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Terminal Charts For KPKB

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Beckley WV USA
IATA Code: BKW
Lat/Long: N37° 47.2' W081° 07.4'
Elevation: 2504 ft

Airport Use: Public
Magnetic Variation: 7.8°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: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1159 Z
Sunset: 2315 Z,

Runway Information

Runway: 01
Length x Width: 6750 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2495 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 10
Length x Width: 5001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2502 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 6750 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2468 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 28
Length x Width: 5001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2504 ft
Lighting: Edge, REIL, Pilot controlled

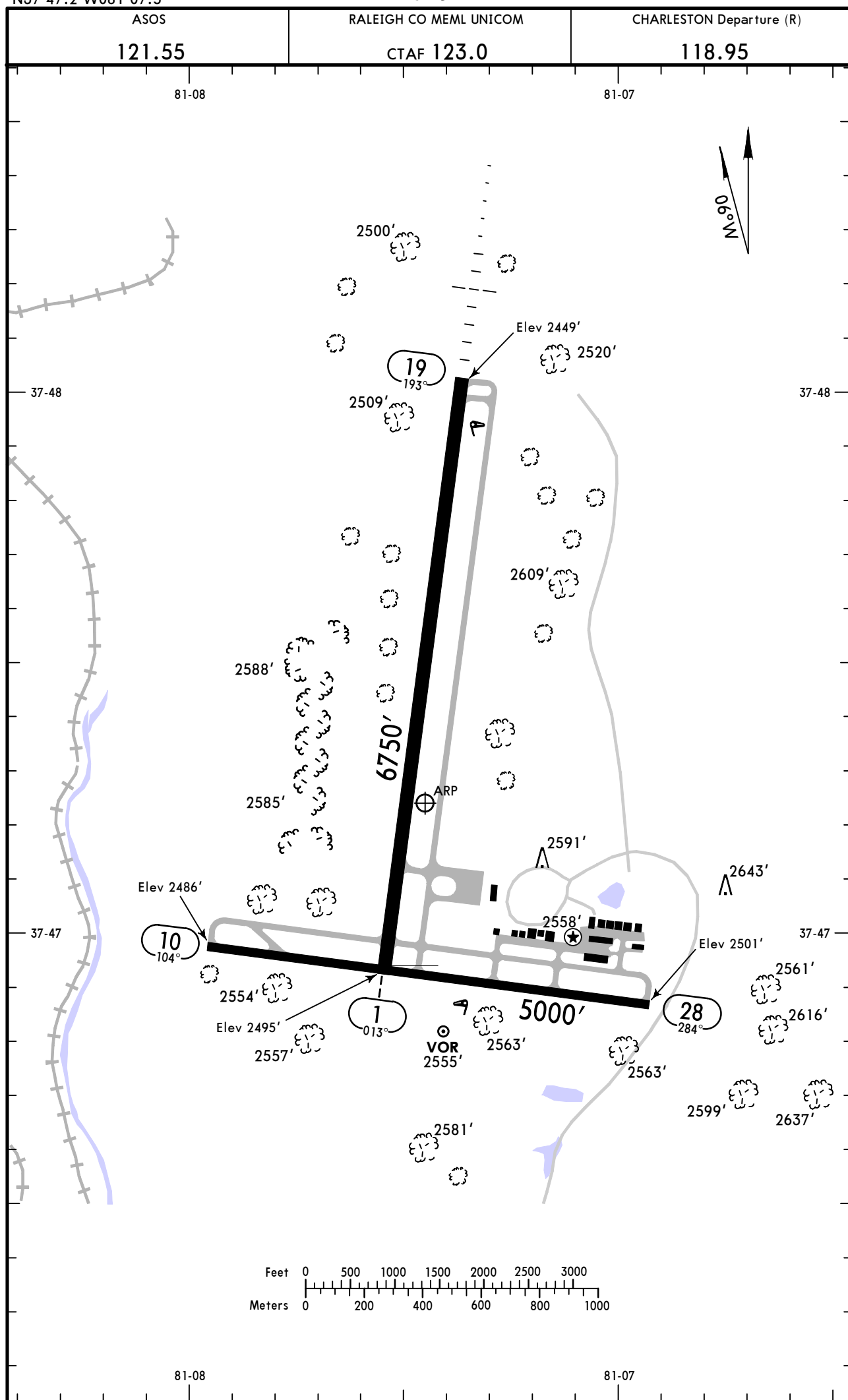
Communication Information

ASOS 121.55
Raleigh Co Meml Unicom 123.0 CTAF PCL
Charleston Approach Control 118.95
Charleston Departure Control 118.95
Elkins Flight Service Station 122.1 RCO
Elkins Flight Service Station 117.7 RCO

KBKW/BKW
Apt Elev **2504'**
N37 47.2 W081 07.5

JEPPESEN
11 NOV 11 **(10-9)** **Eff 17 Nov**

BECKLEY, W VA
RALEIGH CO MEML



CHANGES: None.

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GENERAL

Birds, wild turkeys and deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
1	① HIRL ① REIL ② PAPI-L (angle 3.00°) grooved				150'
19	① HIRL ① MALSR ② PAPI-L (angle 3.00°) grooved		5790'		

① Activate on 123.0.

② Set at medium, contact UNICOM on 123.0 to change settings.

10	③ MIRL ③ REIL ③ VASI-R				100'
28	③ MIRL ③ REIL VASI-L (angle 3.75°)				

③ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 1, 19	
	Adequate Vis Ref
	STD
1 & 2 Eng	1/4
3 & 4 Eng	1/2

	Rwy 28		Other	Rwy 10	
	With Min climb of 261'/NM to 4000'	Adequate Vis Ref		With Min climb of 350'/NM to 3400'	For Climb In Visual Conditions
1 & 2 Eng	1/4	1	300-1 1/4	400-2 1/4	1100-3
3 & 4 Eng	1/4	1/2			

OBSTACLE DP

Rwy 1, climbing left turn heading 350° to 4400' before proceeding on course.

Rwy 10, climbing left turn heading 350° to 4700' before proceeding on course, or for climb in visual conditions: Cross Raleigh County Memorial at or above 3500' before proceeding on course.

Rwy 19, climbing right turn heading 330° to 4400' before proceeding on course.

Rwy 28, climbing right turn heading 320° to 4400' before proceeding on course.

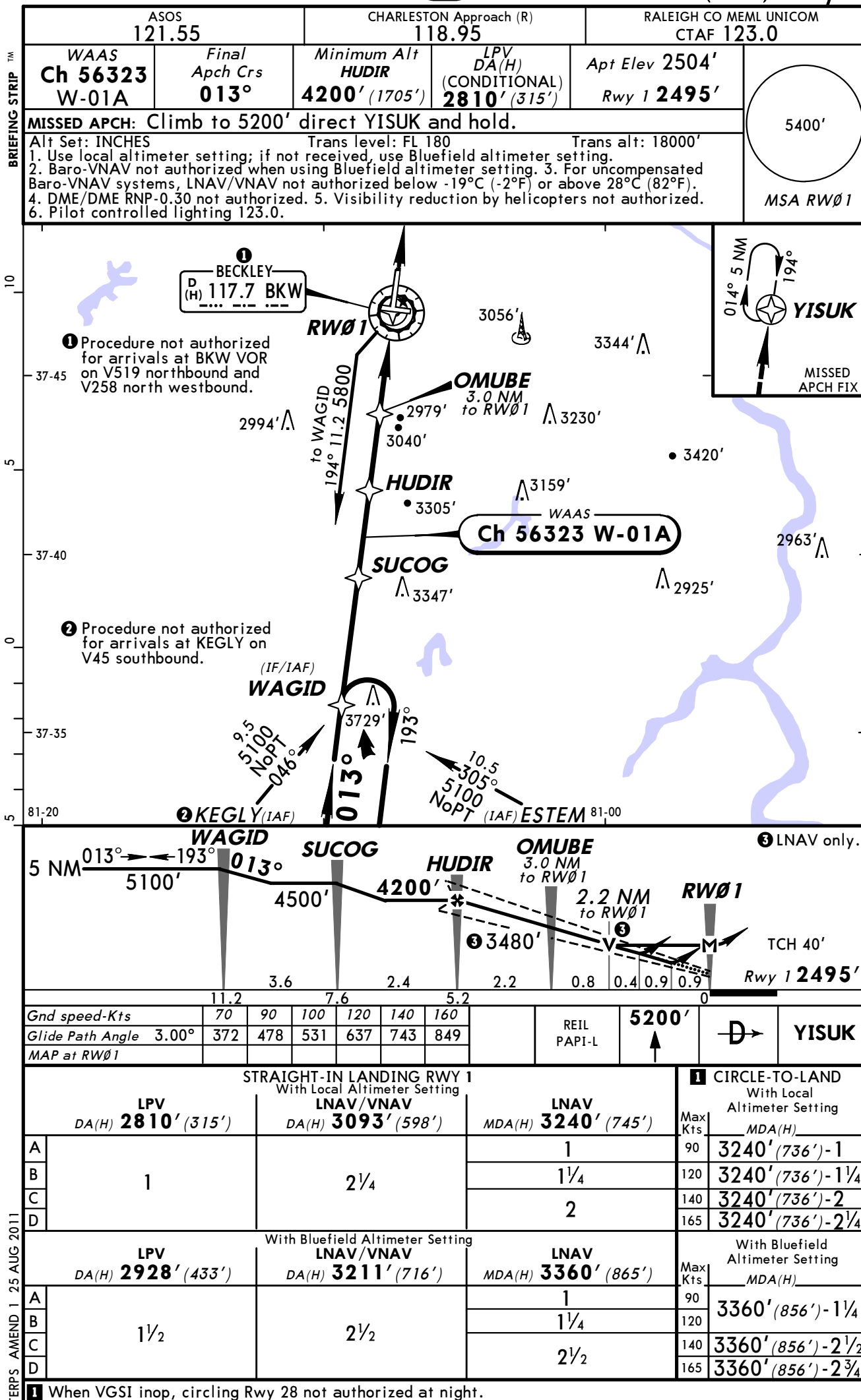
FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

ILS Rwy 19		RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 19 LOC Rwy 19 VOR Rwy 10 VOR Rwy 19	RNAV (GPS) Rwy 28	RNAV (GPS) Rwy 1
A	700-2	800-2	900-2	800-2
B			900-2½	
C				
D	700-2¼	800-2 ¼	900-2¾	800-2 ¼

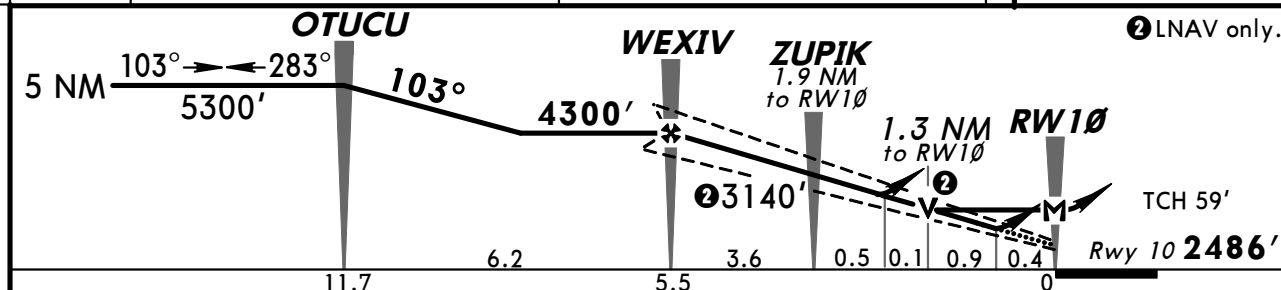
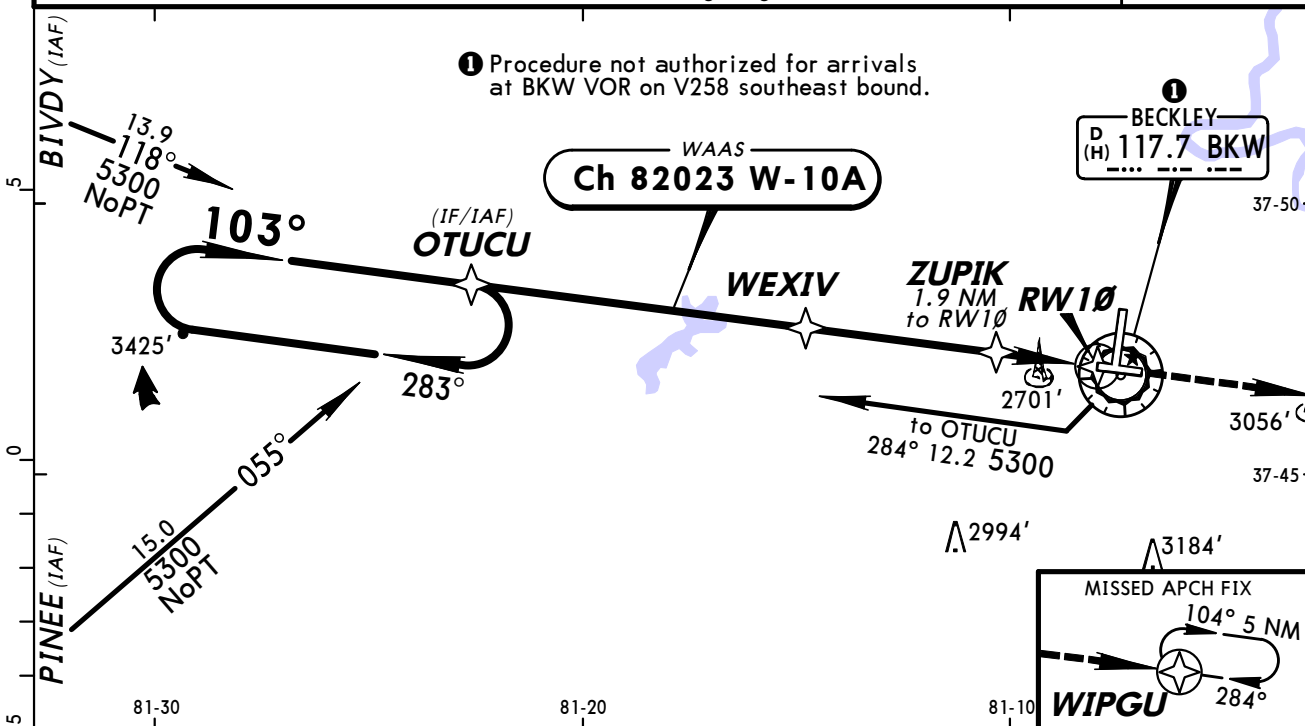
BECKLEY, W VA
ILS or LOC Rwy 19

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BRIEFING STRIP™

ASOS 121.55		CHARLESTON Approach (R) 118.95		RALEIGH CO MEML UNICOM CTAF 123.0	
WAAS Ch 82023 W-10A	Final Apch Crs 103°	Minimum Alt WEXIV 4300' (1814')	LPV DA(H) (CONDITIONAL) 2686' (200')	Apt Elev 2504' Rwy 10 2486'	5400' MSA RW10
MISSED APCH: Climb to 5700' direct WIPGU and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Bluefield altimeter setting. 2. VDP and Baro-VNAV not authorized when using Bluefield altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 28°C (82°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.0.					



Gnd speed-Kts	70	90	100	120	140	160		REIL	5700'	→	WIPGU
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI-R	↑		
MAP at RW10											

STRAIGHT-IN LANDING RWY 10 With Local Altimeter Setting						1 CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 2686' (200')		LNAV/VNAV DA(H) 3000' (514')		LNAV MDA(H) 2960' (474')		Max Kts	MDA(H)
A	3/4	1 3/4	1		90	3120' (616') - 1	
B			1 3/8		120	3180' (676') - 1	
C					140	3180' (676') - 2	
D					165	3180' (676') - 2 1/4	
With Bluefield Altimeter Setting						With Bluefield Altimeter Setting	
LPV DA(H) 2804' (318')		LNAV/VNAV DA(H) 3118' (632')		LNAV MDA(H) 3080' (594')		Max Kts	MDA(H)
A	1	2 1/4	1		90	3240' (736') - 1	
B			1 3/4		120	3300' (796') - 1	
C					140	3300' (796') - 2 1/4	
D					165	3300' (796') - 2 1/2	

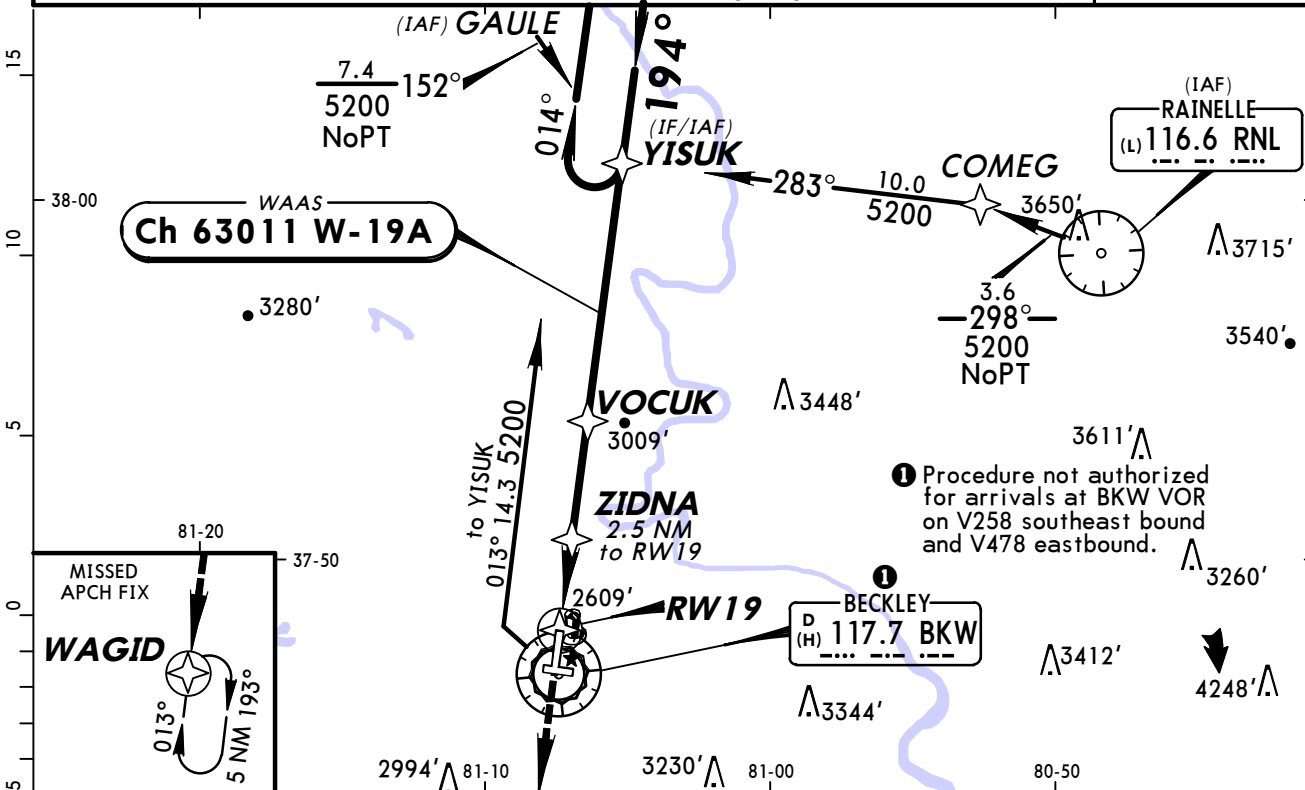
1 When VGSI inop, circling Rwy 28 not authorized at night.

CHANGES: Procedure.

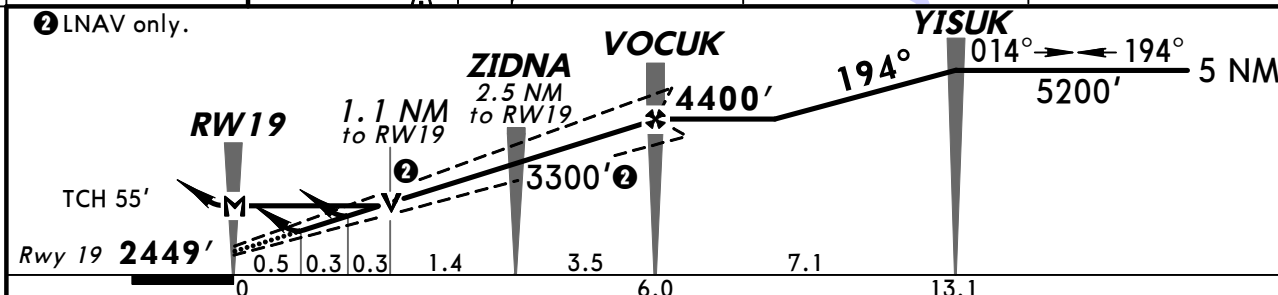
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BRIEFING STRIP™

ASOS 121.55		CHARLESTON Approach (R) 118.95		RALEIGH CO MEML UNICOM CTAF 123.0	
WAAS Ch 63011 W-19A	Final Apch Crs 194°	Minimum Alt VOCUK 4400' (1951')	LPV DA(H) (CONDITIONAL) 2649' (200')	Apt Elev 2504' Rwy 19 2449'	5400' MSA RW19
MISSED APCH: Climb to 5100' direct WAGID and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Bluefield altimeter setting. 2. VDP and Baro-VNAV not authorized when using Bluefield altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 28°C (82°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.0.					



② LNAV only.



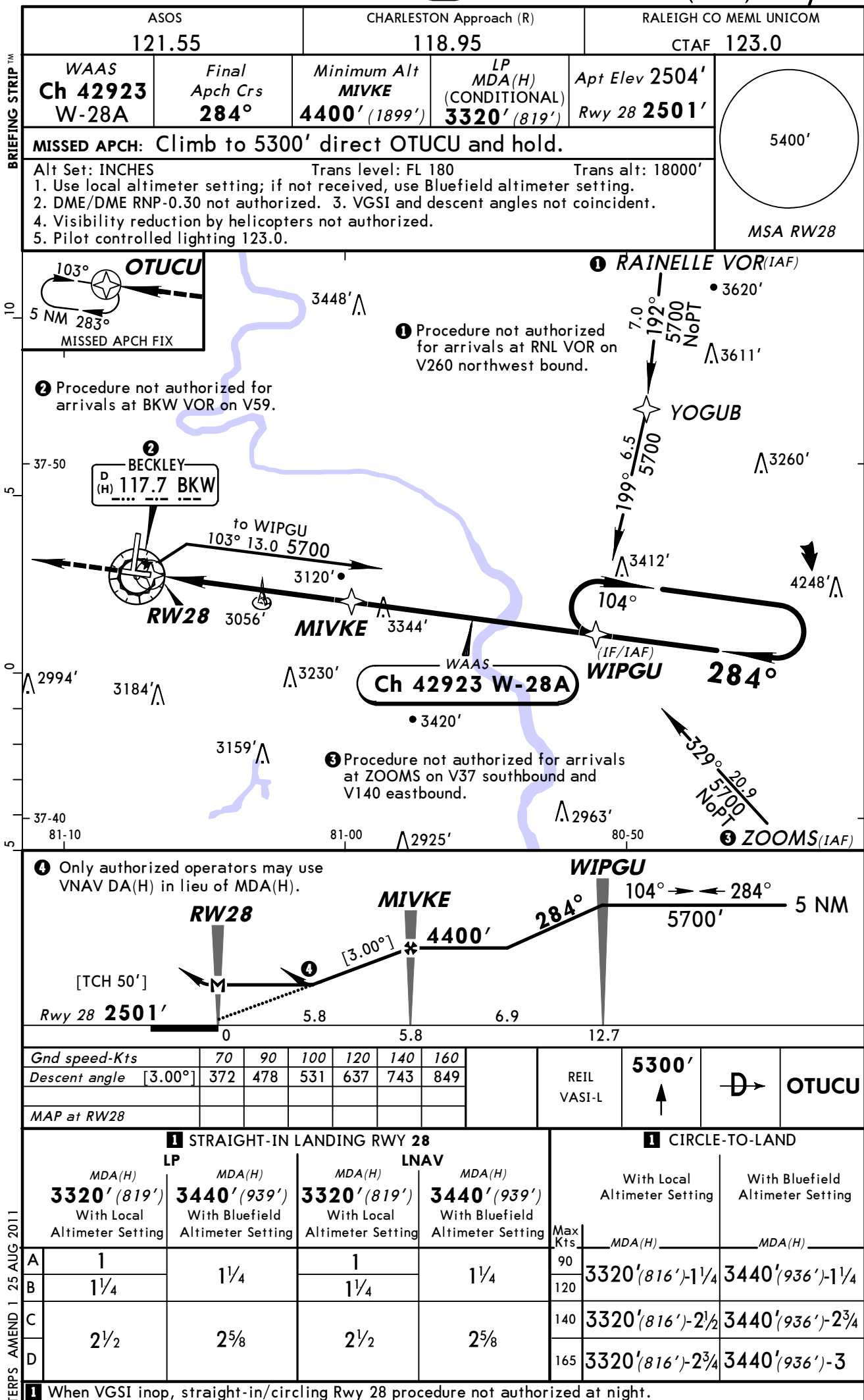
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5100'	WAGID
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW19									

STRAIGHT-IN LANDING RWY 19									① CIRCLE-TO-LAND	
With Local Altimeter Setting									With Local Altimeter Setting	
LPV DA(H) 2649' (200')			LNAV/VNAV DA(H) 2770' (321')			LNAV MDA(H) 2860' (411')			Max Kts	MDA(H)
RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out			
A									90	3120' (616')-1
B						1/2	3/4	1	120	3180' (676')-1
C	1/2	3/4	5/8	3/4	1	3/4	1	1 1/8	140	3180' (676')-2
D									165	3180' (676')-2 1/4
With Bluefield Altimeter Setting									With Bluefield Altimeter Setting	
LPV DA(H) 2767' (318')			LNAV/VNAV DA(H) 2888' (439')			LNAV MDA(H) 2980' (531')			Max Kts	MDA(H)
RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out			
A									90	3240' (736')-1
B						1/2	3/4	1	120	3300' (796')-1
C	1/2	3/4	1	1		1 1/4	1	1 1/2	140	3300' (796')-2 1/4
D									165	3300' (796')-2 1/2

① When VGSI inop, circling Rwy 28 not authorized at night.

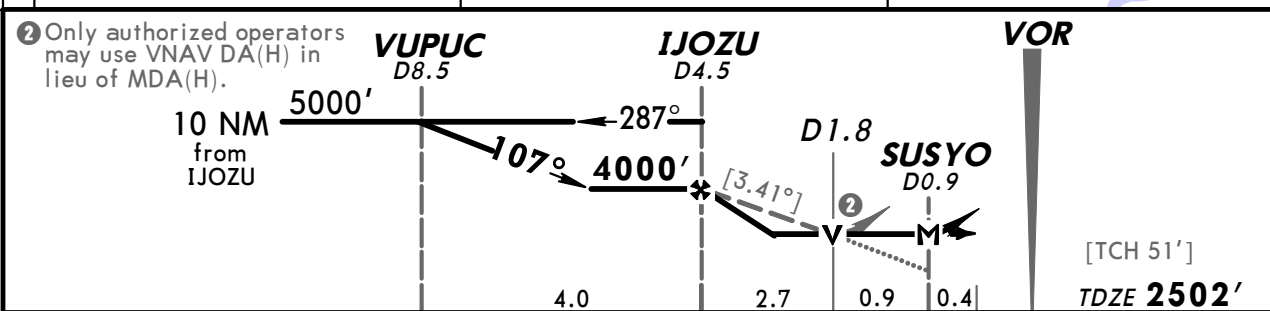
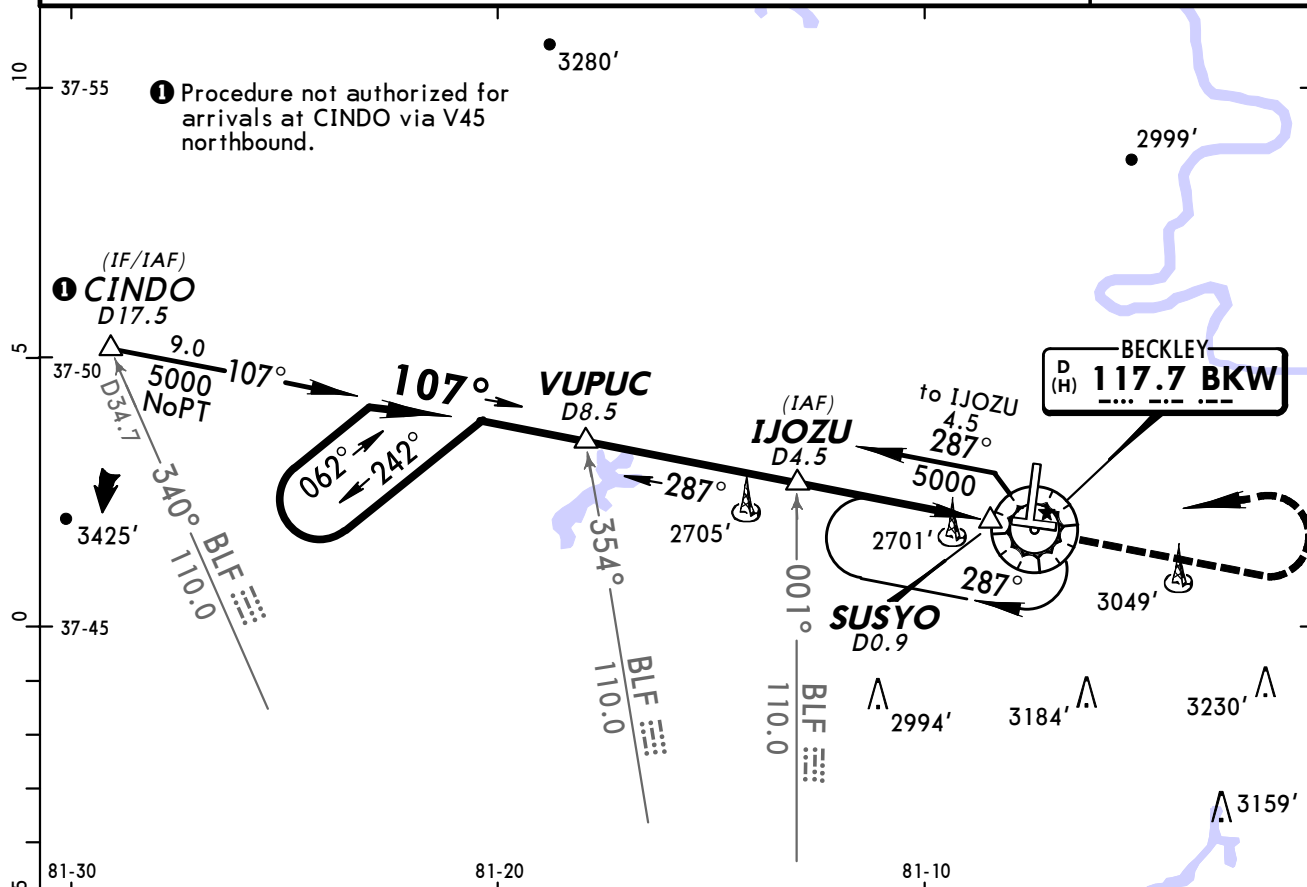
CHANGES: Procedure.

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BRIEFING STRIP™

ASOS 121.55		CHARLESTON Approach (R) 118.95		RALEIGH CO MEML UNICOM CTAF 123.0	
VOR BKW 117.7	Final Apch Crs 107°	Minimum Alt IJOZU 4000' (1498')	MDA(H) (CONDITIONAL) 2960' (458')	Apt Elev 2504' TDZE 2502'	5400' MSA BKW VOR
MISSED APCH: Climb to 4600' then climbing LEFT turn to 4900' direct BKW VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Bluefield altimeter setting. 2. VDP not authorized when using Bluefield altimeter setting. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0.					

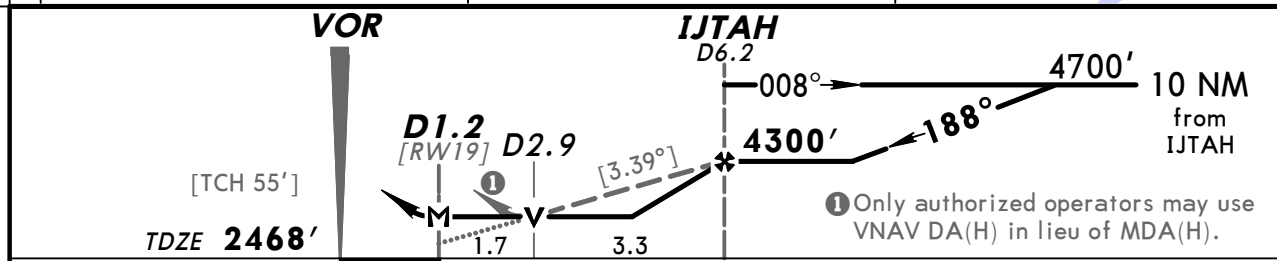
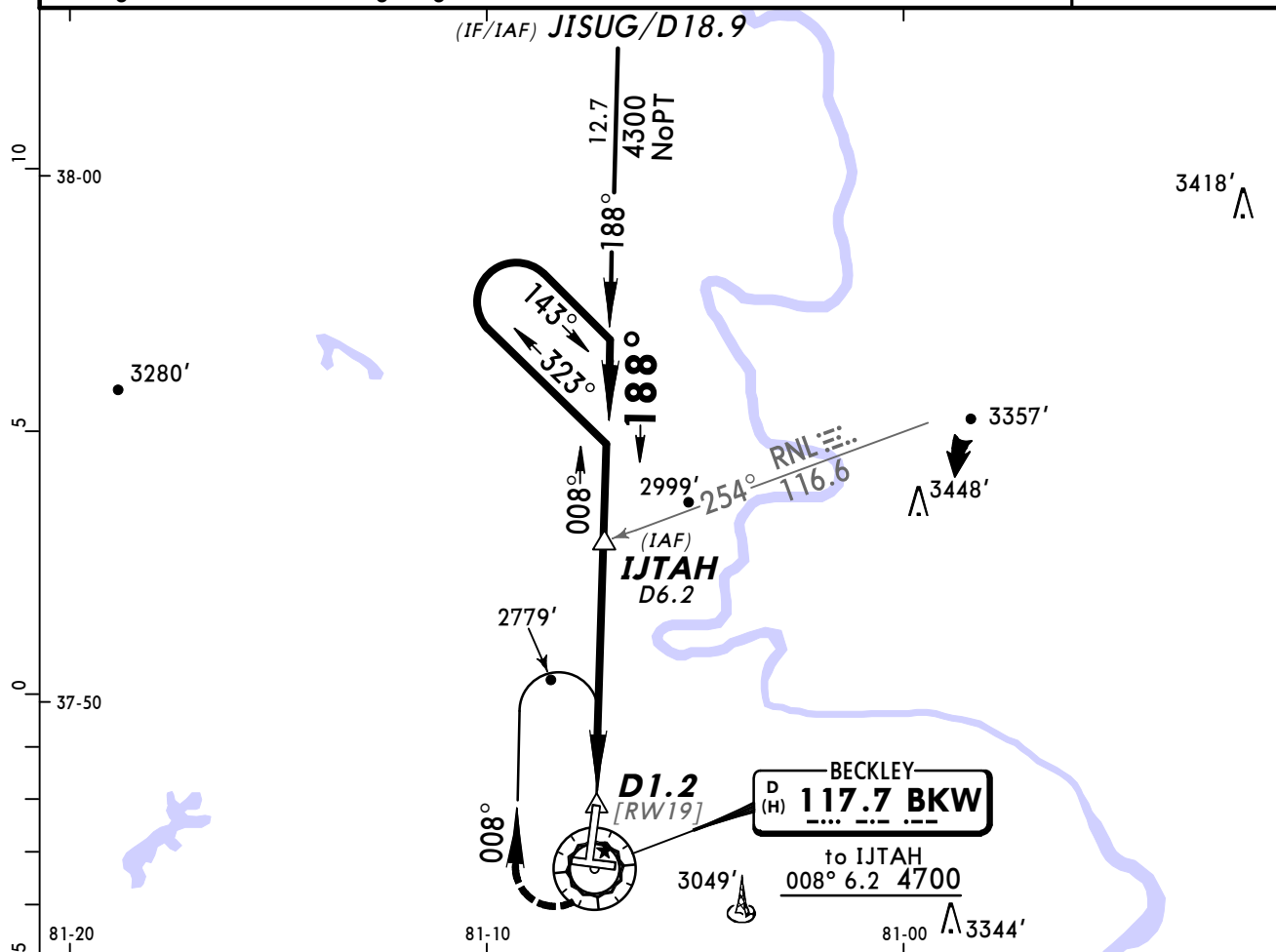


Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-R	4600'	4900'	D→	BKW 117.7
Descent angle [3.41°]	422	543	603	724	845	965		↑	LT		
MAP at SUSYO or IJOZU to MAP	3.6	3:05	2:24	2:10	1:48	1:33					

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 2960' (458')		MDA(H) 3080' (578')		With Local Altimeter Setting		With Bluefield Altimeter Setting	
With Local Altimeter Setting		With Bluefield Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	3120' (616')-1	3240' (736')-1	
B	1	1		120	3180' (676')-1	3300' (796')-1 1/4	
C	1 1/4	1 1/2		140	3180' (676')-2	3300' (796')-2 1/4	
D	1 1/2	1 3/4		165	3180' (676')-2 1/4	3300' (796')-2 1/2	

BRIEFING STRIP™

ASOS		CHARLESTON Approach (R)		RALEIGH CO MEML UNICOM	
121.55		118.95		CTAF 123.0	
VOR BKW 117.7	Final Apch Crs 188°	Minimum Alt IJTAH 4300' (1832')	MDA(H) (CONDITIONAL) 3040' (572')	Apt Elev 2504' TDZE 2468'	5400' MSA BKW VOR
MISSED APCH: Climb to 5000' direct BKW VOR and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Bluefield altimeter setting. 2. VGSI and descent angles not coincident. 3. VDP not authorized when using Bluefield altimeter setting. 4. Pilot controlled lighting 123.0.					



Gnd Speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' D BKW 117.7
Descent angle [3.39°]	420	540	600	720	840	960	
MAP at D1.2 or IJTAH to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND			
MDA(H) 3040' (572')			MDA(H) 3160' (692')			With Local Altimeter Setting		With Bluefield Altimeter Setting	
With Local Altimeter Setting			With Bluefield Altimeter Setting			RAIL out		RAIL out	
RAIL out			RAIL out			ALS out		ALS out	
A	1/2	3/4	1	1/2	3/4	1	Max Kts	MDA(H)	MDA(H)
B	1/2	3/4	1	1/2	3/4	1	90	3120' (616') -1	3240' (736') -1
C	1	1 1/2	1 1/2	1 1/2	2	2	120	3180' (676') -1	3300' (796') -1 1/4
D	1 1/4	1 3/4	1 3/4	1 3/4	2 1/4	2 1/4	140	3180' (676') -2	3300' (796') -2 1/4
							165	3180' (676') -2 1/4	3300' (796') -2 1/2

General Information

Location: Clarksburg WV USA
IATA Code: CKB
Lat/Long: N39° 17.8' W080° 13.7'
Elevation: 1217 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: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1157 Z
Sunset: 2311 Z,

Runway Information

Runway: 03
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1183 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1217 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

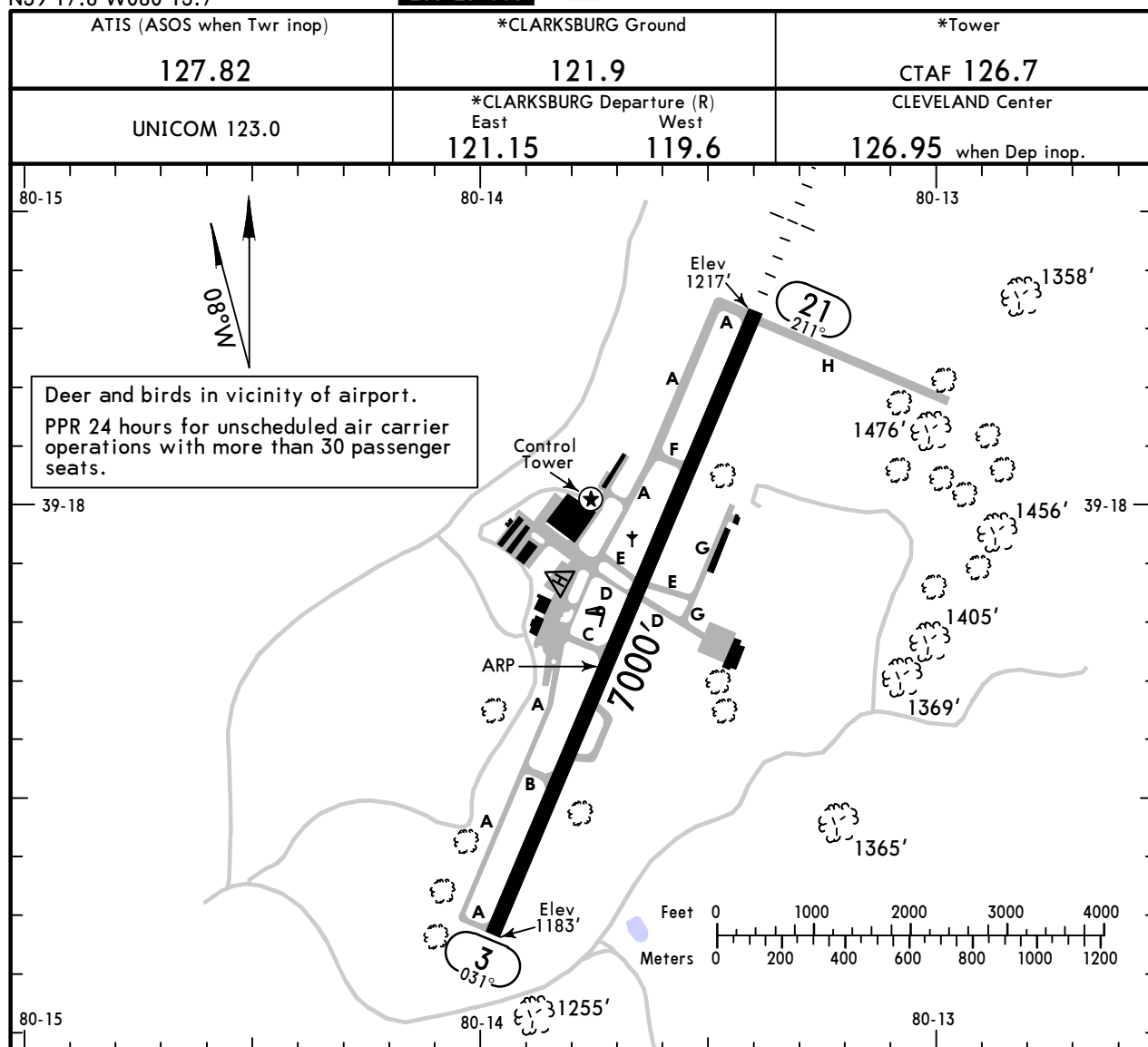
ATIS 127.825
Clarksburg Tower 126.7 CTAF PCL
Clarksburg Ground Control 121.9
Clarksburg Clearance Clearance Delivery 118.35
Clarksburg Approach Control 119.6 Initial Contact
Clarksburg Approach Control 121.15
Clarksburg Departure Control 119.6
Clarksburg Departure Control 121.15
North Central West Virgin Unicom 123.0
Army Guard Operations 139.05
Elkins Flight Service Station 122.1 RCO

Elkins Flight Service Station 112.6 RCO
Cleveland Center 126.95 Remote Communications Air-Ground

KCKB/CKB
Apt Elev 1217'
N39 17.8 W080 13.7

JEPPesen
23 JUL 10
Eff 29 Jul 11-1

CLARKSBURG, W VA
NORTH CENTRAL WEST VIRGINIA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
3	① HIRL ① REIL ① VASI-L (angle 3.44°) grooved RVR				150'
21	① HIRL ① MALSR ① PAPI-L (angle 3.0°) grooved RVR		5874'		

① Activate on 126.7 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 3

With Min climb of 416'/NM to 1600'

Both RVRs required and controlling	Adequate Vis Ref	STD		Other
		3 & 4 Eng	1 & 2 Eng	
RCLM & HIRL				
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2

Rwy 21

With Min climb of 467'/NM to 1600'

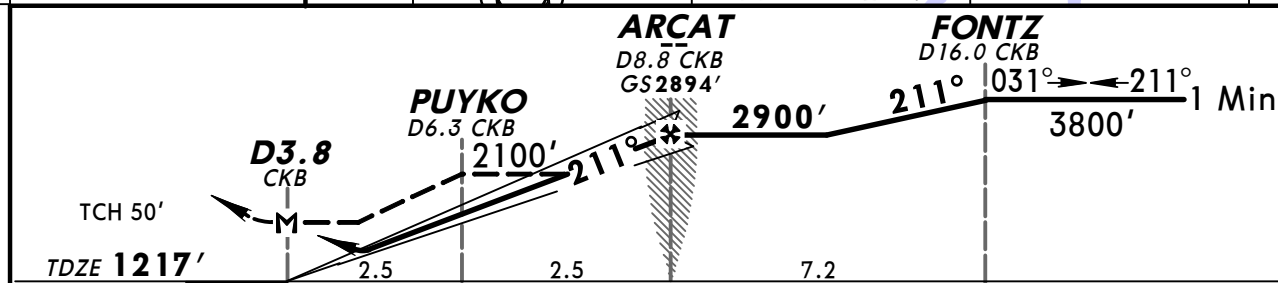
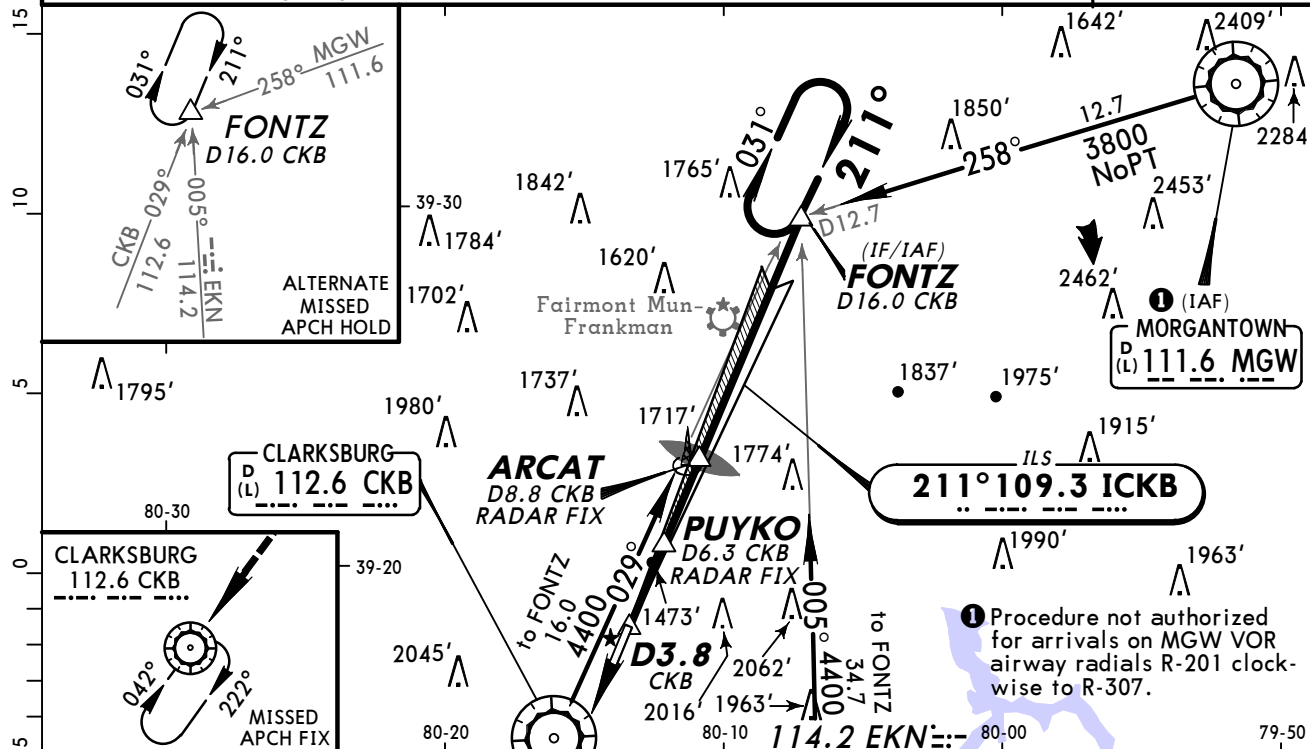
Both RVRs required and controlling	Adequate Vis Ref	STD		Other	FOR FILING AS ALTERNATE	
		3 & 4 Eng	1 & 2 Eng		Authorized Only When Tower Operating	Authorized Only When Local Weather Available
RCLM & HIRL					ILS Rwy 21 LOC Rwy 21	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR-A
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/2	A B C D	800-2 800-2 900-2 3/4 900-2 3/4

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

CHANGES: Alternate minimums.

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ATIS (ASOS when Twr inop)	*CLARKSBURG Approach (R)	CLEVELAND Center	*CLARKSBURG Tower	*Ground
127.82	East 121.15 West 119.6	126.95 when App inop.	CTAF 126.7	121.9
LOC ICKB 109.3	Final Apch Crs 211°	GS ARCAT 2894' (1677')	ILS (CONDITIONAL) DA(H) 1417' (200')	Apt Elev 1217' TDZE 1217'
MISSED APCH: Climb to 1800', then climbing RIGHT turn to 3200' direct CKB VOR and hold; continue climb-in-hold to 3200'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Morgantown altimeter setting. 2. Pilot controlled lighting 126.7.				
				MSA CKB VOR

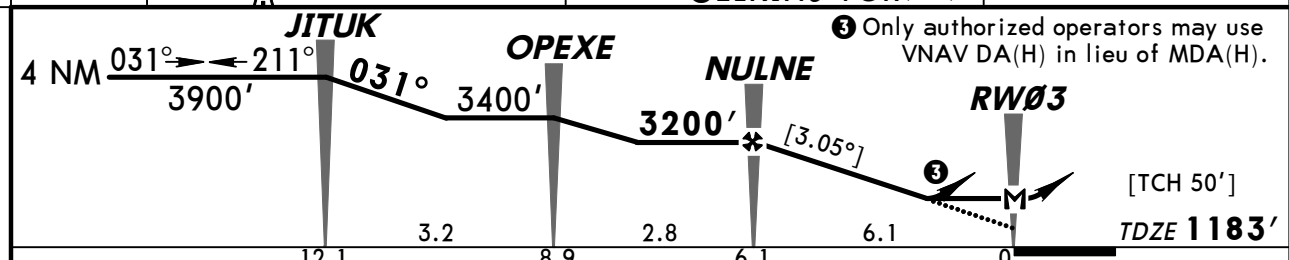
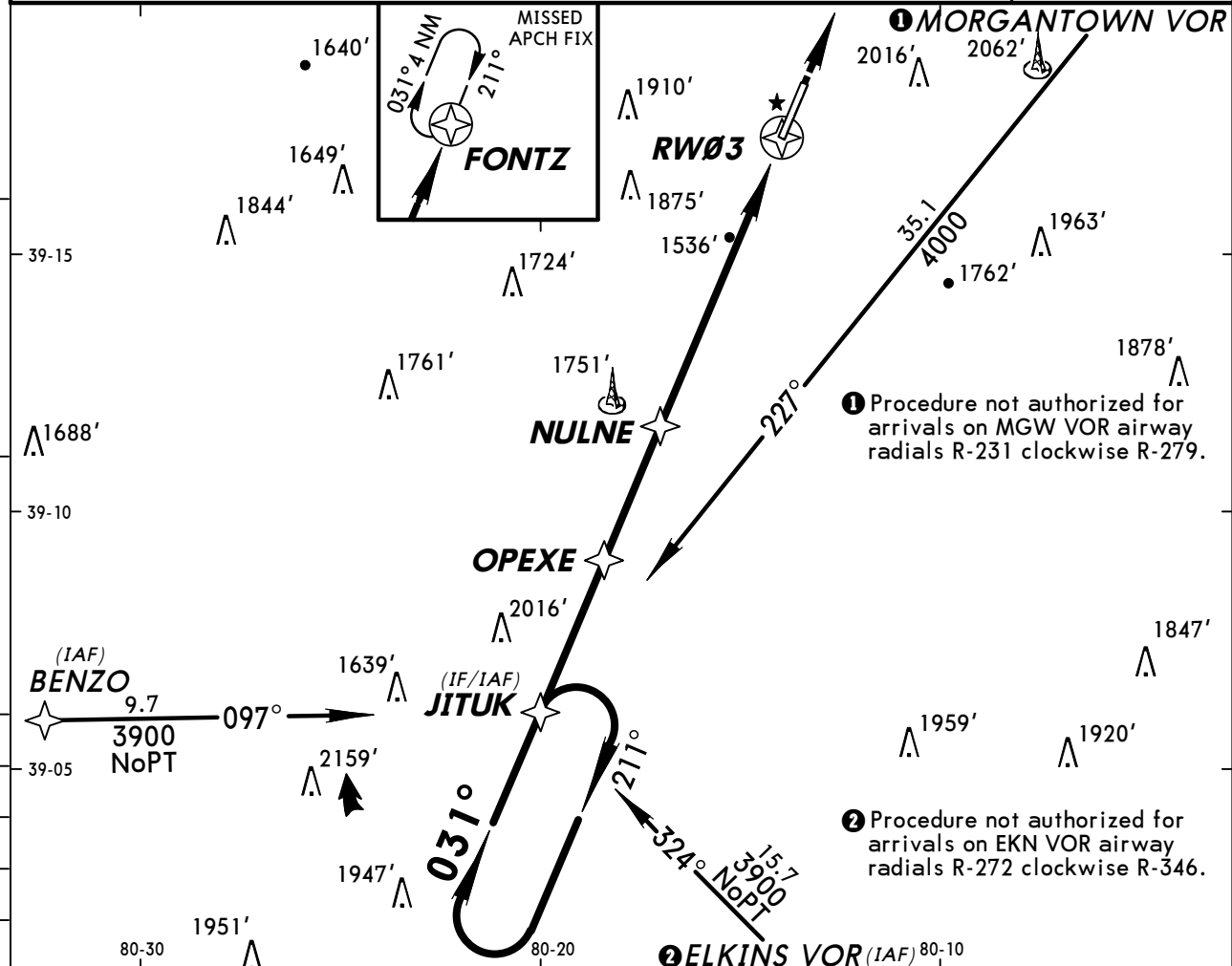


Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	3200'	CKB 112.6
GS	3.00°	377	484	538	646	753	PAPI	↑	then RT	
MAP at D3.8 CKB or										
ARCAT to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY 21						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS DA(H) 1417' (200')			LOC (GS out) MDA(H) 1740' (523')			Max Kts MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		90	1920' (703') - 1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		120	1920' (703') - 2
B						140	2060' (843') - 2 3/4
C						165	
D							
With Morgantown Altimeter Setting						With Morgantown Altimeter Setting	
ILS DA(H) 1480' (263')			LOC (GS out) MDA(H) 1820' (603')			Max Kts MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		90	2000' (783') - 1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		120	2000' (783') - 1 1/4
B						140	2000' (783') - 2 1/4
C						165	2140' (923') - 3
D							

DME or RADAR required.

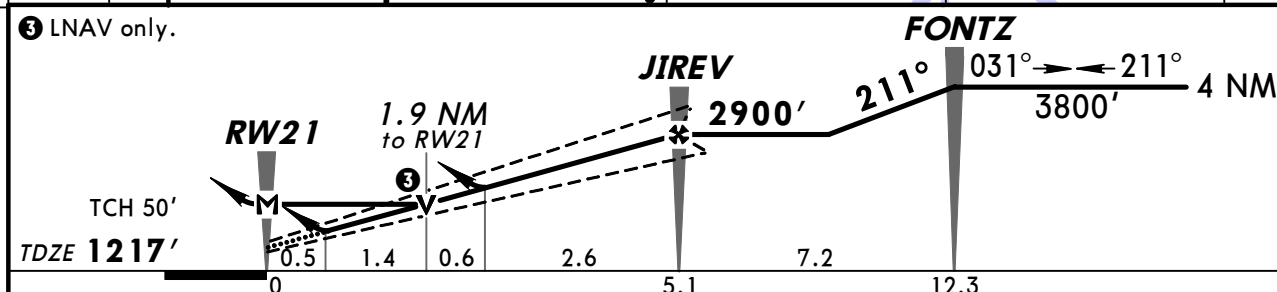
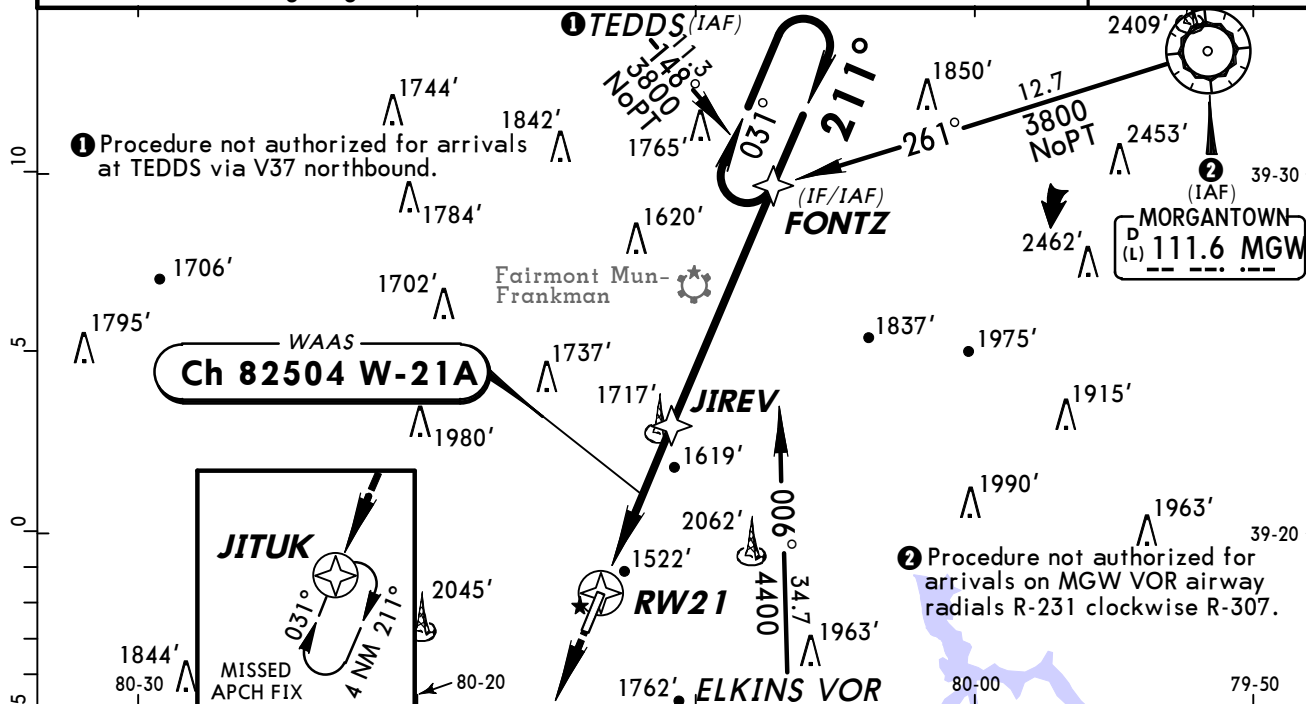
ATIS (ASOS when Twr inop)		*CLARKSBURG Approach (R)		CLEVELAND Center		*CLARKSBURG Tower		*Ground	
127.82		119.6		126.95 when App inop.		CTAF 126.7		121.9	
RNAV	Final Apch Crs 031°	Minimum Alt NULNE 3200' (2017')	LN NAV MDA(H) (CONDITIONAL) 1800' (617')	Apt Elev 1217' TDZE 1183'		4700' MSA RW03			
MISSED APCH: Climb to 3800' direct FONTZ and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	3800' ↑	D→	FONTZ
Descent angle [3.05°]	378	486	540	648	755	863					
MAP at RW03											

STRAIGHT-IN LANDING RWY 3						CIRCLE-TO-LAND			
LN NAV			LN NAV			With Local Altimeter Setting		With Morgantown Altimeter Setting	
MDA(H) 1800' (617')			MDA(H) 1880' (697')			MDA(H)		MDA(H)	
With Local Altimeter Setting			With Morgantown Altimeter Setting			Max Kts			
						90			
A						120	1920' (703')-1	2000' (783')-1	
B						140	1920' (703')-2	2000' (783')-2 1/4	
C						165	2060' (843')-2 3/4	2140' (923')-3	
D									

ATIS (ASOS when Twr inop) 127.82	*CLARKSBURG Approach (R) 119.6	CLEVELAND Center 126.95 when App inop.	*CLARKSBURG Tower CTAF 126.7	*Ground 121.9
WAAS Ch 82504 W-21A	Final Apch Crs 211°	Minimum Alt JIREV 2900' (1683')	LPV DA(H) (CONDITIONAL) 1417' (200')	Apt Elev 1217' TDZE 1217'
MISSED APCH: Climb to 3900' direct JITUK and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Morgantown altimeter setting. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 3. LNAV/VNAV and VDP not authorized when using Morgantown altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 126.7.				
4700'				
MSA RW21				

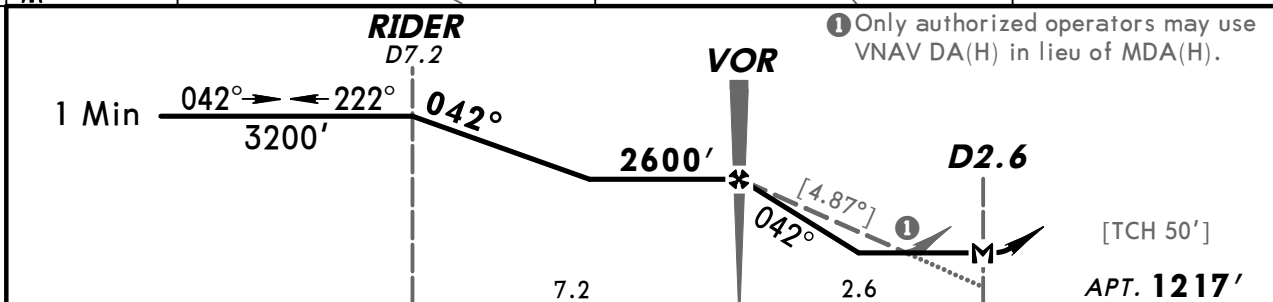
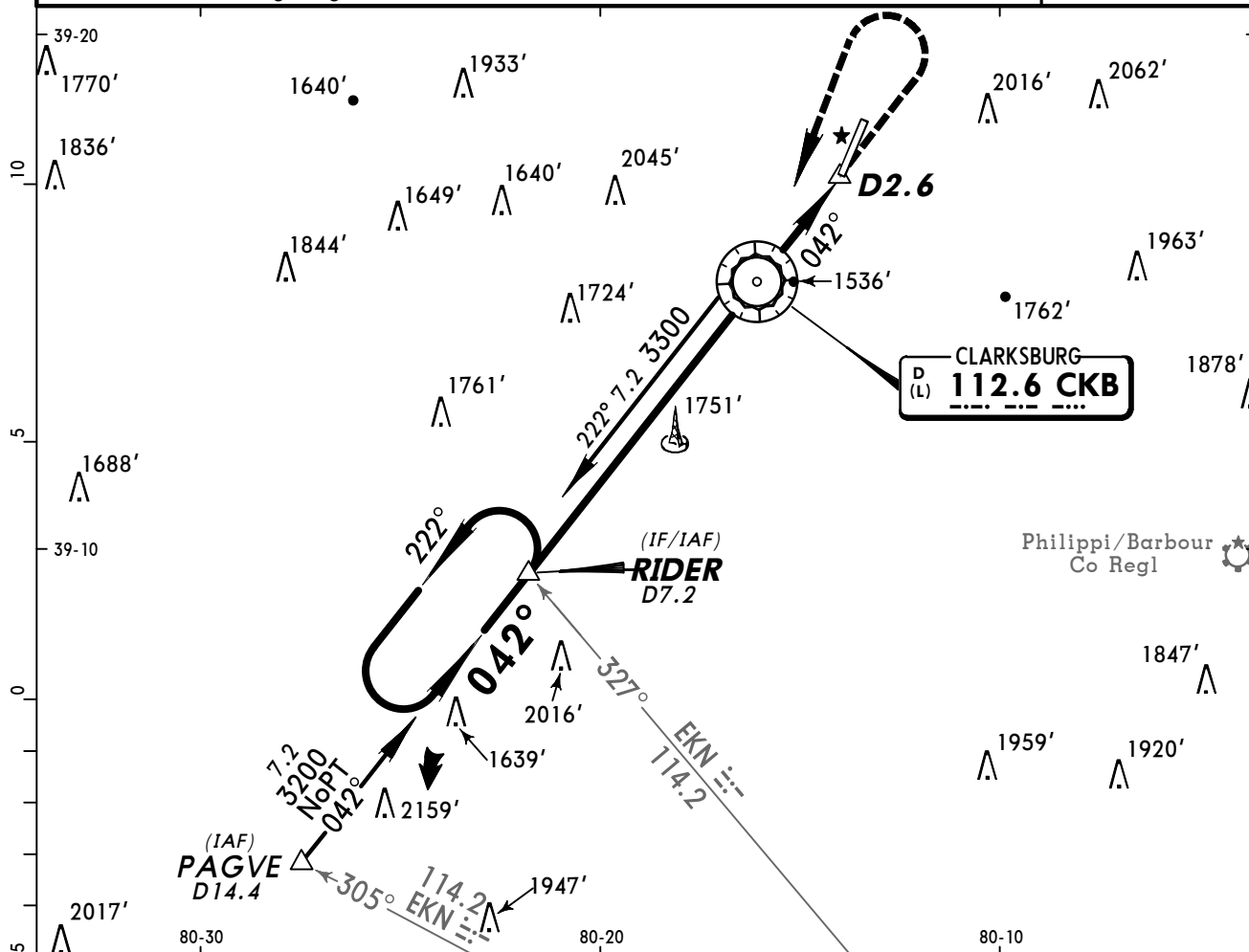


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3900'	JITUK
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at RW21									

STRAIGHT-IN LANDING RWY 21 With Local Altimeter Setting										CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 1417' (200')			LNAV/VNAV DA(H) 2074' (857')		LNAV MDA(H) 1880' (663')			Max Kts	MDA(H)		
RAIL or ALS out			RAIL or ALS out		RAIL out ALS out			90	1920' (703') - 1		
A	RVR 24 or 1/2	RVR 40 or 3/4	2 1/2	3	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	1920' (703') - 2		
C					RVR 60 or 1 1/4		1 3/4		140	2060' (843') - 2 3/4	
D					1 1/2		2		165		
With Morgantown Altimeter Setting										With Morgantown Altimeter Setting	
LPV DA(H) 1480' (263')			LNAV/VNAV		LNAV MDA(H) 1960' (743')			Max Kts	MDA(H)		
RAIL or ALS out			RAIL or ALS out		RAIL out ALS out			90	2000' (783') - 1		
A	RVR 24 or 1/2	RVR 50 or 1	NA	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	2000' (783') - 1 1/4			
B				RVR 50 or 1		RVR 60 or 1 1/4		140	2000' (783') - 2 1/4		
C				1 3/4		2 1/4		165	2140' (923') - 3		
D				2	2 1/2						

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 127.82		*CLARKSBURG Approach (R) East West 121.15 119.6		CLEVELAND Center 126.95 when App inop.	*CLARKSBURG Tower CTAF 126.7	*Ground 121.9
VOR CKB 112.6	Final Apch Crs 042°	Minimum Alt VOR 2600' (1383')	MDA(H) Refer to Minimums	Apt Elev 1217'		4800' MSA CKB VOR
MISSED APCH: Climb to 2400' then climbing LEFT turn to 3200' direct CKB VOR and outbound via CKB VOR R-222 to RIDER INT/D7.2 and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Morgantown altimeter setting. 2. Pilot controlled lighting 126.7.						



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2400'	3200'	D→	CKB 112.6
Descent angle [4.87°]	604	777	863	1035	1208	1381		↑	LT		
MAP at D2.6 or VOR to MAP	2.6	2:14	1:44	1:34	1:18	1:07					

				CIRCLE-TO-LAND	
				With Local Altimeter Setting	With Morgantown Altimeter Setting
				MDA(H)	MDA(H)
				Max Kts	
	A	90		1920' (703')-1	2000' (783')-1
	B	120		1920' (703')-1	2000' (783')-1 1/4
	C	140		1920' (703')-2	2000' (783')-2 1/4
	D	165		2060' (843')-2 3/4	2140' (923')-3

General Information

Location: Charleston WV USA
IATA Code: CRW
Lat/Long: N38° 22.6' W081° 35.6'
Elevation: 981 ft

Airport Use: Public
Magnetic Variation: 7.6°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1202 Z
Sunset: 2317 Z,

Runway Information

Runway: 05
Length x Width: 6802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 947 ft
Lighting: Edge, Centerline, REIL

Runway: 23
Length x Width: 6802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 931 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 500 ft

Communication Information

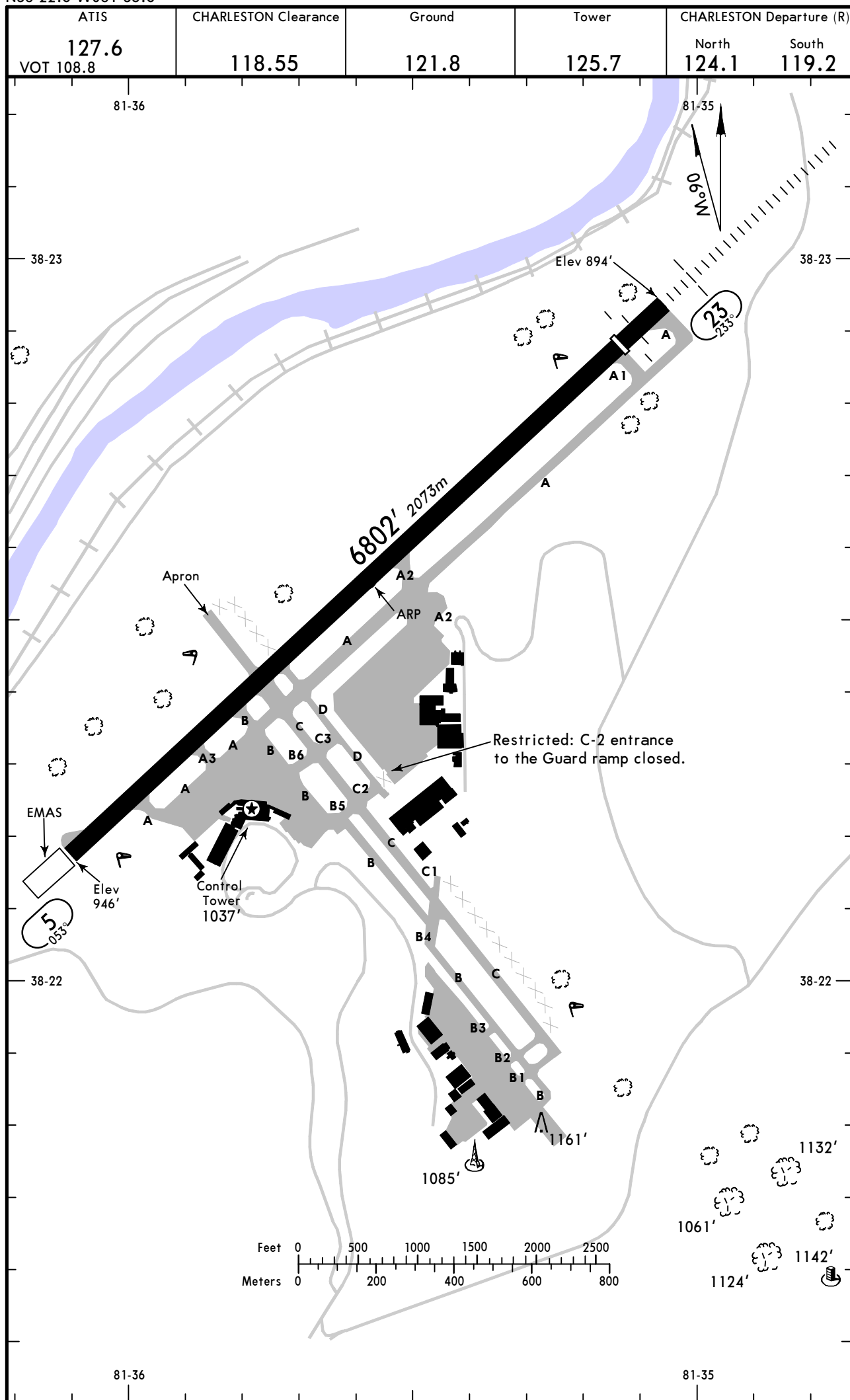
ATIS 127.6
Charleston Tower 125.7
Charleston Ground Control 121.8
Charleston Clearance Delivery 118.55
Charleston Approach Control 119.2 (136°-225°)
Charleston Approach Control 124.1 (316°-45°) Initial Contact
Charleston Approach Control 128.5 Secondary
Charleston App ARSA 119.2 (136°-225°)
Charleston App ARSA 124.1 (316°-45°)
Charleston Departure Control 119.2 (136°-225°)

Charleston Departure Control 124.1 (316°-45°)
Charleston Departure Control 128.5 Secondary
Yeager Unicom 122.95
Elkins Flight Service Station 122.55 RCO
Elkins Flight Service Station 122.2 RCO

KCRW/CRW
Apt Elev 981'
N38 22.6 W081 35.6

JEPPESEN
13 MAY 11 (10-9)

CHARLESTON, W VA
YEAGER



CHANGES: Airport elevation, ARP, magnetic variation & rwy bearings.

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GENERAL

Deer and birds in vicinity of airport.
 Low level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS			WIDTH
RWY							LANDING BEYOND		TAKE-OFF	
							Threshold	Glide Slope		
5	HIRL CL REIL ① VASI-L grooved RVR						② 6302' 1921m	5126' 1562m		150' 46m
23	HIRL CL ALSF-I VASI-R grooved RVR						6302' 1921m	5436' 1657m		

① Not coincident with ILS glideslope.

② Last 500' (152 m) is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 23**

With Min climb of 399'/NM to 1400'					
Both RVRs are required and controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300- RVR 50 or 1
Rollout RVR 5	Rollout RVR 10				

Rwy 5

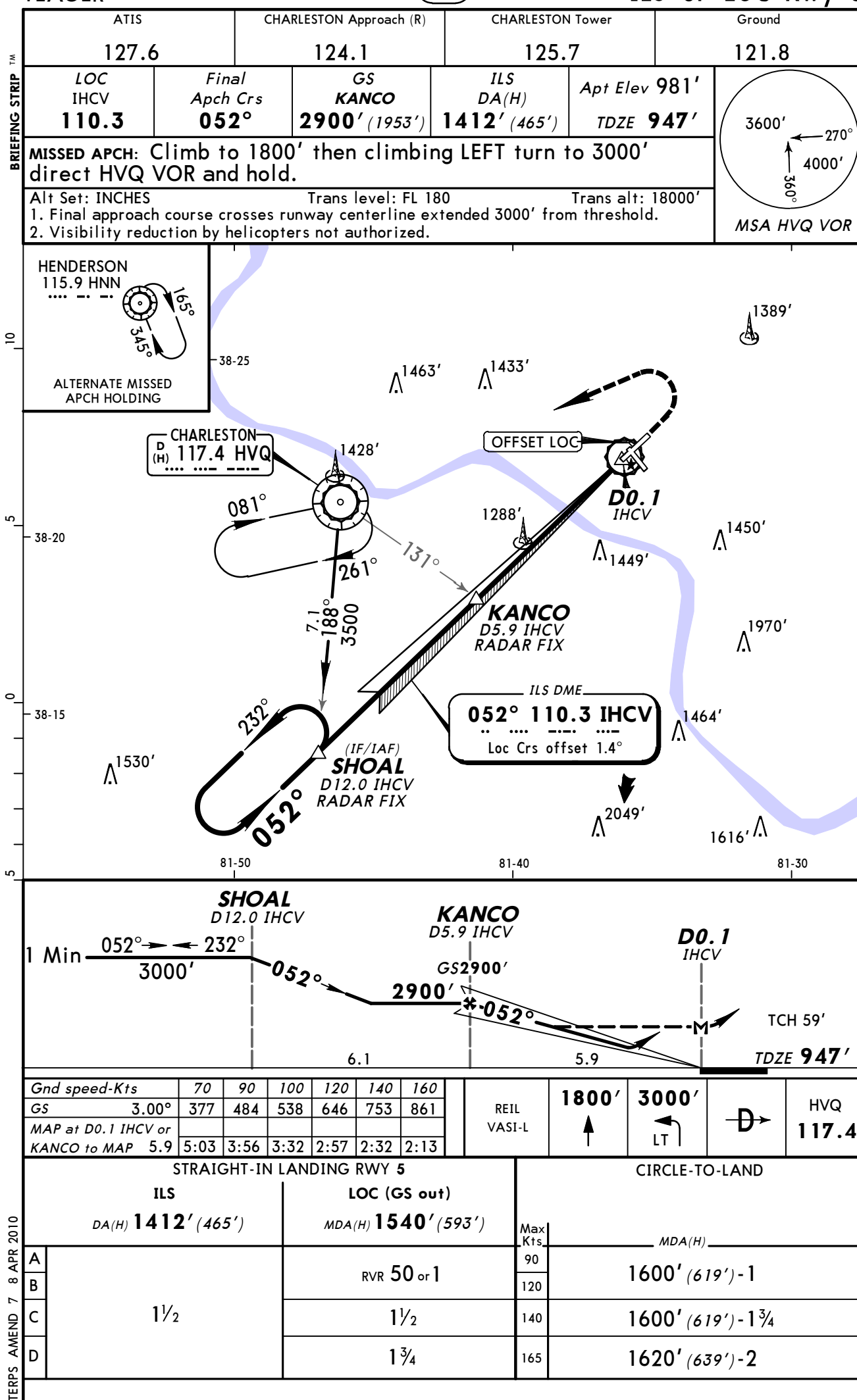
With Min climb of 240'/NM to 1400'					
Both RVRs are required and controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/4
Rollout RVR 5	Rollout RVR 10				

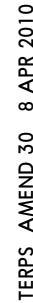
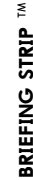
OBSTACLE DP

Rwy 23 - Climb heading 233° to 1400' before turning left.

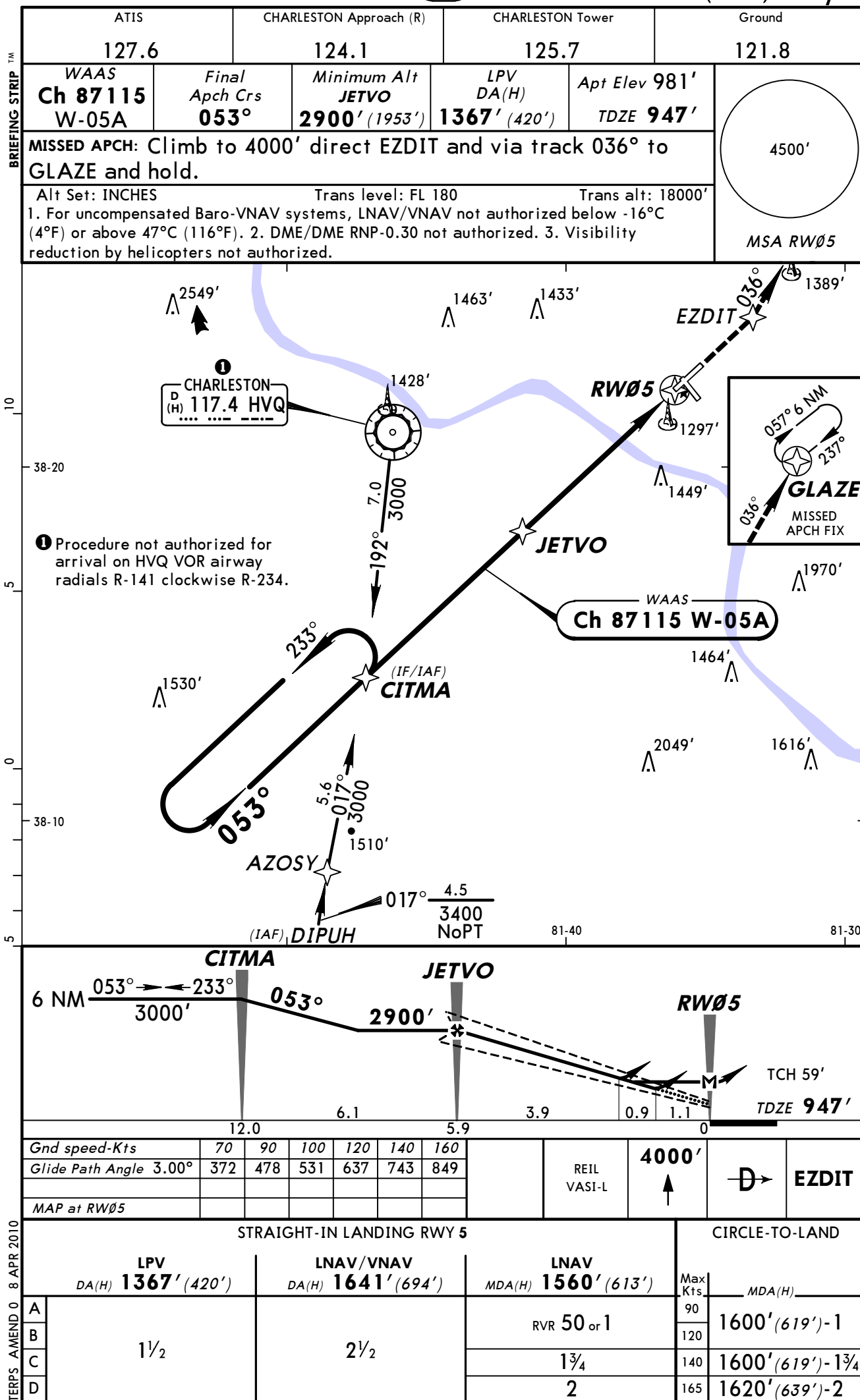
FOR FILING AS ALTERNATE

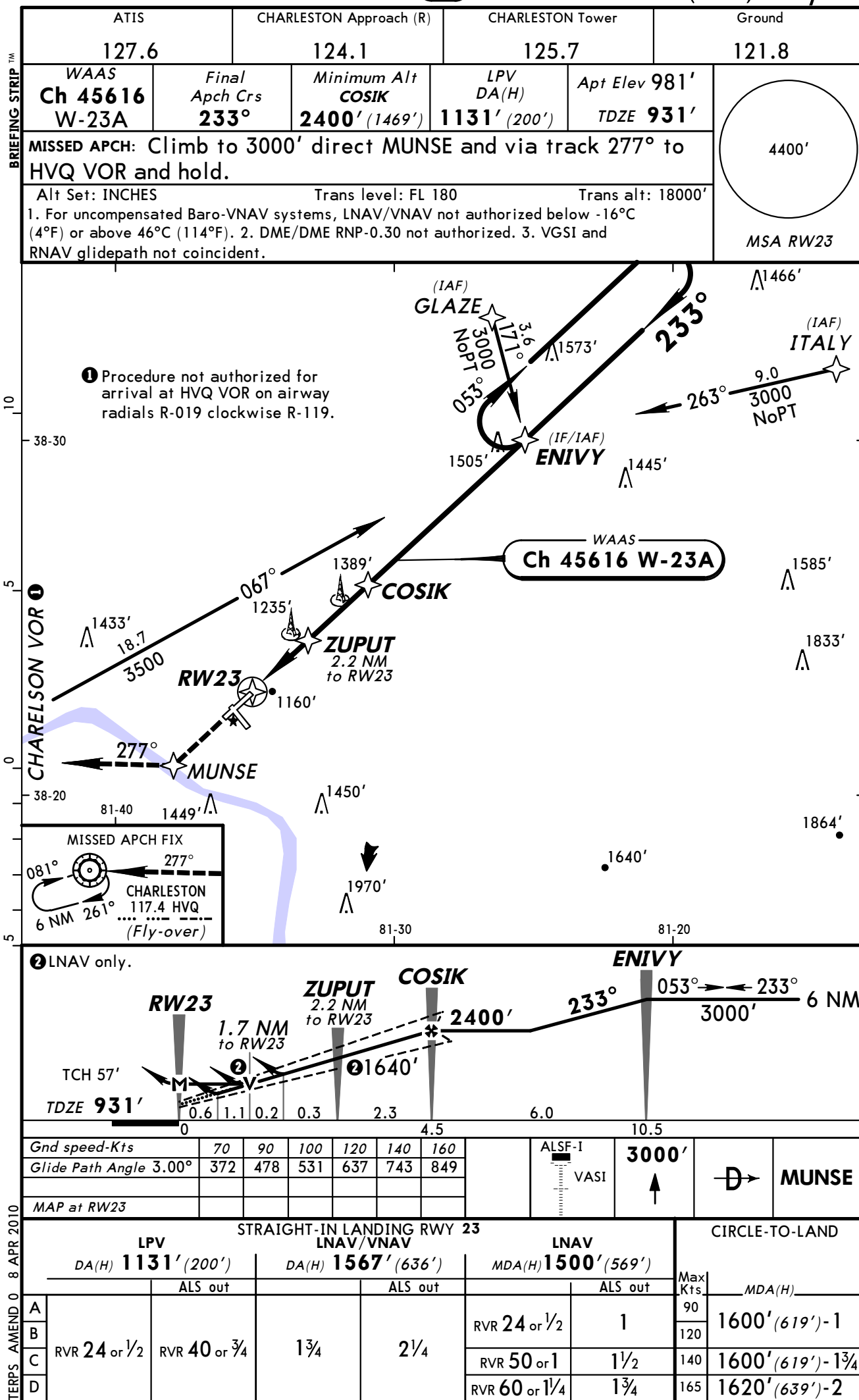
	ILS Rwy 5	ILS Rwy 23	LOC Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23	LOC Rwy 23 VOR-A
A	700-2	700-2	800-2	800-2
B				
C				
D		700-2 1/4		800-2 1/4

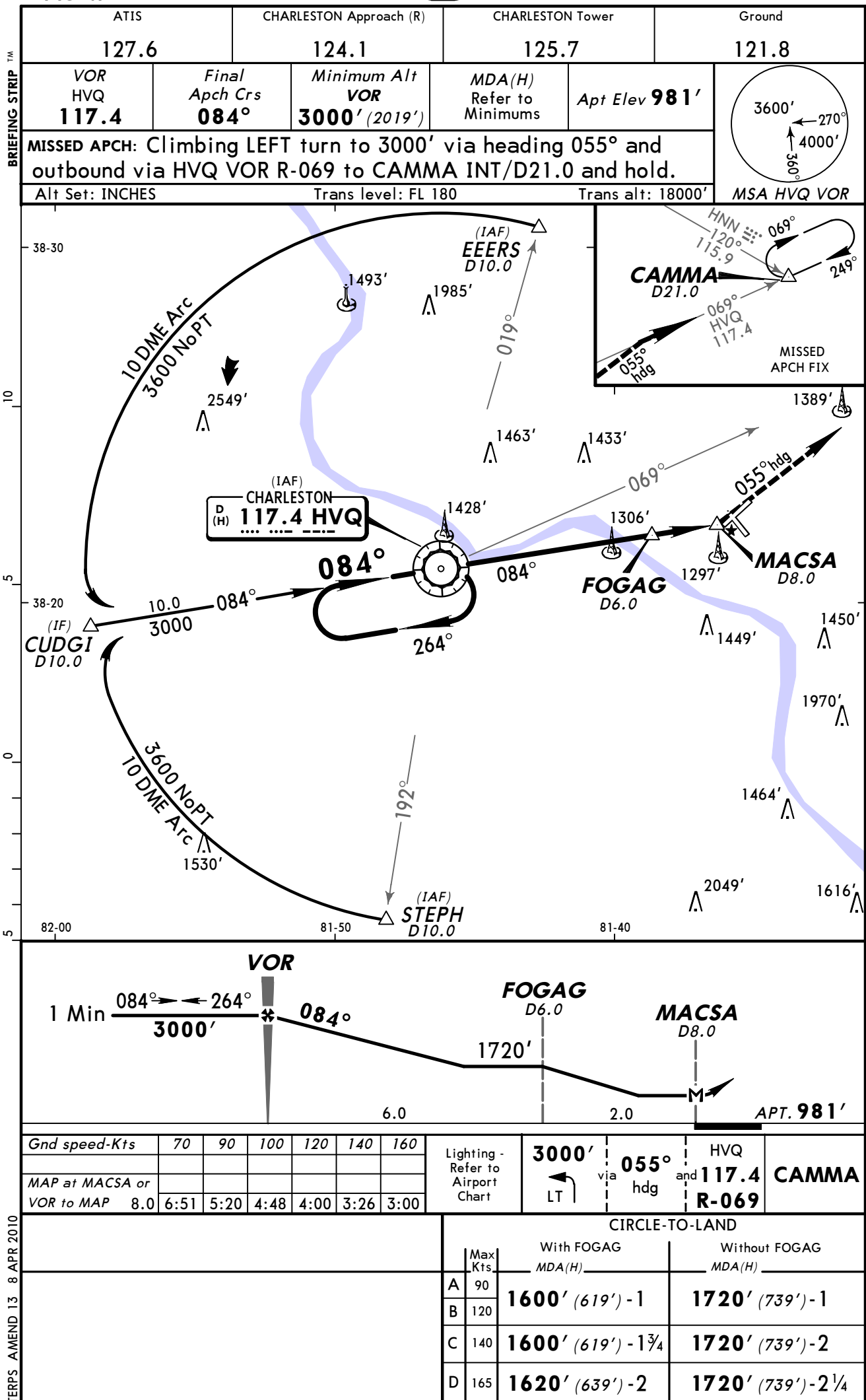




STRAIGHT-IN LANDING RWY 23					CIRCLE-TO-LAND		
ILS DA(H) 1181' (250')			LOC (GS out) MDA(H) 1640' (709')				
FULL		ALS out	ALS out		Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	1640' (659')-1	
B					120		
C			1 1/2	2	140		1640' (659')-2
D			1 3/4	2 1/4	165		1640' (659')-2 1/4







General Information

Location: Huntington WV USA
IATA Code: HTS
Lat/Long: N38° 22.0' W082° 33.5'
Elevation: 828 ft

Airport Use: Public
Magnetic Variation: 6.9°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, 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: 1205 Z
Sunset: 2321 Z,

Runway Information

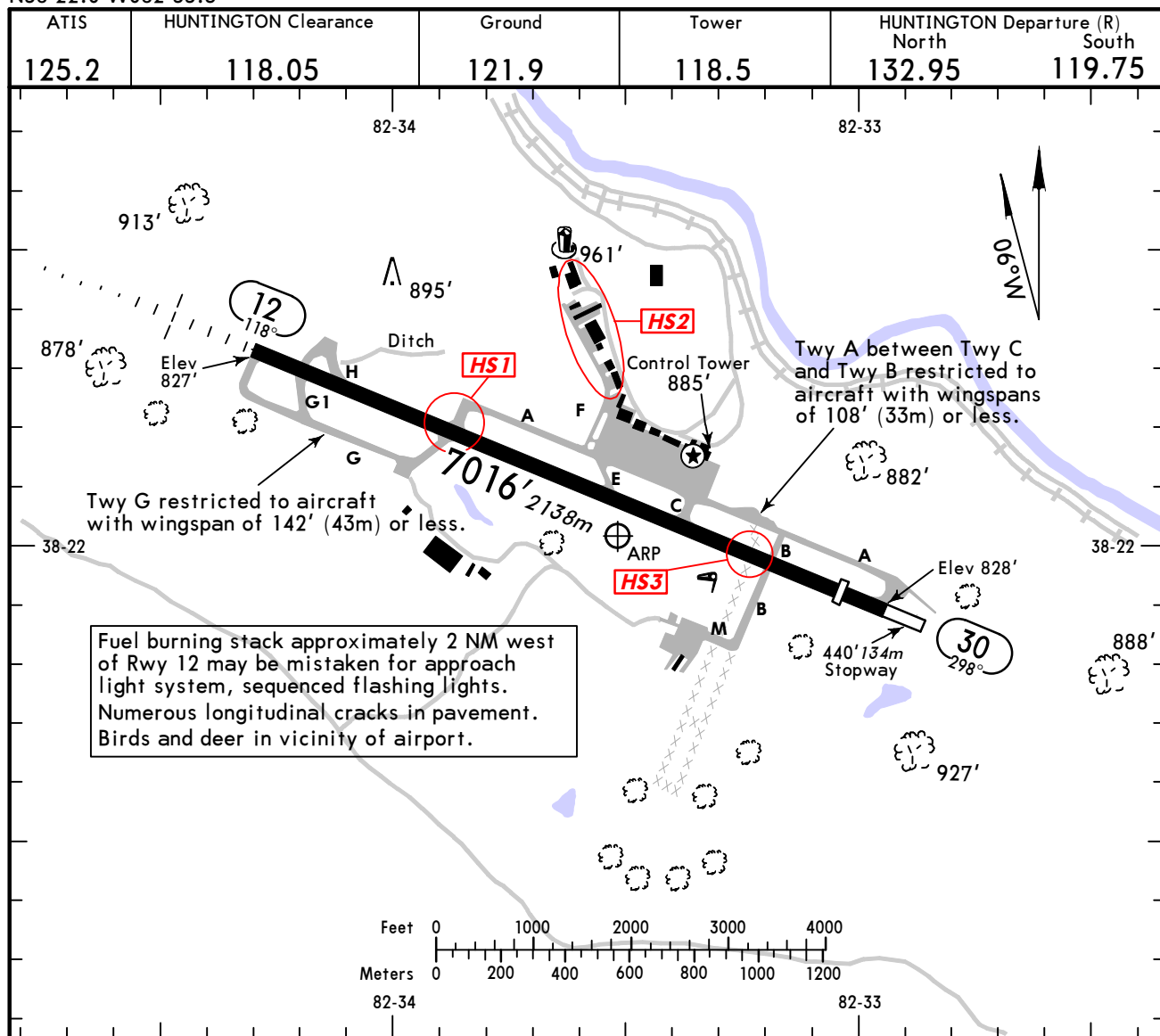
Runway: 12
Length x Width: 7016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 828 ft
Lighting: Edge, ALS
Stopway: 440 ft

Runway: 30
Length x Width: 7016 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 828 ft
Lighting: Edge, REIL
Displaced Threshold: 500 ft

Communication Information

ATIS 125.2
Huntington Tower 118.5
Huntington Ground Control 121.9
Huntington Clearance Delivery 118.05
Huntington Approach Control 119.75 (271°-90°)
Huntington Approach Control 128.4 (91°-270°)
Huntington Approach TRSA 119.75 (271°-90°)
Huntington Approach TRSA 128.4 (91°-270°)

Huntington Departure Control 119.75 (271°-90°)
Huntington Departure Control 128.4 (91°-270°)
Tri-State/Ferguson Unicom 122.95
Huntington Radar 128.4
Elkins Flight Service Station 122.6 RCO
Elkins Flight Service Station 122.2 RCO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR	① 6516' 1986m	5446' 1660m		150'
30	HIRL REIL ② PAPI-R (angle 3.0°) grooved	6516' 1986m	5574' 1699m		46m

① Last 500' (152m) is unavailable for landing distance computations.

② Rwy 30 PAPI unusable beyond 7° left of centerline.

RUNWAY INCURSION "HOT SPOTS"

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

HS1 Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures require rwy crossing.

HS2 Area not visible from the Tower.

HS3 Maintain vigilance, Twy B relocated 200' southeast. Former twy is partially blocked and used as a vehicle access road.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 12, 30		
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

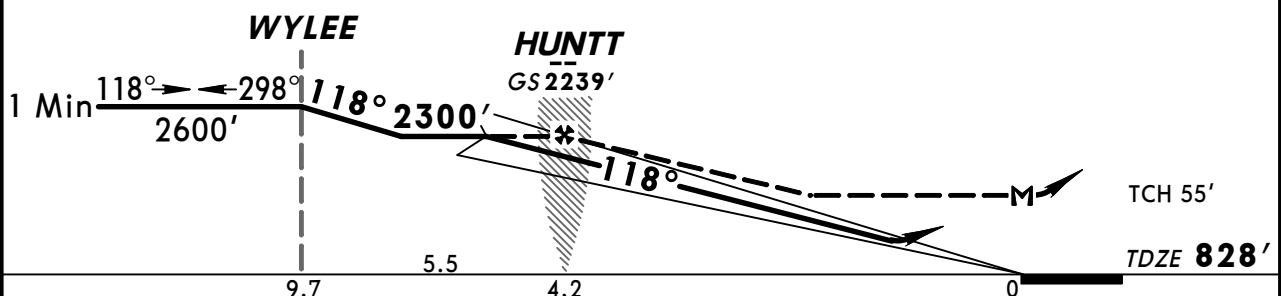
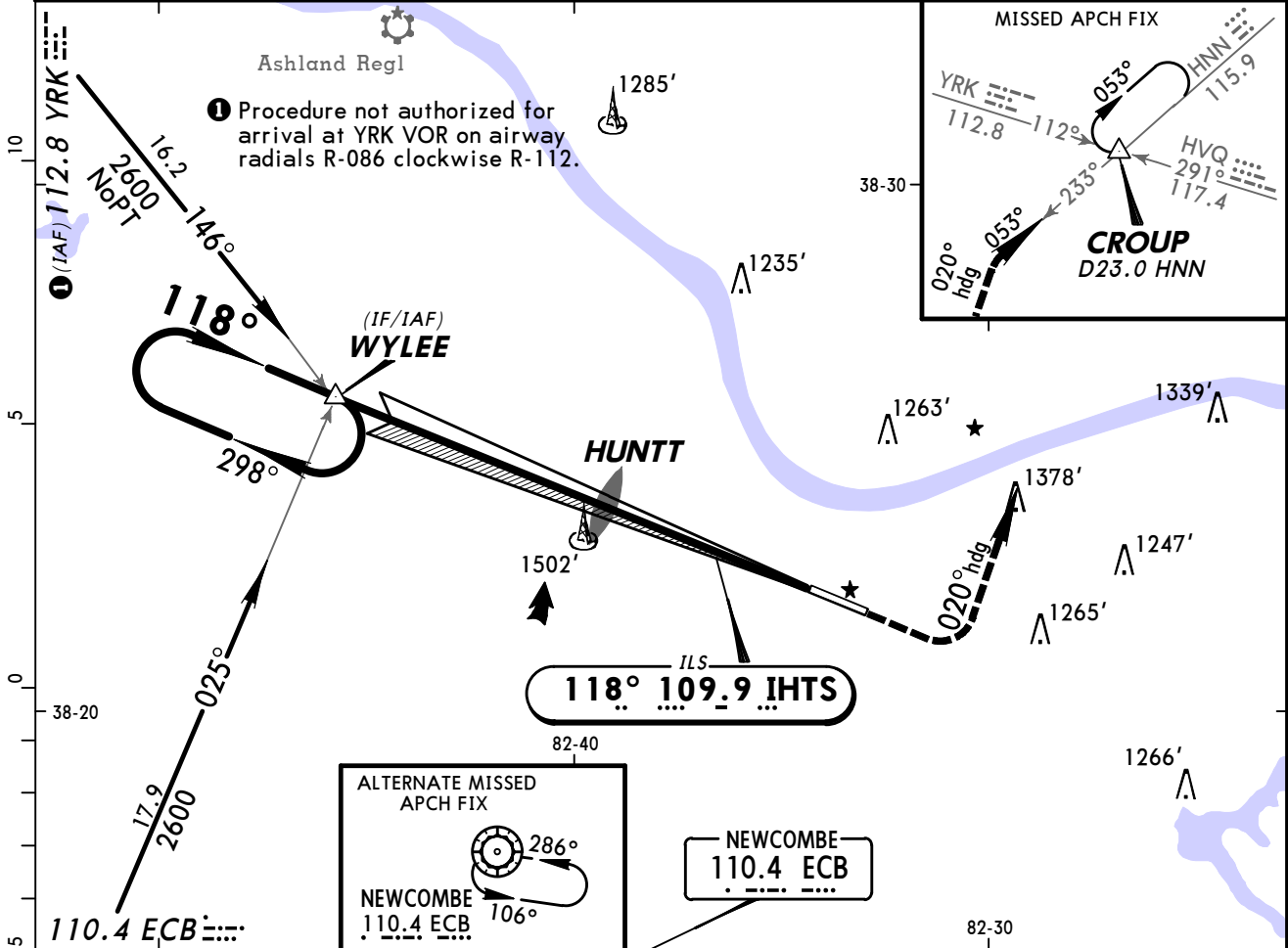
FOR FILING AS ALTERNATE

ILS Rwy 12 ILS Rwy 30		LOC Rwy 12 LOC Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RADAR-1
600-2		800-2

OBSTACLE DP: Rwy 30, climb heading 313° to 1800' before turning left.

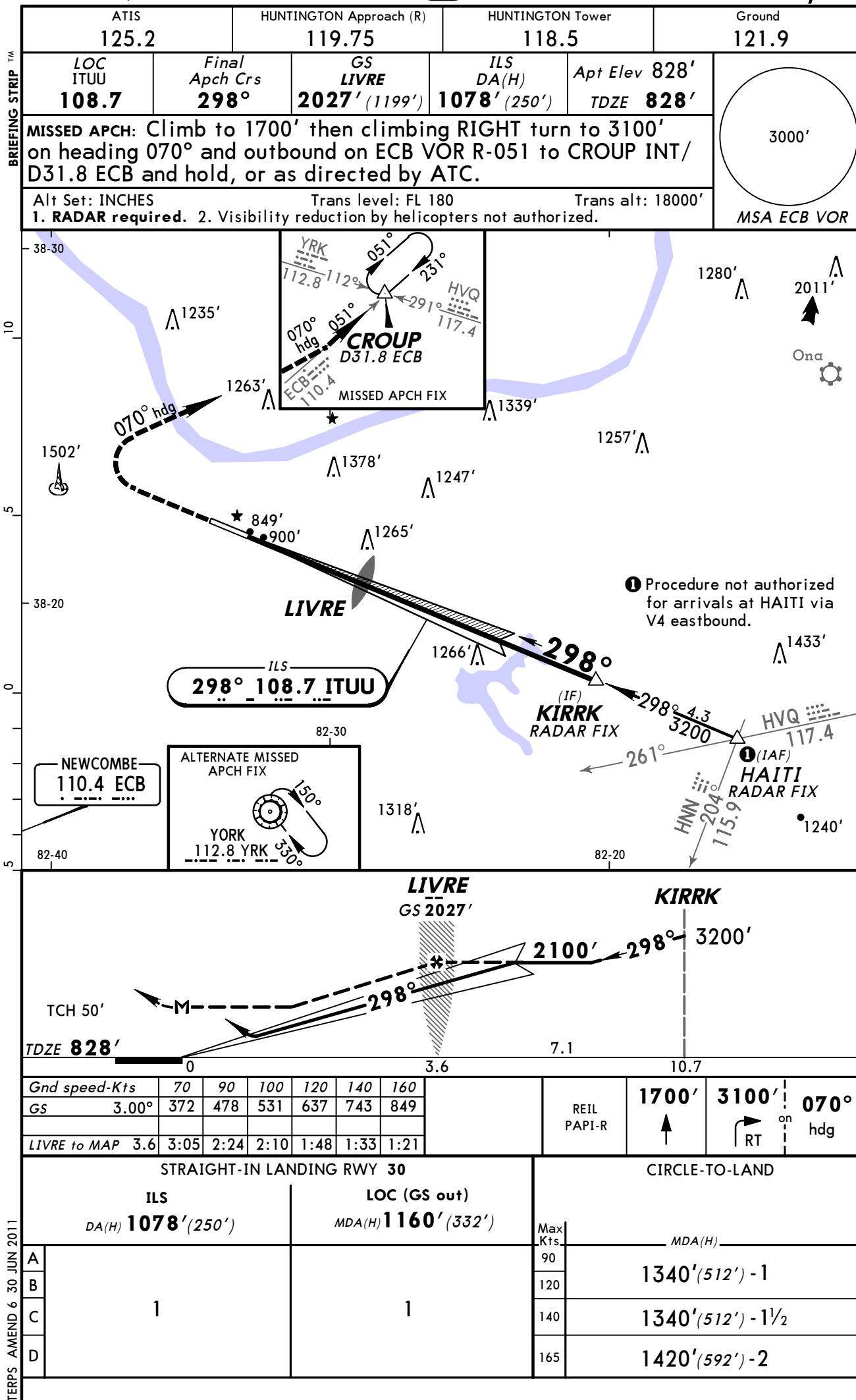
A M E N D 1

ATIS 125.2	HUNTINGTON Approach (R) 119.75	HUNTINGTON Tower 118.5	Ground 121.9
LOC IHTS 109.9	Final Apch Crs 118°	GS HUNTT 2239' (1411')	ILS DA(H) 1156' (328')
Apt Elev 828' TDZE 828'			
MISSED APCH: Climb to 1700' then climbing LEFT turn to 3000' on 020° heading and inbound on HNN VOR R-233 to CROUP INT/D23.0 HNN and hold.			3000'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR. 2. Visibility reduction by helicopters not authorized.			MSA ECB VOR



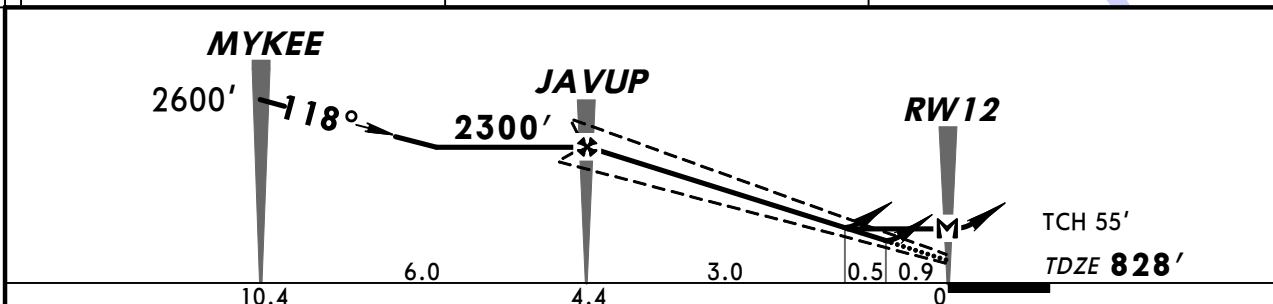
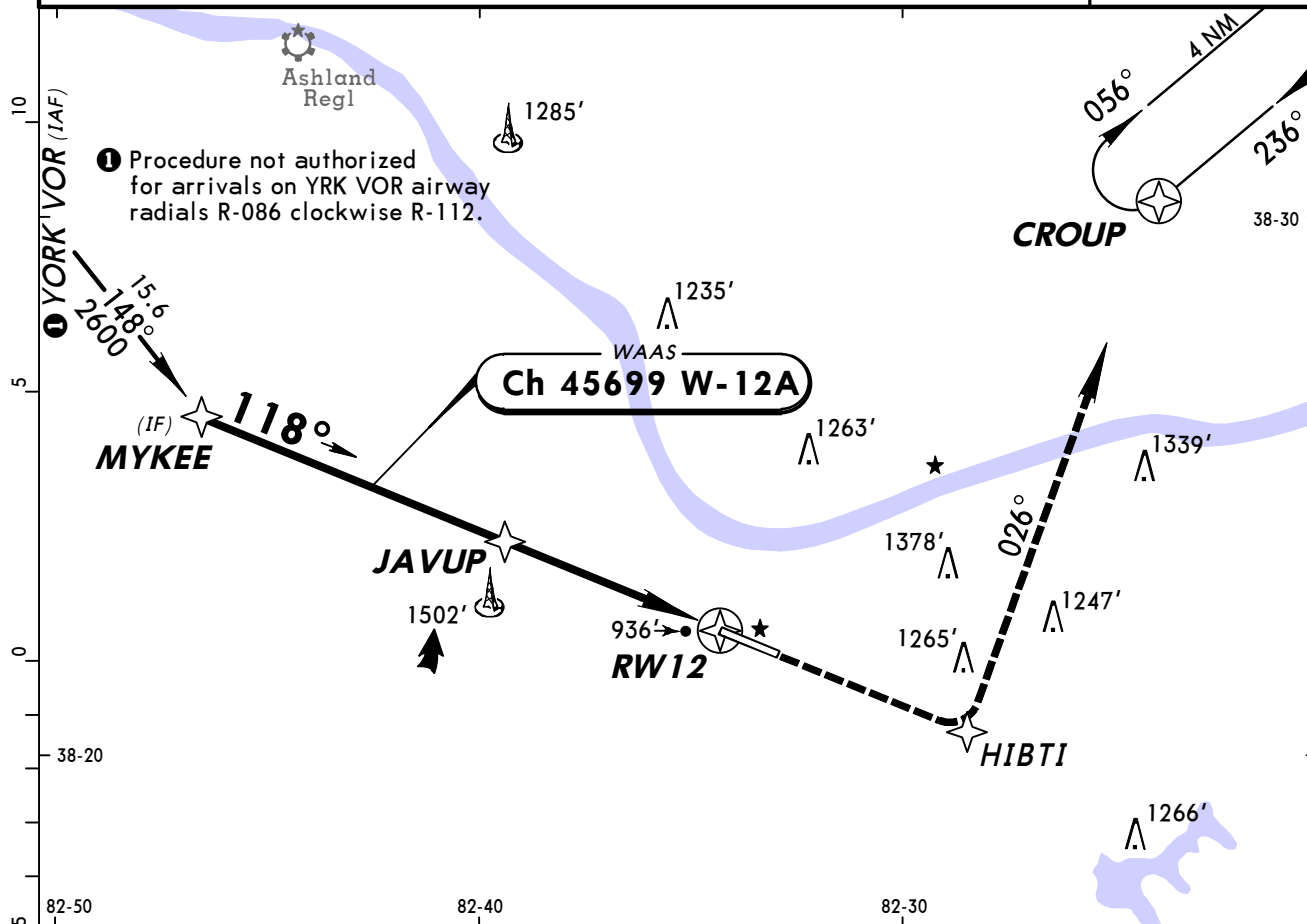
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1700'	3000'	020°	HNN	CROUP
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on	and	
HUNTT to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35					

STRAIGHT-IN LANDING RWY12						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 1156' (328')			MDA(H) 1400' (572')				
FULL			RAIL out			90	1400' (572') - 1
RAIL or ALS out			RAIL out			120	1400' (572') - 1
RVR 50 or 1			RVR 50 or 1			140	1400' (572') - 1½
RVR 50 or 1			RVR 60 or 1¼			165	1420' (592') - 2



BRIEFING STRIP™

ATIS 125.2		HUNTINGTON Approach (R) 119.75		HUNTINGTON Tower 118.5		Ground 121.9
WAAS Ch 45699 W-12A	Final Apch Crs 118°	Minimum Alt JAVUP 2300' (1472')	LPV DA(H) 1156' (328')	Apt Elev 828' TDZE 828'	3300' MSA RW12	
MISSED APCH: Climb to 3000' direct HIBTI and LEFT turn on 026° track to CROUP and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR. 2. For uncompensated Baro-VNAV systems, LNAV-VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑ HIBTI		HIBTI
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW12									

STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND		
LPV DA(H) 1156' (328')		LNAV/VNAV DA(H) 1338' (510')		LNAV MDA(H) 1320' (492')		Max Kts		
RAIL or ALS out		RAIL out		RAIL out		MDA(H)		
RVR 50 or 1		RVR 60 or 1 1/4		RVR 50 or 1		90	1340' (512')-1	
						120	1340' (512')-1 1/2	
RVR 50 or 1		RVR 60 or 1 1/4		RVR 50 or 1		140	1340' (512')-1 1/2	
						165	1420' (592')- 2	

BRIEFING STRIP TM



Gnd speed-Kts

STRAIGHT-IN LANDING RWY 30

CIRCLE-TO-LAND

LPV
DA(H) **1078' (250')**

LNAV/VNAV
DA(H) **1427' (599')**

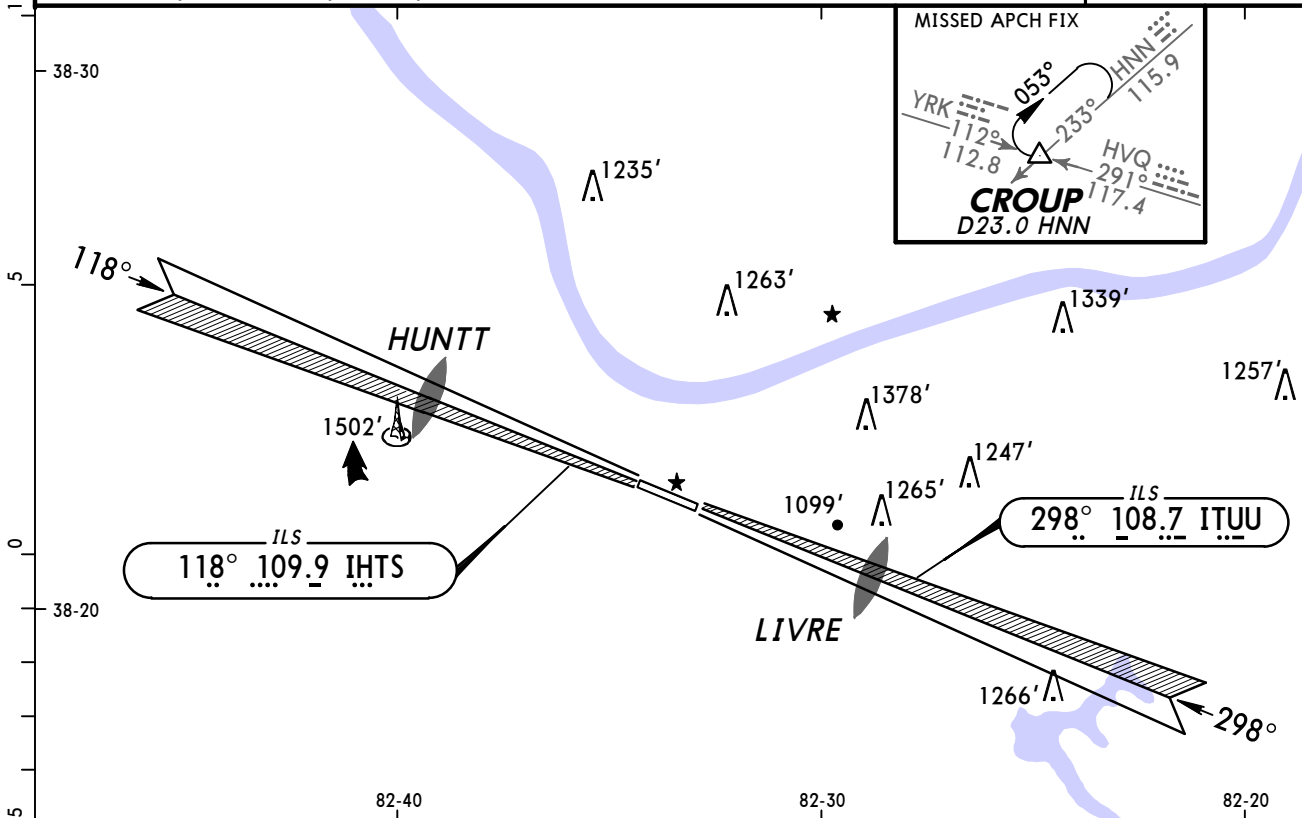
LNAV
MDA(H) **1260'** (432')

Max 142.4 (11)

A	1	2	1	90	1340' (512')-1
B				120	
C			1¼	140	1340' (512')-1½
D			1½	165	1420' (592')- 2

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BRIEFING STRIP TM	ATIS 125.2		HUNTINGTON Approach (R) 119.75		HUNTINGTON Tower 118.5		Ground 121.9	
	RADAR	<i>Final Apch Crs By ATC</i>	No FAF	<i>MDA(H) Refer to Minimums</i>	<i>Apt Elev 828' TDZE-See below</i>		No MSA published	
	MISSED APPROACH - See below.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. Visibility reduction by helicopters not authorized.							

**MISSED APPROACH:**

Runway 12: Climbing LEFT turn to 3000' on 035° heading and inbound on HNN VOR R-233 to CROUP INT/D23.0 HNN and hold.

Runway 30: Climbing RIGHT turn to 3000' on 067° heading and inbound on HNN VOR R-233 to CROUP INT/D23.0 HNN and hold.

RWYS 12, 30
TDZE 828'

Rwys 12, 30: MAP at Rwy Thr	Lighting - Refer to Airport Chart
-----------------------------	--

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ASR 12		ASR 30		Max Kts	MDA(H)
MDA(H) 1340' (512')		MDA(H) 1300' (472')		90	1340' (512')-1
	RAIL out	ALS out		120	
A	RVR 50 or 1		1	140	1340' (512')-1½
B				165	1420' (592')-2
C	RVR 50 or 1	1½	1¼		
D	RVR 60 or 1¼	1¾	1½		

General Information

Location: Lewisburg WV USA
IATA Code: LWB
Lat/Long: N37° 51.5' W080° 24.0'
Elevation: 2301 ft

Airport Use: Public
Magnetic Variation: 8.3°W
Sectional Chart: Cincinnati

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

Sunrise: 1156 Z
Sunset: 2312 Z,

Runway Information

Runway: 04
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2287 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 22
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2301 ft
Lighting: Edge, REIL, Pilot controlled

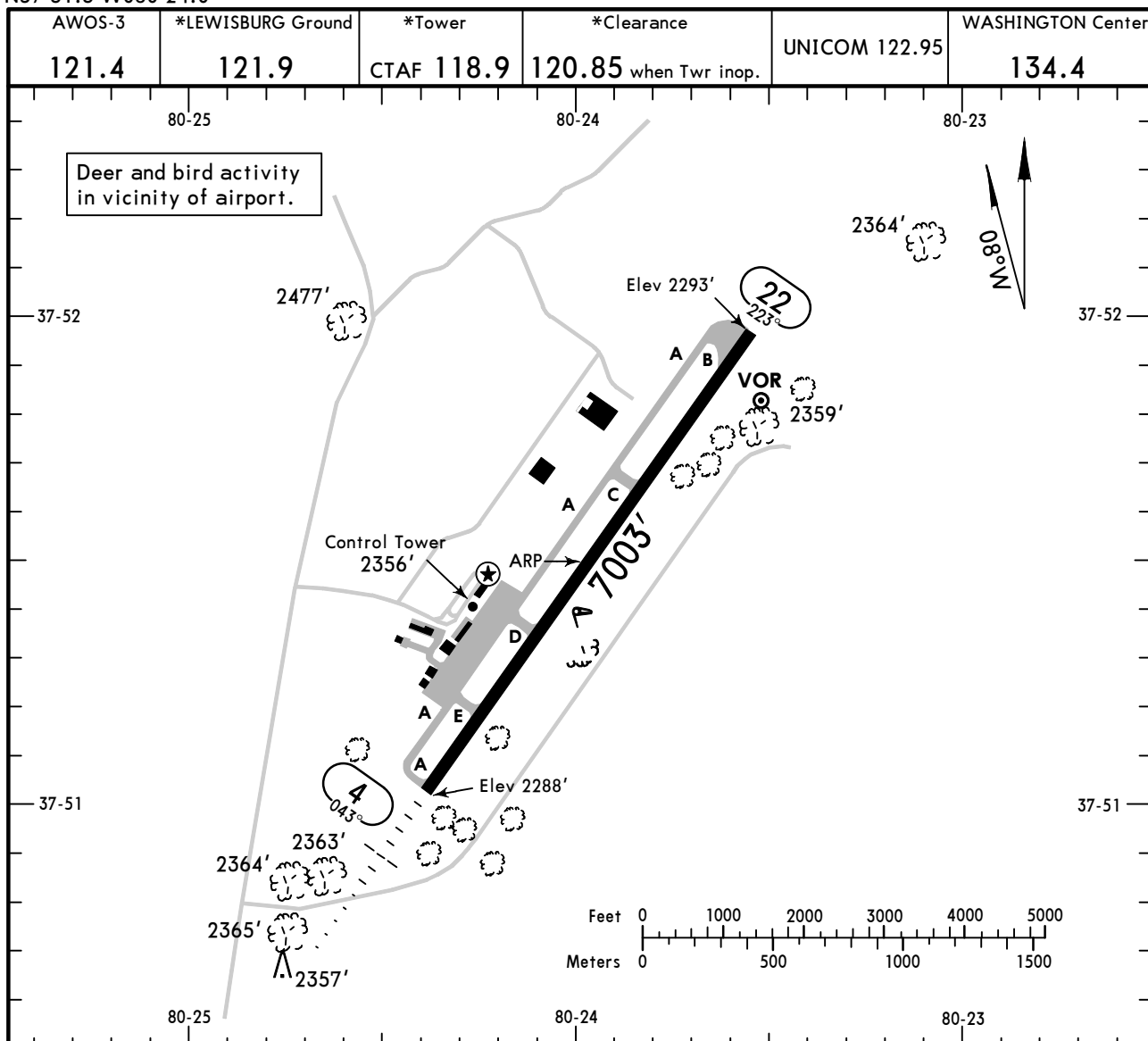
Communication Information

AWOS 121.4
Lewisburg Tower 118.9 CTAF PCL
Lewisburg Ground Control 121.9
Washington Center Clearance Delivery 120.85
Greenbrier Valley Unicom 122.95 CTAF
Washington Center 134.4 Remote Communications Air-Ground

KLWB/LWB
Apt Elev 2302'
N37 51.5 W080 24.0

JEPPESSEN
20 AUG 10 (11-1)

LEWISBURG, W VA
GREENBRIER VALLEY



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND	Glide Slope		
4	① HIRL	① MALSR	grooved		5991'		150'
22	① HIRL	REIL	① VASI-L	grooved			

① Activate on 118.9.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwy's	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

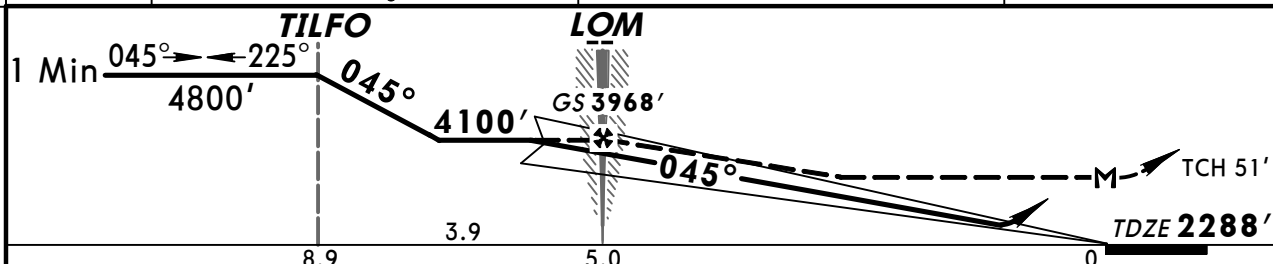
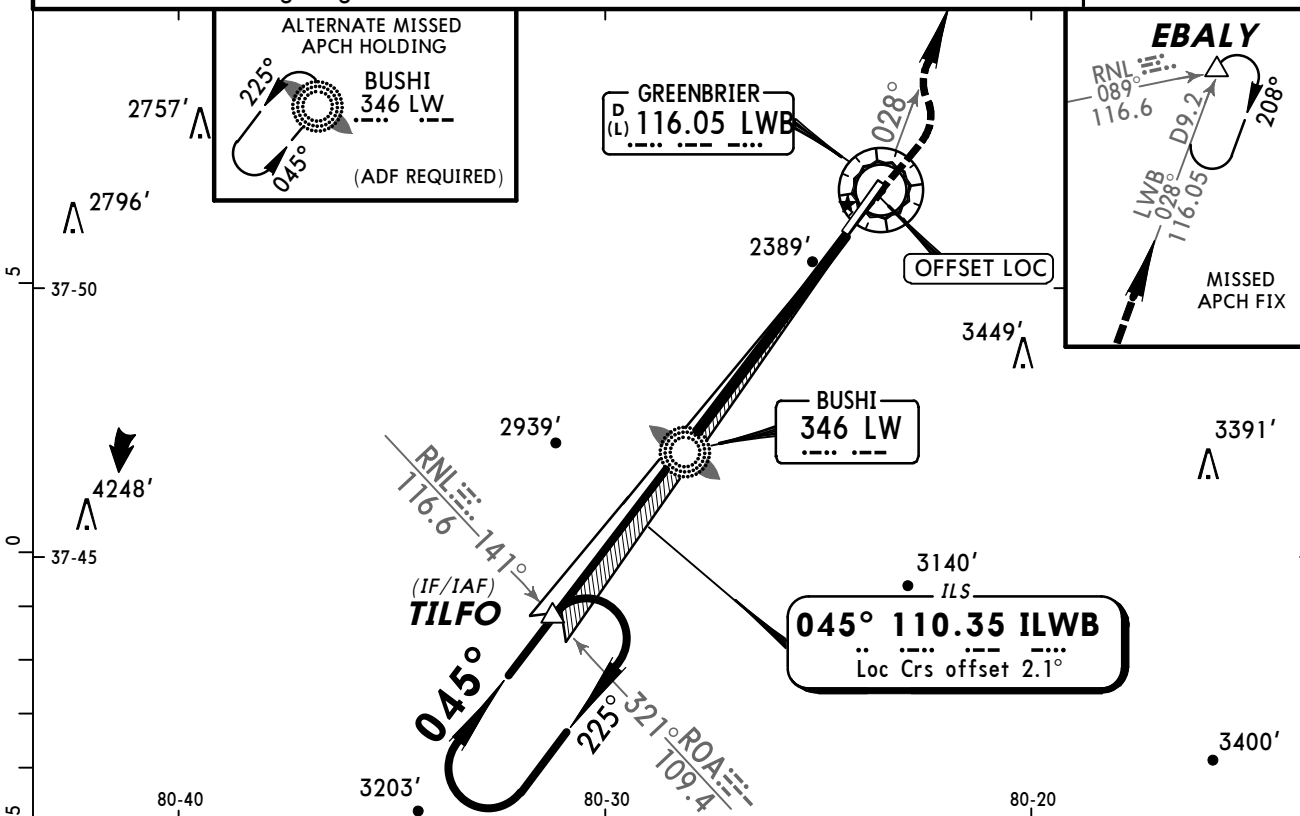
Authorized Only When
Local Weather Available

	ILS Rwy 4	LOC Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR Rwy 4 VOR Rwy 22
A	600-2	800-2
B		
C	800-2 1/4	800-2 1/4
D	1000-3	1000-3

OBSTACLE DP: Rwy 4, climb heading 043° to 3300' before proceeding on course. Rwy 22, climb heading 223° to 3100' before proceeding on course.

AMEND 4

AWOS-3 121.4	WASHINGTON Center 134.4		*LEWISBURG Tower CTAF 118.9		*Ground 121.9
LOC ILWB 110.35	Final Apch Crs 045°	GS LOM 3968' (1680')	ILS DA(H) (CONDITIONAL) 2538' (250')	Apt Elev 2302'	TDZE 2288'
MISSED APCH: Climb to 4000', then climb to 6000' via LWB VOR R-028 to EBALY INT and hold. Continue climb-in-hold to 6000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Beckley altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.					 MSA LW LOM



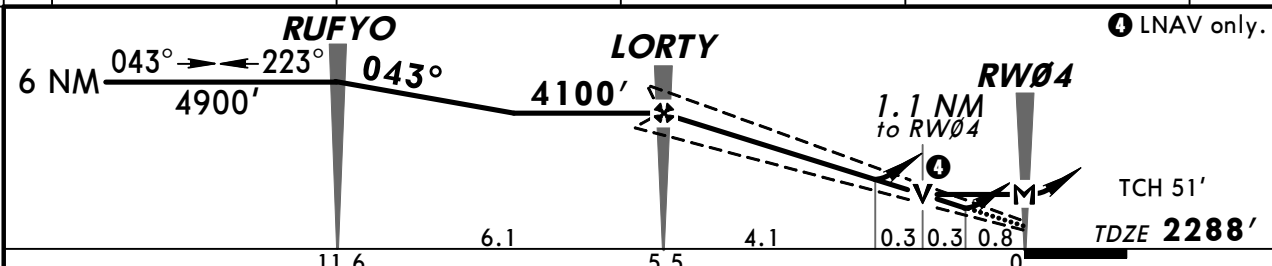
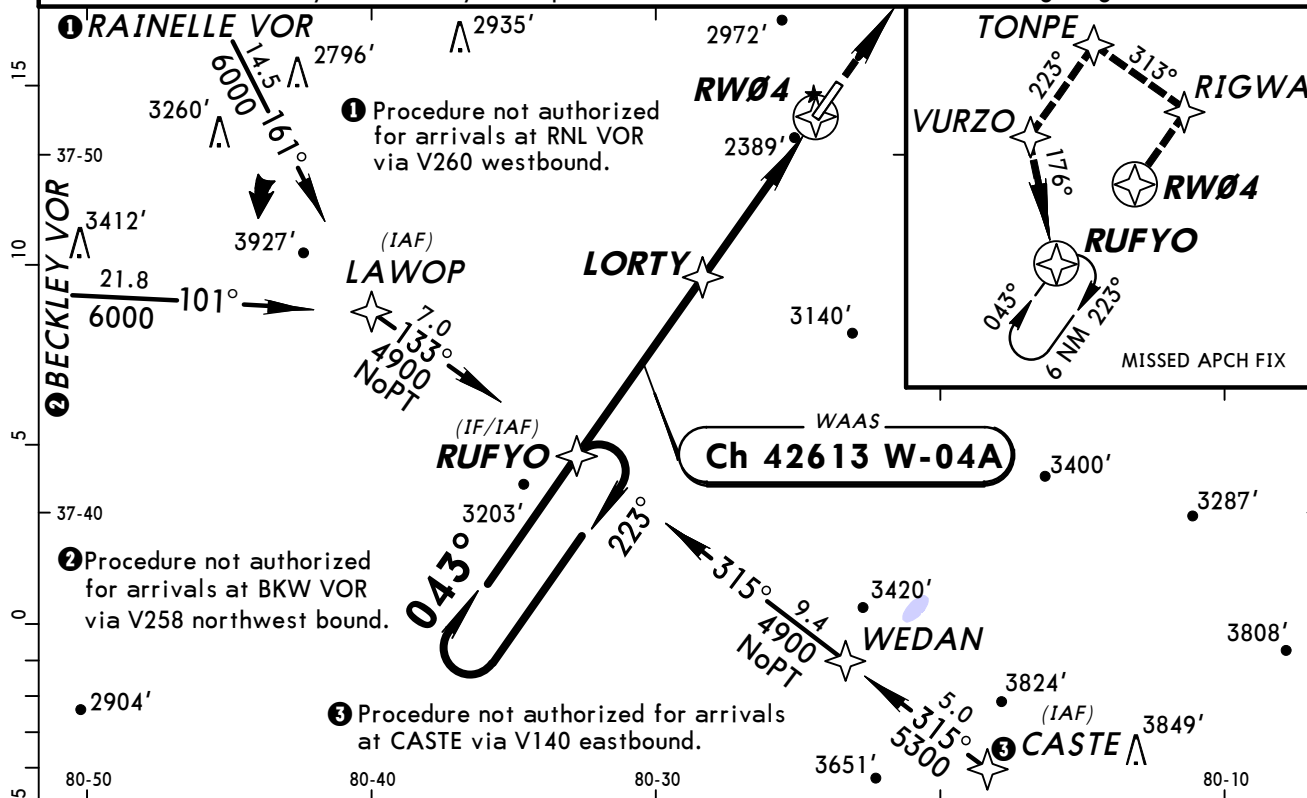
Gnd speed-Kts	70	90	100	120	140	160	MALSR		4000'	6000'	LWB	EBALY
GS	3.00°	377	484	538	646	753			↑	LT	via 116.05 R-028	
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53					

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 2538' (250')			MDA(H) 2700' (412')				
FULL		RAIL or ALS out		RAIL out	ALS out		
A	3/4		3/4		1	90	2820' (518')-1
B						120	2900' (598')-1
C			3/4	1 1/4		140	3080' (778')-2 1/4
D						165	3280' (978')-3
With Beckley Altimeter Setting						With Beckley Altimeter Setting	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 2647' (359')			MDA(H) 2820' (532')				
FULL		RAIL or ALS out		RAIL out	ALS out		
A	3/4		3/4		1	90	2940' (638')-1
B						120	3020' (718')-1
C			1	1 1/2		140	3200' (898')-2 3/4
D						1 1/4	1 3/4

BRIEFING STRIP™

AWOS-3 121.4		WASHINGTON Center 134.4		*LEWISBURG Tower CTAF 118.9		*Ground 121.9	
WAAS Ch 42613 W-04A		Final Apch Crs 043°	Minimum Alt LORTY 4100' (1812')	LPV DA(H) (CONDITIONAL) 2589' (301')	Apt Elev 2302' TDZE 2288'		5900' MSA RW04
MISSED APCH: Climb to 5500' direct RIGWA and LEFT turn via track 313° to TONPE and LEFT turn via track 223° to VURZO and via track 176° to RUFYO and hold.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Beckley altimeter setting. 2. VDP and Baro-VNAV not authorized when using Beckley altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2F) or above 44°C (111°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.9.

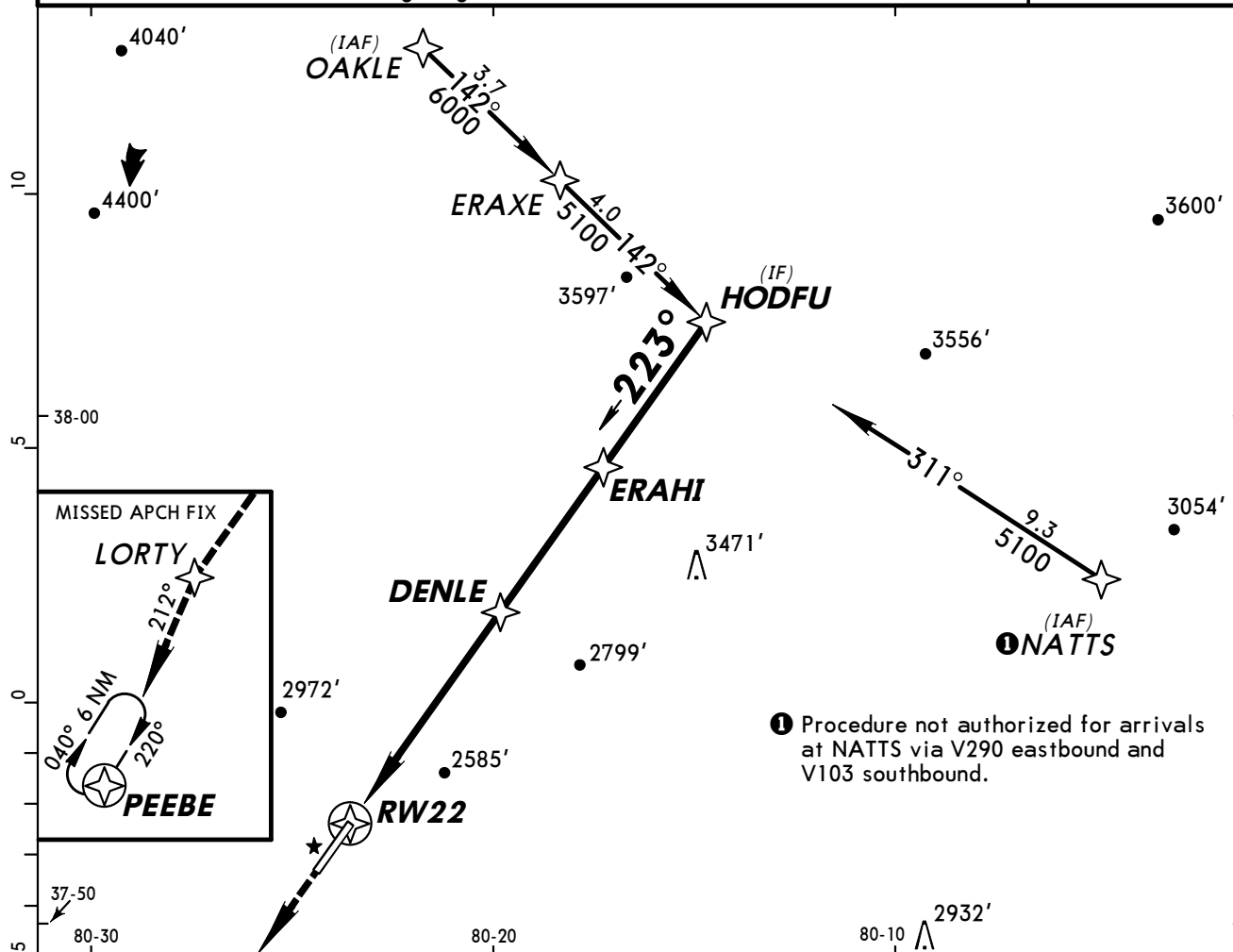


Gnd speed-Kts	70	90	100	120	140	160	MALSR	5500'	RIGWA
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RW04									

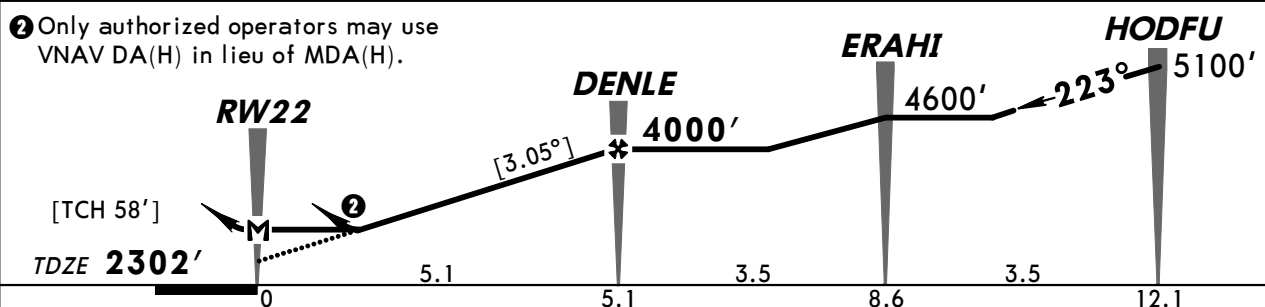
STRAIGHT-IN LANDING RWY 4										CIRCLE-TO-LAND	
With Local Altimeter Setting										With Local Altimeter Setting	
LPV DA(H) 2589'(301')			LNAV/VNAV DA(H) 2786'(498')			LNAV MDA(H) 2680'(392')			Max Kts	MDA(H)	
RAIL or ALS out			RAILout ALS out			RAILout ALS out					
A	3/4		1 1/4	1 3/4		3/4		1	90	2820'(518')- 1	
B									120	2900'(598')- 1	
C									140	3080'(778')- 2 1/4	
D								1	1 1/4		165
With Beckley Altimeter Setting										With Beckley Altimeter Setting	
LPV DA(H) 2698'(410')			LNAV/VNAV DA(H) 2895'(607')			LNAV MDA(H) 2800'(512')			Max Kts	MDA(H)	
RAIL or ALS out			RAILout ALS out			RAILout ALS out					
A	1	1 1/2	1 3/4	2 1/4		3/4		1	90	2940'(638')- 1	
B									120	3020'(718')- 1	
C									140	3200'(898')- 2 3/4	
D								1 1/4	1 3/4		165

BRIEFING STRIP™

AWOS-3 121.4		WASHINGTON Center 134.4		*LEWISBURG Tower CTAF 118.9		*Ground 121.9	
RNAV	Final Apch Crs 223°	Minimum Alt DENLE 4000' (1698')	LNAV MDA(H) (CONDITIONAL) 2760' (458')	Apt Elev 2302'	TDZE 2302'	5900' MSA RW22	
MISSED APCH: Climb to 6000' direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Beckley altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.							



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

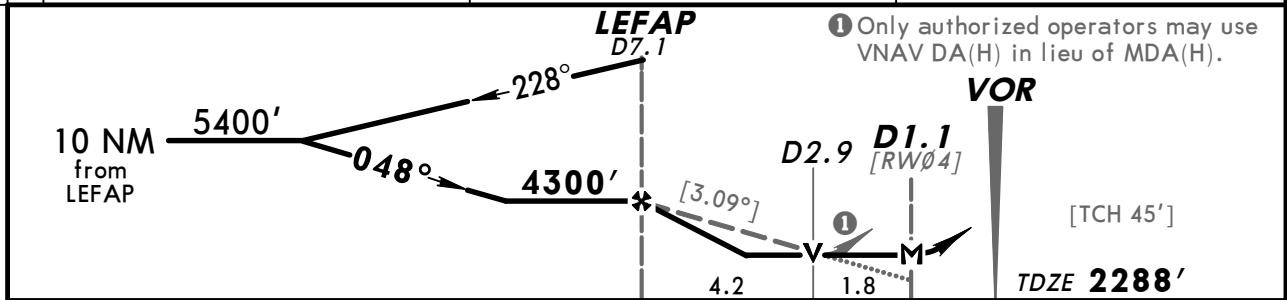
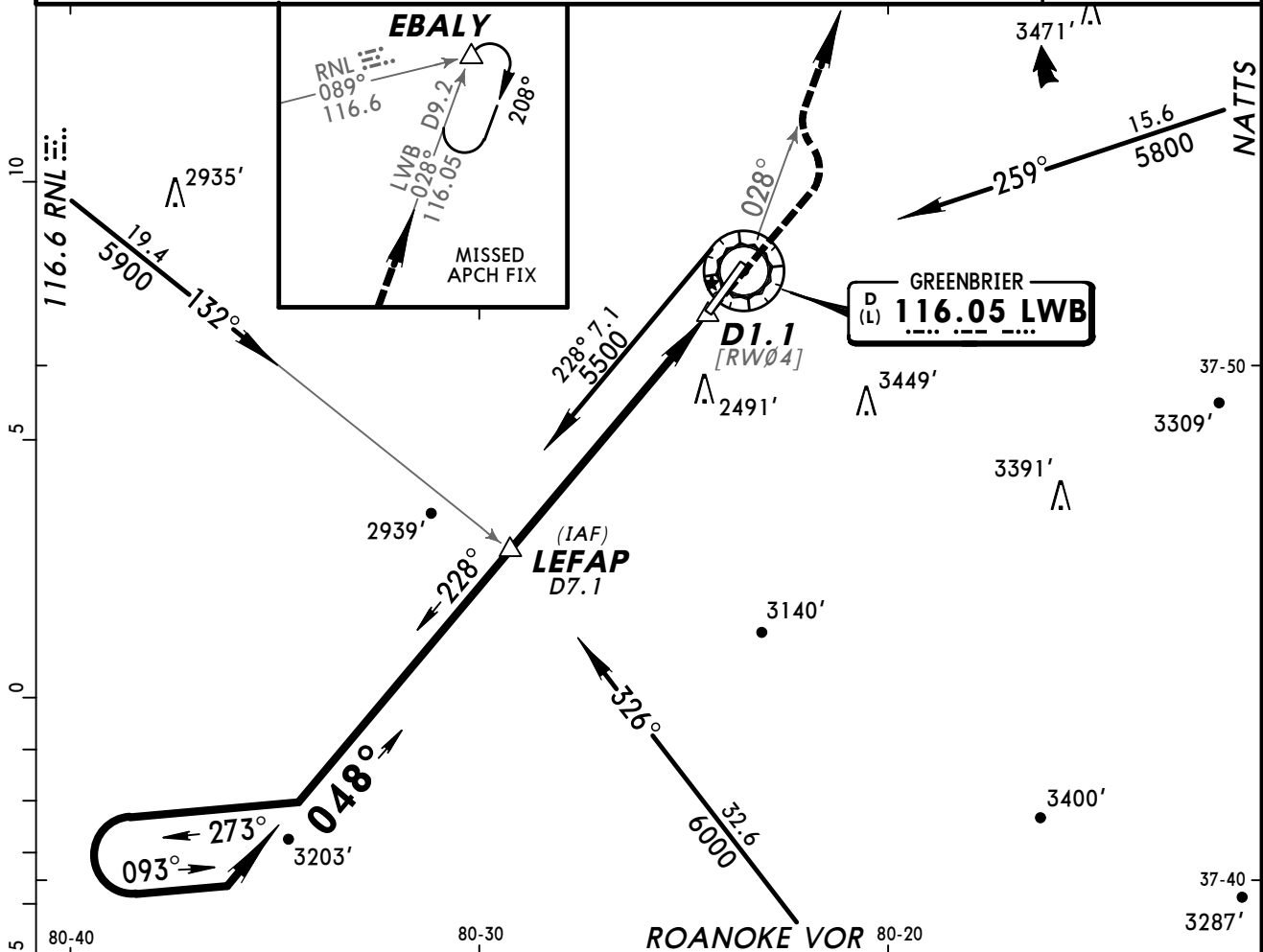


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW22										

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
LNAV				With Local Altimeter Setting		With Beckley Altimeter Setting	
MDA(H) 2760' (458')		MDA(H) 2880' (578')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Beckley Altimeter Setting					
Max Kts	A	B	C	D	90	120	140
	1	1	1 1/4	1 1/2	2820' (518') -1	2900' (598') -1	3080' (778') -2 1/4
					2900' (598') -1	3020' (718') -1	3200' (898') -2 3/4
					3080' (778') -2 1/4	3200' (898') -2 3/4	3400' (1098') -3
					3280' (978') -3	3400' (1098') -3	

BRIEFING STRIP™

AWOS-3 121.4		WASHINGTON Center 134.4		*LEWISBURG Tower CTAF 118.9		*Ground 121.9	
VOR LWB 116.05	Final Apch Crs 048°	Minimum Alt LEFAP 4300' (2012')	MDA(H) (CONDITIONAL) 2920' (632')	Apt Elev 2302'	5900' 100° → ← 280° 5400' MSA LWB VOR		
MISSED APCH: Climb to 4000', then climb to 6000' via LWB VOR R-028 to EBALY INT and hold. Continue climb-in-hold to 6000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required. 2. Use local altimeter setting; if not received, use Beckley altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.							

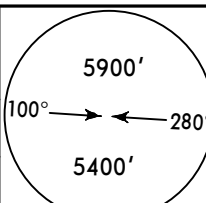


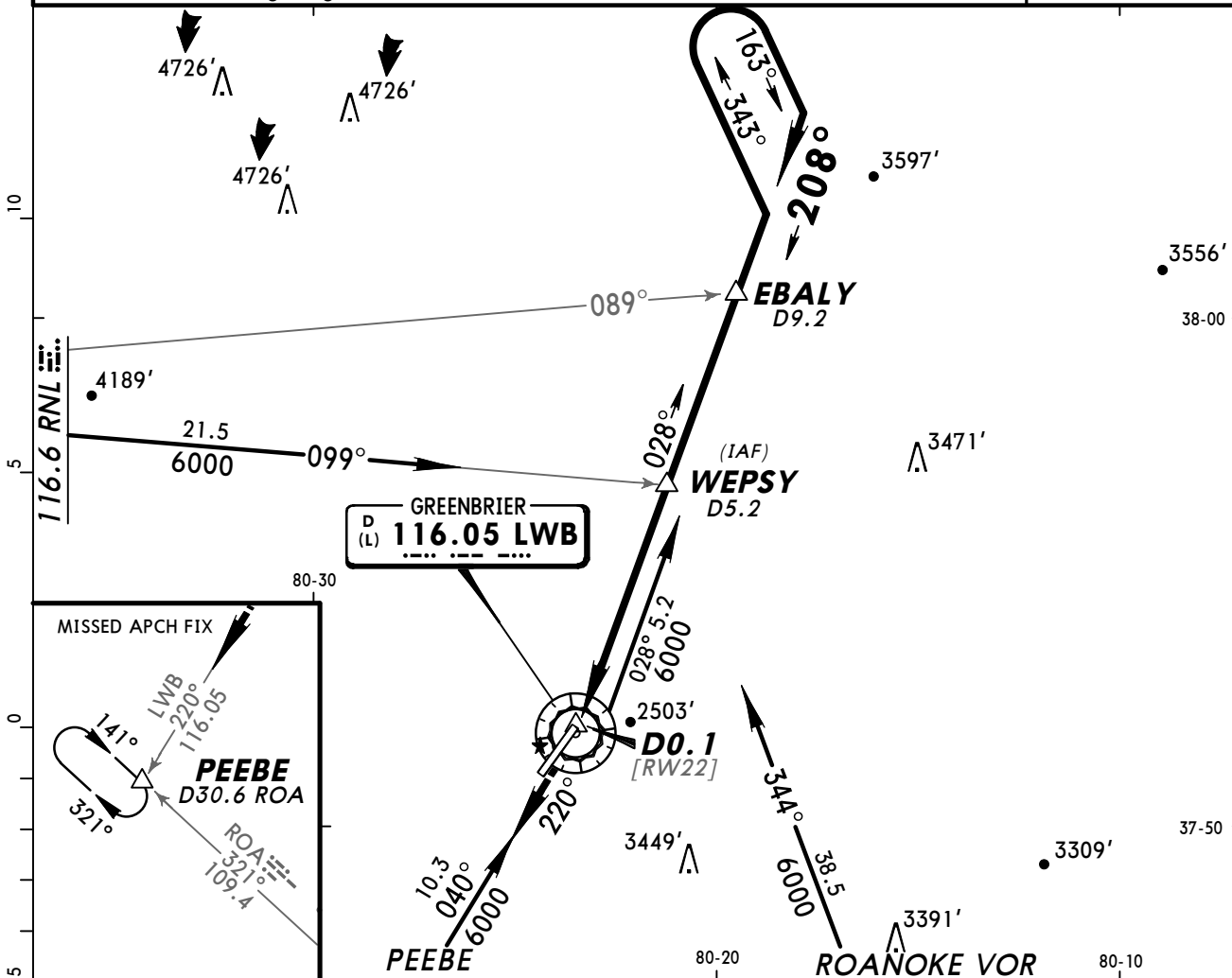
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	6000'	LWB	EBALY
Descent angle [3.09°]	383	492	547	656	765	875				116.05	
MAP at D1.1 or LEFAP to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			R-028	

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND			
MDA(H) 2920' (632') With Local Altimeter Setting			MDA(H) 3040' (752') With Beckley Altimeter Setting			With Local Altimeter Setting		With Beckley Altimeter Setting	
RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)	MDA(H)	
A	3/4	1	3/4	1		90	2920' (618')-1	3040' (738')-1	
B			3/4	1 1/4		120			
C	1 1/4	1 3/4	1 3/4	2 1/4		140	3080' (778')-2 1/4	3200' (898')-2 3/4	
D	1 1/2	2	2	2 1/2		165	3280' (978')-3	3400' (1098')-3	

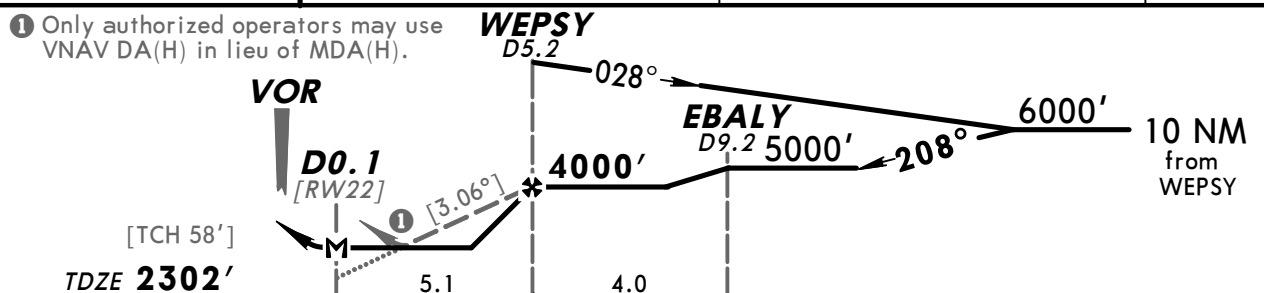
TERPS AMEND 1A 26 AUG 2010

BRIEFING STRIP™

AWOS-3 121.4		WASHINGTON Center 134.4		*LEWISBURG Tower CTAF 118.9		*Ground 121.9	
VOR LWB 116.05	Final Apch Crs 208°	Minimum Alt WEPSY 4000' (1698')	MDA(H) (CONDITIONAL) 2760' (458')	Apt Elev 2302' TDZE 2302'		 MSA LWB VOR	
MISSED APCH: Climb to 6000' outbound via LWB VOR R-220 to PEEBE INT/ D30.6 ROA and hold, continue climb-in-hold to 6000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Beckley altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.9.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L 6000' via 116.05 R-220 PEEBE
Descent angle [3.06°]	379	487	541	650	758	866	
MAP at D0.1 or WEPSY to MAP	5.1	4:22	3:24	3:04	2:33	2:11	

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
MDA(H) 2760' (458')		MDA(H) 2880' (578')		With Local Altimeter Setting		With Beckley Altimeter Setting	
With Local Altimeter Setting		With Beckley Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	2820' (518')-1	2940' (638')-1	
B				120	2900' (598')-1	3020' (718')-1	
C	1¼	1½		140	3080' (778')-2¼	3200' (898')-2¾	
D	1½	1¾		165	3280' (978')-3	3400' (1098')-3	

General Information

Location: Martinsburg WV USA
IATA Code: MRB
Lat/Long: N39° 24.1' W077° 59.1'
Elevation: 565 ft

Airport Use: Public
Magnetic Variation: 10.3°W
Sectional Chart: Washington

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

Sunrise: 1148 Z
Sunset: 2301 Z,

Runway Information

Runway: 08
Length x Width: 7815 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 565 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 7815 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 548 ft
Lighting: Edge, ALS, Pilot controlled

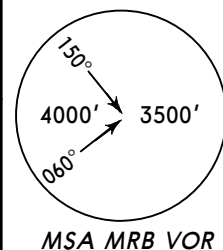
Communication Information

ASOS 119.925
Martinsburg Tower 124.3 CTAF PCL
Martinsburg Ground Control 121.8
Potomac Clearance Delivery 126.825
Potomac Approach Control 126.1
Potomac Departure Control 126.1
Eastern W VA Regl/Shepher Unicom 122.95
Leesburg Flight Service Station 122.1 RCO
Leesburg Flight Service Station 112.1 RCO
Elkins Flight Service Station 122.45 RCO

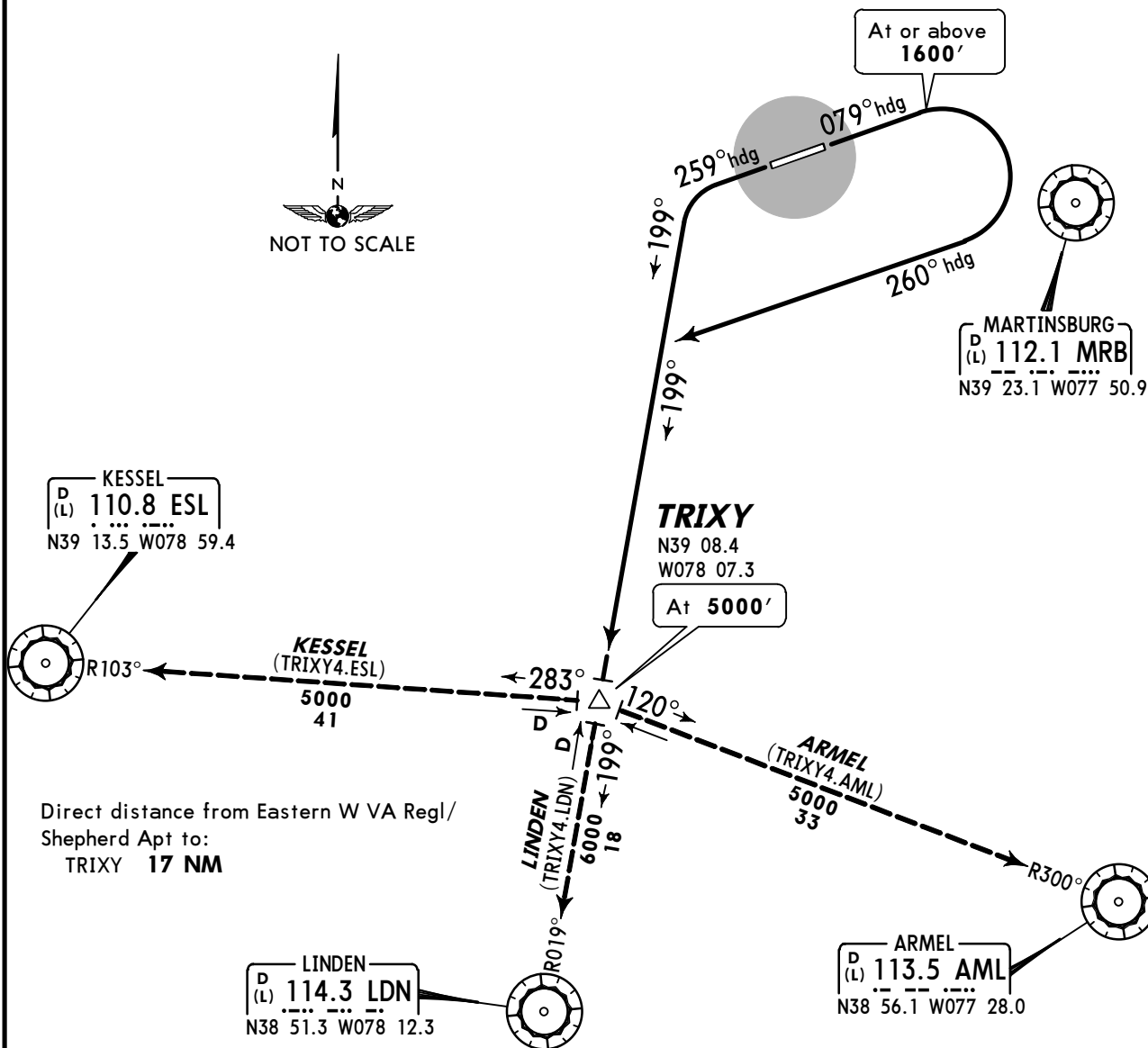
POTOMAC
Departure (R)
126.1

Apt Elev
565'

Trans level: FL 180 Trans alt: 18000'



TRIXY FOUR DEPARTURE (TRIXY4.TRIXY)



OBSTACLES

Rwy 8: Trees 1056' from DER, 706' LEFT of centerline, 47' AGL/594' MSL. Trees 1516' from DER, 617' RIGHT of centerline, 39' AGL/586' MSL.
Rwy 26: Trees 511' from DER, 522' RIGHT of centerline, 35' AGL/592' MSL. Antenna on obstacle lighted building 657' from DER, 656' LEFT of centerline, 37' AGL/594' MSL.

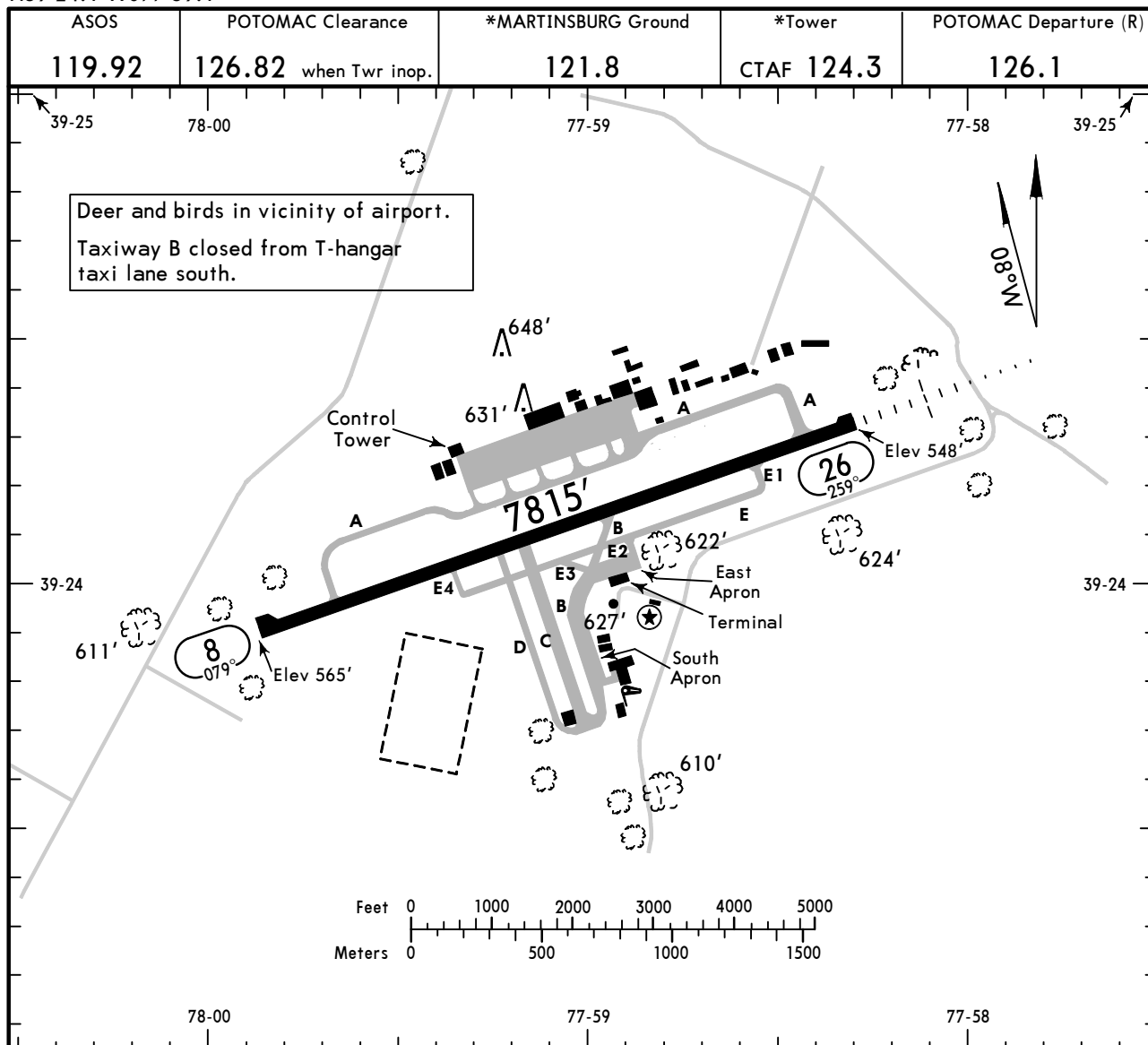
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized).
Rwy 26: Standard (or lower than standard, if authorized) with a minimum climb of 300' per NM to 5000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 079° to 1600', then climbing RIGHT turn heading 260°.	MAINTAIN 6000'
26	Climb heading 259°.	

ROUTING

Intercept LDN R-019 to TRIXY then via transition or assigned route. EXPECT filed altitude/flight level 10 minutes after departure.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8	① HIRL				150'
26	① HIRL ① MALSR VASI-L grooved		6764'		

① Activate on 124.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

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

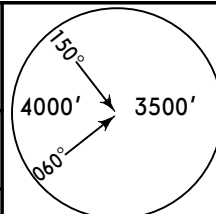
FOR FILING AS ALTERNATE

Authorized Only When
Local Weather Available

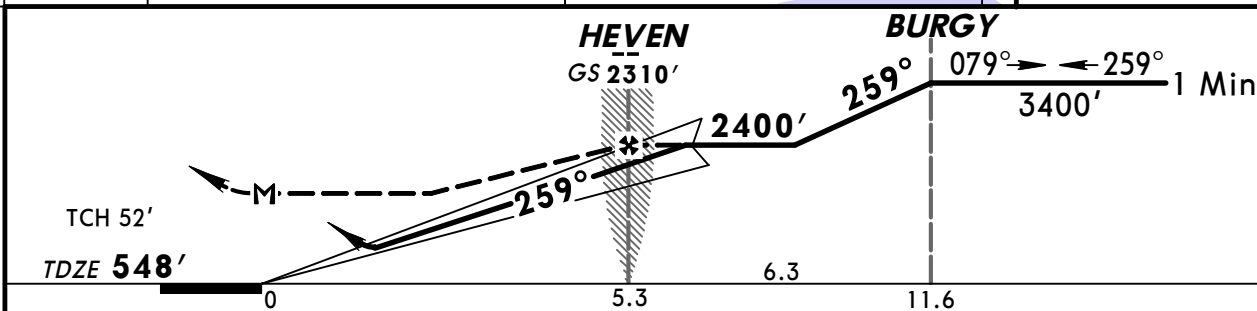
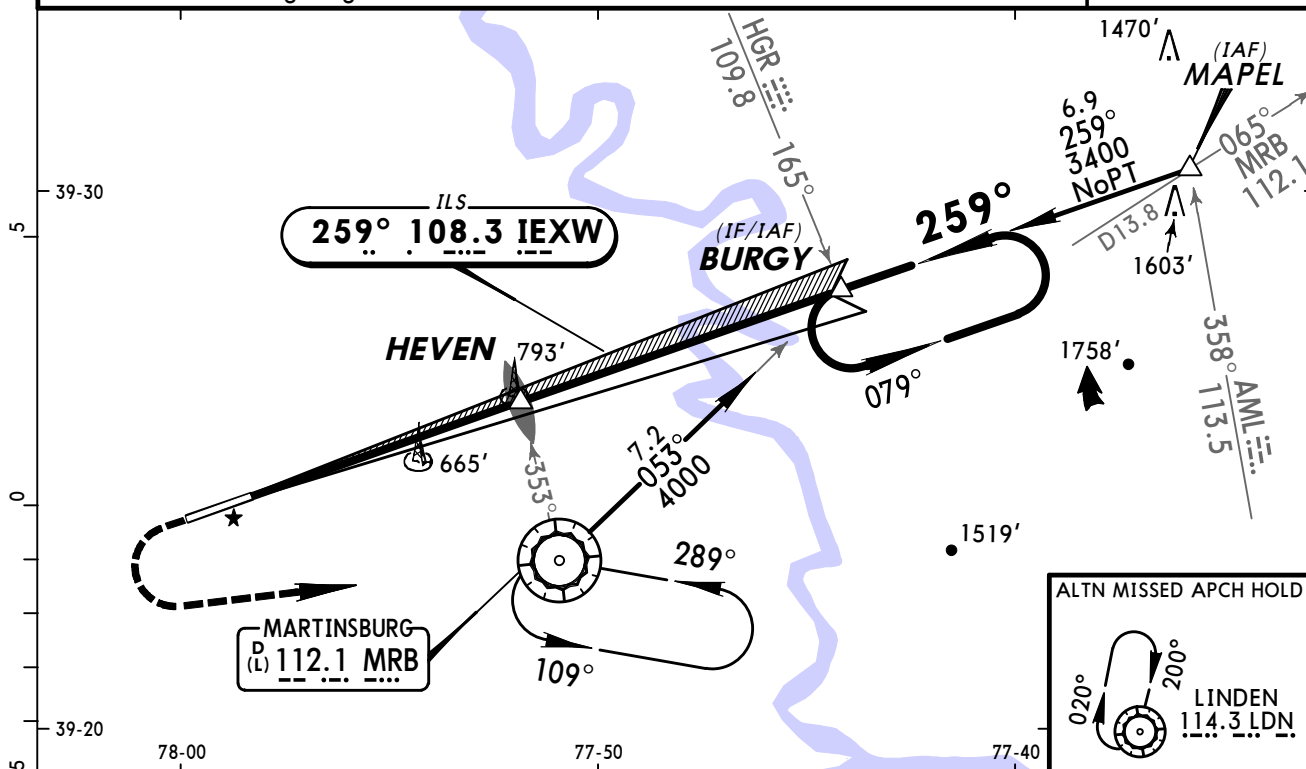
ILS Rwy 26		RNAV (GPS) Rwy 8 LOC Rwy 26 RNAV (GPS) Rwy 26 VOR-A
A	600-2	800-2
B		
C		
D		

OBSTACLE DP: Rwy 8, climb heading 079° to 1300' before proceeding on course; Rwy 26, climb heading 259° to 1000', then climbing left turn to 2500' direct MRB VOR before proceeding on course.

BRIEFING STRIP™

ASOS 119.92		POTOMAC Approach (R) 126.1		*MARTINSBURG Tower CTAF 124.3		*Ground 121.8	
LOC IEXW 108.3	Final Apch Crs 259°	GS HEVEN 2310' (1762')	ILS DA(H) (CONDITIONAL) 748' (200')	Apt Elev 565' TDZE 548'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3300' direct MRB VOR and hold, continue climb-in-hold to 3300'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hagerstown, MD altimeter setting. 2. Pilot controlled lighting 124.3.							

MSA MRB VOR

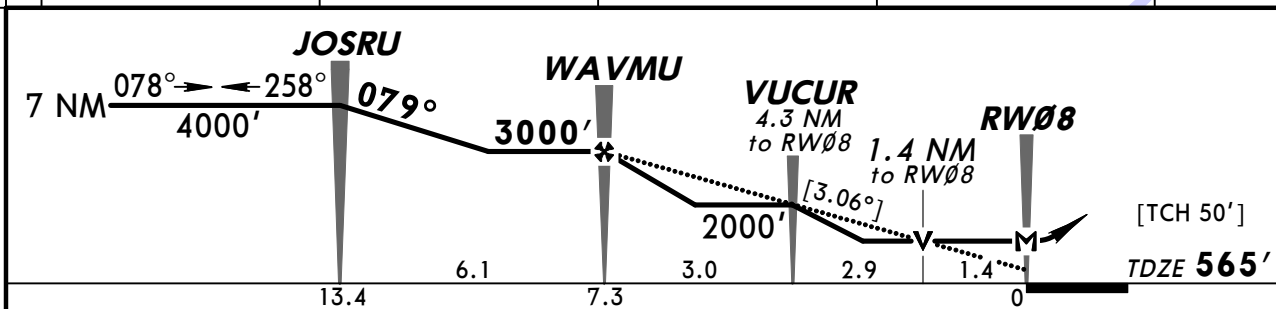
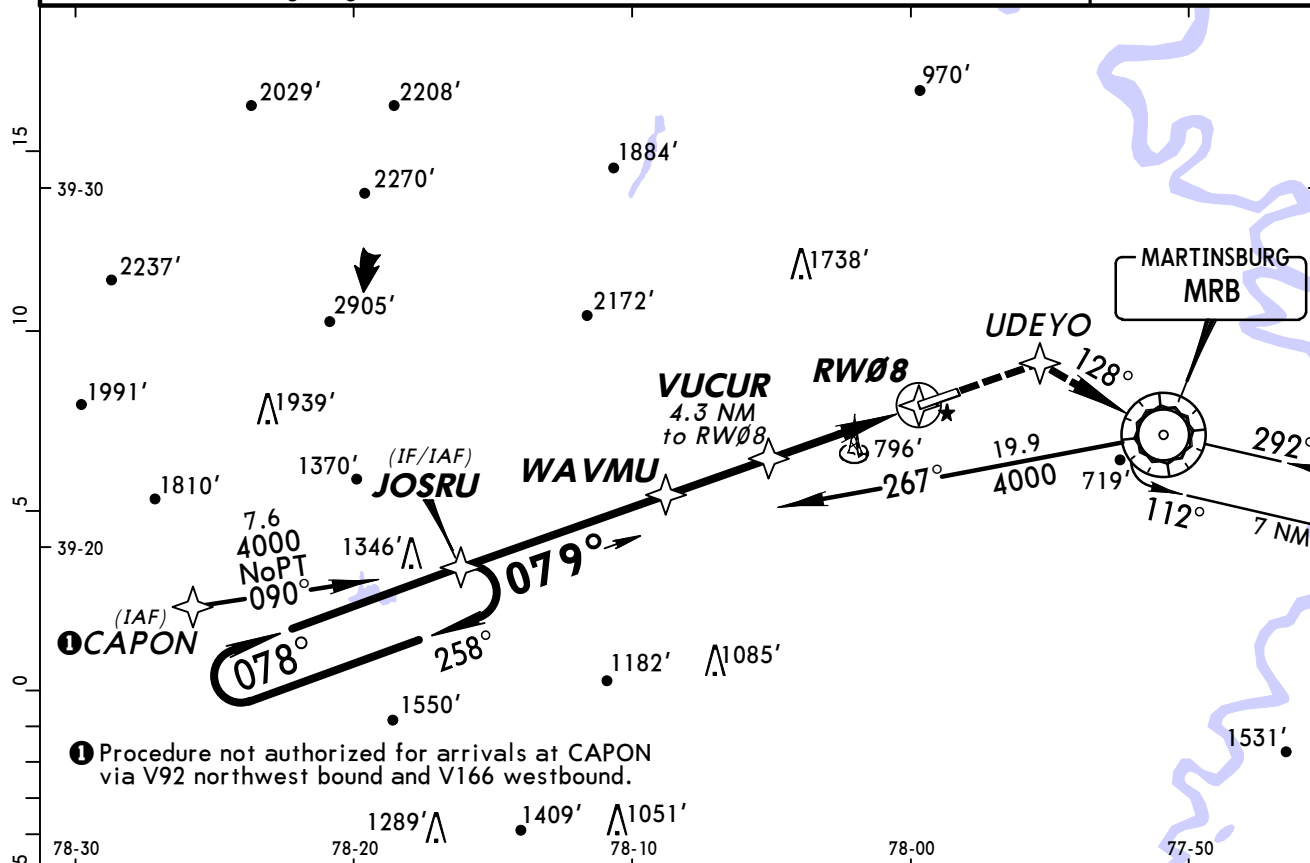


Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3300'	MRB 112.1
GS	3.00°	372	478	531	637	743	VASI		↑	LT	
HEVEN to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59					

STRAIGHT-IN LANDING RWY 26 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 748' (200')		LOC (GS out) MDA(H) 920' (372')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A					90	1020' (455') - 1
B	1/2	3/4	1/2	3/4	1	1080' (515') - 1
C					140	1080' (515') - 1 1/2
D			3/4	1 1/4	165	1120' (555') - 2
With Hagerstown, MD Altimeter Setting					With Hagerstown, MD Altimeter Setting	
DA(H) 818' (270')		MDA(H) 1000' (452')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A					90	1100' (535') - 1
B	1/2	1	1/2	3/4	1	1160' (595') - 1
C			3/4	1 1/4	140	1160' (595') - 1 1/2
D			1	1 1/2	165	1200' (635') - 2

BRIEFING STRIP™

ASOS		POTOMAC Approach (R)		*MARTINSBURG Tower		*Ground	
119.92		126.1		CTAF 124.3		121.8	
RNAV	Final Aptch Crs 079°	Minimum Alt WAVMU 3000' (2435')	LNNAV MDA(H) (CONDITIONAL) 1060' (495')	Apt Elev 557' TDZE 565'		4100' MSA RW08	
MISSED APCH: Climb to 3000' direct UDEYO and via 128° track to MRB VOR and hold.							
Alt Set: INCHES							

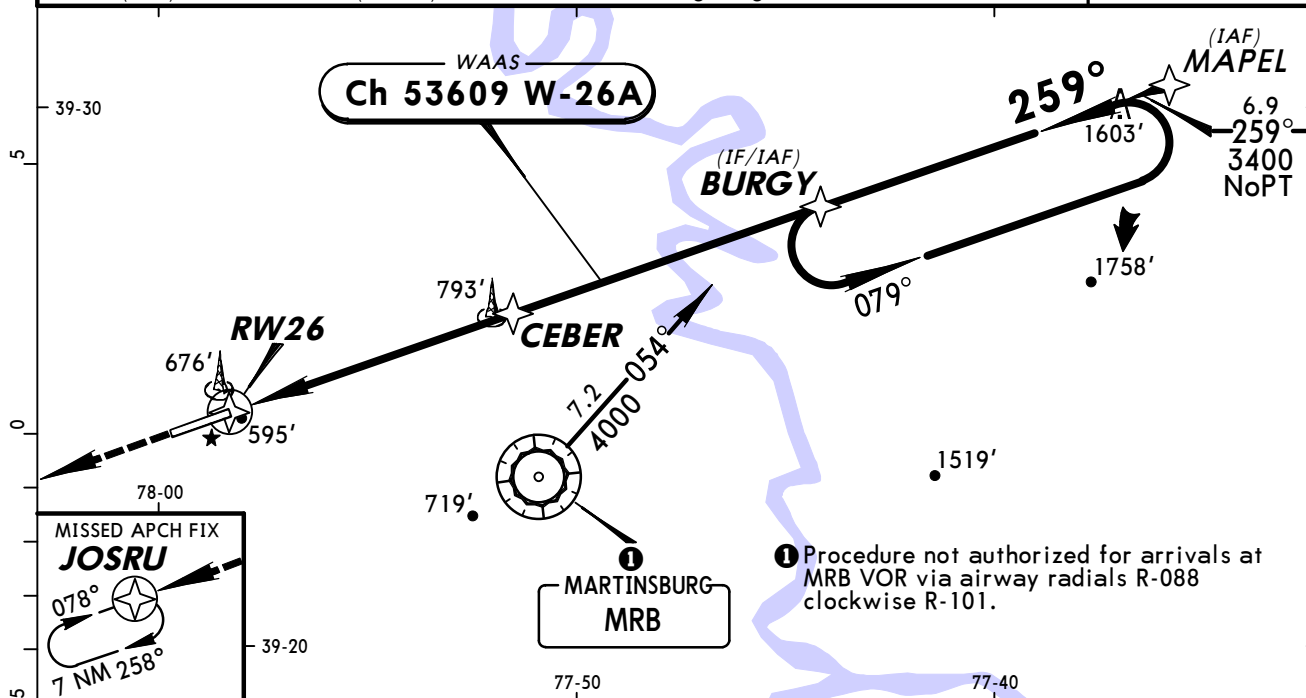


Gnd speed-Kts	70	90	100	120	140	160	3000' ↑	→D	UDEYO
Descent angle [3.06°]	379	487	541	650	758	866			
MAP at RW08									

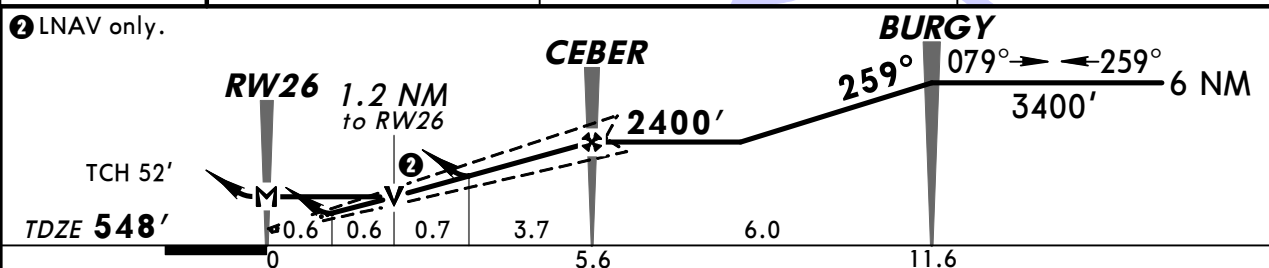
STRAIGHT-IN LANDING RWY 8				CIRCLE-TO-LAND			
LNNAV				With Local Altimeter Setting		With Hagerstown Altimeter Setting	
MDA(H) 1060' (495')		MDA(H) 1140' (575')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Hagerstown Altimeter Setting		Max Kts			
A	1	1		90	1060'(503')-1	1140'(583')-1	
B	1	1		120	1080'(523')-1	1160'(603')-1	
C	1 1/4	1 1/2		140	1080'(523')-1 1/2	1160'(603')-1 3/4	
D	1 1/2	1 3/4		165	1120'(563')-2	1200'(643')-2	

BRIEFING STRIP

ASOS		POTOMAC Approach (R)		*MARTINSBURG Tower		*Ground	
119.92		126.1		CTAF 124.3		121.8	
WAAS Ch 53609 W-26A	Final Apch Crs 259°	Minimum Alt CEBER 2400' (1852')	LPV DA(H) (CONDITIONAL) 798' (250')	Apt Elev 557' TDZE 548'		4100' MSA RW26	
MISSED APCH: Climb to 4100' direct JOSRU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Hagerstown altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Hagerstown altimeter setting. 4. Baro-VNAV not authorized when using Hagerstown altimeter setting. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 6. Pilot controlled lighting 124.3.							



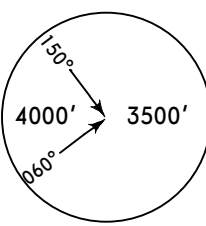
② LNAV only.



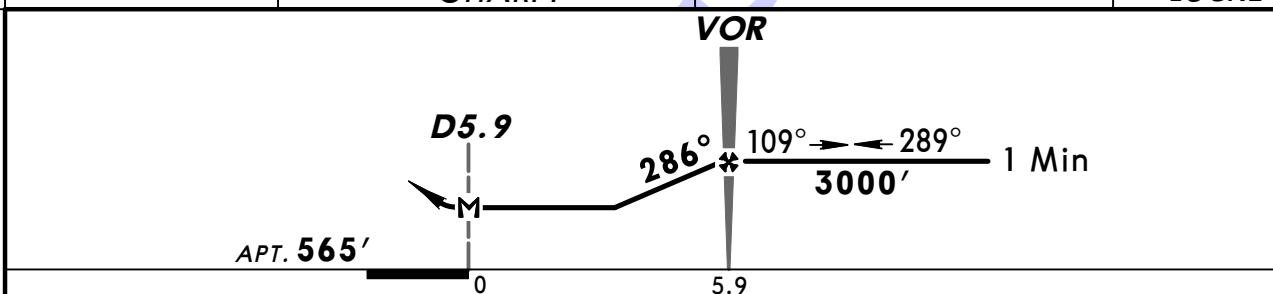
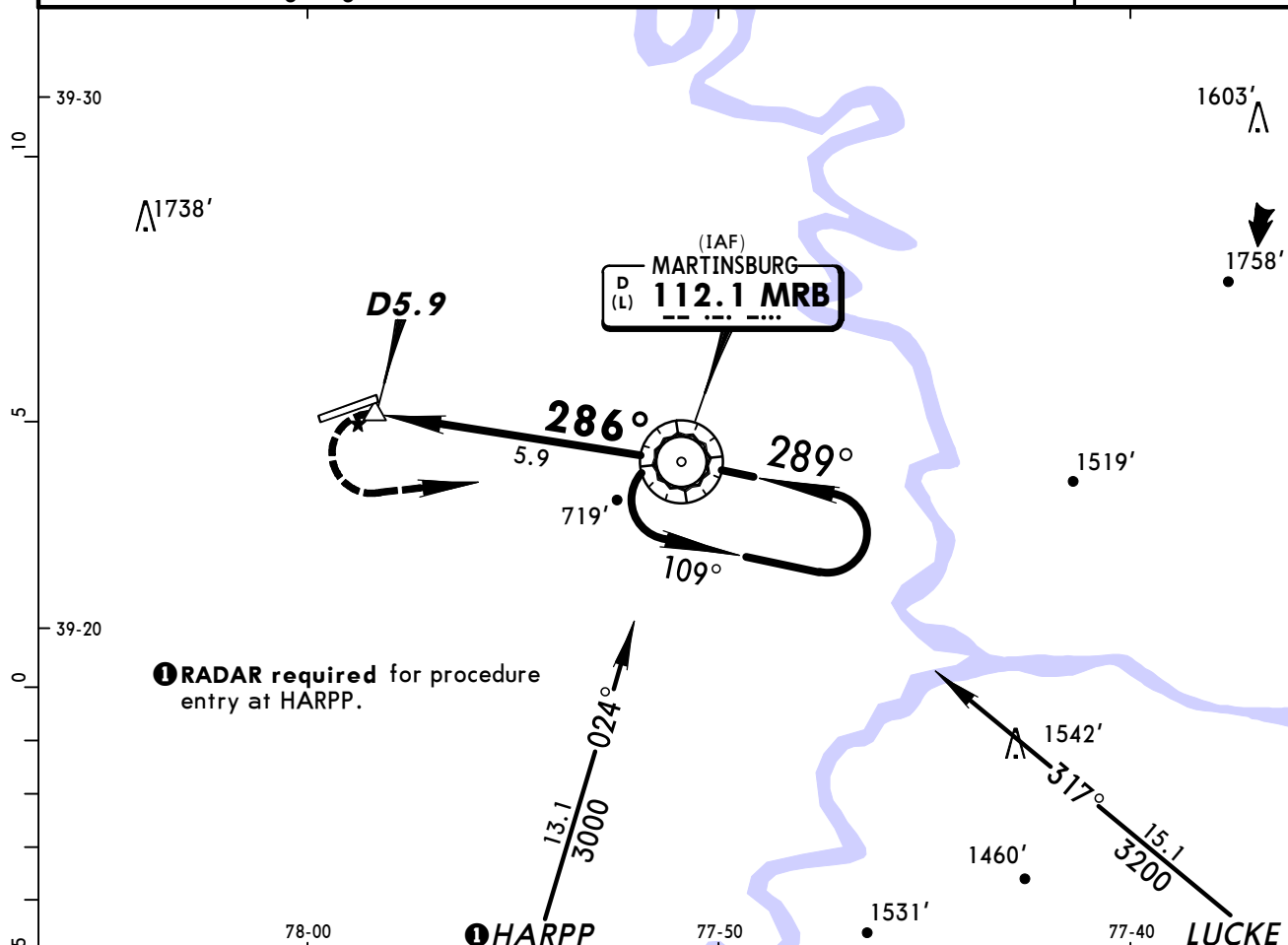
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI 4100' ↑ D → JOSRU	
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW26								

STRAIGHT-IN LANDING RWY 26 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 798' (250')		LNAV/VNAV DA(H) 1213' (665')		LNAV MDA(H) 980' (432')		Max Kts		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	MDA(H)	1020' (463')-1
A						120		1080' (523')-1
B	1/2	3/4	1 3/4	2 1/4	1/2	140		1080' (523')-1 1/2
C					1 1/4	165		1120' (563')-2
D					1			
With Hagerstown Altimeter Setting							With Hagerstown Altimeter Setting	
DA(H) 869' (321')		DA(H) 1284' (736')		MDA(H) 1060' (512')		Max Kts		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	MDA(H)	1100' (543')-1
A						120		1160' (603')-1
B	1/2	1	2	2 1/2	1/2	140		1160' (603')-1 3/4
C					3/4	165		1200' (643')-2
D					1 1/2			

BRIEFING STRIP™

ASOS 119.92		POTOMAC Approach (R) 126.1		*MARTINSBURG Tower CTAF 124.3		*Ground 121.8				
VOR MRB 112.1		Final Apch Crs 286°		Minimum Alt VOR 3000'(2435')		MDA(H) Refer to Minimums		Apt Elev 565'		
MISSED APCH: Climbing LEFT turn to 3000' direct MRB VOR and hold. Continue climb in hold to 3000'.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hagerstown altimeter setting. 2. Pilot controlled lighting 124.3.										

MSA MRB VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' LT	MRB 112.1
MAP at D5.9 or									
VOR to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13			

				CIRCLE-TO-LAND	
				With Local Altimeter Setting	With Hagerstown Altimeter Setting
				Max Kts	MDA(H)
				A 90	1020' (455') - 1 1100' (535') - 1
				B 120	1080' (515') - 1 1160' (595') - 1
				C 140	1080' (515') - 1½ 1160' (595') - 1¾
				D 165	1120' (555') - 2 1200' (635') - 2

General Information

Location: Parkersburg WV USA
IATA Code: PKB
Lat/Long: N39° 20.7' W081° 26.4'
Elevation: 859 ft

Airport Use: Public
Magnetic Variation: 7.9°W
Sectional Chart: Cincinnati

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

Sunrise: 1202 Z
Sunset: 2315 Z,

Runway Information

Runway: 03
Length x Width: 7240 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 831 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 10
Length x Width: 4002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 831 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 7240 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 857 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 460 ft

Runway: 28
Length x Width: 4002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 838 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 124.35

ASOS 124.35

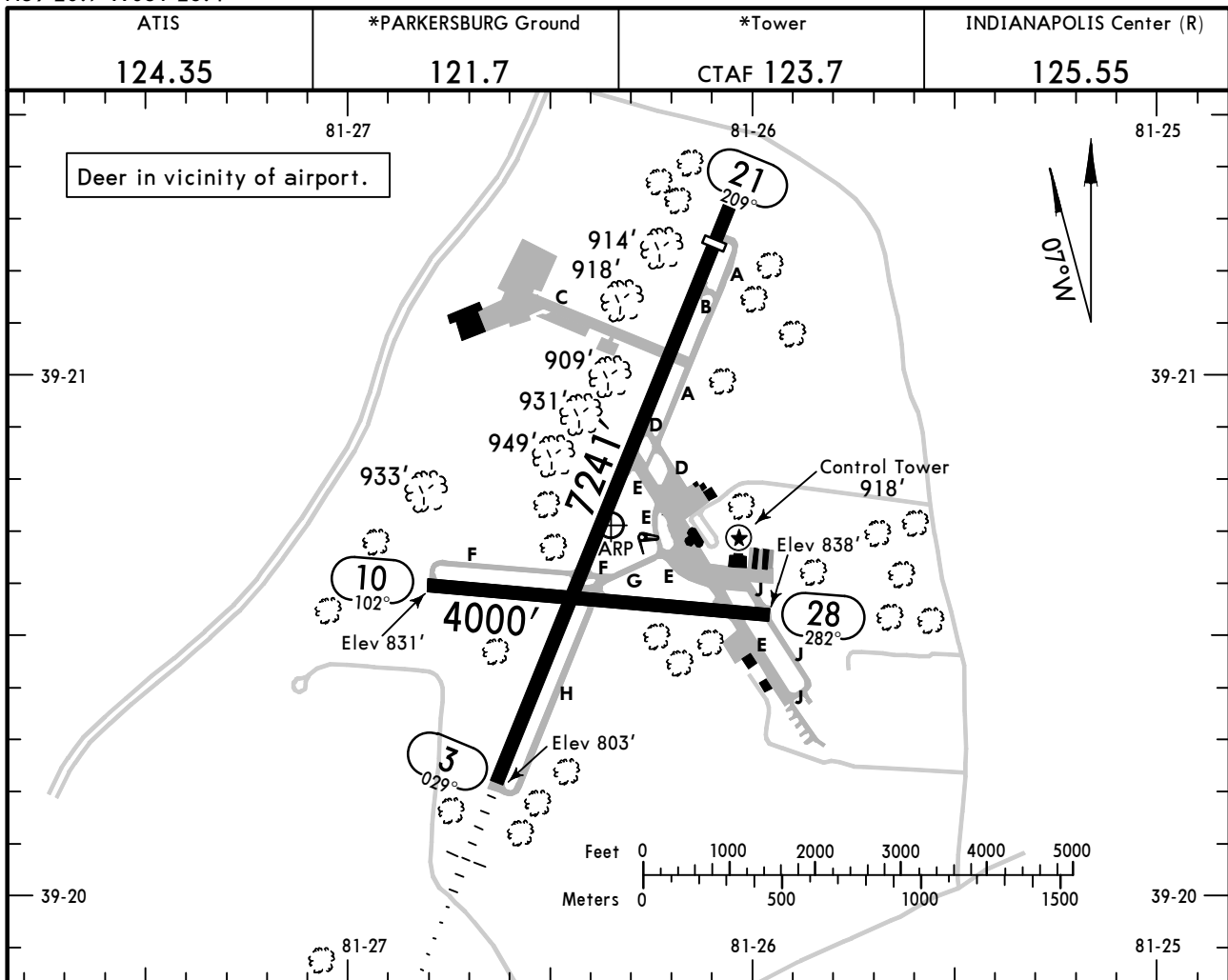
Parkersburg Tower 123.7 CTAF PCL

Parkersburg Ground Control 121.7

Mid-Ohio Valley Regl Unicom 122.95

Elkins Flight Service Station 122.4 RCO

Indianapolis Center 125.55 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
3 21	① HIRL	① MALSR	PAPI-L (angle 3.0°)	grooved RVR	② 6781'	5984'		150'
	① HIRL	① REIL		grooved	6781'			
10 28	① HIRL	① REIL	PAPI-L (angle 3.0°)	grooved				150'
	① HIRL	③ REIL	PAPI-L (angle 3.0°)	grooved				

- ① Activate on 123.7 when Twr inop.
 ② Last 460' unavailable for landing distance computations.
 ③ Unavailable when Twr inop.

TAKE-OFF

	Rwys 10, 21		Rwy 3			Rwy 28		
	Adequate Vis Ref	STD	With Min climb of 451'/NM to 1300'		Other	With Min climb of 295'/NM to 1600'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	300-1	1/4	1	500-3
3 & 4 Eng		1/2		RVR 24 or 1/2			1/2	

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating & When Local Weather Available		Authorized Only When Local Weather Available RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 21	
ILS Rwy 3		LOC Rwy 3	
A	600-2	800-2	800-2
B			
C			
D	700-2		

KPKB/PKB

MID-OHIO VALLEY REGL

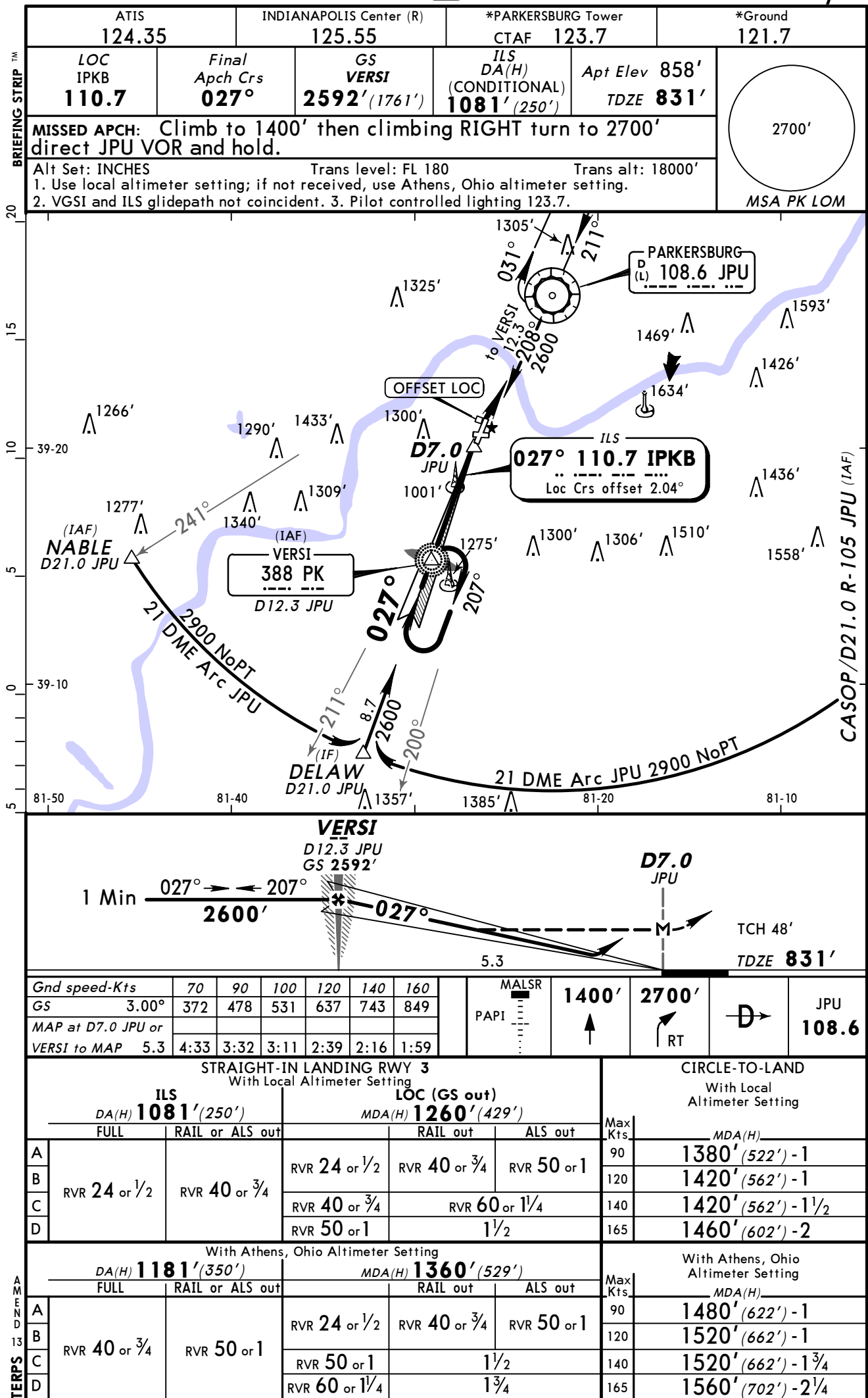
25 NOV 11

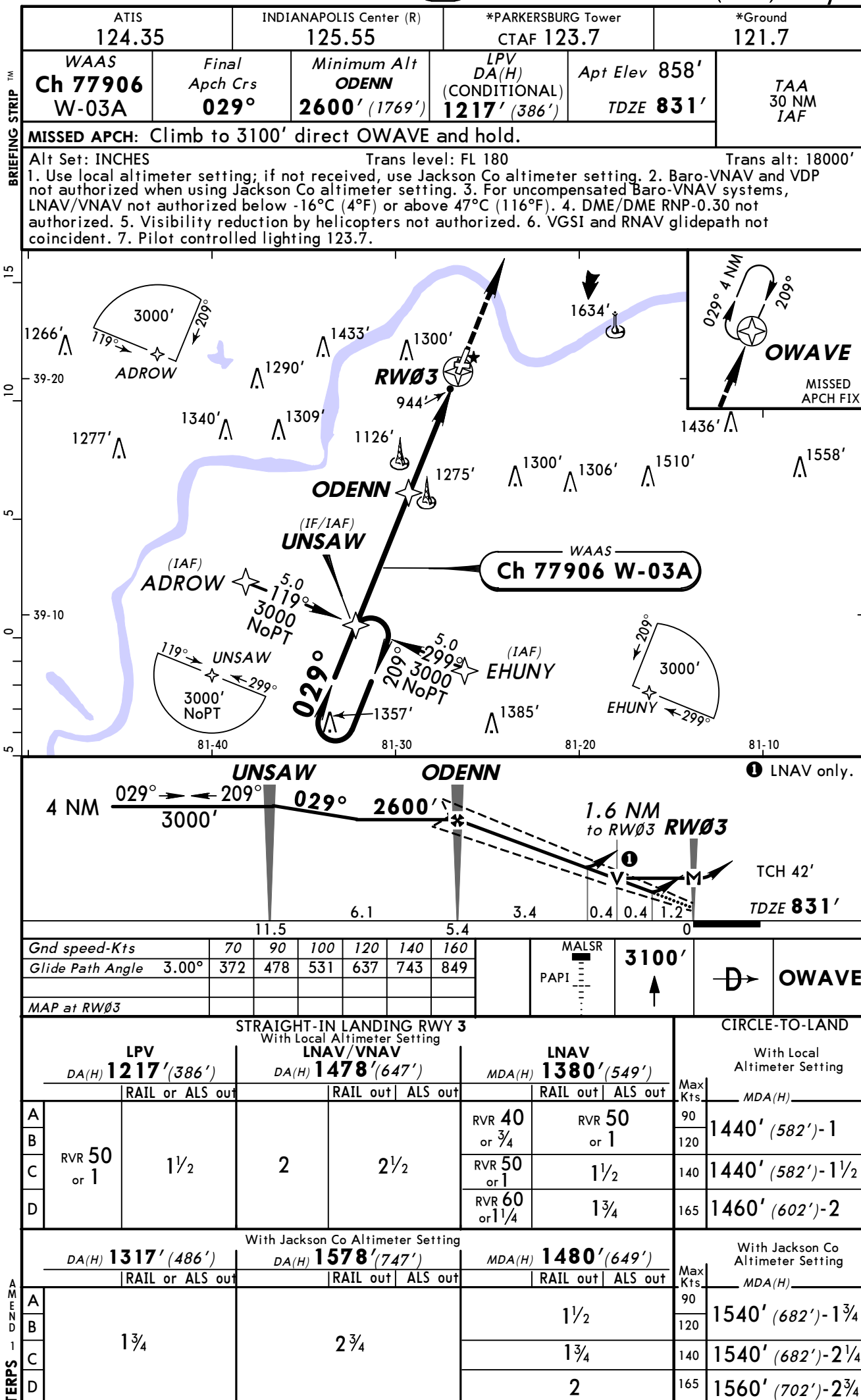
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PARKERSBURG, W VA

ILS or LOC Rwy 3





BRIEFING STRIP™

ATIS 124.35	INDIANAPOLIS Center (R) 125.55	*PARKERSBURG Tower CTAF 123.7	*Ground 121.7
RNAV	Final Apch Crs 209°	Minimum Alt MIDCO 2800' (1943')	LNAV MDA(H) (CONDITIONAL) 1380' (523')
		Apt Elev 858'	TDZE 857'
			TAA 30 NM IAF

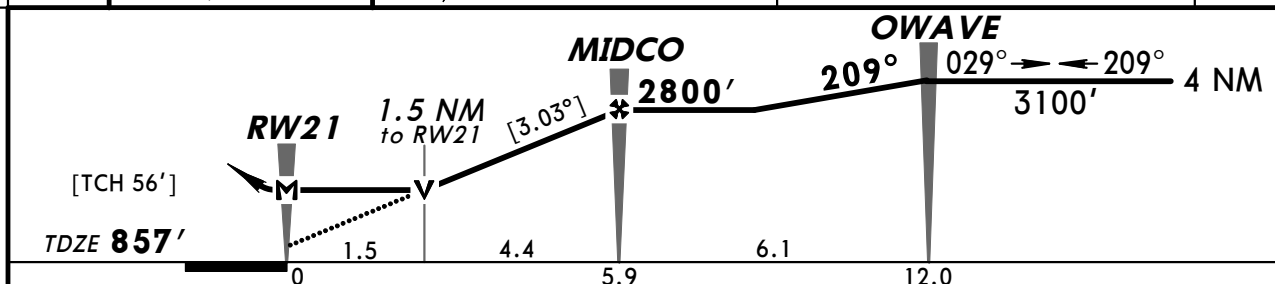
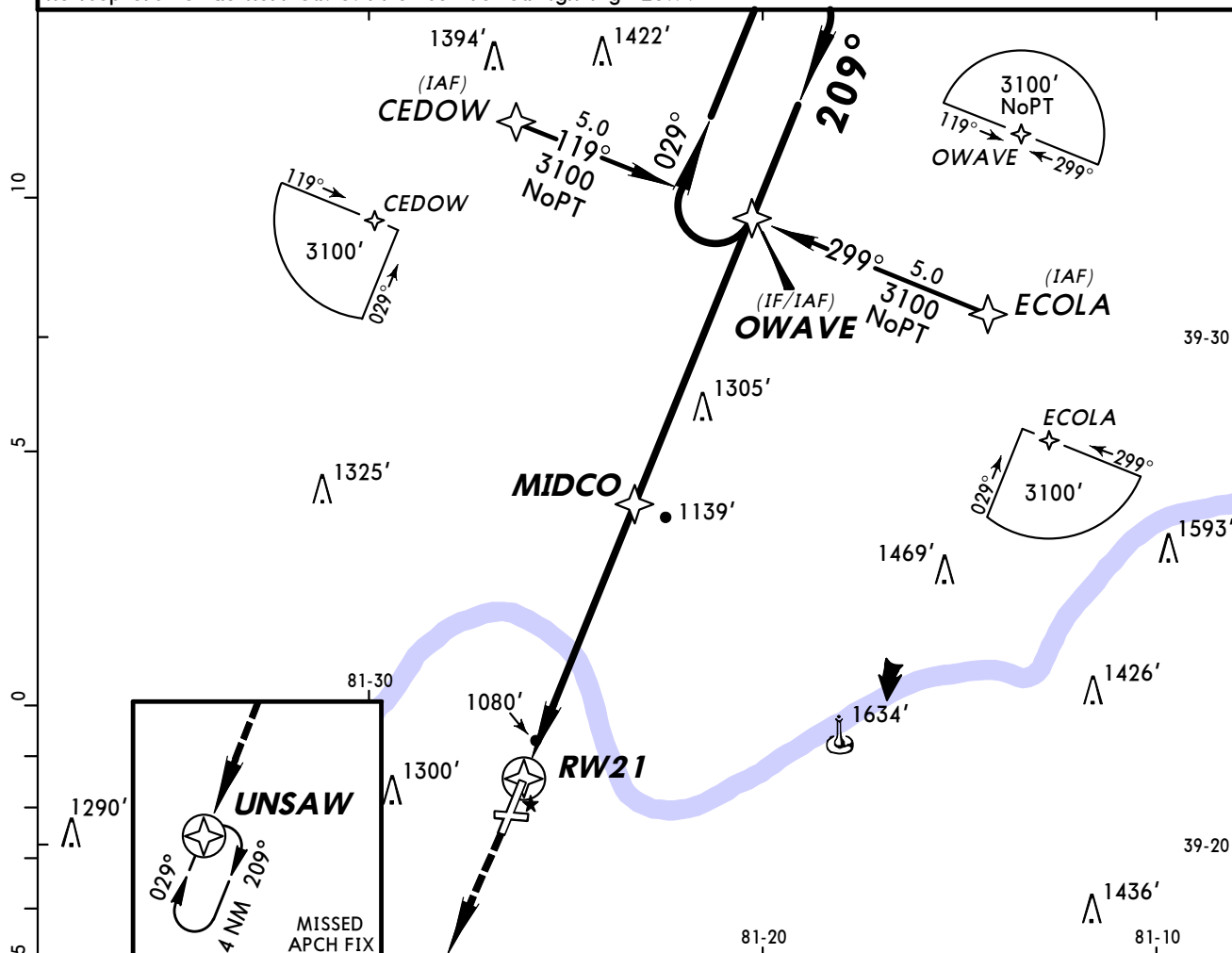
MISSED APCH: Climb to 3000' direct UNSAW and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Jackson Co altimeter setting. 2. VDP not authorized with Jackson Co altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.7.



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle [3.03°]	375	482	536	643	750	858					
MAP at RW21											

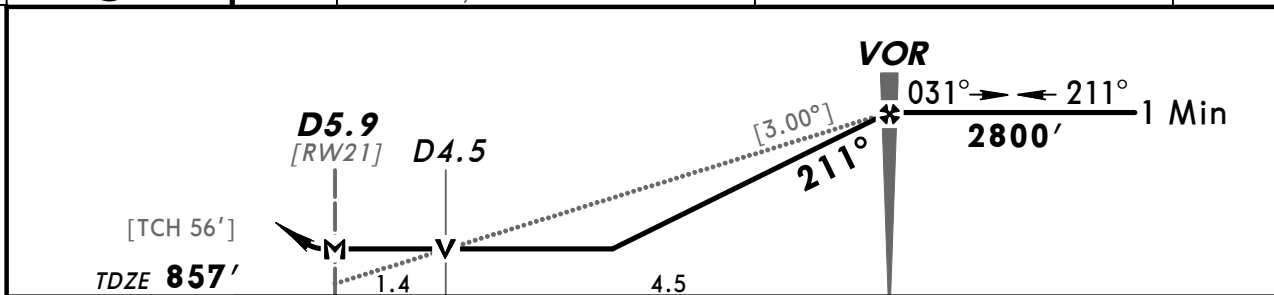
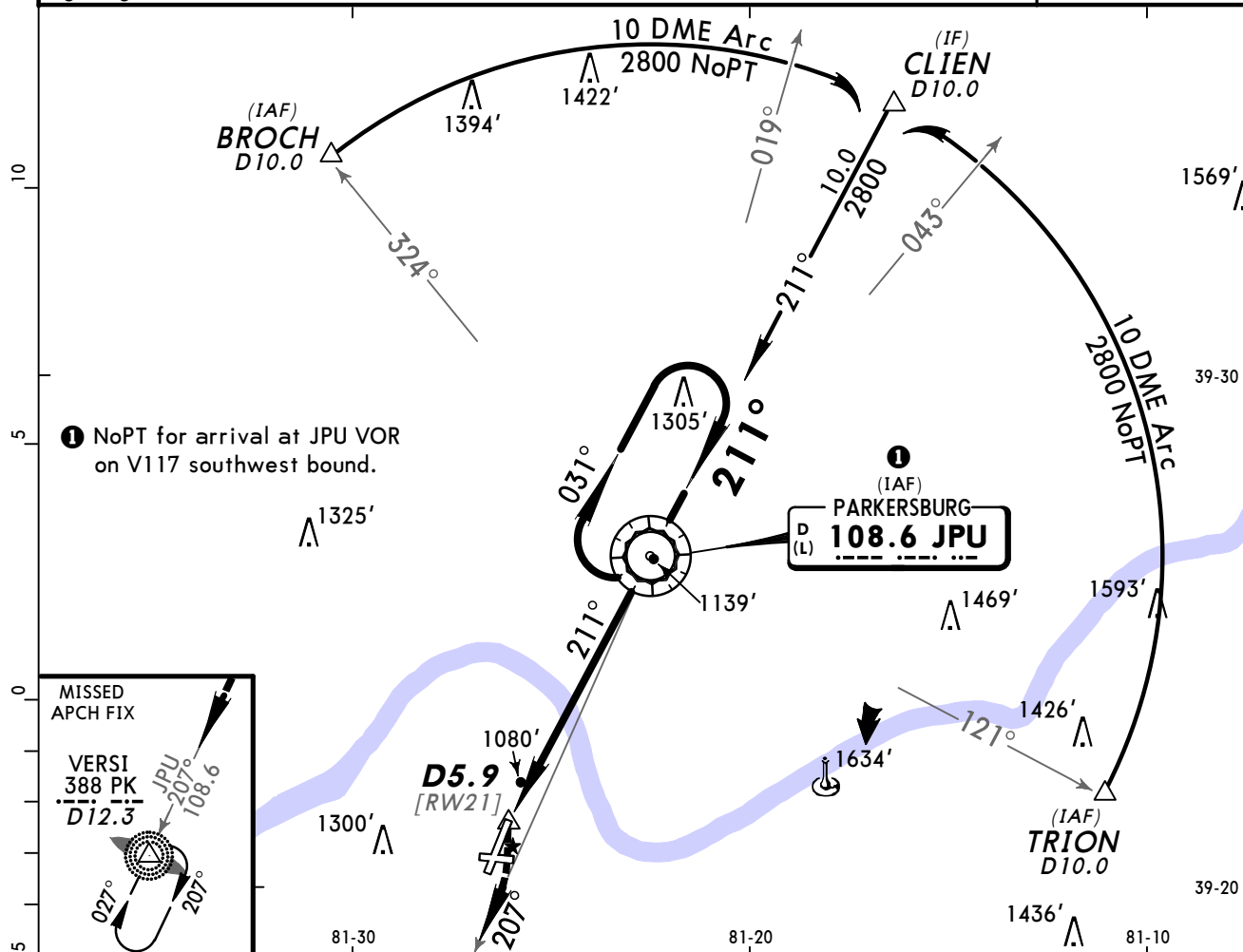
STRAIGHT-IN LANDING RWY 21						CIRCLE-TO-LAND			
LNAV						With Local Altimeter Setting		With Jackson Co Altimeter Setting	
MDA(H) 1380' (523')			MDA(H) 1480' (623')			Max Kts		MDA(H)	
With Local Altimeter Setting			With Jackson Co Altimeter Setting						
A						90		1440' (582') - 1	1540' (682') - 1
B	1		1			120		1440' (582') - 1½	1540' (682') - 2
C	1½		2			140		1460' (602') - 2	1560' (702') - 2½
D	1¾		2¼			165			

CHANGES: Lighting.

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BRIEFING STRIP™

ATIS 124.35		INDIANAPOLIS Center (R) 125.55		*PARKERSBURG Tower CTAF 123.7		*Ground 121.7	
VOR JPU 108.6	Final Apch Crs 211°	Minimum Alt VOR 2800' (1943')	MDA(H) (CONDITIONAL) 1380' (523')	Apt Elev 858'	2800' MSA JPU VOR		
MISSED APCH: Climb to 2600' outbound via JPU VOR R-207 to VERSI LOM/INT/D12.3 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Jackson Co altimeter setting. 3. VDP not authorized when using Jackson Co altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.7.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	2600' ↑	via JPU 108.6 R-207	PK 388
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at D5.9 or										
VOR to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13				

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
MDA(H) 1380' (523')		MDA(H) 1480' (623')		With Local Altimeter Setting		With Jackson Co Altimeter Setting	
With Local Altimeter Setting		With Jackson Co Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1	1	90	1440' (582') - 1	1540' (682') - 1	
B	1	1	1	120	1440' (582') - 1	1540' (682') - 1	
C	1½	2	2	140	1440' (582') - 1½	1540' (682') - 2	
D	1¾	2¼	2¼	165	1460' (602') - 2	1560' (702') - 2½	

PARKERSBURG, WV (MID-OHIO VALLEY REGL - KPKB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBKW

No Chart Change Notices for Airport KCKB

No Chart Change Notices for Airport KCRW

No Chart Change Notices for Airport KHTS

No Chart Change Notices for Airport KLWB

No Chart Change Notices for Airport KMRB

No Chart Change Notices for Airport KPKB