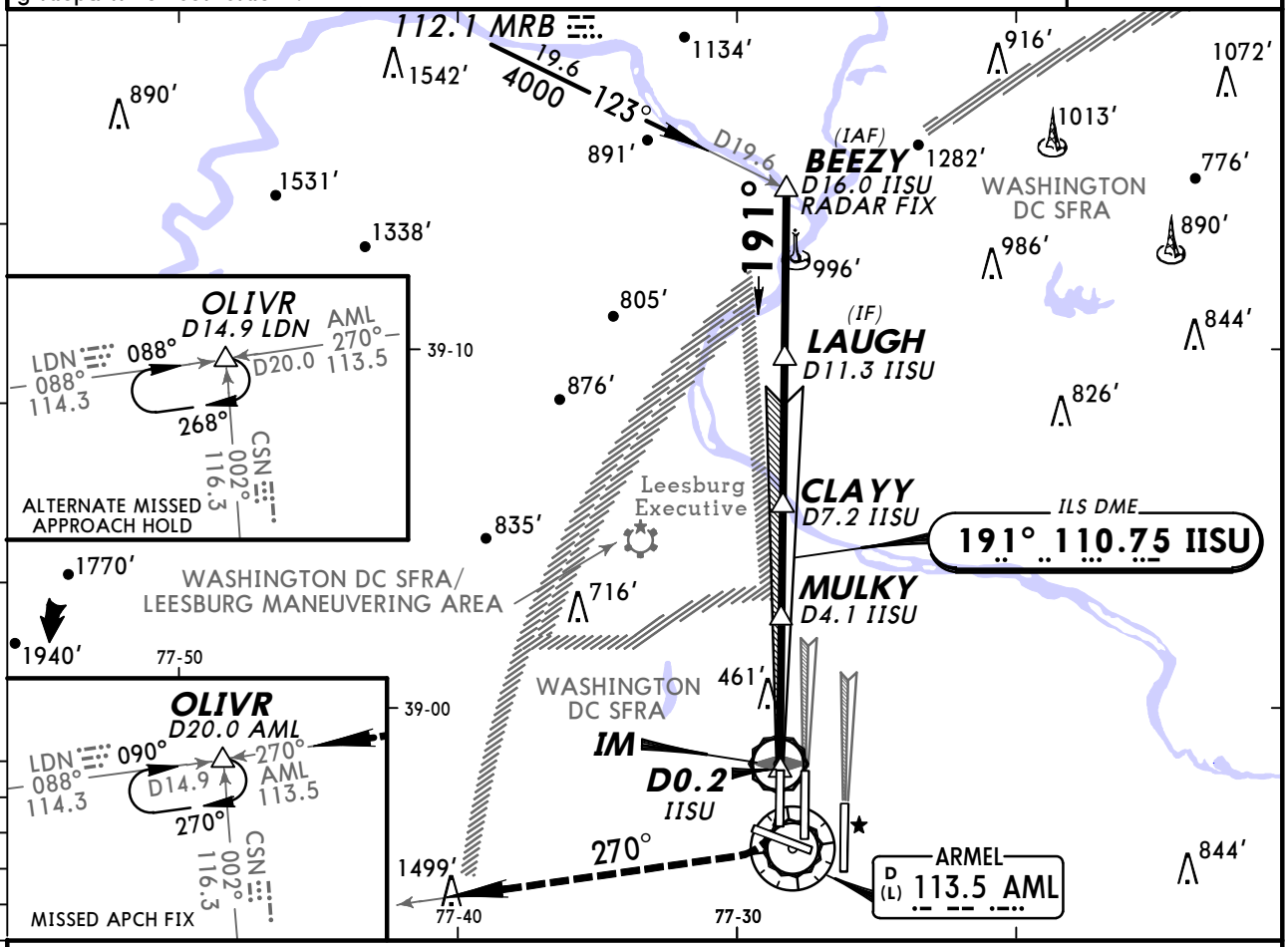
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 5000′ outbound via AML VOR R-270 to OLIVR INT/D20.0 AML and hold. Continue climb-in-hold to 5000′.

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

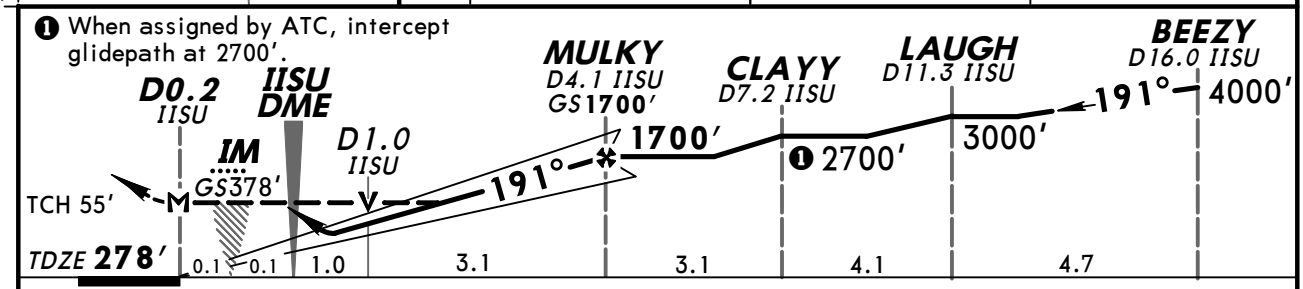
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 19C or 19L. 3. LOC procedure not authorized during simultaneous operations. 4. VGSI and ILS glidepath not coincident.



MSA AML VOR



❶ When assigned by ATC, intercept glidepath at 2700′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 IISU						

ALSF-II PAPI | 800′ | 5000′ RT | AML via 113.5 R-270 | OLIVR

STRAIGHT-IN LANDING RWY19R

	ILS DA(H) 478′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 720′(442′)	ALS out	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	940′(628′)-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	940′(628′)-1¾
D				RVR 50 or 1	1½	165	940′(628′)-2

AMEND 1 TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-10A)

WASHINGTON, DC (VA)
ILS Rwy 19R CAT II & III

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

BRIEFING STRIP™

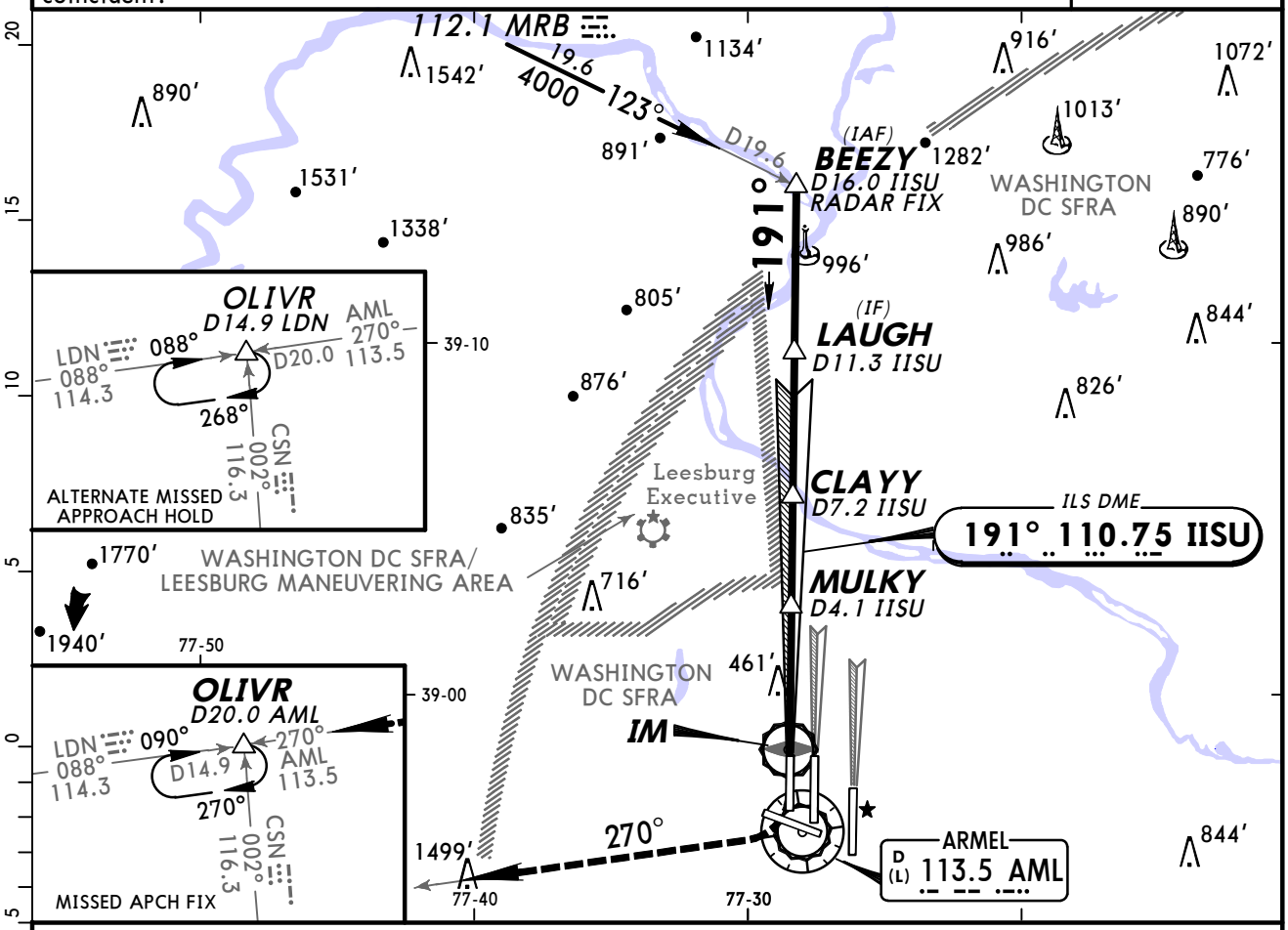
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IISU 110.75	191°	MULKY 1700′ (1422′)	NA	Refer to Minimums		RA 103′ DA(H) 378′(100′)	312′ TDZE 278′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 5000′ outbound via AML VOR R-270 to OLIVR INT/D20.0 AML and hold. Continue climb-in-hold to 5000′.

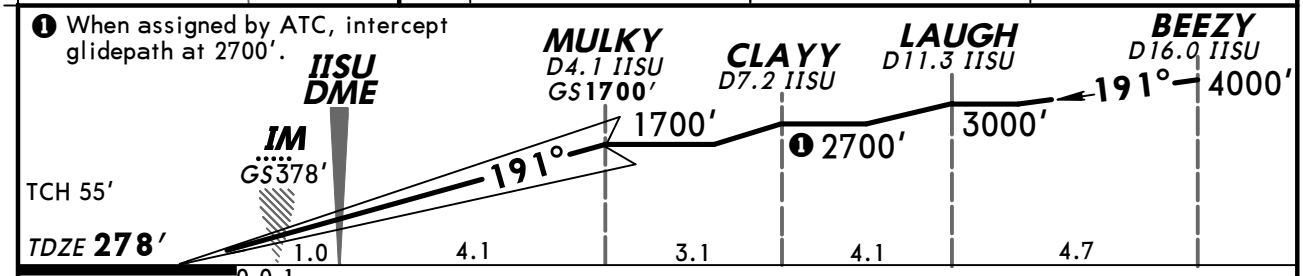
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 19C or 19L. 4. VGSI and ILS glidepath not coincident.

MSA AML VOR (180°, 2500′, 3400′, 360°)



❶ When assigned by ATC, intercept glidepath at 2700′.



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

ALSF-II PAPI | 800′ | 5000′ RT | AML via 113.5 R-270 | OLIVR

STRAIGHT-IN LANDING RWY19R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103′ DA(H) 378′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 1

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (21-11)

WASHINGTON, DC (VA)
CONVERGING ILS Rwy 19R

BRIEFING STRIP™

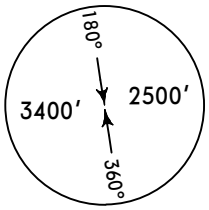
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

LOC IISU	Final Apch Crs	GS MULKY	ILS DA(H)	Apt Elev 312′
110.75	191°	1700′ (1422′)	1078′ (800′)	TDZE 278′

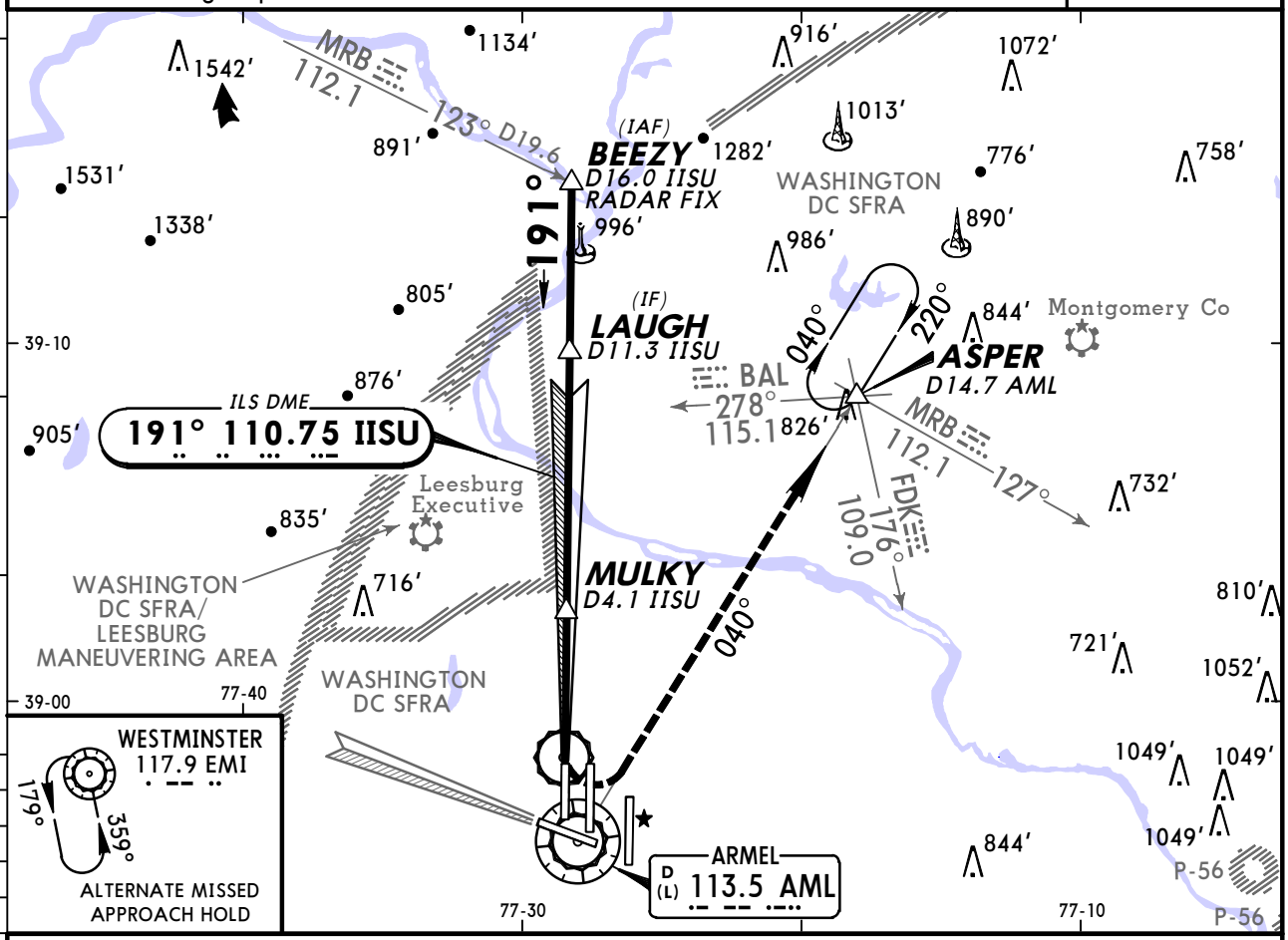
MISSED APCH: Climbing LEFT turn to 3000′ outbound via AML VOR R-040 to ASPER INT/D14.7 AML and hold.

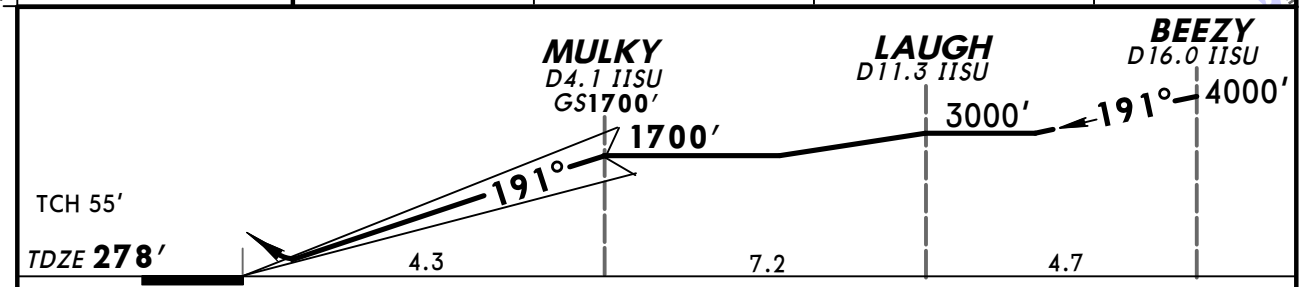
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. Simultaneous converging approaches authorized with Rwy 12.
3. VGSI and ILS glidepath not coincident.



MSA AML VOR





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

ALSF-II PAPI

3000′ LT

AML via 113.5 R-040

ASPER

STRAIGHT-IN LANDING RWY19R

ILS

DA(H) 1078′ (800′)

AMEND TERPS	FULL	ALS out
A, B, C, D	2¼	2¾

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 29 APR 11 (22-1)

WASHINGTON, DC (VA)
RNAV (GPS) Rwy 1L

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

WAAS	Final Apch Crs	Minimum Alt MORCE	LPV DA(H)	Apt Elev 312′
Ch 99309 W-01D	011°	1900′ (1604′)	496′ (200′)	TDZE 296′

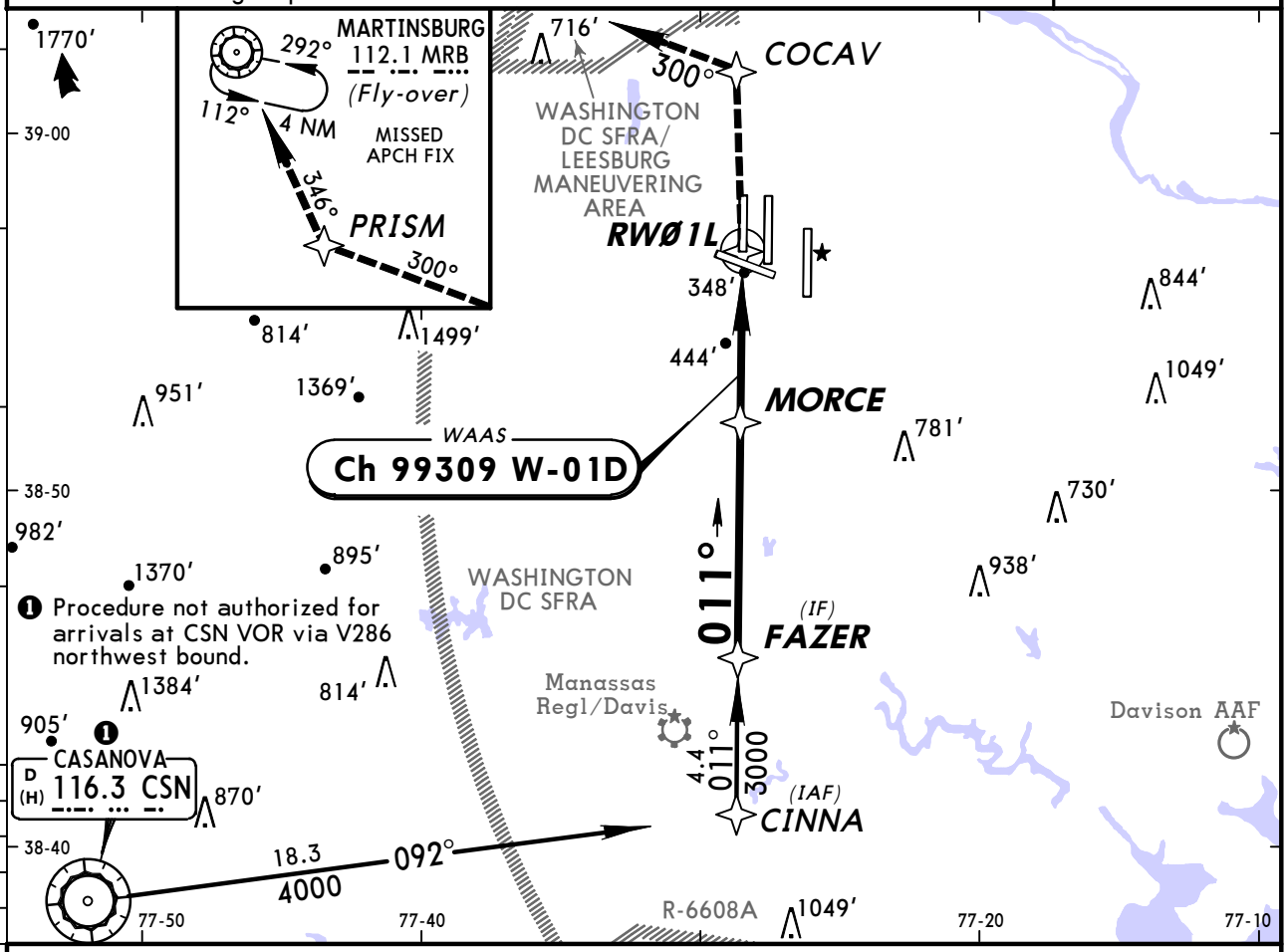
MISSED APCH: Climb to 4000′ direct COCAV and via 300° track to PRISM and via 346° track to MRB VOR and hold.

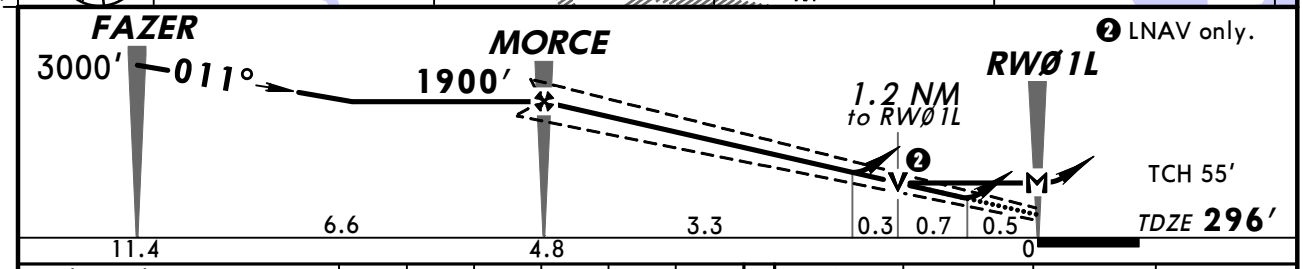
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3400′

MSA RWØ1L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1L							

ALSF-II PAPI 4000′ D COCAV

STRAIGHT-IN LANDING RWY1L

	LPV DA(H) 496′(200′)		LNAV/VNAV DA(H) 828′(532′)		LNAV MDA(H) 740′(444′)	
		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	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′(628′)-1
120	
140	940′(628′)-1¾
165	940′(628′)-2

TERPS AMEND 0A 5 MAY 2011

CHANGES: Profile, minimums.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN

29 APR 11 (22-2)

WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 1C

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

WAAS	Final Apch Crs	Minimum Alt SKINS	LPV DA(H)	Apt Elev 312'
Ch 97509 W-01B	011°	2300' (2014')	486' (200')	TDZE 286'

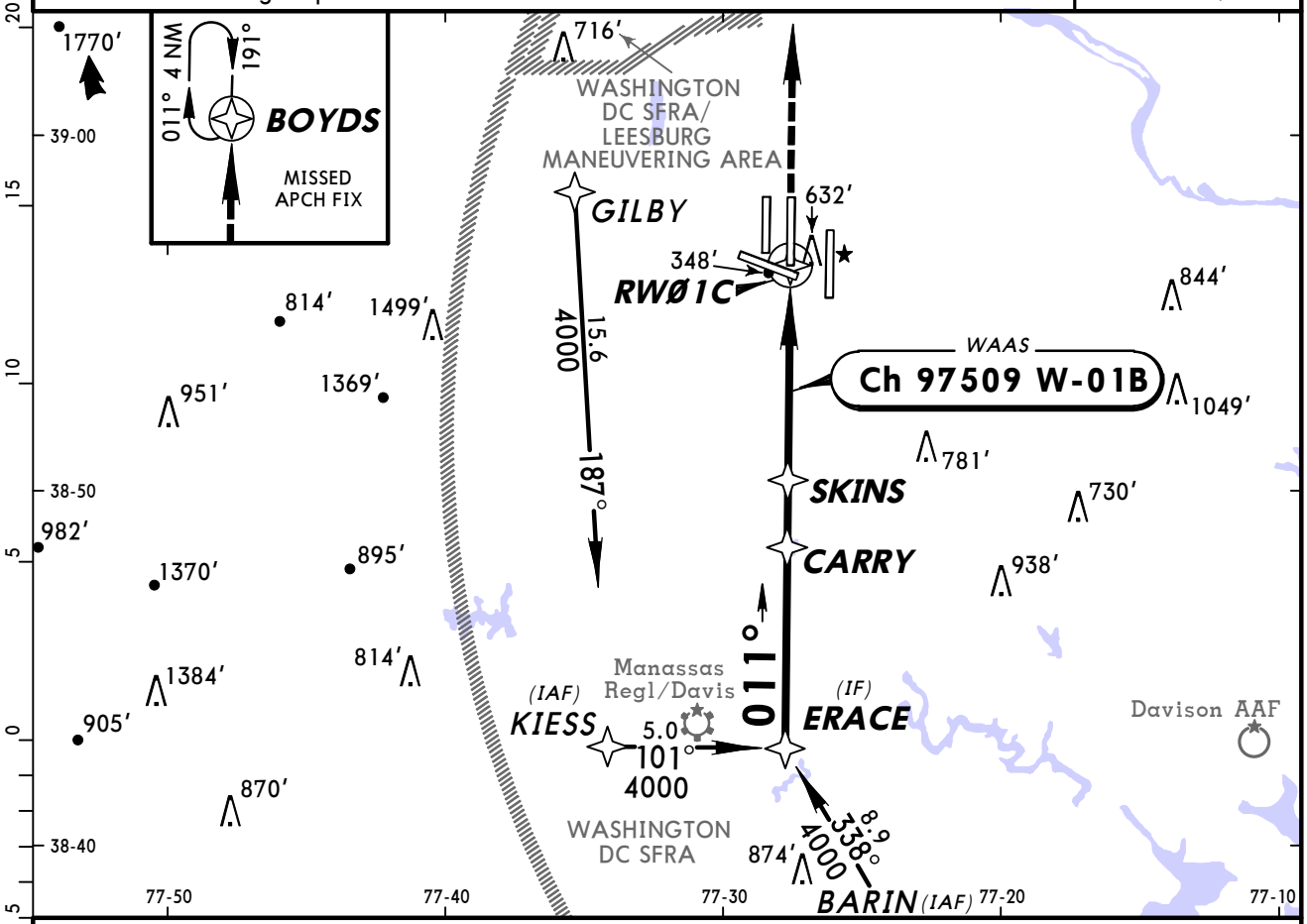
MISSED APCH: Climb to 3000' direct BOYDS and hold.

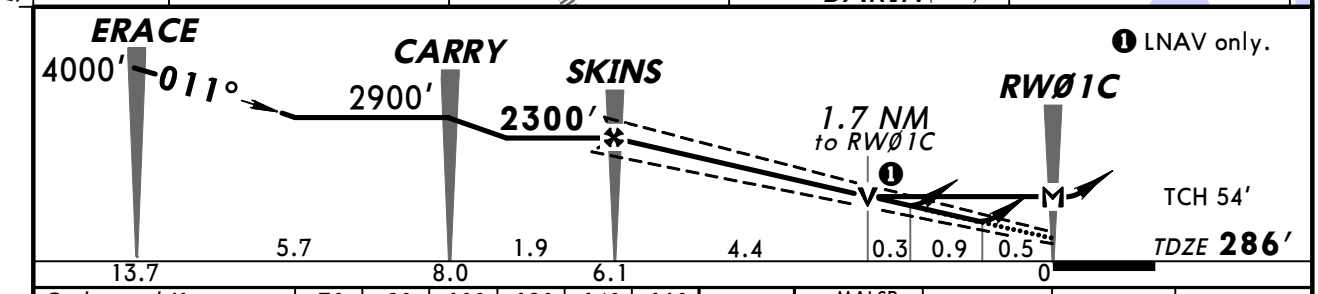
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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.

3400'

MSA RWØ1C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1C						

MALSR PAPI 3000' BOYDS

STRAIGHT-IN LANDING RWY1C

	LPV DA(H) 486'(200')		LNAV/VNAV DA(H) 785'(499')		LNAV MDA(H) 900'(614')		
		RAIL or ALS out		RAIL out / ALS out		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 60 or 1¼	1¾	
D					1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940'(628')-1
120	
140	940'(628')-1¾
165	940'(628')-2

AMEND 1 TERPS

CHANGES: None.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 29 APR 11 (22-3)

WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 1R

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	Ground East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

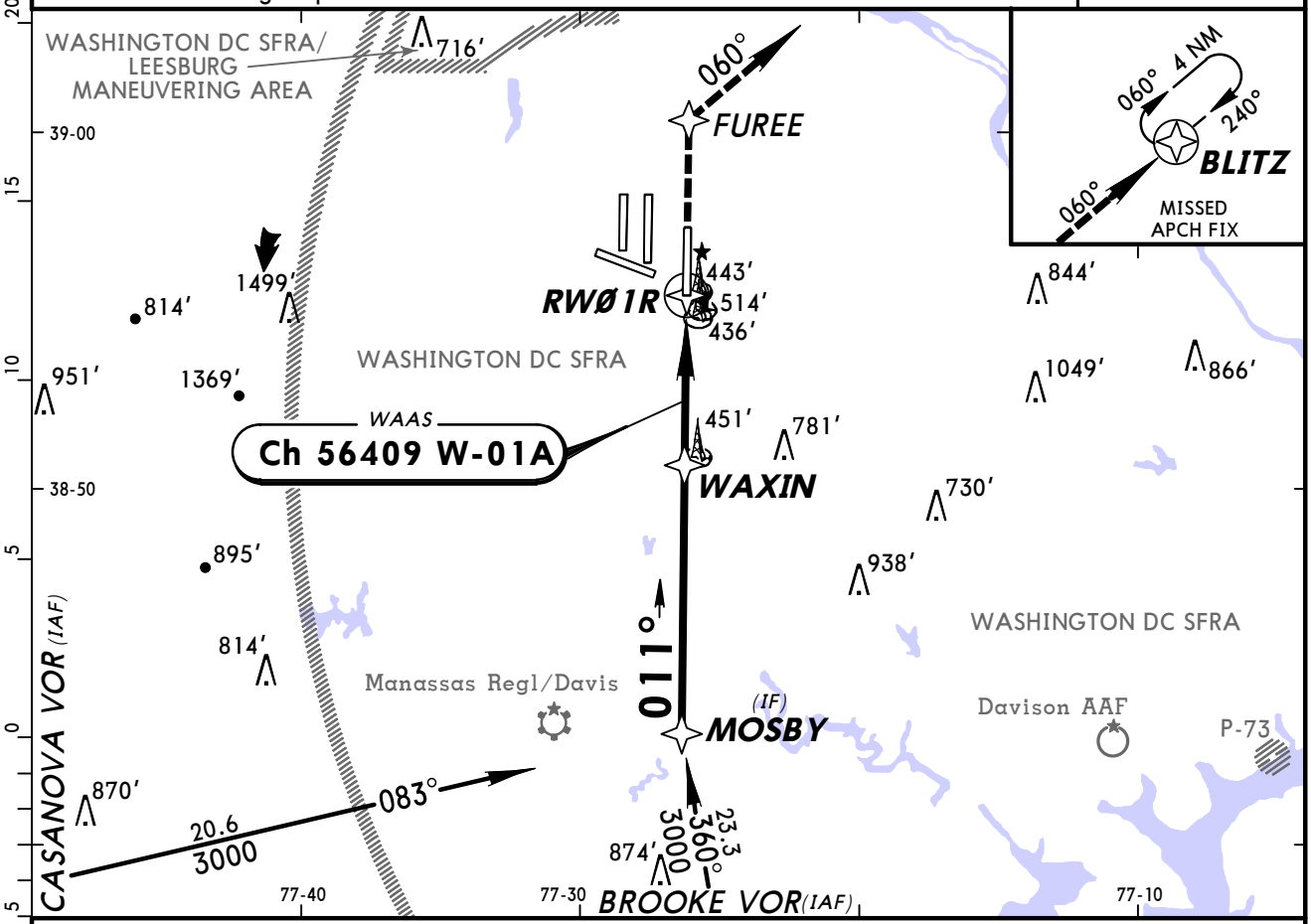
WAAS	Final Apch Crs	Minimum Alt WAXIN	LPV DA(H)	Apt Elev 312′
Ch 56409 W-01A	011°	1900′ (1588′)	512′ (200′)	TDZE 312′

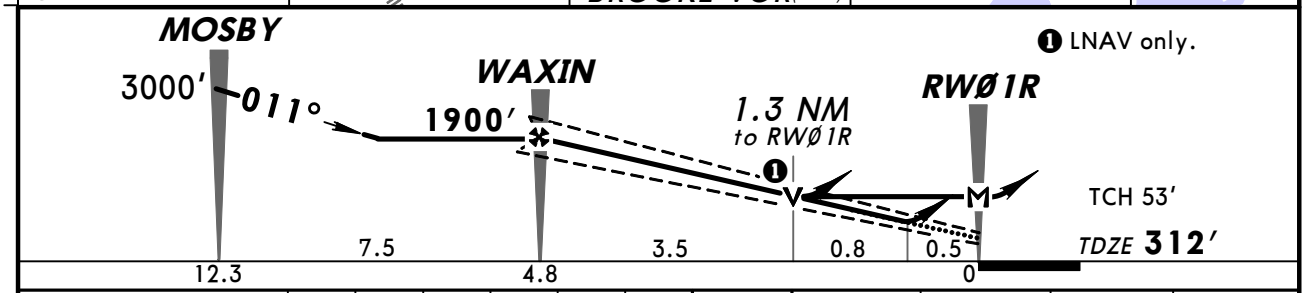
MISSED APCH: Climb to 3000′ direct FUREE and via 060° track to BLITZ and hold.

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.

3400′
MSA RWØ1R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1R						

ALSF-II PAPI 3000′ D FUREE

STRAIGHT-IN LANDING RWY1R							CIRCLE-TO-LAND	
	LPV DA(H) 512′(200′)		LNAV/VNAV DA(H) 764′(452′)		LNAV MDA(H) 800′(488′)			
		ALS out		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1	90	940′(628′)-1
B							120	
C					RVR 40 or ¾	RVR 60 or 1¼	140	940′(628′)-1¾
D					RVR 50 or 1	1½	165	940′(628′)-2

TERPS AMEND 1A 7 APR 2011

CHANGES: None.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 29 APR 11 (22-4)

WASHINGTON, DC (VA)
RNAV (GPS) Rwy 12

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

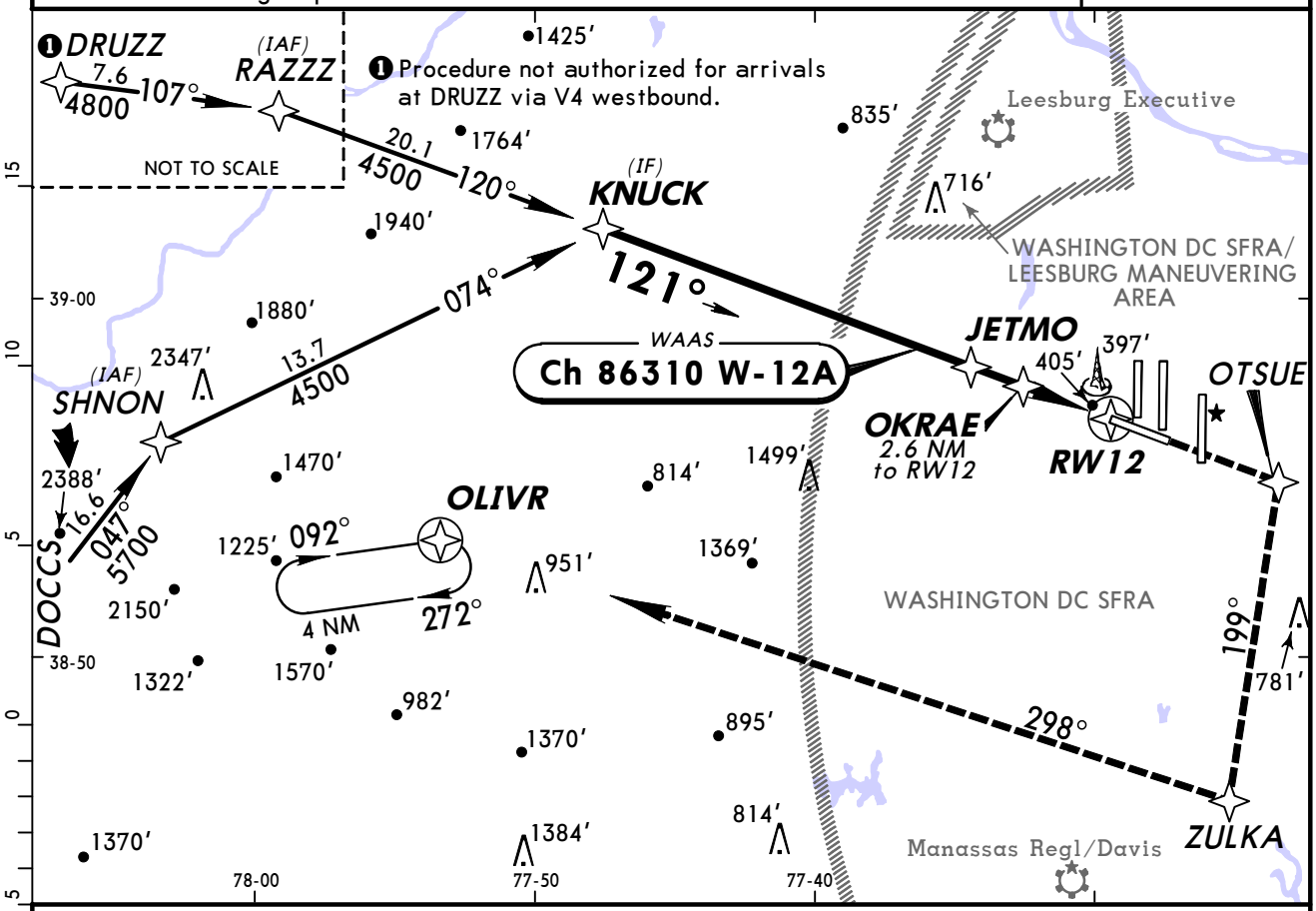
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 312′
Ch 86310 W-12A	121°	JETMO 1700′ (1390′)	510′ (200′)	TDZE 310′

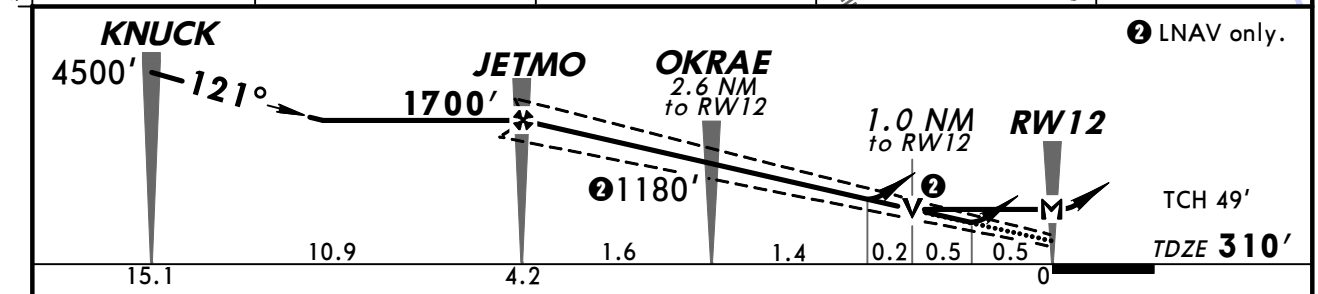
MISSED APCH: Climb to 4000′ direct OTSUE and via 199° track to ZULKA and RIGHT turn via 298° track to OLIVR and hold.

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.

3400′
MSA RW12





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW12							

MALSR PAPI 4000′ OTSUE

STRAIGHT-IN LANDING RWY12

	LPV DA(H) 510′(200′)		LNAV/VNAV DA(H) 729′(419′)		LNAV MDA(H) 680′(370′)		
		RAIL or ALS out		RAIL out	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	940′(628′)-1
120	
140	940′(628′)-1¾
165	940′(628′)-2

TERPS AMEND 1A 5 MAY 2011

CHANGES: Profile, minimums.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (22-5)

WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 19L

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

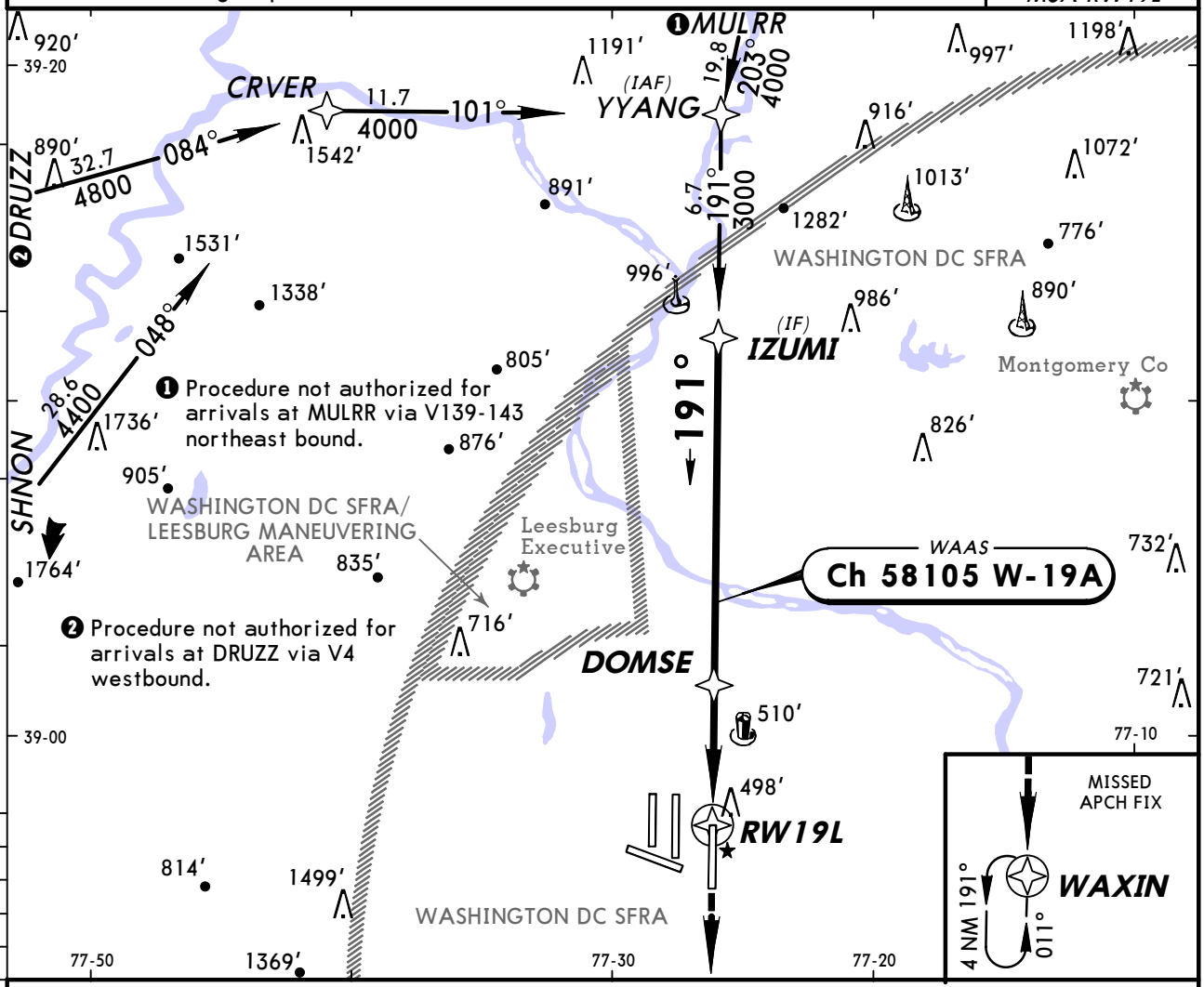
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 312′
Ch 58105 W-19A	191°	DOMSE 1700′(1398′)	502′(200′)	TDZE 302′

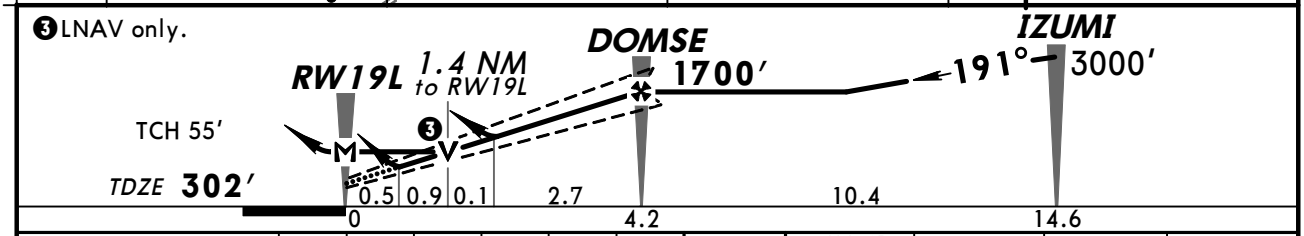
MISSED APCH: Climb to 2000′ direct WAXIN and hold.

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.

3400′
MSA RW19L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19L						

MALSR PAPI 2000′ D WAXIN

STRAIGHT-IN LANDING RWY 19L

	LPV DA(H) 502′(200′)		LNAV/VNAV DA(H) 829′(527′)		LNAV MDA(H) 820′(518′)		
		RAIL or ALS out		RAIL out / ALS out		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 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	940′(628′)-1
120	
140	940′(628′)-1¾
165	940′(628′)-2

AMEND 2 TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (22-6)

WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 19C

BRIEFING STRIP TM

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

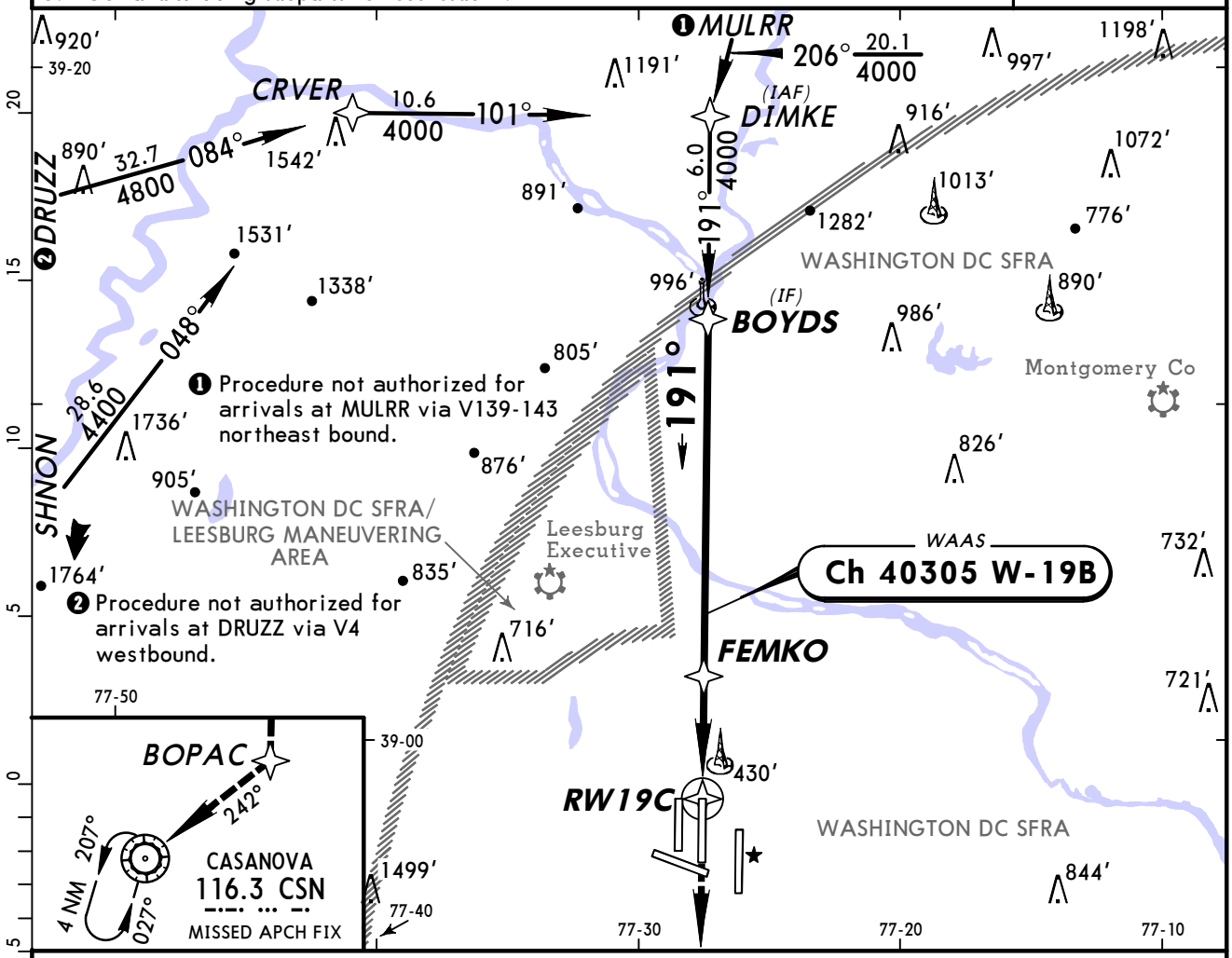
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 312′
Ch 40305 W-19B	191°	FEMKO 1500′ (1228′)	472′ (200′)	TDZE 272′

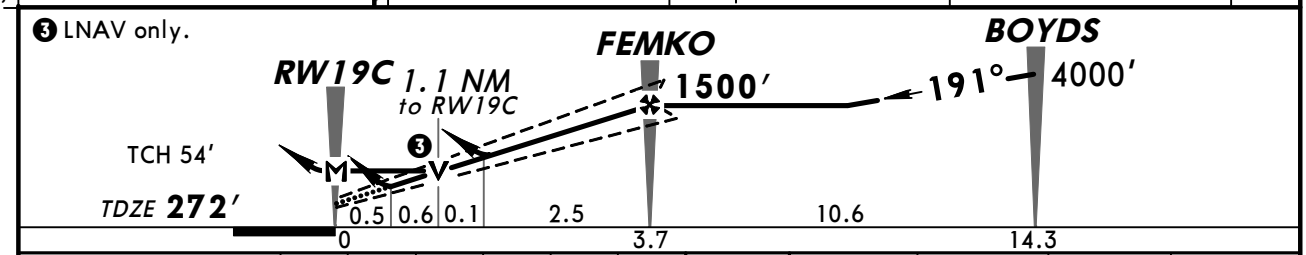
MISSED APCH: Climb to 4000′ direct BOPAC and via 242° track to CSN VOR and hold.

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.
3. VGSI and RNAV glidepath not coincident.

3400′
MSA RW19C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19C						

ALSF-II PAPI 4000′ D BOPAC

STRAIGHT-IN LANDING RWY 19C

	LPV DA(H) 472′ (200′)		LNAV/VNAV DA(H) 717′ (445′)		LNAV MDA(H) 680′ (408′)	
		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					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′ (628′)-1
120	
140	940′ (628′)-1¾
165	940′ (628′)-2

AMEND 3 TERPS

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (22-7)

WASHINGTON, DC (VA)
RNAV (GPS) Rwy 19R

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

BRIEFING STRIP™

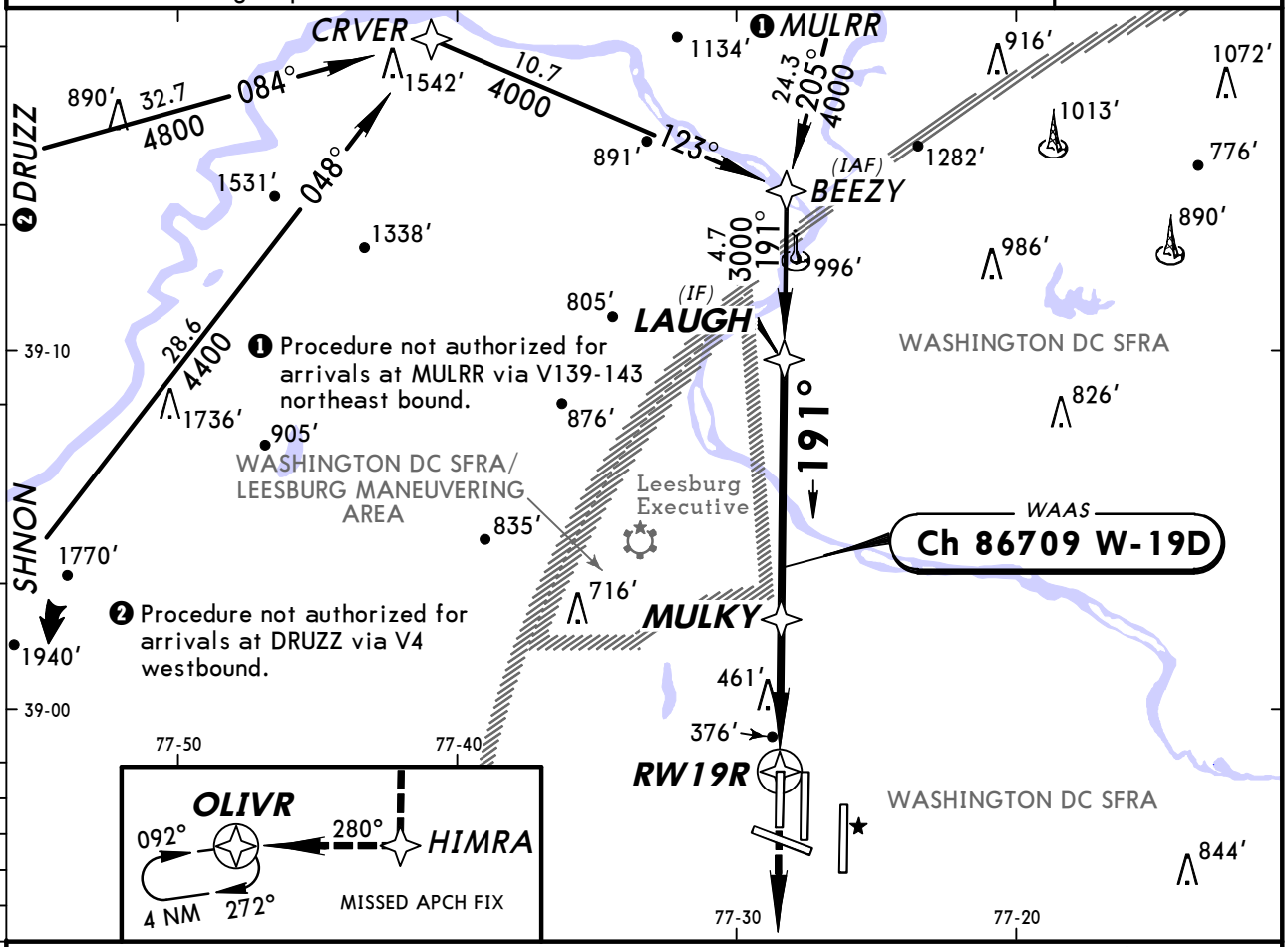
WAAS	Final Apch Crs	Minimum Alt MULKY	LPV DA(H)	Apt Elev 312′
Ch 86709 W-19D	191°	1700′(1422′)	478′(200′)	TDZE 278′

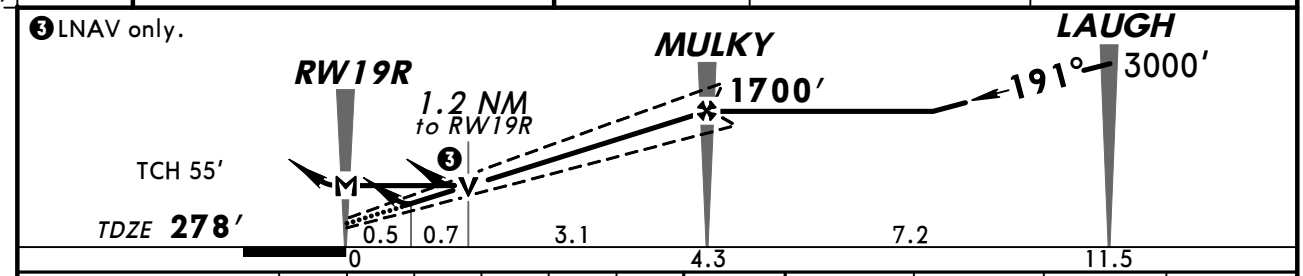
MISSED APCH: Climb to 5000′ direct HIMRA and via 280° track to OLIVR and hold, continue climb-in-hold to 5000′.

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.

3400′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

ALSF-II PAPI 5000′ HIMRA

STRAIGHT-IN LANDING RWY19R

	LPV DA(H) 478′(200′)		LNAV/VNAV DA(H) 714′(436′)		LNAV MDA(H) 720′(442′)	
		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					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′(628′)-1
120	
140	940′(628′)-1¾
165	940′(628′)-2

TERPS AMENDO

CHANGES: Communications, airspace.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 6 JAN 12 (22-20)

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 1C

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

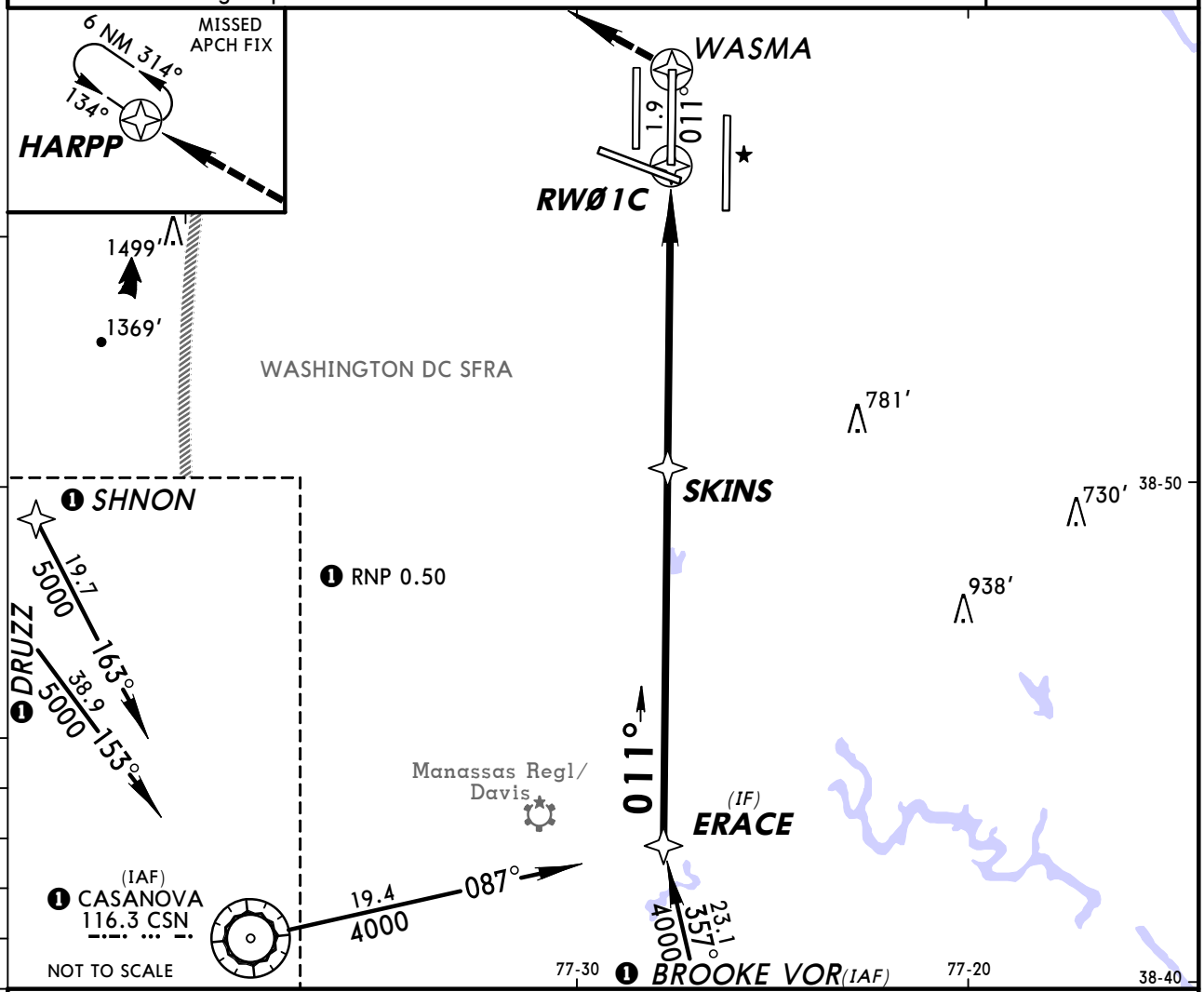
RNAV	Final Apch Crs	Minimum Alt SKINS	RNP 0.30 DA(H)	Apt Elev 312′
	011°	2300′ (2014′)	817′ (531′)	TDZE 286′

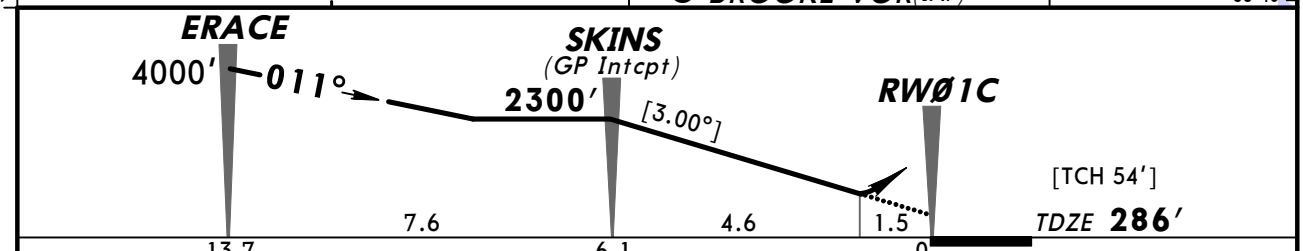
MISSED APCH: Climb to 5000′ via track 011° to WASMA and LEFT turn direct HARPP and hold.

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 -14°C (6°F) or above 48°C (119°F).
4. VGSI and RNAV glidepath not coincident.

3400′
MSA RWØ1C





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

MALSR
PAPI

5000′ via 011° WASMA

STRAIGHT-IN LANDING RWY1C
RNP 0.30
DA(H) **817′** (531′)

	RAIL or ALS out
A B C D	1½	1¾

TERPS AMEND OD 28 JUL 2011

CHANGES: None.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 6 JAN 12 (22-21)

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 1R

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

RNAV	Final Apch Crs	Minimum Alt WAXIN	RNP 0.30 DA(H)	Apt Elev 312′
	011°	1900′ (1588′)	819′ (507′)	TDZE 312′

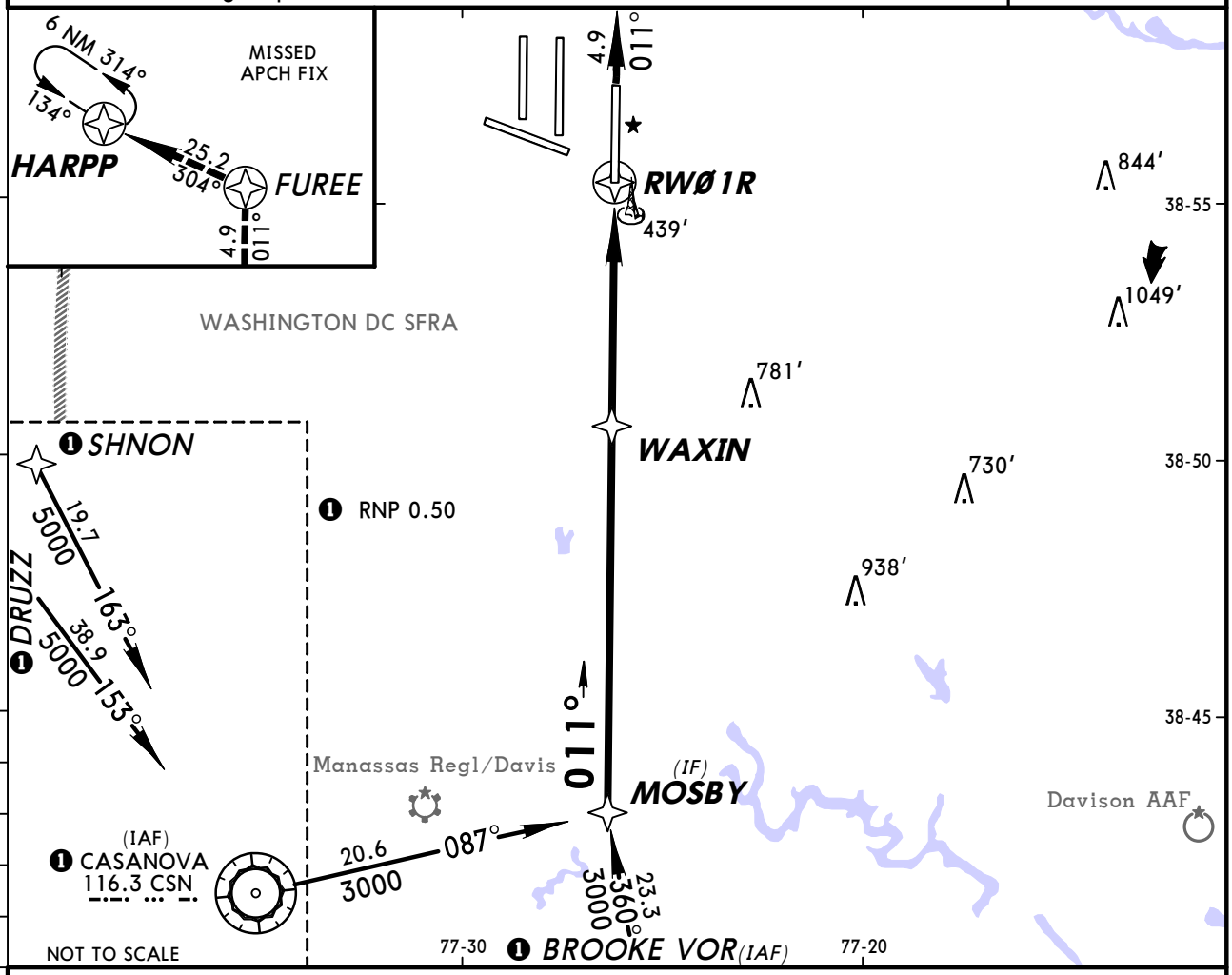
MISSED APCH: Climb to 5000′ via track 011° to FUREE and LEFT turn direct HARPP and hold.

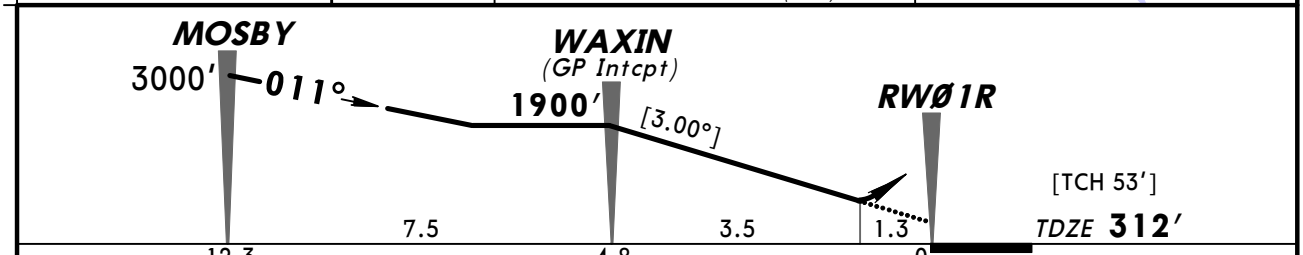
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 48°C (118°F).
4. VGSI and RNAV glidepath not coincident.

3400′

MSA RWØ1R





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

5000′ via 011° FUREE

STRAIGHT-IN LANDING RWY1R

RNP 0.30

DA(H) **819′** (507′)

		ALS out
A	RVR 60 or 1¼	1¾
B		
C		
D		

TERPS AMEND 0C 12 JAN 2012

CHANGES: Minimums.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 22 JUL 11 (22-22)

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 19L

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.1	120.25	134.42	132.45	121.9

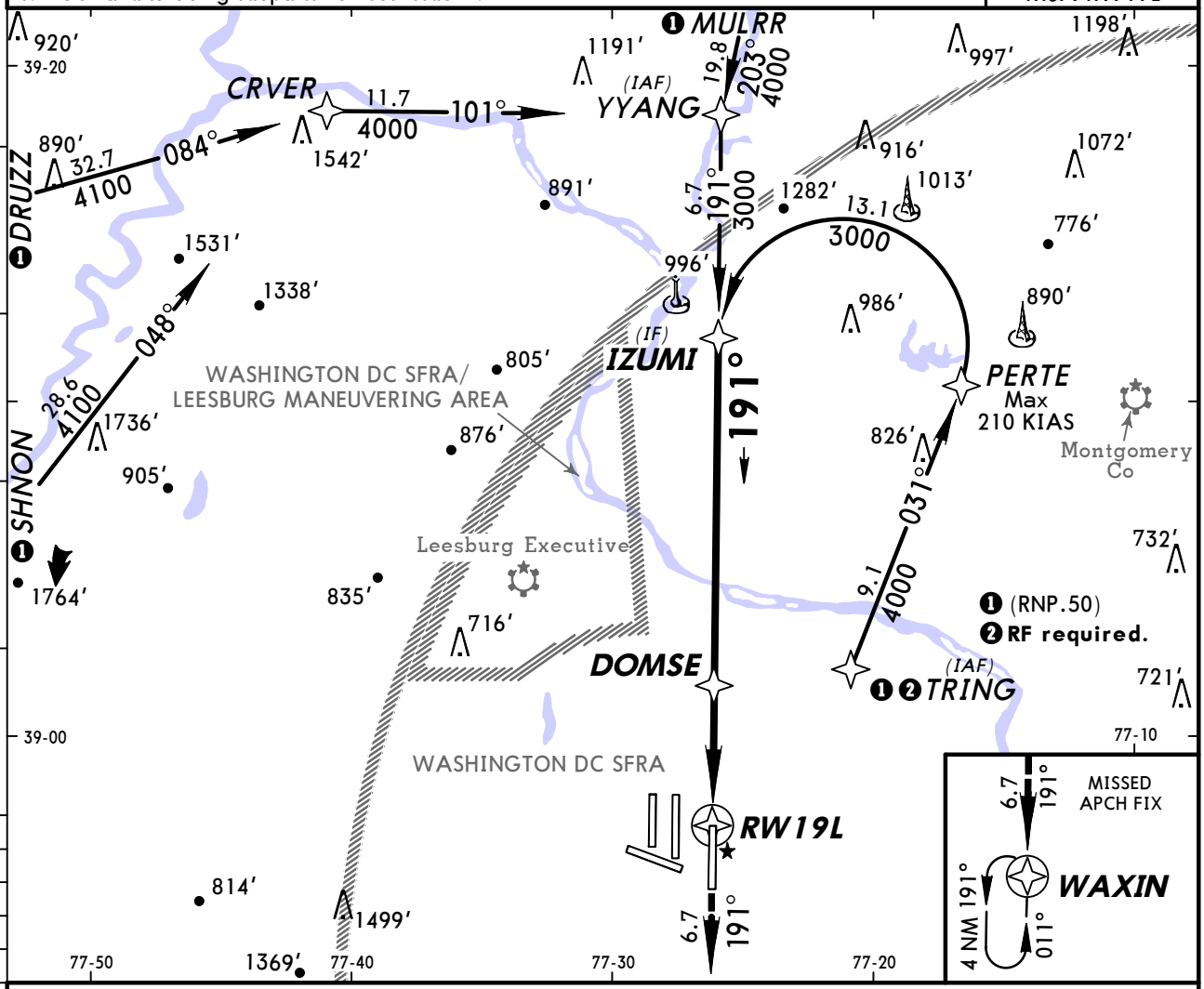
RNAV	Final Apch Crs	Minimum Alt DOMSE	RNP 0.30 DA(H)	Apt Elev 312′
	191°	1700′(1398′)	743′(441′)	TDZE 302′

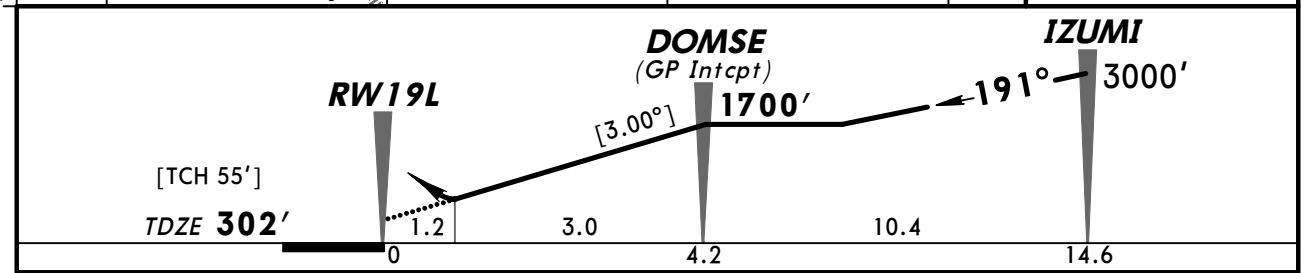
MISSED APCH: Climb to 2000′ via track 191° to WAXIN and hold.

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 -14°C (6°F) or above 47°C (118°F).
4. VGSI and RNAV glidepath not coincident.

3400′
MSA RW19L





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

MALSR
PAPI
2000′ via 191° WAXIN

STRAIGHT-IN LANDING RWY **19L**

RNP 0.30

DA(H) **743′**(441′)

	RVR 50 or 1	RAIL or ALS out 1½
A		
B		
C		
D		

TERPS AMEND 0B 28 JUL 2011

CHANGES: Procedure authorization note.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 22 JUL 11 (22-23)

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 19C

BRIEFING STRIP TM

D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West	East
134.85	120.45	120.25	120.1	134.42	132.45	121.9

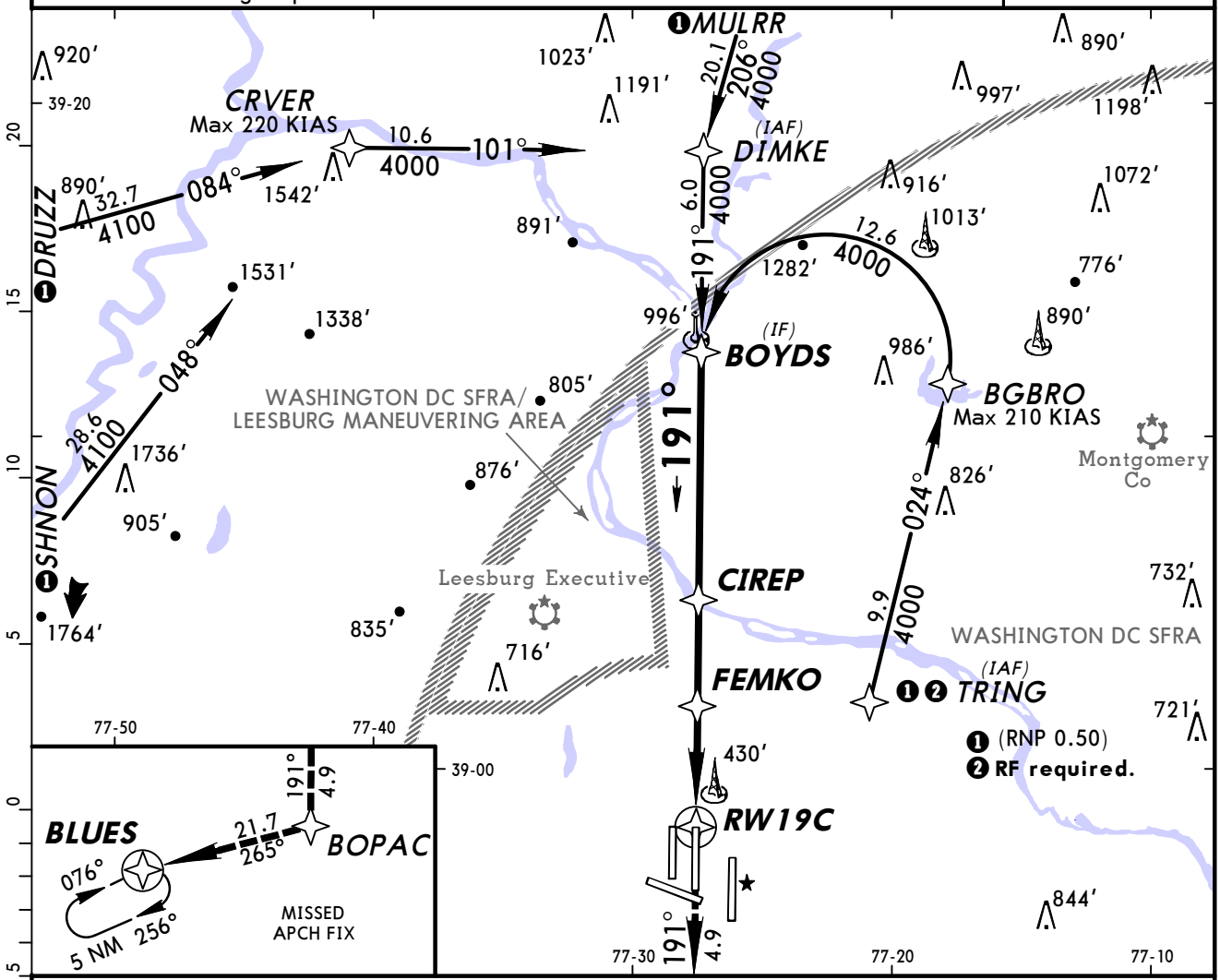
RNAV	Final Apch Crs	Minimum Alt FEMKO	RNP 0.30 DA(H)	Apt Elev 312′
	191°	1500′ (1228′)	740′ (468′)	TDZE 272′

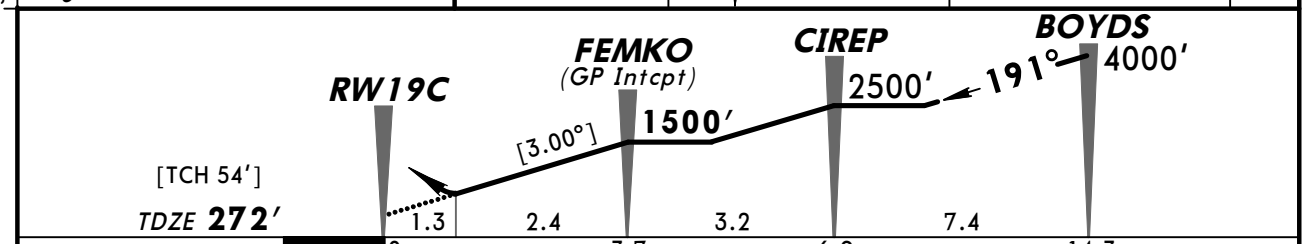
MISSED APCH: Climb to 4000′ via track 191° to BOPAC and via track 265° to BLUES and hold.

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 -14°C (6°F) or above 47°C (117°F).
4. VGSI and RNAV glidepath not coincident.

3400′
MSA RW19C





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 | 4000′ via 191° | BOPAC

STRAIGHT-IN LANDING RWY19C
RNP 0.30
DA(H) **740′** (468′)

		ALS out
A	RVR 60 or 1¼	1¾
B		
C		
D		

TERPS AMEND OC 28 JUL 2011

CHANGES: Procedure authorization note.

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KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN 14 MAY 10 (23-1)

WASHINGTON, DC (VA)
VOR DME Rwy 12

BRIEFING STRIP

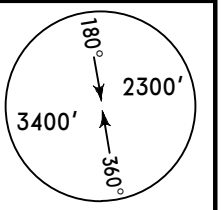
D-ATIS	POTOMAC Approach (R)	DULLES Tower Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Ground West	Ground East
134.85	120.45	134.42	120.25	120.1	132.45	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 312′
AML 113.5	120°	BELMA 1800′ (1490′)	700′ (390′)	TDZE 310′

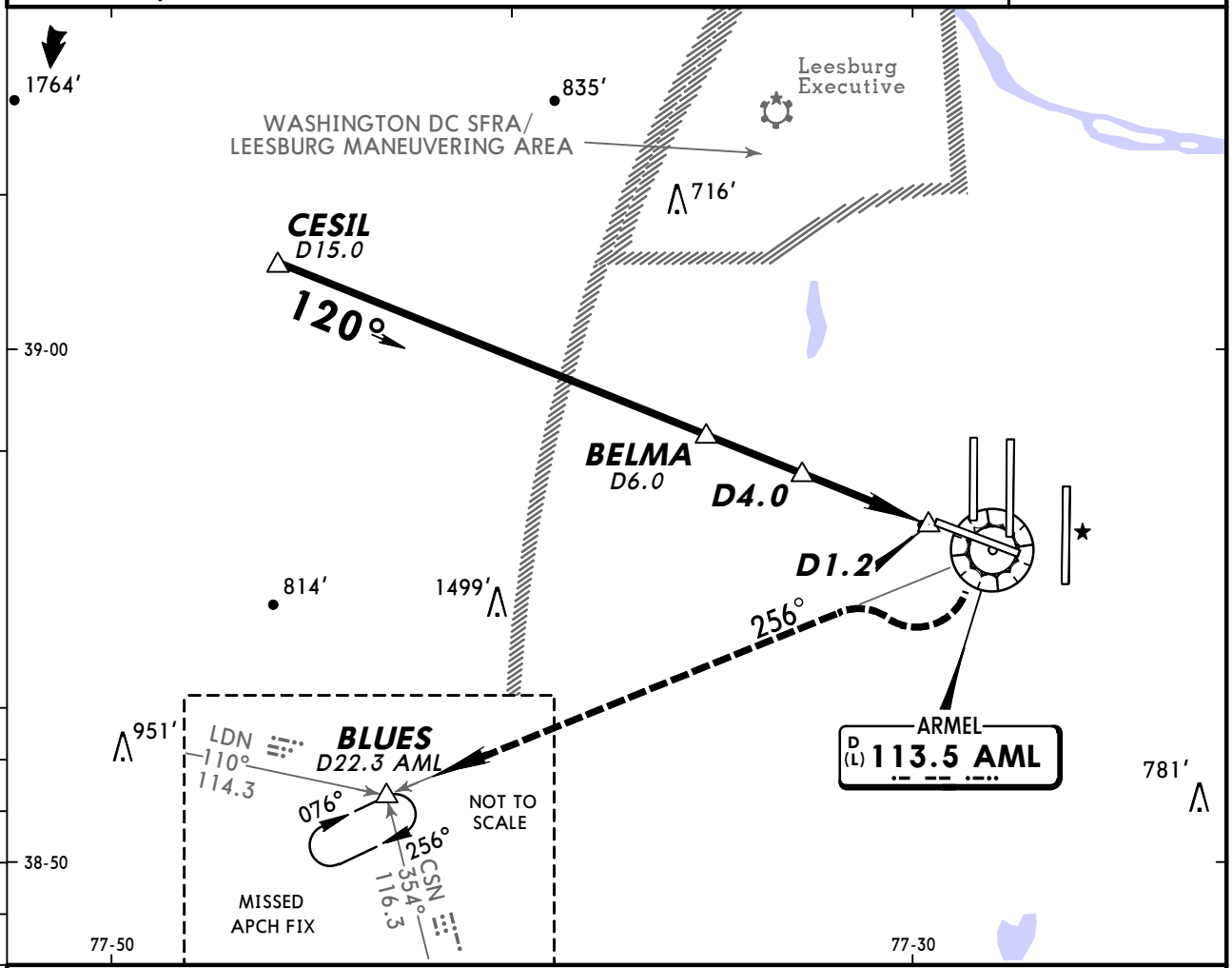
MISSED APCH: Climbing RIGHT turn to 4000′ outbound via AML VOR R-256 to BLUES INT/D22.3 AML and hold.

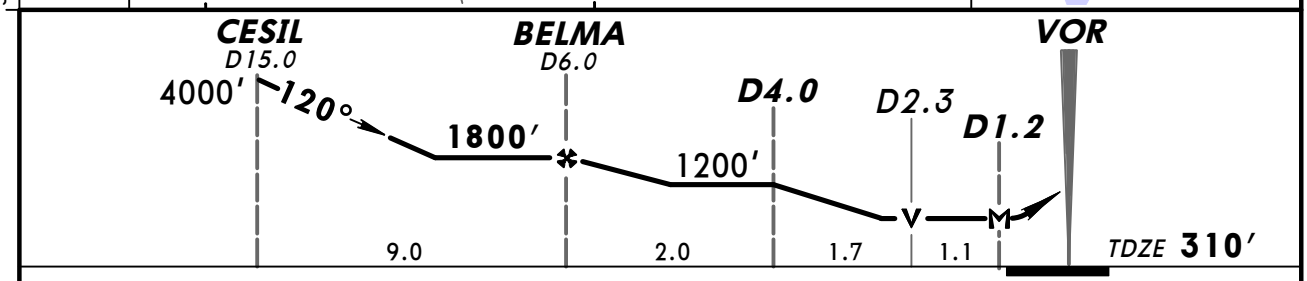
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required.



MSA AML VOR





								MALSR PAPI	4000′ RT	AML via 113.5 R-256	BLUES
MAP at D1.2											

TERPS

STRAIGHT-IN LANDING RWY 12 MDA(H) 700′ (390′)				CIRCLE-TO-LAND	
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	820′ (508′)-1
B				120	
C				140	840′ (528′)-1½
D	RVR 50 or 1	RVR 60 or 1¼		165	880′ (568′)-2

AMEND 8B

CHANGES: Communications, airspace.

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General Information

Location: Hampton VA USA
IATA Code: LFI
Lat/Long: N37° 05.0' W076° 21.6'
Elevation: 11 ft

Airport Use: Military
Magnetic Variation: 10.8°W
Sectional Chart: Washington

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: 1140 Z
Sunset: 2257 Z,

Runway Information

Runway: 08
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 26
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 10 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

Langley Tower 125.0
Langley Ground Control 121.7
Langley Clearance Delivery 118.85
Norfolk Approach Control 127.9 (180°-310°)
Norfolk Approach Control 126.05 (10°-80°)
Norfolk Approach Control 125.7
Norfolk Approach Control 124.9 (311°-9°)
Norfolk Departure Control 127.9 (180°-310°)
Norfolk Departure Control 126.05 (10°-80°)

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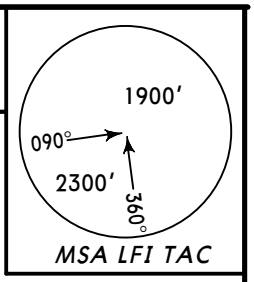
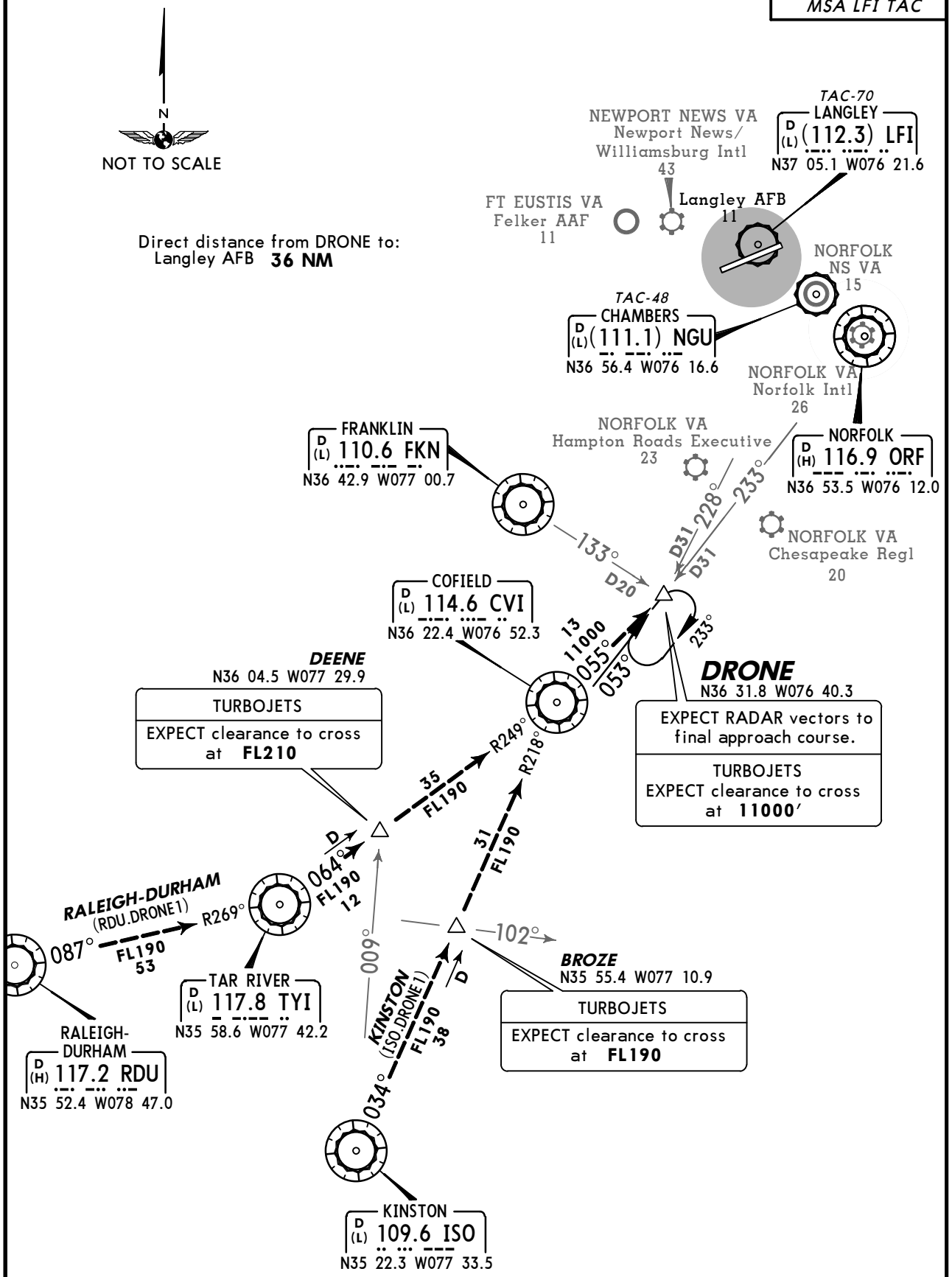
Norfolk Departure Control 125.7
Norfolk Departure Control 124.9 (311°-9°)
Langley Radar 127.6
Langley Radar 120.3
Nasa Operations 123.375
Langley Operations 122.9 Military

Apt Elev See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′

DRONE ONE ARRIVAL (DRONE.DRONE1)





ROUTING

From over DRONE EXPECT RADAR vectors to final approach course.

CHANGES: Also serves.

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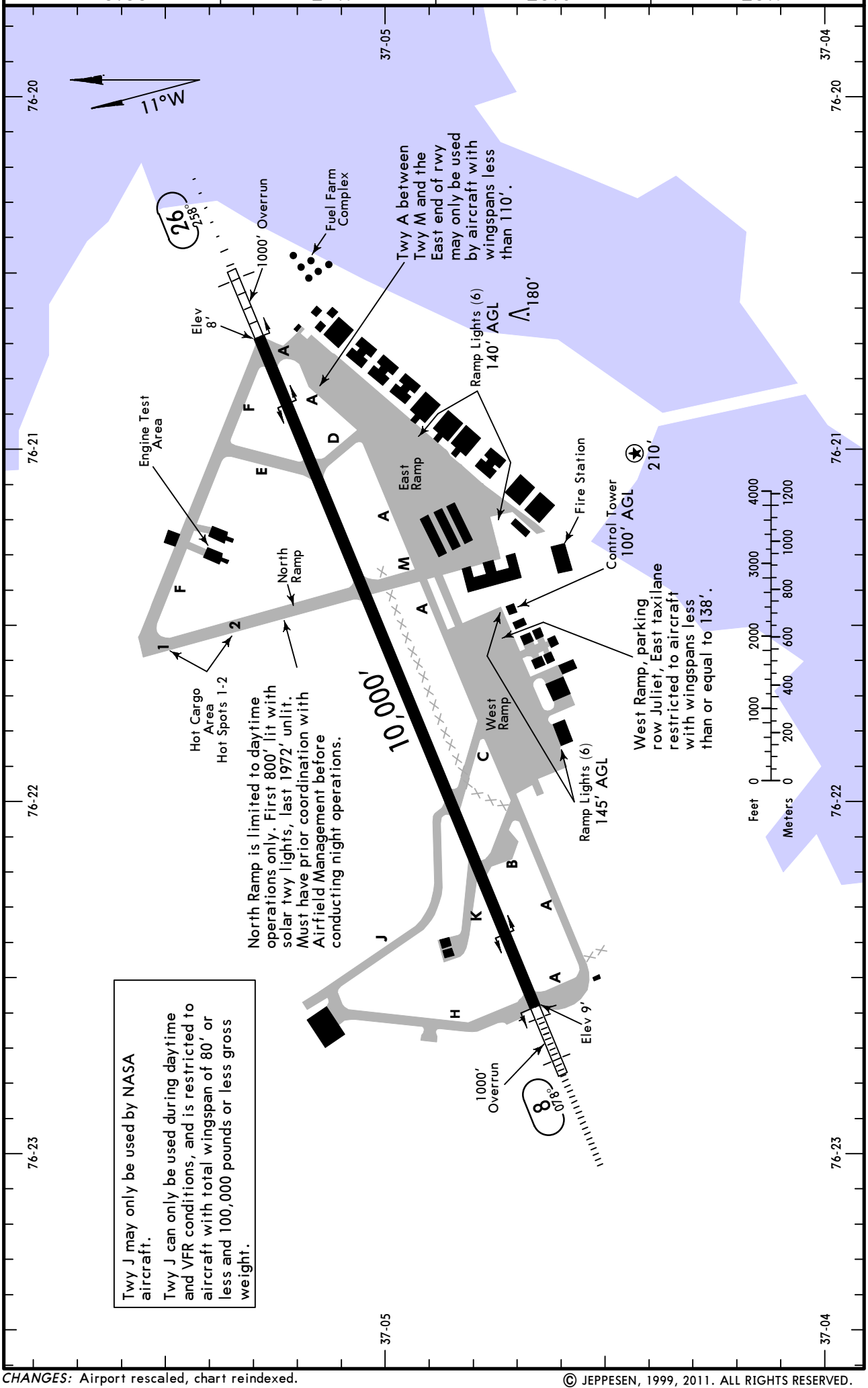
LANGLEY Clearance	Ground	Tower	NORFOLK Departure (R)
118.85	121.7	125.0	125.7



CHANGES: Airport rescaled, chart reindexed.

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GENERAL

CAUTION: Intensive IFR and VFR high performance fighter traffic within the Class D airspace: Extensive uncontrolled general aviation traffic below 3000′ over James River and Chesapeake Bay.

CAUTION: Departing traffic do not exceed 1000′ on climb out until departure end of rwy.

CAUTION: Laser light beam hazard to direct visual observation will be conducted at NASA Langley research center within 1/2 NM radius of N37 06.3 W076 22.7. Strong caution is advised.

CAUTION: Weather observation site limited 080° - 250° due to building. ATC will relay tower prevailing visibility, sector visibility, local PIREPs or an occurrence of previous unreported weather conditions that could affect operations to weather flight.

CAUTION: Wind shear conditions may exist on Rwy 26 through short final and touchdown, that are prevalent, undetectable and often unreported.

CAUTION: Increased potential for hydroplaning due to excessive rubber build-up.

CAUTION: Airfield grass cutting conducted from Mar-Nov, expect increased bird activity in vicinity of mowers.

RESTRICTED: Prior permission required, contact Base Ops. Quiet hours weekdays 0330-1000Z, weekends and holidays 0330-1200Z.

Large concentration of birds in vicinity of airfield during inclement weather and migratory seasons. Fall migration South begins in Oct with the peak period between Nov-Feb. Peak Spring migration North runs from Feb-Apr.

Wind speed increases down the runway when landing or departing Rwy 8.

Rwy 26 and Rwy 8 partially restricted from view due to parked aircraft; night observation limited due to high intensity security lights.

No engine start, take-off or landing prior to 1100Z on weekdays and 1300Z on weekends and holidays. Additionally, all landings will be to a full stop, except Aero Club may conduct practice approaches.

All jet aircraft are prohibited from taxiing or conducting engine runs on the asphalt portion of the East and West ramps due to the deteriorating pavement.

WIDE BODY AIRCRAFT-Large aircraft (C-5, KC-10, C-17, C/KC-135) are restricted to two practice approaches. Touch-and-go landings are not authorized. All transient aircraft avoid landing on the BAK-12.

Expect progressive taxi to parking. Follow-me available upon request.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶	HIRL ALSF-I PAPI-L grooved RVR		8964′		150′
26	HIRL MALSR REIL PAPI-L grooved RVR		8839′		

❶ Threshold lights gated, mid 70′ inoperative/removed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 26		Rwy 8		
	Adequate Vis Ref	STD	With Mim climb of 240′/NM to 700′ 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	500-3
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

TAKE-OFF OBSTACLES: Rwy 8, Boat 2261′ from DER, 779′ left of centerline, 60′ AGL/80′MSL. Boat 2500′ from DER, 59′ left of centerline, 60′ AGL/70′ MSL. Vehicle on road 1051′ from DER, 702′ right of centerline, 15′ AGL/43′ MSL. Boat 2841′ from DER, 641′ right of centerline, 60′ AGL/80′ MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503′ AGL/511′ MSL. Rwy 26, Tree 4050′ from DER, 685′ left of centerline, 100′ AGL/120′ MSL. Tree 4840′ from DER, 687′ left of centerline, 100′ AGL/136′ MSL. Tree 4044′ from DER, 31′ left of centerline, 101′ AGL/113′ MSL. Tree 4153′ from DER, 342′ right of centerline, 101′ AGL/114′ MSL. Tree 4037′ from DER, 623′ right of centerline, 101′ AGL/110′ MSL. Tree 4377′ from DER, 435′ right of centerline, 100′ AGL/121′ MSL. Tree 3805′ from DER, 1184′ right of centerline, 100′ AGL/133′ MSL.

OBSTACLE DP

Rwy 26, cross departure end of runway at or above 10′ AGL/18′ MSL.

CHANGES: New page.

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NORFOLK Approach (R)	LANGLEY Tower	Ground
125.7	125.0	121.7

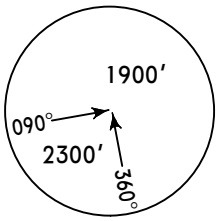
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 11′
ILFI 109.9	078°	BIMLE 1600′ (1591′)	209′ (200′)	THR 9′

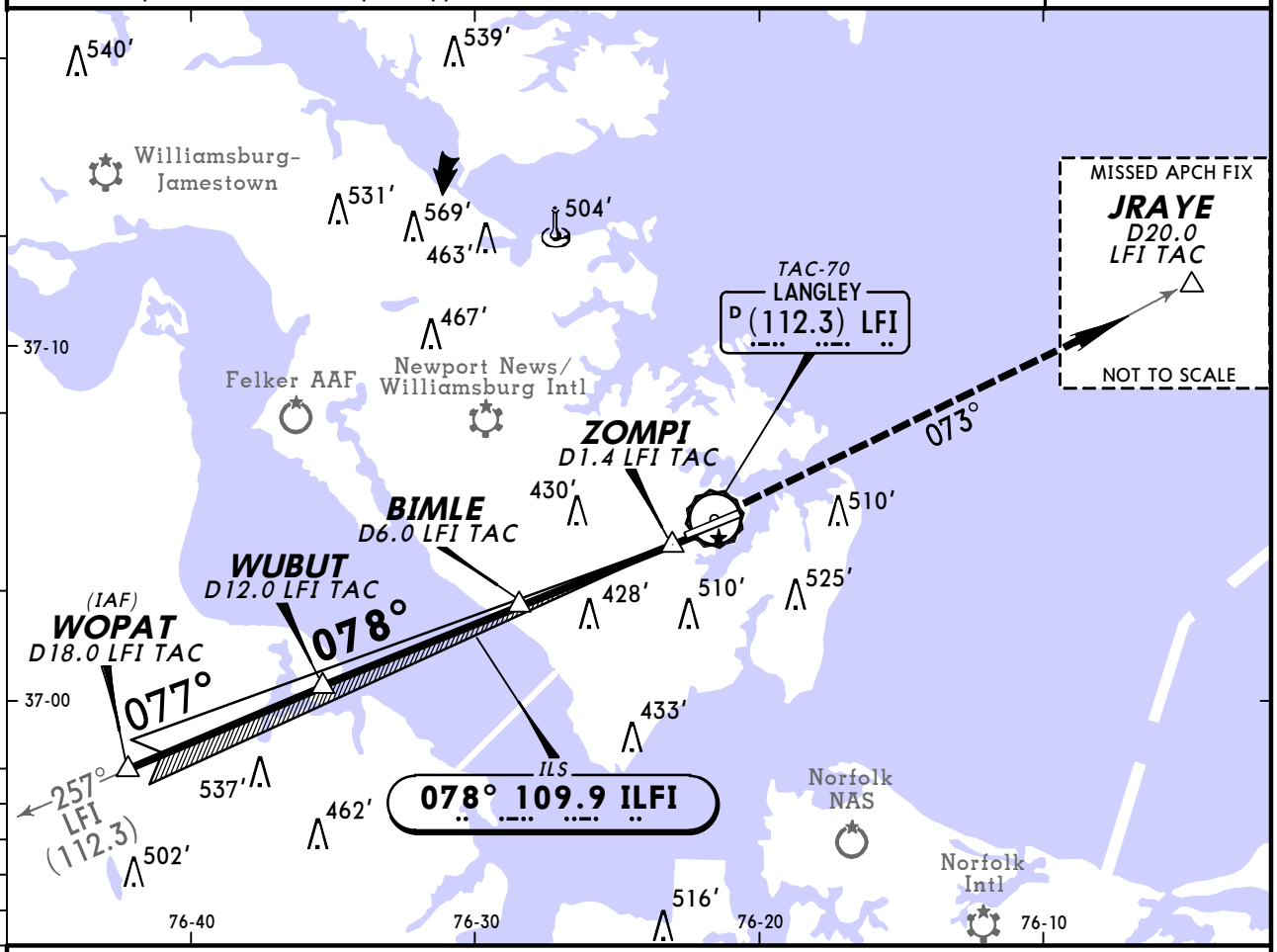
MISSED APCH: Climb to 3000′ outbound via LFI TAC R-073 to JRAYE/D20.0 LFI TAC.

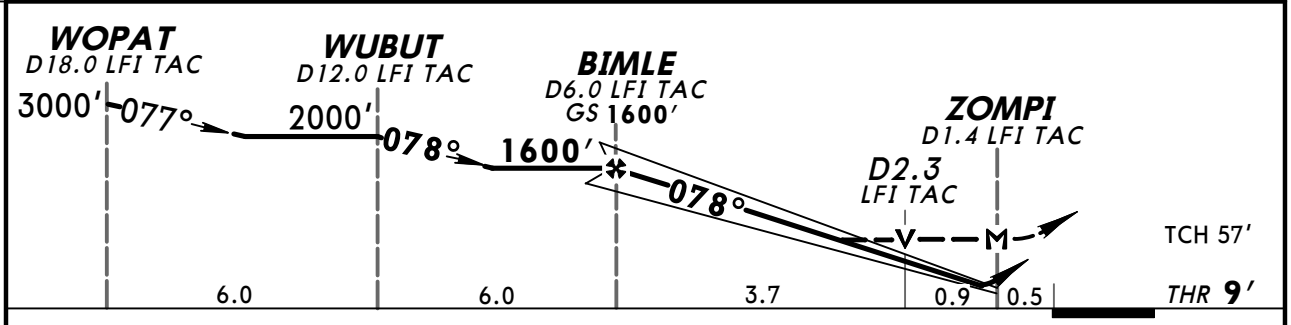
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR or DME required.** 2. EMERG SAFE ALT 100 NM 2700′. 3. Expect RADAR vectors to IAF or Final Approach course. 4. VGSI and ILS glide path not coincident. 5. Glideslope unusable for coupled approach below 750′ MSL.



MSA LFI TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792
MAP at ZOMPI or BIMLE to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I PAPI 3000′ ↑ via LFI TAC-70 (112.3) R-073 JRAYE

TERPS AMEND 3

	STRAIGHT-IN LANDING RWY 8				CIRCLE-TO-LAND
	ILS DA(H) 209′(200′)		LOC (GS out) MDA(H) 480′(471′)		Not Authorized South of Rwy 8-26
	FULL	ALS out		ALS out	Max Kts / MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	90 / 540′(529′)-1
B					120
C			RVR 50 or 1	1⅜	140 / 580′(569′)-1½
D					165 / 580′(569′)-2

CHANGES: Printing sequence.

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NORFOLK Approach (R)	LANGLEY Tower	Ground
125.7	125.0	121.7

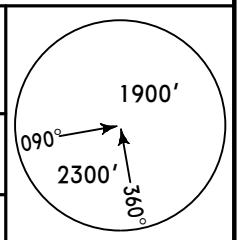
BRIEFING STRIP™

LOC IABM	Final Apch Crs	GS CURUB	ILS DA(H)	Apt Elev 11′
109.9	258°	1600′ (1592′)	210′ (202′)	THR 8′

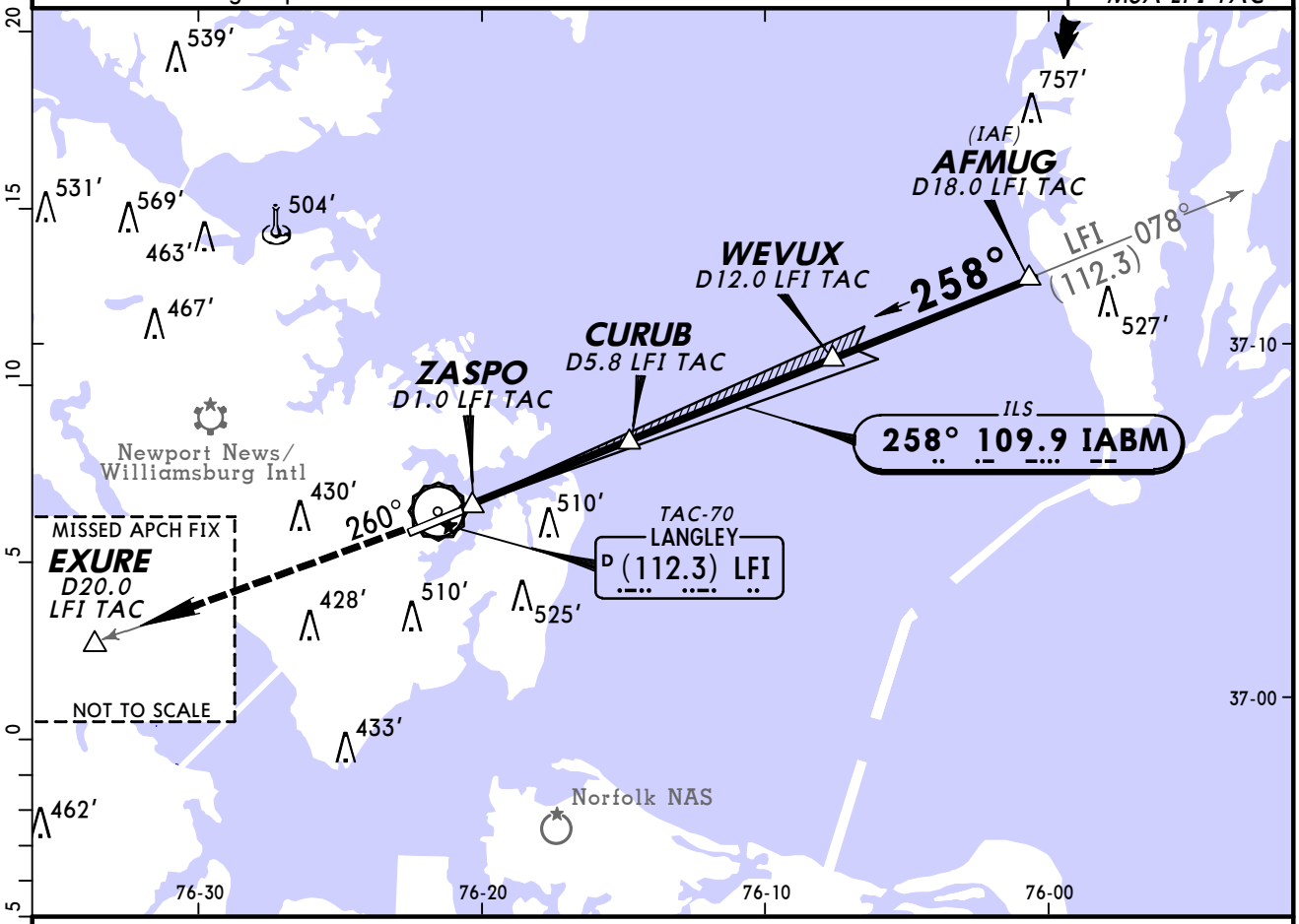
MISSED APCH: Climb to 3000′ outbound via LFI TAC R-260 to EXURE/D20.0 LFI TAC.

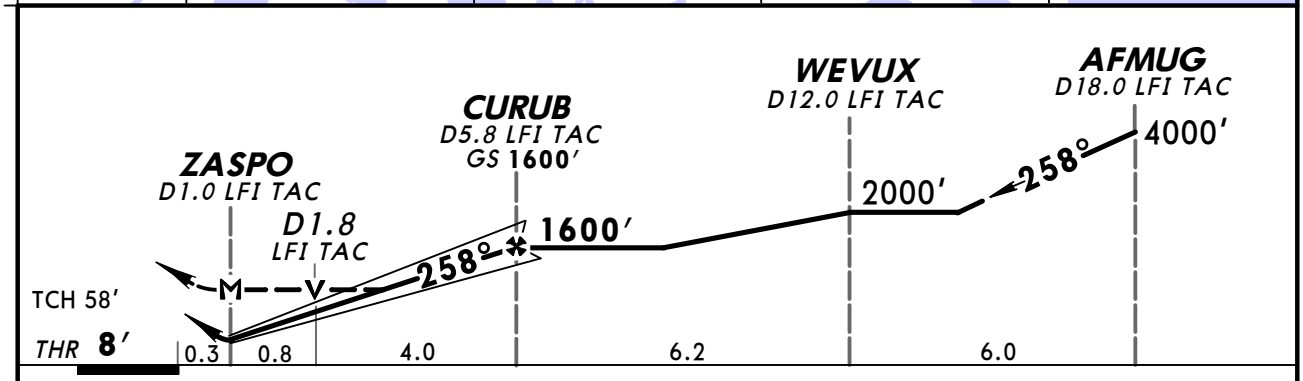
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR or DME required.** 2. EMERG SAFE ALT 100 NM 2700′.
3. VGSI and ILS glidepath not coincident.



MSA LFI TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792
MAP to ZASPO or CURUB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
REIL
PAPI

3000′ via LFI TAC-70 (112.3) R-260

EXURE

STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 210′ (202′) FULL	ILS DA(H) 210′ (202′) RAIL or ALS out	LOC (GS out) MDA(H) 400′ (392′)	LOC (GS out) MDA(H) 400′ (392′) RAIL out	LOC (GS out) MDA(H) 400′ (392′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized South of Rwy 8-26 MDA(H)
A	RVR 40 or ¾		RVR 40 or ¾		RVR 55 or 1	90	540′ (529′)-1
B						120	
C			RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	140	580′ (569′)-1½
D						165	580′ (569′)-2

AMEND 3 TERPS

CHANGES: Printing sequence.

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BRIEFING STRIP™

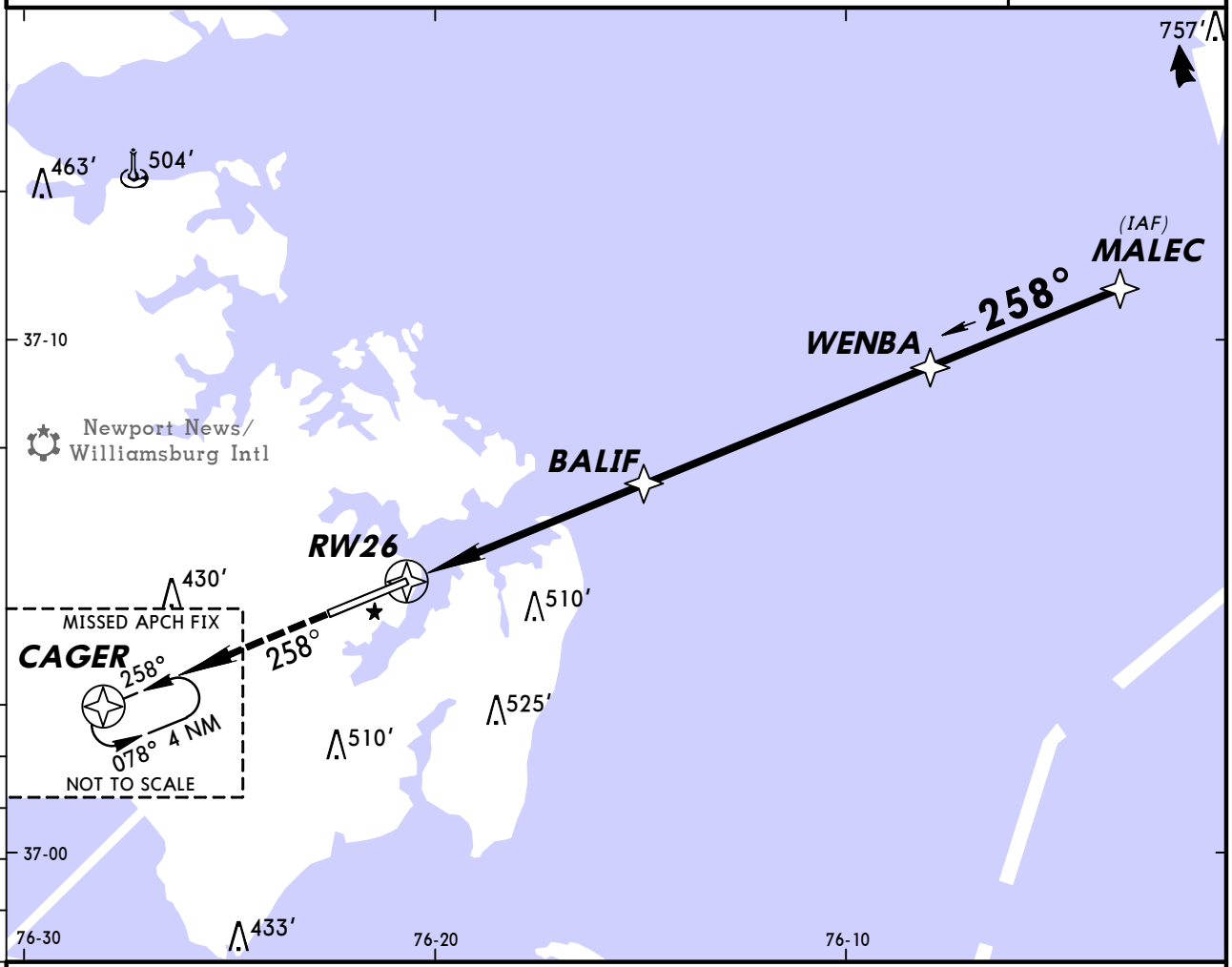
NORFOLK Approach (R)	LANGLEY Tower	Ground
125.7	125.0	121.7

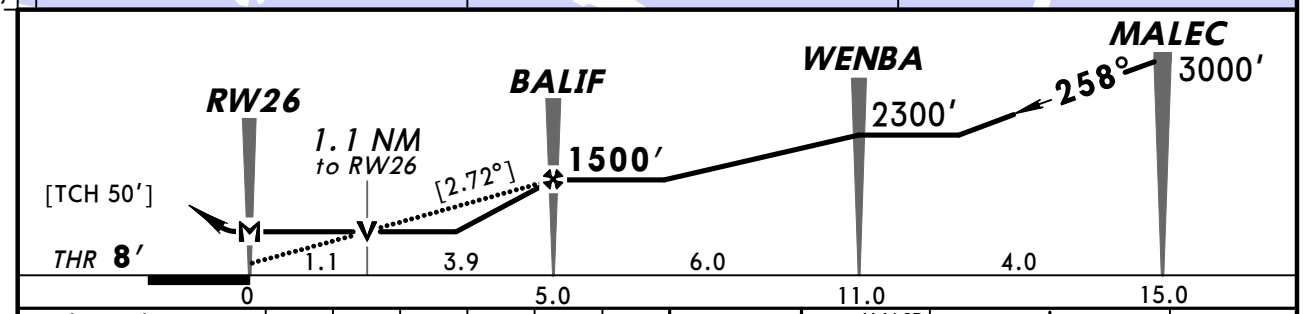
RNAV	Final Apch Crs	Minimum Alt BALIF	LNAV MDA(H)	Apt Elev 11′ THR 8′
	258°	1500′ (1492′)	520′ (512′)	

MISSED APCH: Climb to 3000′ on course 258° to CAGER and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 2700′. 2. DME/DME RNP-0.30 not authorized.

2300′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.72°]	337	433	481	577	674	770
MAP at RW26						

MALSR
REIL
PAPI

3000′ on 258° CAGER

STRAIGHT-IN LANDING RWY 26
LNAV
MDA(H) 520′ (512′)

	RAIL out		ALS out
A	RVR 40 or ¾		RVR 55 or 1
B			
C	RVR 55 or 1	1¼	1⅜
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (529′)-1
120	
140	580′ (569′)-1½
165	580′ (569′)-2

AMEND 2 TERPS

CHANGES: Printing sequence.

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General Information

Location: Lynchburg VA USA
IATA Code: LYH
Lat/Long: N37° 19.6' W079° 12.1'
Elevation: 938 ft

Airport Use: Public
Magnetic Variation: 9.0°W
Sectional Chart: Cincinnati

Fuel Types: 80-87 Octane, 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: 1151 Z
Sunset: 2308 Z,

Runway Information

Runway: 04
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 905 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 3386 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 933 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 938 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 3386 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 933 ft
Lighting: Edge, REIL

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Communication Information

ATIS 119.8
ASOS 119.8
Lynchburg Tower 127.65 CTAF PCL
Lynchburg Ground Control 121.9
Roanoke Approach Control 135.0 Initial Contact
Roanoke Approach Control 125.475
Roanoke Departure Control 135.0
Roanoke Departure Control 125.475
Lynchburg Regl-Glenn Unicom 122.95
Leesburg Flight Service Station 122.1 RCO
Leesburg Flight Service Station 109.2 RCO

KLYH/LYH

Apt Elev **938′**

N37 19.5 W079 12.0

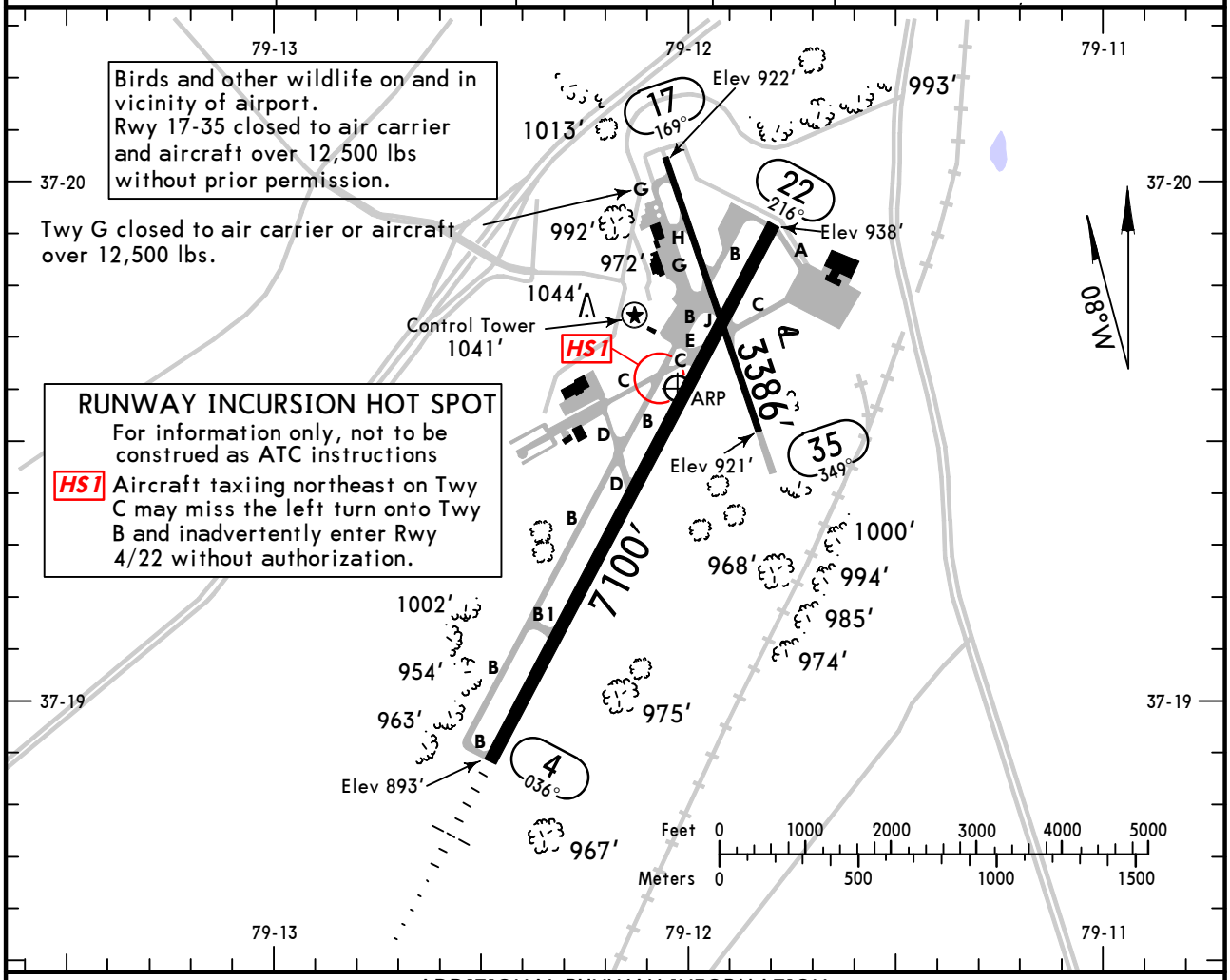
JEPPESEN

29 APR 11 (11-1) **Eff 5 May**

LYNCHBURG, VA

LYNCHBURG REGL-GLENN

ATIS (ASOS when Twr inop)	*LYNCHBURG Ground	*Tower	UNICOM	ROANOKE Departure (R) (West of LYH VOR)	(East of LYH VOR)
119.8	121.9	CTAF 127.65	122.95	135.0	125.47



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶HIRL ❶MALSR PAPI-L (angle 3.0°) grooved RVR	❷ 6800′	❷ 5816′		150′
22	❶HIRL REIL PAPI-L (angle 3.0°) grooved				
17 35	❸MIRL ❸REIL ❸PAPI-L (angle 4.0°, TCH 20′)				75′

❶ Activate on 127.65 when Twr inop. ❷ Last 300′ is unavailable for landing distance computations.
❸ Unavailable when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 22		Rwy 17			Rwy 35		
	Adequate Vis Ref	STD	With Mim climb of 232′/NM to 1500′ Adequate Vis Ref	STD	Other	With Mim climb of 350′/NM to 3000′ Adequate Vis Ref	STD	For Climb In Visual Conditions
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	300-2¼	¼	1	1700-3
3 & 4 Eng		RVR 24 or ½		½			½	

OBSTACLE DP: Rwy 4, climb on runway heading to 2200′, before proceeding on course.
Rwy 17, climb on runway heading to 1800′ before turning right. Rwy 22, climb on runway heading to 1800′, before turning right.

Rwy 35, climb on runway heading to 3000′ before turning left, or for climb in visual conditions: Cross Lynchburg Regl-Glenn at or above 2500′ MSL before proceeding on course.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR Rwy 4	Authorized Only When Twr Operating ILS Rwy 4 LOC Rwy 4	VOR DME Rwy 22
A B	800-2	800-2	900-2
C	900-2½	900-2½	900-2½
D	900-2¾	900-2¾	900-2¾

AMEND 7

CHANGES: Hot spot added, airport diagram, usable lengths.

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KLYH/LYH
LYNCHBURG REGL-GLENN

JEPPESEN

29 APR 11 (11-1) **Eff 5 May**

LYNCHBURG, VA
ILS or LOC Rwy 4

BRIEFING STRIP™

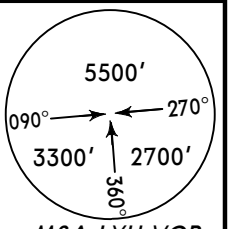
ATIS (ASOS when Twr inop)	ROANOKE Approach (R)	*LYNCHBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9

LOC ILYH	Final Apch Crs	GS BOJAR	ILS DA(H)	Apt Elev 938′
110.1	036°	2098′ (1193′)	1105′ (200′)	TDZE 905′

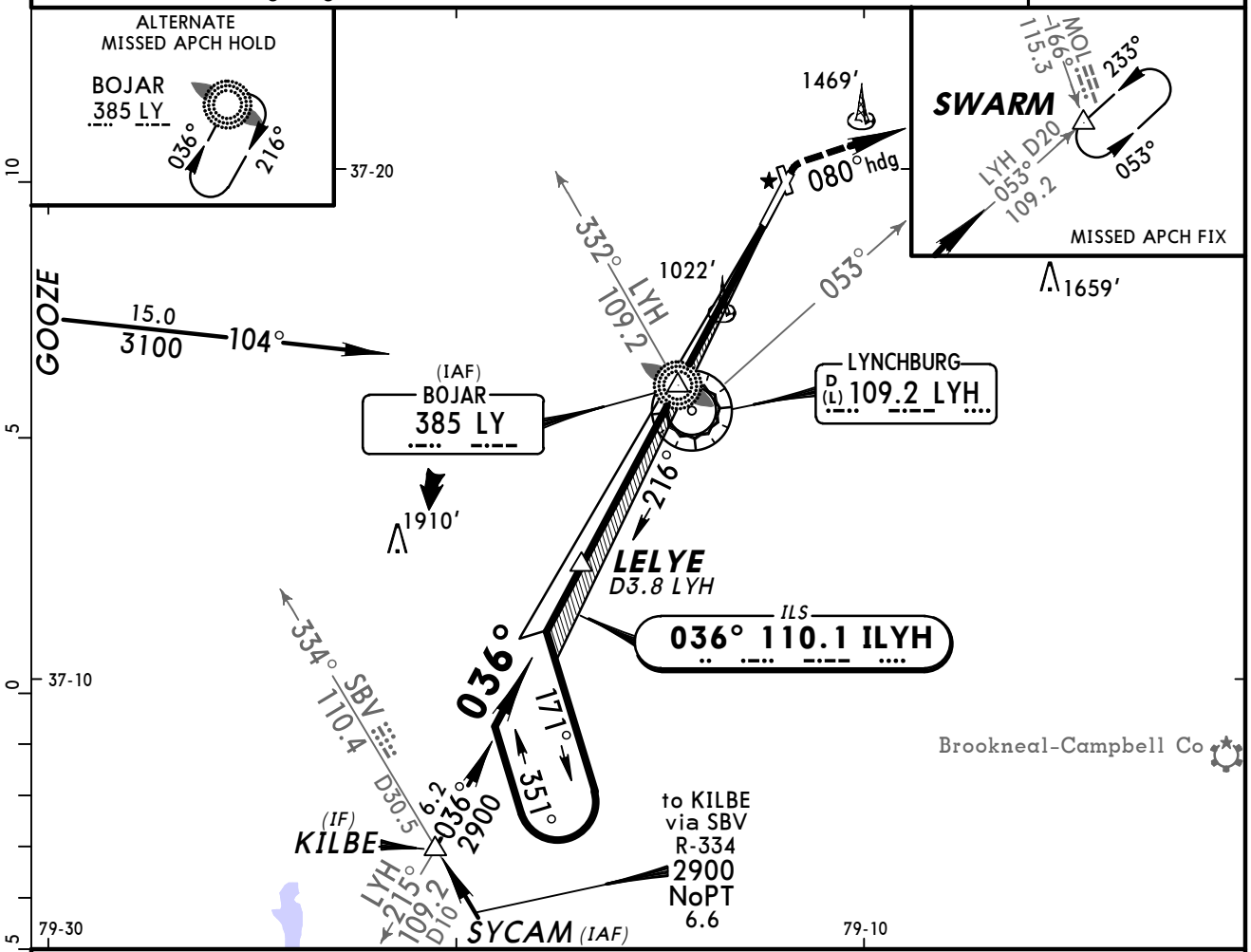
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 3500′ via 080° heading and outbound on LYH VOR R-053 to SWARM INT and hold.

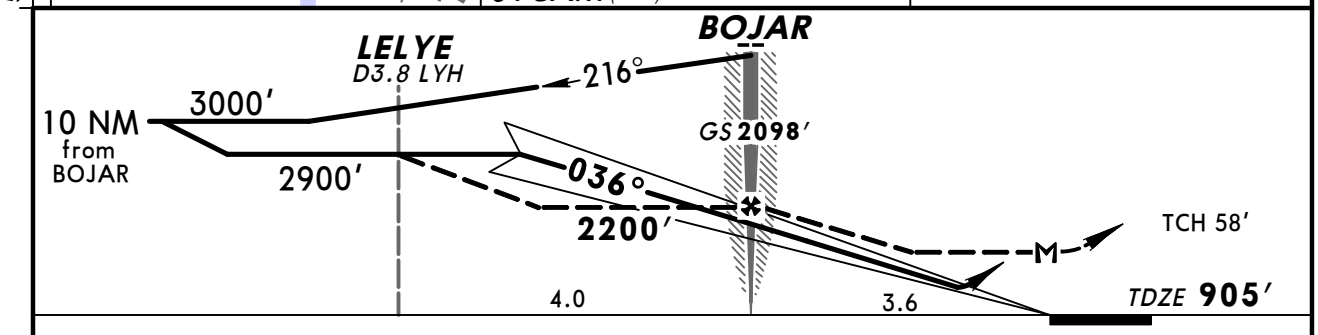
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 127.65.



MSA LYH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
BOJAR to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

MALSR / PAPI — 1800′ — 3500′ RT via 080° hdg and LYH 109.2 R-053

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 1105′ (200′) FULL	ILS DA(H) 1105′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 1320′ (415′)	RAIL out	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	1640′ (702′)-1
120	1700′ (762′)-1¼
140	1800′ (862′)-2½
165	1800′ (862′)-2¾

AMEND 16A TERPS

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 DME required.

CHANGES: TDZE.

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KLYH/LYH
LYNCHBURG REGL-GLENN

JEPPESEN

17 OCT 08 (12-1)

LYNCHBURG, VA
RNAV (GPS) Rwy 4

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	ROANOKE Approach (R)	*LYNCHBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 938′
Ch 58205 W-04A	036°	KOECK 2900′ (1994′)	1176′ (270′)	TDZE 906′

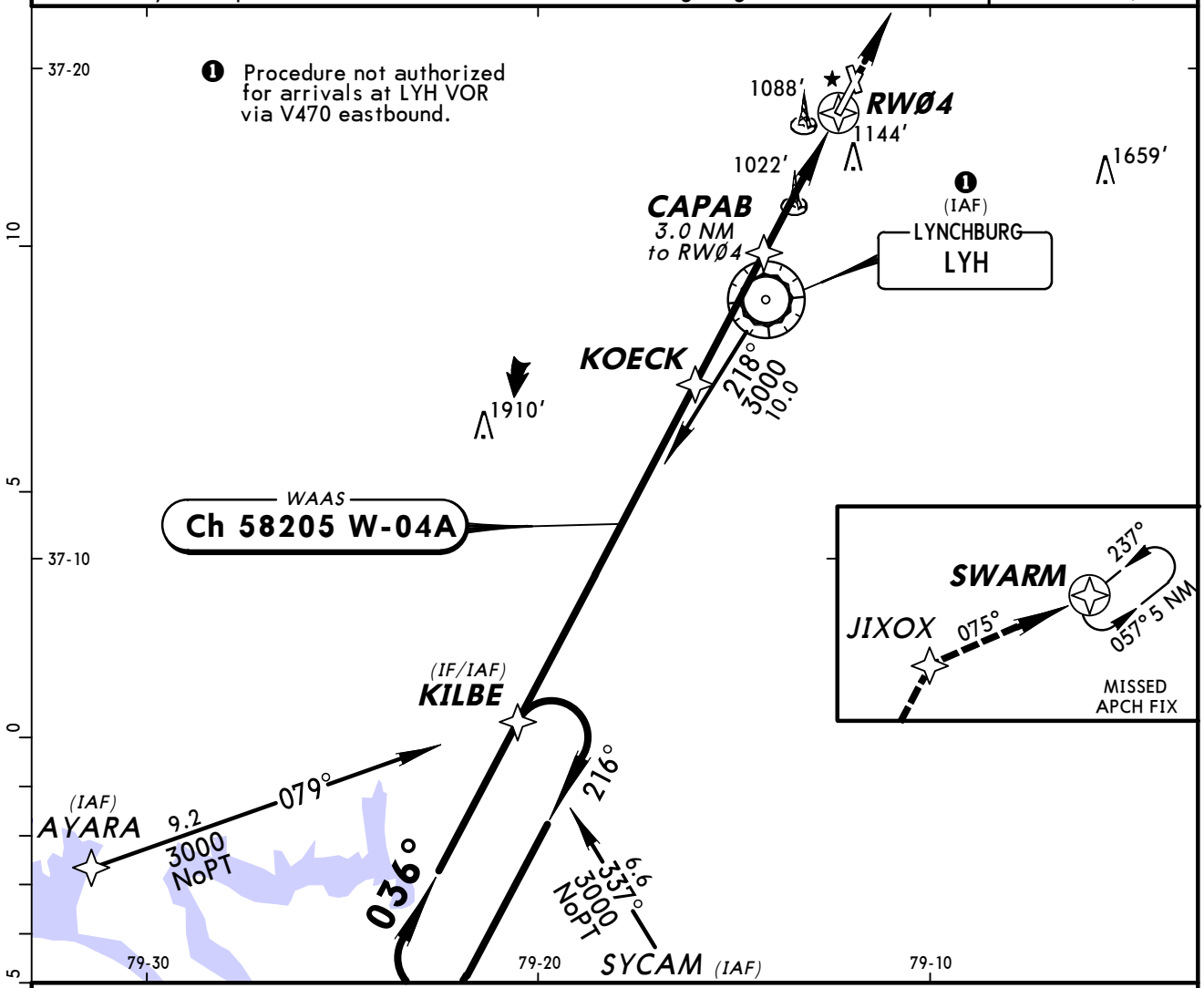
MISSED APCH: Climb to 3500′ direct JIXOX and via 075° track to SWARM and hold.

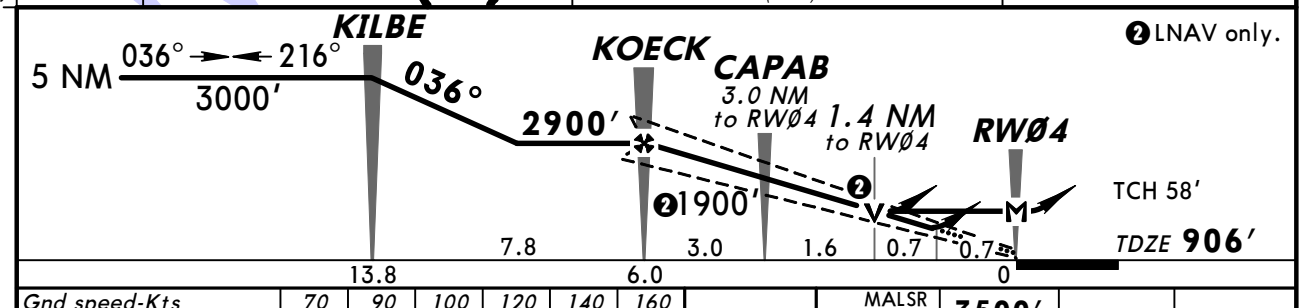
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 127.65.

5500′

MSA RWØ4





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 3500′ D JIXOX

STRAIGHT-IN LANDING RWY 4

TERPS	LPV DA(H) 1176′ (270′) RAIL or ALS out	LNAV/VNAV DA(H) 1395′ (489′) RAIL or ALS out	LNAV MDA(H) 1400′ (494′) RAIL out	LNAV MDA(H) 1400′ (494′) ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 50 or 1
B				
C		1¾	RVR 40 or ¾	RVR 60 or 1¼
D			RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1640′ (702′)-1
120	1700′ (762′)-1¼
140	1800′ (862′)-2½
165	1800′ (862′)-2¾

AMEND 0

CHANGES: None.

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ATIS (ASOS when Twr inop)	ROANOKE Approach (R)	*LYNCHBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9

BRIEFING STRIP™

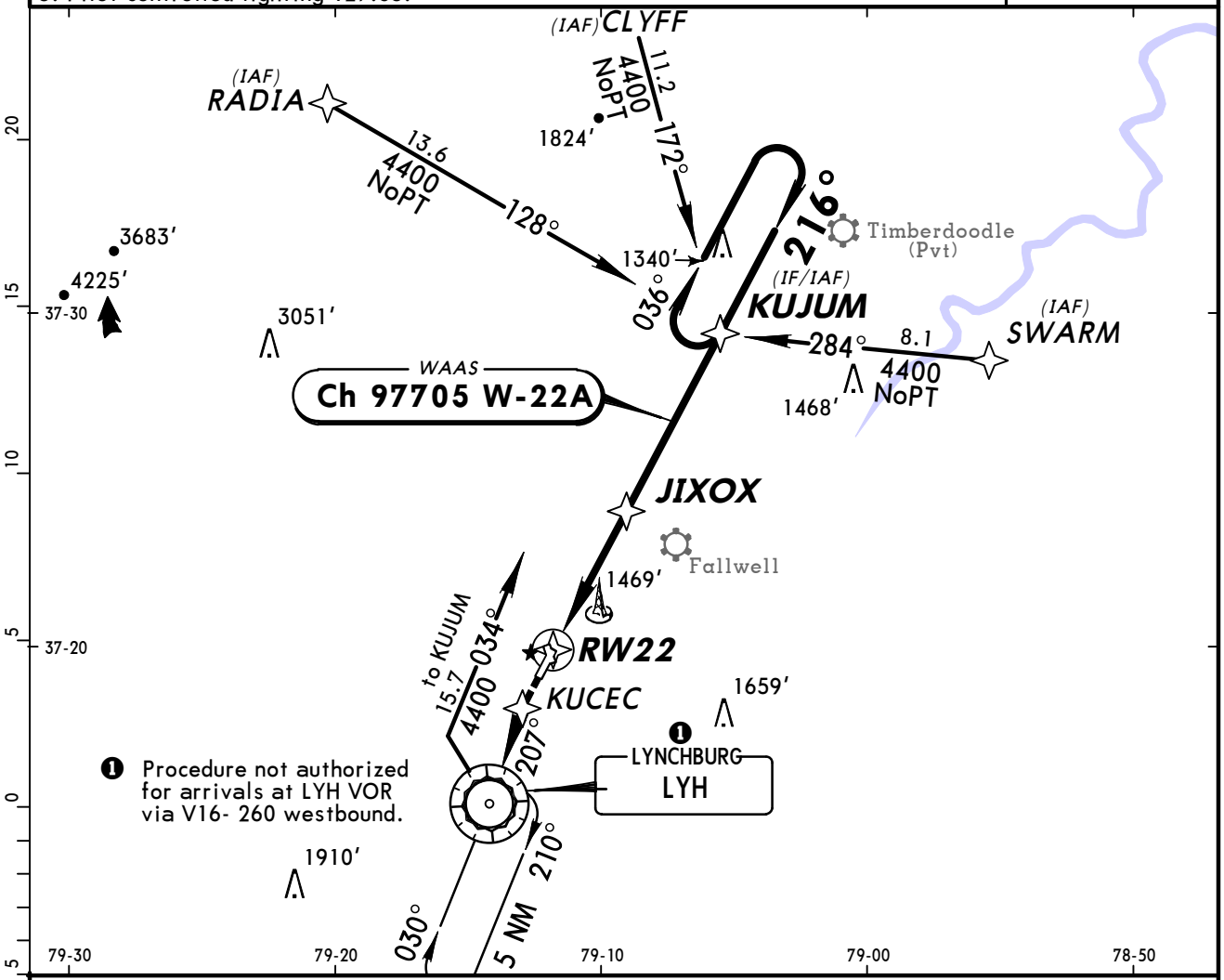
WAAS	Final Apch Crs	Minimum Alt JIXOX	LPV DA(H)	Apt Elev 938′
Ch 97705 W-22A	216°	2500′ (1562′)	1250′ (312′)	TDZE 938′

MISSED APCH: Climb to 3000′ direct KUCEC and via 207° track to LYH VOR and hold, continue climb-in-hold to 3000′.

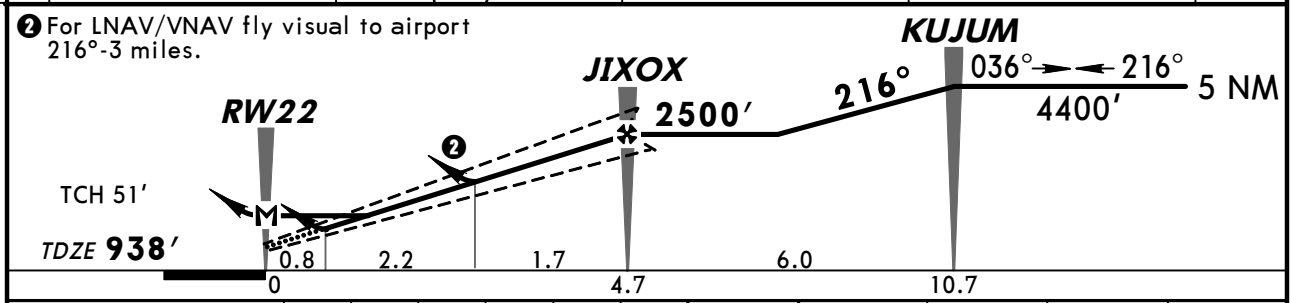
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C(116°F). 2. VGSI and RNAV glidepath not coincident. 3. DME/DME RNP-0.3 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 127.65.

5500′
MSA RW22



❷ For LNAV/VNAV fly visual to airport 216°-3 miles.



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

REIL
PAPI-L
3000′
KUCEC

STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 1250′ (312′)	LNAV/VNAV DA(H) 1939′ (1001′)	LNAV MDA(H) 1720′ (782′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	2	1	90	1720′(782′)-1
B			1¼	120	1720′(782′)-1¼
C		3	2¼	140	1800′(862′)-2½
D			2½	165	1800′(862′)-2¾

TERPS AMENDO

CHANGES: Lighting.

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BRIEFING STRIP ™

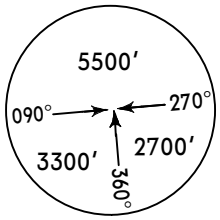
ATIS (ASOS when Twr inop)	ROANOKE Approach (R)	*LYNCHBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9

VOR LYH	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 938′
109.2	026°	2200′ (1294′)	1400′ (494′)	TDZE 906′

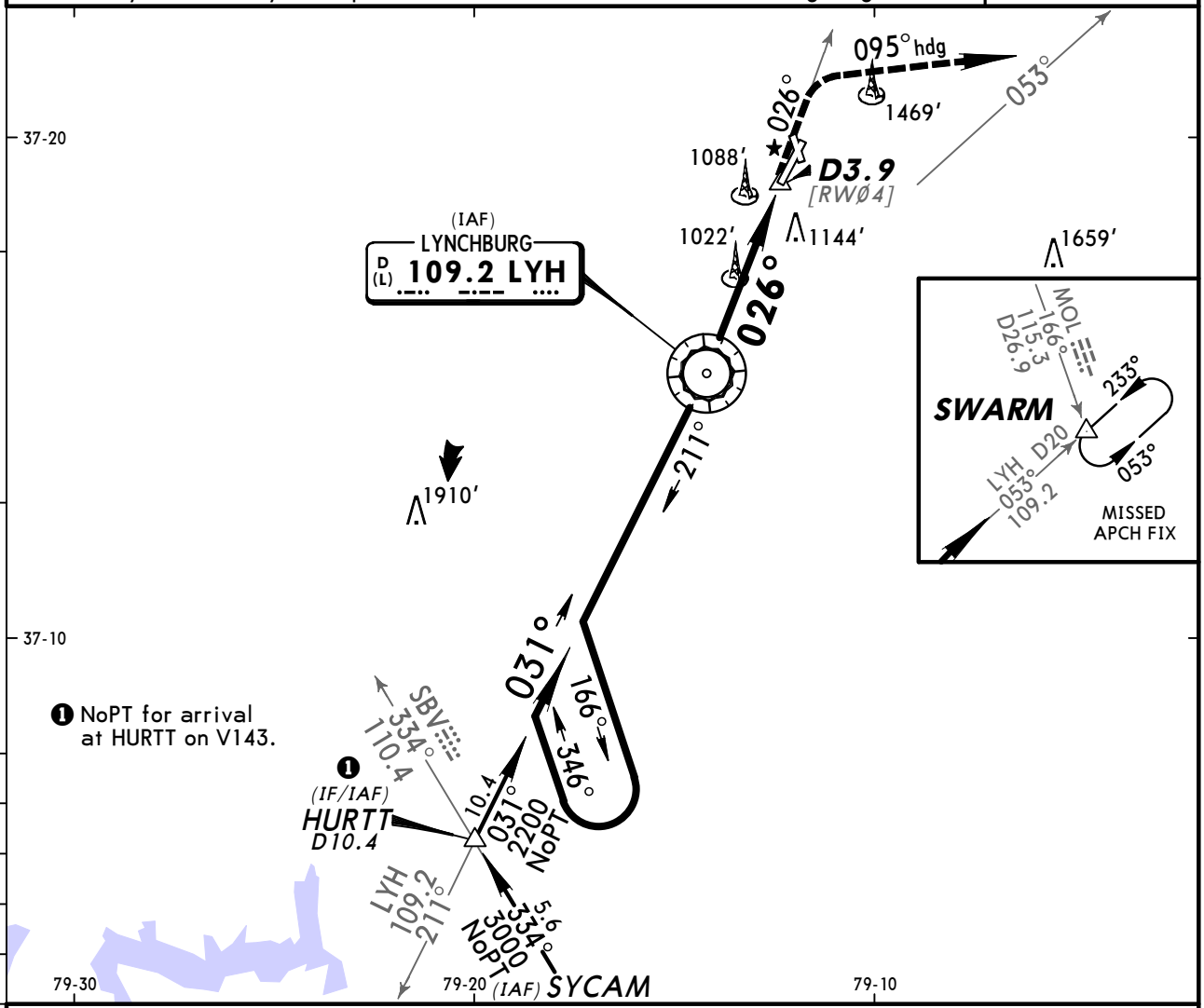
MISSED APCH: Climb to 2000′ via LYH VOR R-026 then climbing RIGHT turn to 3500′ via 095° heading and outbound on LYH VOR R-053 to SWARM INT and hold.

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

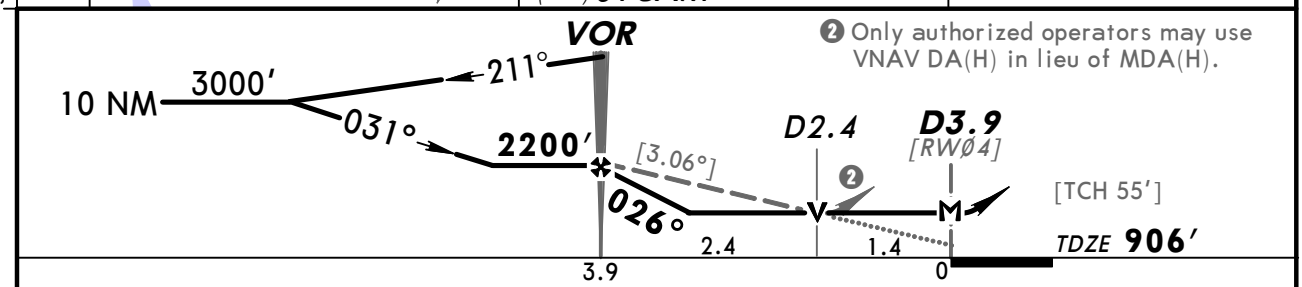
1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 127.65.



MSA LYH VOR



❶ NoPT for arrival at HURTT on V143.



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 [3.06°]	379	487	541	650	758	866
MAP at D3.9 or VOR to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR
PAPI
2000′
LYH via 109.2 R-026

TERPS AMEND 12

	STRAIGHT-IN LANDING RWY4 MDA(H) 1400′ (494′)			CIRCLE-TO-LAND	
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1	90	1640′ (702′)-1
B				120	1700′ (762′)-1¼
C		RVR 60 or 1¼		140	1800′ (862′)-2½
D	RVR 50 or 1	1½		165	1800′ (862′)-2¾

CHANGES: None.

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BRIEFING STRIP ™

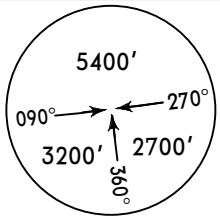
ATIS (ASOS when Twr inop)	ROANOKE Approach (R)	*LYNCHBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
LYH 109.2	207°	DOUGG 2900′ (1962′)	1740′ (802′)	TDZE 938′

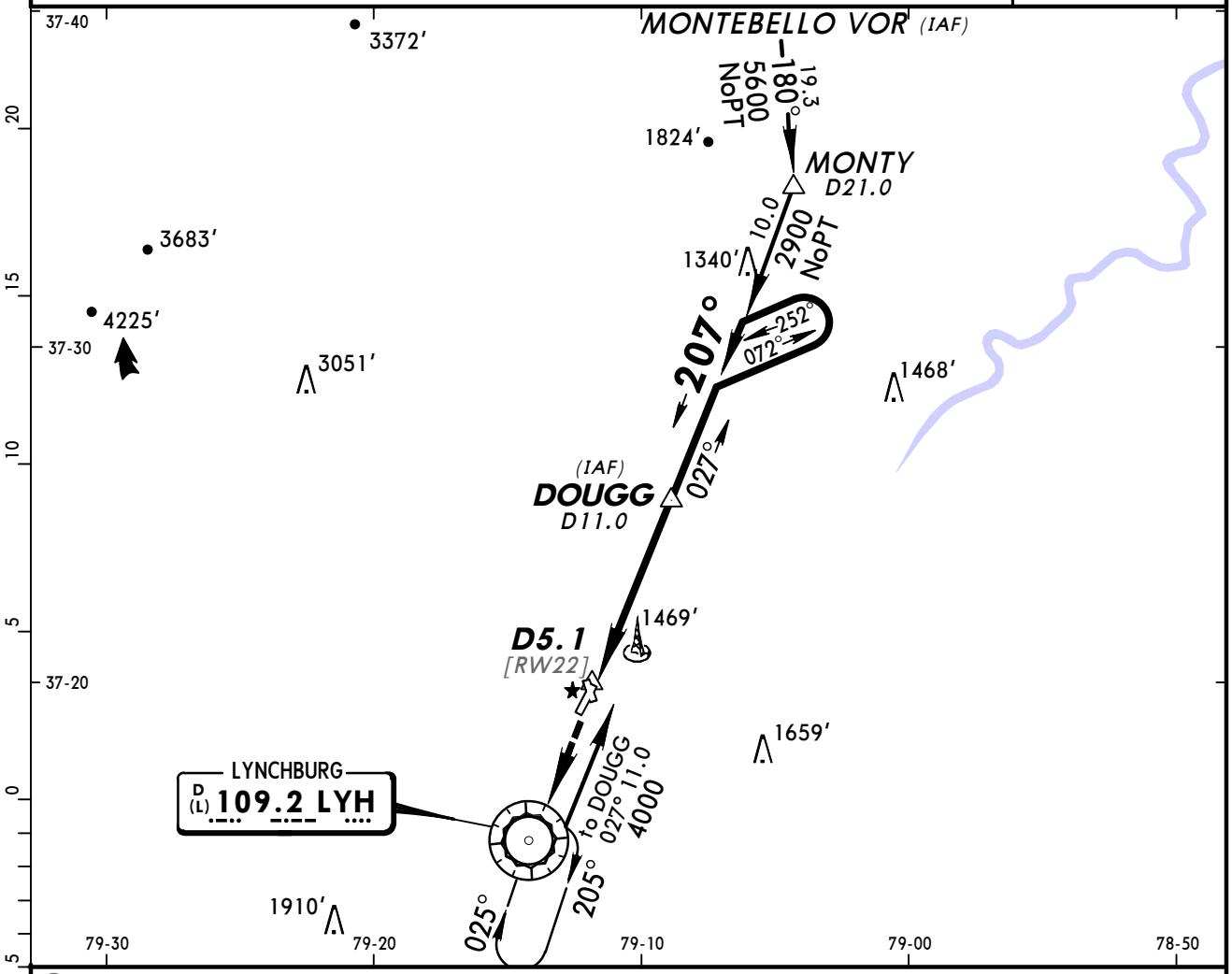
MISSED APCH: Climb to 2900′ direct LYH VOR and hold.

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

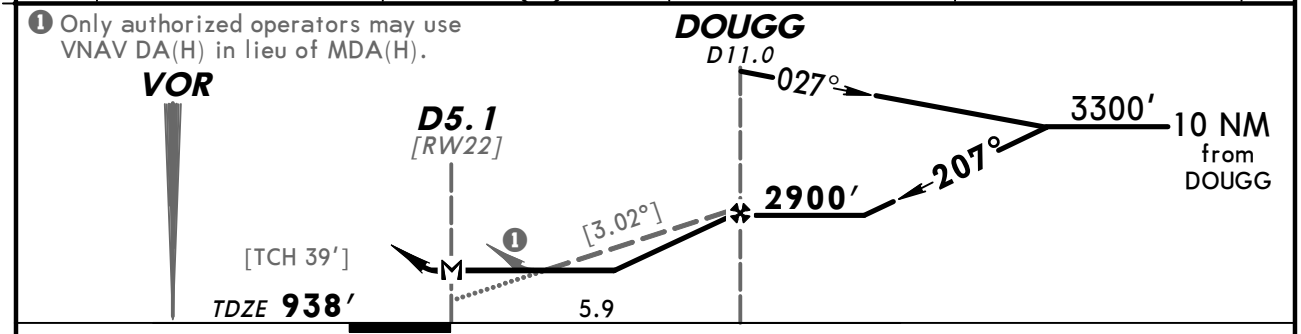
1. Pilot controlled lighting 127.65.



MSA LYH 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 D5.1						

REIL
PAPI-L
2900′
D
LYH
109.2

TERPS AMEND 8B

	STRAIGHT-IN LANDING RWY 22 MDA(H) 1740′ (802′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	1740′ (802′) - 1
B	1 ¼	120	1740′ (802′) - 1 ¼
C	2 ¼	140	1800′ (862′) - 2 ½
D	2 ½	165	1800′ (862′) - 2 ¾

CHANGES: Lighting.

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General Information

Location: Norfolk VA USA
IATA Code: NGU
Lat/Long: N36° 56.3' W076° 17.4'
Elevation: 17 ft

Airport Use: Military
Magnetic Variation: 10.8°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), 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

Sunrise: 1139 Z
Sunset: 2257 Z,

Runway Information

Runway: 10
Length x Width: 8371 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 304 ft

Runway: 28
Length x Width: 8371 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 995 ft
Stopway: 700 ft

Communication Information

ATIS 118.425
Chambers Tower 126.375 Secondary
Chambers Tower 124.3
Chambers Ground Control 121.8
Chambers Clearance Delivery 120.7
Norfolk Approach Control 125.7 (311°-9°)
Norfolk Approach Control 118.9
Norfolk Departure Control 125.2

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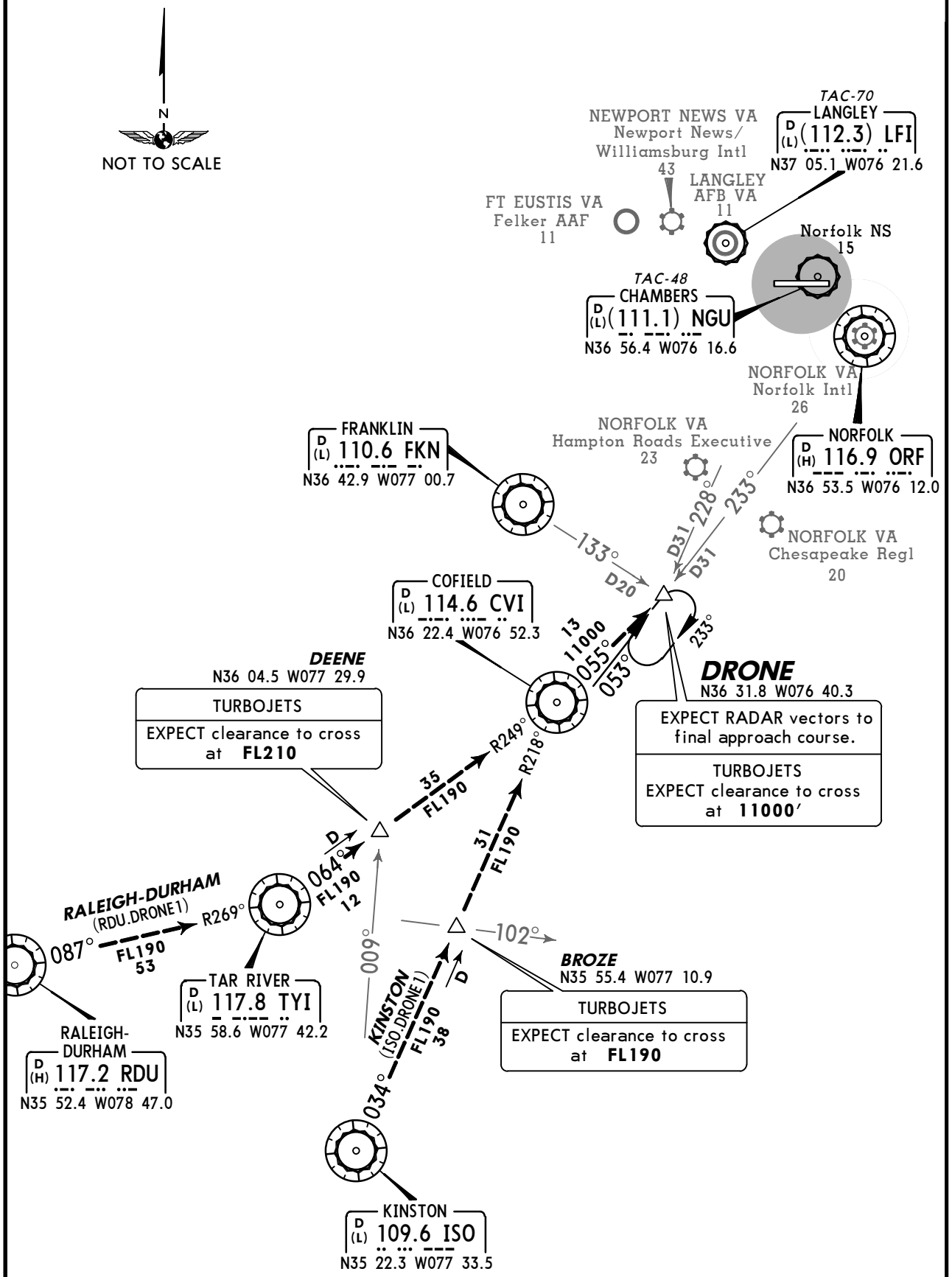
Norfolk TML 130.65 Military
Chambers Radar 120.2
Chambers Radar 119.2
Norfolk Operations 126.375
Chambers Base Ops Operations 131.525
Chambers Helicopter frequency 126.375

ATIS	Apt Elev	
118.42	See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′

DRONE ONE ARRIVAL (DRONE.DRONE1)



ROUTING

From over DRONE EXPECT RADAR vectors to final approach course.

CHANGES: Airports served.

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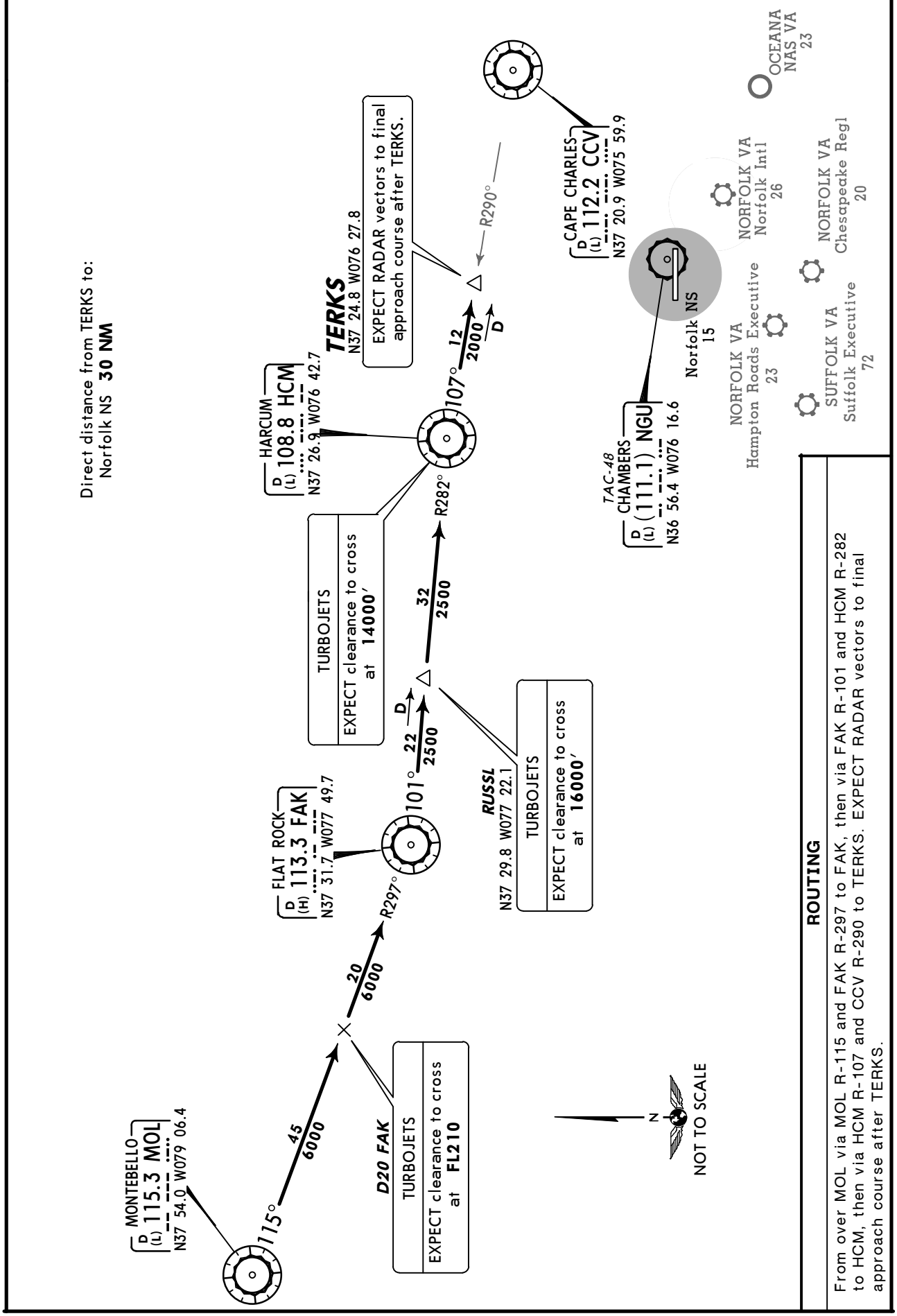
ATIS	Apt Elev	
118.42	See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′ For aircraft at or above 14000′ only.

TERKS TWO ARRIVAL (TERKS.TERKS2)



ROUTING

From over MOL via MOL R-115 and FAK R-297 to FAK, then via FAK R-101 and HCM R-282 to HCM, then via HCM R-107 and CCV R-290 to TERKS. EXPECT RADAR vectors to final approach course after TERKS.

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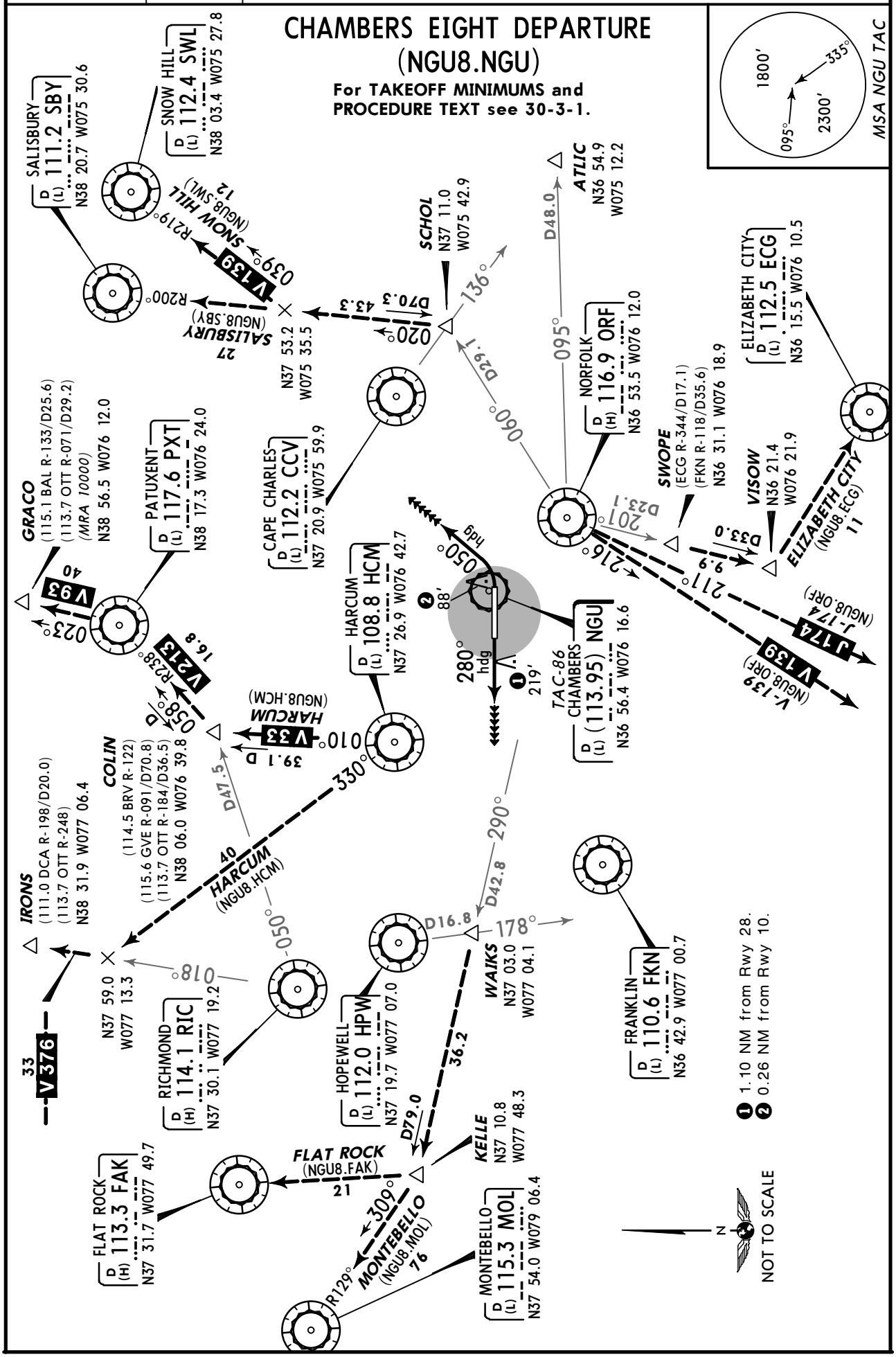
NORFOLK Departure (R) 125.2	Apt Elev 17′	Trans level: FL 180 Trans alt: 18000′ 1. RADAR required. 2. Transitions are part of the Preferred Departure Route (PDR) system and established as Air Traffic flow procedures from the Norfolk terminal area. These fixes are to be used as the initial filing point out of Norfolk NS.

CHAMBERS EIGHT DEPARTURE (NGU8.NGU)

For TAKEOFF MINIMUMS and PROCEDURE TEXT see 30-3-1.



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CHAMBERS EIGHT DEPARTURE (NGU8.NGU)

For Procedure Graphic see 30-3

PROCEDURE TEXT

Minimum Climb Rate to **300'**

Rwy	Gnd speed-KT	75	100	150	200	250	300
Military 28	V/V (fpm)	300	400	600	800	1000	1200
Civil 28	V/V (fpm)	319	425	638	850	1063	1275

300-1 1/2 authorized in lieu of Minimum Climb Rate.

RWY	INITIAL CLIMB	ALTITUDE
10	Climbing LEFT turn heading 050°. Cross DER at or above **35'** AGL/ **48'** MSL.	**MAINTAIN 2000'** or assigned altitude.
28	Climb via heading 280°.	

ROUTING

Fly RADAR vectors to assigned transition. EXPECT clearance to requested altitude/flight level 10 minutes after departure.

TRANSITIONS

ATLIC (NGU8.ATLIC)	Fly vectors to ATLIC.
CAPE CHARLES (NGU8.CCV)	Fly vectors to CCV (for altitudes **5000'** and below).
ELIZABETH CITY (NGU8.ECG)	Fly vectors to SWOPE, then fly ORF R-201 to VISOW (ORF R-201/D33), then direct ECG.
FLAT ROCK (NGU8.FAK)	Fly vectors to WAIKS, then fly ORF R-290 to KELLE, then direct FAK.
FRANKLIN (NGU8.FKN)	Fly vectors to FKN. For routing to GSO, RDU, TYI.
HARCUM (NGU8.HCM)	Fly vectors to HCM. For routing to Patuxent River NAS (NHK), Baltimore-Washington Intl/Marshall (BWI), Martin State (MTN) or DCA metro area fly the following: Patuxent River NAS (NHK): V-33, COLIN, V-213, PXT (for altitudes **7000'** or **9000'** only). Baltimore-Washington Intl/Marshall (BWI) or Martin State (MTN): V-33, COLIN, V-213, PXT, V-93, GRACO (for altitudes **7000'** or **9000'** only). Ronald Reagan Washington Natl (DCA), Andrews AFB/NAF (ADW) or Davison AAF (DAA): HCM R-330, V-376, IRONS (for altitude **8000'** only).
HOPEWELL (NGU8.HPW)	Fly vectors to HPW.
MONTEBELLO (NGU8.MOL)	Fly vectors to WAIKS, then fly ORF R-290 to KELLE, then intercept MOL R-129 to MOL.
SALISBURY (NGU8.SBY)	Fly vectors to SCHOL, then SBY R-200 to SBY.
SNOW HILL (NGU8.SWL)	Fly vectors to SCHOL, then SBY R-200 to V-139 to SWL.
V-139 (NGU8.ORF)	Fly vectors to V-139.
J-174 (NGU8.ORF)	Fly vectors to J-174.

CHANGES: Transitions text, climb gradient.

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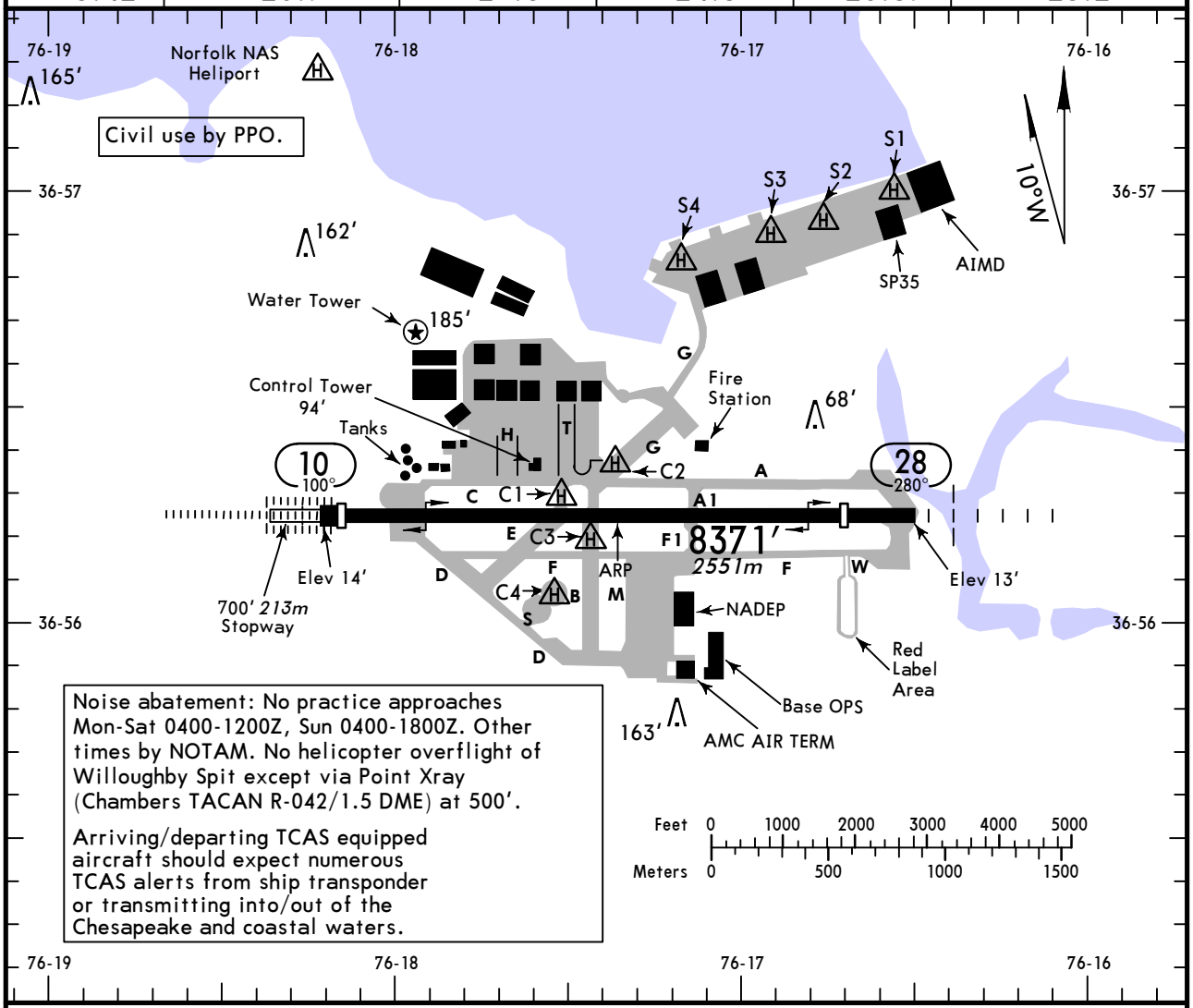
ATIS	CHAMBERS Clearance	Ground	Tower	Helicopter	NORFOLK Departure (R)
118.42	120.7	121.8	124.3	126.37	125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
10	TDZ HIRL CL ALSF-II REIL ❶ PAPI-R grooved	8067′ 2459m	7122′ 2171m		200′ 61m
28	TDZ HIRL CL SSALS REIL ❶ PAPI-R grooved	7376′ 2248m			

❶ Angle 3.0°

❶ TAKE-OFF

	Rwy 10		Rwy 28		
	Adequate Vis Ref	STD	With Mim climb of 240′/NM (DoD) or 255′/NM (civil) to 300′		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1½
3 & 4 Eng		1/2		1/2	

❶ Diverse departure not authorized.

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

CHANGES: Take-off note, take-off obstacles, airport buildings.

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KNGU/NGU NORFOLK, VA

JEPPESEN

12 NOV 10 Eff 18 Nov (31-1)

TACAN Azimuth Required

NORFOLK NS ILS or LOC DME Rwy 10

ATIS	NORFOLK Approach (R) (010°-310°)	(311°-009°)	CHAMBERS Tower	Ground	Helicopter
118.42	118.9	125.7	124.3	121.8	126.37

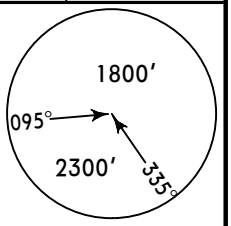
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
INGU 108.95	100°	HISAM 1600′ (1583′)	217′ (200′)	TDZE 17′

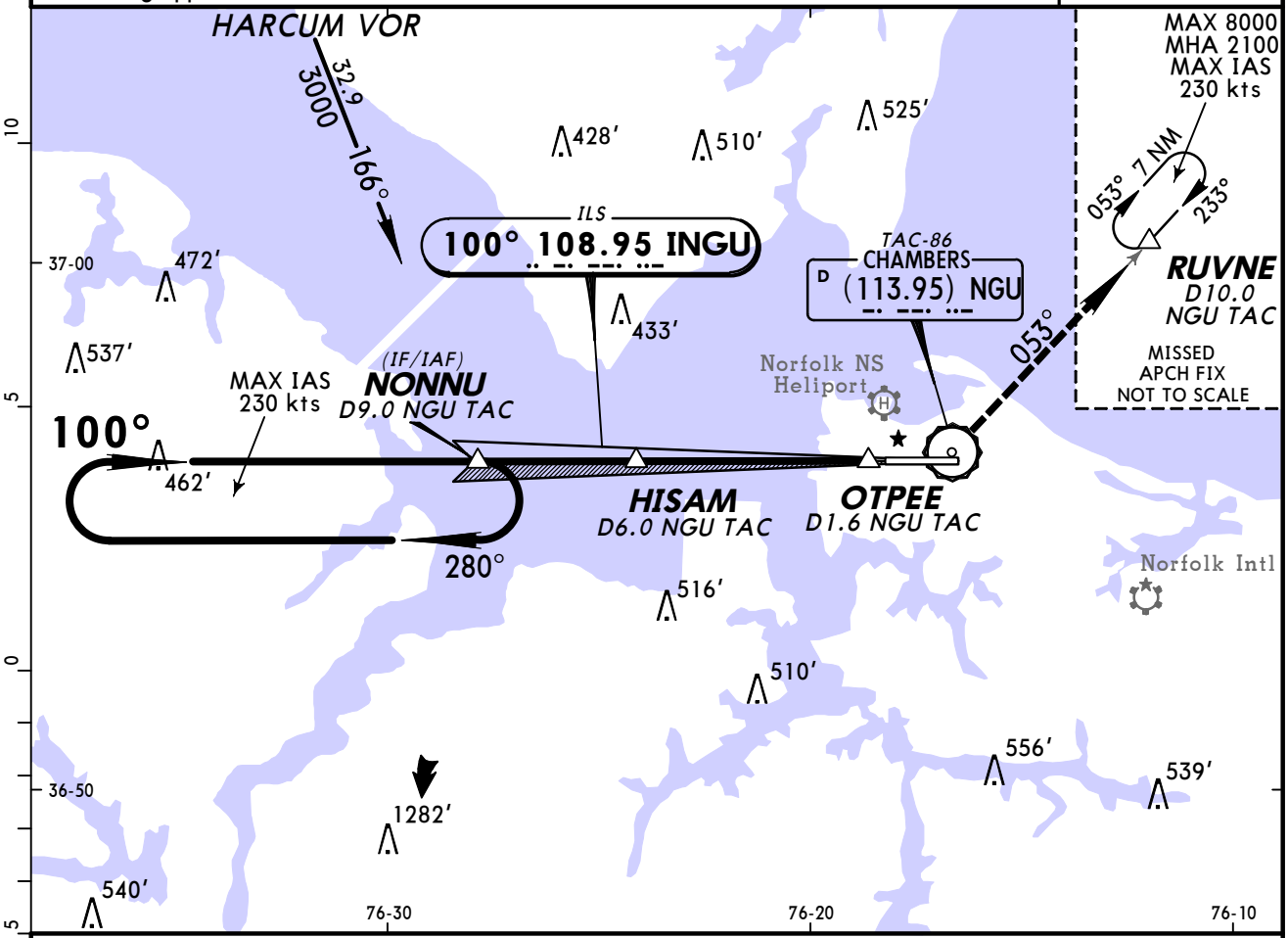
MISSED APCH: Climbing LEFT turn to 2100′ outbound via NGU TAC R-053 to RUVNE and hold.

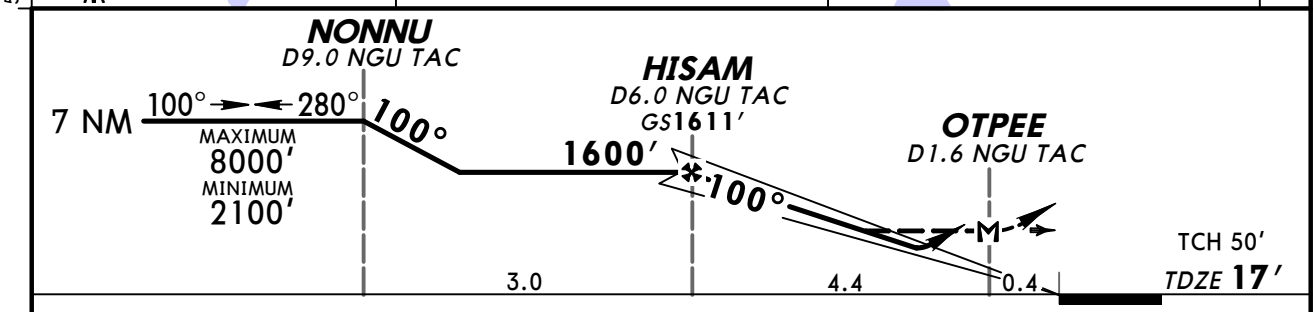
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100NM 2600′. 2. Norfolk NS heliport 1 NM northwest. Use caution in circling approach.



MSA NGU TAC





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

ALSF-II REIL PAPI

2100′ LT via NGU (113.95) R-053 RUVNE

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 217′ (200′) FULL	ILS DA(H) 217′ (200′) ALS out	LOC (GS out) MDA(H) 460′ (443′)	LOC (GS out) MDA(H) 460′ (443′) ALS out
A	1/2	3/4	1/2	1
B				
C			3/4	1 1/4
D			1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (503′)-1
120	
140	520′ (503′)-1 1/2
165	580′ (563′)-2

AMEND 1 TERPS

CHANGES: Note, glideslope intercept altitude.

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BRIEFING STRIP ™

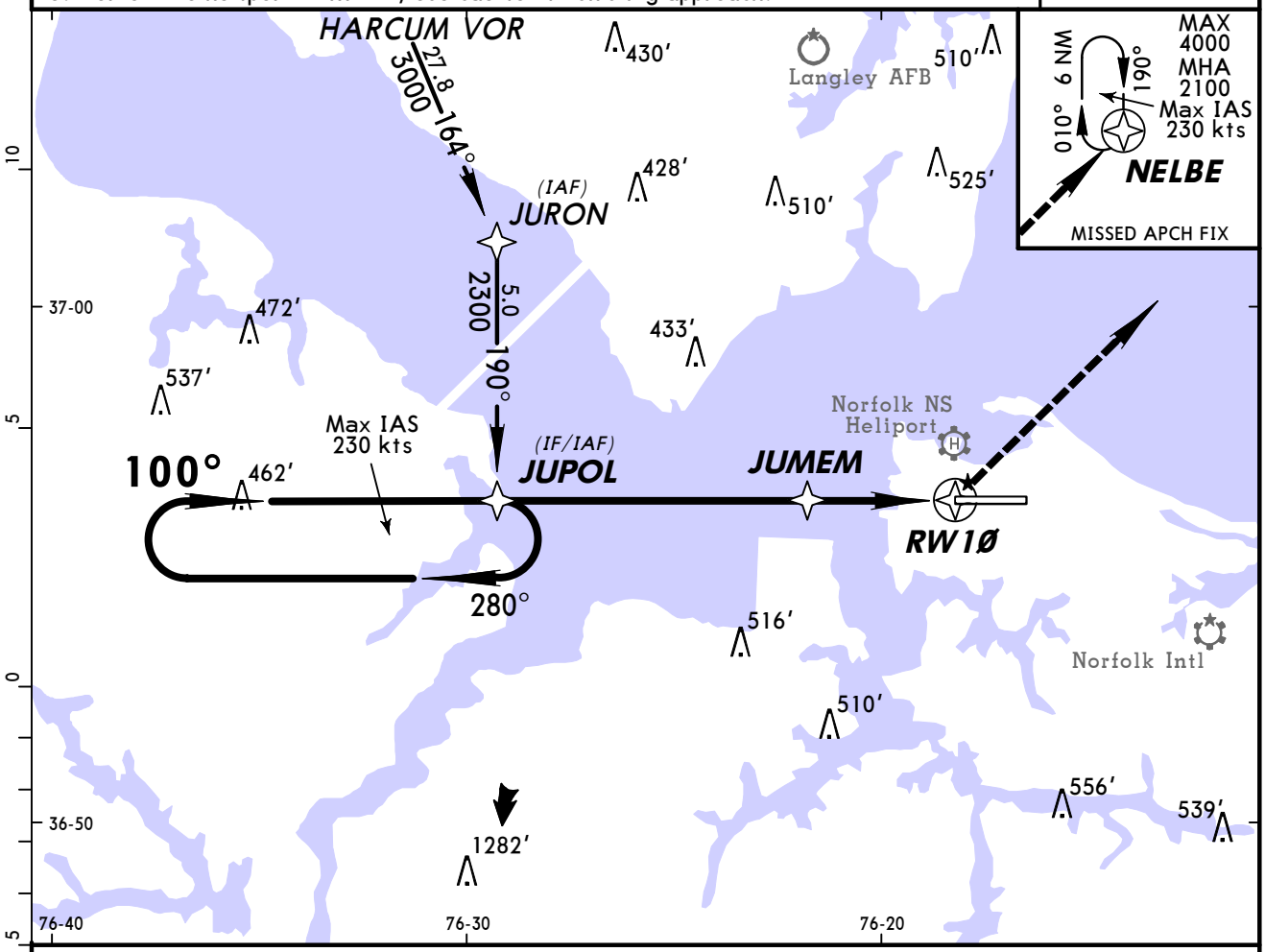
ATIS	NORFOLK Approach (R) (010°-310°)	(311°-009°)	CHAMBERS Tower	Ground	Helicopter
118.42	118.9	125.7	124.3	121.8	126.37

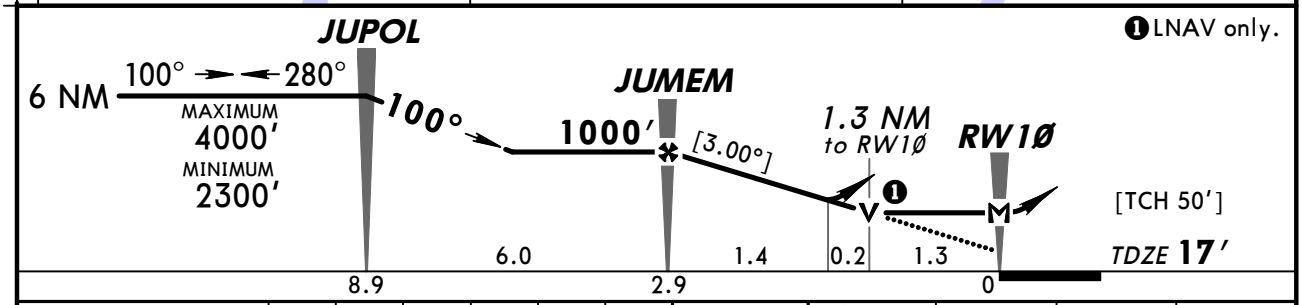
RNAV	Final Apch Crs	Minimum Alt JUMEM	LNAV MDA(H)	Apt Elev / TDZE
	100°	1000′(983′)	480′(463′)	17′ / 17′

MISSED APCH: Climbing LEFT turn to 3000′ direct NELBE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 2600′. 2. DME/DME RNP-0.30 not authorized.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 44°C (112°F). 4. VGSI and RNAV TCH not coincident.
5. Norfolk NS heliport 1NM NW, use caution in circling approach.

2300′
MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW1Ø						

ALSF-II REIL PAPI 3000′ LT NELBE

STRAIGHT-IN LANDING RWY 10	LNAV/VNAV DA(H) 540′(523′)		LNAV MDA(H) 480′(463′)		CIRCLE-TO-LAND	
		ALS out		ALS out	Max Kts	MDA(H)
A	1¼	1¾	½	1	90	540′(523′)-1¾
B					120	
C			¾	1¼	140	
D			1	1½	165	580′(563′)-2

AMEND 2 TERPS

CHANGES: Notes.

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BRIEFING STRIP TM

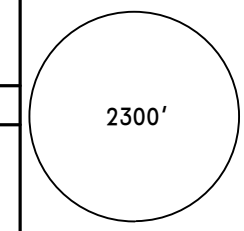
ATIS	NORFOLK Approach (R) (010°-310°)	(311°-009°)	CHAMBERS Tower	Ground	Helicopter
118.42	118.9	125.7	124.3	121.8	126.37

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / TDZE
	280°	MESLE 1000′ (985′)	340′ (325′)	17′ / 15′

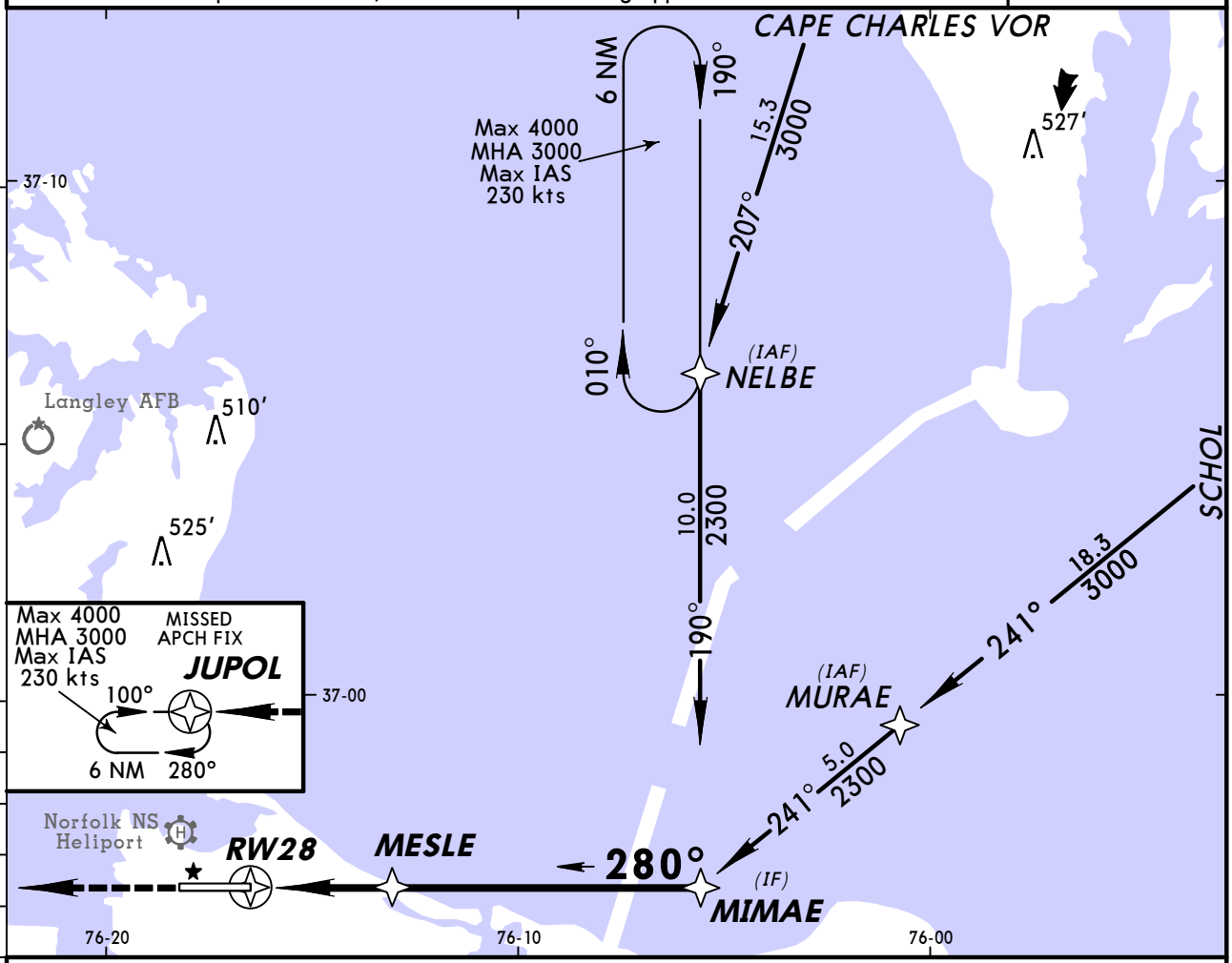
MISSED APCH: Climb to 3000′ direct JUPOL and hold.

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

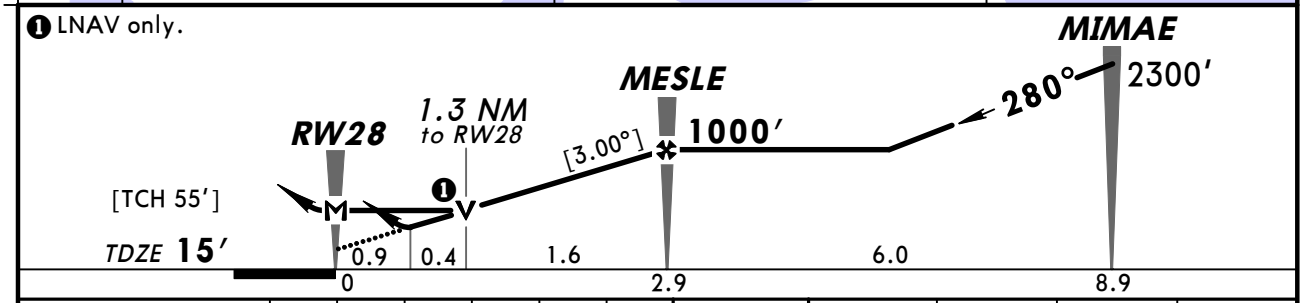
1. EMERG ALT 100 NM 2600′. 2. DME/DME RNP-0.30 not authorized.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 44°C (112°F). 4. VGSI and RNAV TCH not coincident.
5. Norfolk NS Heliport 1 NM NW, use caution in circling approach.



MSA RW28



❶ LNAV only.



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

SSALS REIL PAPI 3000′ JUPOL

STRAIGHT-IN LANDING RWY 28

TERPS	LNAV/VNAV DA(H) 340′ (325′)	ALS out	LNAV MDA(H) 460′ (445′)	ALS out
A	3/4	1	3/4	1
B				
C			1	1¼
D			1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (503′)-1
120	
140	520′ (503′)-1½
165	580′ (563′)-2

AMEND 1

CHANGES: Notes.

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NORFOLK NS RADAR
PAR All Rwys
ASR All Rwys

NORFOLK, VA

BRIEFING STRIP™

ATIS	NORFOLK Approach (R) (010°-310°)	(311°-009°)	NORFOLK Radar		CHAMBERS Tower	Ground	Helicopter
118.42	118.9	125.7	119.2X	120.2X	124.3	121.8	126.37

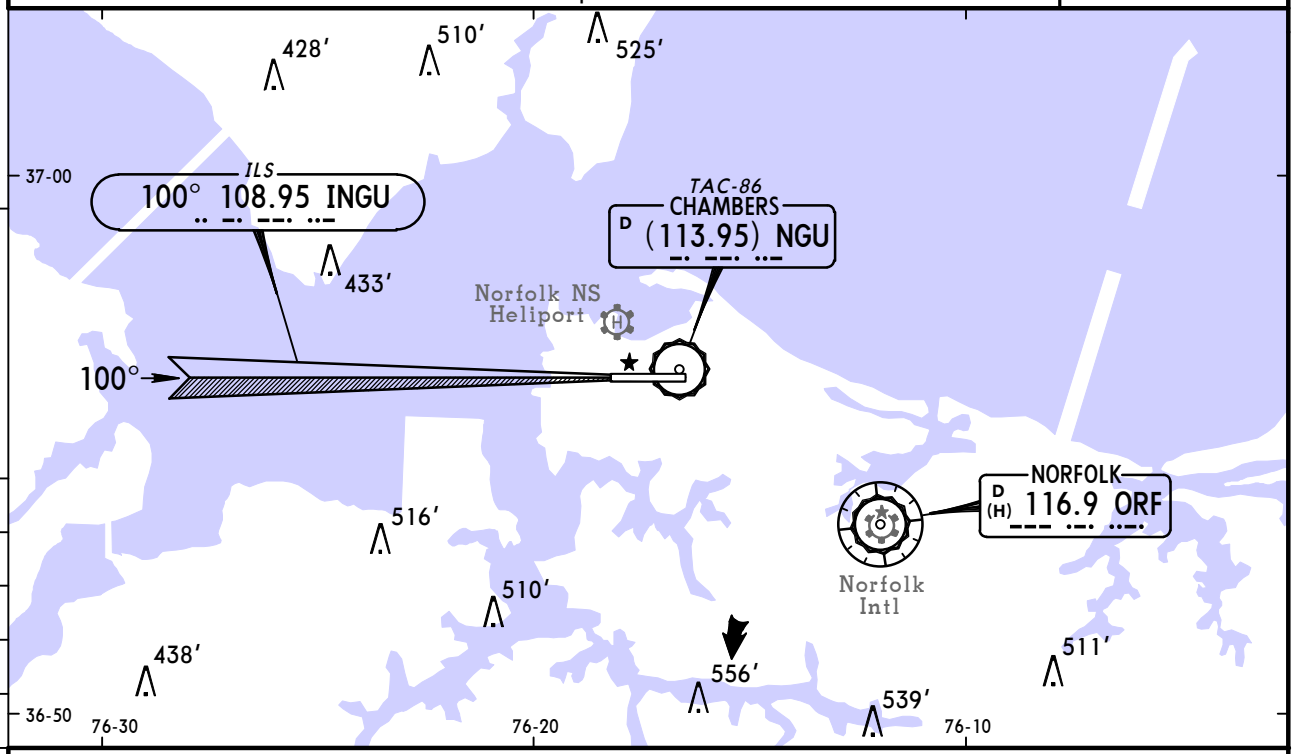
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums	Apt Elev 17′ TDZE -See below

No MSA published

Missed Approach-See Below

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

1. CAUTION: PAR Rwy 10 runway point of intercept and PAPI runway reference point are not coincident. 2. CAUTION: Norfolk NS Heliport located 1.0 NM northwest.



MISSED APPROACH:

PAR Rwy 10: Climb to 420′, then climbing LEFT turn to 1600′ via heading 050°.

Copter PAR Rwy 10: Climb to 1600′ via heading 100°.

PAR, Copter PAR, PAR w/o GS, ASR Rwy 28: Climb to 1600′ via heading 280°.

PAR w/o GS, ASR Rwy 10: Climbing LEFT turn to 1600′ via heading 050°.

RWY 10	RWY 28
PAR TCH 36′	PAR TCH 36′
TDZE 17′	TDZE 15′

Gnd speed-Kts		70	90	100	120	140	160
Rwy 10,28 PAR GS	3.00°	377	484	538	646	753	861

ASR Rwys 10, 28: MAP 1 NM from Threshold.

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING PAR 10 DA(H) 217′ (200′)	ALS out	PAR 28 DA(H) 265′ (250′)	ALS out		STRAIGHT-IN LANDING PAR 10 DA(H) 217′ (200′)	ALS out	PAR 28 DA(H) 265′ (250′)	ALS out
A, B, C, D	1/2	3/4	3/4	1	COPTER	1/2	3/4	3/4	1

TERPS

	PAR w/o GS 10 MDA(H) 460′ (443′)	ALS out	PAR w/o GS 28 MDA(H) 460′ (445′)	ALS out	ASR 10 MDA(H) 520′ (503′)	ALS out	ASR 28 MDA(H) 460′ (445′)	ALS out
A	3/4	1 1/4	1	1 1/4	3/4	1 1/4	1	1 1/4
B								
C			1 1/4		1	1 1/2	1 1/4	
D	1	1 1/2	1 1/2				1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (503′)-1 1/4
120	
140	520′ (503′)-1 1/2
165	580′ (563′)-2

CHANGES: Minimums.

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General Information

Location: Oceana VA USA
IATA Code: NTU
Lat/Long: N36° 49.2' W076° 02.0'
Elevation: 23 ft

Airport Use: Military
Magnetic Variation: 10.9°W
Sectional Chart: Washington

Fuel Types: Jet 5
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: 1138 Z
Sunset: 2256 Z,

Runway Information

Runway: 05L
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 05R
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 14L
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 14R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Centerline

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Stopway: 1000 ft

Runway: 23L
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge

Runway: 23R
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge

Runway: 32L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline

Runway: 32R
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge

Communication Information

Oceana Tower 120.875
Oceana Approach Control 123.9 Secondary
Norfolk Approach Control 126.05
Oceana Departure Control 123.9
Norfolk Departure Control 125.2
Oceana Radar 134.1
Atcom Operations 672.3 Military

TERKS TWO ARRIVAL (TERKS.TERKS2)

(FOR AIRCRAFT AT OR ABOVE 14000′ ONLY)

TERKS TWO ARRIVAL (TERKS.TERKS2)
(FOR AIRCRAFT AT OR ABOVE 14000′ ONLY)
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross 20 NM WEST of FAK VOR at 21000′.

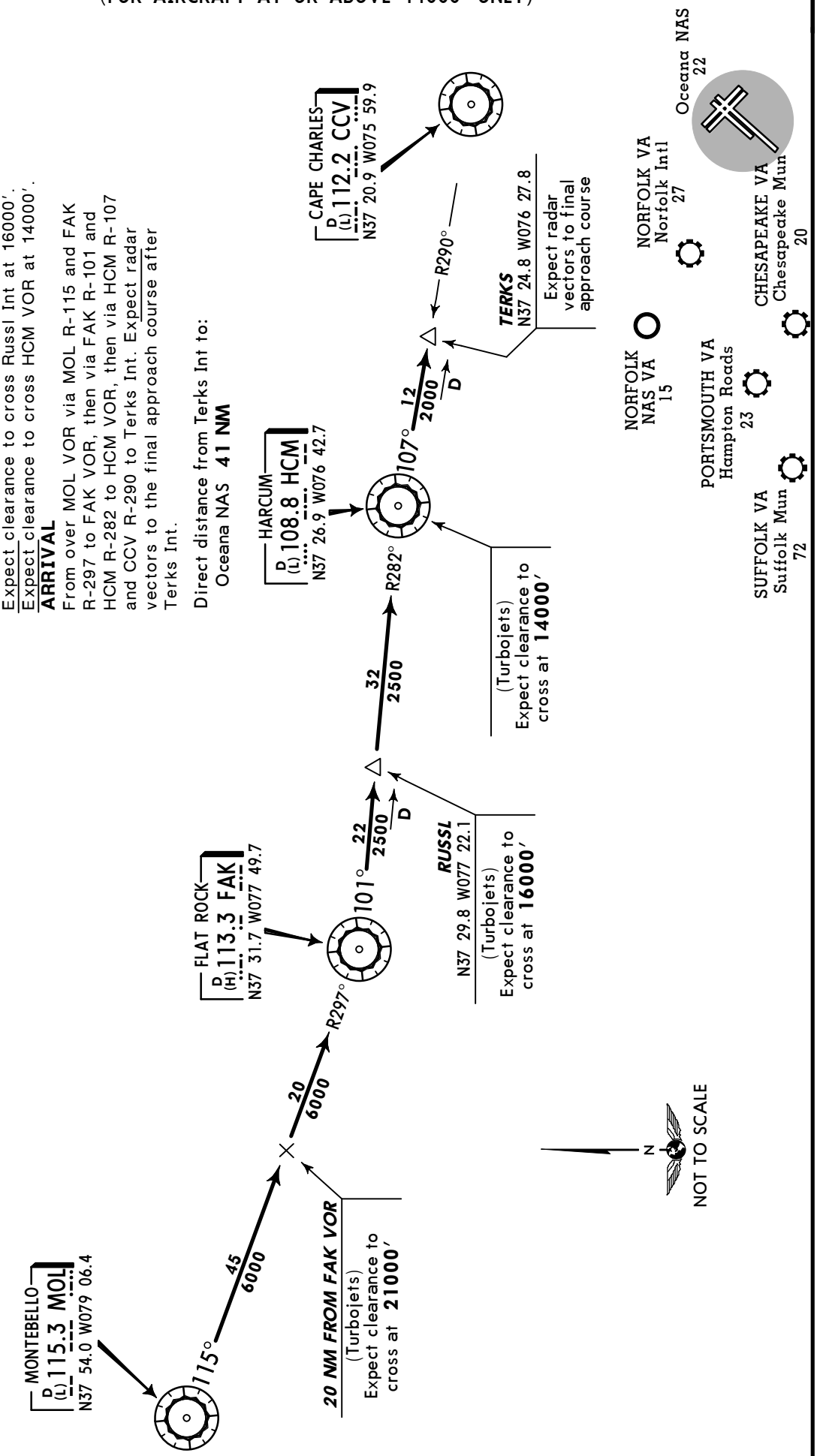
Expect clearance to cross Russl Int at 16000′.

Expect clearance to cross HCM VOR at 14000′.

ARRIVAL

From over MOL VOR via MOL R-115 and FAK R-297 to FAK VOR, then via FAK R-101 and HCM R-282 to HCM VOR, then via HCM R-107 and CCV R-290 to Terks Int. Expect radar vectors to the final approach course after Terks Int.

Direct distance from Terks Int to:
Oceana NAS **41 NM**



CHANGES: Arrival number.

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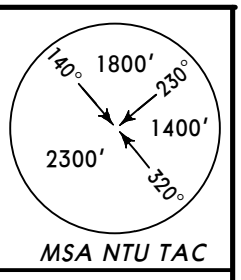
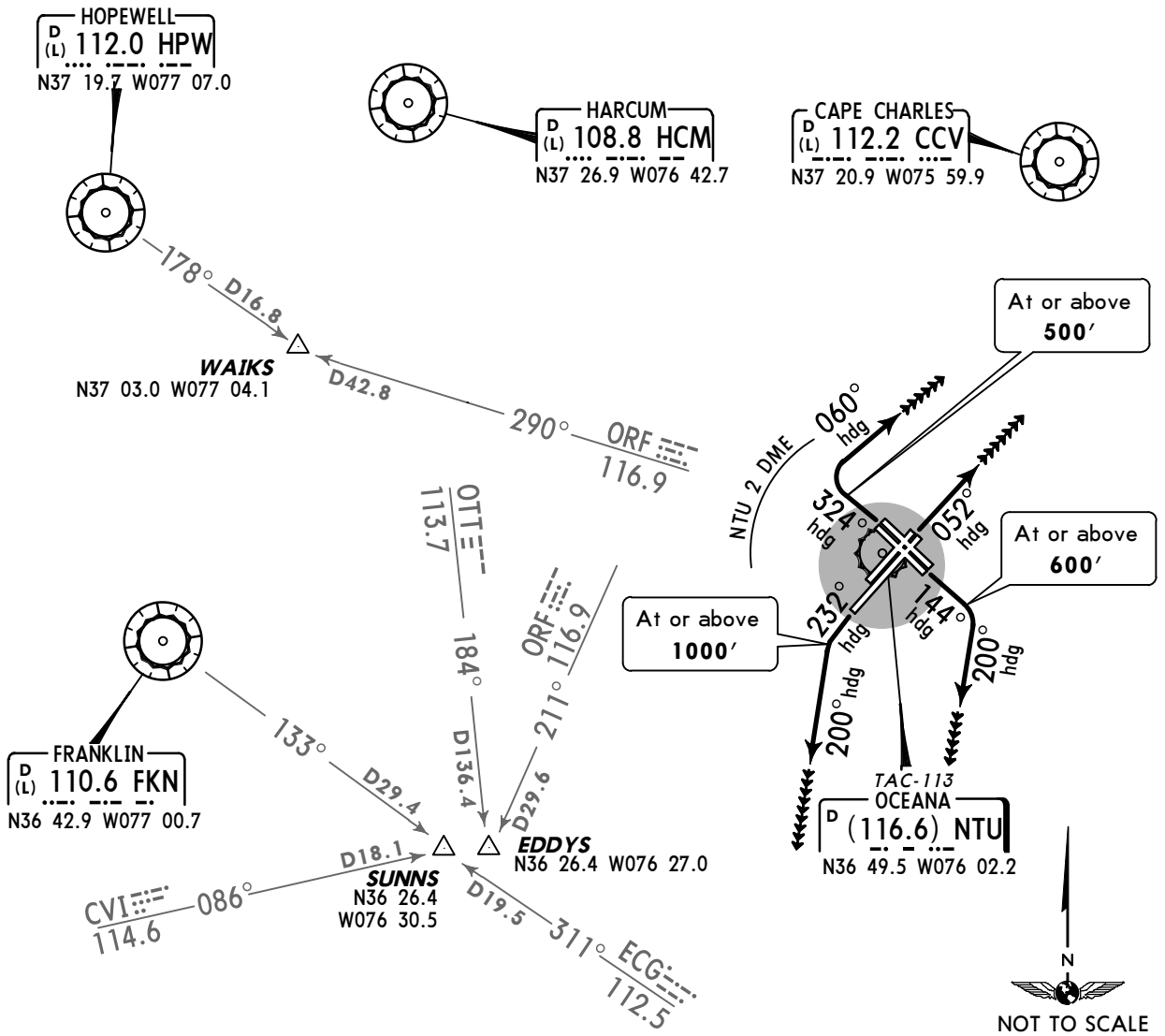
OCEANA Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
123.9	23′	**RADAR required.**

OCEANA THREE DEPARTURE (NTU3.NTU)





RWY	INITIAL CLIMB	ALTITUDE
5L/R	Climb via heading 052°.	**MAINTAIN 4000′** or assigned lower altitude
14L/R	Climb via heading 144°. Leaving **600′**, turn RIGHT heading 200°.	
23L/R	Climb via heading 232°. Leaving **1000′**, turn LEFT heading 200°.	
32L/R	Climb via heading 324° to assigned altitude, turn RIGHT heading 060° within NTU 2 DME.	

TRANSITIONS	
CAPE CHARLES (NTU3.CCV)	Via RADAR vectors to CCV.
EDDYS (NTU3.EDDYS)	Via RADAR vectors to EDDYS.
FRANKLIN (NTU3.FKN)	Via RADAR vectors to FKN.
HARCUM (NTU3.HCM)	Via RADAR vectors to HCM.
HOPEWELL (NTU3.HPW)	Via RADAR vectors to HPW. (At or below **17000′** only.)
SUNNS (NTU3.SUNNS)	Via RADAR vectors to SUNNS. (At or below **17000′** only.)
WAIKS (NTU3.WAIKS)	Via RADAR vectors to WAIKS.

CHANGES: Departure frequency.

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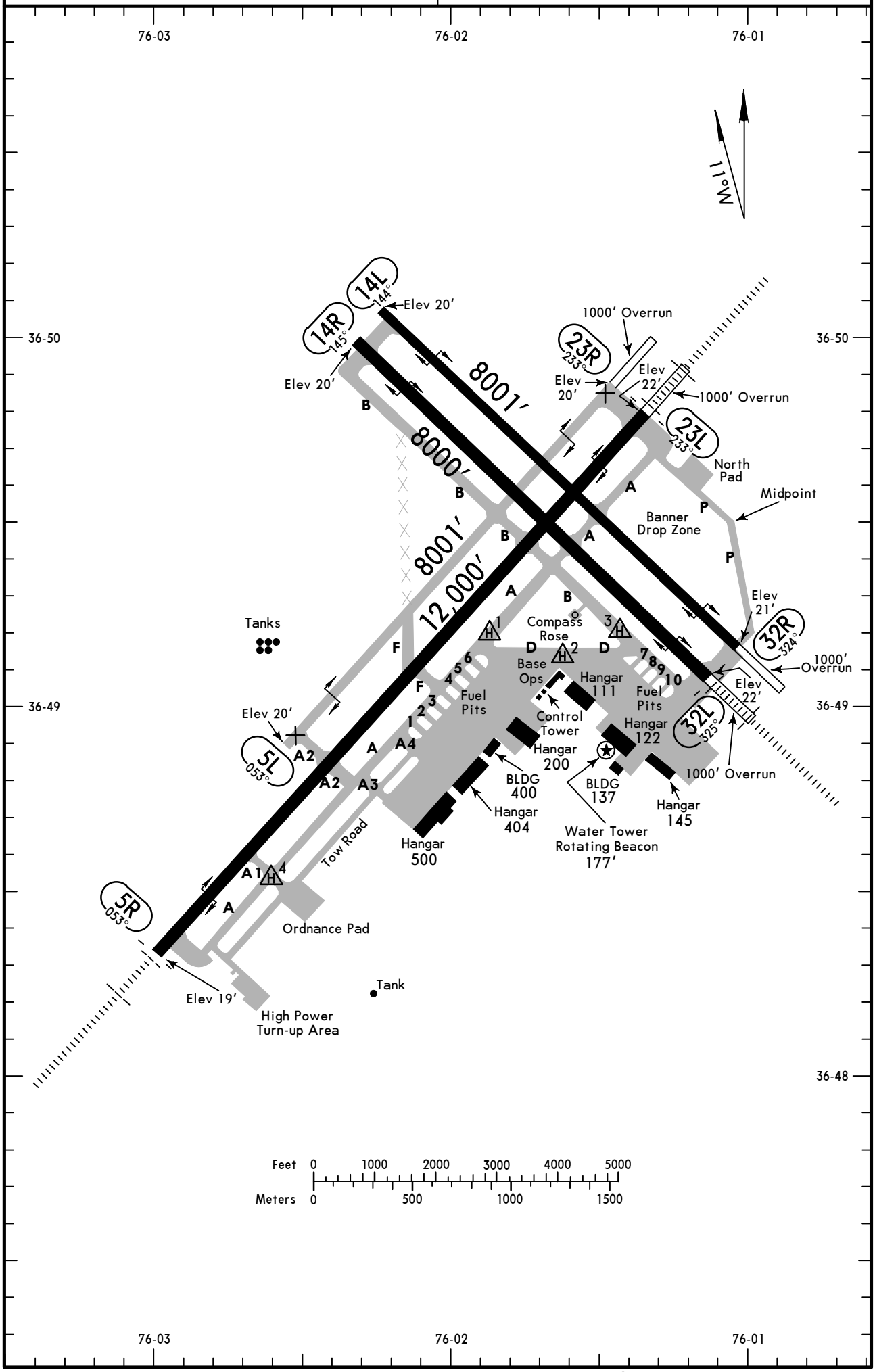
OCEANA Tower	OCEANA Departure (R)
127.07	123.9



CHANGES: Rwy 5R/23L re-opened, Rwy 5L/23R closed.

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Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R 23L	HIRL ALSF-I CL (White)				200′
5L 23R	HIRL				150′
14R	HIRL CL				200′
32L	HIRL ALSF-I CL				
14L 32R	HIRL				150′

Radar reflectors on all runways except 14L/32R.

TAKE-OFF

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

Rwy 5L: Trees 115′ MSL, 3706′ from DER, 97′ right of centerline.
Rwy 5R: Trees 115′ MSL, 3706′ from DER, 603′ left of centerline.
Rwy 14L: Trees 105′ MSL, 2792′ from DER, 7′ left of centerline.
Rwy 14R: Trees 105′ MSL, 2792′ from DER, 708′ left of centerline.

CHANGES: None.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

14 OCT 11 (32-1) Eff 20 Oct

OCEANA NAS
RNAV (GPS) Rwy 5L

BRIEFING STRIP™

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 63997 W-05A	052°	OSUTY 1600′ (1579′)	221′ (200′)	Apt Elev 23′ TDZE 21′

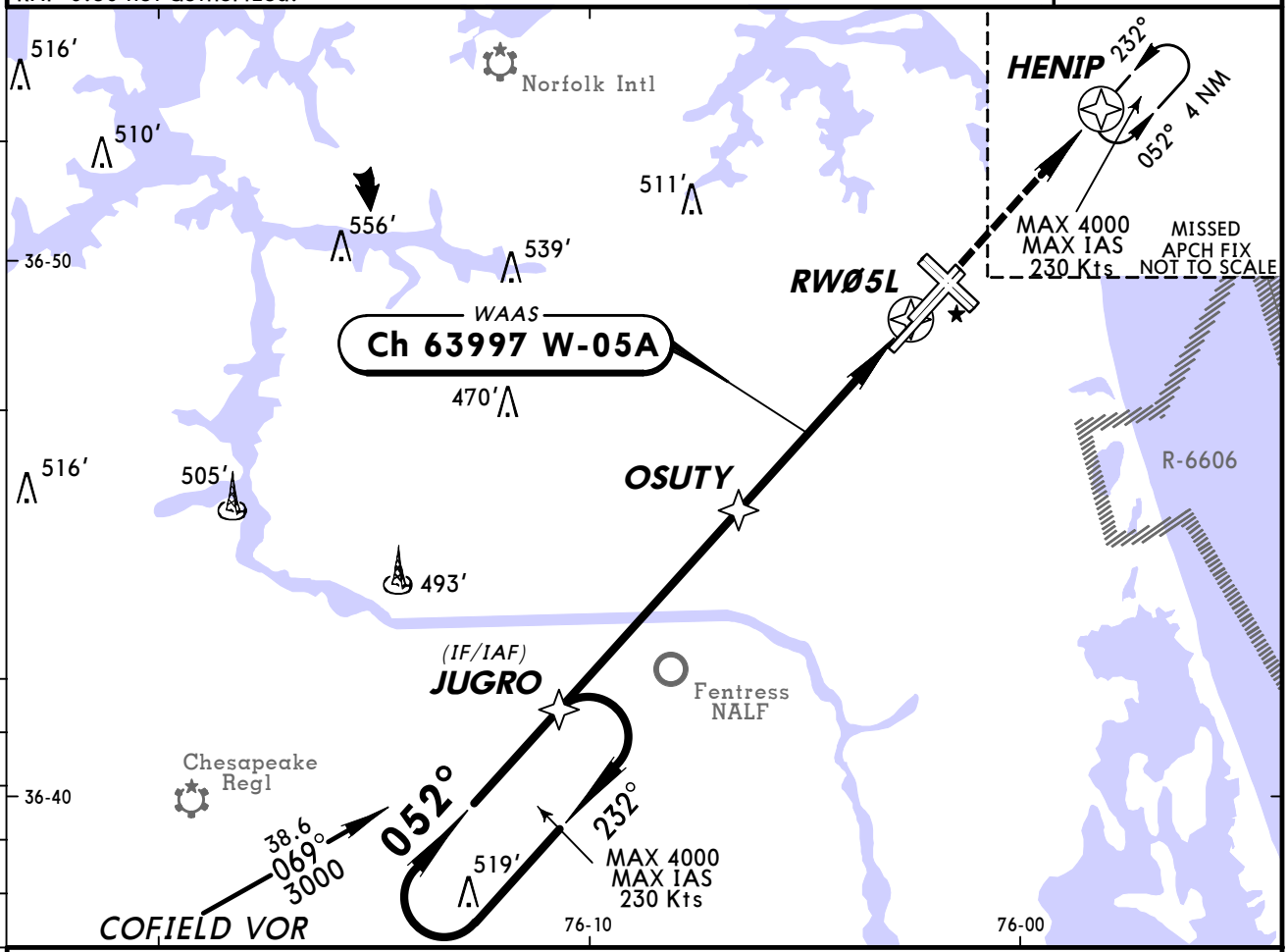
MISSED APCH: Climb to 3000′ direct HENIP and hold.

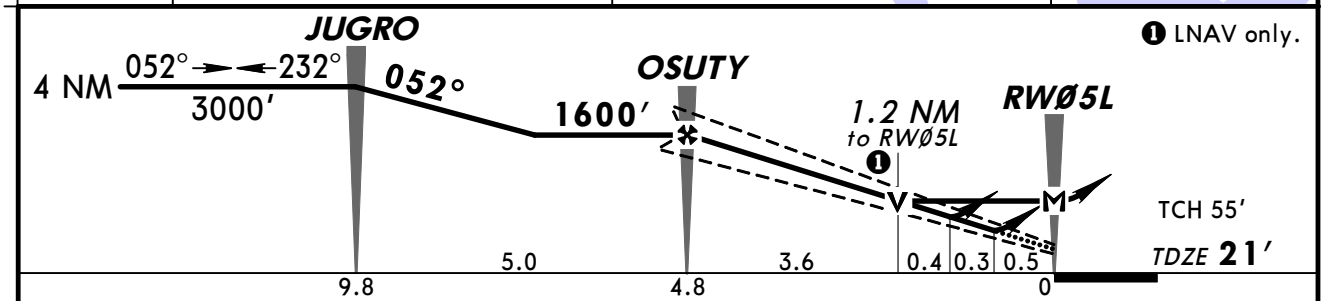
Alt set: INCHES Trans level: FL180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 3. DME/DME RNP-0.30 not authorized.

2300′

MSA RWØ5L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

3000′ ↑ D→ HENIP

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 5L				CIRCLE-TO-LAND	
	LPV DA(H) 221′ (200′)	LNAV/VNAV DA(H) 334′ (313′)	LNAV MDA(H) 440′ (419′)	Max Kts	MDA(H)
A	1	1	1	90	480′ (457′) -1
B				120	
C			1¼	140	480′ (457′) -1½
D				165	580′ (557′) -2

CHANGES: City name, approach frequency, holding restrictions.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

14 OCT 11 (32-2) Eff 20 Oct

OCEANA NAS
RNAV (GPS) Rwy 5R

BRIEFING STRIP ™

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 23′
Ch 69870 W-05B	052°	JAVLU 1600′ (1580′)	220′ (200′)	TDZE 20′

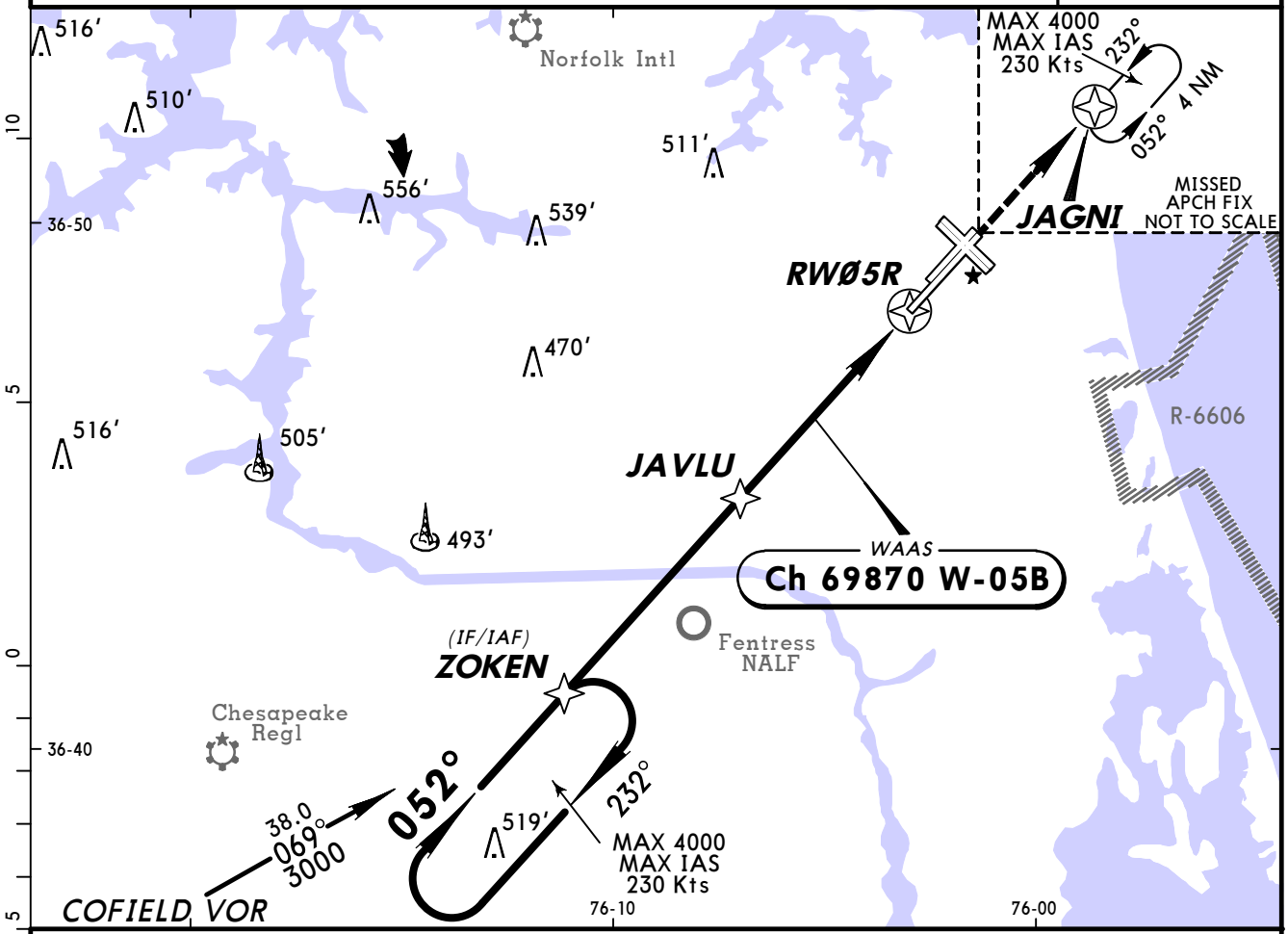
MISSED APCH: Climb to 3000′ direct JAGNI and hold.

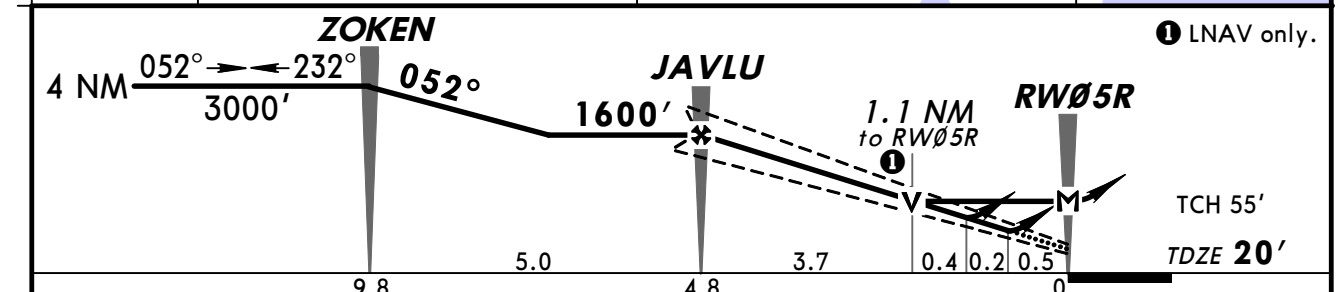
Alt set: INCHES Trans level: FL180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4100′. 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.

2300′

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							

ALSF-I

3000′

JAGNI

STRAIGHT-IN LANDING RWY 5R

	LPV DA(H) 220′ (200′)		LNAV/VNAV DA(H) 303′ (283′)		LNAV MDA(H) 420′ (400′)	
		ALS out		ALS out		ALS out
A	1/2	1	1/2	1	1/2	1
B						
C	3/4		3/4		3/4	
D						1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (457′)-1
120	
140	480′ (457′)-1 1/2
165	580′ (557′)-2

AMEND 0

TERPS

CHANGES: City name, approach frequency, holding restrictions.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

14 OCT 11 (32-3) Eff 20 Oct

OCEANA NAS
RNAV (GPS) Rwy 23L

BRIEFING STRIP™

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 23′
Ch 67300 W-23A	232°	WAXUL 1600′ (1578′)	222′ (200′)	TDZE 22′

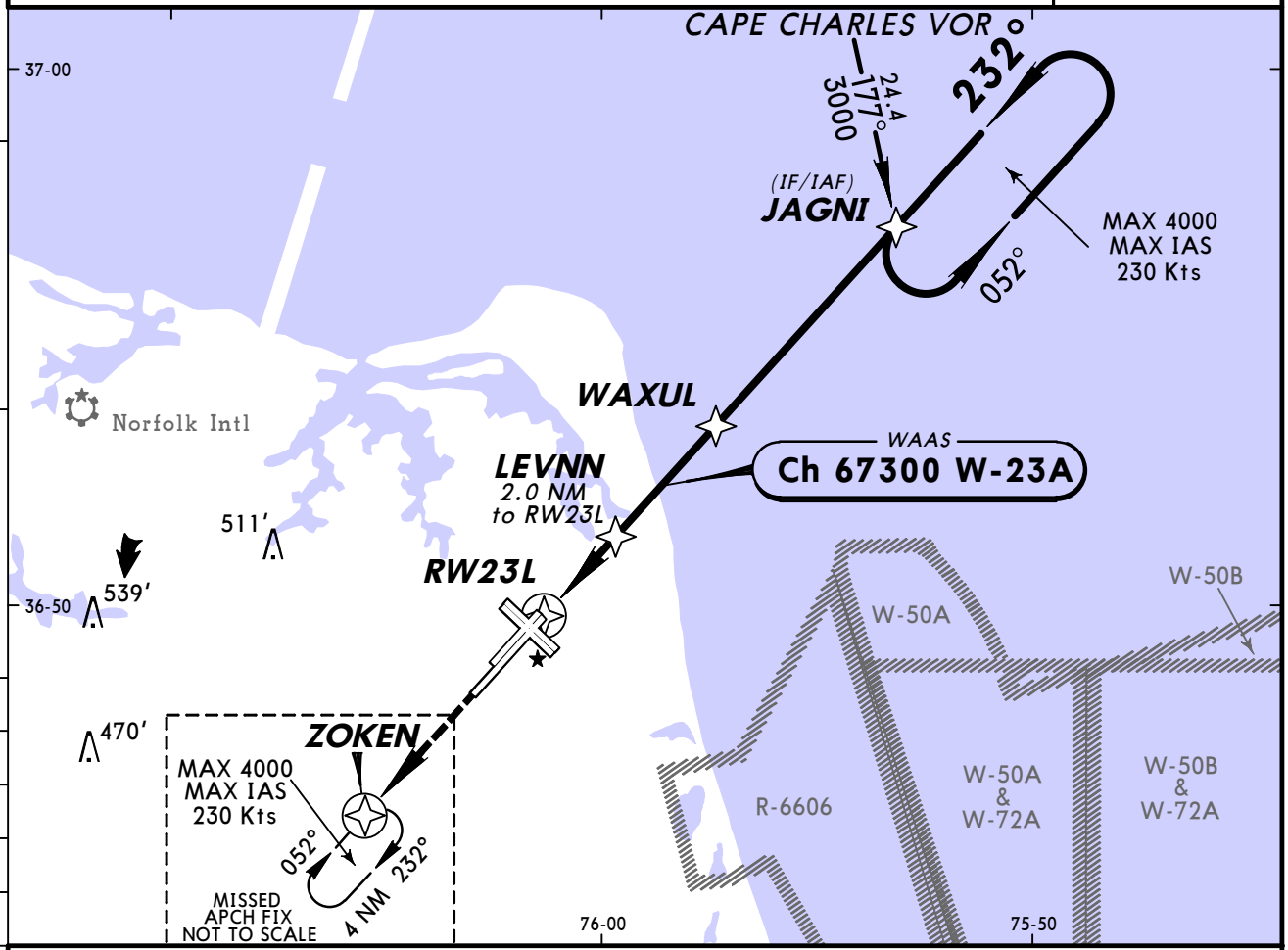
MISSED APCH: Climb to 3000′ direct ZOKEN and hold.

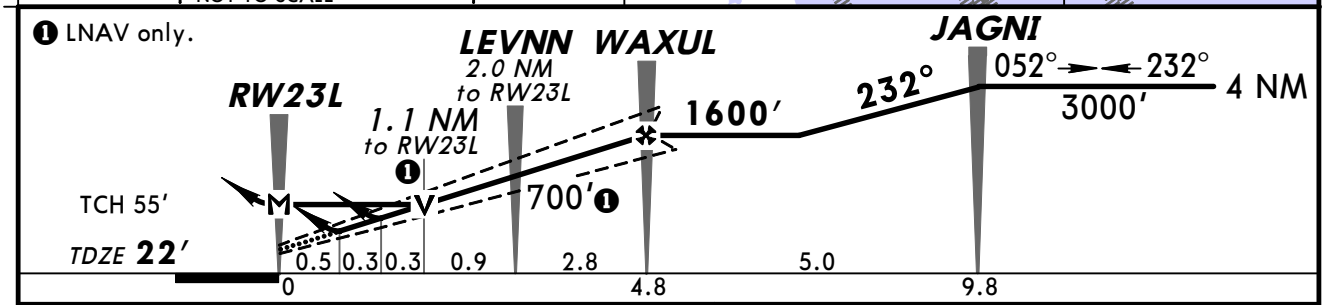
Alt set: INCHES Trans level: FL180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 3. DME/DME RNP-0.30 not authorized.

2300′

MSA RW23L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23L							

ALSF-I

3000′

ZOKEN

STRAIGHT-IN LANDING RWY 23L

	LPV DA(H) 222′ (200′)		LNAV/VNAV DA(H) 316′ (294′)		LNAV MDA(H) 440′ (418′)	
		ALS out		ALS out		ALS out
A	1/2	1	1/2	1	1/2	1
B						
C	3/4		3/4		3/4	1 1/4
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (457′)-1
120	
140	480′ (457′)-1 1/2
165	580′ (557′)-2

TERPS AMEND 0

CHANGES: City name, approach frequency, holding restrictions.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

14 OCT 11 (32-4) Eff 20 Oct

OCEANA NAS
RNAV (GPS) Rwy 23R

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

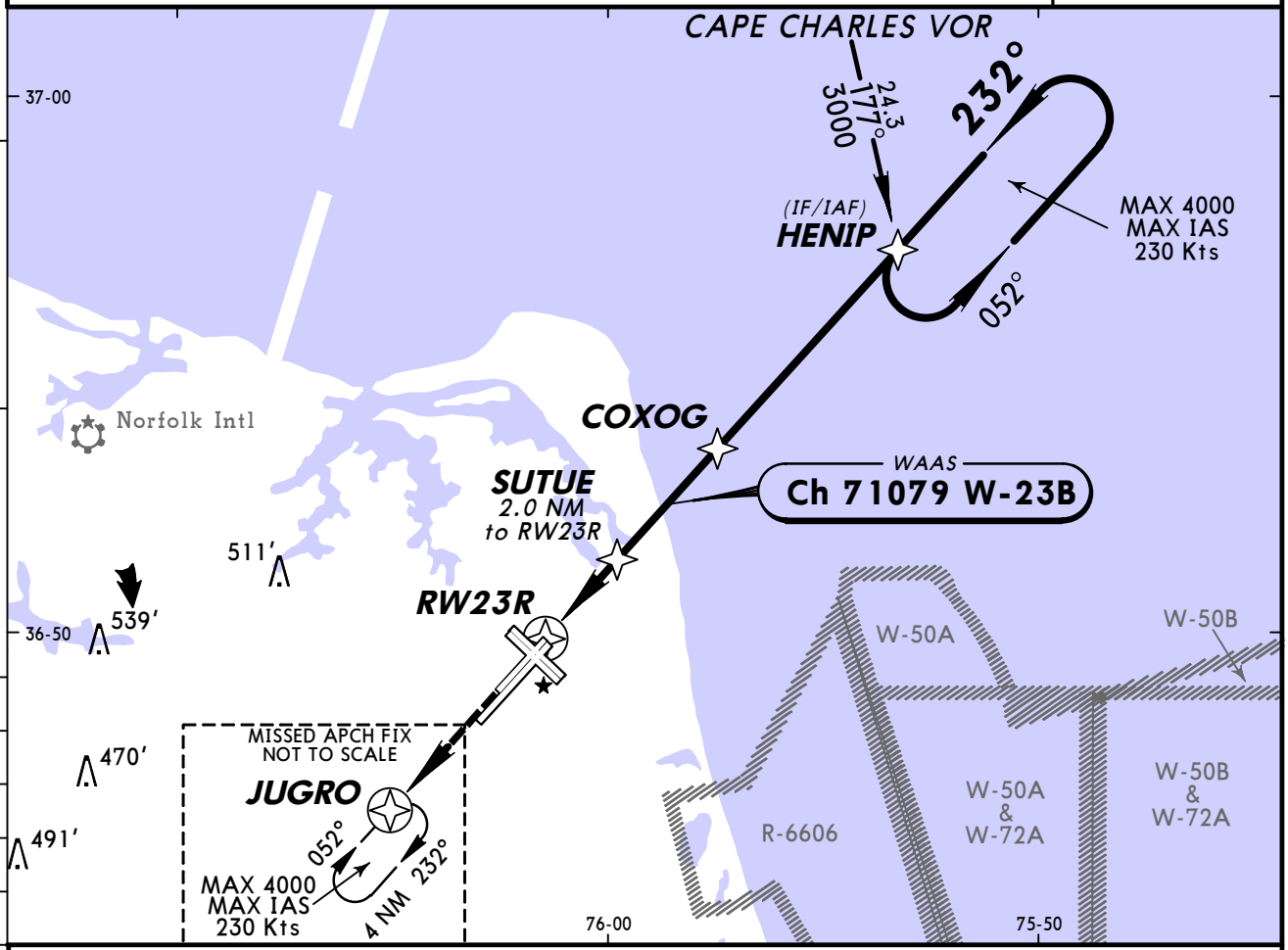
BRIEFING STRIP ™

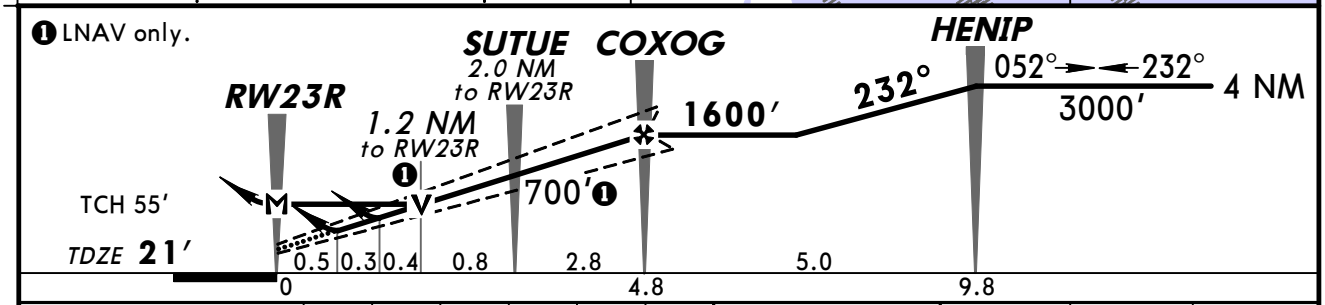
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 23′
Ch 71079 W-23B	232°	COXOG 1600′ (1579′)	221′ (200′)	TDZE 21′

MISSED APCH: Climb to 3000′ direct JUGRO and hold.

Alt set: INCHES Trans level: FL180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 4100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 3. DME/DME RNP-0.30 not authorized.

2300′
MSA RW23R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23R							

3000′ ↑ | D→ | JUGRO

STRAIGHT-IN LANDING RWY 23R

	LPV DA(H) 221′ (200′)	LNAV/VNAV DA(H) 339′ (318′)	LNAV MDA(H) 440′ (419′)
A	1	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (457′) -1
120	
140	480′ (457′) -1½
165	580′ (557′) -2

TERPS AMEND 0

CHANGES: City name, approach frequency, holding restrictions.

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OCEANA NAS
PAR Rwys 5L/R 23L/R, 32L

VIRGINIA BEACH, VA

BRIEFING STRIP™

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

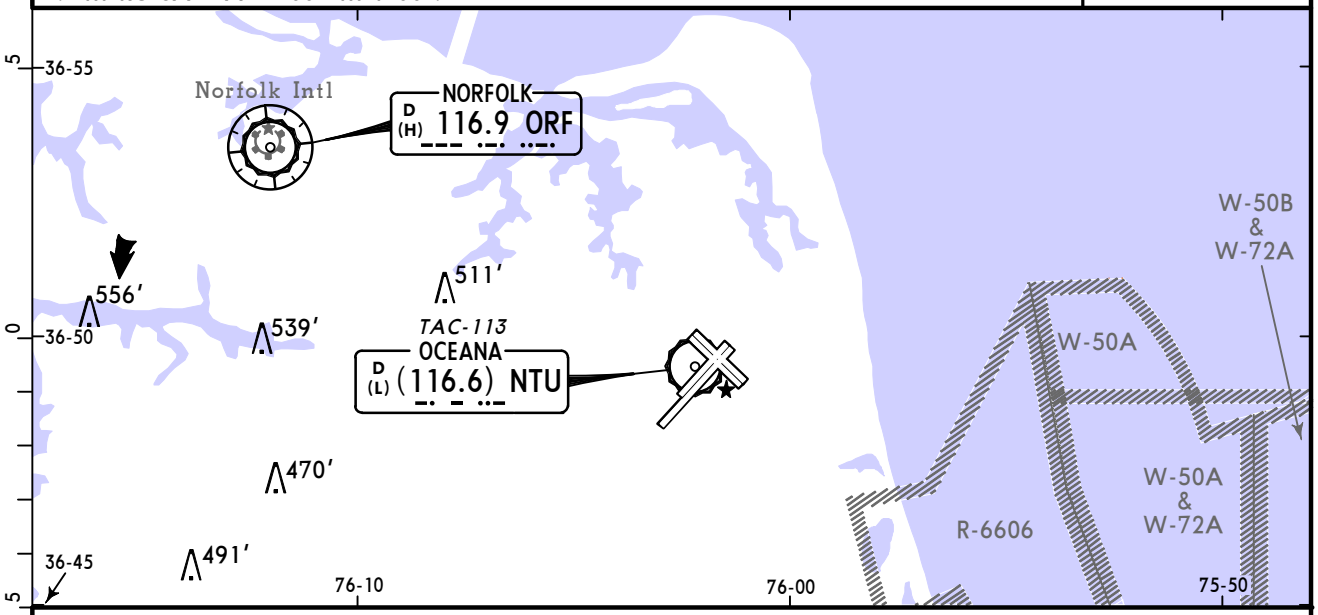
RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	*DA(H)/MDA(H)* Refer to Minimums	*Apt Elev* **23′** *TDZE*- See Below

MISSED APCH: As directed by RADAR CONTROLLER.

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

1. EMERG SAFE ALT 100 NM 4100′.

No MSA published



RWY 5L	RWY 5R	RWY 23L	RWY 23R	RWY 32L	RWY 32R
PAR TCH 40′ TDZE 21′	PAR TCH 36′ TDZE 20′	PAR TCH 42′ TDZE 22′	PAR TCH 44′ TDZE 21′	PAR TCH 41′ TDZE 23′	TDZE 21′

Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*
Rwys 5L/R, 23L/R, 32L						
PAR GS 3.00°	372	478	531	637	743	849

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 5L		PAR 5R				PAR 23L			
		Without GS			Without GS				Without GS	
	DA(H) 121′ (100′)	MDA(H) 420′ (399′)	DA(H) 120′ (100′)	ALS out	MDA(H) 420′ (400′)	ALS out	DA(H) 122′ (100′)	ALS out	MDA(H) 460′ (438′)	ALS out
A	1/2	1 1/4	1/4	1/2	3/4	1 1/4	1/4	1/2	3/4	1 1/4
B										
C										
D									1	1 1/2

STRAIGHT-IN LANDING

	PAR 23R		PAR 32L			
		Without GS			Without GS	
	DA(H) 121′ (100′)	MDA(H) 460′ (439′)	DA(H) 123′ (100′)	ALS out	MDA(H) 360′ (337′)	ALS out
A	1/2	1 1/4	1/4	1/2	3/4	1 1/4
B						
C						
D		1 1/2				

SIDESTEP LANDING

	PAR 5L	
		Without GS
	DA(H) 420′ (399′)	MDA(H) 420′ (399′)
A	1 1/2	1 1/4
B		
C		1 1/2
D	2	2

SIDESTEP LANDING

	PAR 23L		PAR 23R		PAR 32R	
		Without GS		Without GS		Without GS
	DA(H) 460′ (438′)	MDA(H) 460′ (438′)	DA(H) 460′ (439′)	MDA(H) 460′ (439′)	DA(H) 360′ (339′)	MDA(H) 360′ (339′)
	ALS out	ALS out				
A	1 1/2	1 1/4	1 1/2	1 1/4	1 1/4	1 1/4
B						
C		1 1/2		1 1/2	1 1/2	1 1/2
D	2	2	2	2	2	2

CIRCLE-TO-LAND

Max Kts	PAR Without GS All Rwys MDA(H)
90	480′ (457′) - 1 1/4
120	
140	480′ (457′) - 1 1/2
165	580′ (557′) - 2

TERPS

CHANGES: Procedure titles, minimums.

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BRIEFING STRIP TM

OCEANA Approach (R)	OCEANA Radar	OCEANA Tower
123.9	124.82	127.07

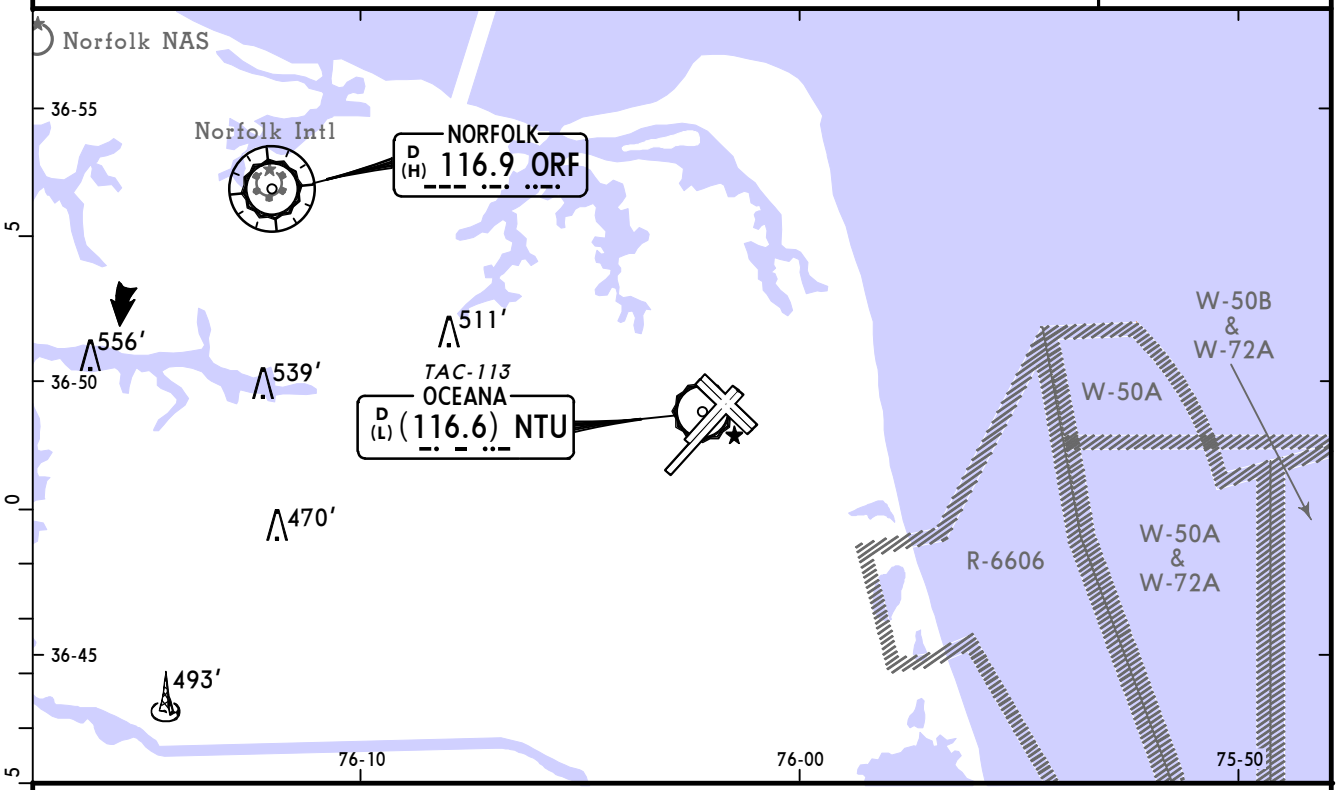
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
	By ATC	No FAF	Refer to Minimums	TDZE- See Below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

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

1. EMERG SAFE ALT 100 NM 4100′.



RWY 5L	RWY 5R	RWY 14L	RWY 14R	RWY 23L	RWY 23R	RWY 32L	RWY 32R
TDZE 21′	TDZE 20′	TDZE 20′	TDZE 20′	TDZE 22′	TDZE 21′	TDZE 23′	TDZE 21′

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 5L MDA(H) 400′(379′)	ASR 5R MDA(H) 420′(400′)	ASR 5R ALS out	ASR 14L MDA(H) 460′(440′)	ASR 14R MDA(H) 460′(438′)	ASR 23L MDA(H) 460′(438′)	ASR 23L ALS out	ASR 23R MDA(H) 460′(439′)
A	1	1/2	1	1	1	1/2	1	1
B								
C		3/4		1 1/4	1 1/4	3/4		1 1/4
D	1 1/4		1 1/4	1 1/2	1 1/2	1	1 1/4	1 1/2

STRAIGHT-IN LANDING

	ASR 32L MDA(H) 440′(417′)	ASR 32L ALS out	ASR 32R MDA(H) 440′(419′)
A	1/2	1	1
B			
C	3/4	1 1/4	1 1/4
D			

CIRCLE-TO-LAND

ASR All Rwys

Max Kts	MDA(H)
90	480′(457′)-1
120	
140	480′(457′)-1 1/2
165	580′(557′)-2

TERPS

CHANGES: New procedure.

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General Information

Location: Norfolk VA USA
IATA Code: ORF
Lat/Long: N36° 53.7' W076° 12.1'
Elevation: 27 ft

Airport Use: Public
Magnetic Variation: 10.8°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1139 Z
Sunset: 2257 Z,

Runway Information

Runway: 05
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1000 ft

Runway: 14
Length x Width: 4875 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, REIL
Displaced Threshold: 213 ft

Runway: 23
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline

Runway: 32
Length x Width: 4875 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, REIL

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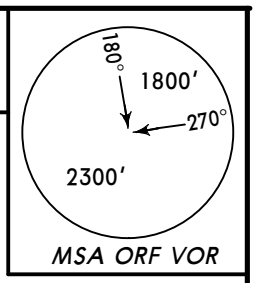
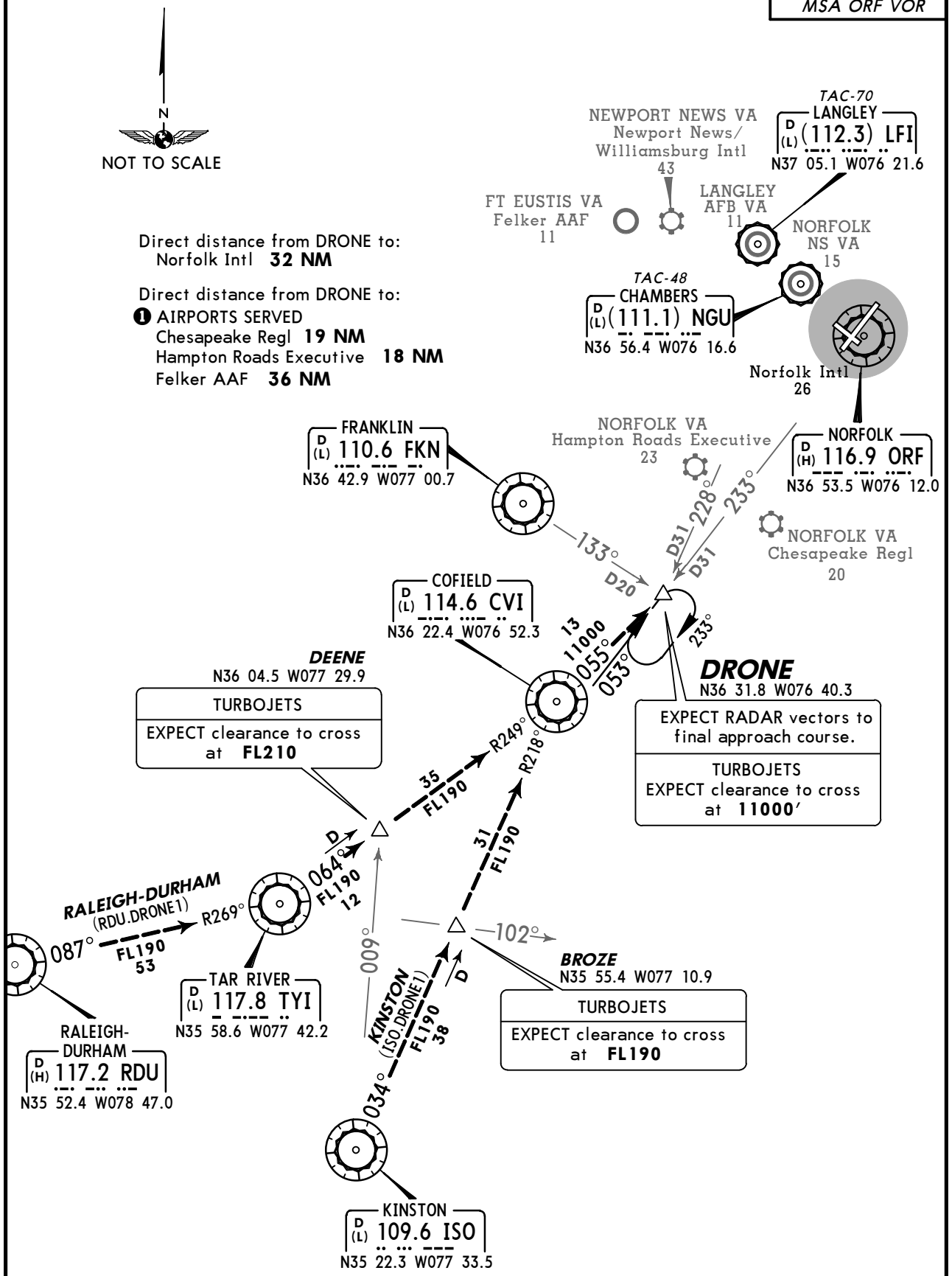
Communication Information

ATIS 127.15
Norfolk Tower 120.8
Norfolk Ground Control 121.9
Norfolk Clearance Delivery 118.5
Norfolk Approach Control 118.9 Initial Contact
Norfolk App ARSA 118.9
Norfolk App ARSA 125.7 (311°-9°)
Norfolk Departure Control 125.2
Leesburg Flight Service Station 122.1 RCO
Leesburg Flight Service Station 116.9 RCO

NORFOLK INTL ATIS 127.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′ Also serves ❶

DRONE ONE ARRIVAL (DRONE.DRONE1)





ROUTING

From over DRONE EXPECT RADAR vectors to final approach course.

CHANGES: Also serves.

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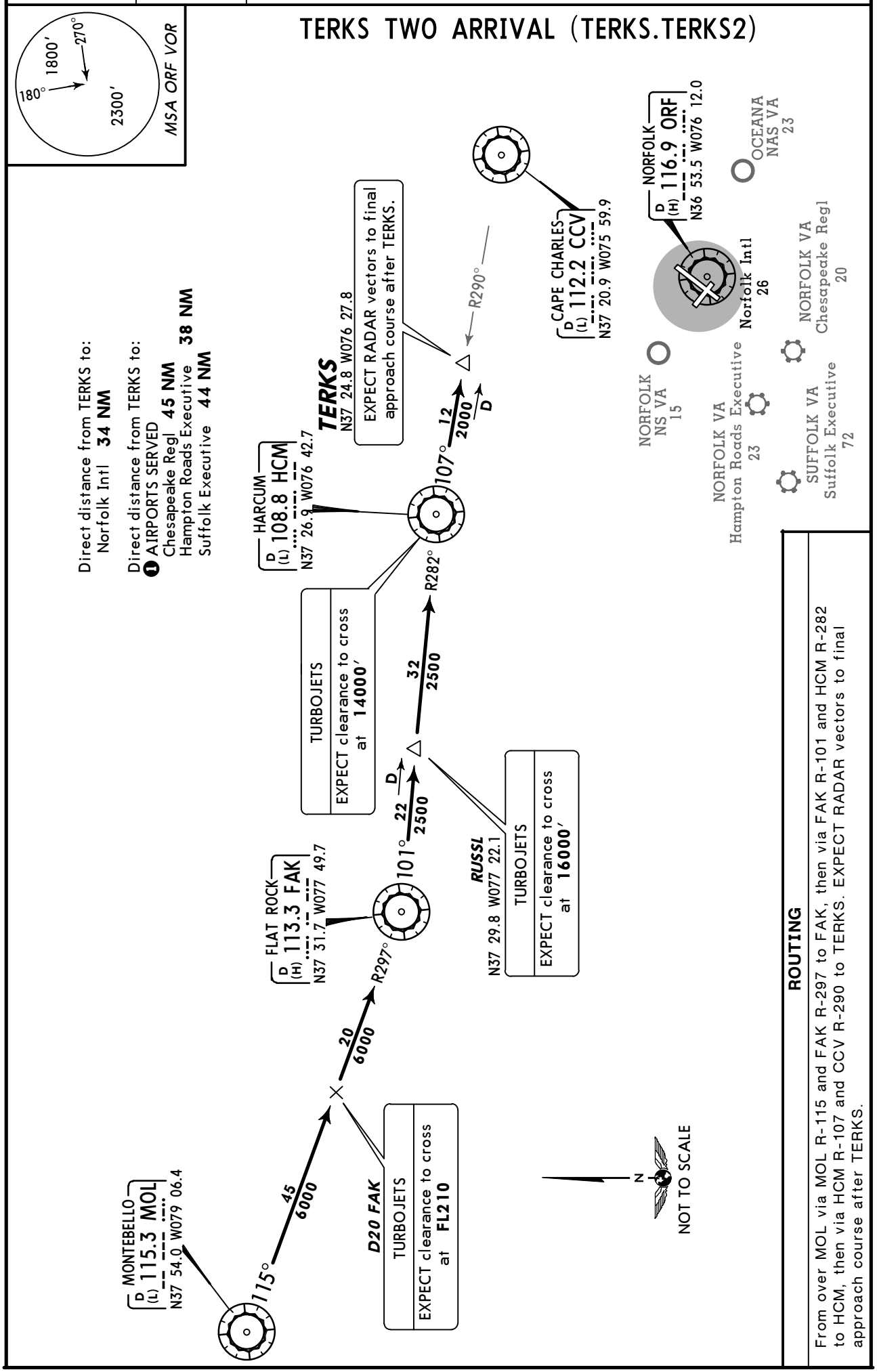
NORFOLK INTL ATIS 127.15	Apt Elev See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′ 1. For aircraft at or above 14000′ only. 2. Also serves ❶

TERKS TWO ARRIVAL (TERKS.TERKS2)



ROUTING

From over MOL via MOL R-115 and FAK R-297 to FAK, then via FAK R-101 and HCM R-282 to HCM, then via HCM R-107 and CCV R-290 to TERKS. EXPECT RADAR vectors to final approach course after TERKS.

CHANGES: None.

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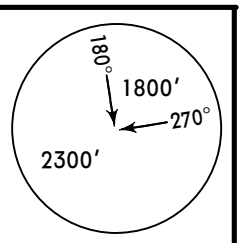
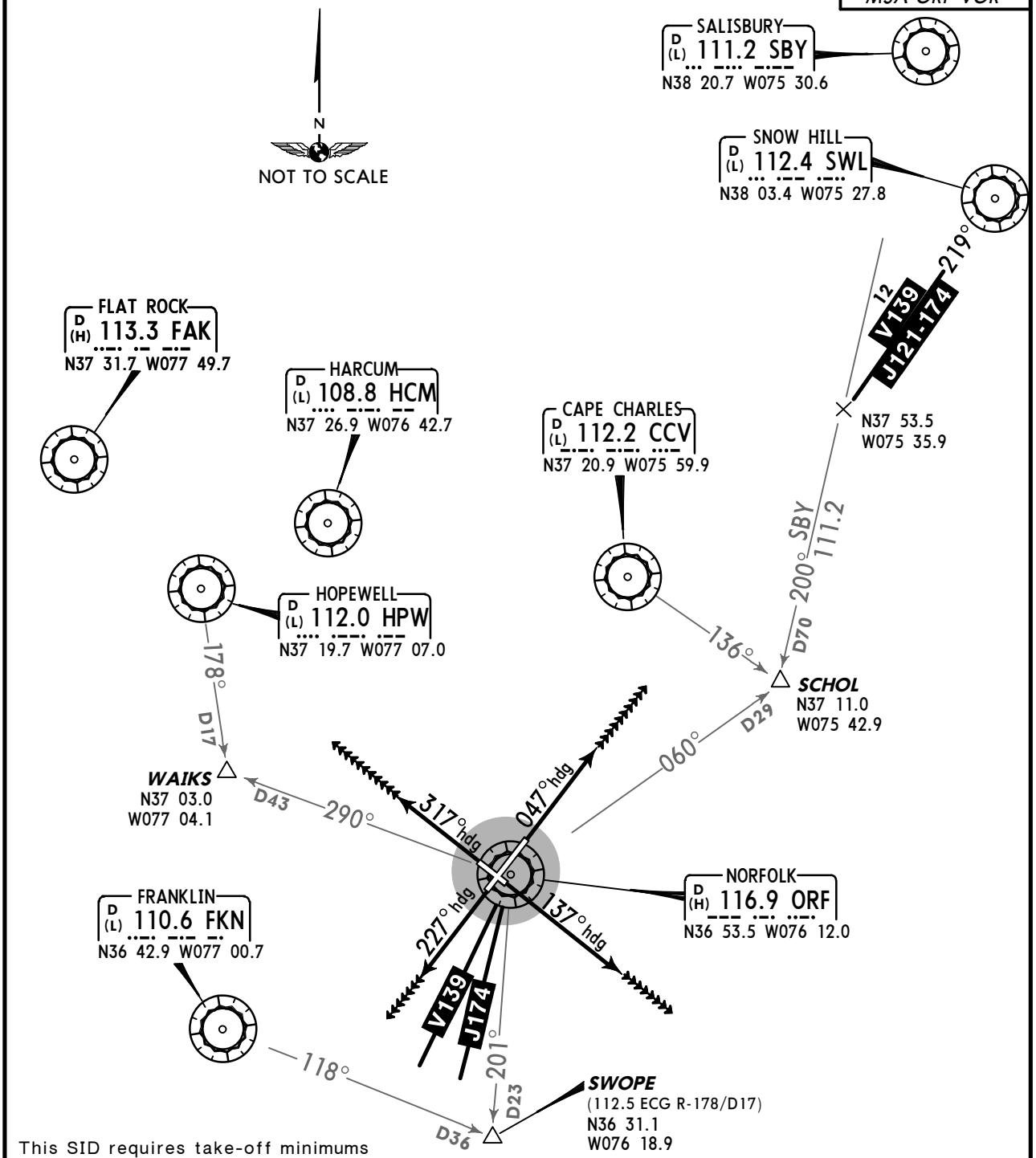
NORFOLK Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
125.2	26′	RADAR required.

KISRR ONE DEPARTURE (KISRR1.ORF)





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

OBSTACLE: For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB
5	Climb heading 047°.
14	Climb heading 137°.
23	Climb heading 227°.
32	Climb heading 317°.

ROUTING	ALTITUDE
EXPECT RADAR vectors to assigned departure route or fix. EXPECT clearance to requested altitude 10 minutes after departure.	MAINTAIN 4000′

CHANGES: New procedure at this airport.

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TAKEOFF OBSTACLE NOTES

- RWY 5:

  MOBILE CRANE 4091' FROM DER, 1249' RIGHT OF CENTERLINE, 150' AGL/163' MSL. MULTIPLE SHIP MASTS BEGINNING 2761' FROM DER, 22' RIGHT OF CENTERLINE, UP TO 100' AGL/100' MSL. MULTIPLE SHIP MASTS BEGINNING 2564 FROM DER, 133' LEFT OF CENTERLINE, UP TO 100' AGL/100' MSL. OBSTRUCTION LIGHT ON POLE 3978' FROM DER, 931' LEFT OF CENTERLINE, 138' AGL/146' MSL. MULTIPLE TOWERS BEGINNING 4045' FROM DER, 982' LEFT OF CENTERLINE, UP TO 138' AGL/146' MSL. OBSTRUCTION LIGHT ON POLE 2898' FROM DER, 811' RIGHT OF CENTERLINE, 84' AGL/98' MSL. ANTENNA 4115' FROM DER, 1585' RIGHT OF CENTERLINE, 117' AGL/131' MSL. TOWER 2974' FROM DER, 772' RIGHT OF CENTERLINE, 90' AGL/98' MSL. OBSTRUCTION LIGHT ON POLE 2696' FROM DER, 1063' LEFT OF CENTERLINE, 84' AGL/91' MSL. BUSH 29' FROM DER, 307' RIGHT OF CENTERLINE, 6' AGL/20' MSL. TREE 1459' FROM DER, 159' LEFT OF CENTERLINE, 41' AGL/55' MSL. TOWER 2938' FROM DER, 1254' LEFT OF CENTERLINE, 89' AGL/94' MSL. TREE 1399' FROM DER, 201' RIGHT OF CENTERLINE, 38' AGL/52' MSL. SIGN 82' FROM DER, 301' LEFT OF CENTERLINE, 2' AGL/19' MSL. TERRAIN 23' FROM DER, 227' LEFT OF CENTERLINE, 0' AGL/17 MSL.

- RWY 14:

  TREE 2541' FROM DER, 432' RIGHT OF CENTERLINE, 101' AGL/121' MSL. MULTIPLE TREES BEGINNING 443' FROM DER, 398' LEFT OF CENTERLINE, UP TO 75' AGL/95' MSL. POLE 1410' FROM DER, 254' RIGHT OF CENTERLINE, 45' AGL/62' MSL.

- RWY 23:

  ROD ON OBSTRUCTION LIGHT POLE 1012' FROM DER, 650' RIGHT OF CENTERLINE, 56' AGL/73' MSL. MULTIPLE TREES BEGINNING 619' FROM DER, 584' LEFT OF CENTERLINE, UP TO 81' AGL/98' MSL. OBSTRUCTION LIGHT ON POLE 1433' FROM DER, 738' LEFT OF CENTERLINE, 54' AGL/71' MSL. MULTIPLE TREES BEGINNING 323' FROM DER, 504' RIGHT OF CENTERLINE, UP TO 26' AGL/43' MSL. POLE 2165' FROM DER, 840' RIGHT OF CENTERLINE, 57' AGL/74' MSL.

- RWY 32:

  MULTIPLE TREES BEGINNING 17' FROM DER, 460' RIGHT OF CENTERLINE, UP TO 81' AGL/98' MSL. MULTIPLE TREES AND POLES BEGINNING 60' FROM DER, 333' LEFT OF CENTERLINE, UP TO 87' AGL/92' MSL. ROAD 207' FROM DER, 231' RIGHT OF CENTERLINE, 12' AGL/29' MSL. MULTIPLE OBSTRUCTION LIGHTS ON TOWERS 201' FROM DER, 135' LEFT OF CENTERLINE, UP TO 12' AGL/27' MSL.

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KORF/ORF

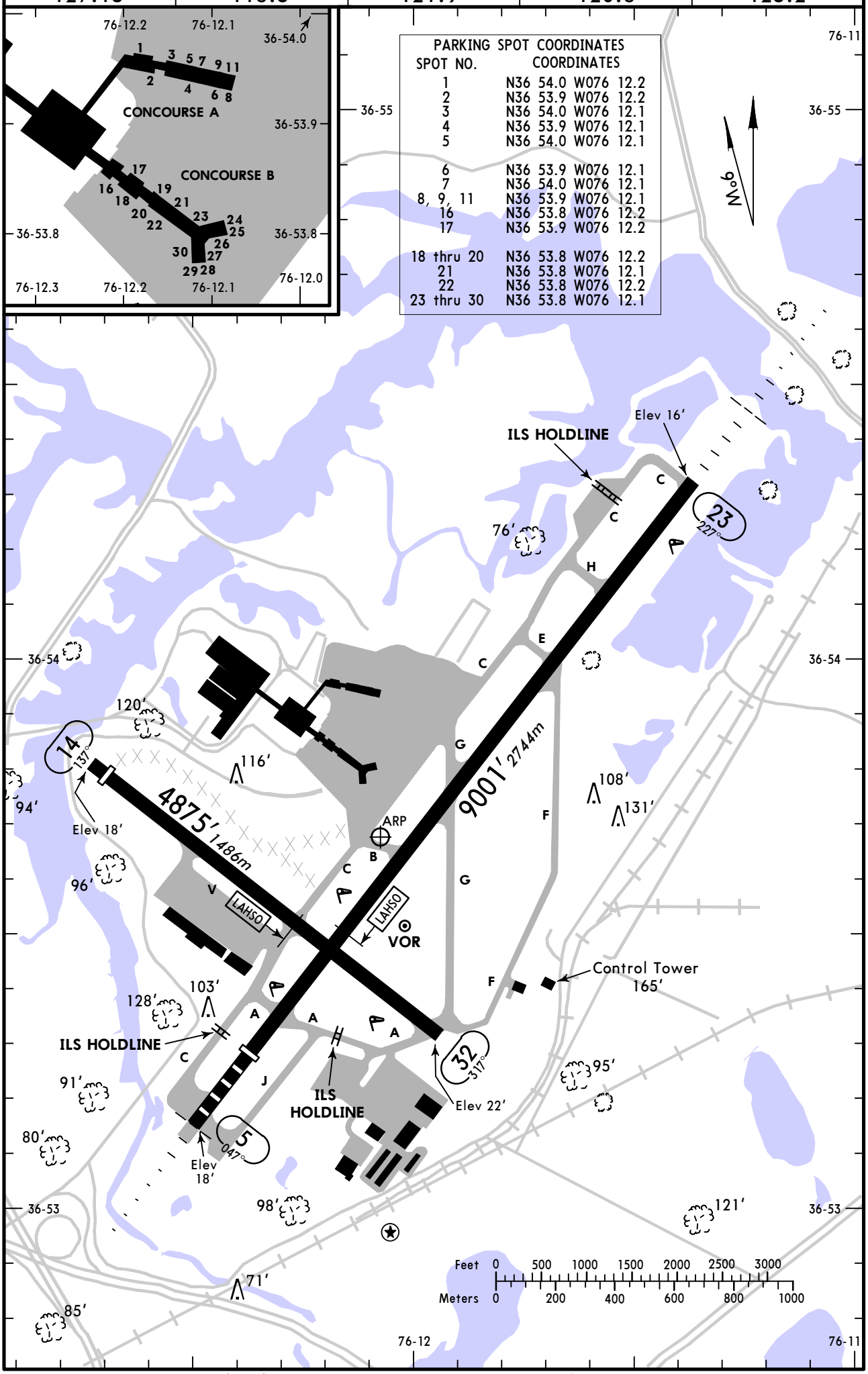
Apt Elev **27′**
N36 53.7 W076 12.1

JEPPESEN

19 AUG 11 (10-9) **Eff 25 Aug**

NORFOLK, VA
NORFOLK INTL

ATIS	NORFOLK Clearance	Ground	Tower	NORFOLK Departure (R)
127.15	118.5	121.9	120.8	125.2



CHANGES: Magnetic variation and rwy bearings.

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GENERAL

Birds in vicinity of airport.
Low level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	WIDTH
5	HIRL CL MALSR TDZ ❶ PAPI-L grooved RVR	8001' *2439m*	6967' *2124m*		150' *46m*
23	HIRL CL MALSR ❶ PAPI-L grooved		7992' *2436m*	14/32 6300' *1920m*	

❶ Angle 3.0°.

14	MIRL REIL ❷ PAPI-L grooved	4662' *1421m*		5/23 2850' *869m*	150' *46m*
32					

❷ Angle 3.0°.

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

	ILS Rwy 5 ILS Rwy 23	LOC Rwy 5 LOC Rwy 23 RNAV (RNP) Y Rwy 5 RNAV (GPS) Z Rwy 5 RNAV (GPS) Rwy 14 RNAV (RNP) Y Rwy 23	RNAV (GPS) Z Rwy 23 RNAV (GPS) Rwy 32 VOR DME Rwy 5 VOR DME Rwy 14 VOR Rwy 23 VOR DME Rwy 32
A	600-2	800-2	
B			
C			
D			

CHANGES: Usable lengths, alternate minimums.

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ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

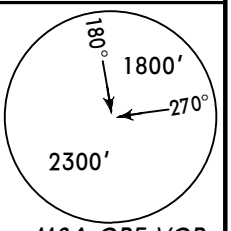
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 27′
IORF 109.1	047°	SKLAR 1600′ (1579′)	221′ (200′)	Rwy 5 21′

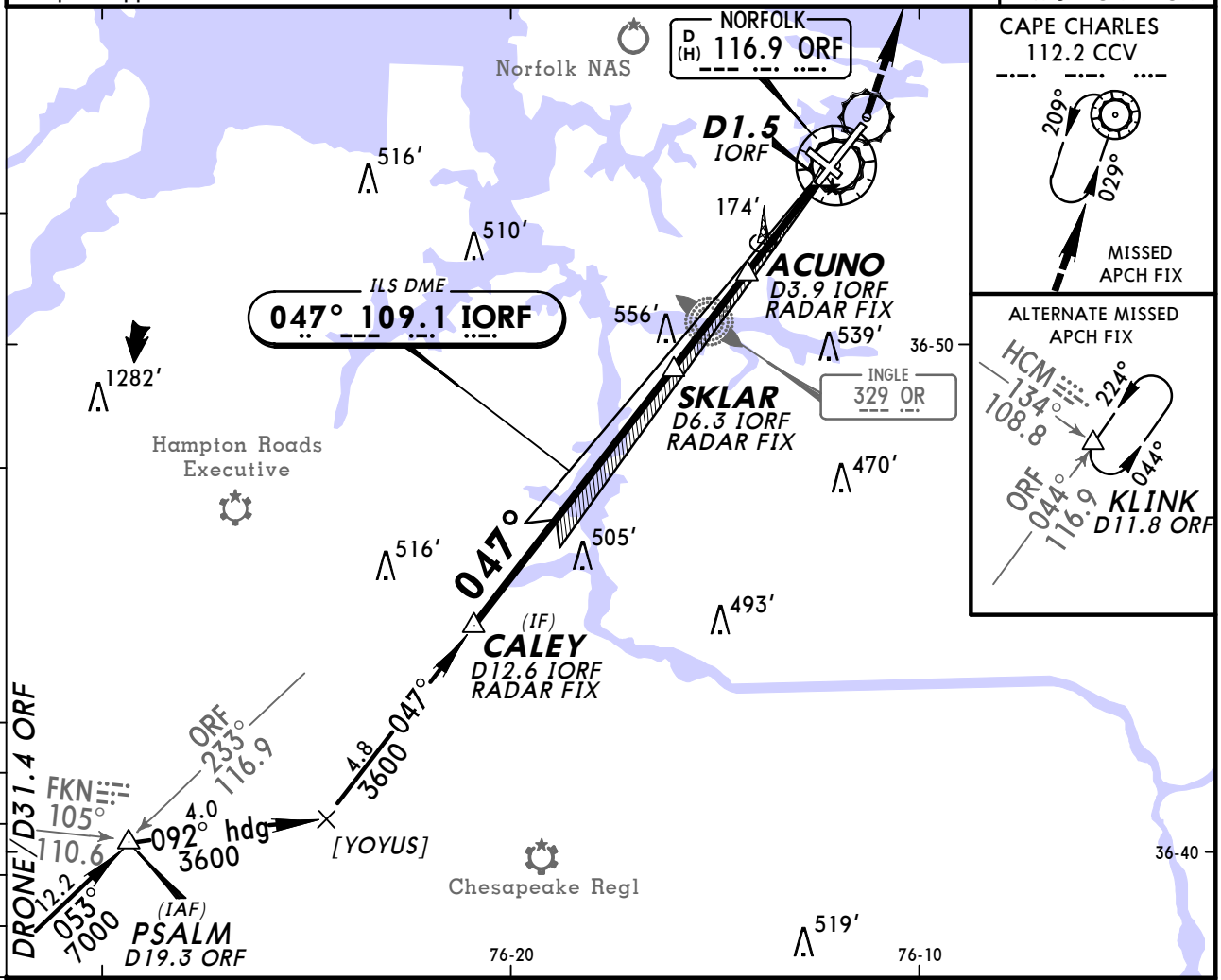
MISSED APCH: Climb to 2000′ direct CCV VOR and hold, or as directed by ATC.

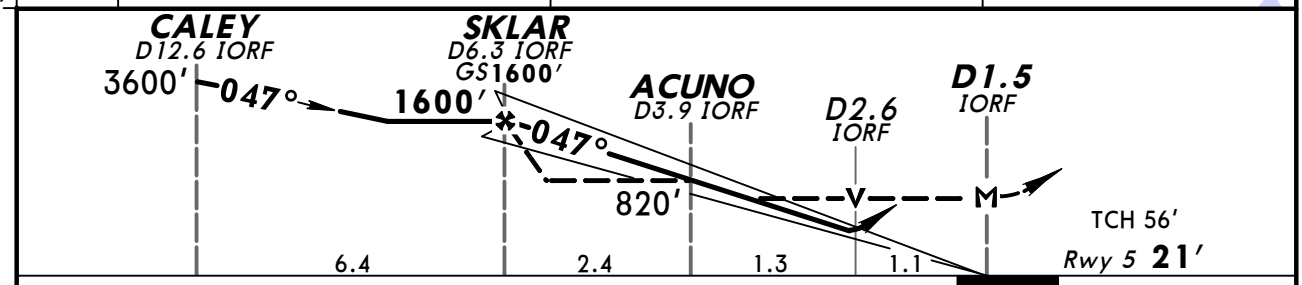
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident. 3. Autopilot coupled approach not authorized below 744′.



MSA ORF VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IORF or SKLAR to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI

2000′

CCV 112.2

STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 221′ (200′) FULL	TDZ or CL out	RAIL out	ALS out	LOC (GS out) MDA(H) 440′ (419′)	RAIL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1⅛
D							

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (453′)-1
120	
140	540′ (513′)-1½
165	580′ (553′)-2

1 When VGSI inop, circling Rwy 14 not authorized at night.

TERPS AMEND 25 25 AUG 2011

CHANGES: Procedure.

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KORF/ORF
NORFOLK INTL

JEPPESEN

19 AUG 11 (11-2) Eff 25 Aug

NORFOLK, VA
ILS or LOC Rwy 23

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

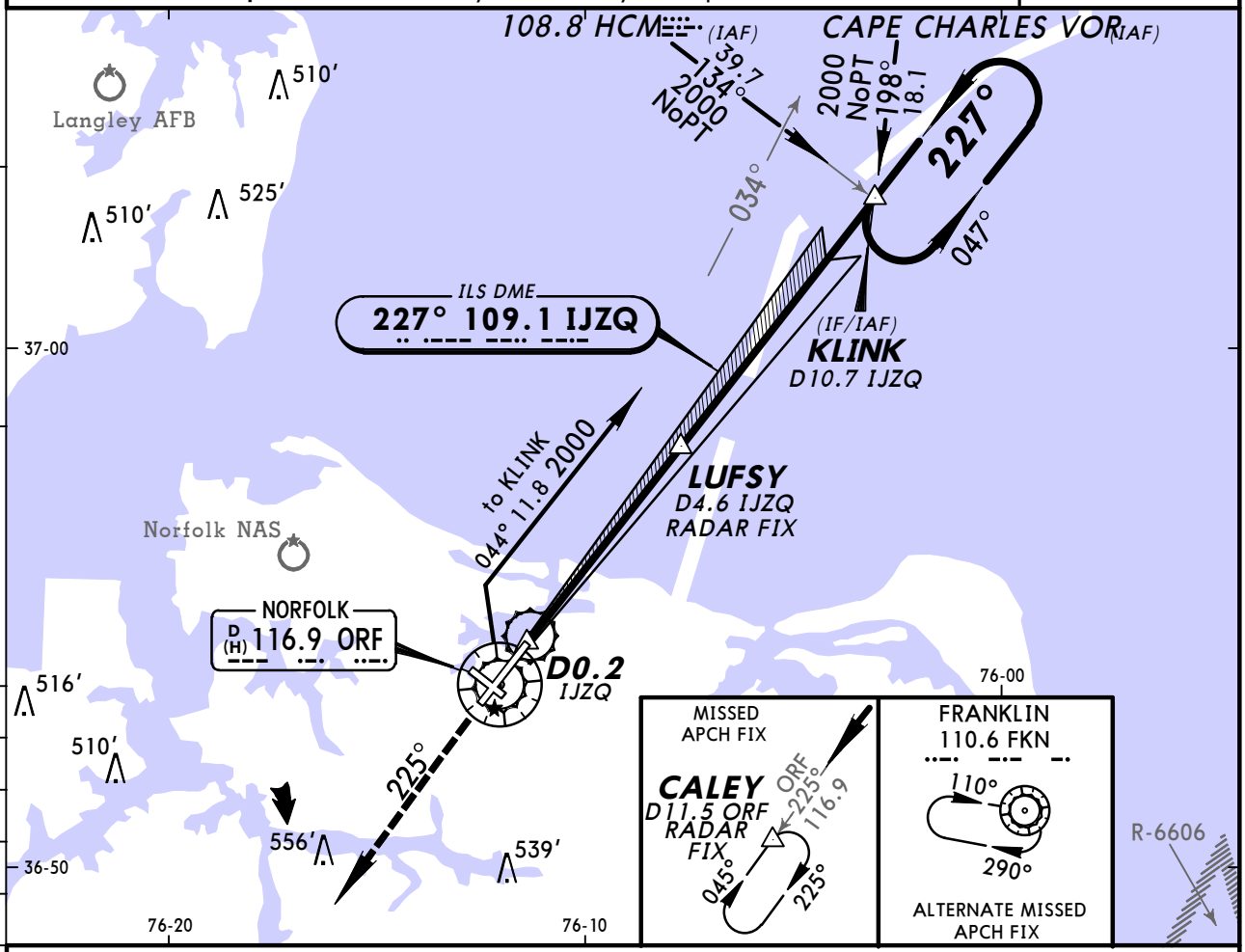
LOC IJZQ	Final Apch Crs	GS LUFSY	ILS DA(H)	Apt Elev 27′
109.1	227°	1600′ (1584′)	216′ (200′)	Rwy 23 16′

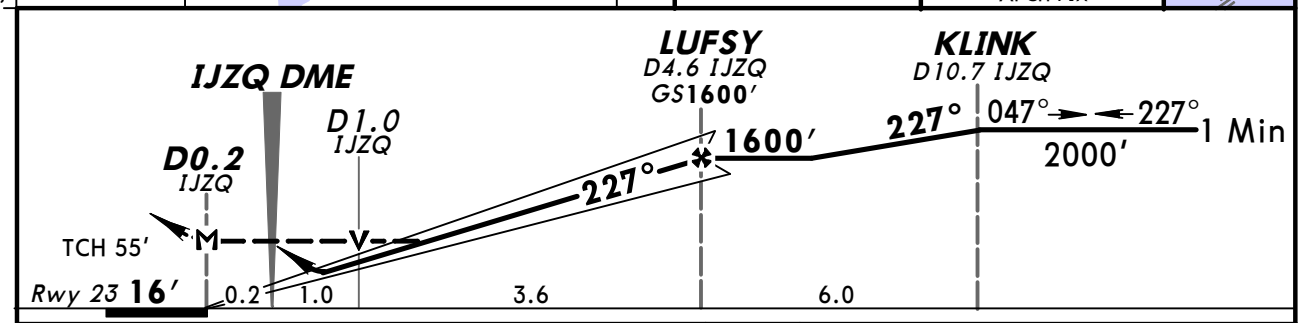
MISSED APCH: Climb to 2000′ on ORF VOR R-225 to CALEY/D11.5 ORF and hold.

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

1. DME or Radar required. 2. Visibility reduction by helicopters not authorized.

MSA ORF VOR: 180° 1800′, 270° 2300′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IJZQ or LUFSY to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR PAPI 2000′ ↑ ORF on 116.9 R-225 CALEY

STRAIGHT-IN LANDING RWY23

	ILS DA(H) 216′ (200′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 440′ (424′)	LOC RAIL out	LOC ALS out
A	1/2	3/4		3/4	3/4	1
B						
C					1	1 1/4
D						

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (453′)-1
120	
140	540′ (513′)-1 1/2
165	580′ (553′)-2

1 When VGSI inop, circling Rwy 14 not authorized at night.

BRIEFING STRIP ™

TERPS AMEND 7 25 AUG 2011

CHANGES: Procedure.

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KORF/ORF
NORFOLK INTL

JEPPESEN

19 AUG 11 (12-1) Eff 25 Aug

NORFOLK, VA
RNAV (GPS) Z Rwy 5

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt SKLAR	LPV DA(H)	Apt Elev 27′
Ch 50222 W-05A	047°	1600′ (1579′)	226′ (205′)	Rwy 5 21′

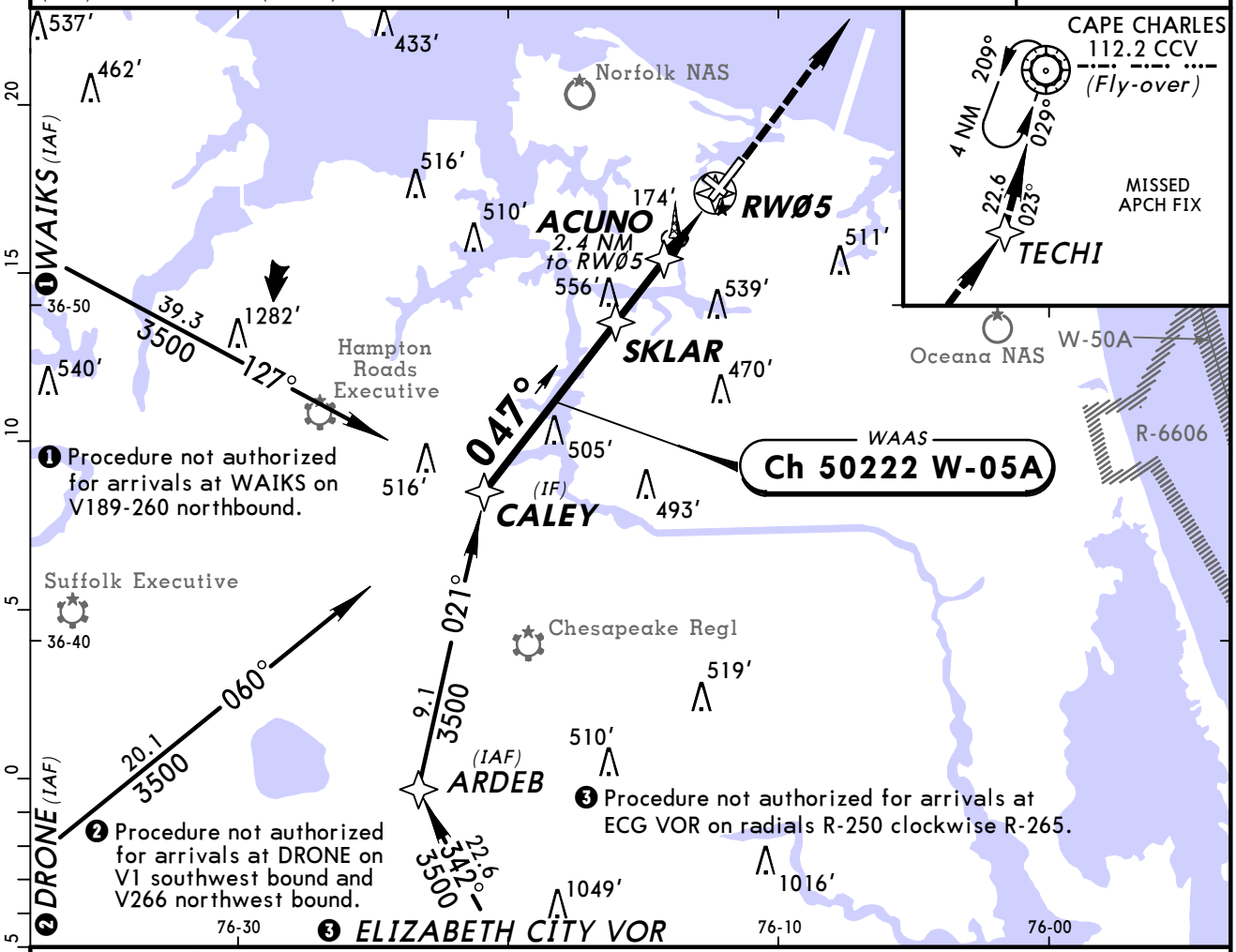
MISSED APCH: Climb to 2000′ direct TECHI and on track 023° to CCV VOR and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F).

2300′

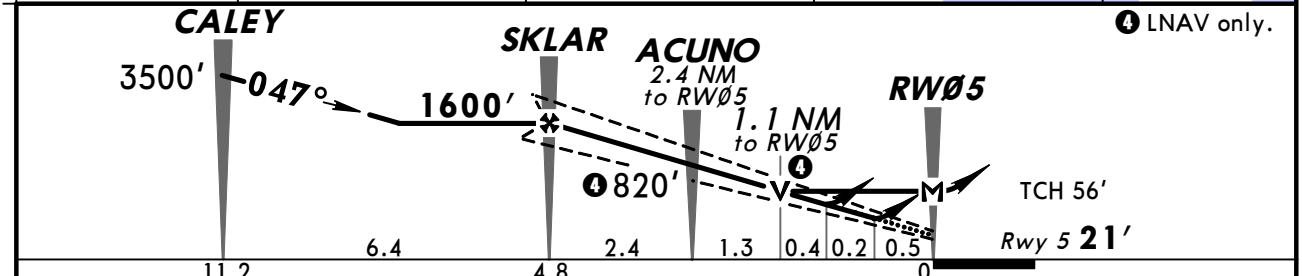
MSA RWØ5



❶ Procedure not authorized for arrivals at WAIKS on V189-260 northbound.

❷ Procedure not authorized for arrivals at DRONE on V1 southwest bound and V266 northwest bound.

❸ Procedure not authorized for arrivals at ECG VOR on radials R-250 clockwise R-265.



❹ LNAV only.

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

2000′

TECHI

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 226′ (205′)			LNAV/VNAV DA(H) 306′ (285′)			LNAV MDA(H) 440′ (419′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C							RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1⅛
D									

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90	480′ (453′)-1
120	
140	540′ (513′)-1½
165	580′ (553′)-2

❶ When VGSI inop, circling Rwy 14 not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KORF/ORF
NORFOLK INTL

JEPPESEN

19 AUG 11 (12-2) Eff 25 Aug

NORFOLK, VA
RNAV (GPS) Rwy 14

BRIEFING STRIP ™

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

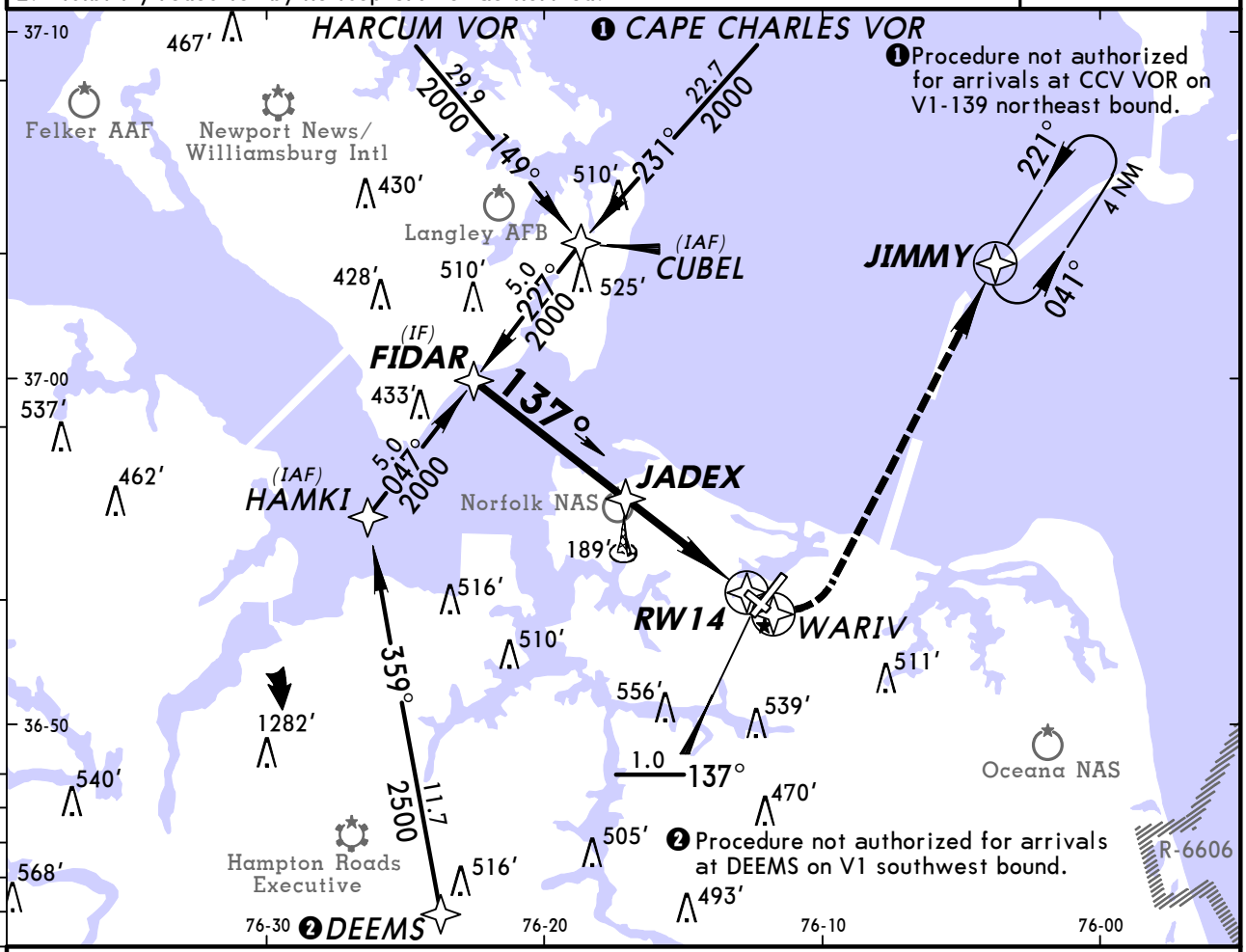
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 27′
	137°	JADEX 1500′(1475′)	440′(415′)	TDZE 25′

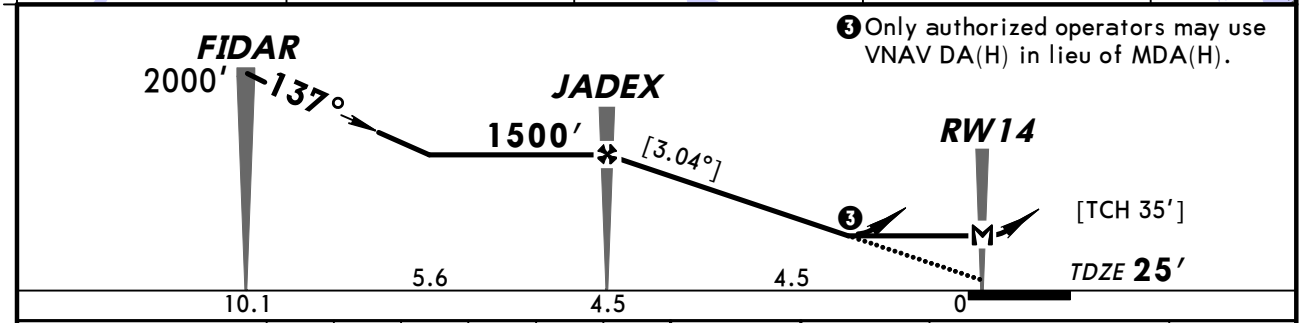
MISSED APCH: Climb to 2000′ via 137° course to WARIV then LEFT turn direct JIMMY and hold.

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

1. DME/DME RNP-0.30 not authorized.
2. Visibility reduction by helicopters not authorized.

2300′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW14						

REIL
PAPI-L

2000′ via 137° WARIV

STRAIGHT-IN LANDING RWY 14
LNAV
MDA(H) 440′(415′)

		Max Kts	MDA(H)
A	1	90	520′(493′)-1
B		120	
C	1¼	140	540′(513′)-1½
D		165	580′(553′)-2

CIRCLE-TO-LAND

TERPS AMEND 0B 18 NOV 2010

CHANGES: Airport elevation.

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KORF/ORF
NORFOLK INTL

JEPPESEN

19 AUG 11 (12-3) Eff 25 Aug

NORFOLK, VA
RNAV (GPS) Z Rwy 23

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

BRIEFING STRIP ™

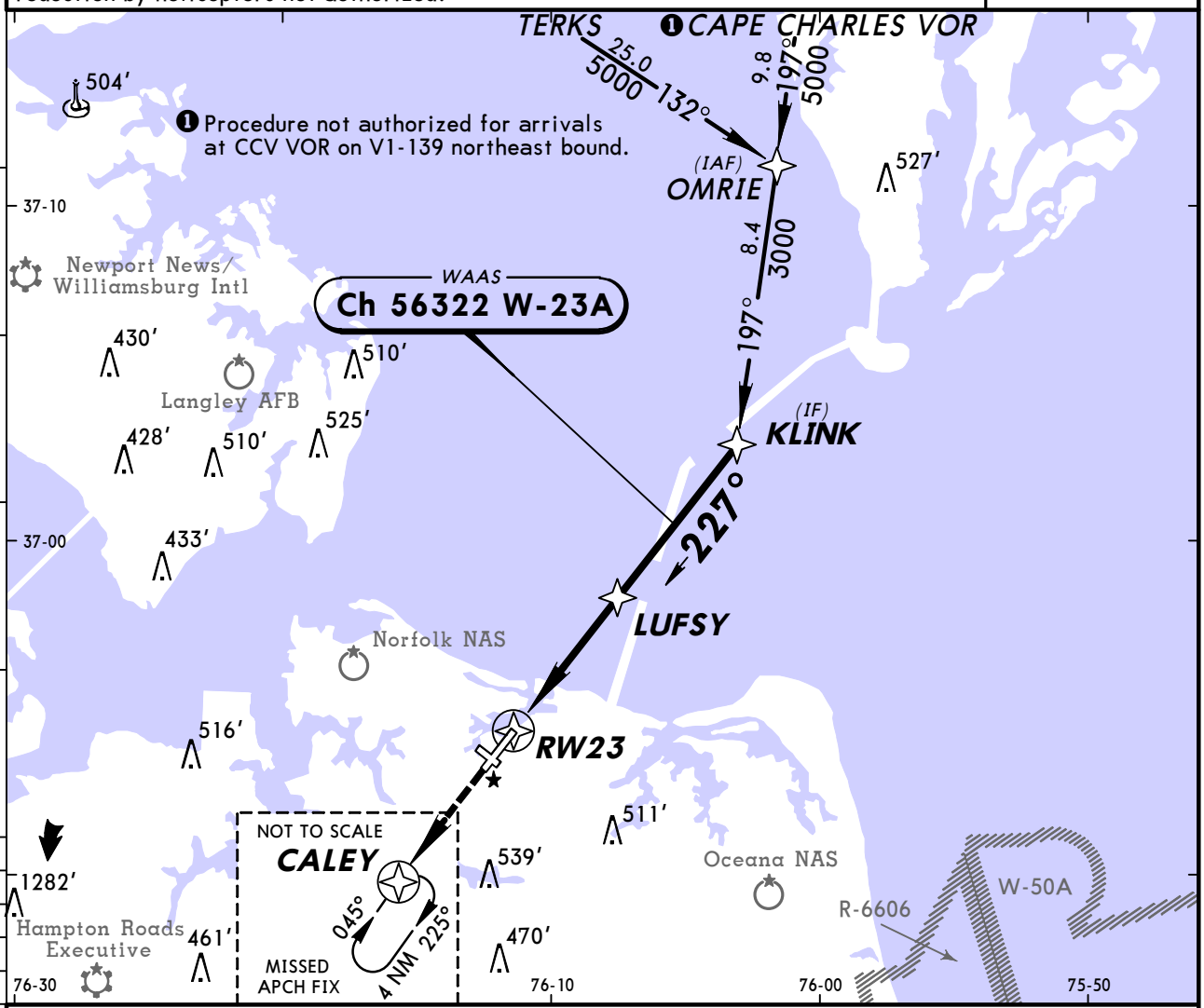
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 27′
Ch 56322 W-23A	227°	LUFSY 1600′ (1584′)	216′ (200′)	Rwy 23 16′

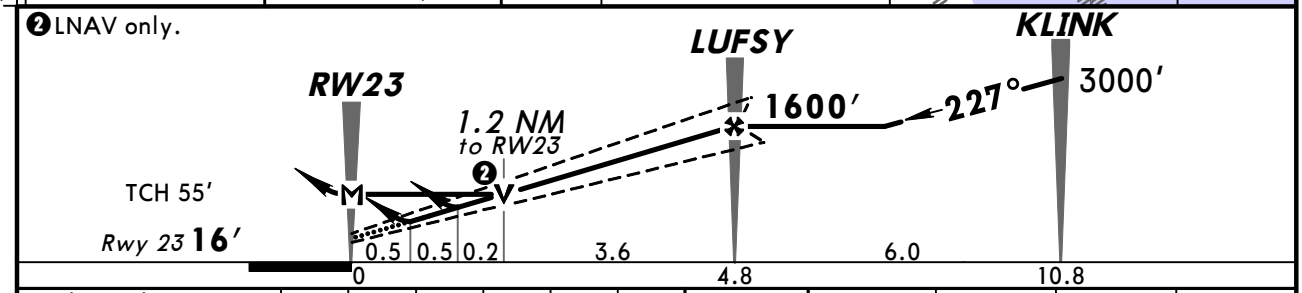
MISSED APCH: Climb to 2000′ direct CALEY and hold.

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 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.

2300′ 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						

MALSR PAPI 2000′ CALEY

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 216′ (200′)			LNAV/VNAV DA(H) 374′ (358′)		LNAV MDA(H) 440′ (424′)			1 CIRCLE-TO-LAND	
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1/2	3/4		3/4		1¼	3/4	3/4	1	90	480′ (453′)-1
B										120	
C								1	1¼	140	540′ (513′)-1½
D										165	580′ (553′)-2

1 When VGSI inop, circling Rwy 14 not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KORF/ORF
NORFOLK INTL

JEPPESEN

19 AUG 11 (12-4) Eff 25 Aug

NORFOLK, VA
RNAV (GPS) Rwy 32

BRIEFING STRIP ™

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 27′
	317°	EVAPE 1300′ (1275′)	420′ (395′)	TDZE 25′

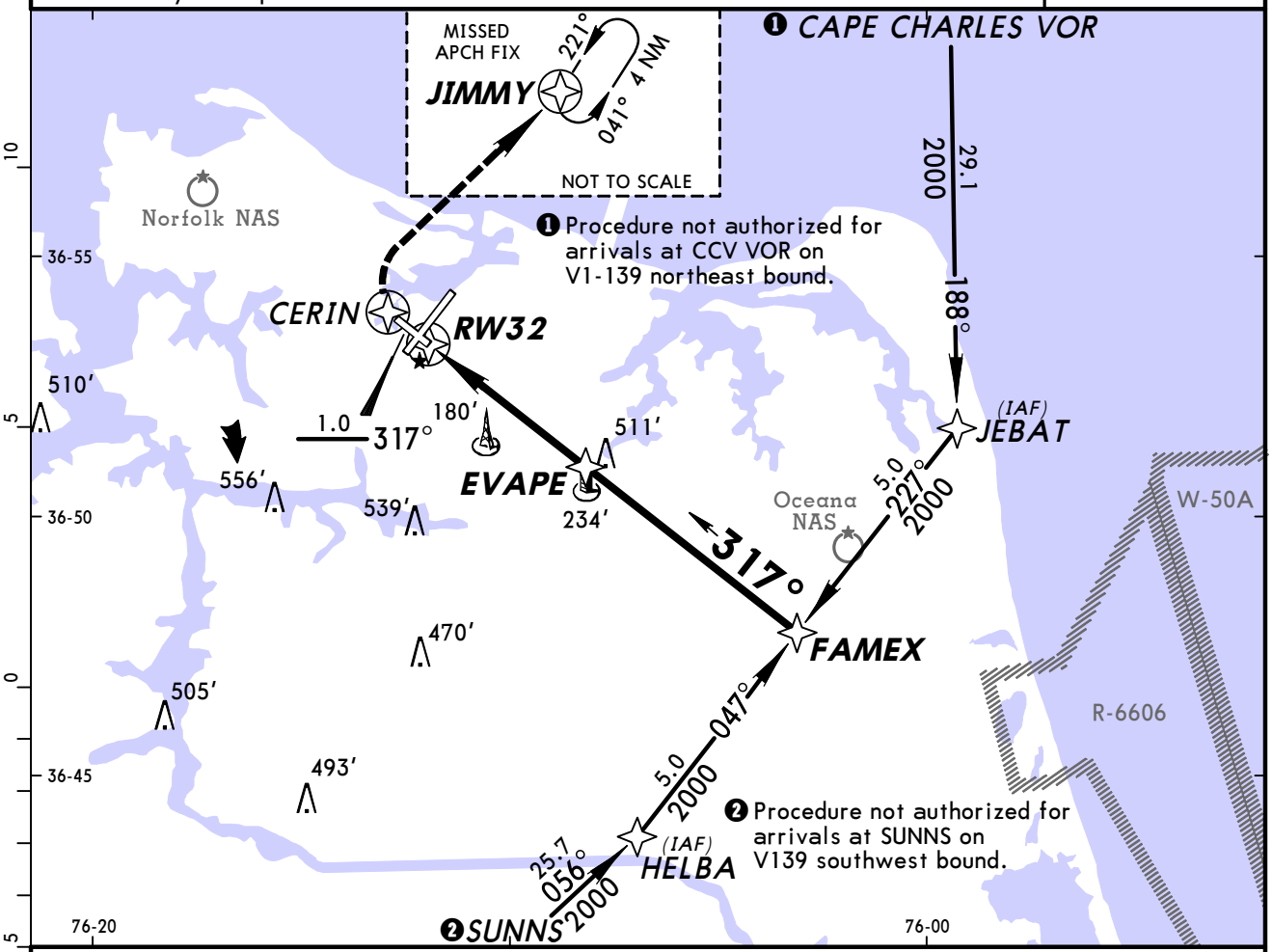
MISSED APCH: Climb to 2000′ via 317° course to CERIN then RIGHT turn direct JIMMY and hold.

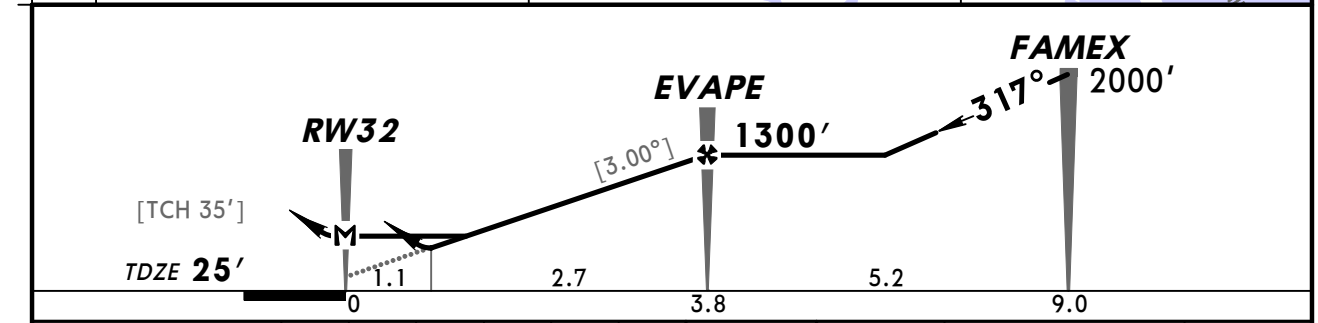
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. Visibility reduction by helicopters not authorized.

2300′

MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW32						

REIL
PAPI-L

2000′ via 317° CERIN

STRAIGHT-IN LANDING RWY 32

	LNAV/VNAV DA(H) 420′ (395′)	LNAV MDA(H) 440′ (415′)
A	1½	1
B		
C		1¼
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (493′)-1
120	
140	540′ (513′)-1½
165	580′ (553′)-2

TERPS AMEND 0B 18 NOV 2010

CHANGES: Airport elevation.

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KORF/ORF
NORFOLK INTL

JEPPESEN

30 SEP 11 (12-20)

NORFOLK, VA
RNAV (RNP) Y Rwy 5

BRIEFING STRIP ™

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

RNAV	Final Apch Crs	Minimum Alt SKLAR	RNP 0.10 DA(H)	Apt Elev 27′
	047°	1600′ (1579′)	336′ (315′)	Rwy 5 21′

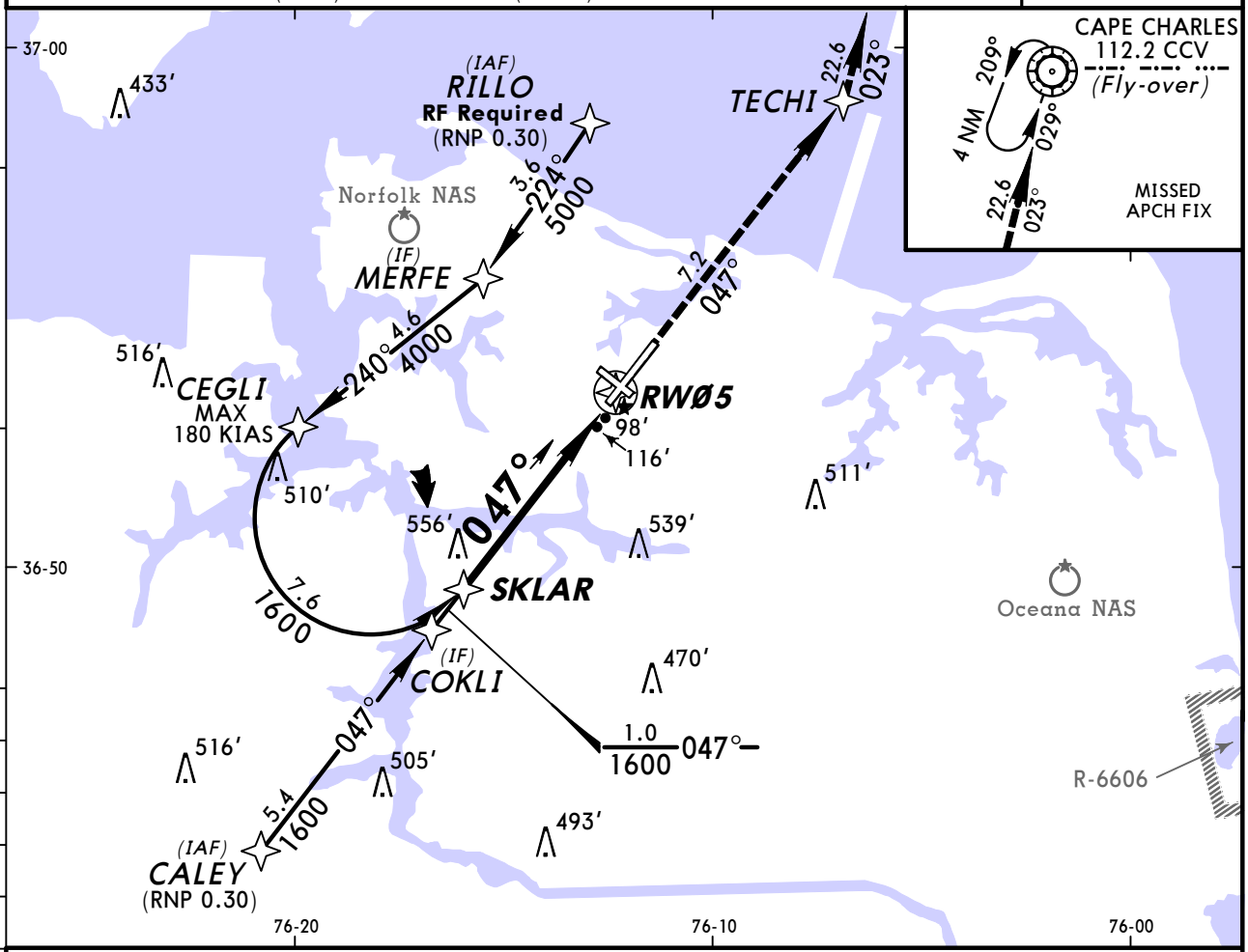
MISSED APCH: Climb to 2000′ on track 047° to TECHI and on track 023° to CCV VOR and hold.

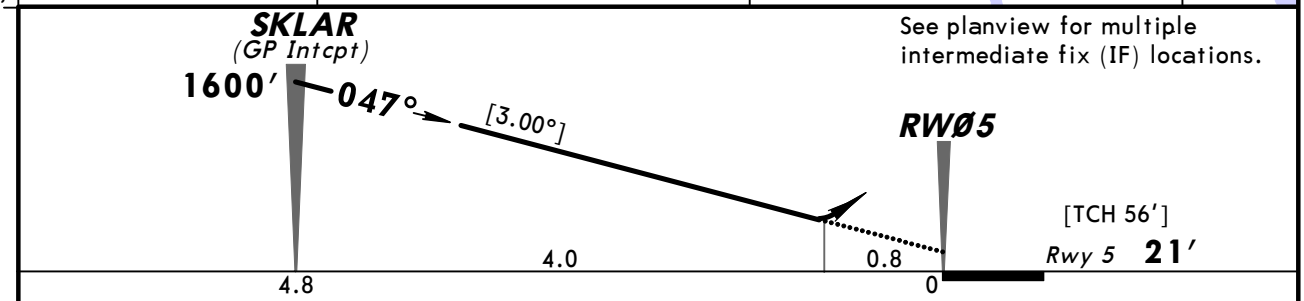
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. VGSI and RNAV glidepath not coincident. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (17°F) or above 48°C (119°F).

2300′

MSA RWØ5





See planview 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

2000′ on 047° TECHI

STRAIGHT-IN LANDING RWY 5

	RNP 0.10 DA(H) 336′ (315′)		RNP 0.30 DA(H) 417′ (396′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 45 or ⅞	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0 25 AUG 2011

CHANGES: Approach transition distance.

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KORF/ORF
NORFOLK INTL

JEPPESEN
30 SEP 11 (12-21)

NORFOLK, VA
RNAV (RNP) Y Rwy 23

BRIEFING STRIP ™

ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

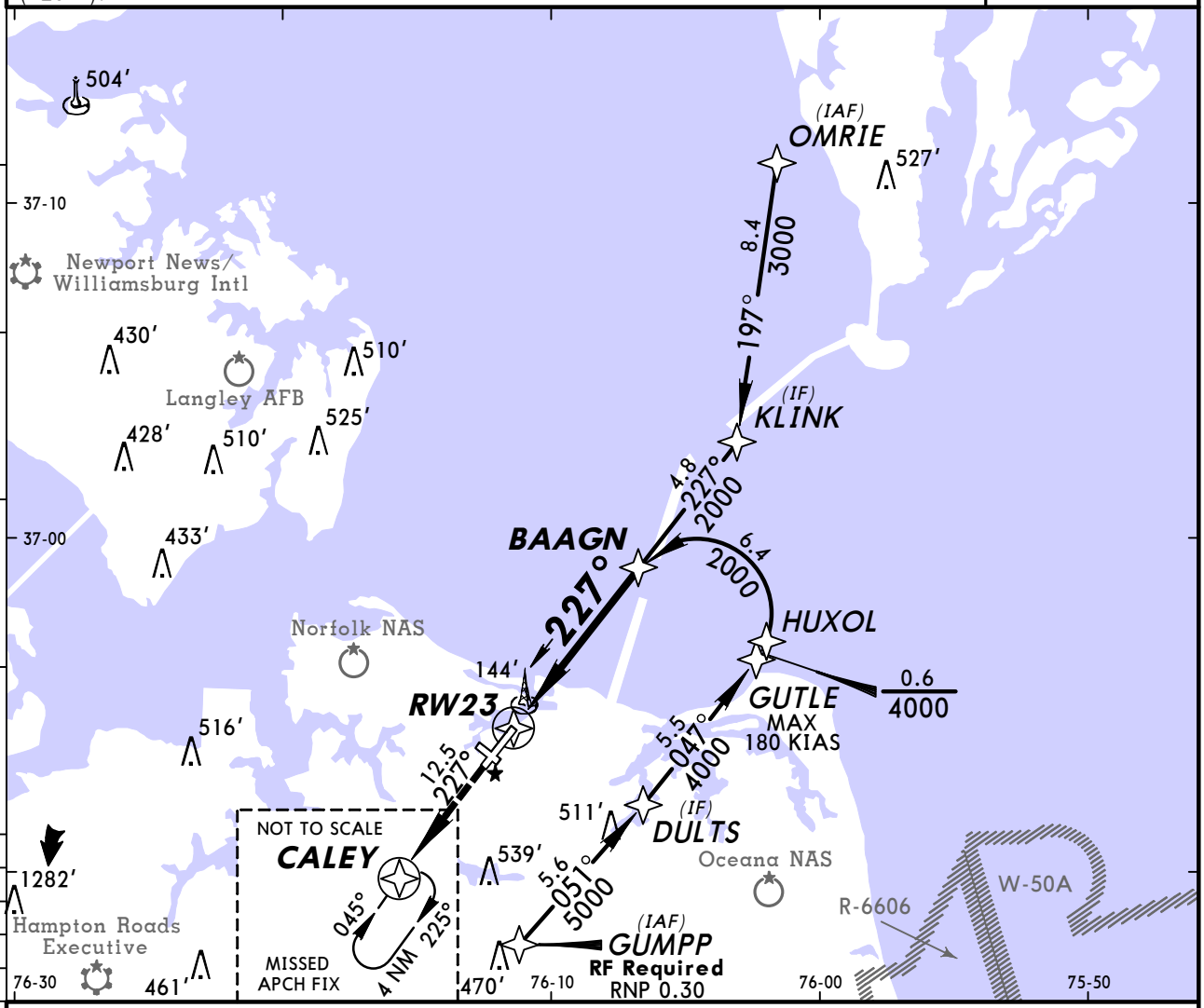
RNAV	Final Apch Crs	Minimum Alt BAAGN	RNP 0.10 DA(H)	Apt Elev 27′
	227°	2000′ (1984′)	417′ (401′)	Rwy 23 16′

MISSED APCH: Climb to 2000′ on track 227° to CALEY and hold.

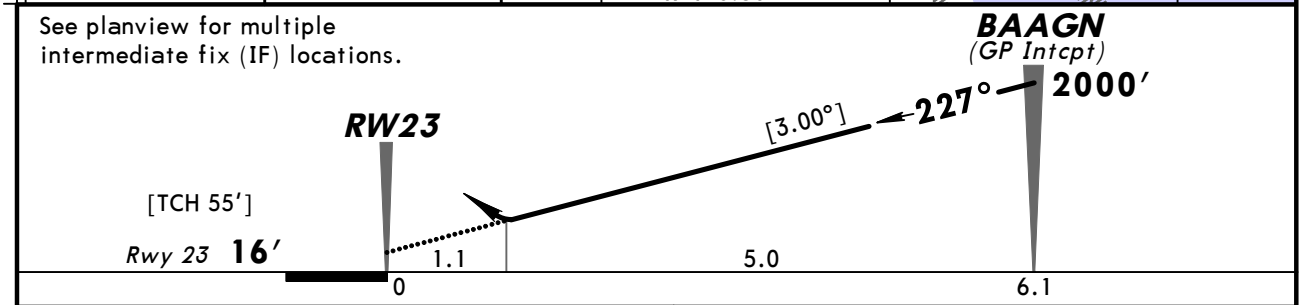
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (17°F) or above 49°C (120°F).

2300′
MSA RW23



See planview 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
2000′ on 227°
CALEY

STRAIGHT-IN LANDING RWY 23

	RNP 0.10 DA(H) 417′ (401′)			RNP 0.30 DA(H) 467′ (451′)		
		RAIL out	ALS out		RAIL out	ALS out
A, B, C, D	7/8	1	1¼	1		1½

TERPS AMEND 0 25 AUG 2011

CHANGES: None.

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BRIEFING STRIP ™

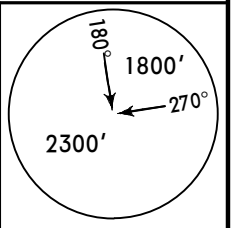
ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 26′
ORF 116.9	053°	EVINN 1300′(1274′)	480′(454′)	TDZE 26′

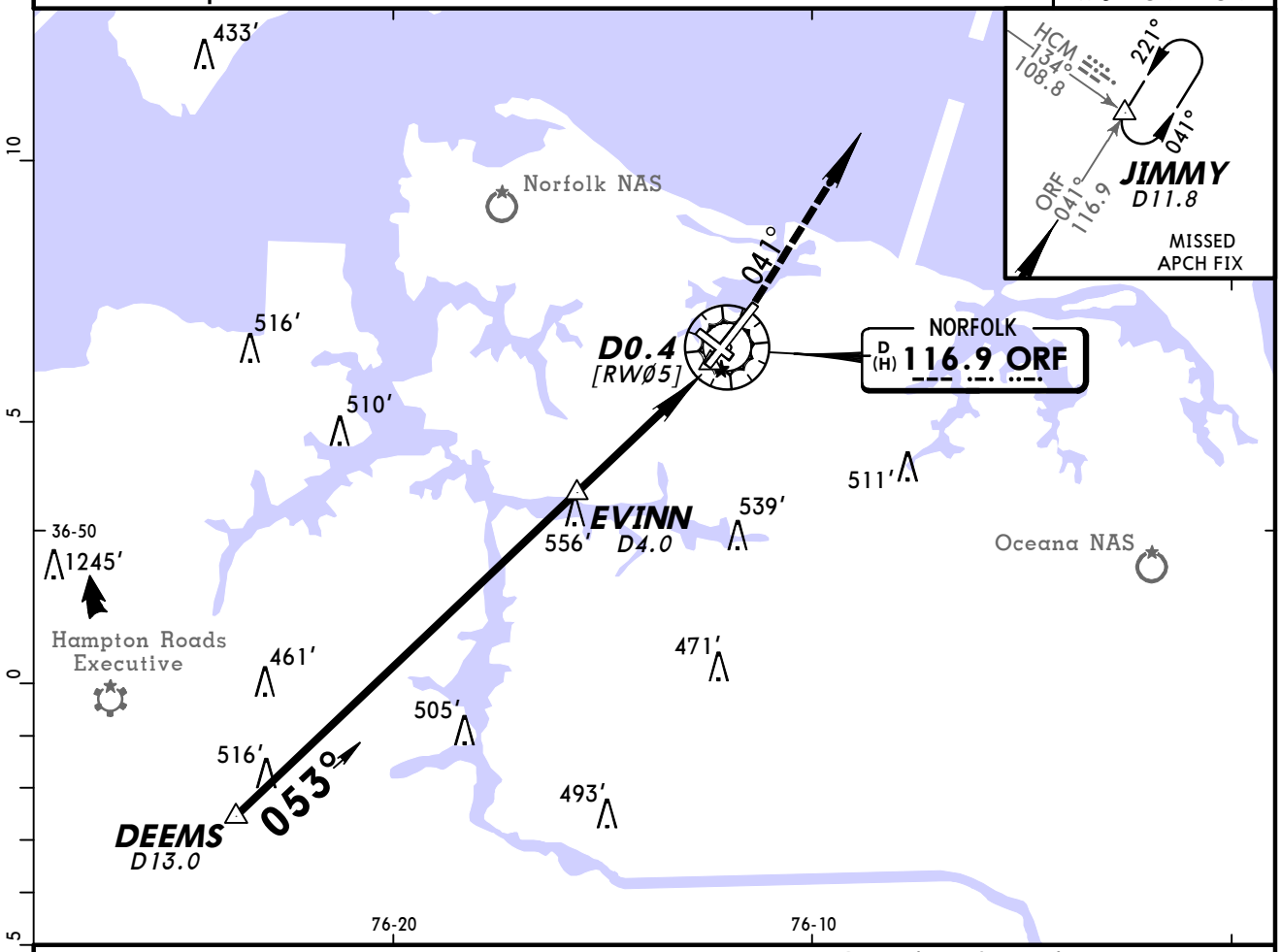
MISSED APCH: Climb to 2000′ outbound via ORF VOR R-041 to JIMMY INT/D11.8 and hold.

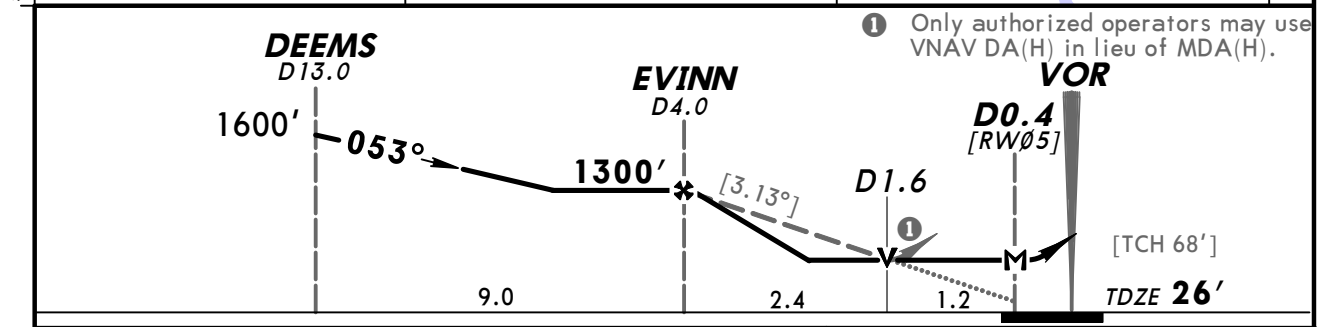
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required.



MSA ORF 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 [3.13°]	388	498	554	665	775	886
MAP at D0.4						

MALSR
PAPI

2000′ ORF via 116.9 R-041 JIMMY

STRAIGHT-IN LANDING RWY 5

MDA(H) 480′(454′)

		RAIL out	ALS out
A	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	520′(494′)-1
120	
140	540′(514′)-1½
165	580′(554′)-2

TERPS AMEND 4D 18 NOV 2010

CHANGES: VDP added, minimums.

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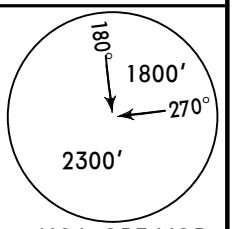
ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

VOR	Final Apch Crs	Minimum Alt CHIMP	MDA(H)	Apt Elev 26′
ORF 116.9	129°	1400′ (1375′)	440′ (415′)	TDZE 25′

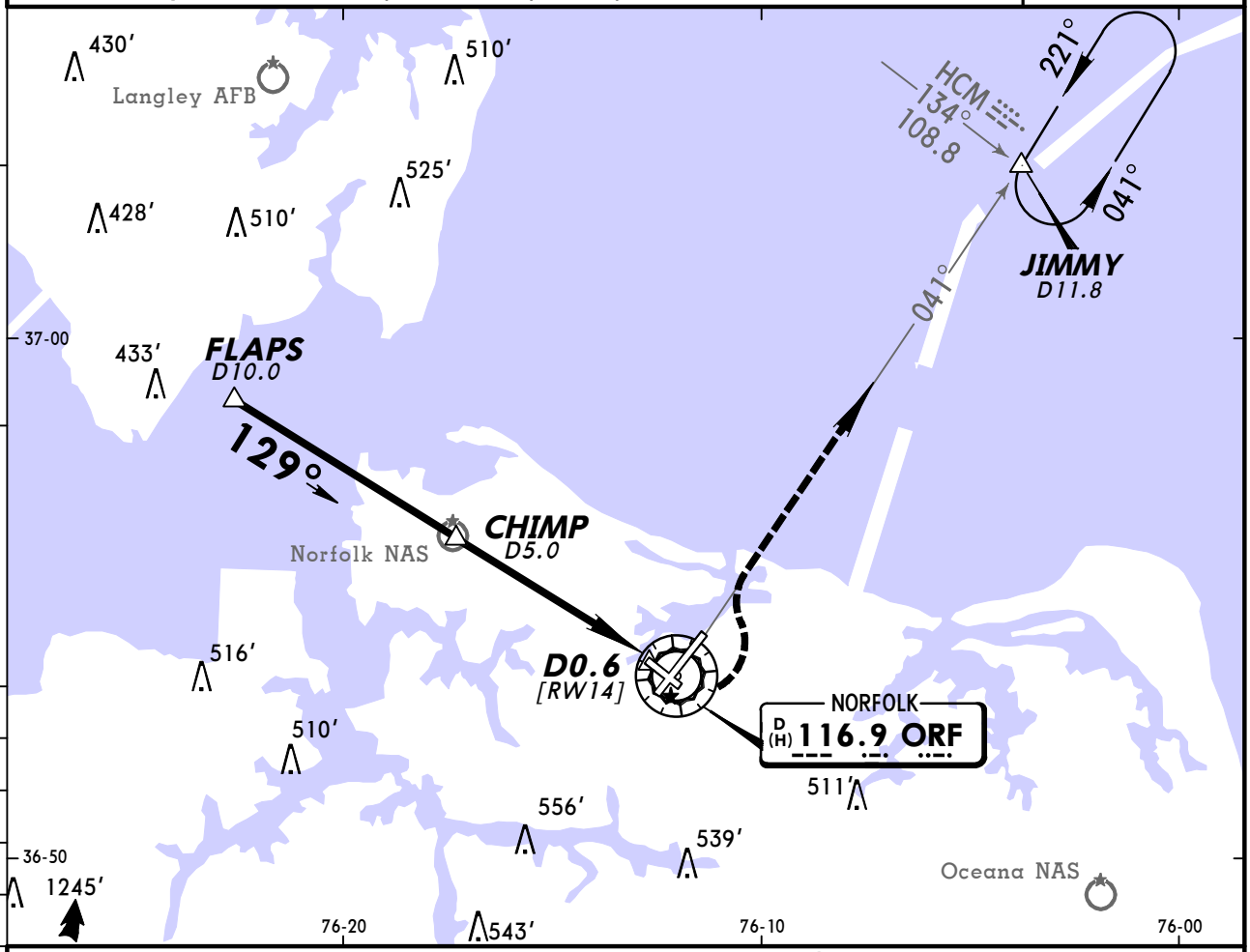
MISSED APCH: Climbing LEFT turn to 2000′ outbound via ORF VOR R-041 to JIMMY INT/D11.8 and hold.

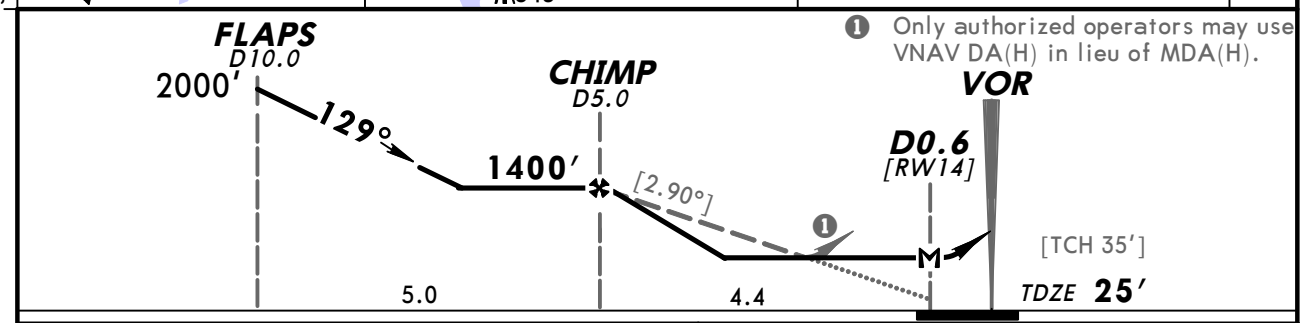
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Visibility reduction by helicopters not authorized.



MSA ORF 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 [2.90°]	359	462	513	616	718	821
MAP at D0.6						

REIL
PAPI-L

2000′ LT ORF via 116.9 R-041 JIMMY

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 440′(415′)		Max Kts	MDA(H)
A	1	90	520′(494′)-1
B		120	
C	1¼	140	540′(514′)-1½
D		165	580′(554′)-2

TERPS AMEND 2E 18 NOV 2010

CHANGES: Notes.

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BRIEFING STRIP ™

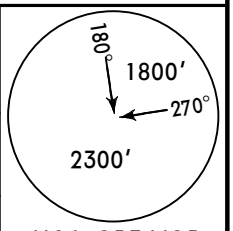
ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

VOR ORF	Final Apch Crs	Minimum Alt VINES	MDA(H)	Apt Elev 26′
116.9	221°	1700′ (1674′)	420′ (394′)	TDZE 26′

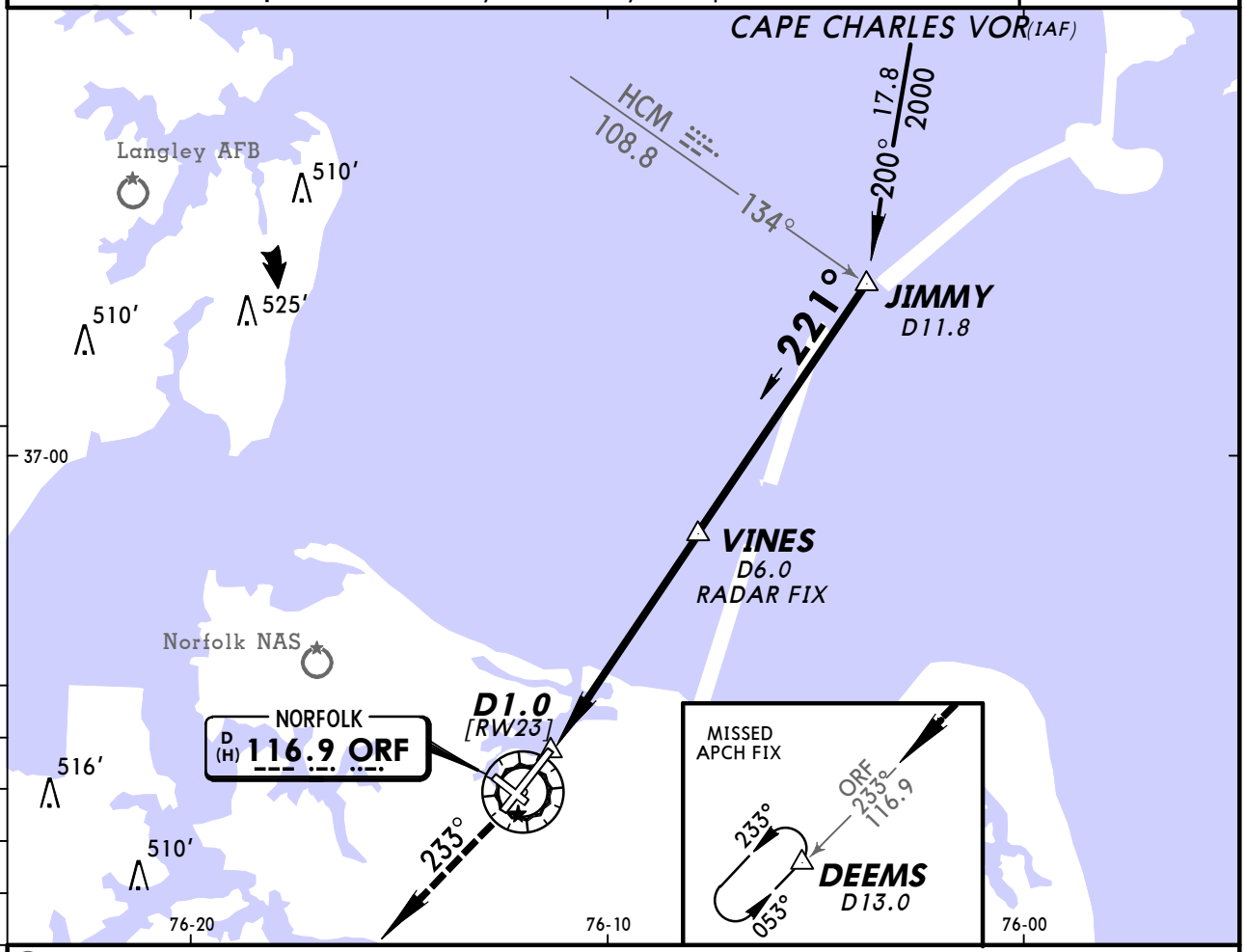
MISSED APCH: Climb to 2000′ outbound via ORF VOR R-233 to DEEMS INT/D13.0 and hold.

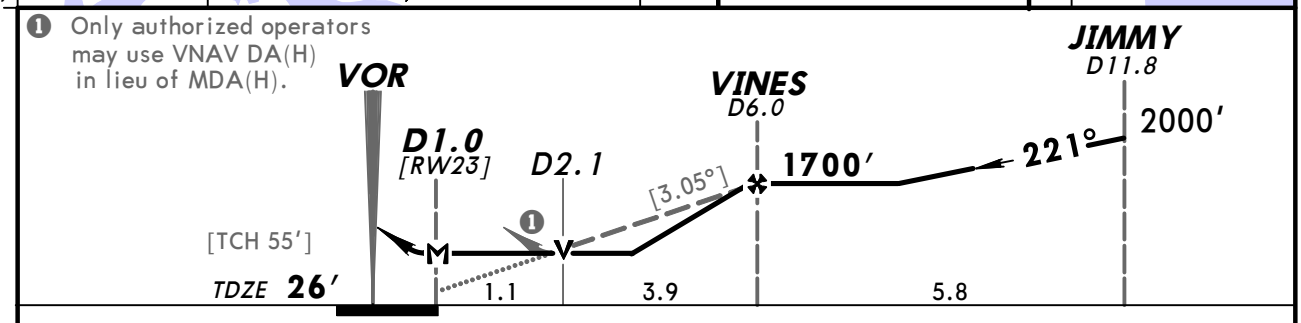
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Visibility reduction by helicopters not authorized.



MSA ORF VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.05°]	378	486	540	648	755	863
MAP at D1.0 or VINES to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

2000′ ↑ ORF via 116.9 R-233 DEEMS

STRAIGHT-IN LANDING RWY 23

MDA(H) 420′(394′)

	RAIL out	ALS out
A	3/4	1
B		
C		
D	1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′(494′)-1
120	
140	540′(514′)-1 1/2
165	580′(554′)-2

TERPS AMEND 8D 18 NOV 2010

CHANGES: Minimums, notes, VDP added.

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BRIEFING STRIP ™

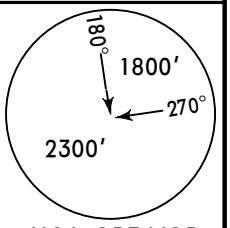
ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 26′
ORF 116.9	326°	CAJIN 1300′ (1275′)	460′ (435′)	TDZE 25′

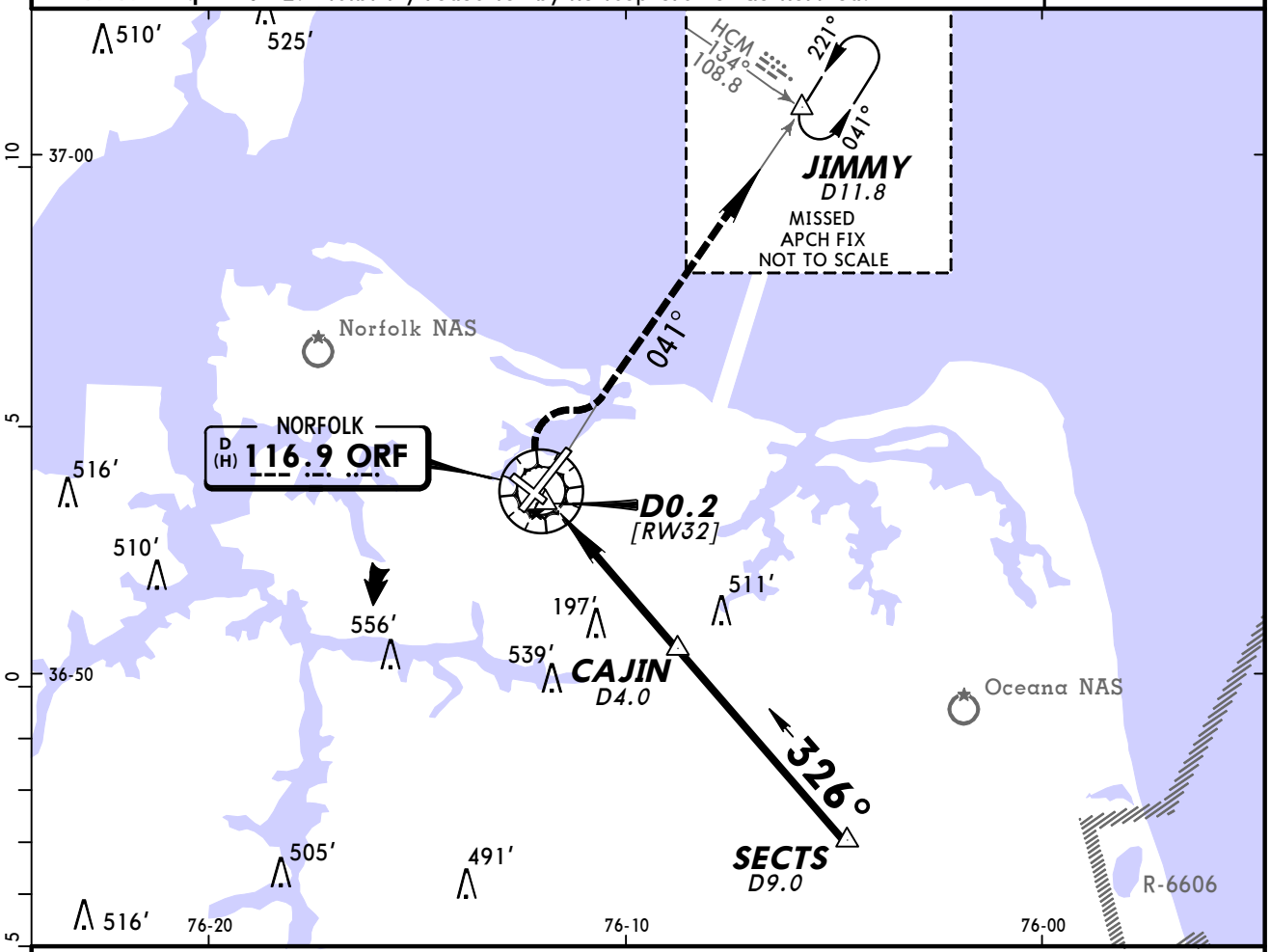
MISSED APCH: Climbing RIGHT turn to 2000′ outbound via ORF VOR R-041 to JIMMY INT/D11.8 and hold.

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

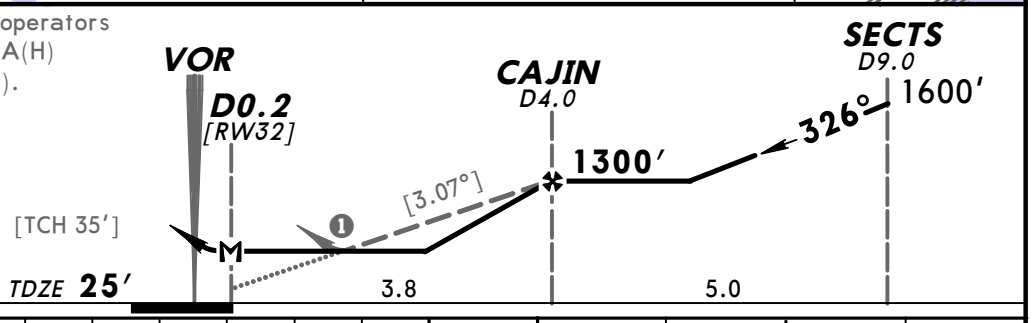
1. RADAR required. 2. Visibility reduction by helicopters not authorized.



MSA ORF 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 [3.07°]	380	489	543	652	760	869
MAP at D0.2						

REIL
PAPI-L

2000′ RT via ORF 116.9 R-041 JIMMY

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 460′(435′)		Max Kts	MDA(H)
A	1	90	520′(494′)-1
B		120	
C	1¼	140	540′(514′)-1½
D	1½	165	580′(554′)-2

TERPS AMEND 4E 18 NOV 2010

CHANGES: Notes, minimums.

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BRIEFING STRIP TM

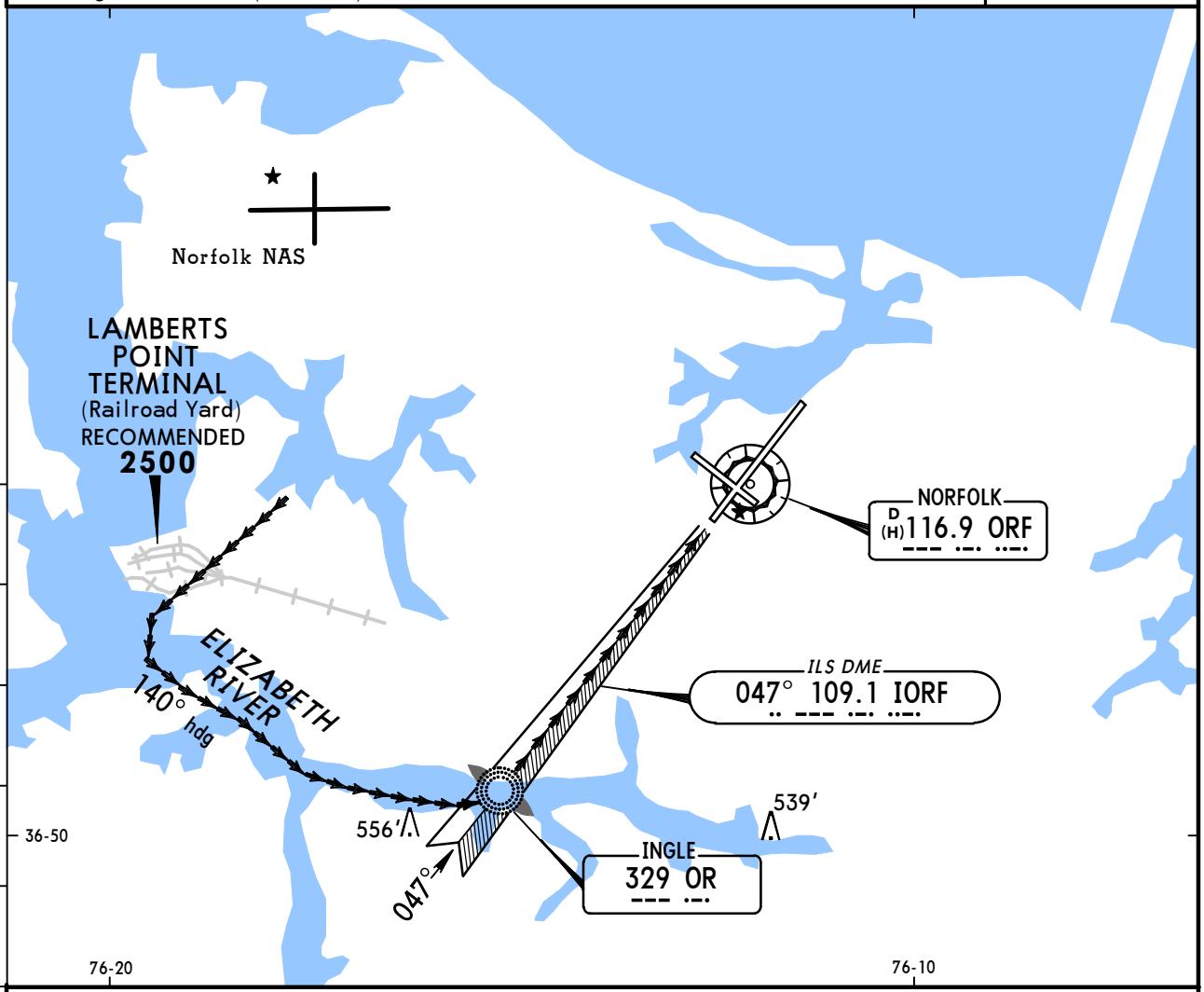
ATIS	NORFOLK Approach (R)	NORFOLK Tower	Ground
127.15	118.9	120.8	121.9

NAVAIDS-	Final Apch Crs	No FAF	CEIL-VIS	Apt Elev 26′
Refer to Planview	Refer to Planview		2100′-5	

MISSED APCH: No missed approach procedure.

1. RADAR required. 2. Procedure not authorized at night. 3. Vertical guidance Navaid and Angle: LOC IORF (GS 3.00°)

180° 1800′ 270° 2300′
MSA ORF VOR



MALSR
PAPI

WEATHER MINIMUMS

Ceiling **2100′-** VIS **5**

AMEND 0

CHANGES: Printing sequence.

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General Information

Location: Newport News VA USA
IATA Code: PHF
Lat/Long: N37° 07.9' W076° 29.6'
Elevation: 42 ft

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

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

Sunrise: 1140 Z
Sunset: 2258 Z,

Runway Information

Runway: 02
Length x Width: 6526 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 38 ft
Lighting: Edge

Runway: 07
Length x Width: 8003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 40 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 6526 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 42 ft
Lighting: Edge, REIL

Runway: 25
Length x Width: 8003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, REIL

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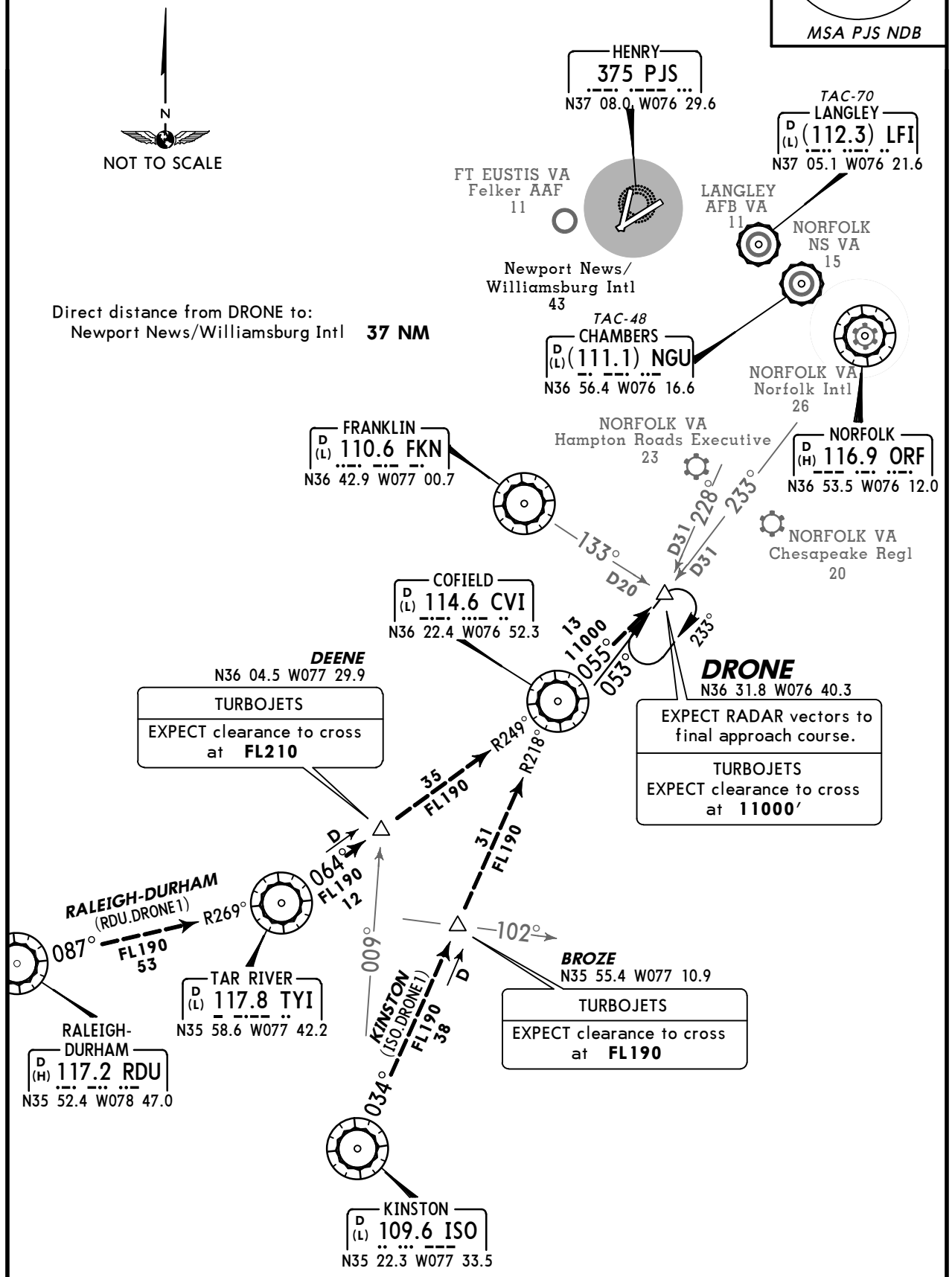
Communication Information

ATIS 128.65
Newport News Tower 118.7 CTAF
Newport News Ground Control 121.9
Norfolk Clearance Delivery 124.9
Newport News Clearance Delivery 121.65
Newport News Pre-Taxi Clearance 121.65
Norfolk Approach Control 125.7
Norfolk Departure Control 124.9
Newport News Unicom 122.95
Leesburg Flight Service Station 122.65 RCO
Leesburg Flight Service Station 122.2 RCO
Leesburg Flight Service Station 116.9 RCO

ATIS	Apt Elev	Alt set: INCHES
128.65	See graphic	Trans level: FL 180 Trans alt: 18000′

DRONE ONE ARRIVAL (DRONE.DRONE1)



ROUTING

From over DRONE EXPECT RADAR vectors to final approach course.

CHANGES: Also serves.

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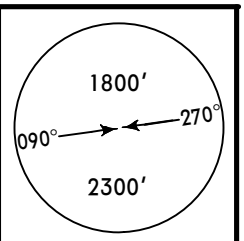
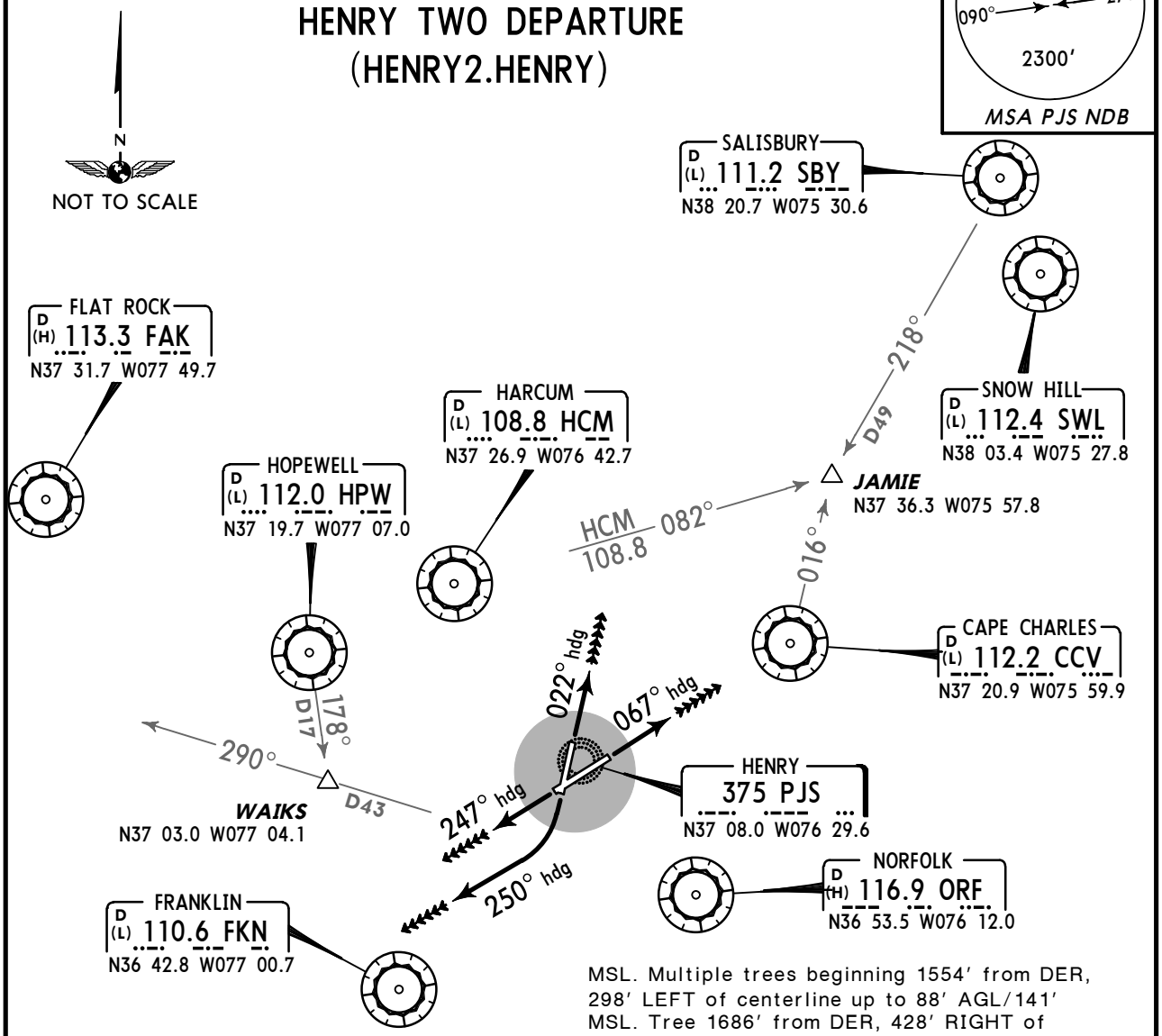
NORFOLK Departure (R) 124.9	Apt Elev 43′	Trans level: FL 180 Trans alt: 18000′ RADAR required.



HENRY TWO DEPARTURE
(HENRY2.HENRY)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2, 7, 25: Standard (or lower than standard, if authorized).
Rwy 20: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 255′ per NM to **300′.**

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275

OBSTACLES

Rwy 2: Bush 295′ from DER, 291′ RIGHT of centerline, 22′ AGL/62′ MSL. Tree 937′ from DER, 603′ LEFT of centerline, 81′ AGL/131′ MSL. Pole 1221′ from DER, 487′ RIGHT of centerline, 31′ AGL/81′MSL. Tree 1275′ from DER, 517′ LEFT of centerline, 79′ AGL/132′ MSL. Multiple trees beginning 1554′ from DER, 298′ LEFT of centerline up to 88′ AGL/141′ MSL. Tree 1686′ from DER, 428′ RIGHT of centerline, 61′ AGL/114′ MSL. Tree 1849′ from DER, 598′ RIGHT of centerline, 72′ AGL/125′ MSL. T-L tower 3351′ from DER, 1008′ LEFT of centerline, 109′ AGL/161′ MSL.
Rwy 7: Tree 371′ from DER, 588′ LEFT of centerline, 36′ AGL/73′ MSL. T-L tower 4120′ from DER, 1324′ RIGHT of centerline, 93′ AGL/116′ MSL. T-L tower 5625′ from DER, 1345′ LEFT of centerline, 133′ AGL/191′ MSL.
Rwy 20: Bush 96′ from DER, 293′ LEFT of centerline, 22′ AGL/52′ MSL. Stack 5977′ from DER, 598′ LEFT of centerline, 186′ AGL/227′ MSL.
Rwy 25: Tree 694′ from DER, 549′ RIGHT of centerline, 42′ AGL/65′ MSL. Tree 1020′ from DER, 703′ RIGHT of centerline, 23′ AGL/97′ MSL. Tree 1622′ from DER, 529′ LEFT of centerline, 59′ AGL/79′ MSL. Tree 2654′ from DER, 335′ RIGHT of centerline, 86′ AGL/106′ MSL. Tree 3435′ from DER, 1125′ RIGHT of centerline, 116′ AGL/139′ MSL.

RWY	INITIAL CLIMB
2	Climb heading 022° to **2000′.**
7	Climb heading 067° to **2000′.**
20	Climbing RIGHT turn to **2000′** via heading 250°.
25	Climb heading 247° to **2000′.**

ROUTING

Via vectors to assigned route/fix. EXPECT clearance to requested altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered, new format.

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KPHF/PHF

Apt Elev **42′**
N37 07.9 W076 29.6

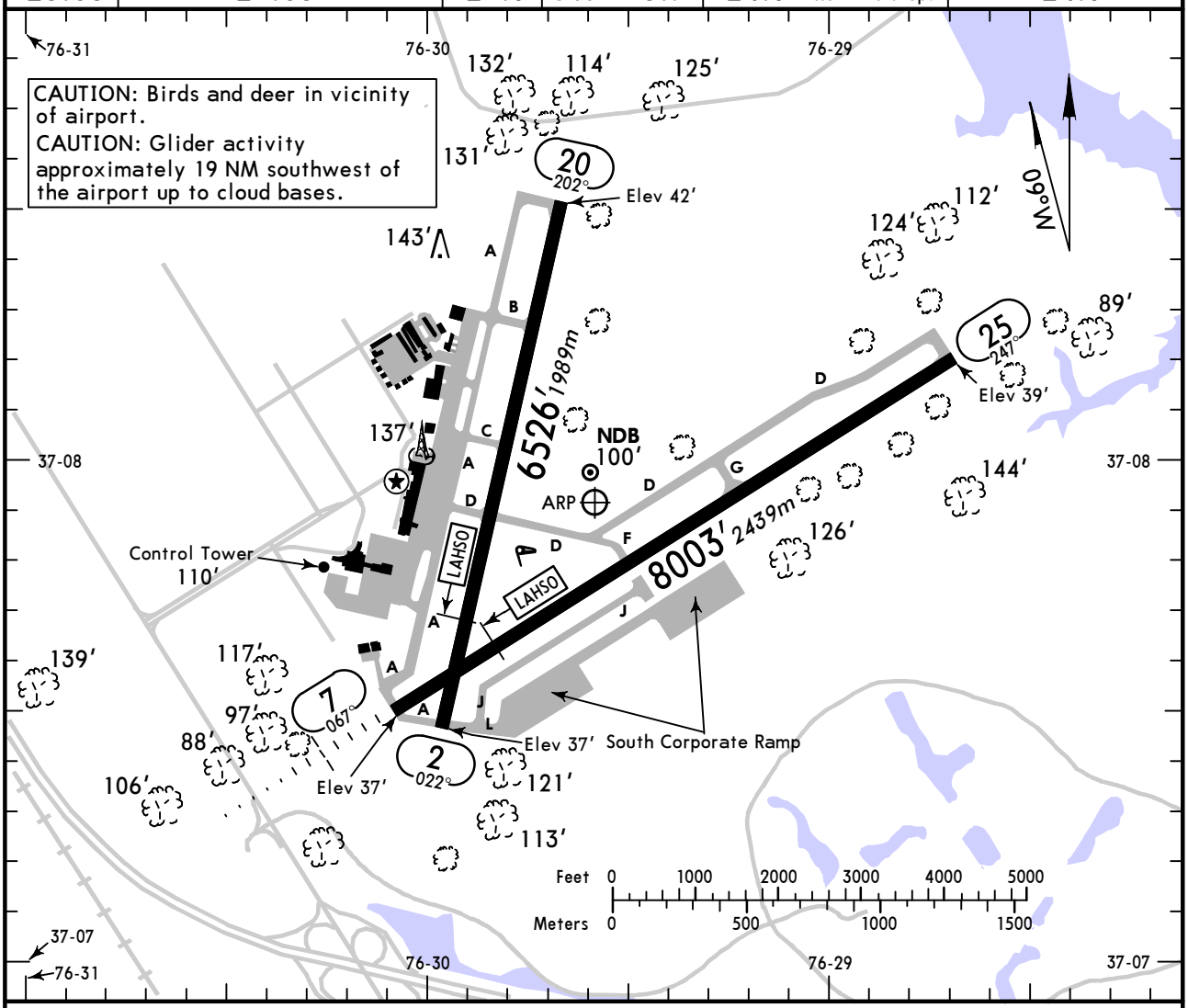
JEPPESEN

23 DEC 11 (11-1)

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

ATIS	*NEWPORT NEWS Clearance (Cpt)	*Ground	*Tower	NORFOLK Clearance	NORFOLK Departure (R)
128.65	121.65	121.9	CTAF 118.7	124.9 when Twr inop.	124.9



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	WIDTH
2	HIRL VASI-L	grooved				150′
20	HIRL REIL AVASI-L	grooved			7/25 5200′ *1585m*	*46m*
7 ❶	HIRL ❷ MALSR	RVR		6903′ *2104m*		150′
25	HIRL ❷ REIL VASI-L			6963′ *2122m*	2/20 6550′ *1996m*	*46m*

❶ Spalling, weeds and pavement cracks.
❷ Activate on 118.7 when Twr inop.

TAKE-OFF

	Rwys 2, 7, 25		Rwy 20		
			With Mim climb of 255′/NM to 300′		Other
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1¼
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available.

	Authorized Only When Twr Operating: ILS Rwy 7, ILS Rwy 25	LOC Rwy 7, LOC DME Rwy 20, LOC Rwy 25	RNAV (GPS) Rwy 2, RNAV (GPS) Rwy 7, RNAV (GPS) Rwy 20, RNAV (GPS) Rwy 25, NDB Rwy 2	NDB Rwy 20
A	600-2	800-2	800-2	900-2
B				
C				900-2½
D				900-2¾

AMEND 0

CHANGES: Ramp and taxiway designations.

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KPHF/PHF

JEPPESEN

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL (11-1) 23 DEC 11 **ILS or LOC Rwy 7**

BRIEFING STRIP™

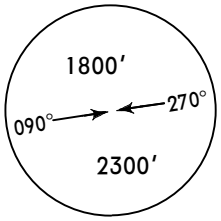
ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

LOC IPHF	Final Apch Crs	GS JETIT	ILS DA(H) (CONDITIONAL)	Apt Elev 42′
110.1	067°	2000′ (1960′)	240′ (200′)	TDZE 40′

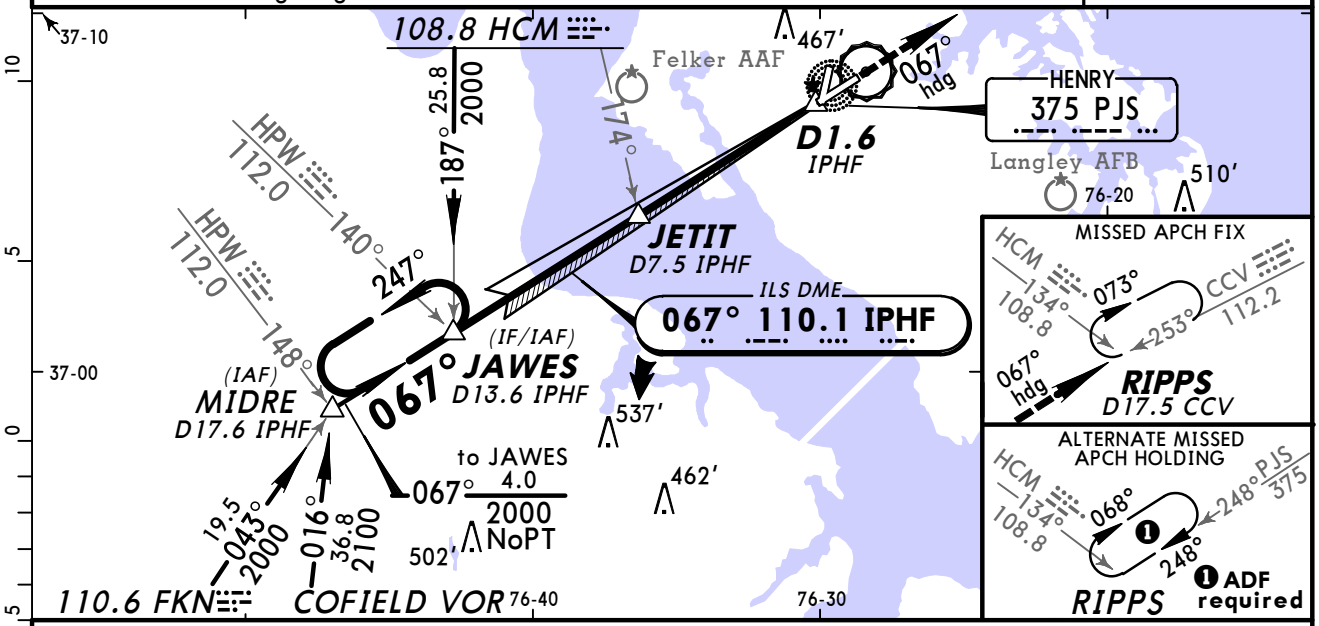
MISSED APCH: Climb to 2500′ on 067° heading and inbound on CCV VOR R-253 to RIPPS INT/D17.5 CCV and hold, or as directed by ATC.

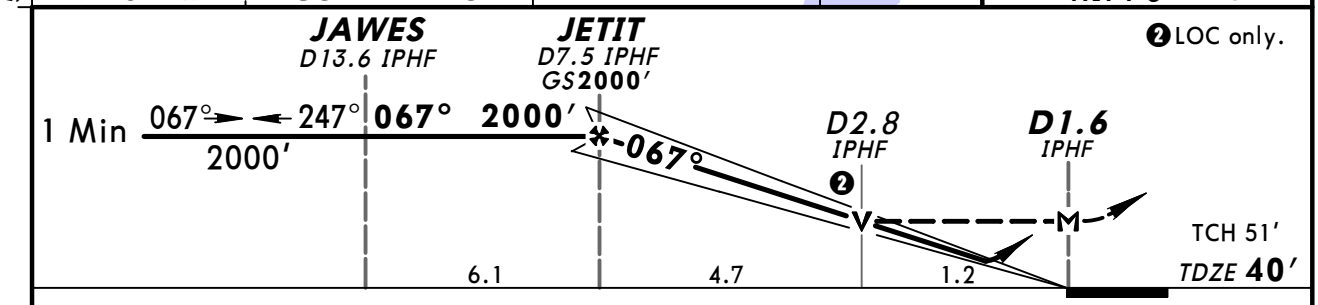
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. VDP not authorized with Norfolk Intl altimeter setting.
3. Pilot controlled lighting 118.7.



MSA PJS NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IPHF or JETIT to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR

2500′ on 067° hdg and CCV 112.2 R-253 **RIPPS**

STRAIGHT-IN LANDING RWY 7

With Local Altimeter Setting

	ILS DA(H) 240′ (200′) FULL	ILS DA(H) 240′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 480′ (440′)	LOC (GS out) MDA(H) 480′ (440′) RAIL out	LOC (GS out) MDA(H) 480′ (440′) ALS out
A	❶ 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			RVR 50 or 1	1½	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1½
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

	ILS DA(H) 289′ (249′) FULL	ILS DA(H) 289′ (249′) RAIL or ALS out	LOC (GS out) MDA(H) 540′ (500′)	LOC (GS out) MDA(H) 540′ (500′) RAIL out	LOC (GS out) MDA(H) 540′ (500′) 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 50 or 1	1½	
D					

CIRCLE-TO-LAND

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1½
165	660′ (618′)-2

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

TERPS AMEND 33 13 JAN 2011

CHANGES: TDZE.

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NEWPORT NEWS/WILLIAMSBURG INTL

JEPPESEN

(11-2) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
LOC DME Rwy 20

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

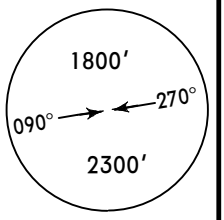
BRIEFING STRIP ™

LOC IFJQ	Final Apch Crs	Minimum Alt RACOT	MDA(H) (CONDITIONAL)	Apt Elev 42′
109.3	202°	1700′ (1658′)	420′ (378′)	TDZE 42′

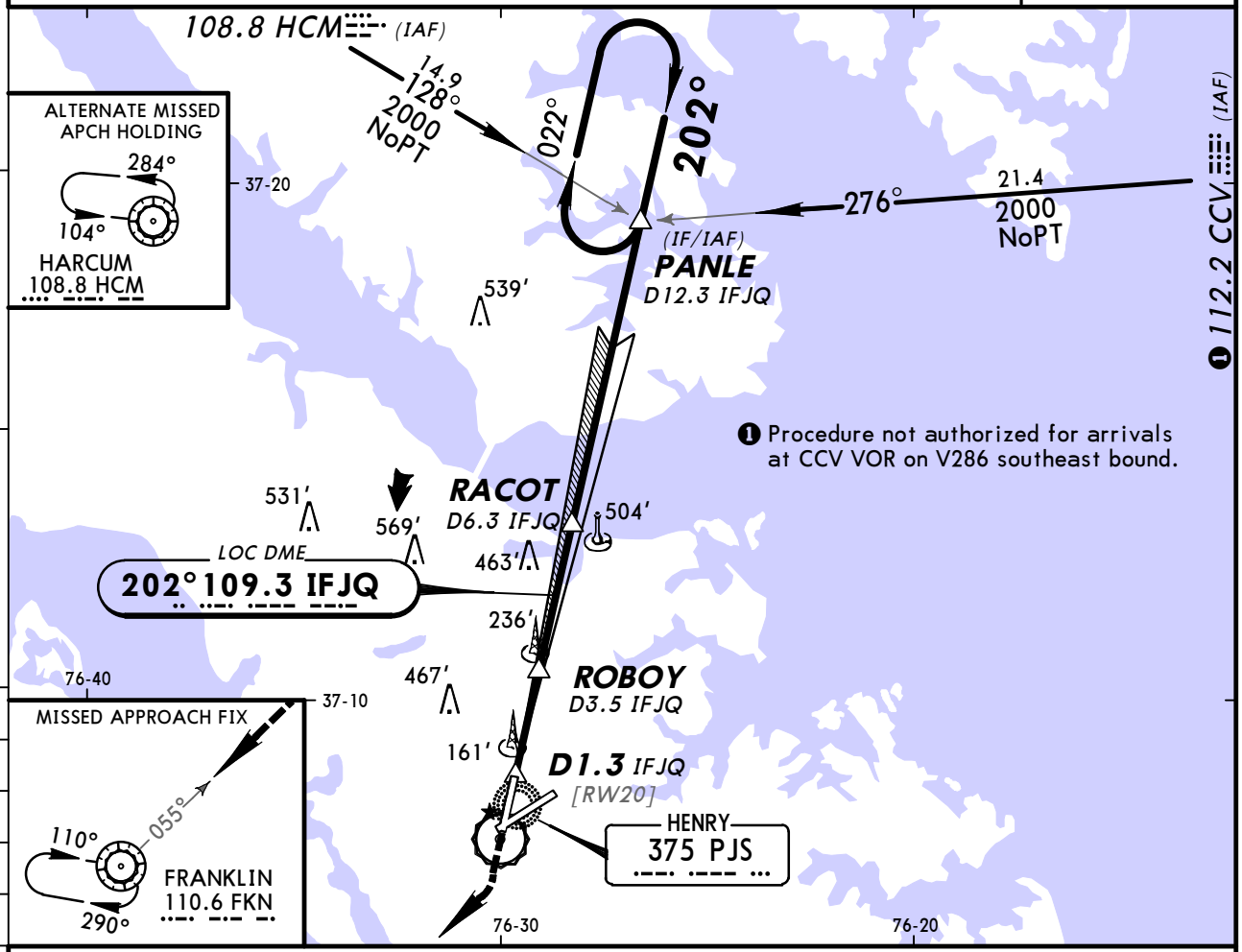
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2100′ via FKN VOR R-055 to FKN VOR and hold, or as directed by ATC.

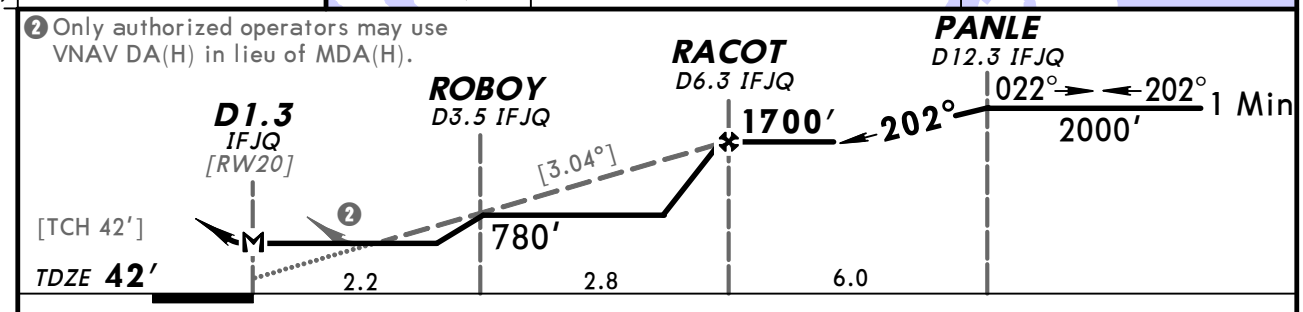
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.7.



MSA PJS NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.04°]	376	484	538	645	753	861
MAP at D1.3 IFJQ						

REIL AVASI-L	800′	2100′ RT	FKN via 110.6 R-055	FKN 110.6

STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND		
	MDA(H) 420′ (378′) With Local Altimeter Setting	MDA(H) 480′ (438′) With Norfolk Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Norfolk Intl Altimeter Setting MDA(H)
A	1	1	90	520′ (478′) -1	580′ (538′) -1
B			120		
C		1¼	140	520′ (478′) -1½	580′ (538′) -1½
D	1¼	1½	165	600′ (558′) -2	660′ (618′) -2

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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JEPPESEN (11-3) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
ILS or LOC Rwy 25

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 42′
IDHY 110.1	247°	STEVE 2000′ (1960′)	240′ (200′)	TDZE 40′

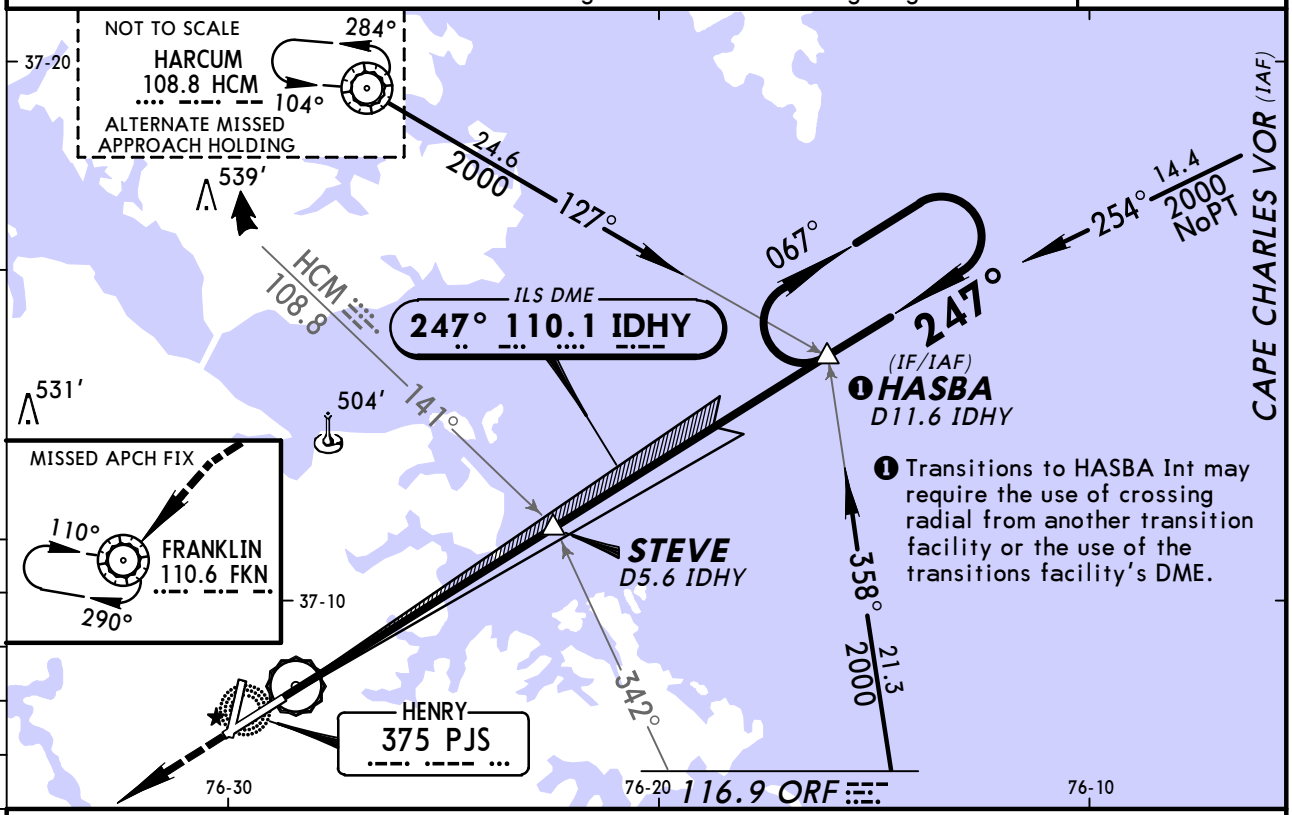
MISSED APCH: Climb to 2100′ then LEFT turn direct FKN VOR and hold, or as directed by ATC.

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

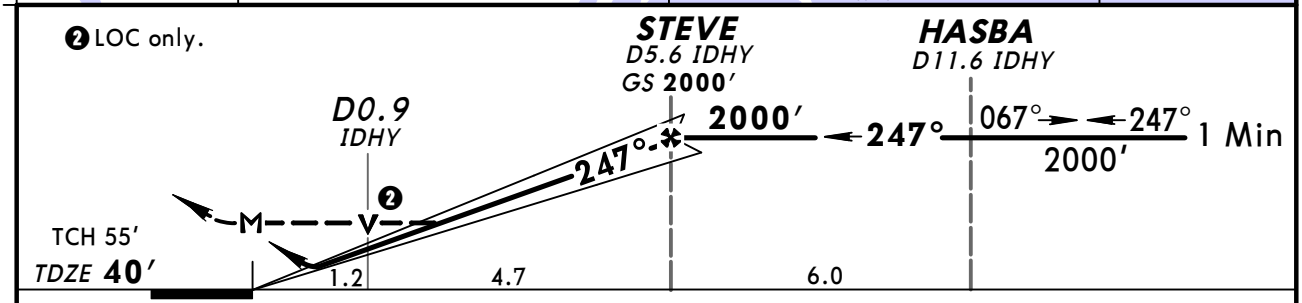
1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting. 2. VDP not authorized with Norfolk Intl altimeter setting. 3. Pilot controlled lighting 118.7.

1800′ 270° 090° 2300′

MSA PJS NDB



❶ Transitions to HASBA Int may require the use of crossing radial from another transition facility or the use of the transitions facility's DME.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
STEVE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

REIL VASI-L	2100′	LT	D	FKN 110.6

STRAIGHT-IN LANDING RWY 25

With Local Altimeter Setting

	ILS DA(H) 240′ (200′)	LOC (GS out) MDA(H) 480′ (440′)
A	3/4	1
B		
C		1 1/4
D		1 1/2

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1 1/2
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

	ILS DA(H) 289′ (249′)	LOC (GS out) MDA(H) 540′ (500′)
A	3/4	1
B		
C		1 1/4
D		1 1/2

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1 1/2
165	660′ (618′)-2

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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JEPPESEN (12-1) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
RNAV (GPS) Rwy 2

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 42′
Ch 61020 W-02A	022°	OTICI 1700′ (1662′)	241′ (203′)	TDZE 38′

MISSED APCH: Climb to 2000′ direct PANLE and hold.

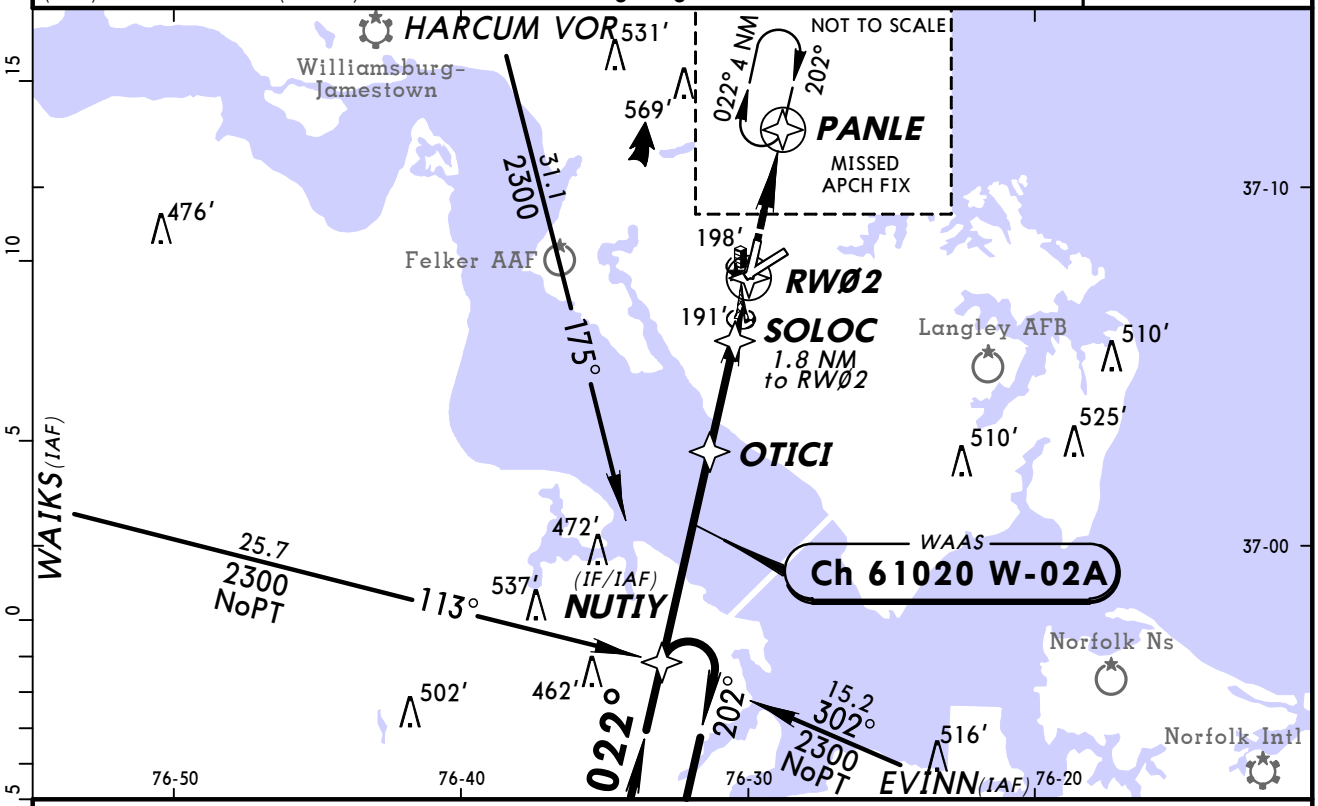
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

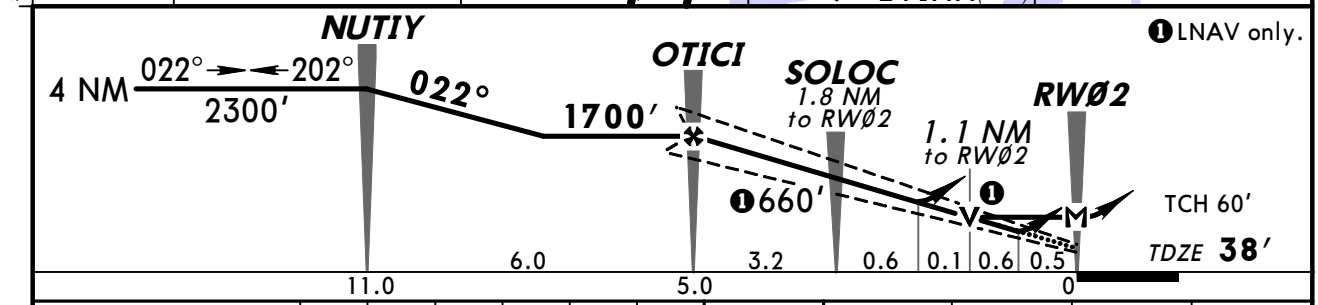
1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. Baro-VNAV not authorized when using Norfolk Intl altimeter setting. 3. VDP not authorized with Norfolk Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized.
5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 6. Pilot controlled lighting 118.7.

2300′

MSA RWØ2

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

VASI-L 2000′ PANLE

STRAIGHT-IN LANDING RWY 2

With Local Altimeter Setting

	LPV DA(H) 241′ (203′)	LNAV/VNAV DA(H) 476′ (438′)	LNAV MDA(H) 460′ (422′)
A	1	1½	1
B			
C			1¼
D			

With Norfolk Intl Altimeter Setting

	LPV DA(H) 290′ (252′)	LNAV/VNAV DA(H) 525′ (487′)	LNAV MDA(H) 520′ (482′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1½
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1½
165	660′ (618′)-2

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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JEPPESEN (12-2) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
RNAV (GPS) Rwy 7

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 42′
Ch 45607 W-07A	067°	JETIT 2000′ (1961′)	239′ (200′)	TDZE 39′

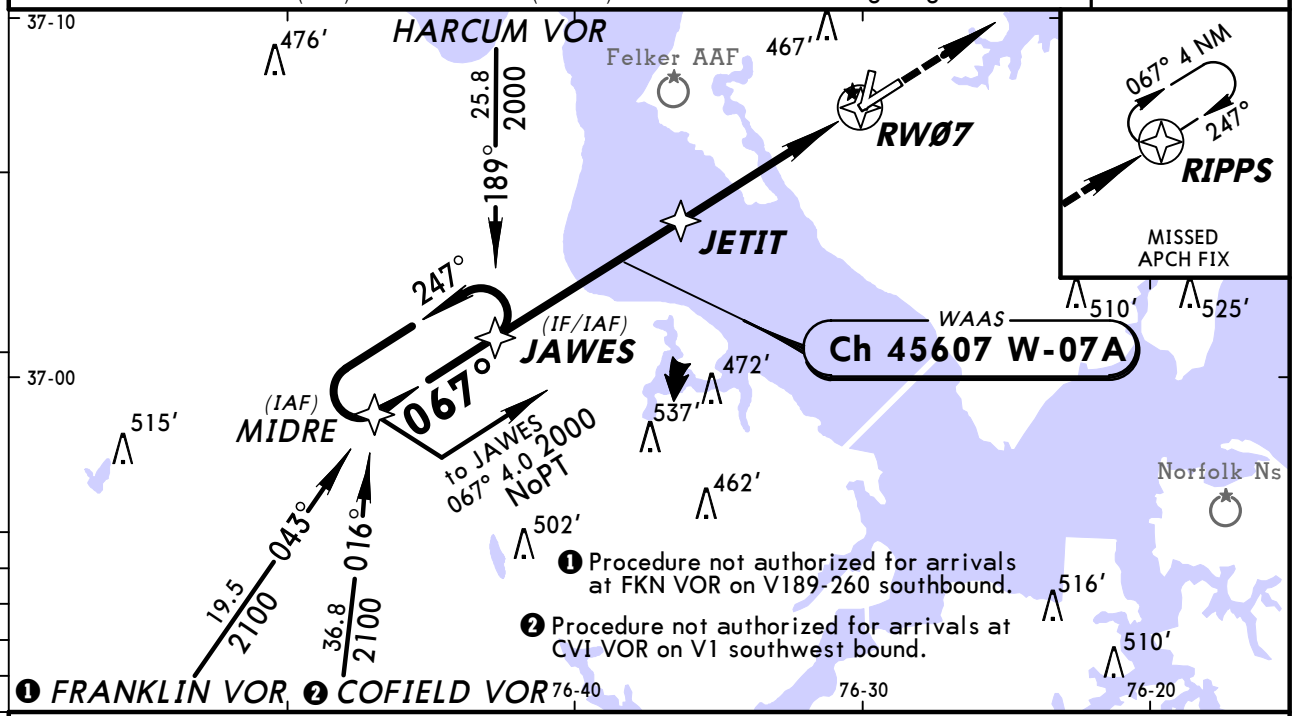
MISSED APCH: Climb to 2500′ direct RIPPS and hold.

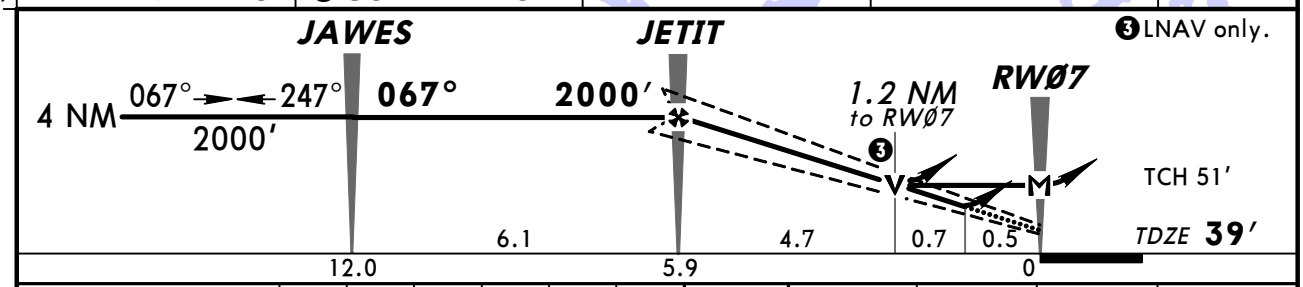
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. VDP and Baro-VNAV not authorized with Norfolk 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 49°C (120°F). 5. Pilot controlled lighting 118.7.

2300′ MSA RWØ7

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR 2500′ D RIPPS

STRAIGHT-IN LANDING RWY 7
With Local Altimeter Setting

	LPV DA(H) 239′ (200′)		LNAV/VNAV DA(H) 474′ (435′)		LNAV MDA(H) 480′ (441′)		
		RAIL or ALS out		RAIL or 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 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1 1/2
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

	LPV DA(H) 288′ (249′)		LNAV/VNAV DA(H) 523′ (484′)		LNAV MDA(H) 540′ (501′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1 1/2	
D							

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1 1/2
165	660′ (618′)-2

TERPS AMEND 3 13 JAN 2011

CHANGES: Procedure.

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JEPPESEN (12-3) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
RNAV (GPS) Rwy 20

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 42′
Ch 97420 W-20A	202°	RACOT 1700′ (1658′)	379′ (337′)	TDZE 42′

MISSED APCH: Climb to 2300′ direct NUTIY and hold.

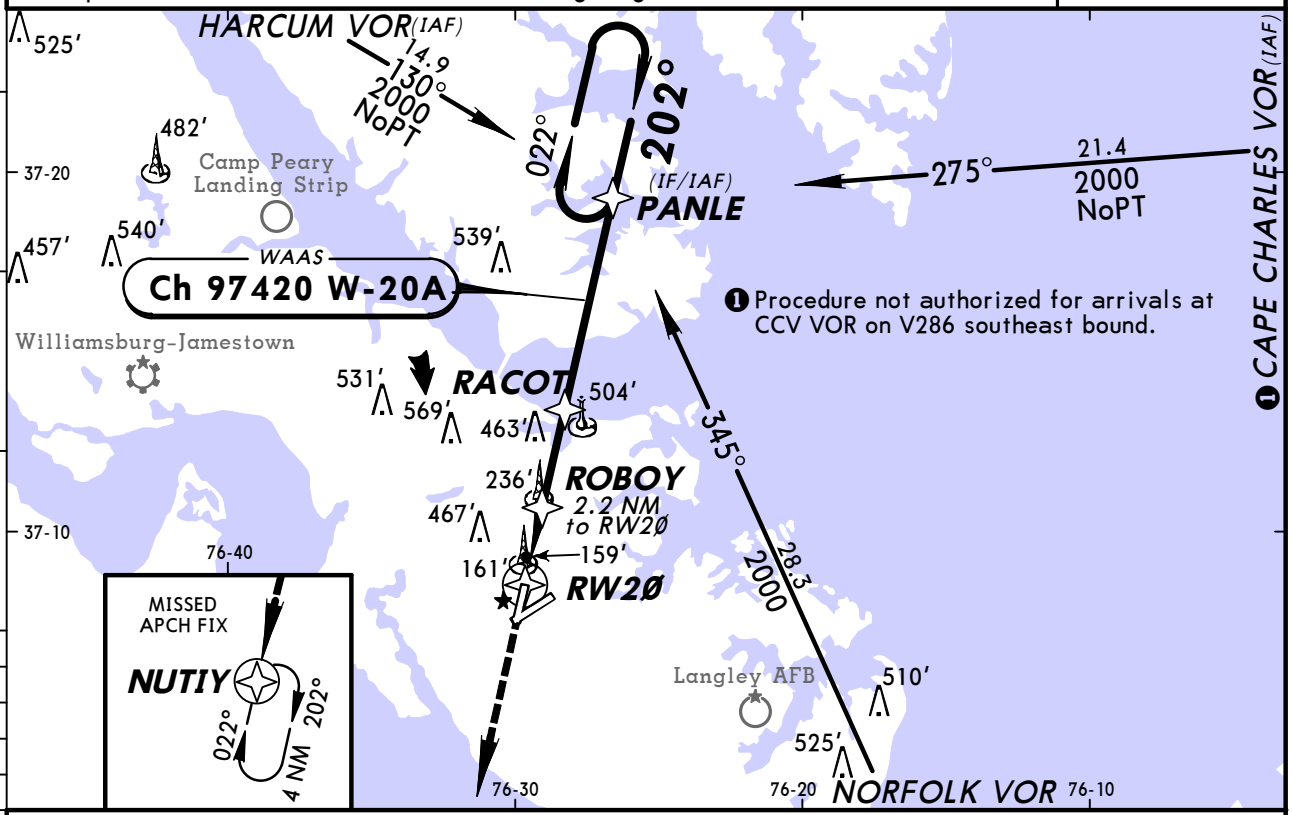
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

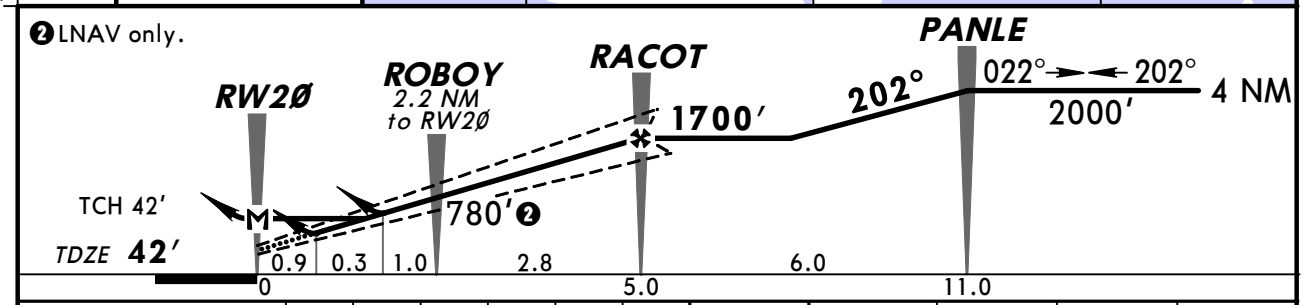
1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting. 2. Baro-VNAV not authorized when using Norfolk Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.7.

2300′

MSA RW2Ø

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

REIL AVASI-L 2300′ NUTIY

STRAIGHT-IN LANDING RWY 20

With Local Altimeter Setting

	LPV DA(H) 379′ (337′)	LNAV/VNAV DA(H) 474′ (432′)	LNAV MDA(H) 440′ (398′)
A	1¼	1½	1
B			
C			
D			1¼

With Norfolk Intl Altimeter Setting

	LPV DA(H) 428′ (386′)	LNAV/VNAV DA(H) 523′ (481′)	LNAV MDA(H) 500′ (458′)
A	1¼	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1½
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1½
165	660′ (618′)-2

TERPS AMEND 2 13 JAN 2011

CHANGES: Procedure.

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JEPPESEN (12-4) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
RNAV (GPS) Rwy 25

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 42′
Ch 45510 W-25A	247°	STEVE 2000′ (1960′)	240′ (200′)	TDZE 40′

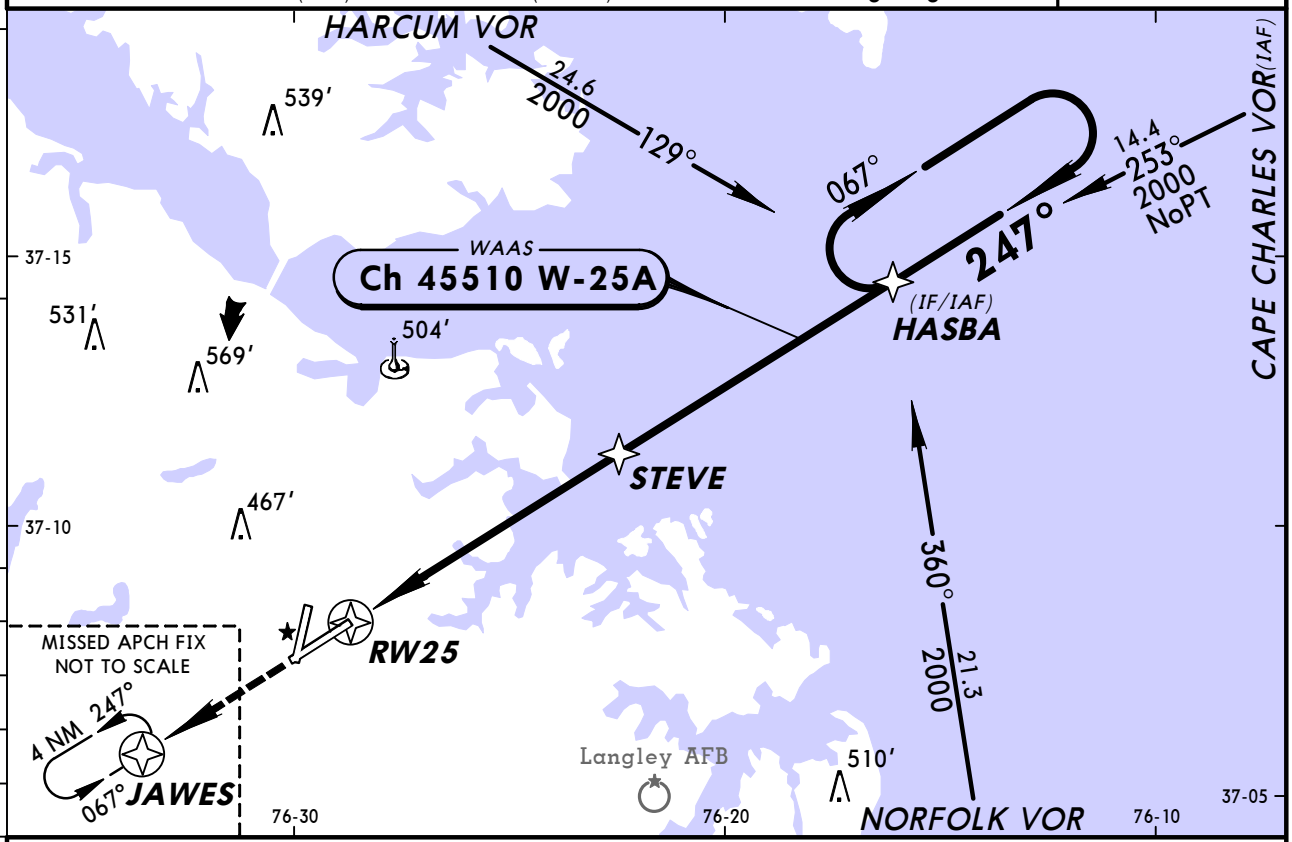
MISSED APCH: Climb to 2000′ direct JAWES and hold.

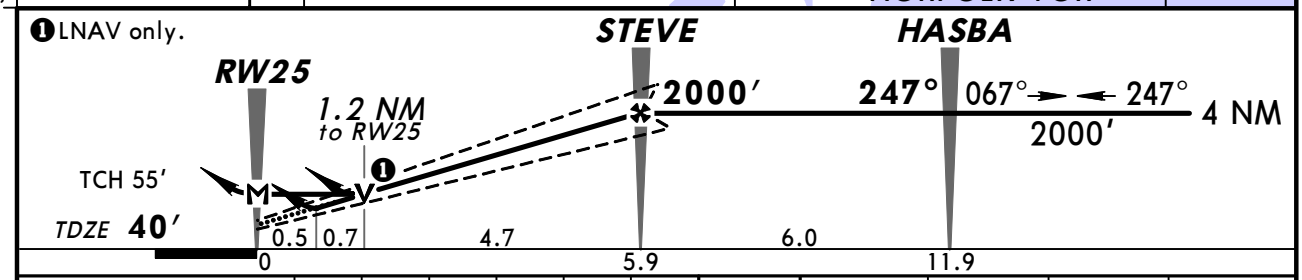
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. Baro-VNAV and VDP not authorized with Norfolk Intl 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 49°C (120°F). 5. Pilot controlled lighting 118.7.

2300′

MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

REIL VASI-L 2000′ D JAWES

STRAIGHT-IN LANDING RWY 25

With Local Altimeter Setting

	LPV DA(H) 240′ (200′)	LNAV/VNAV DA(H) 486′ (446′)	LNAV MDA(H) 480′ (440′)
A	3/4	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (478′)-1
120	
140	520′ (478′)-1½
165	600′ (558′)-2

With Norfolk Intl Altimeter Setting

	LPV DA(H) 289′ (249′)	LNAV/VNAV DA(H) 535′ (495′)	LNAV MDA(H) 540′ (500′)
A	3/4	1¾	1
B			
C			1¼
D			1½

With Norfolk Intl Altimeter Setting

Max Kts	MDA(H)
90	580′ (538′)-1
120	
140	580′ (538′)-1½
165	660′ (618′)-2

BRIEFING STRIP ™

TERPS AMEND 2 13 JAN 2011

CHANGES: Procedure.

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NEWPORT NEWS/WILLIAMSBURG INTL

JEPPESEN (16-1) 7 JAN 11 Eff 13 Jan

NEWPORT NEWS, VA
NDB Rwy 2

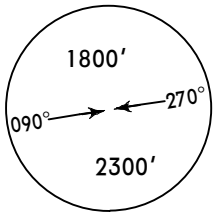
ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

NDB PJS	Final Apch Crs	Minimum Alt ANHOW	MDA(H) (CONDITIONAL)	Apt Elev 42′ TDZE 38′
375	032°	1100′ (1062′)	660′ (622′)	

MISSED APCH: Climb to 2000′ on PJS NDB bearing 012° to GENEE INT and hold.

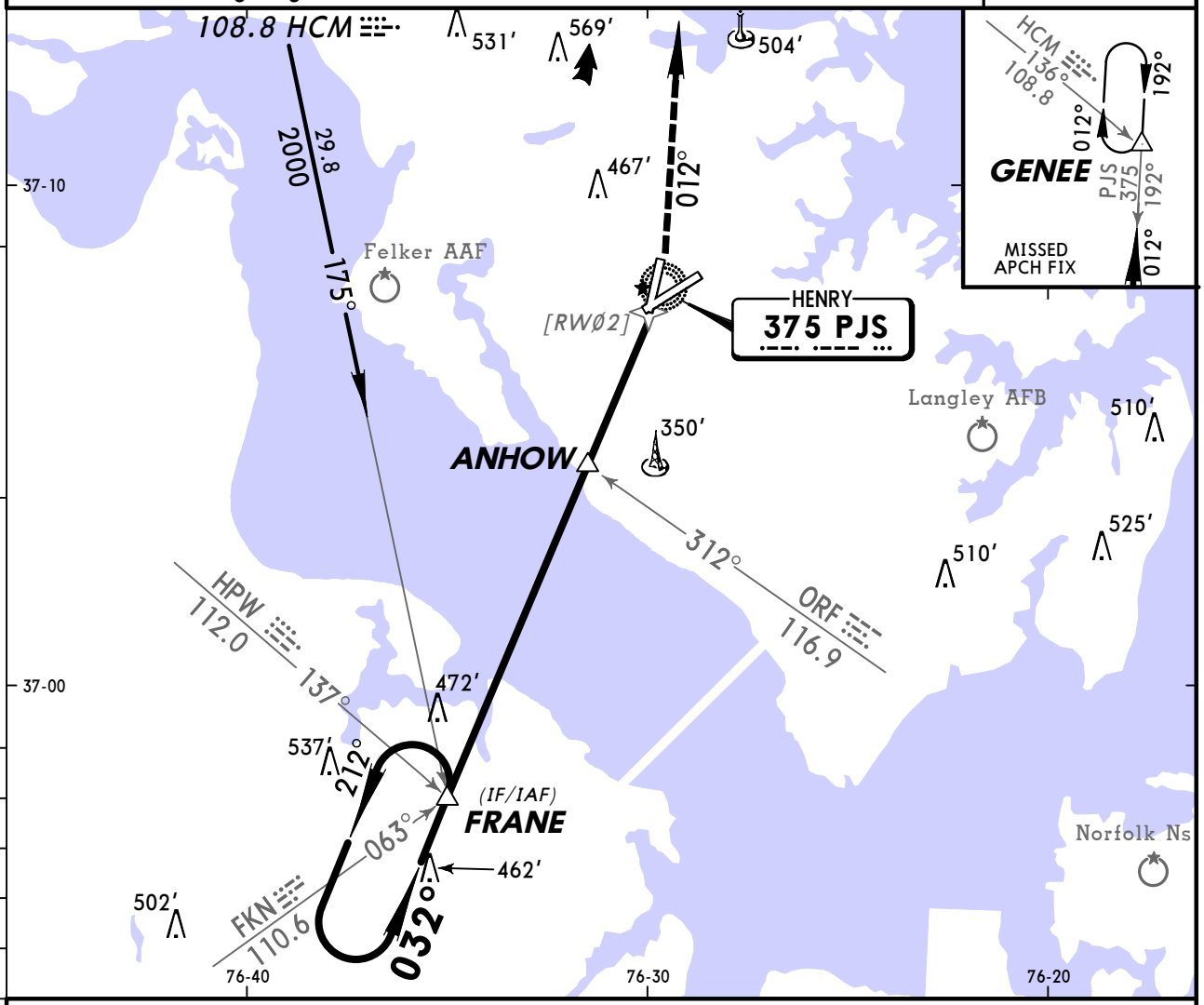
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

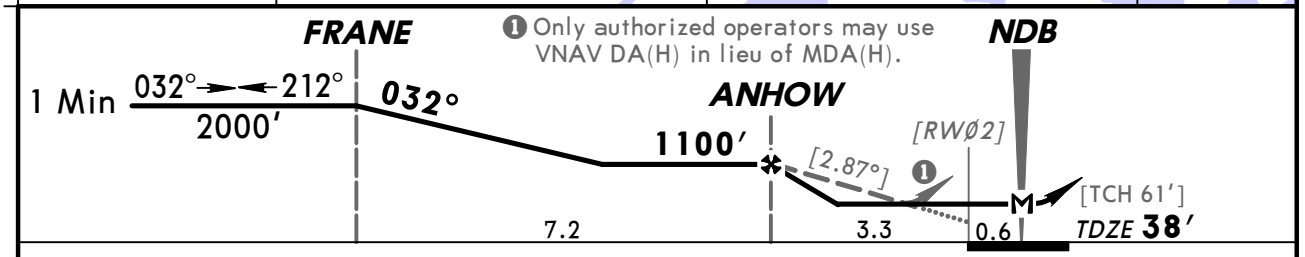
1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. Pilot controlled lighting 118.7.



MSA PJS NDB

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.87°]	355	457	508	609	711	812
MAP at NDB						

VASI-L 2000′ ↑ on PJS 375 012° GENEE

	STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND		
	MDA(H) 660′ (622′) With Local Altimeter Setting	MDA(H) 720′ (682′) With Norfolk Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Norfolk Intl Altimeter Setting MDA(H)
A	1	1	90	660′ (618′)-1	720′ (678′)-1
B			120		
C	1¾	2	140	660′ (618′)-1¾	720′ (678′)-2
D	2	2¼	165	660′ (618′)-2	720′ (678′)-2¼

TERPS AMEND 6 13 JAN 2011

CHANGES: Procedure.

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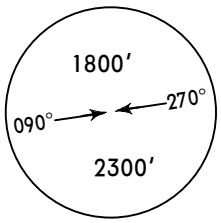
BRIEFING STRIP ™

ATIS	NORFOLK Approach (R)	*NEWPORT NEWS Tower	*Ground
128.65	125.7	CTAF 118.7	121.9

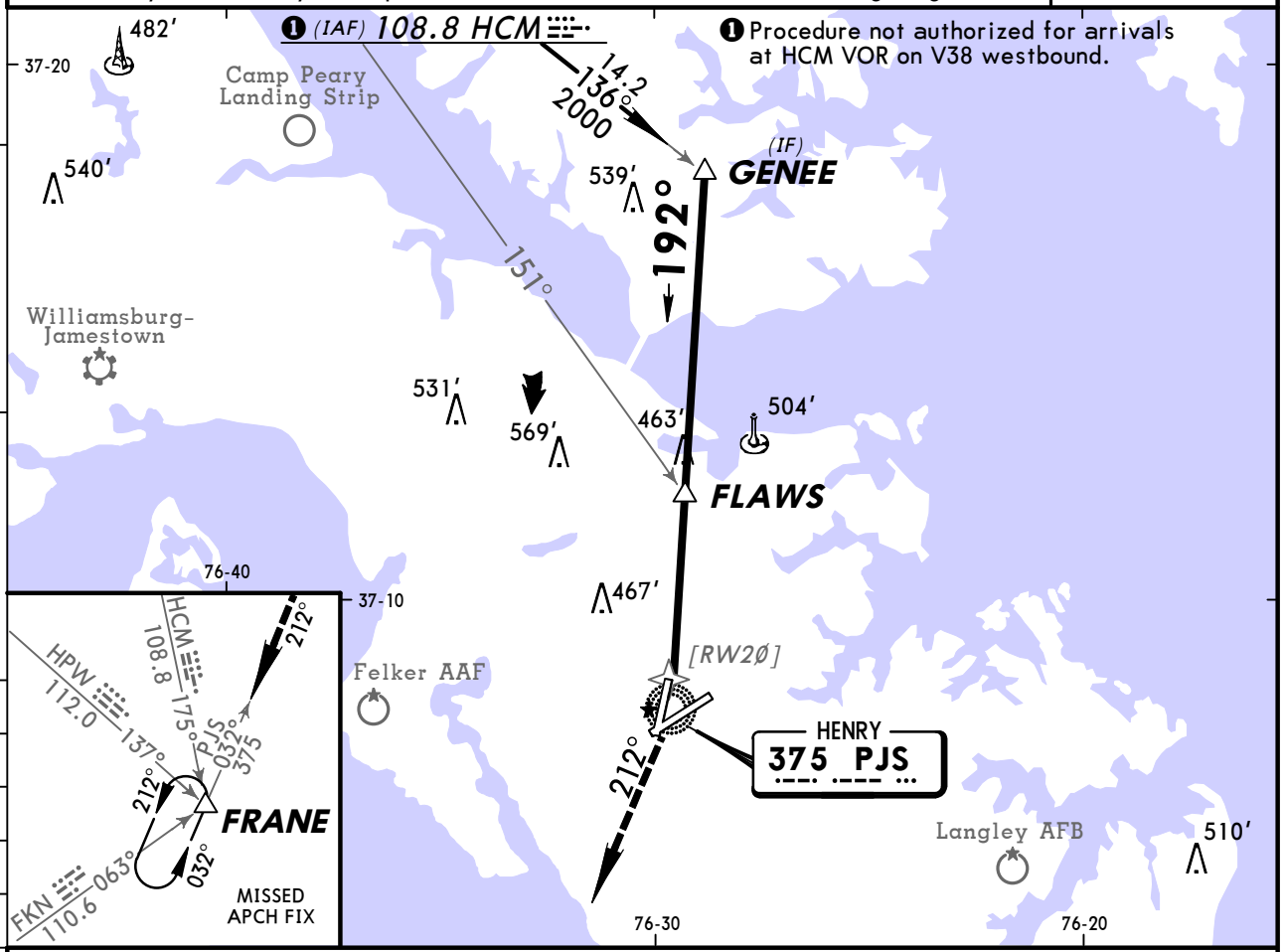
NDB	Final Apch Crs	Minimum Alt FLAWS	MDA(H) (CONDITIONAL)	Apt Elev 42′ TDZE 42′
PJS 375	192°	1200′ (1158′)	860′ (818′)	

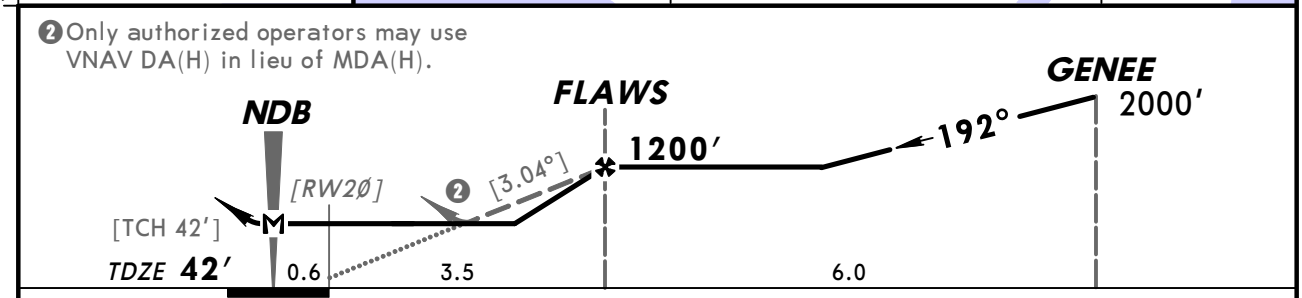
MISSED APCH: Climb to 2000′ on PJS NDB bearing 212° to FRANE INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Norfolk Intl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.7.



MSA PJS NDB





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

REIL AVASI-L	2000′ on	PJS 375 212°	FRANE

	STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND		
	MDA(H) 860′ (818′) With Local Altimeter Setting	MDA(H) 920′ (878′) With Norfolk Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Norfolk Intl Altimeter Setting MDA(H)
A	1	1	90	860′ (818′)-1	920′ (878′)-1
B	1¼	1¼	120	860′ (818′)-1¼	920′ (878′)-1¼
C	2½	2½	140	860′ (818′)-2½	920′ (878′)-2½
D	2¾	2¾	165	860′ (818′)-2¾	920′ (878′)-2¾

TERPS AMEND 5 13 JAN 2011

CHANGES: Procedure.

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General Information

Location: Richmond VA USA
IATA Code: RIC
Lat/Long: N37° 30.3' W077° 19.2'
Elevation: 167 ft

Airport Use: Public
Magnetic Variation: 10.3°W
Sectional Chart: Washington

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

Sunrise: 1144 Z
Sunset: 2300 Z,

Runway Information

Runway: 02
Length x Width: 6607 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 162 ft
Lighting: Edge, ALS, REIL

Runway: 07
Length x Width: 5326 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 158 ft
Lighting: Edge

Runway: 16
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 167 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 6607 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 167 ft
Lighting: Edge, REIL

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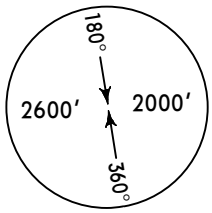
Runway: 25
Length x Width: 5326 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 160 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 161 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 119.15
Richmond Tower 121.1
Richmond Ground Control 121.9
Richmond Clearance Delivery 127.55
Potomac Approach Control 134.7 (171°-320°) Initial Contact
Potomac Approach Control 126.8 (321°-30°) Initial Contact
Potomac Approach Control 126.4 (31°-170°) Initial Contact
Potomac Approach Control 118.2 Initial Contact Secondary
Potomac App ARSA 134.7 (171°-320°)
Potomac App ARSA 126.8 (321°-30°)
Potomac App ARSA 126.4 (31°-170°)
Potomac Departure Control 134.7 (171°-320°)
Potomac Departure Control 126.8 (321°-30°)
Potomac Departure Control 126.4 (31°-170°)
Richmond Intl Unicom 122.95
Leesburg Flight Service Station 122.4 At or above 18000 ft RCO
Leesburg Flight Service Station 122.2 RCO
Leesburg Flight Service Station 122.1 RCO
Leesburg Flight Service Station 114.1 RCO
Leesburg Flight Service Station 113.3 RCO

POTOMAC Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.4	167′	RADAR required.



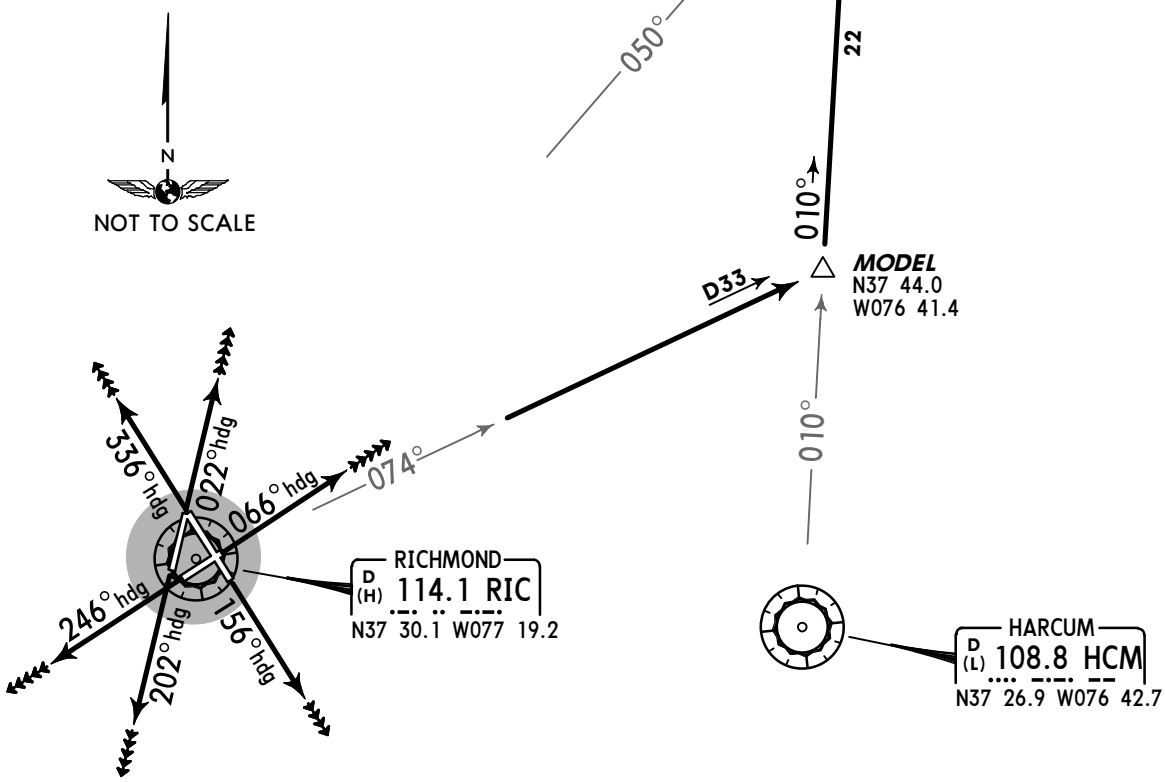
MSA RIC VOR

COLIN FIVE DEPARTURE (COLIN5.COLIN)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 230′ per NM to **400′,** 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 1600′ prior to departure end of runway. Minimum ATC climb of 300′ per NM to **2000′.**
Rwys 7, 16, 20, 25: Standard (or lower than standard, if authorized) with ATC climb of 300′ per NM to **2000′.**
Rwy 34: Standard (or lower than standard, if authorized) with ATC climb of 300′ per NM to **2100′.**

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
300′ per NM	375	500	750	1000	1250	1500

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.



RWY	INITIAL CLIMB	ALTITUDE
2	Climb heading 022° or as assigned for RADAR vectors.	Climb and **MAINTAIN 3000′** or as assigned
7	Climb heading 066° or as assigned for RADAR vectors.	
16	Climb heading 156° or as assigned for RADAR vectors.	
20	Climb heading 202° or as assigned for RADAR vectors.	
25	Climb heading 246° or as assigned for RADAR vectors.	
34	Climb heading 336° or as assigned for RADAR vectors.	

ROUTING

Intercept RIC R-074 to MODEL. Then via HCM R-010 to COLIN. Climb and **MAINTAIN 3000′** or as assigned. EXPECT clearance to filed altitude/flight level ten minutes after departure.

CHANGES: Procedure renumbered, revised, new format.

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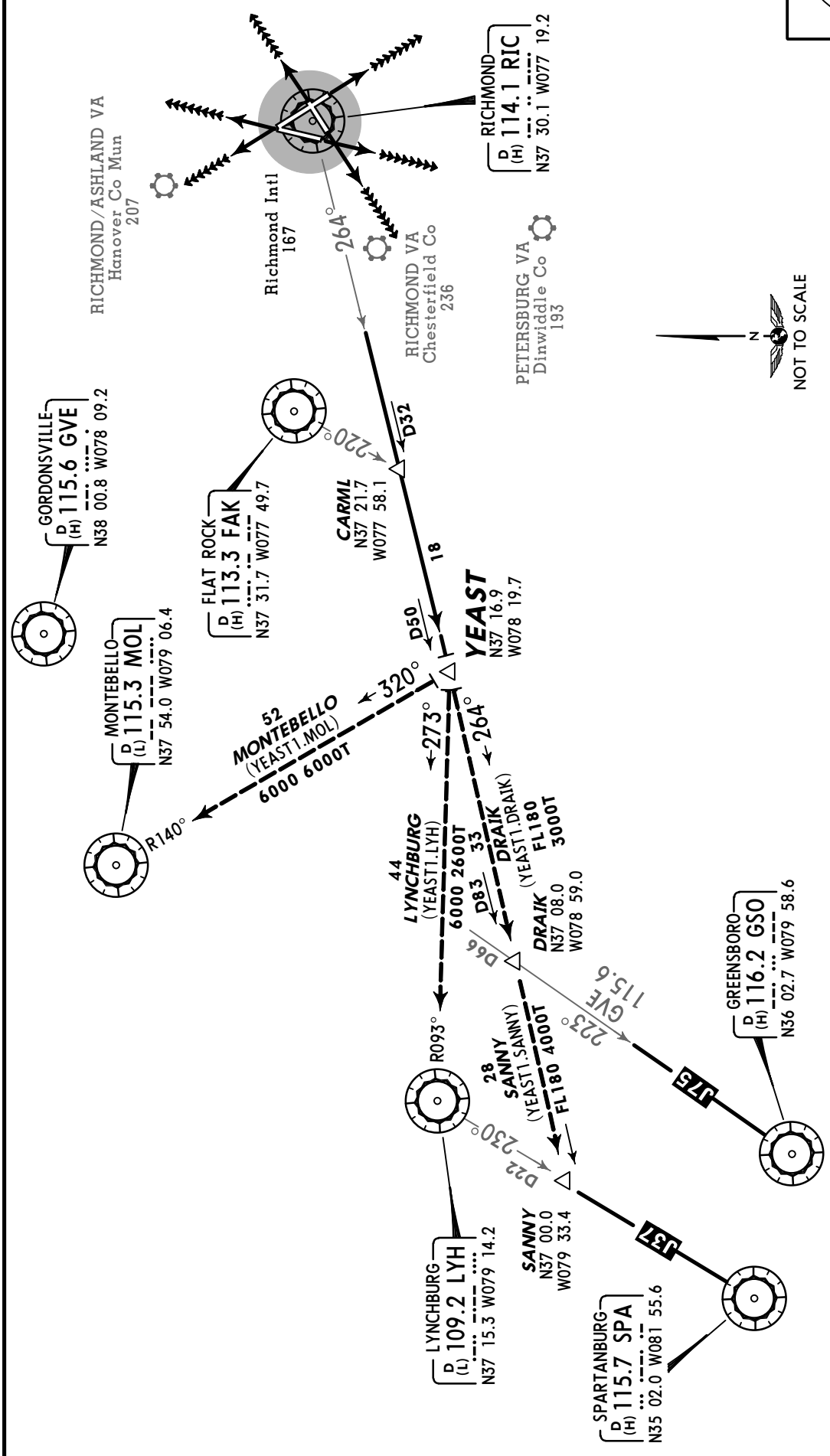
POTOMAC Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
134.7	See graphic	

YEAST ONE DEPARTURE (YEAST1.RIC)



INITIAL CLIMB	ALTITUDE
Fly runway heading or as assigned for RADAR vectors to intercept the RIC R-264 to YEAST then via assigned transition.	Climb and **MAINTAIN 3000′** or assigned altitude

ROUTING

EXPECT clearance to requested altitude/flight level ten minutes after departure.

CHANGES: New format.

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TAKEOFF OBSTACLE NOTES

◦ RWY 2:

AIRCRAFT ON SURFACE BEGINNING 3' FROM DER, 202' RIGHT OF CENTERLINE, UP TO 65' AGL/232' MSL. TREES AND BUSHES BEGINNING 104' FROM DER, 223' LEFT OF CENTERLINE, UP TO 100' AGL/251' MSL. TREES BEGINNING 2918' FROM DER, 367' RIGHT OF CENTERLINE, UP TO 100' AGL/260' MSL.

◦ RWY 7:

TREES BEGINNING 1208' FROM DER, 798' RIGHT OF CENTERLINE, UP TO 100' AGL/259' MSL. TREES BEGINNING 1347' FROM DER, 283' LEFT OF CENTERLINE, UP TO 100' AGL/259' MSL.

◦ RWY 20:

HANGAR 817' FROM DER, 665' RIGHT OF CENTERLINE, 43' AGL/212' MSL. TREES BEGINNING 2307' FROM DER, 1065' LEFT OF CENTERLINE, UP TO 100'AGL/235' MSL. TREES BEGINNING 2645' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/255' MSL. POLE 3226' FROM DER, 424' RIGHT OF CENTERLINE, 79' AGL/248' MSL.

◦ RWY 25:

VEHICLES ON ROAD BEGINNING 390' FROM DER, ON CENTERLINE, UP TO 15' AGL /184' MSL. TRAIN ON RAILROAD BEGINNING 545' FROM DER, ON CENTERLINE, UP TO 23' AGL/ 192' MSL. TOWER 799' FROM DER, 562' LEFT OF CENTERLINE, 16' AGL/185' MSL. TREES BEGINNING 2414' FROM DER, 285' RIGHT OF CENTERLINE, UP TO 100' AGL/279' MSL. MULTIPLE POLES BEGINNING 3056' FROM DER, 565' LEFT OF CENTERLINE UP TO 83' AGL/ 252' MSL. TREES BEGINNING 3176' FROM DER, 357' LEFT OF CENTERLINE, UP TO 100' AGL/269' MSL.

◦ RWY 34:

AIRCRAFT ON SURFACE BEGINNING 12' FROM DER, 192' LEFT OF CENTERLINE, UP TO 65' AGL/230' MSL. HANGAR AND LIGHT POLE BEGINNING 1103' FROM DER, 732' LEFT OF CENTERLINE, UP TO 41' AGL/200' MSL. TREES BEGINNING 2202' FROM DER, 1052' RIGHT OF CENTERLINE, UP TO 100' AGL/232' MSL. TREES BEGINNING 2689' FROM DER, 998' LEFT OF CENTERLINE, UP TO 100'AGL/ 237' MSL.

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ATIS	RICHMOND Clearance	Ground	Tower	POTOMAC Departure (R) (031°-170°)	(171°-320°)	(321°-030°)
119.15	127.55	121.9	121.1	126.4	134.7	126.8

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

Due to close proximity to Rwy 2/20, Twy U signage may be behind aircraft once clear of Rwy 2/20.
Twy R west of FSDO ramp designated for aircraft with wingspans less than 79′ *(24m)*.

10°W

General Aviation Parking
FSDO Ramp
Control Tower
General Aviation Terminal
Main Terminal
Air Freight Ramp Parking
UPS Cargo
General Aviation Parking
Ditch
Elev 165′
Elev 167′
Fire Station
ARP
VOR
Elev 159′
Elev 157′
Elev 161′
Virginia Air Natl Guard
Virginia Army Natl Guard
6607′ 2014m
9003′ 2744m
5326′ 1623m
20 203°
16 157°
2 023°
7 067°
25 247°
34 337°
HS1

RUNWAY INCURSION HOT SPOT

For information only, not to be construed at ATC instructions.

Rwy Hold Signs: 16-34, 20-2 | Rwy Hold Signs: 34-16, 2-20

"Hold Line" "Hold Line" "Hold Line"
Rwy 2-20 Rwy 16-34

HS1 Wrong Rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent Rwy due to close proximity of thresholds. Aircraft landing Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 2 to clear the runway.

Non-radio equipped vehicles crossing midfield Twys C, E and H and driving on Twy L - South of runway.

Main Terminal

PARKING GATE COORDINATES	
GATE NO.	COORDINATES
A1 thru A8A	N37 30.5 W077 19.9
B1 thru B15	N37 30.4 W077 19.9

All air carriers with wingspans greater than 118′ *(36m)* and wheel bases greater than 59′ *(18m)* are restricted from using Twys J, K, R (between Twy A and FSDO ramp), S, T (south of Twy J), and V (west of Twy A). Twys M, M1, M2, M3, and R (west of FSDO) designated for air carriers with wingspans less than 79′ *(24m)*.

Twy A between Twy C and Twy E restricted from use by aircraft with wingspans greater than 171′ *(52m)*.

Twy T (north of Twy F) restricted from use by aircraft with wingspans greater than 118′ *(36m)*. Intersection requires judgemental oversteering.

CHANGES: Hot spot description added.

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GENERAL
Birds in vicinity of airport.
ATC clearance required for pushbacks onto movement areas.
No practice landings 2200-0700 local time.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2	HIRL MALSR REIL ❶ PAPI-L ❷ grooved		5631′ *1716m*		150′
20	HIRL REIL PAPI-L (angle 3.00°) grooved				*46m*
❶ Angle 3.00°. ❷ Last 200′ *(61m)* of Rwy 2 is not grooved.					
7	HIRL grooved				100′
25	HIRL REIL VASI-L grooved RVR				*30m*
16	HIRL CL MALSR VASI-L grooved RVR		7953′ *2424m*		150′
34	HIRL CL ALSF-II TDZ grooved RVR		7874′ *2400m*		*46m*

TAKE-OFF

Rwys 16, 34

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 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

❶ Rwy 2: With Mim climb of 230′/NM to 400′: Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Other	Rwys 7, 20, 25: Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
1/4	1/2	1	200-1 1/4	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

❶ Alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1600′ prior to departure end of runway.

FOR FILING AS ALTERNATE

	ILS Rwy 2 ILS Rwy 34	LOC Rwy 2 LOC Rwy 34 VOR Rwy 2 VOR Rwy 16 VOR Rwy 20 VOR Rwy 25 VOR Rwy 34	RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 34	ILS Rwy 16 LOC Rwy 16
A	600-2	800-2		800-2
B				
C				800-2 1/4
D				800-2 1/2

AMEND 1

CHANGES: None.

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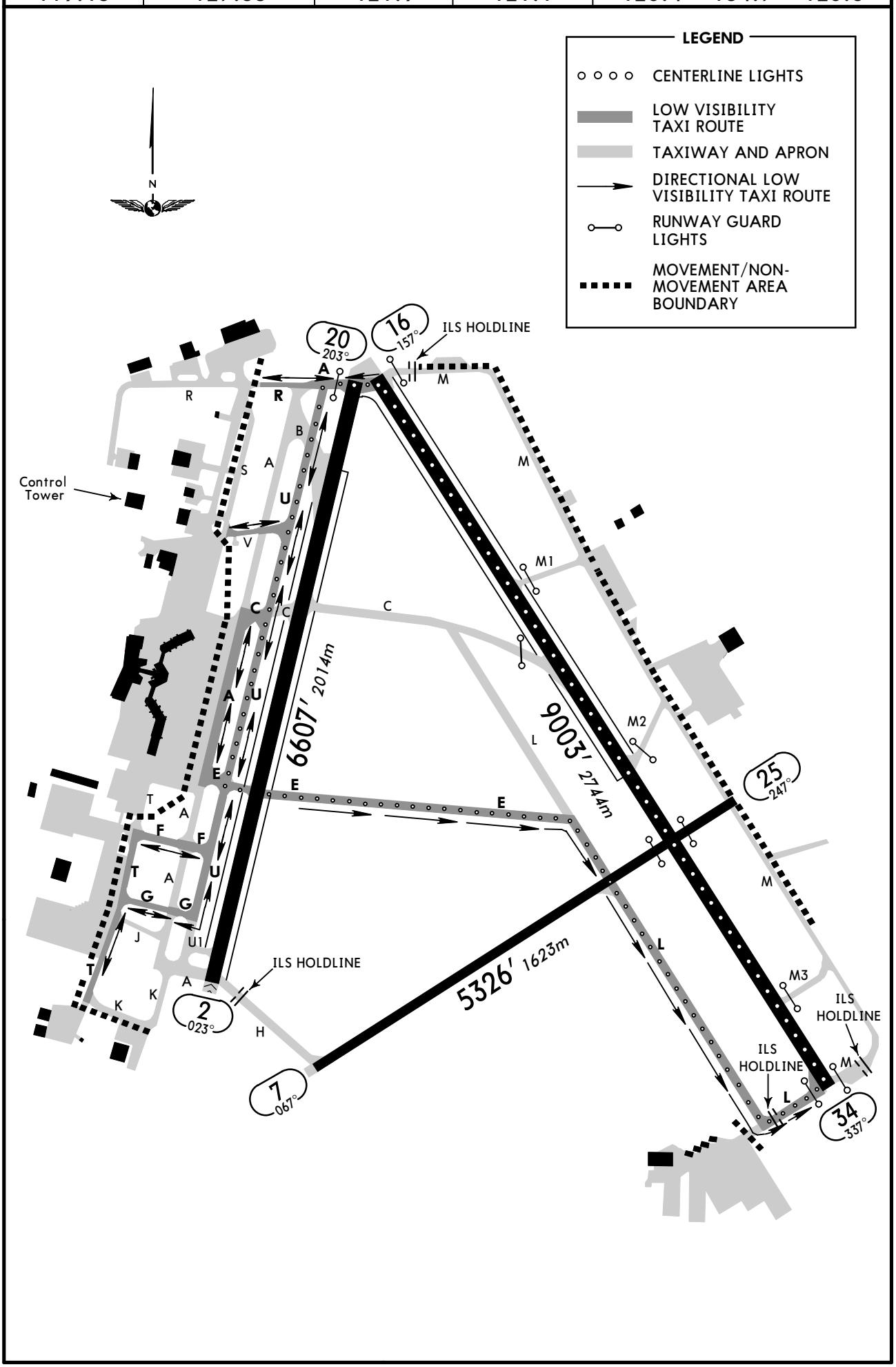
RICHMOND, VA

LESS THAN RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES

ATIS	RICHMOND Clearance	Ground	Tower	POTOMAC Departure (R) (031°-170°)	(171°-320°)	(321°-030°)
119.15	127.55	121.9	121.1	126.4	134.7	126.8



CHANGES: Twy U renamed A, Rwy 34 lead-off lights, ILS hold lines.

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KRIC/RIC
RICHMOND INTL

JEPPESEN
4 MAR 11 (11-1) Eff 10 Mar

RICHMOND, VA
ILS or LOC Rwy 2

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

BRIEFING STRIP ™

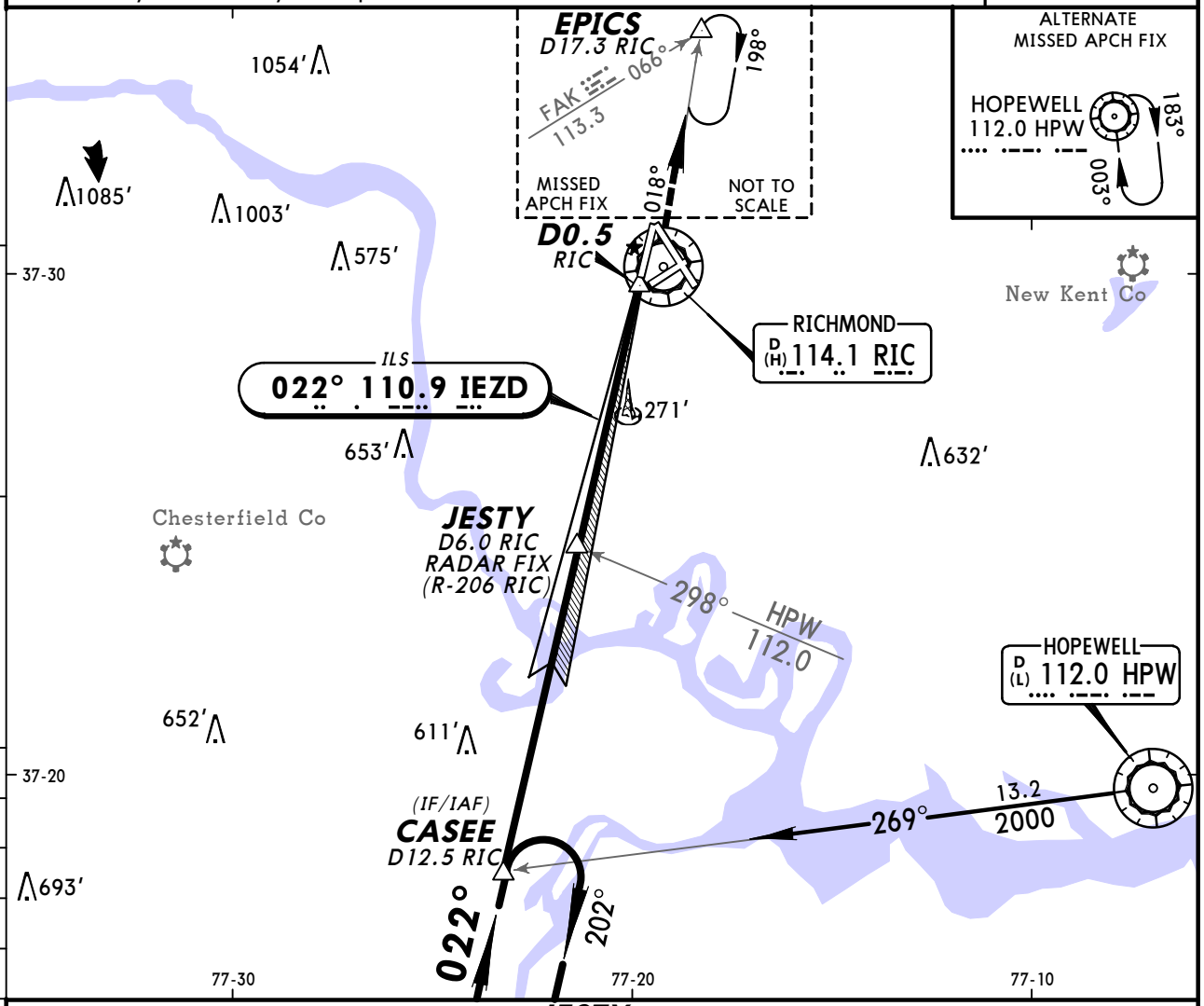
LOC IEZD	Final Apch Crs	GS JESTY	ILS DA(H)	Apt Elev 167′
110.9	022°	2000′ (1841′)	455′ (296′)	Rwy 2 159′

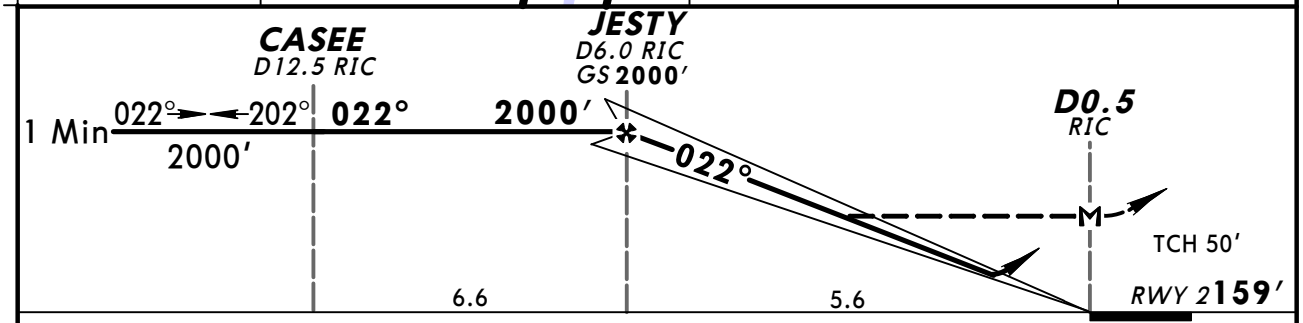
MISSED APCH: Climb to 2000′ outbound on RIC VOR R-018 to EPICS INT/D17.3 RIC and hold, or as directed by ATC.

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

1. Visibility reduction by helicopters not authorized.

MSA RIC VOR: 180°, 2000′, 2600′, 360°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.5 RIC or JESTY to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR
REIL
PAPI

2000′ ↑ on RIC 114.1 R-018 EPICS

TERPS AMEND 2 10 MAR 2011

STRAIGHT-IN LANDING RWY 2

	ILS DA(H) 455′(296′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 540′(381′) RAIL out	LOC ALS out
A	3/4		7/8	3/4	1
B					
C				3/4	7/8	1 1/8
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′)-1
120	
140	660′ (493′)-1 1/2
165	720′ (553′)-2

CHANGES: Procedure.

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KRIC/RIC
RICHMOND INTL

JEPPESEN
4 MAR 11 (11-2) Eff 10 Mar

RICHMOND, VA
ILS or LOC Rwy 16

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

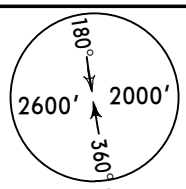
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	
IRGJ 110.7	156°	FIBUG 2500′ (2333′)	367′ (200′)	Apt Elev 167′ / Rwy 16 167′

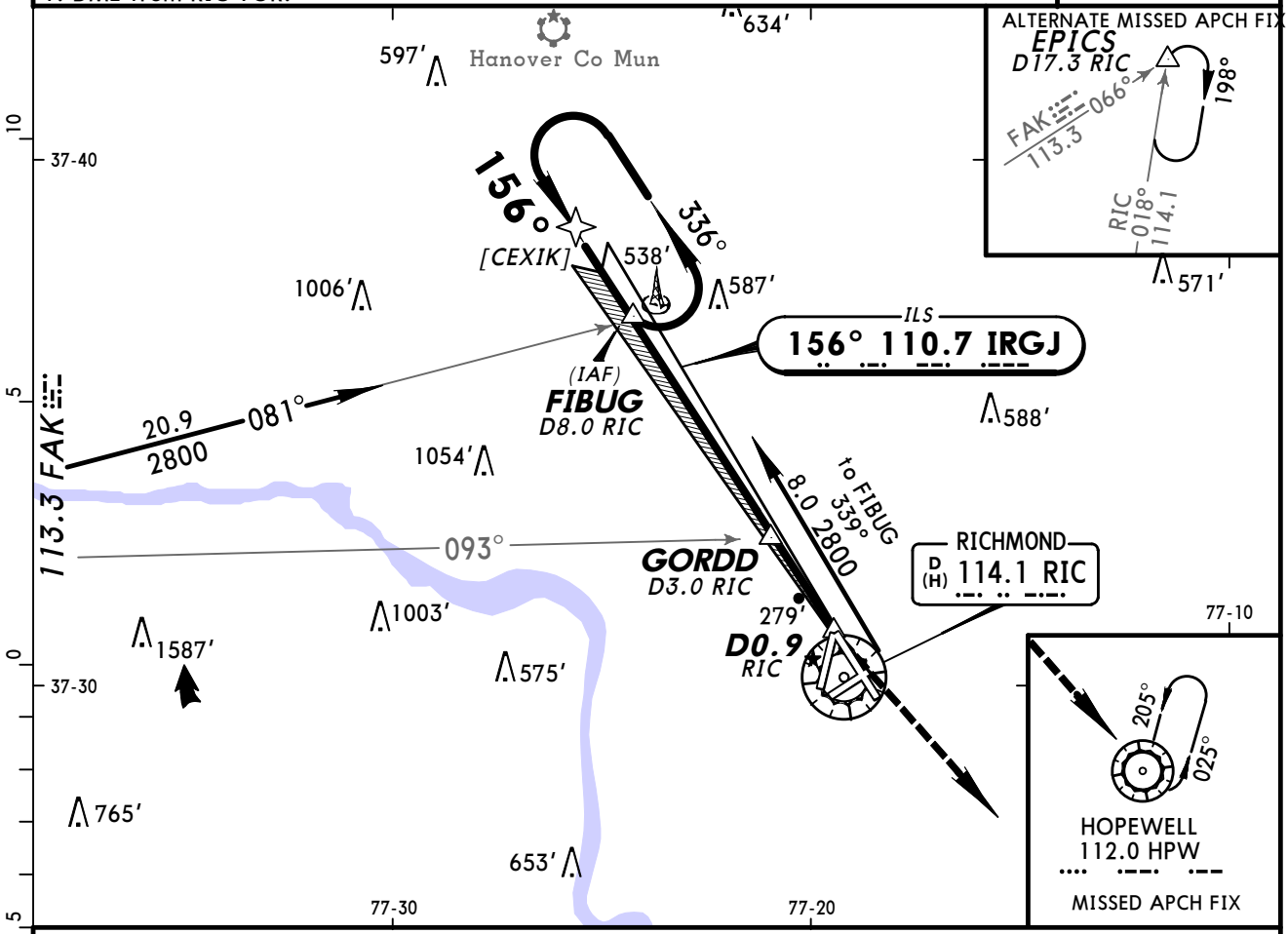
MISSED APCH: Climb to 2000′ direct HPW VOR and hold, or as directed by ATC.

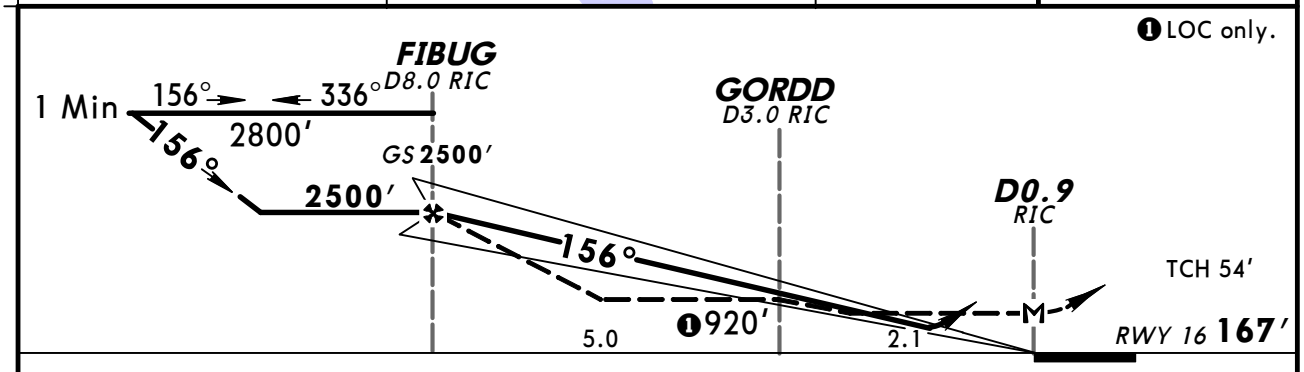
Alt Set: INCHES
1. DME from RIC VOR.

Trans level: FL 180 Trans alt: 18000′



MSA RIC VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.9 RIC or FIBUG to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

MALSR
VASI
2000′
HPW 112.0

STRAIGHT-IN LANDING RWY 16

	ILS ❶ DA(H) 367′ (200′) FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 580′ (413′) With Gordd	RAIL out	ALS out	MDA(H) 920′ (753′) Without Gordd	RAIL out	ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							RVR 40 or ¾	RVR 55 or 1	RVR 60 or 1¼
C				RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1⅛	1¾	1⅞	2
D									

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

CIRCLE-TO-LAND

Max Kts	With Gordd MDA(H)	Without Gordd MDA(H)
90	660′ (493′)-1	920′ (753′)-1
120		920′ (753′)-1¼
140	660′ (493′)-1½	920′ (753′)-2¼
165	720′ (553′)-2	920′ (753′)-2½

TERPS AMEND 9 10 MAR 2011

CHANGES: Procedure.

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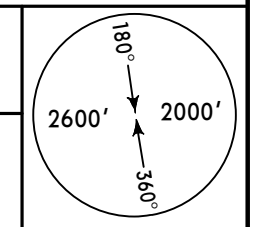
BRIEFING STRIP™

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

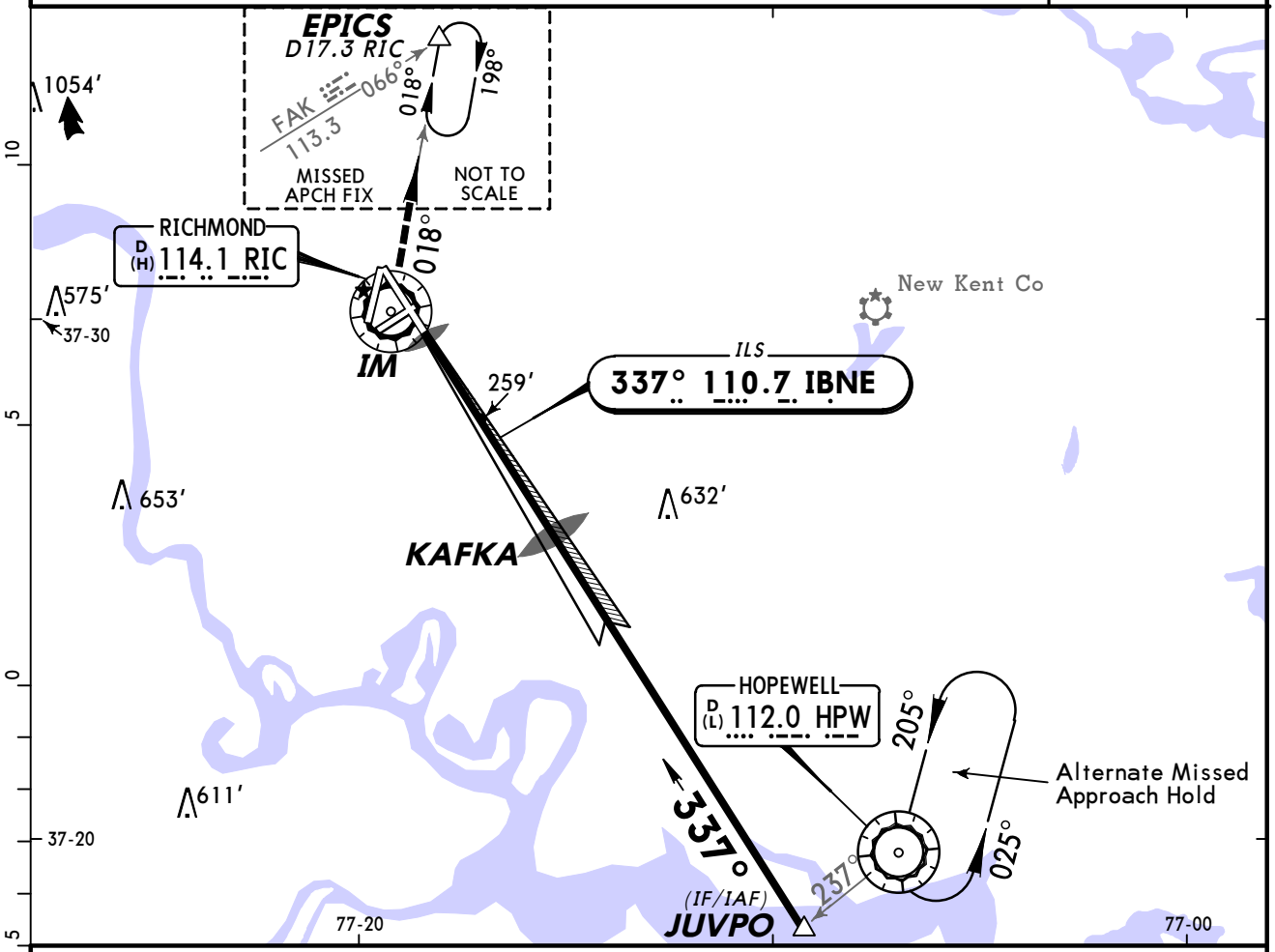
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 167′
IBNE 110.7	337°	KAFKA 1694′ (1533′)	361′ (200′)	Rwy 34 161′

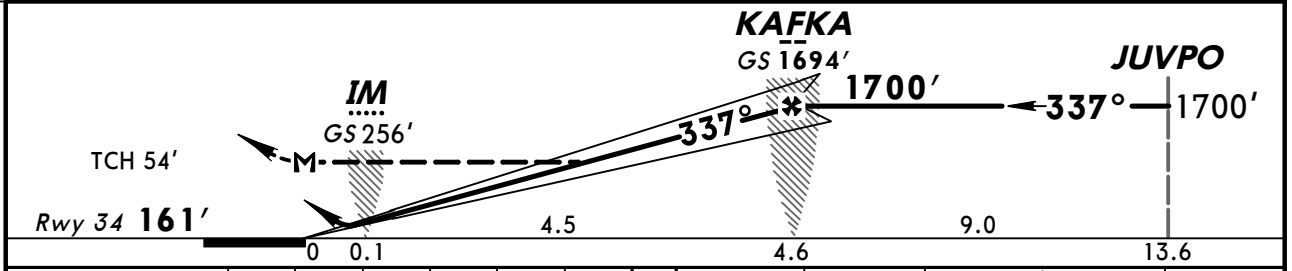
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 2000′ outbound via RIC VOR R-018 to EPICS INT/D17.3 RIC and hold, or as directed by ATC.

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



MSA RIC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
KAFKA to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:44

ALSF-II | 800′ | 2000′ RT via RIC 114.1 R-018 | EPICS

TERPS STRAIGHT-IN LANDING RWY 34

	ILS DA(H) 361′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 520′ (359′)	ALS out
A	RVR 18 or ½	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B					
C				RVR 30 or ⅝	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′)-1
120	
140	660′ (493′)-1½
165	720′ (553′)-2

[1] RVR 18 authorized with use of flight director, HUD or coupled autopilot to DA(H).

TERPS AMEND 14 10 MAR 2011

CHANGES: Minimums.

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KRIC/RIC
RICHMOND INTL

JEPPESEN
6 JAN 12 (11-3A)

RICHMOND, VA
ILS Rwy 34 CAT II & III

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

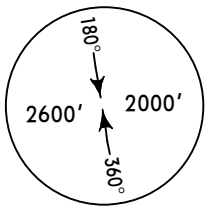
BRIEFING STRIP ™

LOC IBNE	Final Apch Crs	GS KAFKA	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	
110.7	337°	1694′ (1533′)	NA	Refer to Minimums		RA 101′ DA(H) 261′ (100′)	Apt Elev 167′ Rwy 34 161′

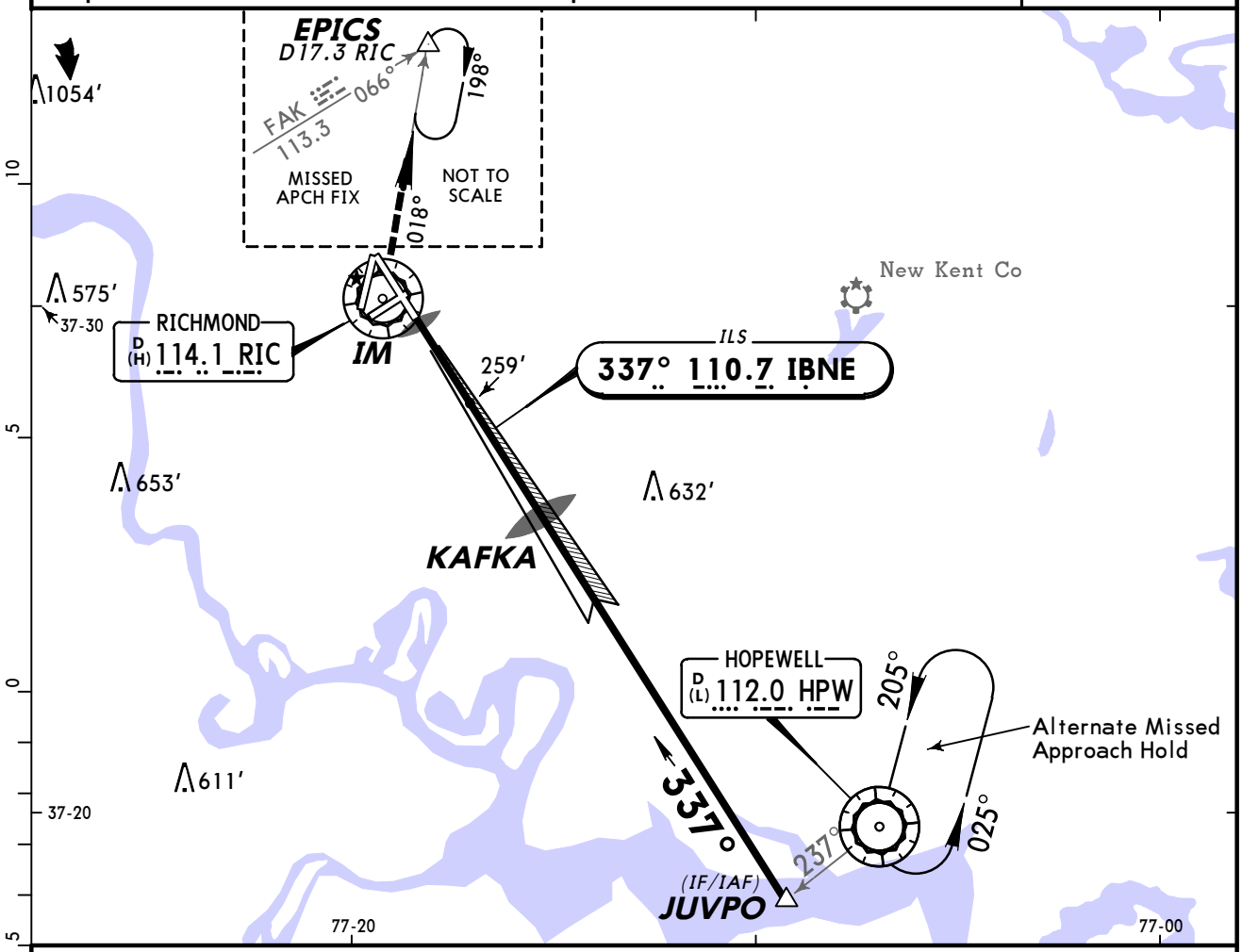
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 2000′ outbound via RIC VOR R-018 to EPICS INT/D17.3 RIC and hold, or as directed by ATC.

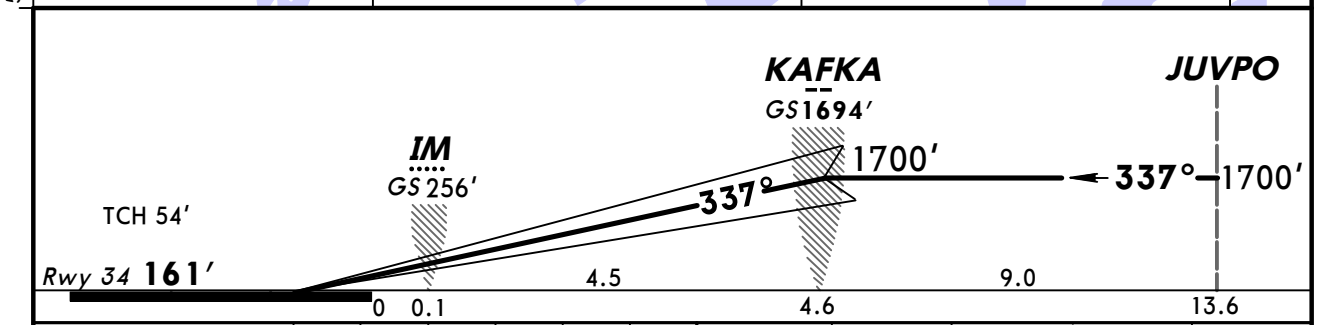
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Acft Certification Required.



MSA RIC VOR





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

ALSF-II | 800′ | 2000′ RT | RIC via 114.1 R-018 | EPICS

TERPS

STRAIGHT-IN LANDING RWY34

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 101′ DA(H) 261′ (100′)
NA	RVR 6	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 14 10 MAR 2011

CHANGES: None.

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KRIC/RIC
RICHMOND INTL

JEPPESEN

6 JAN 12 (11-3B)

RICHMOND, VA
ILS Rwy 34 SA CAT I

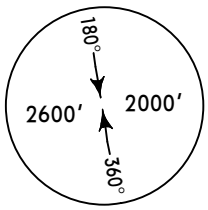
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 167′
IBNE 110.7	337°	KAFKA 1694′ (1533′)	RA 156′ DA(H) 311′ (150′)	Rwy 34 161′

MISSED APCH: Climb to 800′, then climbing RIGHT turn to 2000′ outbound via RIC VOR R-018 to EPICS INT/D17.3 RIC and hold, or as directed by ATC.

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

1. Special Aircrew and Acft Certification Required.



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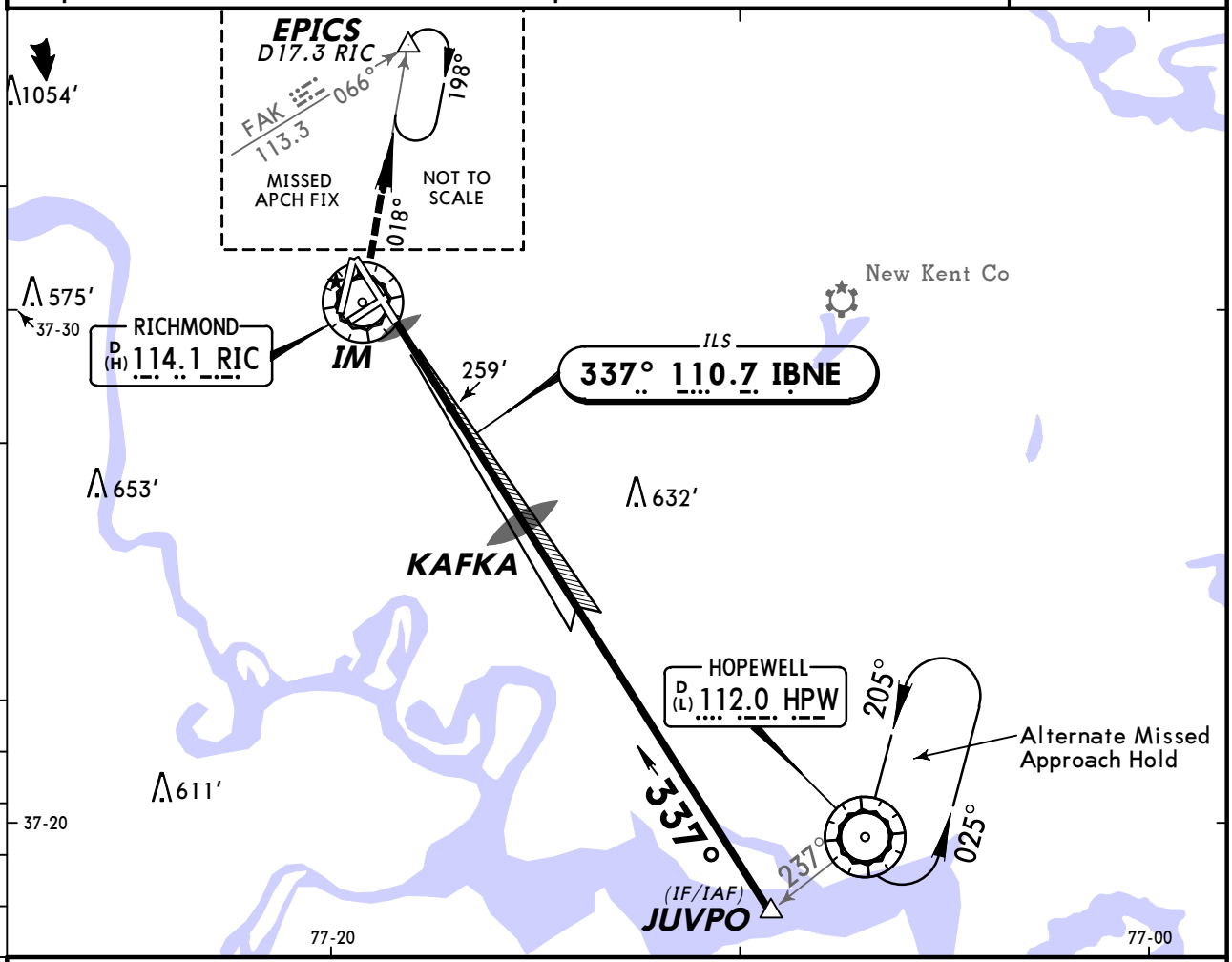

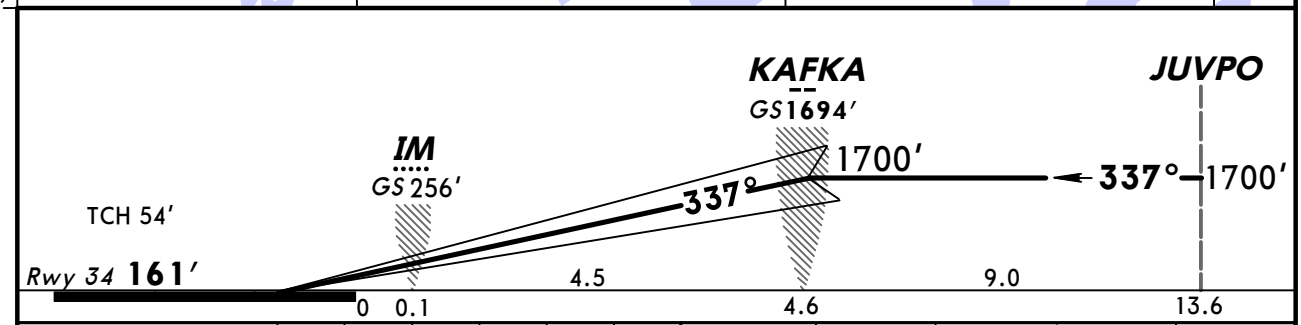

Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	800′	2000′	RIC	EPICS
GS	3.00°	372	478	531	637	743	849			RT	via 114.1 R-018	

TERPS

STRAIGHT-IN LANDING RWY34

1 SA CAT I ILS

RA 156′

DA(H) **311′** (150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

TERPS AMEND 14 10 MAR 2011

CHANGES: New procedure.

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ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

WAAS	Final Apch Crs	Minimum Alt JESTY	LPV DA(H)	Apt Elev 167′
Ch 72716 W-02A	022°	2000′ (1841′)	409′ (250′)	Rwy 2 159′

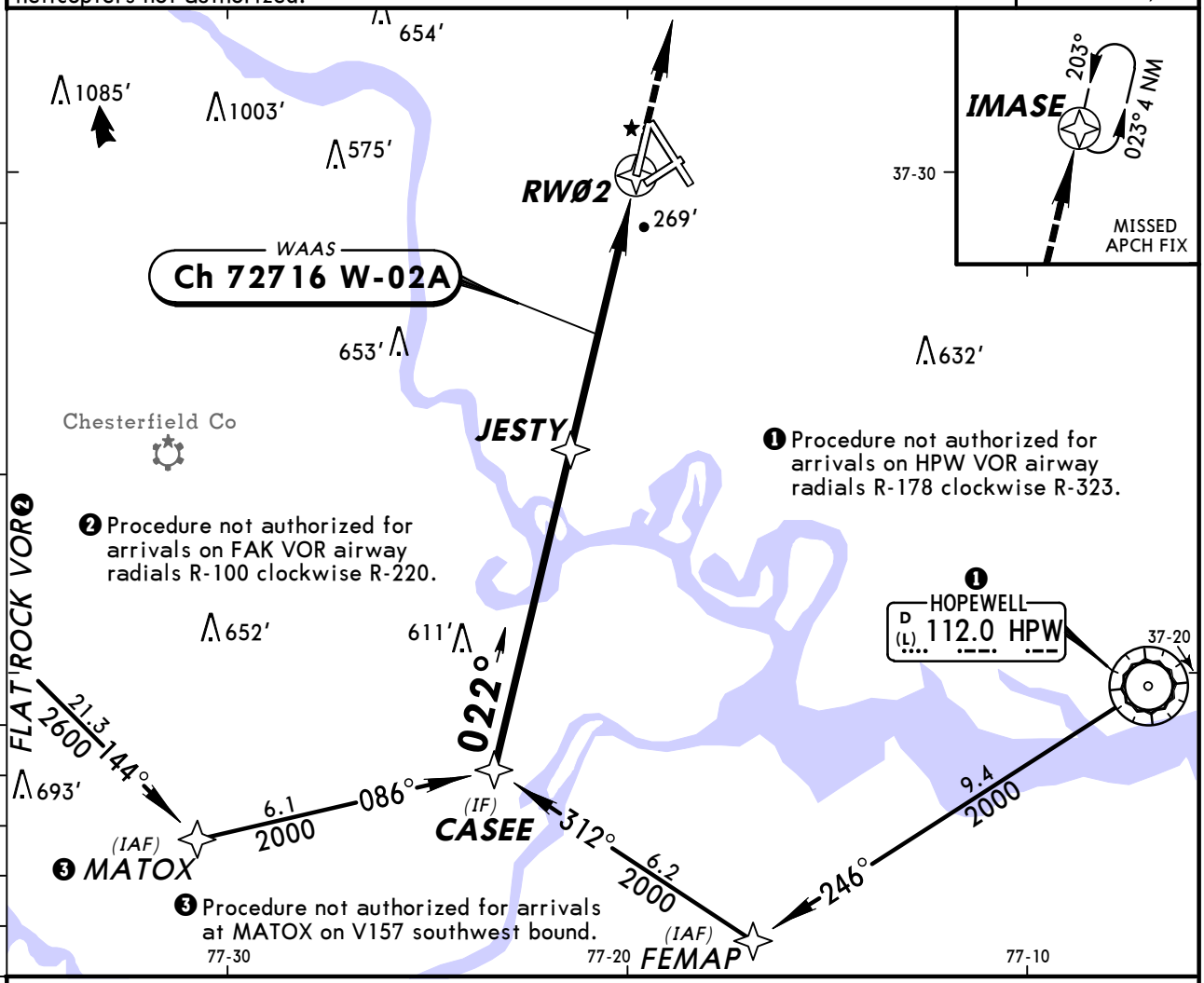
MISSED APCH: Climb to 2000′ direct IMASE and hold.

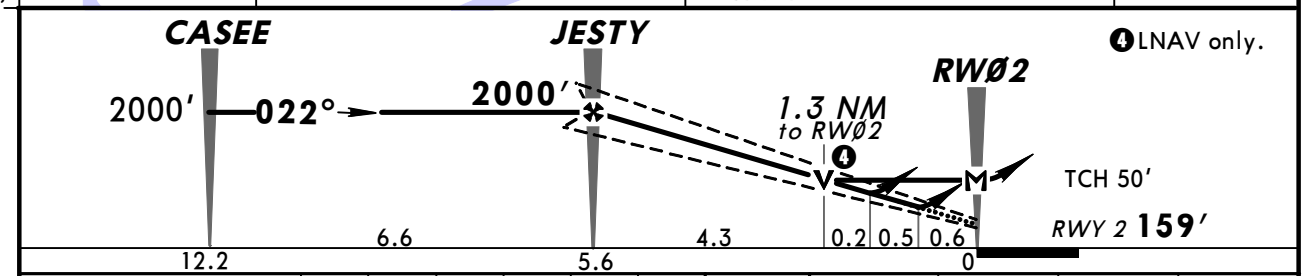
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. Visibility reduction by helicopters not authorized.

2600′
MSA RWØ2

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

MALSR
REIL
PAPI
2000′
IMASE

STRAIGHT-IN LANDING RWY 2

	LPV DA(H) 409′ (250′)	LNAV/VNAV DA(H) 569′ (410′)			LNAV MDA(H) 620′ (461′)		
	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	3/4	7/8	1	1 1/8	3/4		1
B							
C					1	1 1/8	1 3/8
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′) -1
120	
140	660′ (493′) -1 1/2
165	720′ (553′) -2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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KRIC/RIC
RICHMOND INTL

JEPPESEN

4 MAR 11 (12-2) Eff 10 Mar

RICHMOND, VA
RNAV (GPS) Rwy 7

BRIEFING STRIP ™

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

RNAV	Final Apch Crs	Minimum Alt CEGAX	LNAV MDA(H) (CONDITIONAL)	Apt Elev 167′ / Rwy 7 157′
	066°	1800′ (1643′)	620′ (463′)	

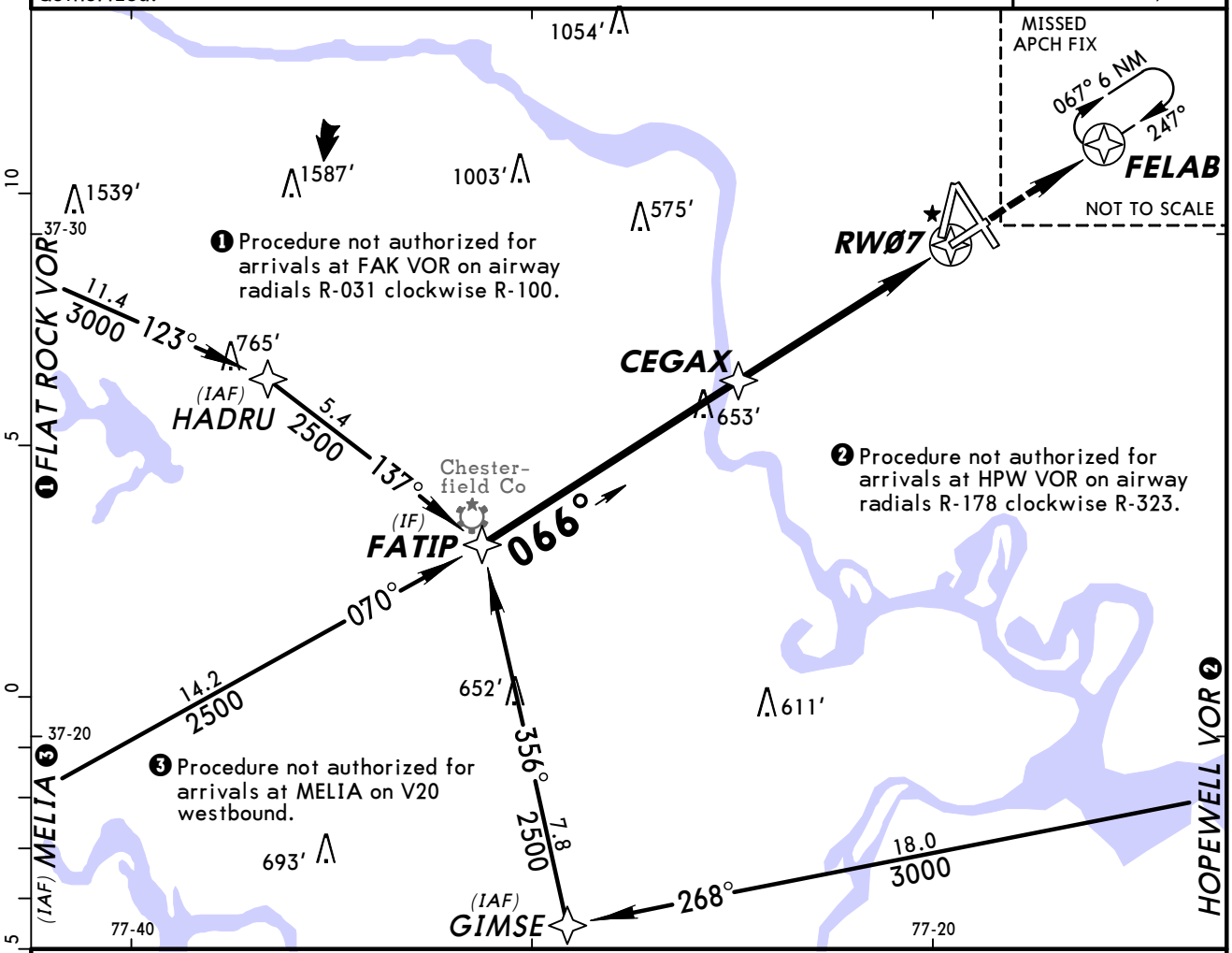
MISSED APCH: Climb to 3000′ direct FELAB and hold.

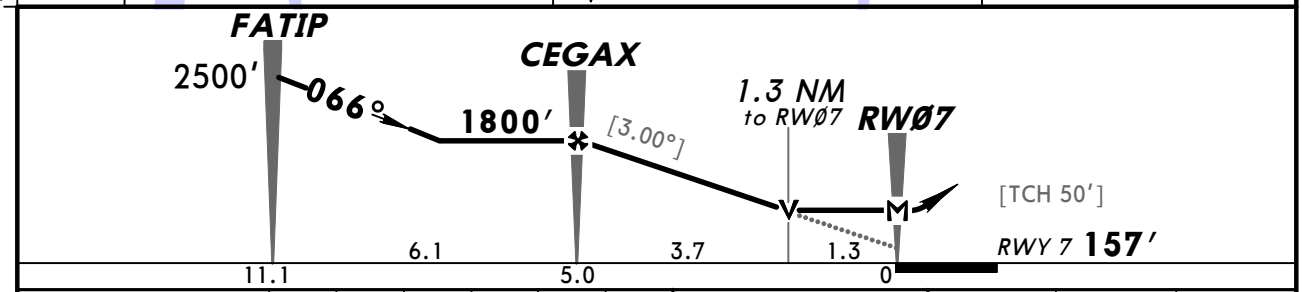
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

2600′

MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ7						

3000′ ↑ | D | FELAB

STRAIGHT-IN LANDING RWY 7 LNAV		CIRCLE-TO-LAND	
DAY MDA(H) 620′ (463′)	NIGHT	Max Kts	MDA(H)
A, B: 1	NA	90	660′ (493′) -1
		120	660′ (493′) -1½
C, D: 1⅜		140	660′ (493′) -1½
		165	720′ (553′) -2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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KRIC/RIC
RICHMOND INTL

JEPPESEN
4 MAR 11 (12-3) Eff 10 Mar

RICHMOND, VA
RNAV (GPS) Rwy 16

BRIEFING STRIP ™

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

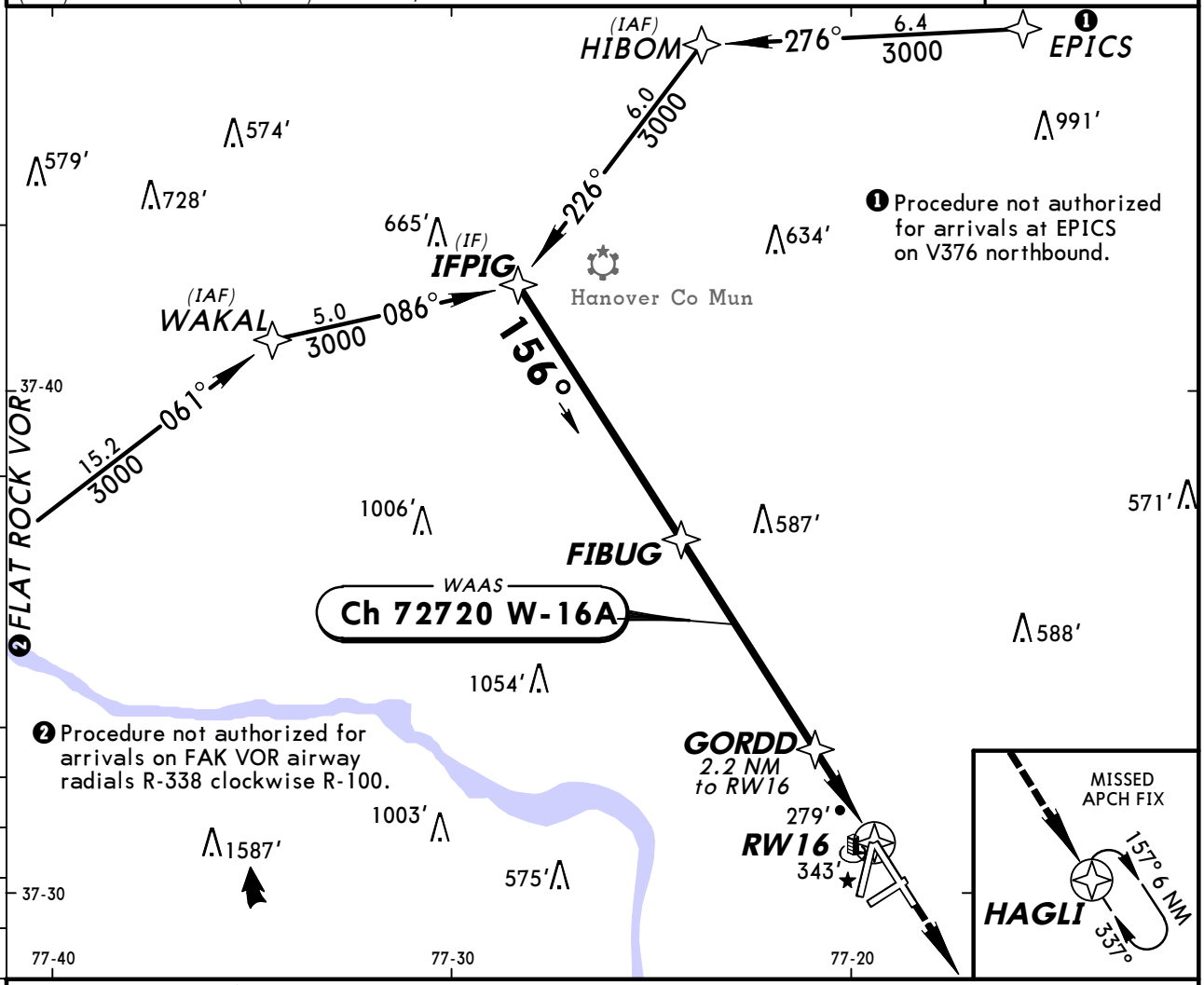
WAAS	Final Apch Crs	Minimum Alt FIBUG	LPV DA(H)	Apt Elev 167′
Ch 72720 W-16A	156°	2500′ (2333′)	367′ (200′)	Rwy 16 167′

MISSED APCH: Climb to 2500′ direct HAGLI and hold.

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.

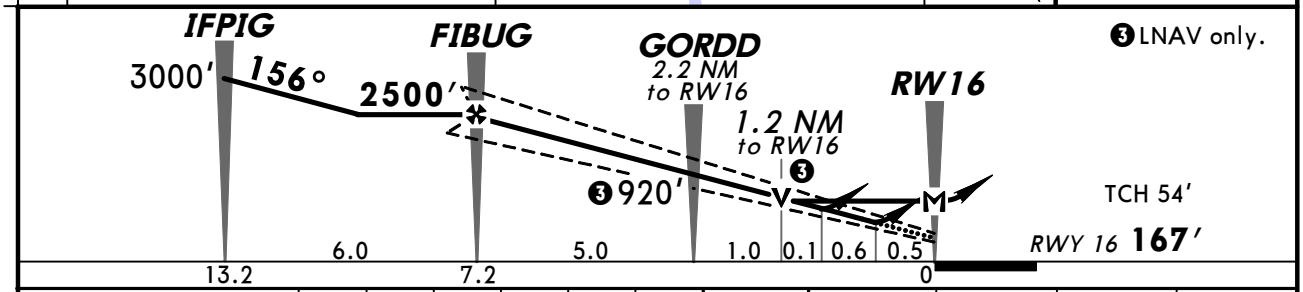
2600′
MSA RW16



❶ Procedure not authorized for arrivals at EPICS on V376 northbound.

❷ Procedure not authorized for arrivals on FAK VOR airway radials R-338 clockwise R-100.

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 RW16						

MALSR
VASI
2500′
HAGLI

STRAIGHT-IN LANDING RWY 16

	LPV DA(H) 367′ (200′)			LNAV/VNAV DA(H) 579′ (412′)			LNAV MDA(H) 600′ (433′)		
		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 50 or 1	RVR 60 or 1⅛	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C							RVR 40 or ¾	RVR 50 or 1	1¼
D									

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′) -1
120	
140	660′ (493′) -1½
165	720′ (553′) -2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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KRIC/RIC
RICHMOND INTL

JEPPESEN

4 MAR 11 (12-4) Eff 10 Mar

RICHMOND, VA
RNAV (GPS) Rwy 20

BRIEFING STRIP ™

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

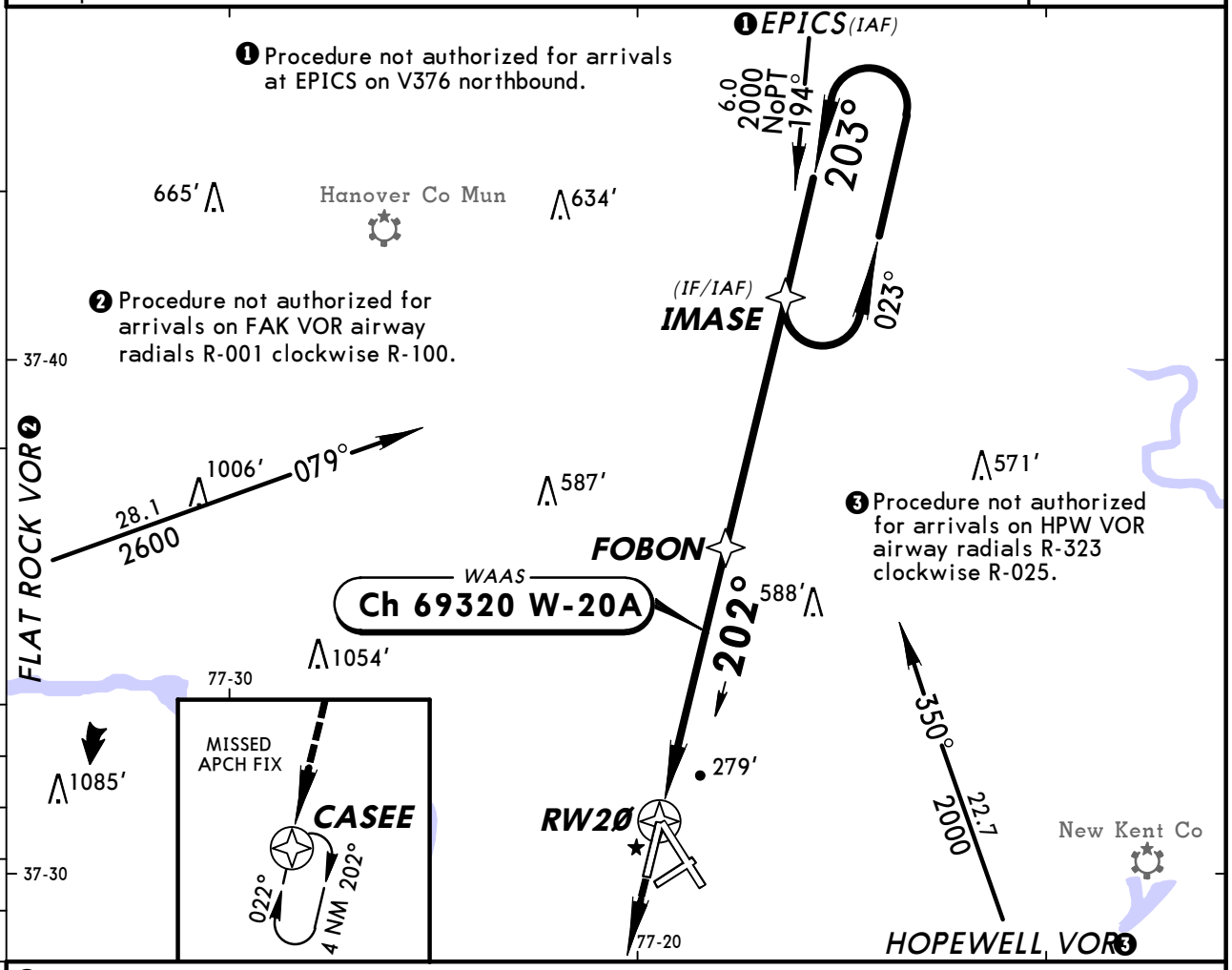
WAAS	Final Apch Crs	Minimum Alt FOBON	LPV DA(H)	Apt Elev 167′ / Rwy 20 165′
Ch 69320 W-20A	202°	2000′ (1835′)	445′ (280′)	

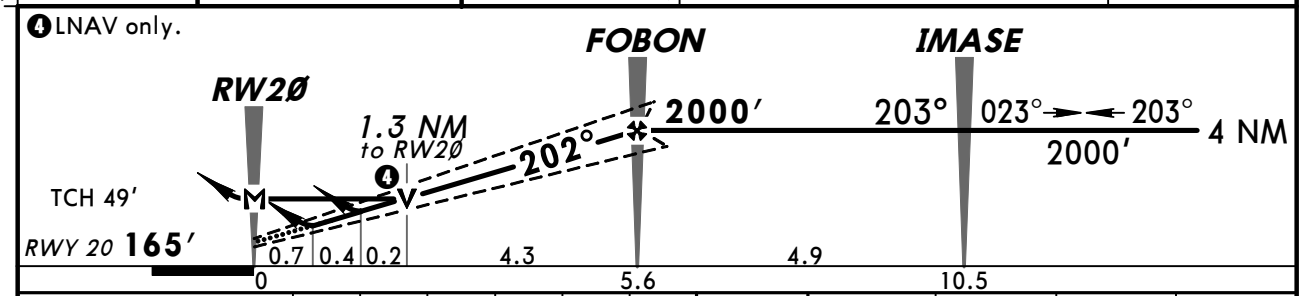
MISSED APCH: Climb to 2000′ direct CASEE and hold.

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. Visibility reduction by helicopters not authorized.

2600′ 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						

REIL PAPI-L 2000′ CASEE

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
	LPV DA(H) 445′ (280′)	LNAV/VNAV DA(H) 580′ (415′)	LNAV MDA(H) 640′ (475′)	Max Kts	MDA(H)
A	1	1⅜	1	90	660′ (493′) -1
B				120	
C			1⅜	140	660′ (493′) -1½
D				165	720′ (553′) -2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

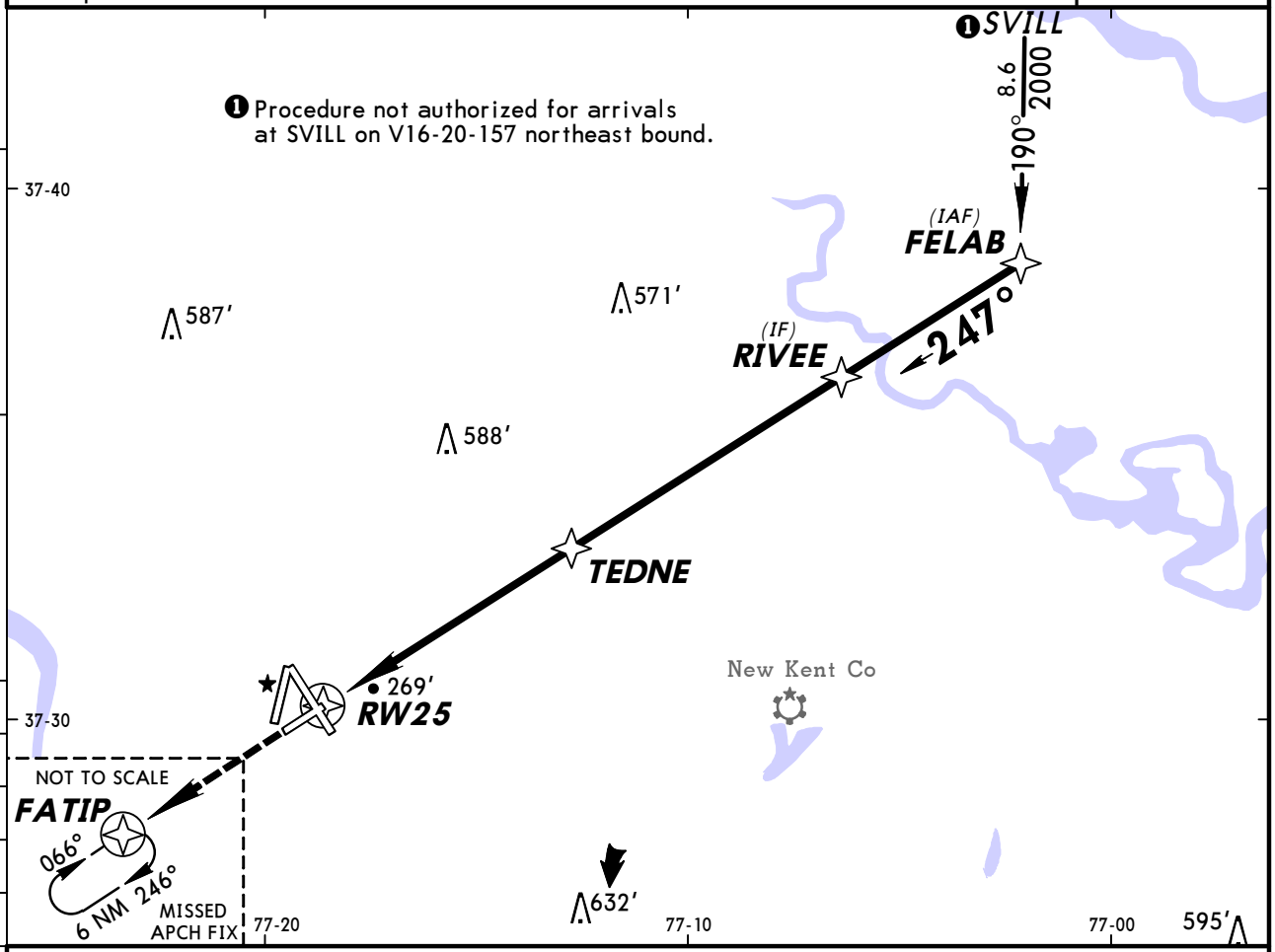
RNAV	Final Apch Crs	Minimum Alt TEDNE	LNAV/VNAV DA(H)	Apt Elev 167′
	247°	2000′ (1841′)	569′ (410′)	Rwy 25 159′

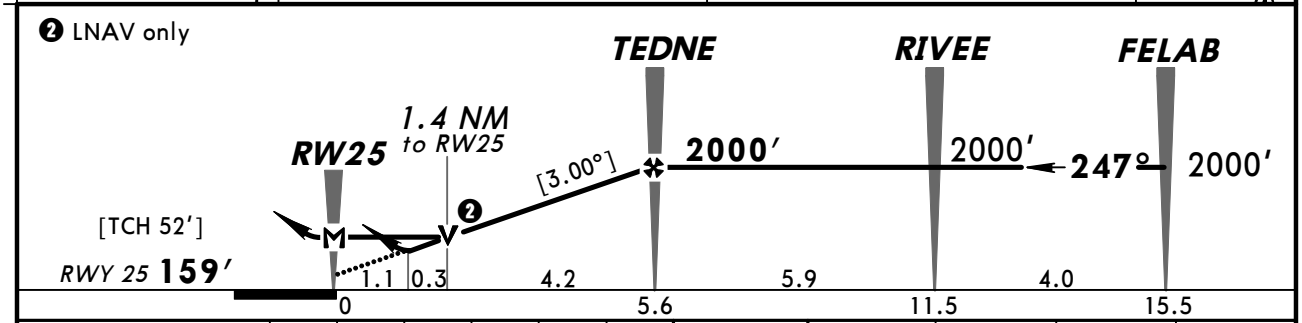
MISSED APCH: Climb to 3000′ direct FATIP and hold.

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. Visibility reduction by helicopters not authorized.

2600′
MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW25						

REIL
VASI-L

3000′

FATIP

STRAIGHT-IN LANDING RWY 25

	LNAV/VNAV DA(H) 569′ (410′)	LNAV MDA(H) 640′ (481)
A	1⅜	RVR 55 or 1
B		
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′) -1
120	
140	660′ (493′) -1½
165	720′ (553′) -2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

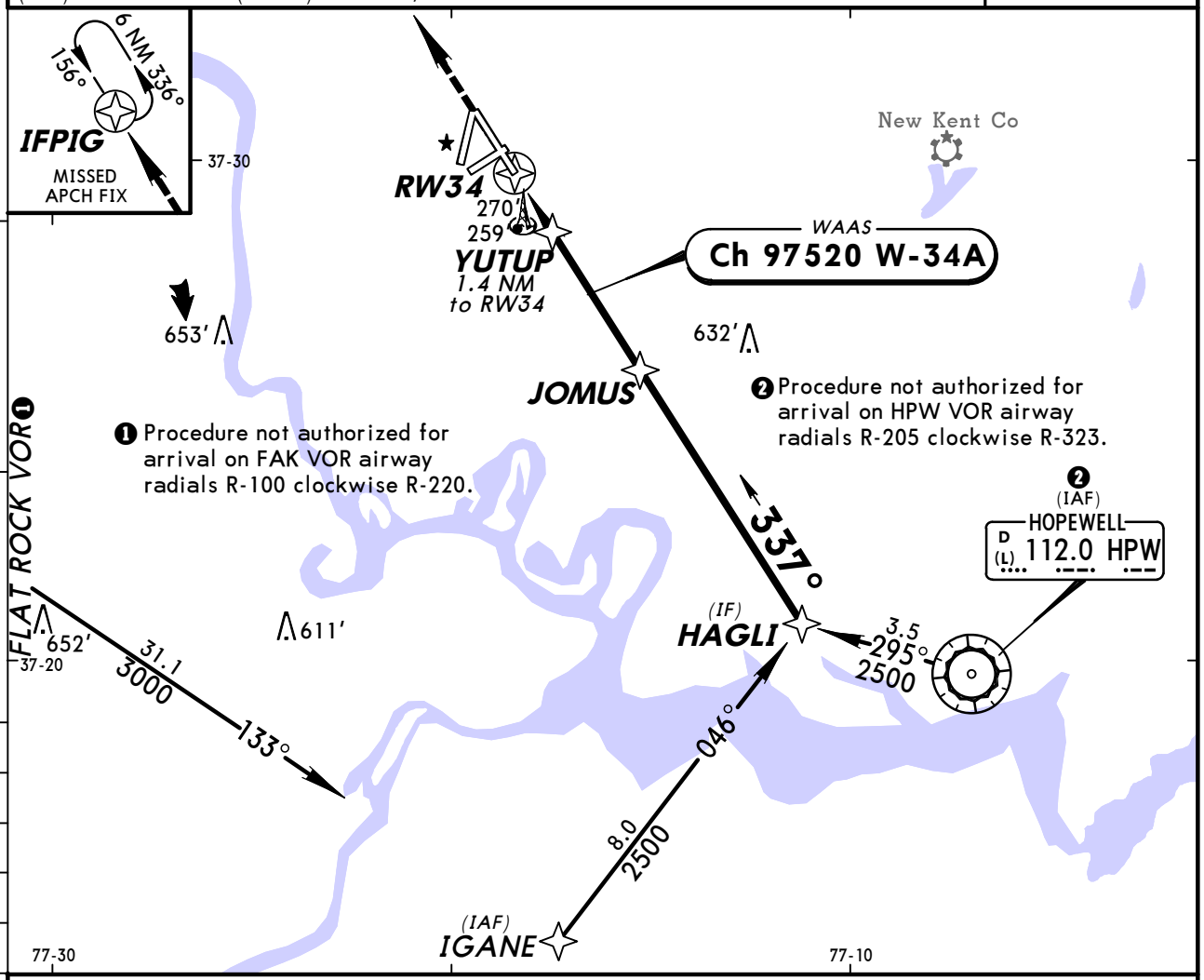
BRIEFING STRIP ™

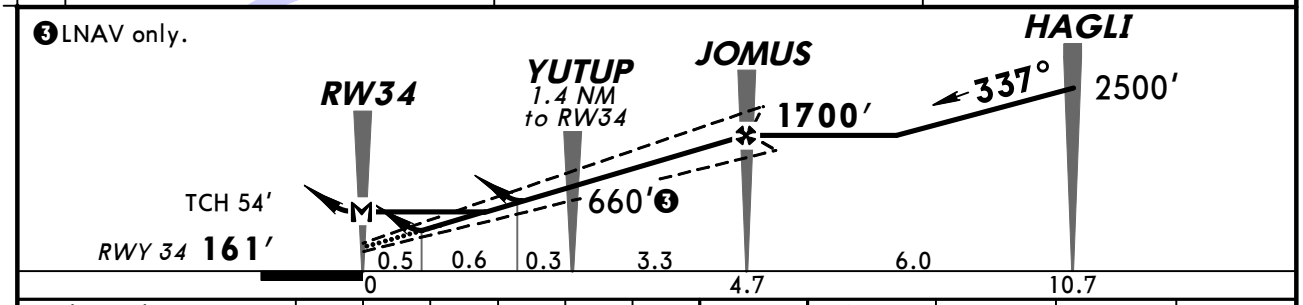
WAAS	Final Apch Crs	Minimum Alt JOMUS	LPV DA(H)	Apt Elev 167′ / Rwy 34 161′
Ch 97520 W-34A	337°	1700′ (1539′)	361′ (200′)	

MISSED APCH: Climb to 2500′ direct IFPIG and hold.

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.

2600′
MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

ALSF-II 2500′ IFPIG

STRAIGHT-IN LANDING RWY 34

	LPV DA(H) 361′ (200′)		LNAV/VNAV DA(H) 556′ (395′)		LNAV MDA(H) 520′ (359′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 30 or ⅝	
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′)-1
120	
140	660′ (493′)-1½
165	720′ (553′)-2

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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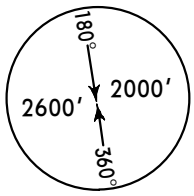
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

VOR RIC	Final Apch Crs	Minimum Alt LABUR	MDA(H)	Apt Elev 167′ / Rwy 2 159′
114.1	041°	2000′ (1841′)	640′ (481′)	

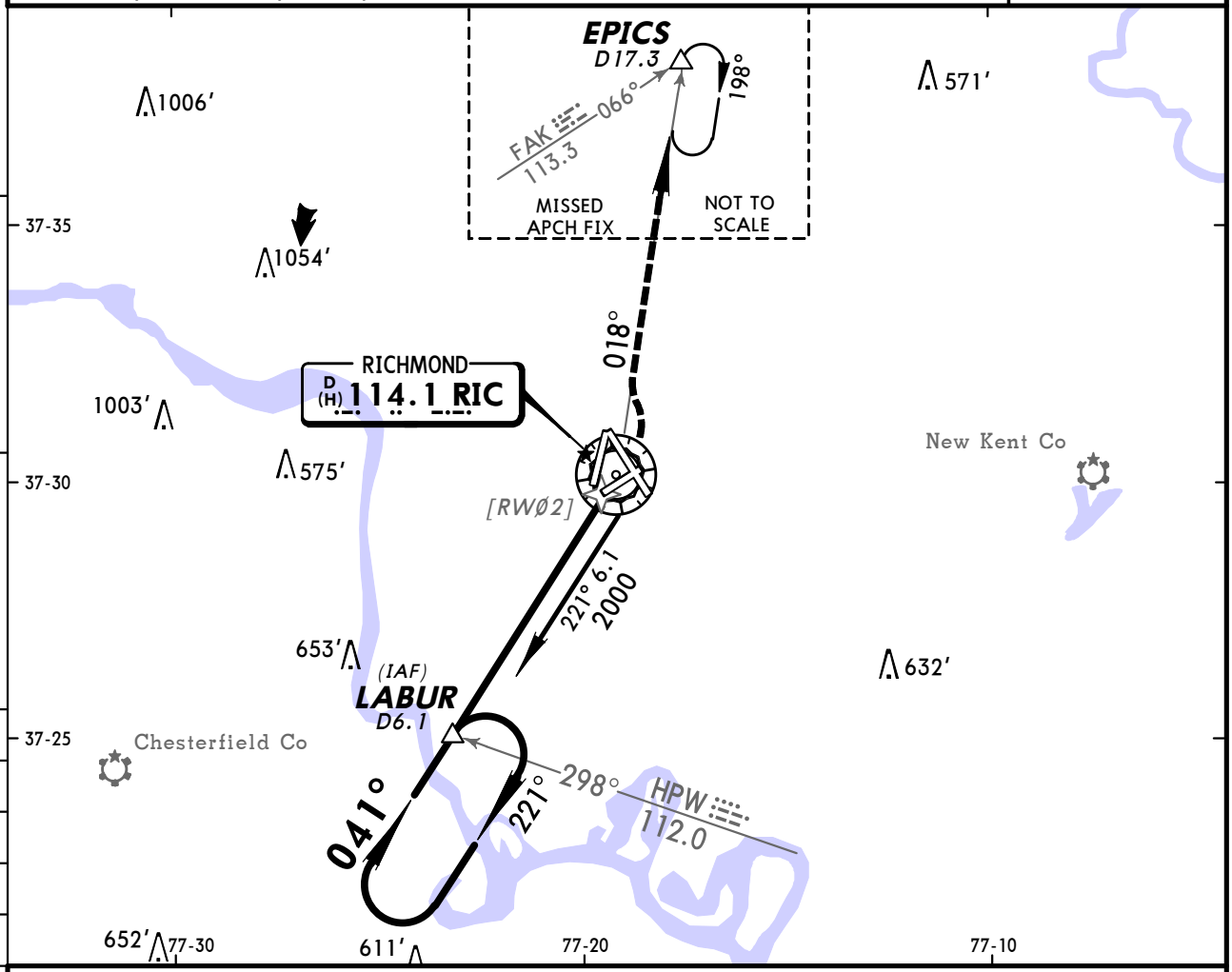
MISSED APCH: Climbing LEFT turn to 2000′ outbound on RIC VOR R-018 to EPICS INT/D17.3 and hold.

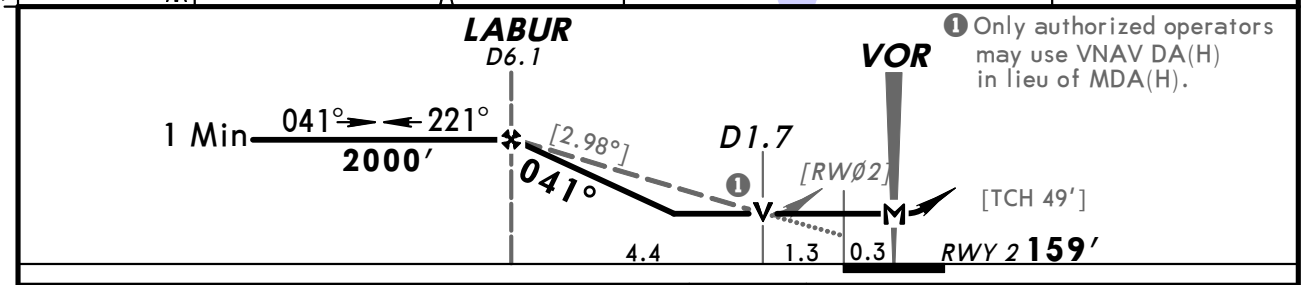
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.



MSA RIC 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 [2.98°]	369	474	527	633	738	843
MAP at VOR						

MALSR
REIL
PAPI

2000′ LT via RIC 114.1 R-018

EPICS

STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND	
MDA(H) 640′ (481′)					
		RAIL out	ALS out	Max Kts.	MDA(H)
A	3/4		1	90	660′ (493′) - 1
B				120	
C	1	1 1/8	1 3/8	140	660′ (493′) - 1 1/2
D				165	720′ (553′) - 2

TERPS AMEND 6 10 MAR 2011

CHANGES: Procedure.

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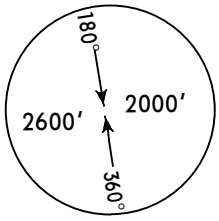
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 167′
RIC 114.1	171°	BILTT 2000′ (1833′)	640′ (473′)	TDZE 167′

MISSED APCH: Climbing LEFT turn to 2000′ direct HPW VOR and hold.

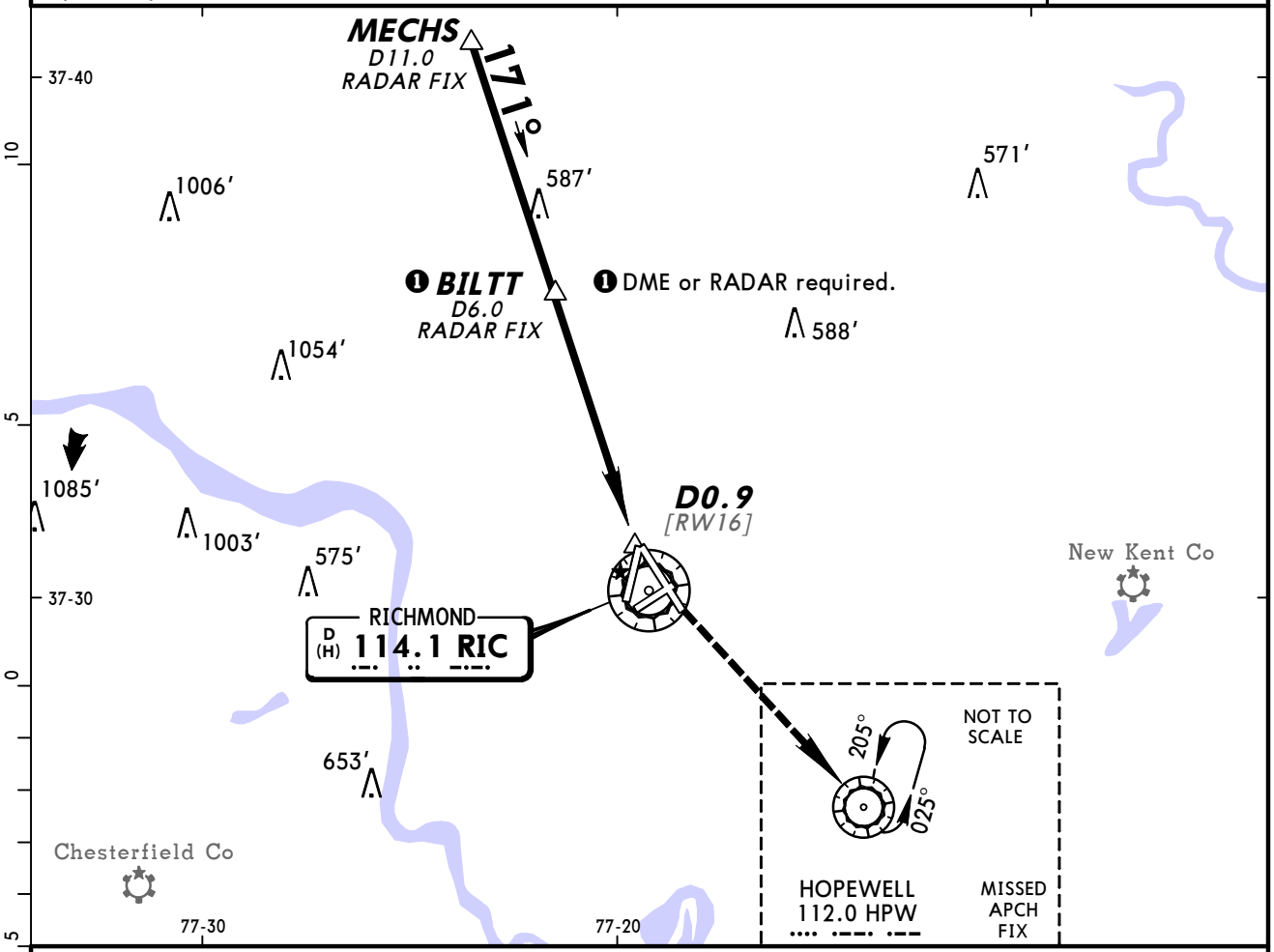
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

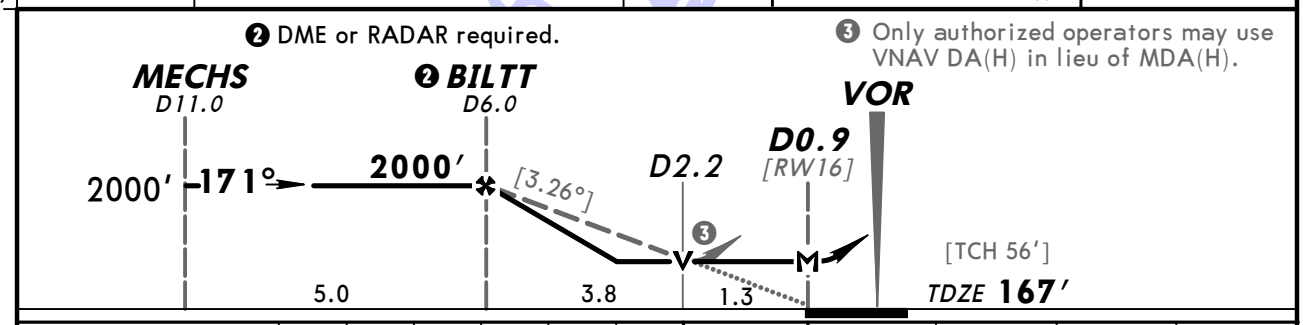
1. **RADAR required.** 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.



MSA RIC VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26]	404	519	577	692	808	923
MAP at D0.9 or BILTT to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
VASI
2000′ LT
D
HPW 112.0

STRAIGHT-IN LANDING RWY16

MDA(H) 640′ (473′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (493′) - 1
120	
140	660′ (493′) - 1½
165	720′ (553′) - 2

TERPS AMEND 27B 21 OCT 2010

CHANGES: None.

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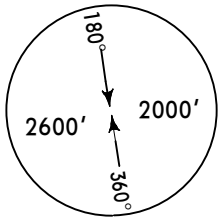
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

VOR RIC	Final Apch Crs	Minimum Alt OBERG	MDA(H)	Apt Elev 167′
114.1	188°	2000′ (1833′)	640′ (473′)	TDZE 167′

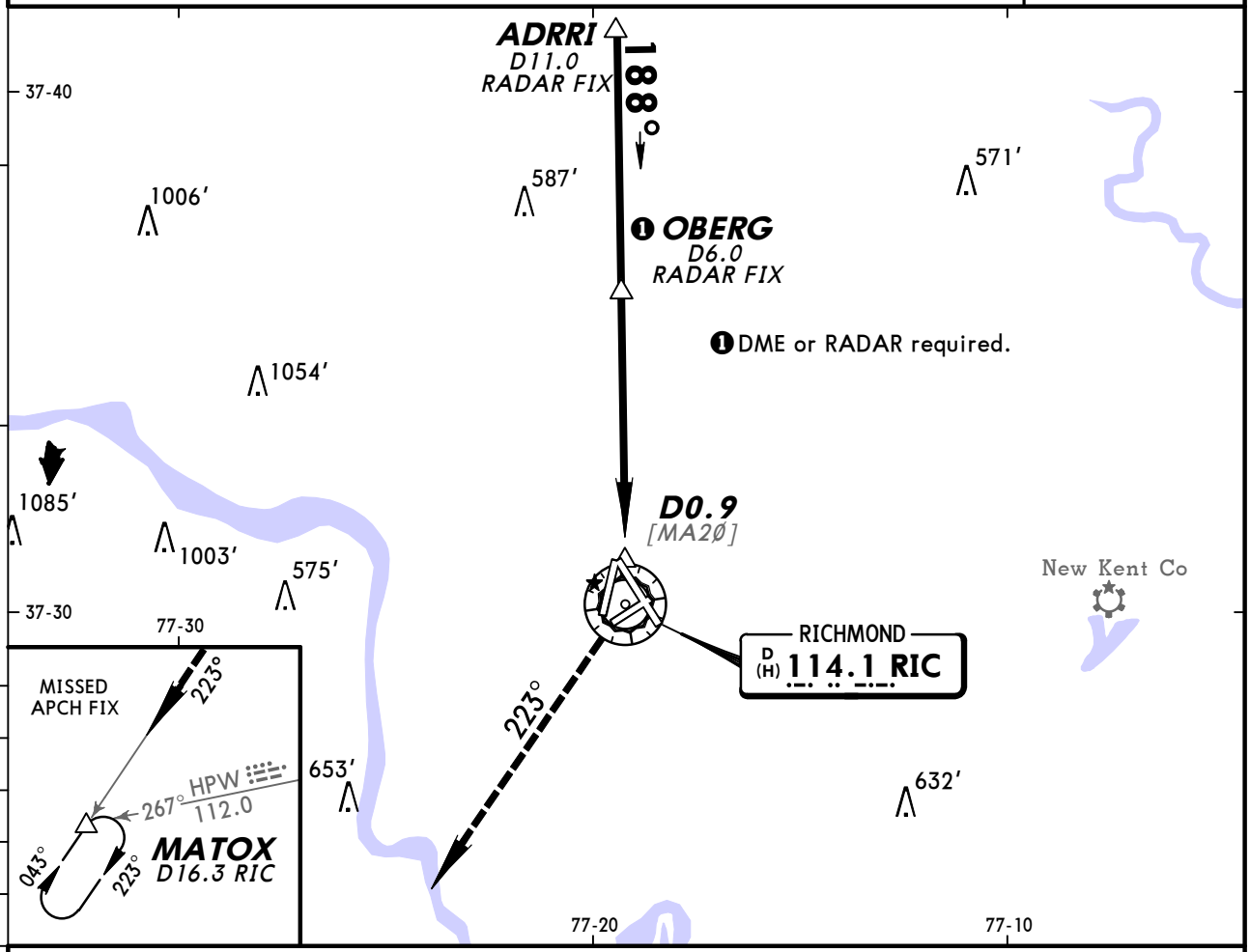
MISSED APCH: Climbing RIGHT turn to 2000′ outbound via RIC VOR R-223 to MATOX INT/D16.3 and hold.

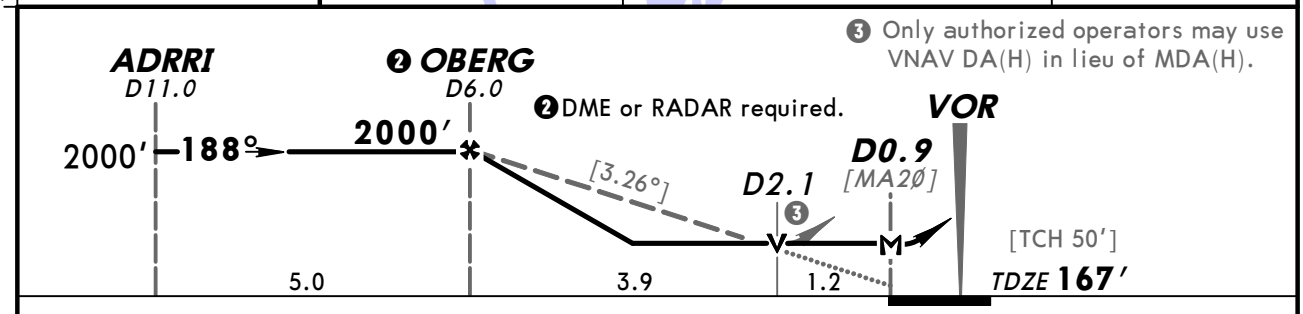
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.



MSA RIC VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.26°]	404	519	577	692	808	923
MAP at D0.9 or OBERG to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL
VASI-L

2000′ RT via RIC 114.1 R-223 MATOX

STRAIGHT-IN LANDING RWY20		CIRCLE-TO-LAND	
MDA(H) 640′ (473′)		Max Kts	MDA(H)
A	1	90	660′(493′)-1
B		120	
C	1¼	140	660′(493′)-1½
D	1½	165	720′(553′)-2

BRIEFING STRIP™

TERPS AMEND 1B 21 OCT 2010

CHANGES: Notes.

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BRIEFING STRIP ™

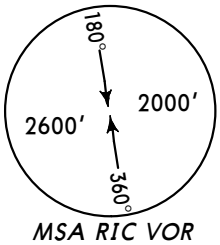
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

VOR RIC	Final Apch Crs	Minimum Alt GRATT	MDA(H)	Apt Elev 167′ TDZE 160′
114.1	254°	2000′ (1840′)	600′ (440′)	

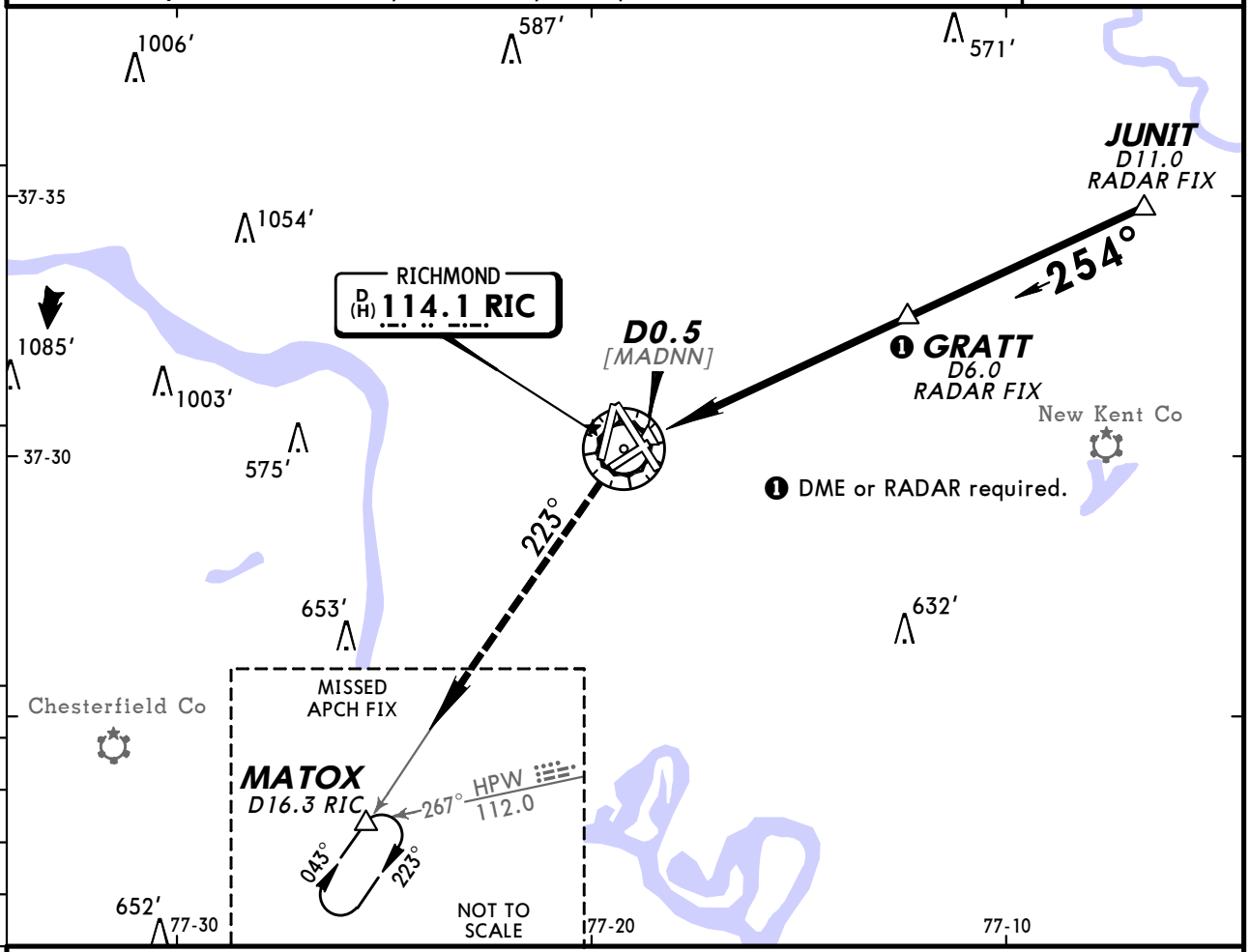
MISSED APCH: Climbing LEFT turn to 2000′ outbound via RIC VOR R-223 to MATOX INT and hold.

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

1. RADAR required. 2. Visibility reduction by helicopters not authorized.

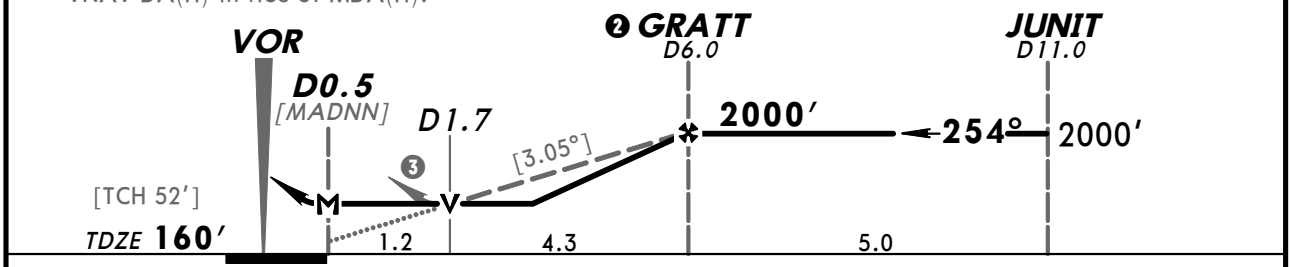


MSA RIC VOR



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

❷ DME or RADAR required.



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.05°]	378	486	540	648	755	863
MAP at D0.5 or GRATT to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

REIL
VASI-L

2000′ LT via RIC 114.1 R-223

MATOX

STRAIGHT-IN LANDING RWY25		CIRCLE-TO-LAND	
MDA(H) 600′ (440′)		Max Kts	MDA(H)
A	1	90	660′ (493′) -1
B		120	
C	1¼	140	660′ (493′) -1½
D	1½	165	720′ (553′) -2

TERPS AMEND 16B 21 OCT 2010

CHANGES: Notes.

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BRIEFING STRIP TM

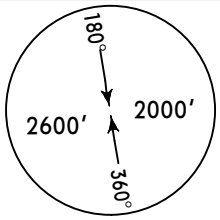
ATIS	POTOMAC Approach (R)	RICHMOND Tower	Ground
119.15	134.7	121.1	121.9

VOR RIC 114.1	Final Apch Crs 323°	Minimum Alt LUCAR 2000′ (1839′)	MDA(H) 540′ (379′)	Apt Elev 167′ TDZE 161′

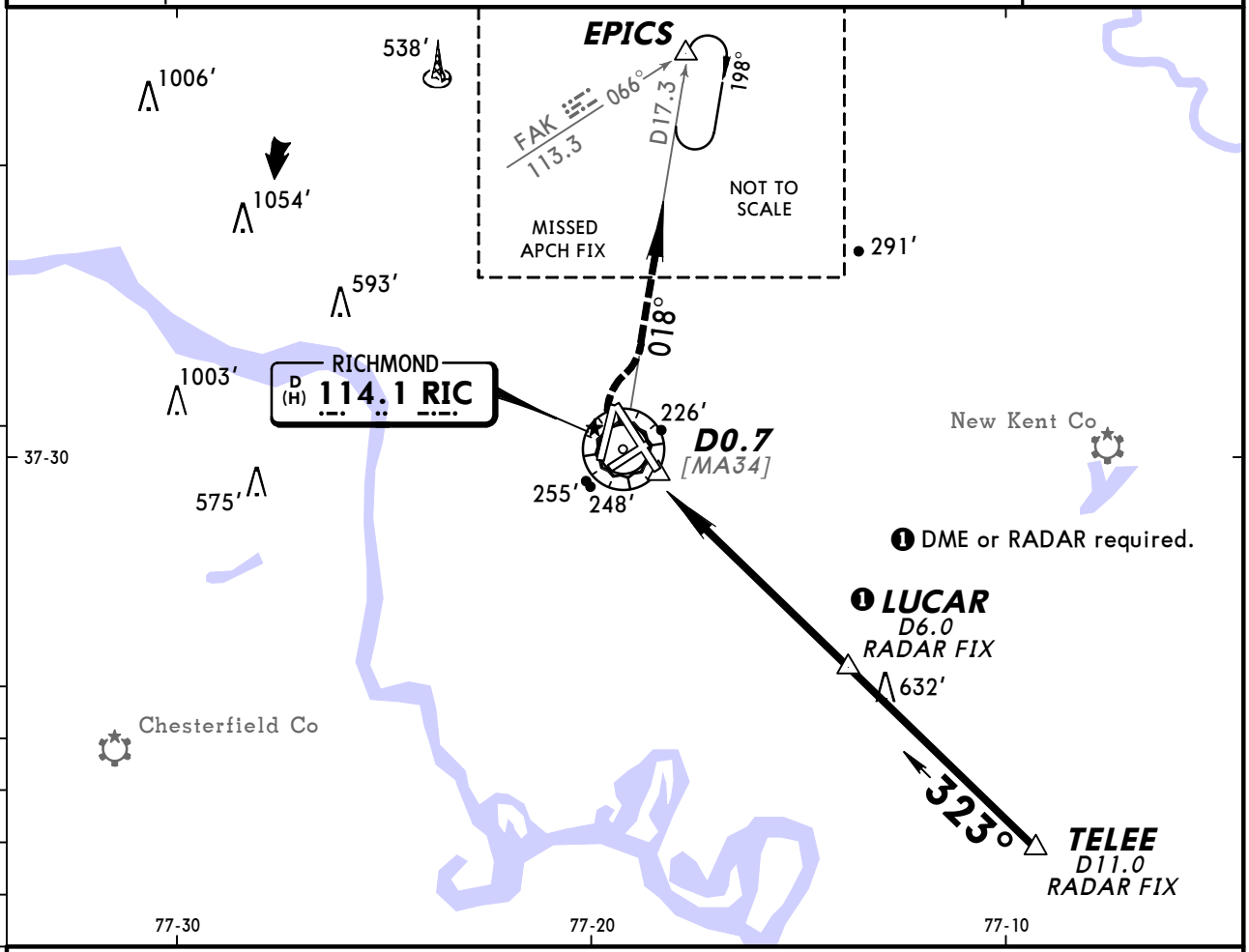
MISSED APCH: Climbing RIGHT turn to 2000′ outbound via RIC VOR R-018 to EPICS INT and hold.

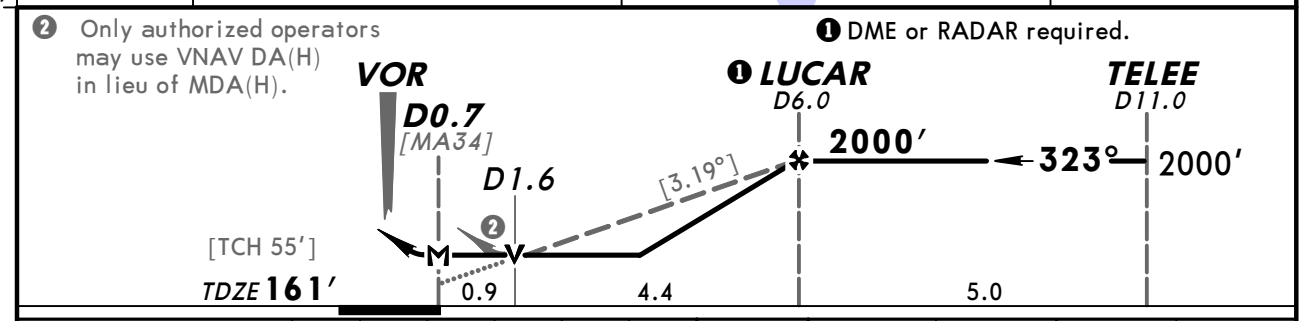
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required.



MSA RIC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.19°]	395	508	564	677	790	903
MAP at D0.7 or LUCAR to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II

2000′ RT via RIC 114.1 R-018

EPICS

STRAIGHT-IN LANDING RWY34

MDA(H) 540′ (379′)

		ALS out
A	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	660′ (493′)-1
120	
140	660′ (493′)-1½
165	720′ (553′)-2

AMEND 23A TERPS

CHANGES: LUCAR note added.

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General Information

Location: Roanoke VA USA
IATA Code: ROA
Lat/Long: N37° 19.5' W079° 58.5'
Elevation: 1175 ft

Airport Use: Public
Magnetic Variation: 8.5°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1154 Z
Sunset: 2311 Z,

Runway Information

Runway: 06
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1175 ft
Lighting: Edge, ALS

Runway: 16
Length x Width: 5810 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1173 ft
Lighting: Edge

Runway: 24
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1170 ft
Lighting: Edge, REIL
Displaced Threshold: 790 ft

Runway: 34
Length x Width: 5810 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1159 ft
Lighting: Edge, ALS

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Communication Information

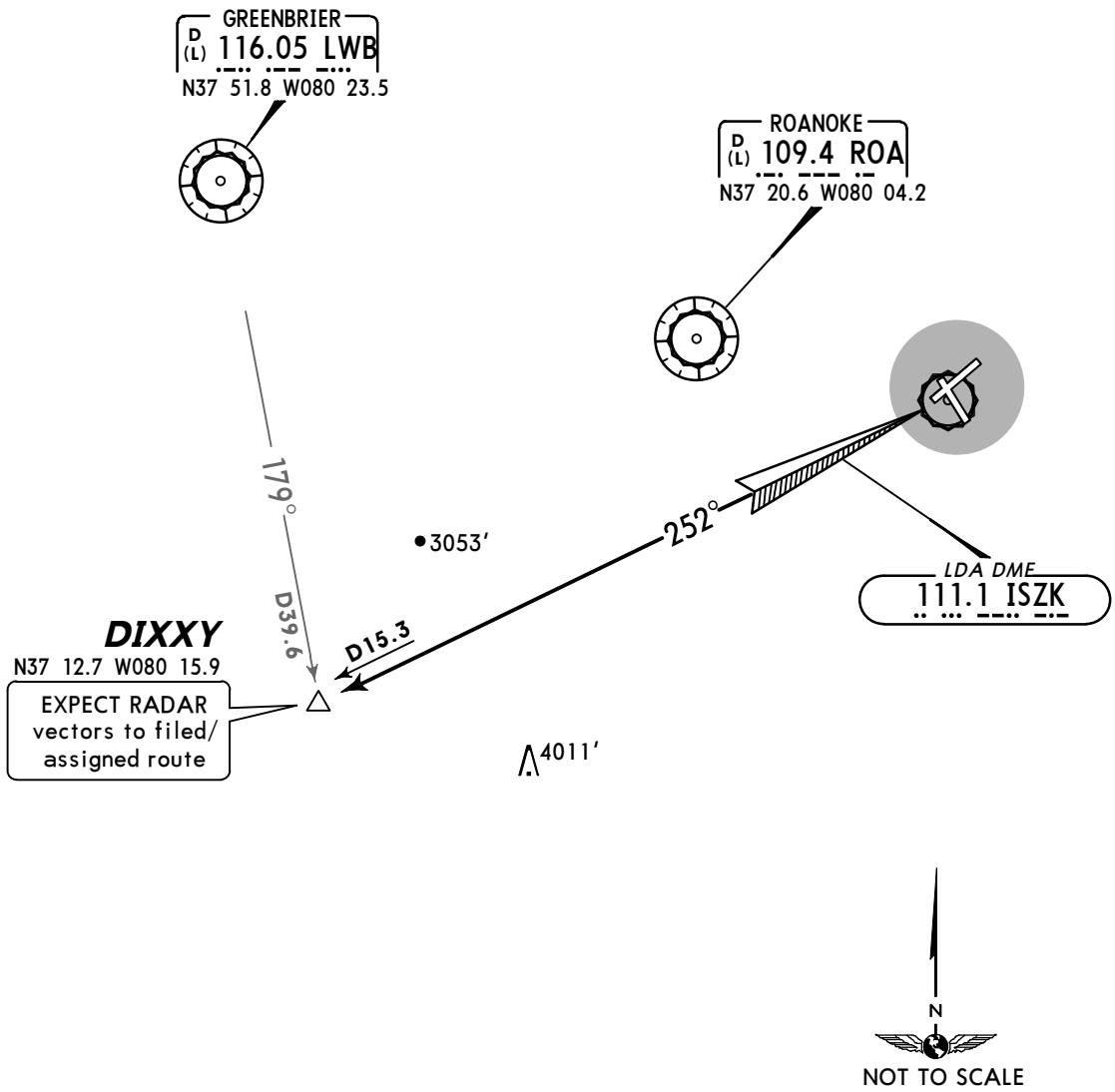
ATIS 134.95
Roanoke Tower 118.3
Roanoke Ground Control 121.9
Roanoke Clearance Delivery 119.7
Roanoke Approach Control 126.9
Roanoke Approach Control 118.15
Roanoke App ARSA 126.9 Initial Contact
Roanoke App ARSA 118.15
Roanoke Departure Control 126.9
Roanoke Departure Control 118.15
Roanoke Regl/Woodrum Unicom 122.95
Leesburg Flight Service Station 122.6 RCO
Leesburg Flight Service Station 122.2 RCO

ROANOKE Departure (R)		Apt Elev	Trans level: FL180
Rwy 6 235°-074°, Rwy 16/34 360°-150° 118.15	Rwy 6 075°-234°, Rwy 16/34 151°-359° 126.9	1175′	Trans alt: 18000′ **RADAR required.**

5700′
MSA ROA VOR

DIXXY SIX DEPARTURE (DIXXY6.DIXXY)

(RWY 24)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 16, 34: Not authorized-ATC.
Rwy 24: Standard (or lower than standard, if authorized) with a minimum climb of 242′ per NM to **2800′.**

Gnd speed-KT	75	100	150	200	250	300
242′ per NM	303	403	605	807	1008	1210

OBSTACLES
Rwy 24: Trees beginning 150′ from DER, 414′ RIGHT of centerline, up to 67′ AGL/1206′ MSL.
Bush, sign, trees beginning 41′ from DER, 248′ LEFT of centerline, up to 100′ AGL/1259′ MSL.

INITIAL CLIMB

Climb on ISZK LDA Localizer WEST course to **4200′**, to DIXXY. EXPECT RADAR vectors to filed/assigned route.

CHANGES: Bearing, climb gradient, obstacles, renumbered.

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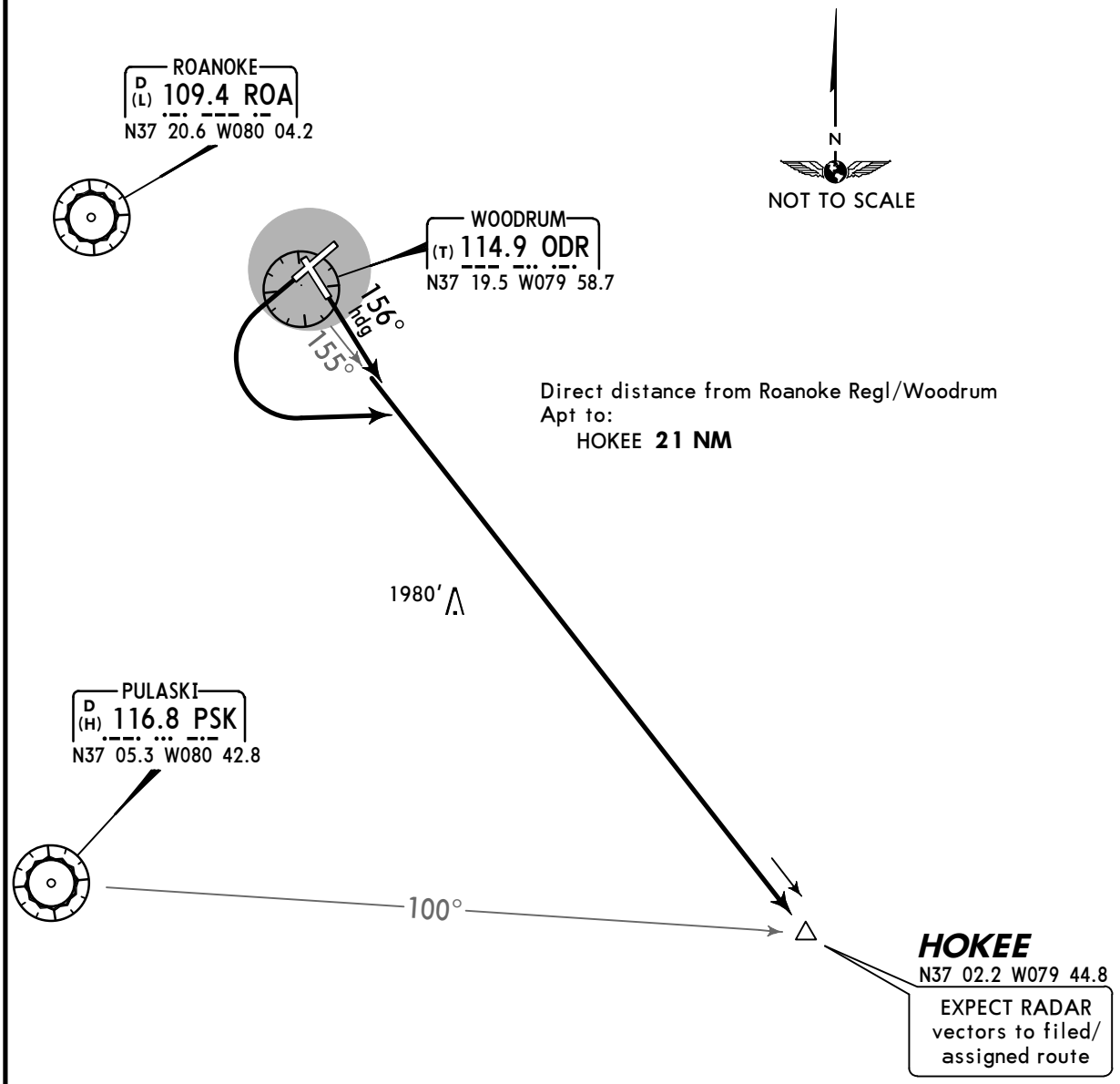
ROANOKE Departure (R)			
Rwy 6 235°-074°, Rwy 16/34 360°-150° 118.15	Rwy 6 075°-234°, Rwy 16/34 151°-359° 126.9	*Apt Elev* 1175′	Trans level: FL180 Trans alt: 18000′

5700′
MSA ROA VOR

HOKEE TWO DEPARTURE (HOKEE2.HOKEE)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 34: Not authorized- Obstacles.
Rwy 16: Standard (or lower than standard, if authorized) with a minimum climb of 260′ per NM to **2300′.**
Rwy 24: Standard (or lower than standard, if authorized) with a minimum climb of 205′ per NM to **2800′.**

Gnd speed-KT	75	100	150	200	250	300
205′ per NM	256	342	513	683	854	1025
260′ per NM	325	433	650	867	1083	1300

OBSTACLES
Rwy 16: Sign 39′ from DER, 251′ LEFT of centerline, 24′ AGL/1144′ MSL. Trees beginning 1.12 NM from DER, 2122′ LEFT of centerline, up to 76′ AGL/1336′ MSL.
Rwy 24: Trees beginning 150′ from DER, 414′ RIGHT of centerline, up to 67′ AGL/1206′ MSL. Bush, sign, trees beginning 41′ from DER, 248′ LEFT of centerline, up to 100′ AGL/1259′ MSL.

RWY	INITIAL CLIMB
16	Climb to **5000′** on heading 156° to intercept ODR R-155 to HOKEE.
24	Climbing LEFT turn to **5000′** to intercept ODR R-155 to HOKEE.

ROUTING

At HOKEE, EXPECT RADAR vectors to filed/assigned route.

CHANGES: Procedure revised, renumbered.

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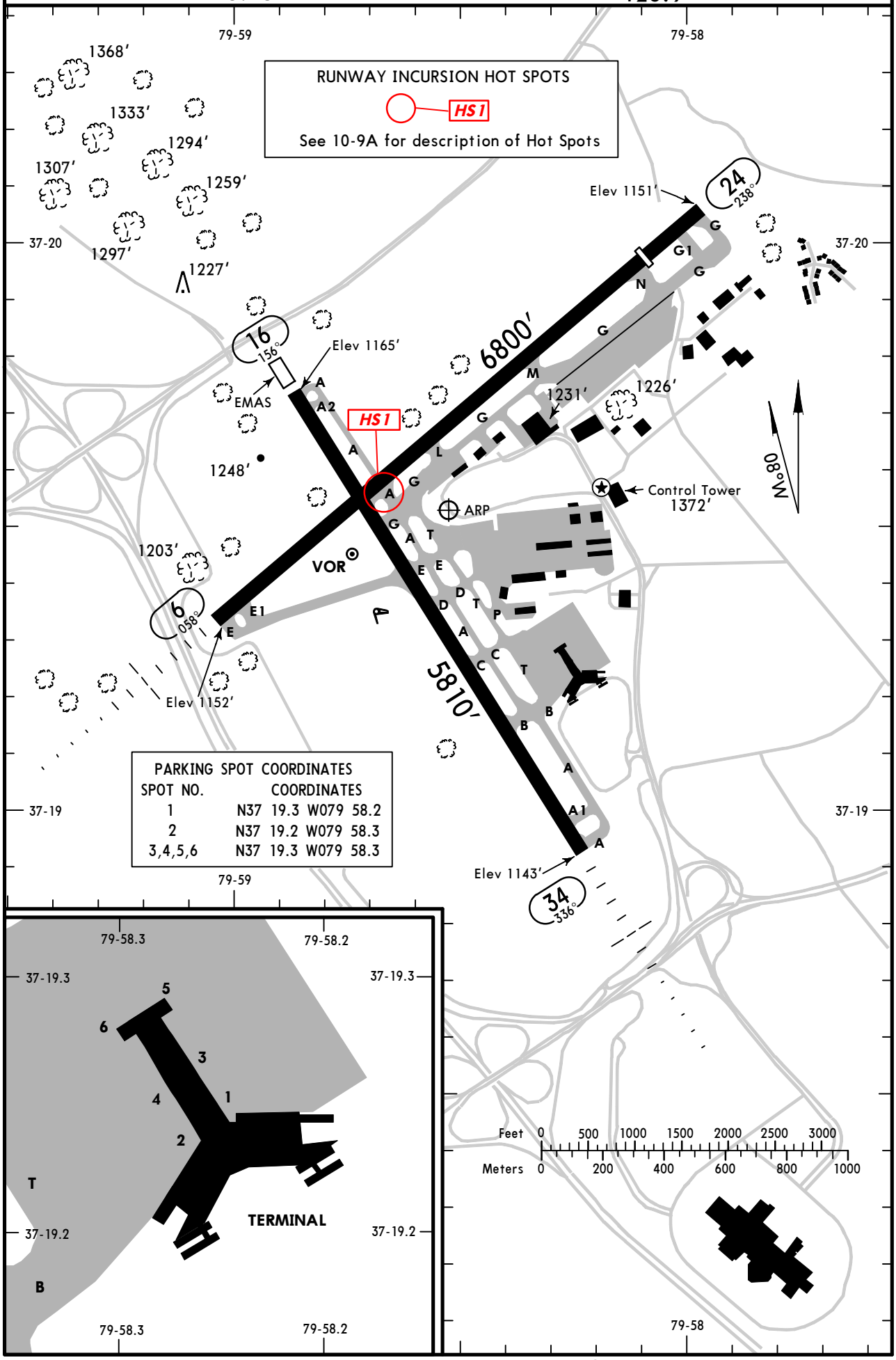
ATIS	ROANOKE Clearance	Ground	Tower
134.95	119.7	121.9	118.3

ROANOKE Departure (R)

Rwy 6 235°-074°, Rwy 16/34 360°-150°	Rwy 6 075°-234°, Rwy 16/34 151°-359°
118.15	126.9



CHANGES: None.

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GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF: DAY	NIGHT	WIDTH
6	HIRL MALSR VASI-L grooved		5879′	❶	❶	150′
24	HIRL REIL grooved	6012′				

❶ VFR only.

16 ❷	HIRL grooved					150′
34	HIRL MALSR PAPI-L(angle 3.0°) grooved		4869′	❸	NA	

❷ Take off Rwy 34 and landing Rwy 16 not authorized at night or during IFR conditions due to terrain.

❸ VFR only.

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 Northbound traffic on Twy A for Rwy 24 sometimes fail to make the turn at Twy G and enter Rwy 6/24 without a clearance.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	❶ Rwy 16			Rwy 24			Rwys 6, 34
	With Mim climb of 220′/NM to 1400′		Other	With Mim climb of 242′/NM to 2800′		For Climb In Visual Conditions	
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	¼	1	300-1½	¼	1	2500-3	NA
3 & 4 Eng		½			½		

❶ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1600′ prior to departure end of runway.

OBSTACLE DP

Rwy 16, climb heading 156° to intercept the ROA VOR R-124 to 4000′ before proceeding on course.
Rwy 24, climb on I-SZK LDA localizer west course to 4200′ to DIXXY INT/I-SZK 15.3 DME before proceeding on course.
Rwy 24, for climb in visual conditions, cross Roanoke Regl/Woodrum field at or above 3500′ MSL before proceeding on course.

FOR FILING AS ALTERNATE

	VOR DME-A	ILS Rwy 34 LOC Rwy 34	RNAV (GPS) Rwy 6	RNAV (GPS) Rwy 34	VOR NDB Rwy 34	LDA Rwy 6	RNAV (GPS) Rwy 24
A	800-2	900-2	900-2	1200-2	1400-2	1600-2	1900-2
B							
C		900-2½	900-2½	1200-3	1400-3	1600-3	1900-3
D			900-2¾				

AMEND 9

CHANGES: Take-off & obstacle departure procedures, alternate minimums.

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KROA/ROA
ROANOKE REGL/WOODRUM

JEPPESEN

6 JAN 12 (11-1) Eff 12 Jan

ROANOKE, VA
ILS or LOC Rwy 34

BRIEFING STRIP™

ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

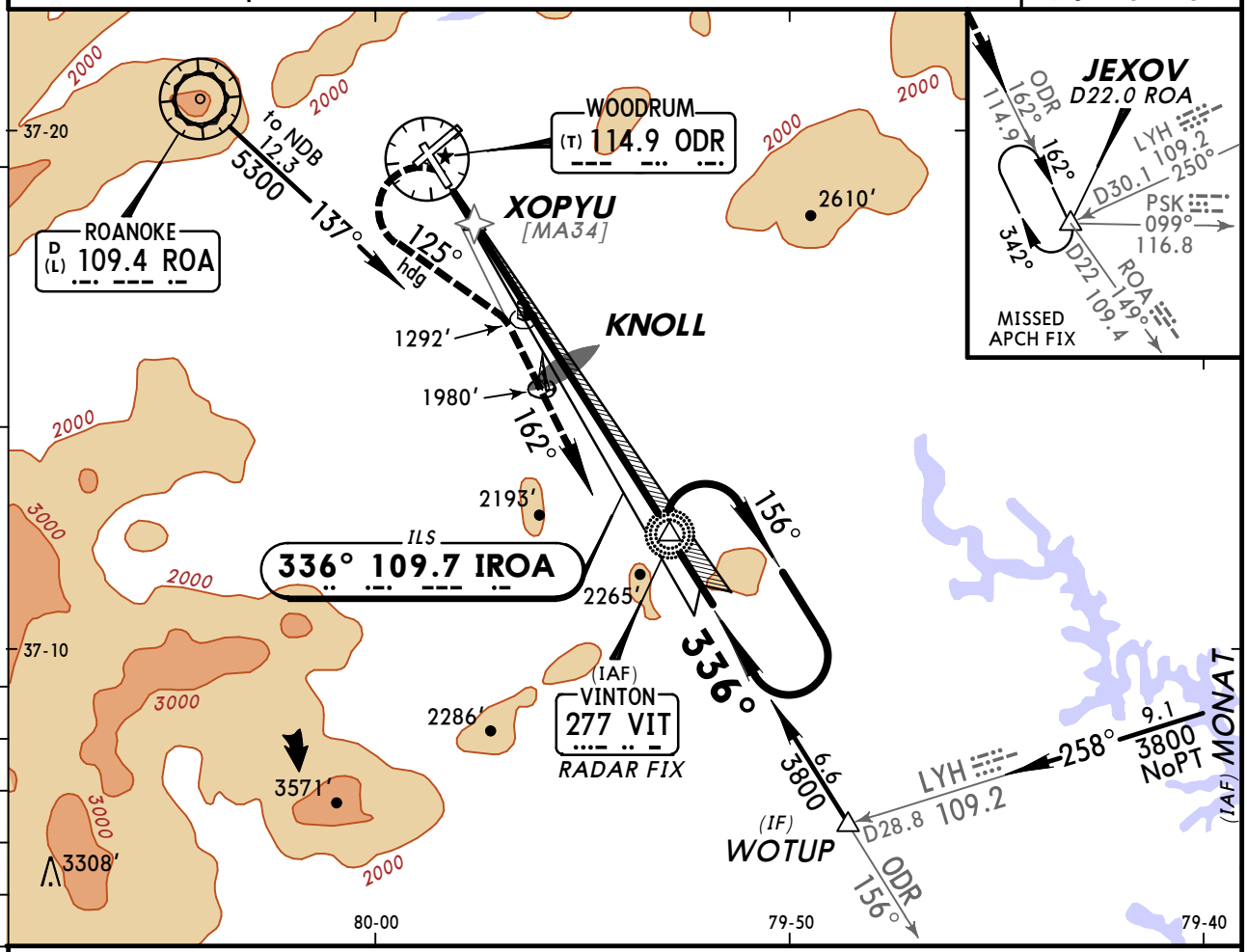
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1175′
IROA 109.7	336°	VINTON 3780′ (2637′)	Refer to Minimums	Rwy 34 1143′

MISSED APCH: Climb to 2100′ then climbing LEFT turn to 5000′ on heading 125° and outbound ODR VOR R-162 to JEXOV INT/D22.0 ROA and hold.

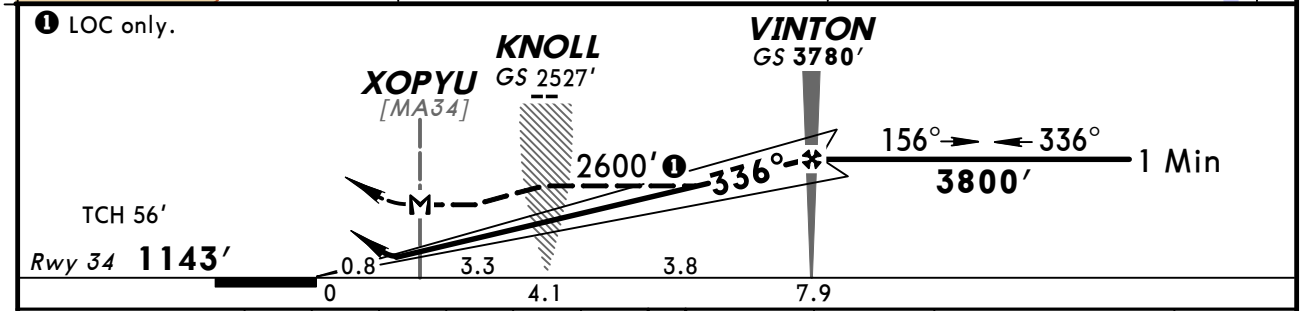
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ADF or Radar required.

5700′ MSA ROA VOR



❶ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at XOPYU or NDB to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40

MALSR — PAPI — 2100′ — 5000′ LT on 125° hdg — ODR 114.9 R-162

TERPS AMEND 13 25 AUG 2011

STRAIGHT-IN LANDING RWY 34

ILS — DA(H) A,B,C: 1793′ (650′) D: 1896′ (753′)

LOC (GS out) — MDA(H) 1980′ (837′)

	ILS FULL	ILS RAIL or ALS out	LOC (GS out)	LOC RAIL out	LOC ALS out	Max Kts	MDA(H)
A	1¾	2¼	⅝	¾	1	90	1980′ (805′) -1
B			¾	1	1¼	120	1980′ (805′) -1¼
C			1⅞	2	2½	140	1980′ (805′) -2½
D	2¼	2¾				165	

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

CHANGES: None.

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ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

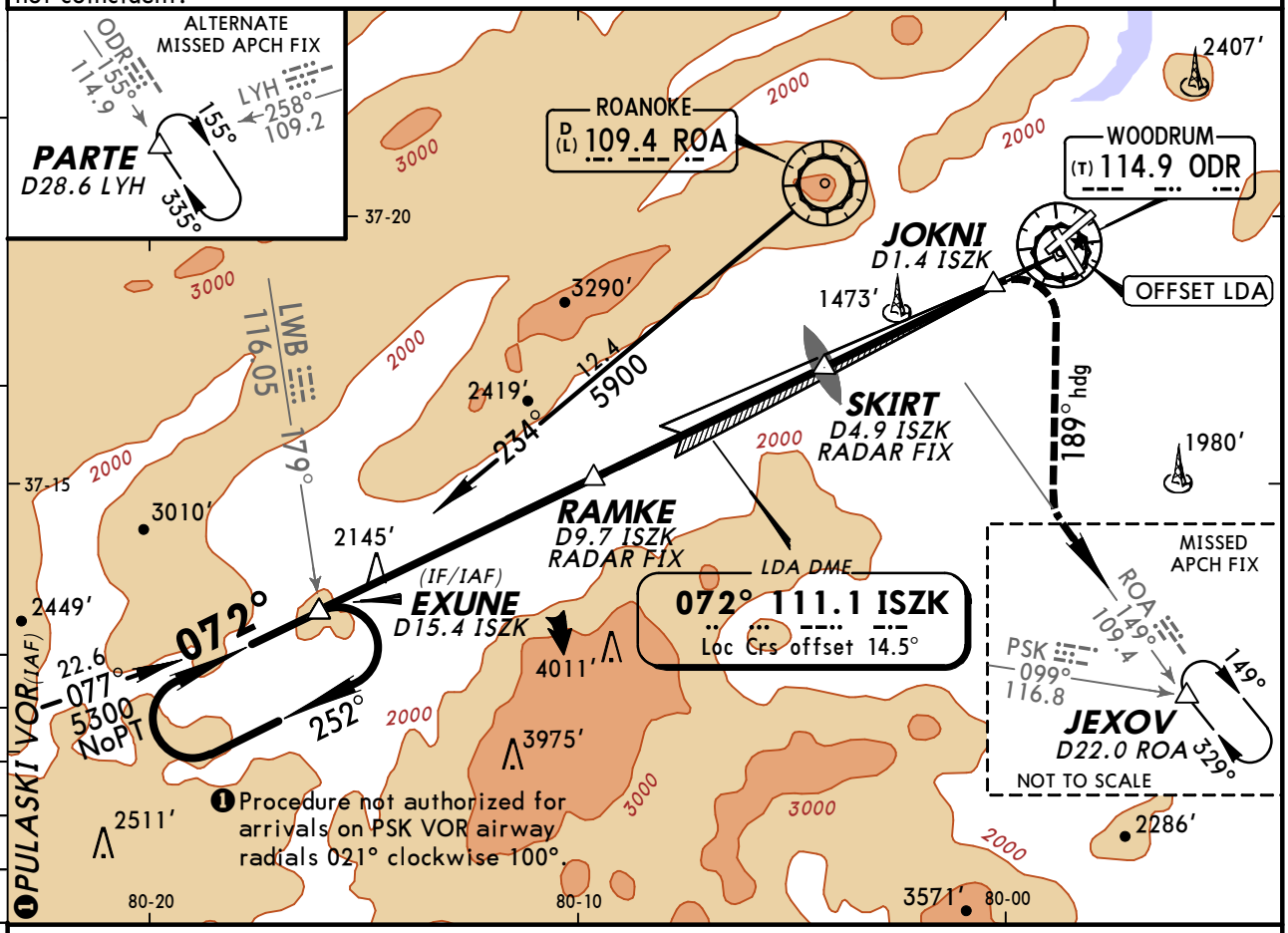
LDA ISZK	Final Apch Crs	GS RAMKE	LDA with GS DA(H)	Apt Elev 1175′ / Rwy 6 1152′
111.1	072°	4300′ (3148′)	1605′ (453′)	

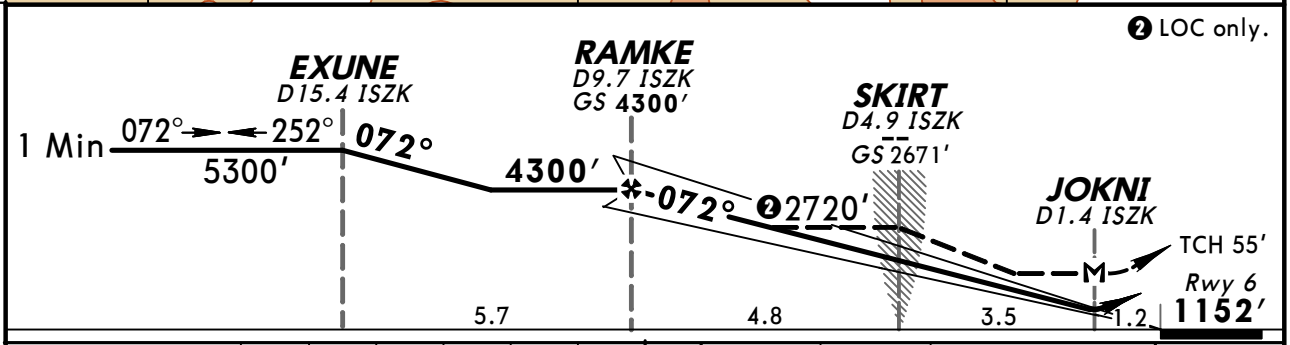
MISSED APCH: Climb to 1820′ then climbing RIGHT turn to 5000′ on heading 189° and outbound on ROA VOR R-149 to JEXOV INT/D22.0 ROA and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME or Radar required. 2. LDA/GLIDESLOPE. 3. VGSI and LDA glidepath not coincident.

5700′
MSA ROA VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at JOKNI or RAMKE to MAP 8.3	7:07	5:32	4:59	4:09	3:33	3:07

MALSR
VASI

1820′ ↑ | 5000′ ↱ RT on 189° hdg and ROA 109.4 R-149

STRAIGHT-IN LANDING RWY 6

	LDA with GS DA(H) 1605′ (453′)			LDA without GS With Skirt MDA(H) 1780′ (628′)			LDA without GS Without Skirt MDA(H) 2720′ (1568′)		
	FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1		1½	1		1½	1½		
B									
C				1⅜	1½	1⅞	3		
D									

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

Max Kts	With Skirt MDA(H)	Without Skirt MDA(H)
90	1780′ (605′)-1½	2720′ (1545′)-1½
120		
140	1780′ (605′)-1¾	2720′ (1545′)-3
165	1780′ (605′)-2	

TERPS AMEND 11 12 JAN 2012

CHANGES: Missed approach, alternate missed approach, notes.

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BRIEFING STRIP ™

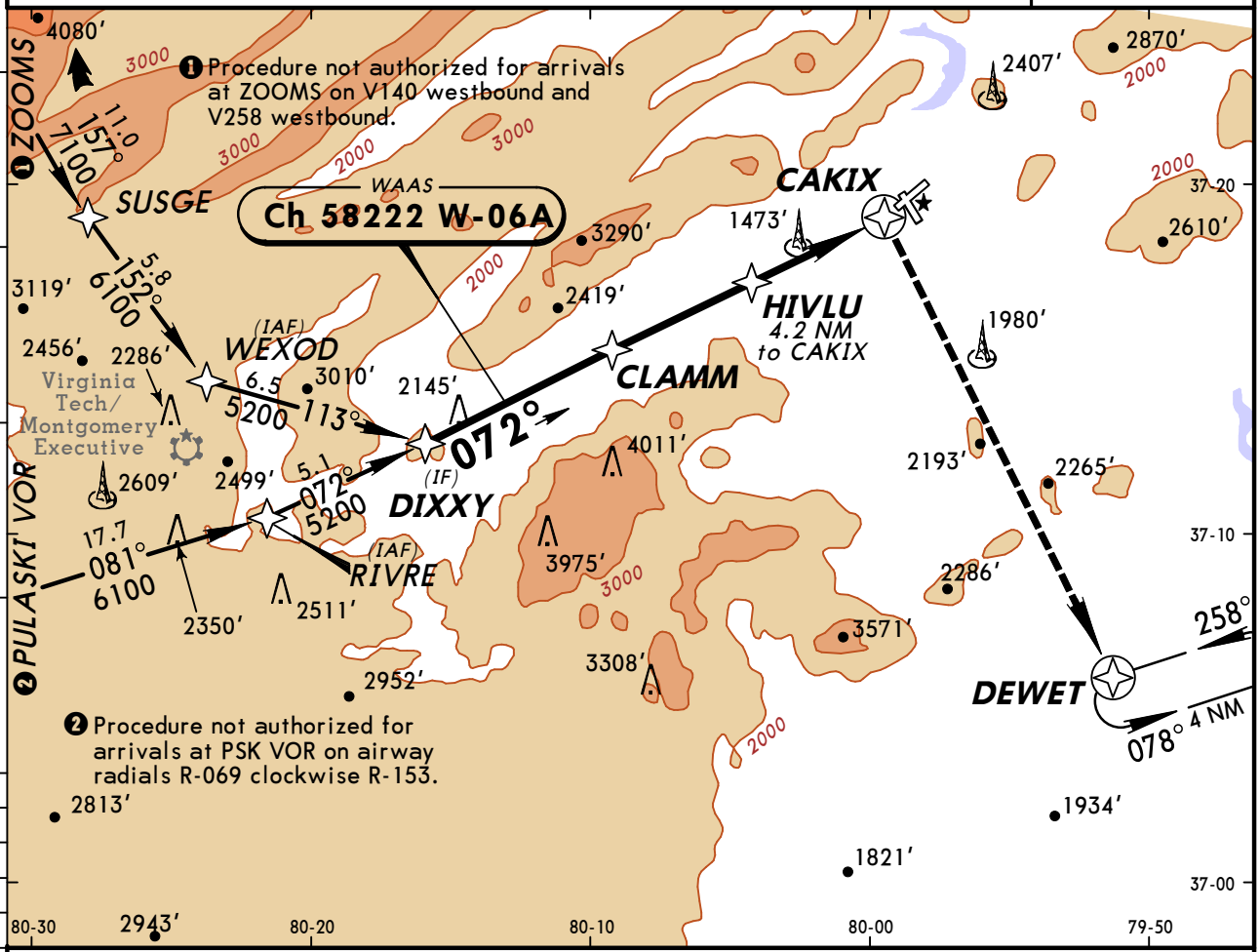
ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

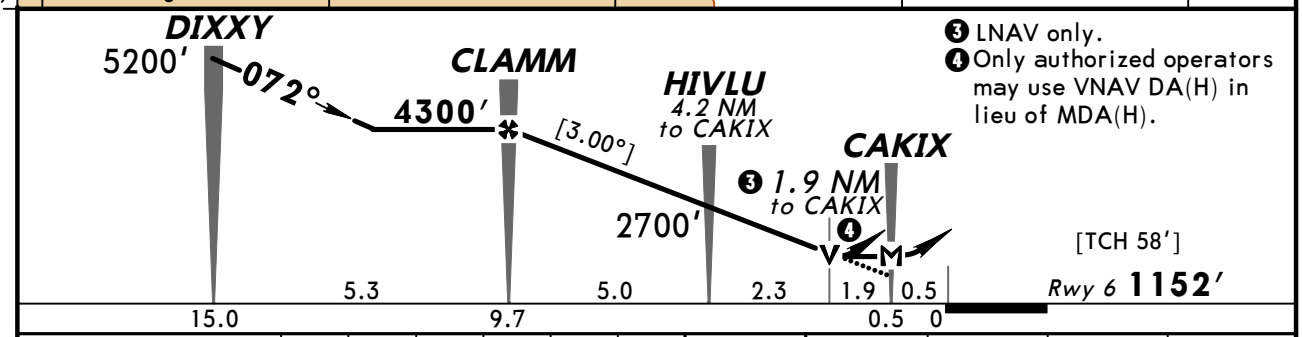
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 1175′
Ch 58222 W-06A	072°	CLAMM 4300′ (3148′)	1960′ (808′)	Rwy 6 1152′

MISSED APCH: Climbing RIGHT turn to 4000′ direct DEWET and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized.

5700′
MSA CAKIX





❸ LNAV only.
❹ 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 CAKIX						

MALSR
VASI
4000′ RT
DEWET

STRAIGHT-IN LANDING RWY 6

	LP MDA(H) 1960′ (808′)			LNAV MDA(H) 2000′ (848′)		
		RAIL out	ALS out		RAIL out	ALS out
A	3/4		1	3/4		1
B	3/4	1	1 1/4	3/4	1	1 1/4
C	1 7/8	2	2 1/2	1 7/8	2	2 1/2
D						

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

Max Kts	MDA(H)
90	2000′ (825′) - 1 1/4
120	
140	2000′ (825′) - 2 1/2
165	2000′ (825′) - 2 3/4

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

BRIEFING STRIP™

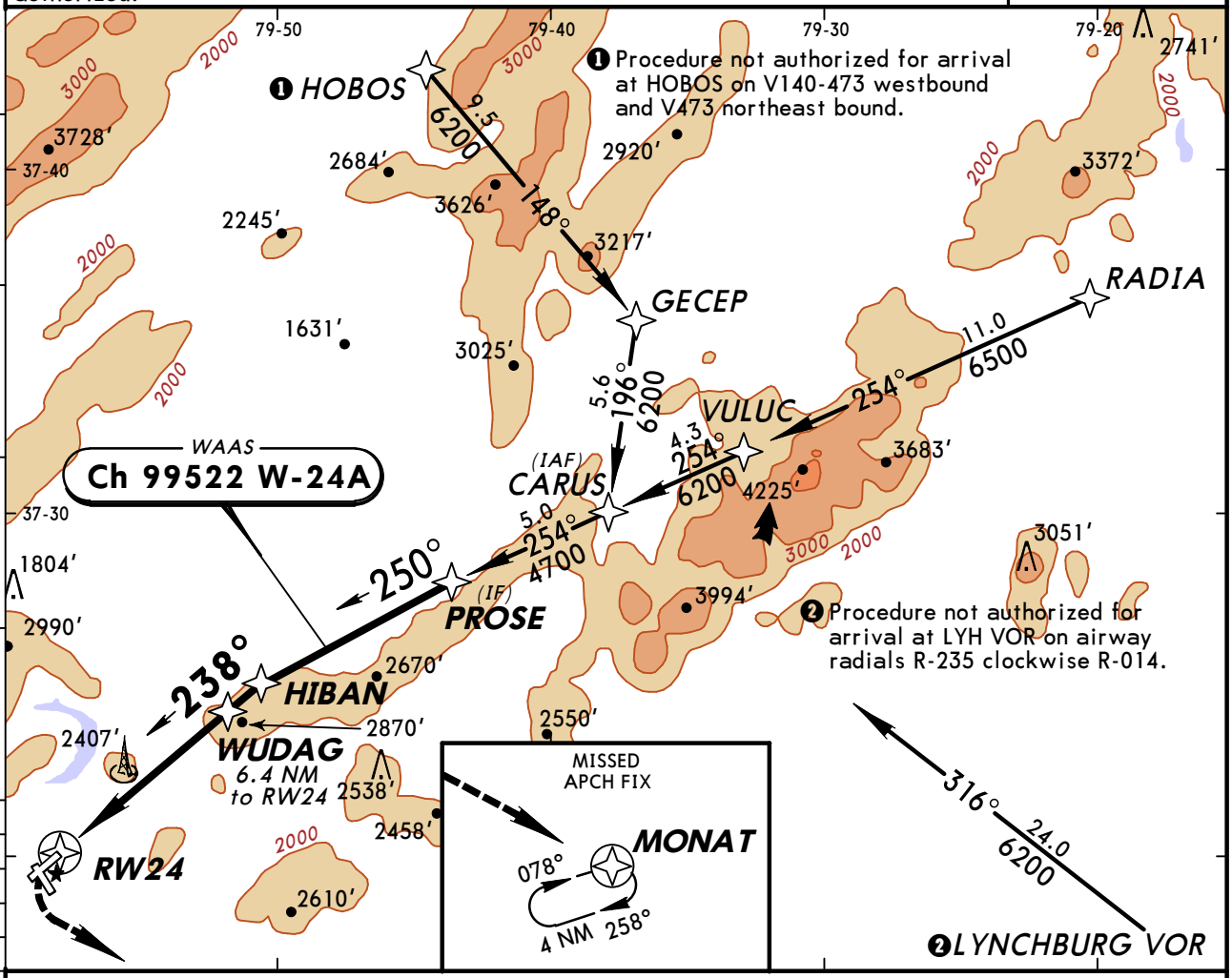
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 1175′
Ch 99522 W-24A	238°	HIBAN 3700′ (2545′)	2500′ (1345′)	Rwy 24 1155′

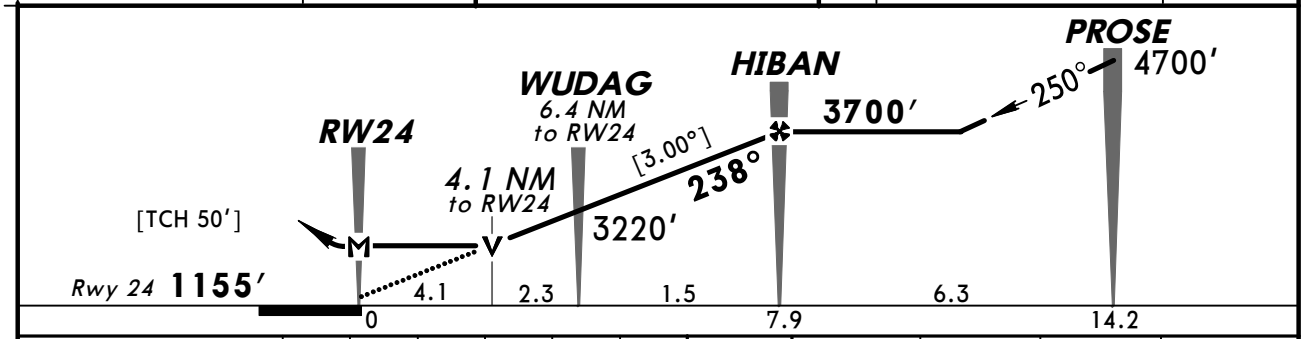
MISSED APCH: Climbing LEFT turn to 4000′ direct MONAT and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

5700′
MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW24						

REIL 4000′ LT MONAT

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
	LP MDA(H) 2500′ (1345′)	LNAV MDA(H) 3000′ (1845′)	Not Authorized Northwest of Rwy 6-24 Not Authorized to Rwy 16	
			Max Kts	MDA(H)
A	1¼	1¼	90	3000′ (1825′)-1¼
B	1½	1½	120	3000′ (1825′)-1½
C	3	3	140	3000′ (1825′)-3
D			165	

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KROA/ROA
ROANOKE REGL/WOODRUM

JEPPESEN

19 AUG 11 (12-3) Eff 25 Aug

ROANOKE, VA
RNAV (GPS) Rwy 34

BRIEFING STRIP ™

ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

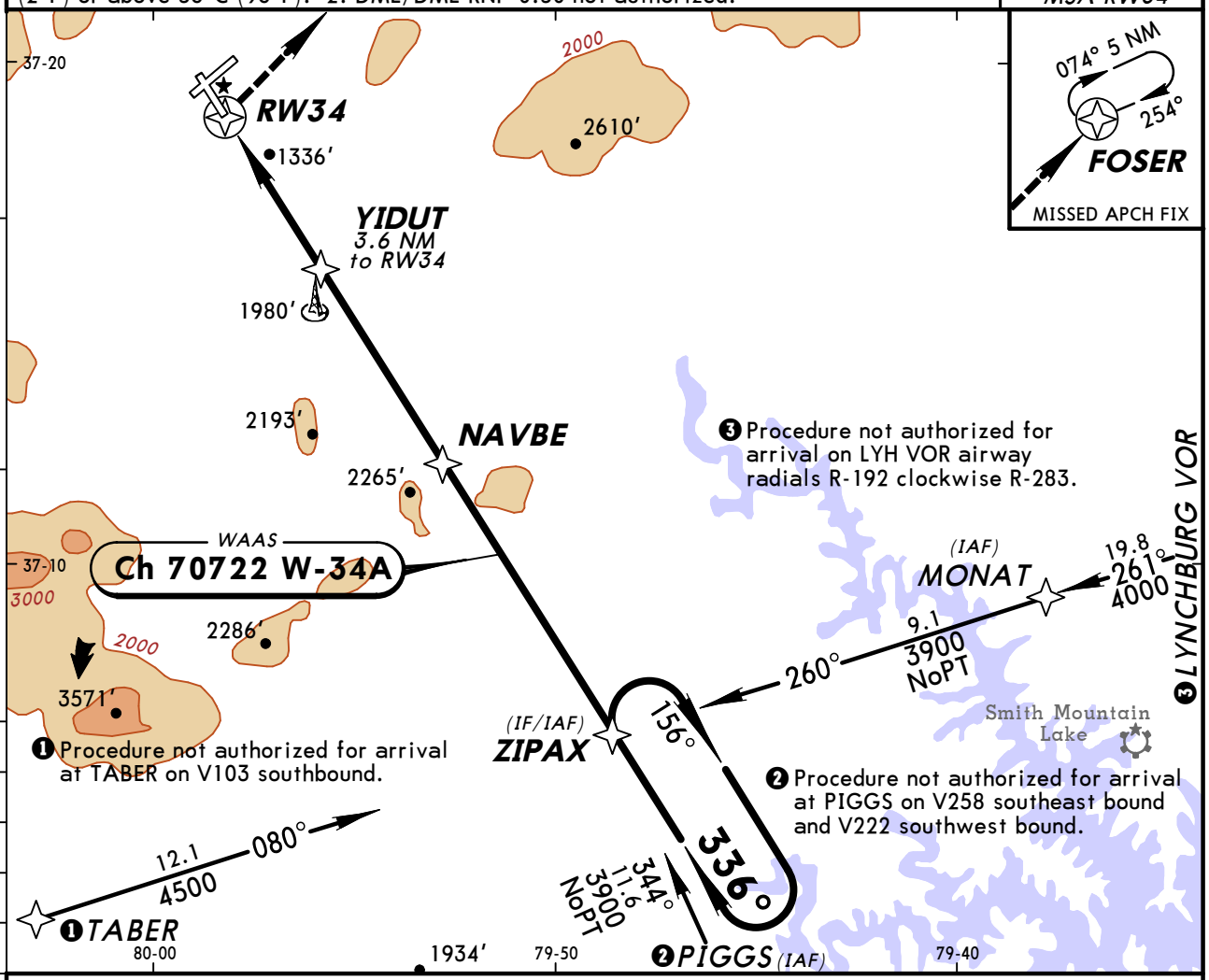
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 70722 W-34A	336°	NAVBE 3800′ (2657′)	1543′ (400′)	Apt Elev 1175′ Rwy 34 1143′

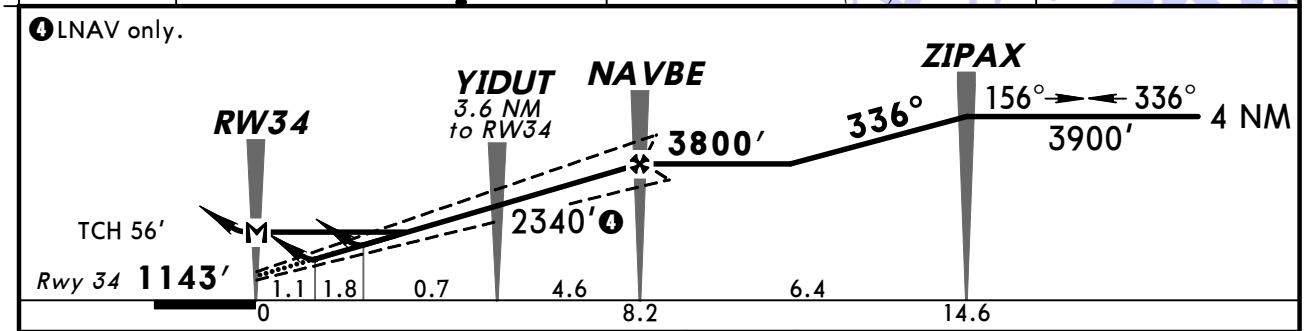
MISSED APCH: Climbing RIGHT turn to 6000′ direct FOSER and hold.

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

1. For uncomensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 2. DME/DME RNP-0.30 not authorized.

5700′ MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

MALSR PAPI 6000′ RT FOSER

STRAIGHT-IN LANDING RWY 34

	1 LPV DA(H) 1543′(400′) RAIL out	ALS out	LPV DA(H) 2138′(995′) RAIL out	ALS out	LNAV/VNAV DA(H) 2129′(986′) RAIL out	ALS out	LNAV MDA(H) 2280′(1137′) RAIL out	ALS out
A	7/8	1¼	4		4		¾	1	1¼
B							1	1¼	1½
C							3		
D									

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

Max Kts	MDA(H)
90	2280′(1105′)-1¼
120	2280′(1105′)-1½
140	2280′(1105′)-3
165	

1 Missed approach requires climb of 400′/NM to 2800′.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

BRIEFING STRIP™

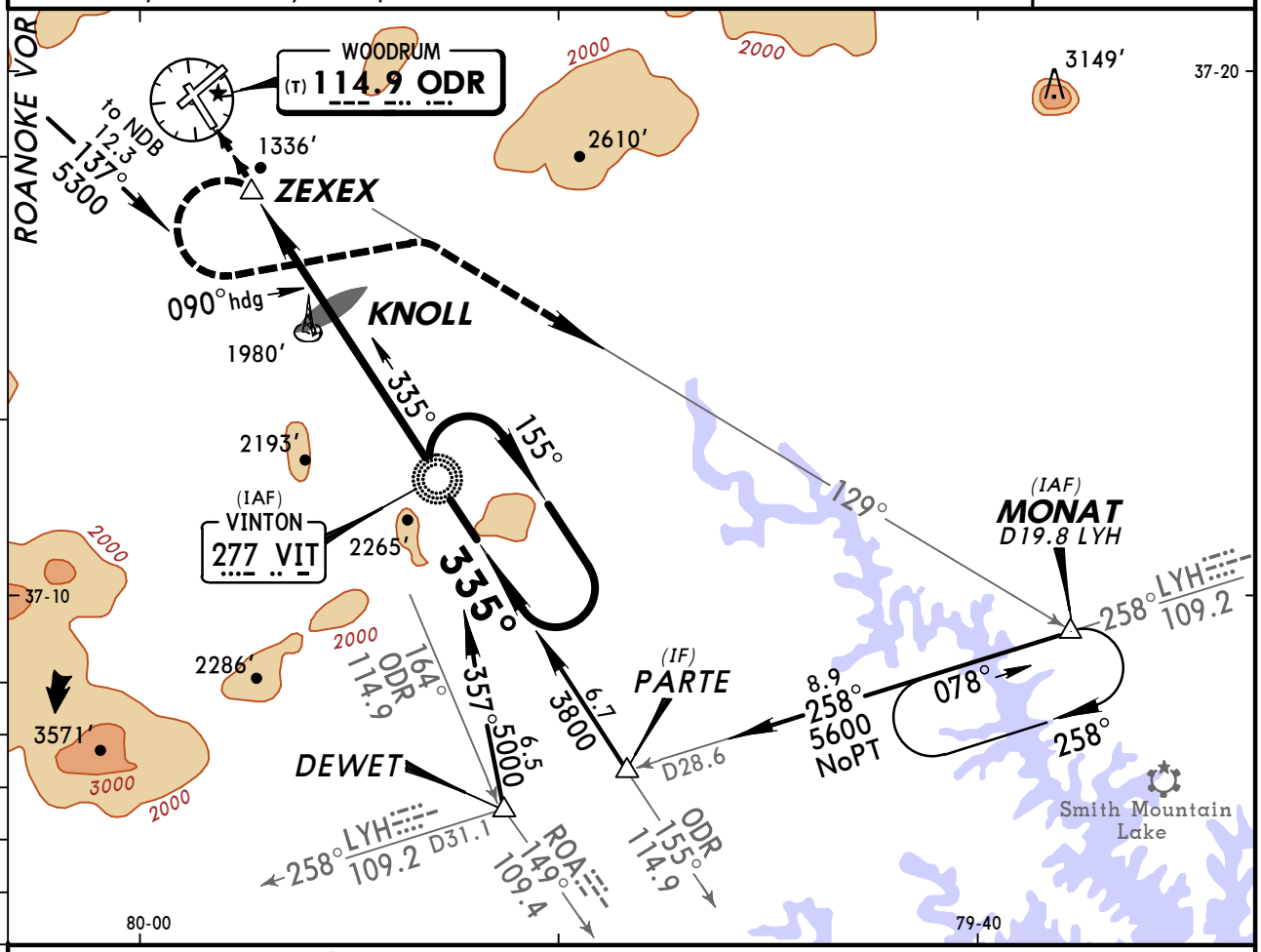
VOR ODR	Final Apch Crs	Minimum Alt NDB	MDA(H) (CONDITIONAL)	Apt Elev 1175′
114.9	335°	3800′ (2657′)	1820′ (677′)	Rwy 34 1143′

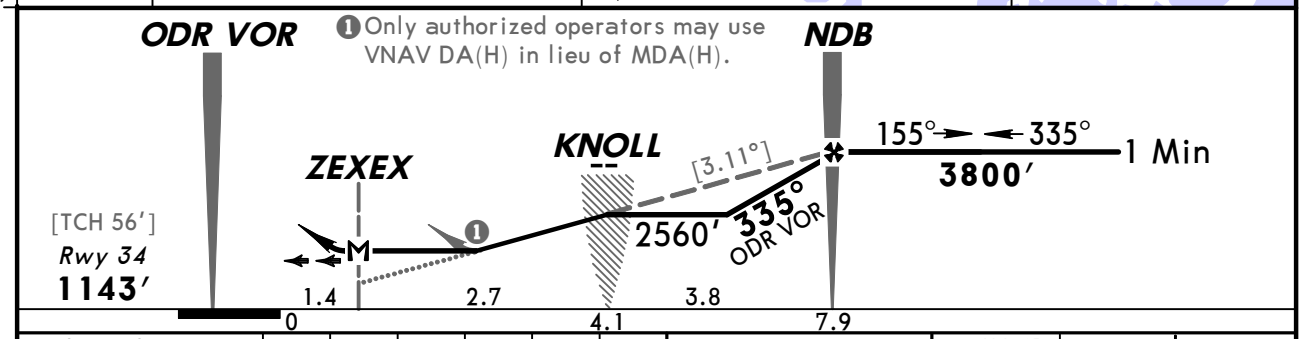
MISSED APCH: Climbing LEFT turn to 4000′ on heading 090° and outbound on ODR VOR R-129 to MONAT INT/D19.8 LYH and hold.

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

1. Visibility reduction by helicopters not authorized.

5700′ MSA ODR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.11°]		385	495	550	660	770	880
MAP at ZEXEX or NDB to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

MALSR PAPI 4000′ on LT 090° hdg

TERPS AMEND 1 25 AUG 2011

STRAIGHT-IN LANDING RWY34

	MDA(H) 1820′ (677′) With Knoll			MDA(H) 2560′ (1417′) Without Knoll	
		RAIL out	ALS out	RAIL out	ALS out
A	1¼		1⅝	1¼	1⅝
B					
C	1½	1¾	1⅞	3	
D					

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

Max Kts	With Knoll MDA(H)	Without Knoll MDA(H)
90	1820′ (645′)-1¼	2560′ (1385′)-1⅝
120		
140	1820′ (645′)-1½	2560′ (1385′)-3
165		

CHANGES: Procedure.

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ATIS	ROANOKE Approach (R)	ROANOKE Tower	Ground
134.95	126.9	118.3	121.9

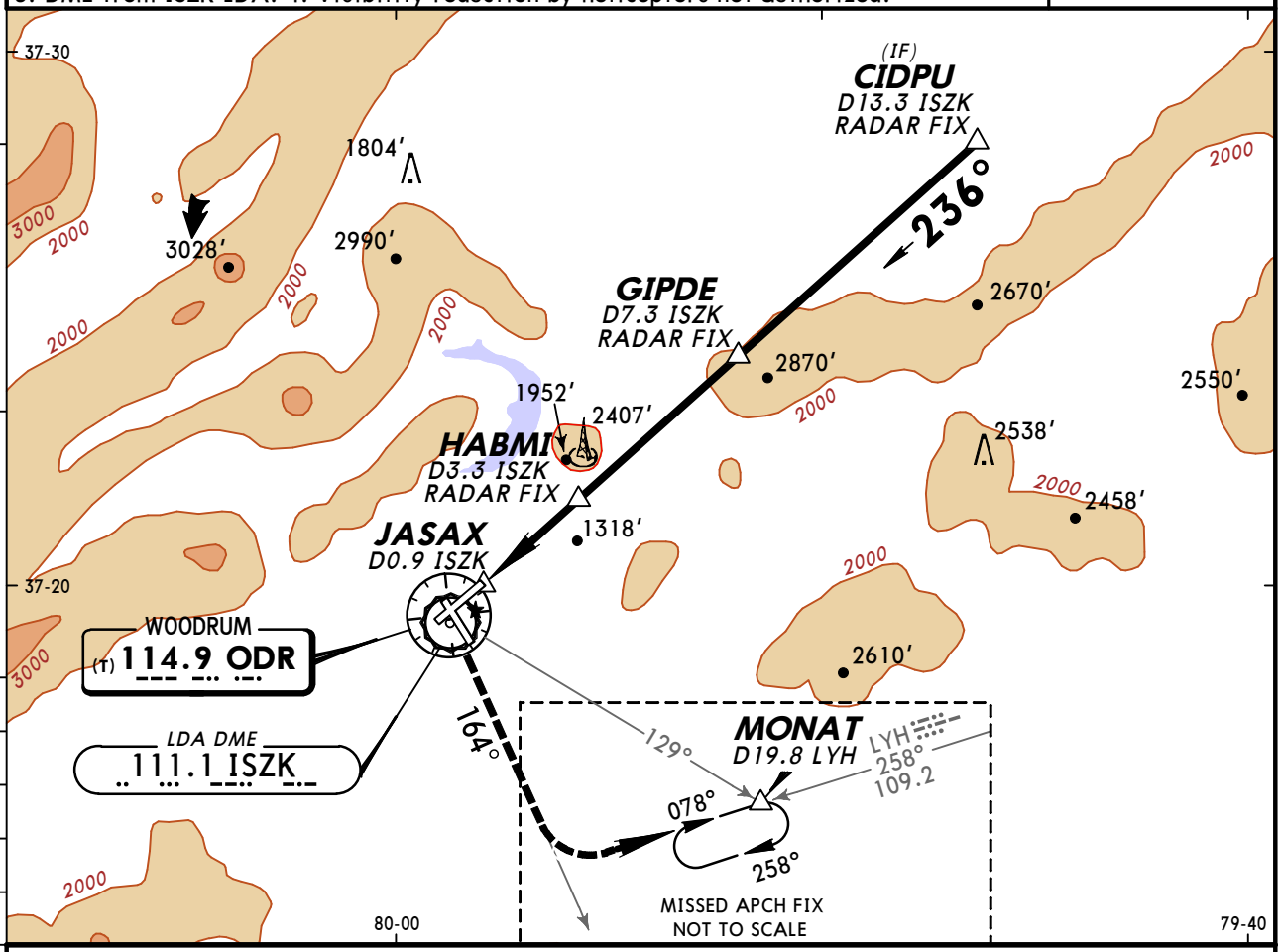
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
ODR 114.9	236°	GIPDE 4200′ (3025′)	Refer to Minimums	1175′

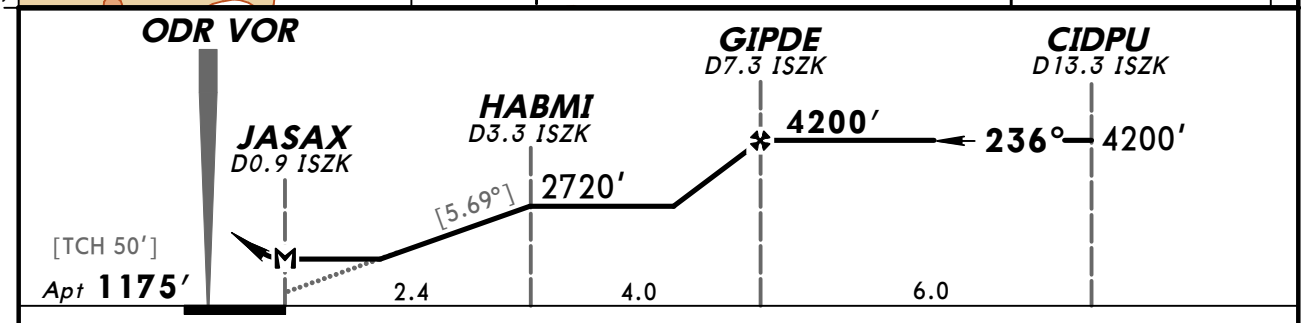
MISSED APCH: Climbing LEFT turn to 4000′ outbound on ODR VOR R-164 and inbound LYH VOR R-258 to MONAT/D19.8 LYH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar required. 2. Simultaneous reception of ODR VOR and ISZK DME required.
3. DME from ISZK LDA. 4. Visibility reduction by helicopters not authorized.

5700′
MSA ODR VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [5.69°]	706	908	1009	1211	1413	1614
MAP at JASAX/D0.9 ISZK						

Lighting - Refer to Airport Chart

4000′ LT on ODR 114.9 R-164

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6-24
Not Authorized to Rwy 16

	Max Kts	MDA(H)
A	90	1740′ (565′)-1
B	120	
C	140	1740′ (565′)-1½
D	165	1800′ (625′)-2

TERPS AMEND 7 25 AUG 2011

CHANGES: Procedure.

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General Information

Location: Wallops I VA USA
IATA Code: WAL
Lat/Long: N37° 56.4' W075° 28.0'
Elevation: 41 ft

Airport Use: Military
Magnetic Variation: 11.5°W
Sectional Chart: Washington

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1137 Z
Sunset: 2253 Z,

Runway Information

Runway: 04
Length x Width: 8749 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, REIL

Runway: 10
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, REIL

Runway: 17
Length x Width: 4820 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 8749 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, REIL

Runway: 28
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt

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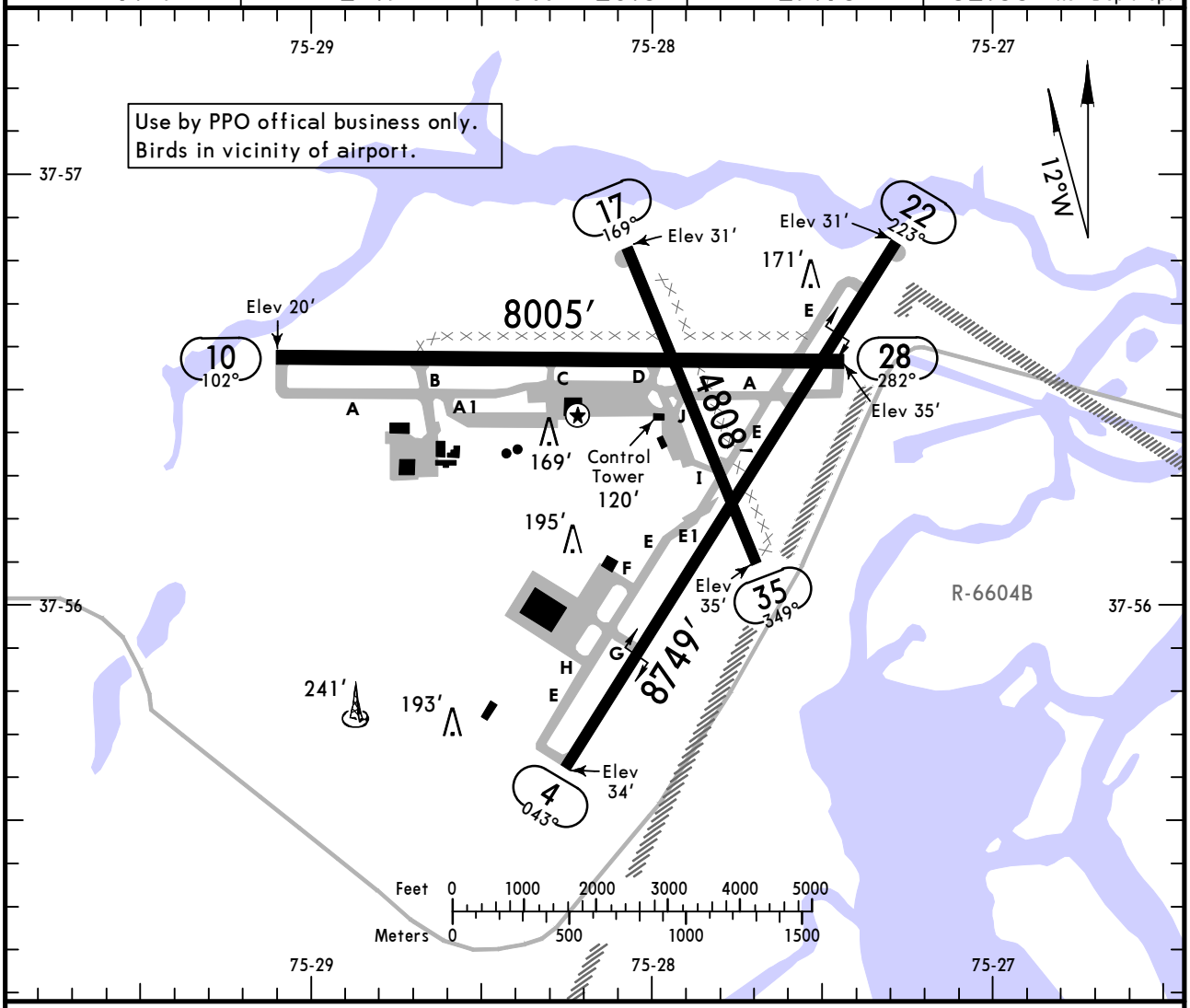
TDZ-Elev: 35 ft
Lighting: Edge, REIL

Runway: 35
Length x Width: 4820 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, REIL

Communication Information

ASOS 119.175
Wallops I Tower 126.5 PCL
Patuxent Clearance Delivery 121.7
Patuxent Approach Control 127.95
Patuxent Departure Control 127.95
Wallops Information 126.5 PCL
Washington Center 132.55 Remote Communications Air-Ground

ASOS	WALLOPS Clearance	*WALLOPS Tower	*PATUXENT Departure	WASHINGTON Center
119.17	121.7	CTAF 126.5	127.95	132.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 / 22	HIRL REIL PAPI-L				150′
10 / 28	HIRL REIL PAPI-L				200′
17 / 35	HIRL REIL PAPI-L				150′

TAKE-OFF

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

FOR FILING AS ALTERNATE

	VOR Rwy 17	VOR DME Rwy 10	Other
A	[1] 800-2	900-2	NA
B			
C		900-2½	
D		900-2¾	

[1] CAT D Straight-in NA.

CHANGES: Communications, lighting, alternate minimums.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN

23 MAR 07 (12-1)

WALLOPS ISLAND, VA
RNAV (GPS) Rwy 4

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 40′
	042°	RIMUE 1700′ (1664′)	560′ (524′)	TDZE 36′

MISSED APCH: Climbing LEFT turn to 2000′ direct MAGGO and hold.

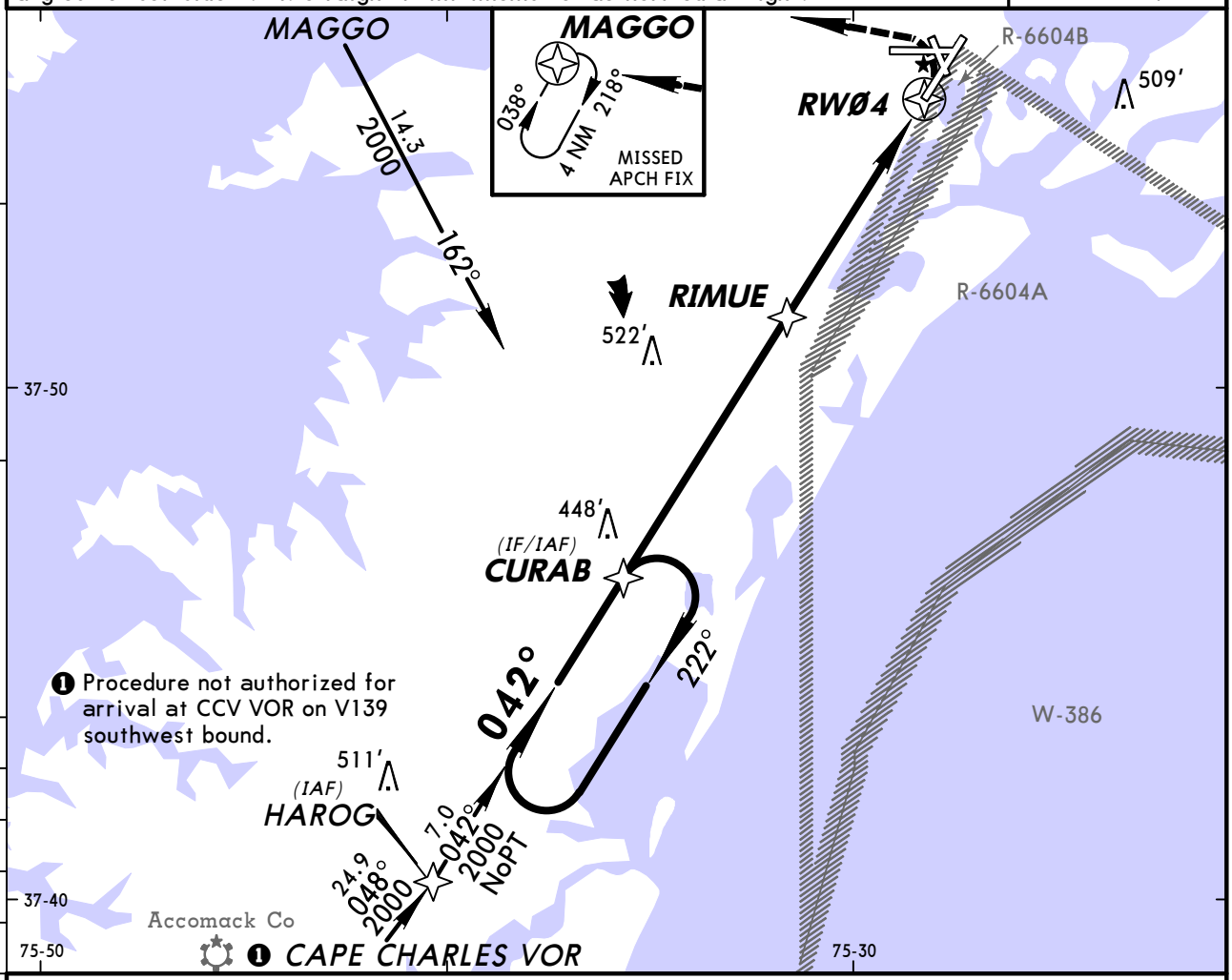
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

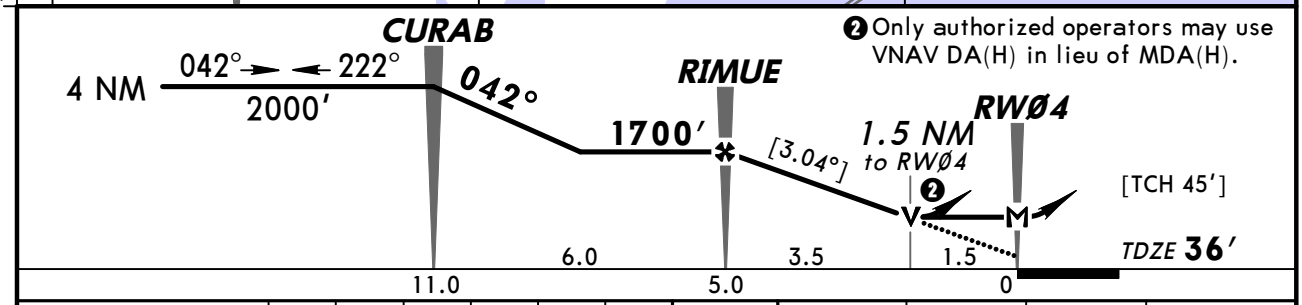
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Straight-in minimums not authorized at night.

1700′

MSA RWØ4

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ4						

REIL
PAPI-L

2000′ LT

MAGGO

STRAIGHT-IN LANDING RWY 4 LNAV	DAY MDA(H) 560′(524′)	NIGHT
A	1	NA
B		
C	1½	
D	1¾	

CIRCLE-TO-LAND Max Kts	MDA(H)
90	600′(560′)-1
120	
140	600′(560′)-1½
165	600′(560′)-2

AMEND TERPS

CHANGES: Center frequency added, lighting.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN 23 MAR 07 (12-2)

WALLOPS ISLAND, VA
RNAV (GPS) Rwy 10

BRIEFING STRIP ™

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

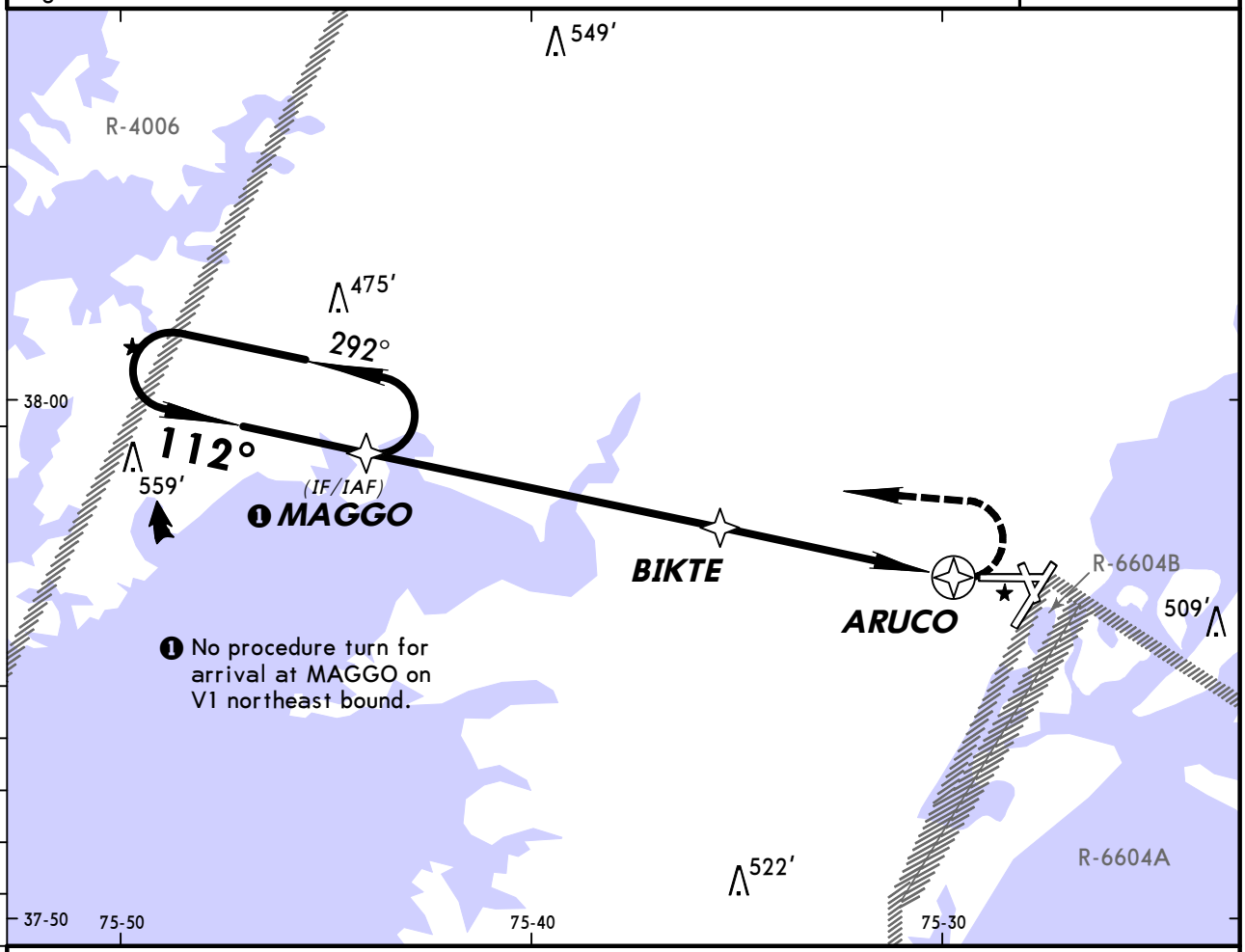
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 40′
	112°	BIKTE 1700′ (1662′)	640′ (602′)	TDZE 38′

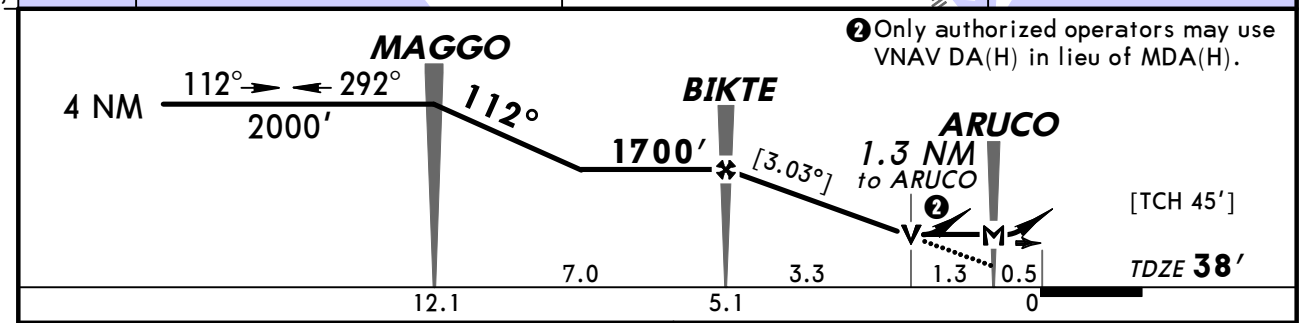
MISSED APCH: Climbing LEFT turn to 2000′ direct MAGGO and hold.

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

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident.

1700′ MSA ARUCO





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

REIL
PAPI-L

2000′ LT

D

MAGGO

STRAIGHT-IN LANDING RWY 10 LNAV MDA(H) 640′(602′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	640′(600′)-1
B		120	
C	1¾	140	640′(600′)-1¾
D	2	165	640′(600′)-2

AMEND 0 TERPS

CHANGES: Center frequency added, lighting.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN 23 MAR 07 (12-3)

WALLOPS ISLAND, VA
RNAV (GPS) Rwy 17

BRIEFING STRIP ™

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

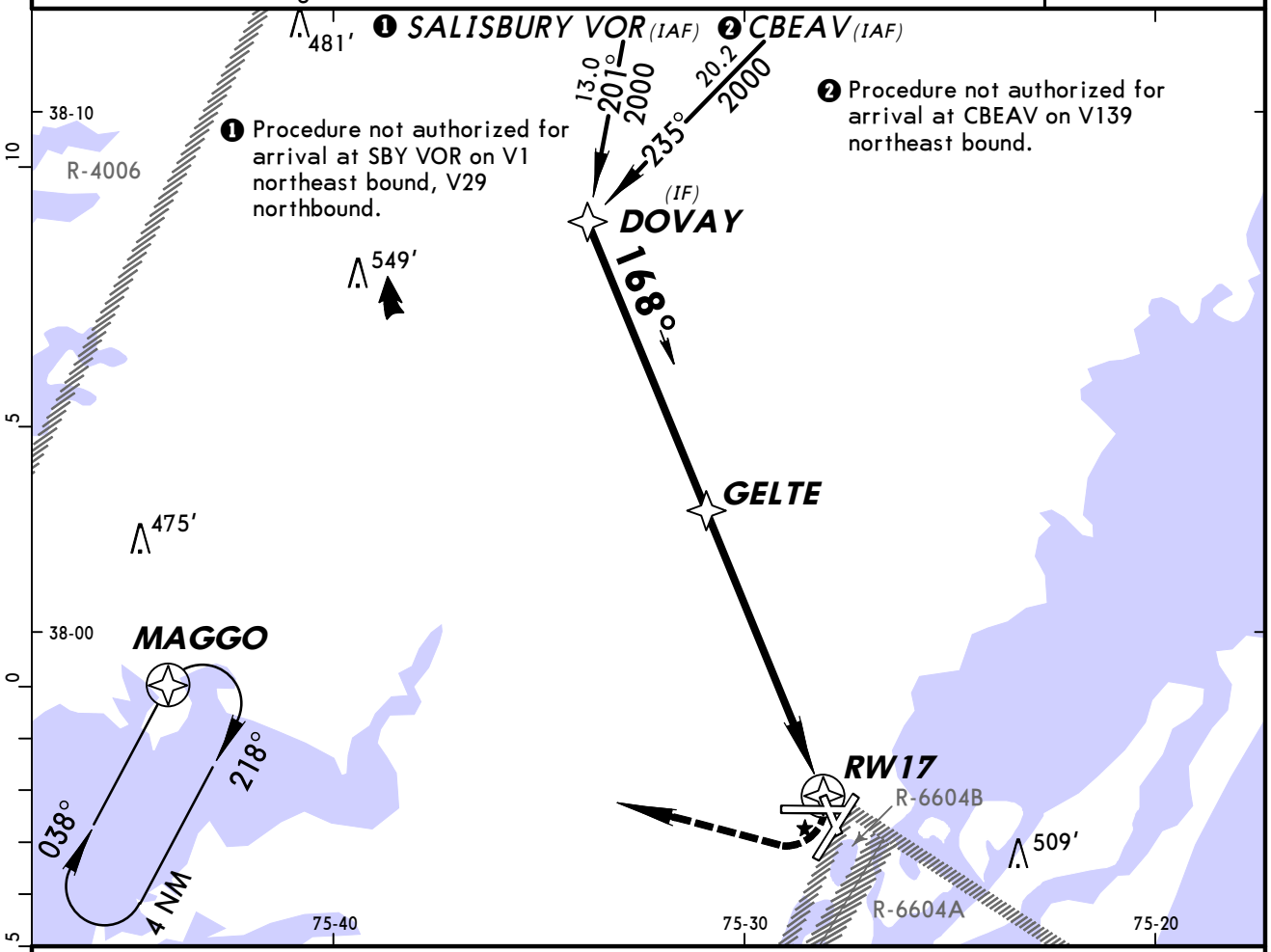
RNAV	Final Apch Crs	Minimum Alt GELTE	LNAV MDA(H)	Apt Elev 40′
	168°	2000′ (1961′)	480′ (441′)	TDZE 39′

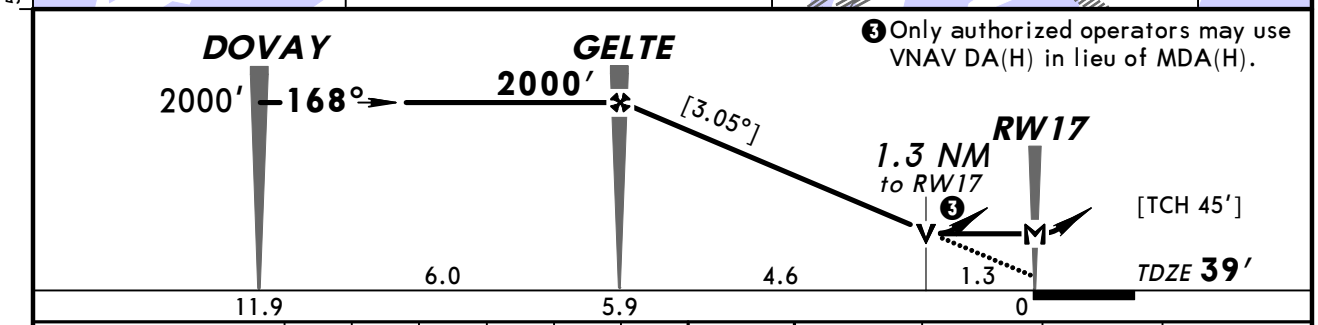
1700′ MSA RW17

MISSED APCH: Climbing RIGHT turn to 2000′ direct MAGGO and hold.

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

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.
3. VGSI and descent angles not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW17						

REIL PAPI-L 2000′ RT D MAGGO

STRAIGHT-IN LANDING RWY 17 LNAV MDA(H) 480′(441′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	600′(560′)-1
B		120	
C	1¼	140	600′(560′)-1½
D	1½	165	600′(560′)-2

AMEND 0 TERPS

CHANGES: Center frequency added, lighting, minimums.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN

23 MAR 07 (12-4)

WALLOPS ISLAND, VA
RNAV (GPS) Rwy 22

BRIEFING STRIP™

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 40'
	222°	FIBED 1700' (1664')	(CONDITIONAL) 480' (444')	TDZE 36'

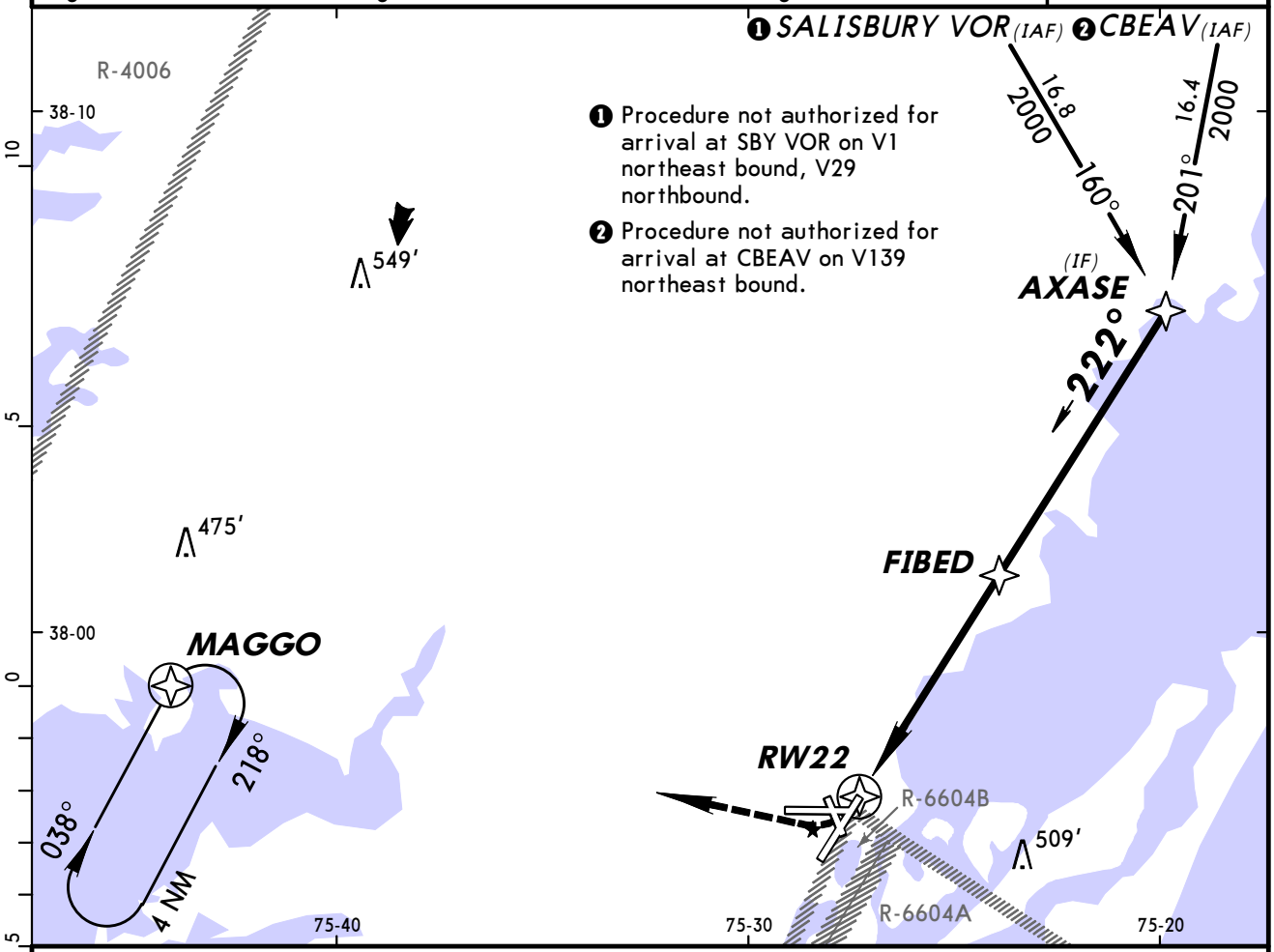
MISSED APCH: Climbing RIGHT turn to 2000' direct MAGGO and hold.

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

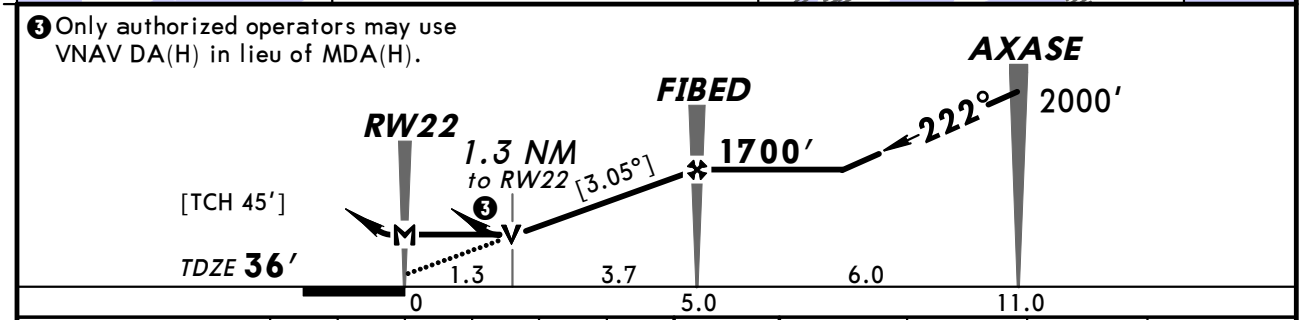
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Straight-in minimums not authorized at night.

1700'

MSA RW22



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 [3.05°]	378	486	540	648	755	863
MAP at RW22						

REIL
PAPI-L

2000' RT

MAGGO

STRAIGHT-IN LANDING RWY 22 LNAV			CIRCLE-TO-LAND	
	DAY MDA(H) 480'(444')	NIGHT	Max Kts.	MDA(H)
A	1	NA	90	600'(560')-1
B			120	
C	1¼		140	600'(560')-1½
D	1½		165	600'(560')-2

AMENDO TERPS

CHANGES: Center frequency added, lighting.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN

23 MAR 07 (12-5)

WALLOPS ISLAND, VA
RNAV (GPS) Rwy 28

BRIEFING STRIP TM

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

RNAV	Final Apch Crs	Minimum Alt CIDGO	LNAV MDA(H) (CONDITIONAL)	Apt Elev 40′
	280°	1700′ (1660′)	480′ (440′)	TDZE 40′

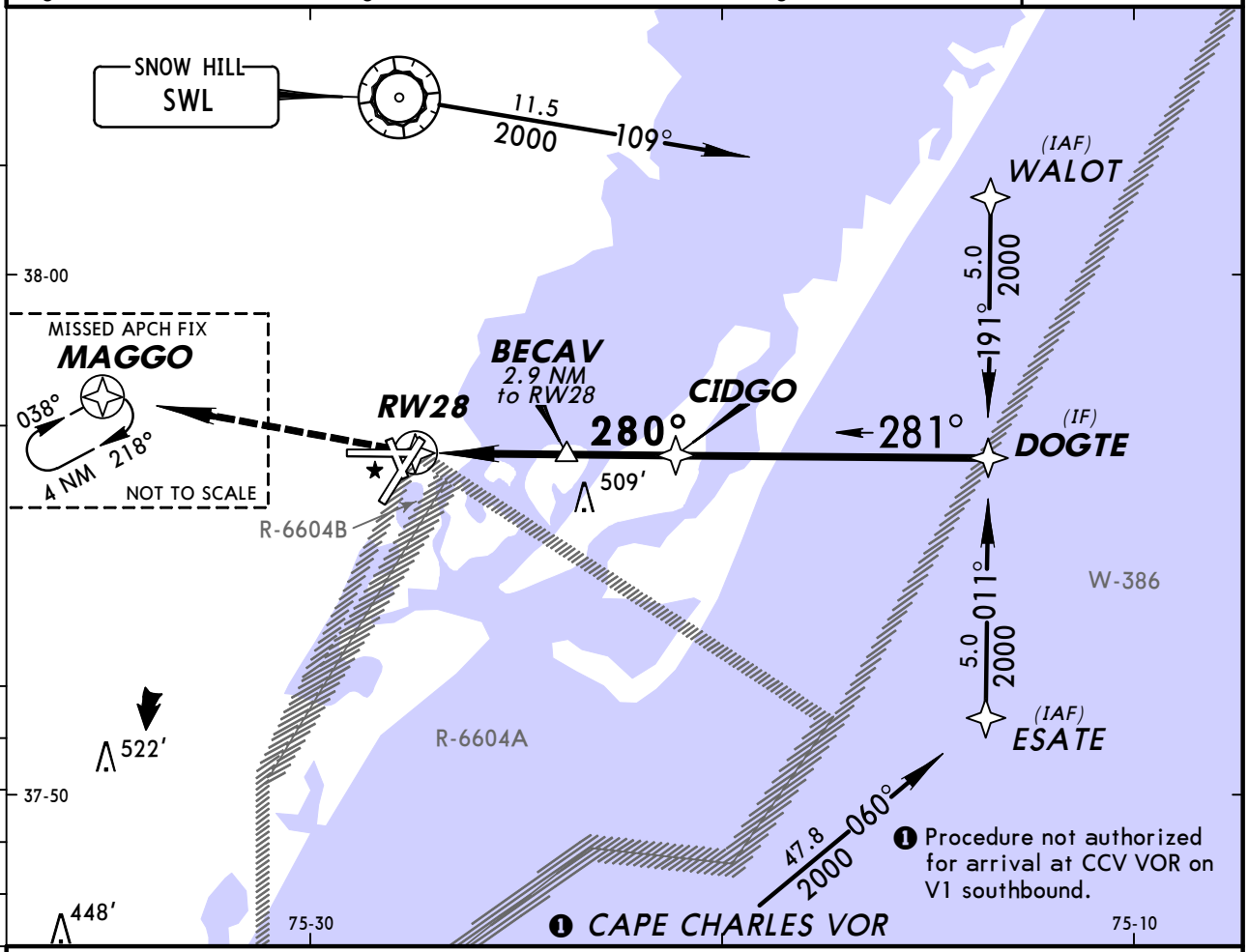
MISSED APCH: Climbing RIGHT turn to 2000′ direct MAGGO and hold.

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

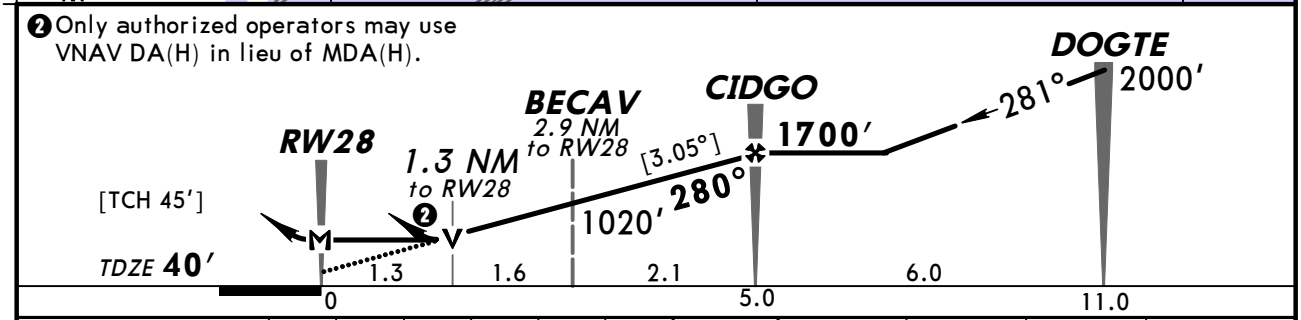
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Straight-in minimums not authorized at night.

1700′

MSA RW28



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 [3.05°]	378	486	540	648	755	863
MAP at RW28						

REIL
PAPI-L

2000′ RT

D

MAGGO

STRAIGHT-IN LANDING RWY 28 LNAV			CIRCLE-TO-LAND	
	DAY MDA(H) 480′(440′)	NIGHT	Max Kts	MDA(H)
A	1	NA	90	600′(560′)-1
B			120	
C	1¼		140	600′(560′)-1½
D	1½		165	600′(560′)-2

AMEND 0 TERPS

CHANGES: Center frequency added, lighting.

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JEPPESEN 23 MAR 07 (13-1)

WALLOPS ISLAND, VA
VOR DME Rwy 10

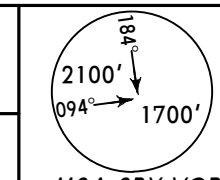
BRIEFING STRIP ™

ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

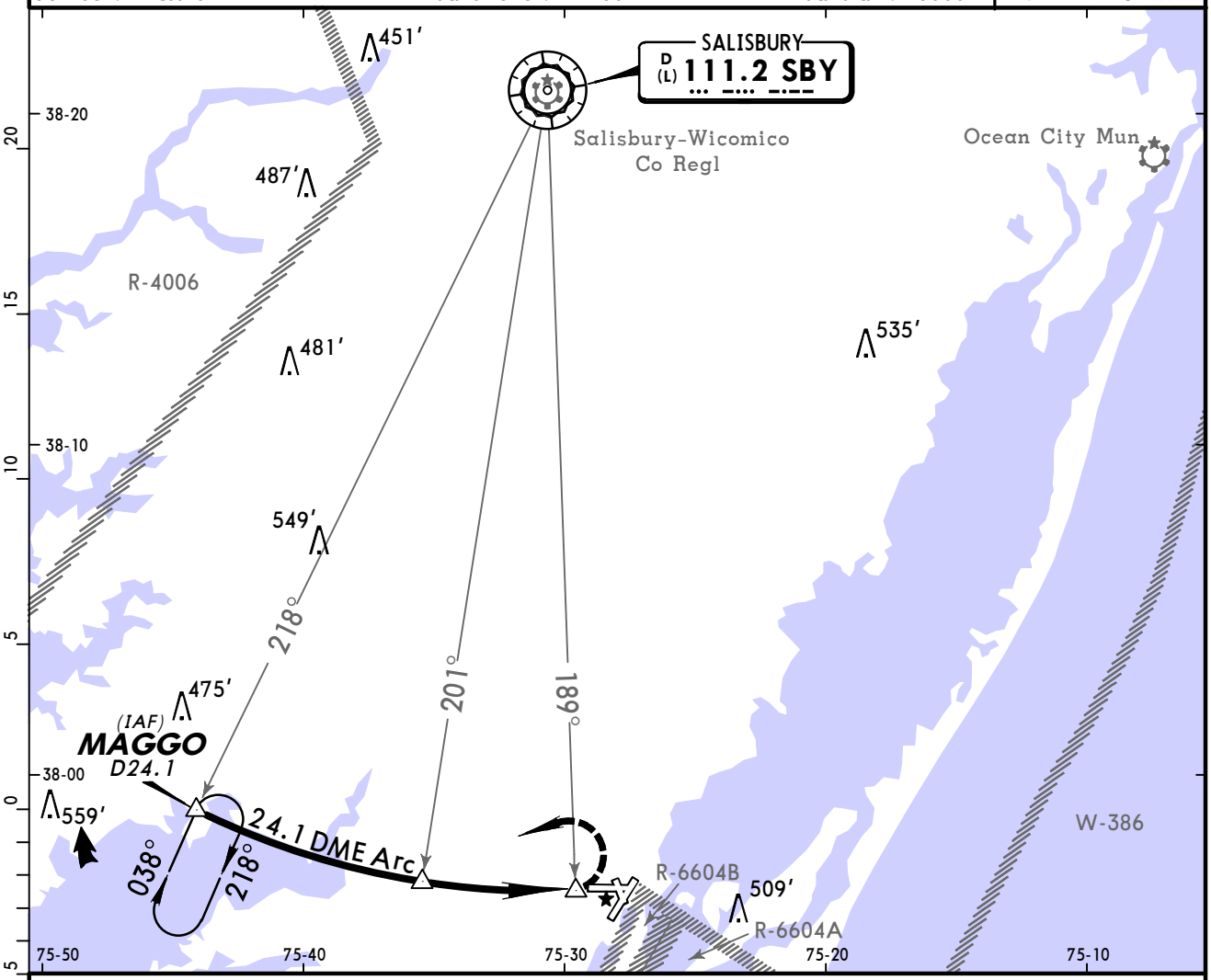
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 40′
SBY 111.2	24.1 DME ARC	R-201 1700′ (1662′)	900′ (862′)	TDZE 38′

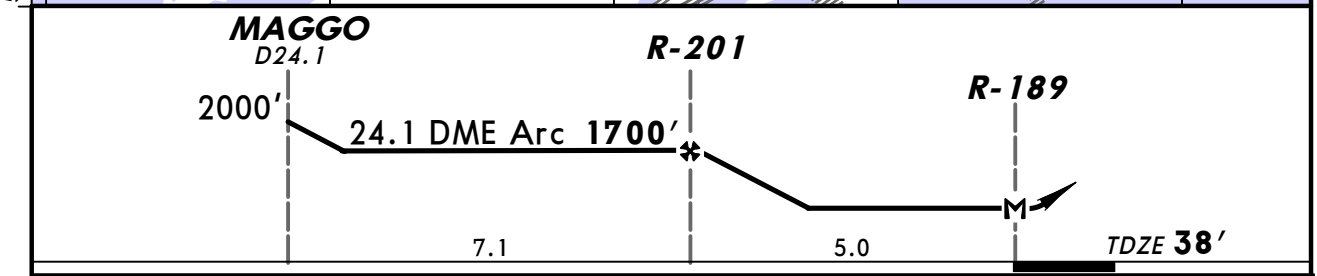
MISSED APCH: Climbing LEFT turn to 2000′ via the 24.1 DME Arc clockwise to MAGGO D24.1 and hold.

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



MSA SBY VOR Within 26 NM





MAP at R-189								REIL PAPI-L	2000′ LT	24.1 DME ARC via SBY 111.2	MAGGO

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
MDA(H) 900′(862′)		Max Kts	MDA(H)
A	1	90	900′(860′)-1
B	1¼	120	900′(860′)-1¼
C	2½	140	900′(860′)-2½
D	2¾	165	900′(860′)-2¾

AMEND 5 TERPS

CHANGES: Center frequency added, lighting.

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KWAL/WAL
WALLOPS FLIGHT FACILITY

JEPPESEN 23 MAR 07 (13-2)

WALLOPS ISLAND, VA
VOR Rwy 17

BRIEFING STRIP ™

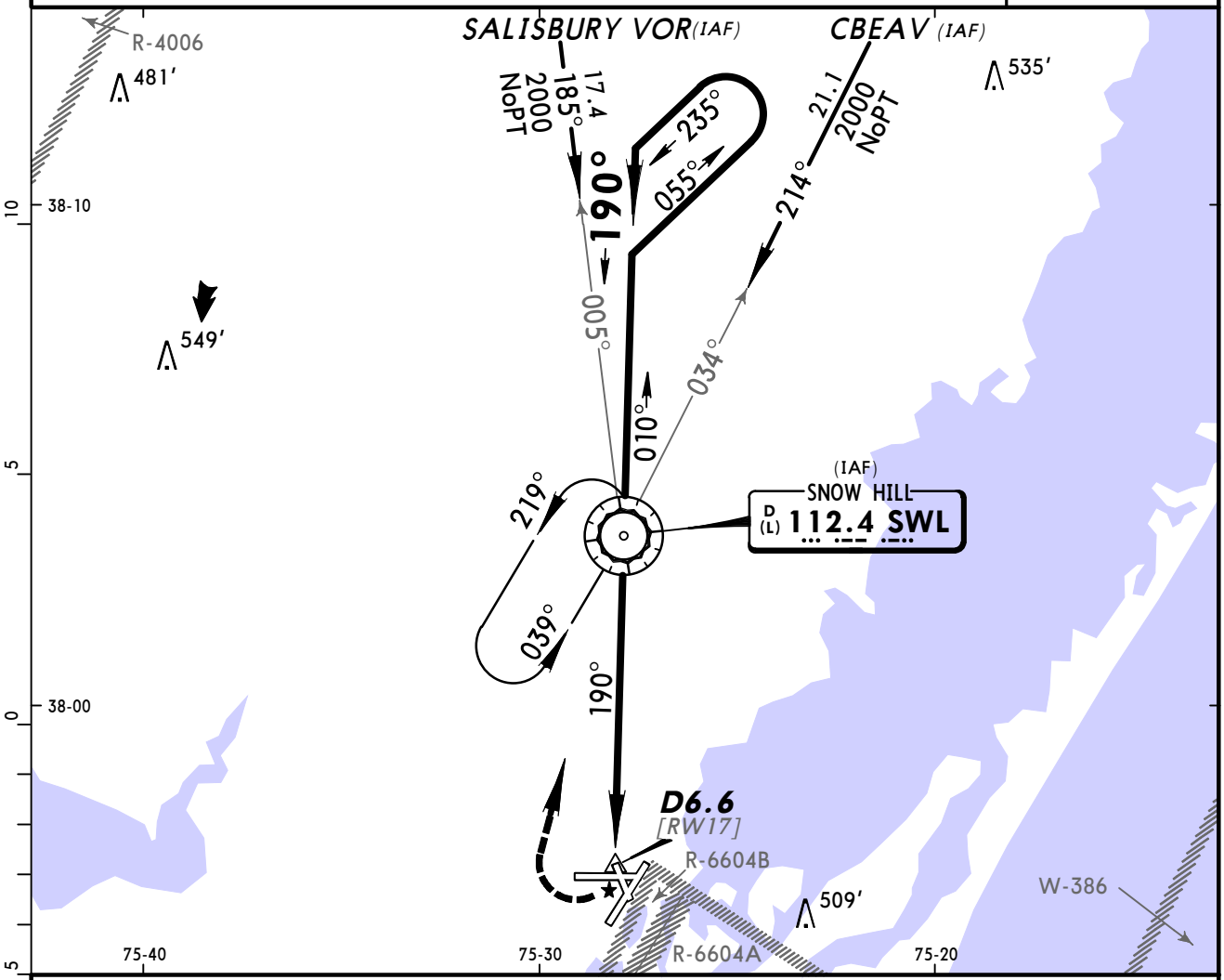
ASOS	*PATUXENT Approach	WASHINGTON Center	*WALLOPS Tower
119.17	127.95	132.55 when App inop.	CTAF 126.5

VOR SWL	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 40′
112.4	190°	2000′ (1961′)	500′ (461′)	TDZE 39′

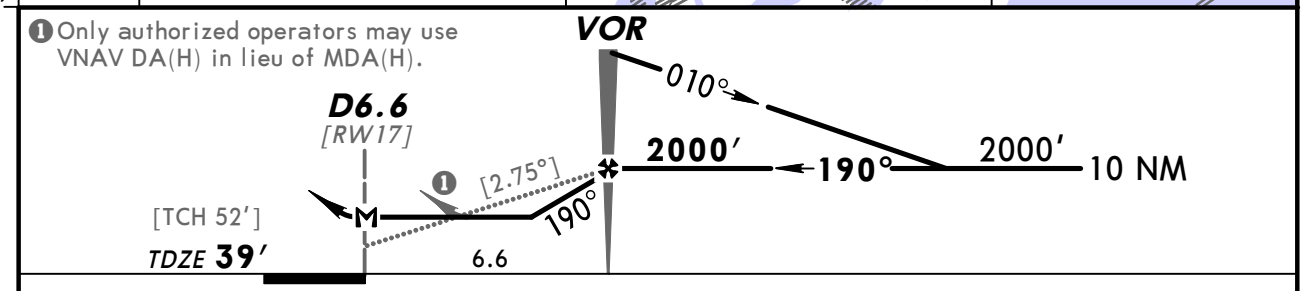
MISSED APCH: Climbing RIGHT turn to 2000′ direct SWL VOR and hold.

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

MSA SWL VOR: 2100′ (135°–225°), 1600′



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 [2.75°]	340	438	486	584	681	778
MAP at D6.6 or VOR to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:29

REIL
PAPI-L

2000′ RT

D

SWL 112.4

TERPS AMEND 6B

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 500′(461′)		Max Kts	MDA(H)
A	1	90	600′(560′)-1
B		120	
C	1¼	140	600′(560′)-1½
D	NA	165	600′(560′)-2

CHANGES: Center frequency added, lighting, minimums.

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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

DANVILLE, VA (DANVILLE REGL - KDAN)

WASHINGTON, VA (WASHINGTON DULLES INTL - KIAD)

HAMPTON, VA (LANGLEY AFB - KLFI)

LYNCHBURG, VA (LYNCHBURG REGL-GLENN - KLYH)

NORFOLK, VA (NORFOLK NS - KNGU)

OCEANA, VA (OCEANA NAS - KNTU)

NORFOLK, VA (NORFOLK INTL - KORF)

NEWPORT NEWS, VA (NEWPORT NEWS/WILLIAMSBURG INTL - KPHF)

RICHMOND, VA (RICHMOND INTL - KRIC)

ROANOKE, VA (ROANOKE REGL/WOODRUM - KROA)

WALLOPS I, VA (WALLOPS FLIGHT FACILITY - KWAL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KDAN

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 2 Amend 4 chgd to 4A, Reference date 8 APR 2010 chgd to 30 JUN 2011.

Chart Change Notices for Airport KIAD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-2) ILS or LOC DME Rwy 1C and (21-2A) ILS Rwy 1C CAT II MM decmsnd.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-3 ILS or LOC Rwy 1R, (21-3A) ILS Rwy 1R CAT II & III MM decmsnd.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Rwy 12 PAPI-R changed to PAPI-L.

No Chart Change Notices for Airport KLFI

No Chart Change Notices for Airport KLYH

No Chart Change Notices for Airport KNGU

No Chart Change Notices for Airport KNTU

Chart Change Notices for Airport KORF

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 5 Amend 25 chgd to 25A, Reference date 25 AUG 2011 chgd to 17 NOV 2011.

Chart Change Notices for Airport KPHF

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Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Henry 2 Dep computer code (HENRY2.HENRY) changed to (HENRY2.PHF).

No Chart Change Notices for Airport KRIC

No Chart Change Notices for Airport KROA

No Chart Change Notices for Airport KWAL