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Federal Aviation  
Administration

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Consult the Change Notice  
(CN) effective 08 DEC 2016 for  
revised Instrument Procedure  
Charts for this volume



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### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,  
OR FOR CHANGES, ADDITIONS,  
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Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.  
See the FAQs prior to contact via toll free number or email.

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



## INOP COMPONENTS

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

## (1) ILS, PAR, RNAV (LPV line of minima) and GLS

| Inoperative Component or Aid | Approach Category | Increase Visibility |
|------------------------------|-------------------|---------------------|
| ALSF 1 & 2, MALSR, & SSALR   | ABCD              | ¼ mile              |

## (2) ILS with visibility minimum of 1,800 RVR

|                            |      |              |
|----------------------------|------|--------------|
| ALSF 1 & 2, MALSR, & SSALR | ABCD | To 4000 RVR  |
| TDZL RCLS                  | ABCD | To 2400 RVR* |
| RVR                        | ABCD | To ½ mile    |

\*1800 RVR authorized with the use of FD or AP or HUD to DA.

## (3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

| Inoperative Visual Aid     | Approach Category | Increase Visibility |
|----------------------------|-------------------|---------------------|
| ALSF 1 & 2, MALSR, & SSALR | ABCD              | ½ mile              |
| SSALS, MALS, & ODALS       | ABC               | ¼ mile              |

## (4) NDB

|                            |     |        |
|----------------------------|-----|--------|
| ALSF 1 & 2, MALSR, & SSALR | C   | ½ mile |
| MALS, SSALS, ODALS         | ABD | ¼ mile |
|                            | ABC | ¼ mile |

# TERMS/LANDING MINIMA DATA

## IFR LANDING MINIMA

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

### LANDING MINIMA FORMAT

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

| DA  | Visibility (RVR 100's of feet) | Aircraft Approach Category | HAT/HATH                | D                      |
|-----|--------------------------------|----------------------------|-------------------------|------------------------|
| DA  | 1352/24                        | B                          | 200                     | (200-½)                |
| DA  | 1440/24                        | 288                        | (300-½)                 | 1440/50<br>288 (300-1) |
| MDA | 1540-1<br>361 (400-1)          | 1640-1<br>461 (500-1)      | 1640-1½<br>461 (500-1½) | 1740-2<br>561 (600-2)  |

Labels: DA, Visibility (RVR 100's of feet), Aircraft Approach Category, HAT/HATH, D, MDA, HAA, Visibility in Statute Miles

Annotations: Straight-in ILS to Runway 27, Straight-in with Glide Slope Inoperative or not used to Runway 27, All weather minimums in parentheses not applicable to Civil Pilots, Military Pilots refer to appropriate regulations.

### COPTER MINIMA ONLY

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

Labels: Copter Approach Direction, Height of MDA/DA Above Landing Area (HAL)

Note: No circling minimums are provided

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

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

### COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. [www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices)

### COLD TEMPERATURE ERROR TABLE

#### HEIGHT ABOVE AIRPORT IN FEET

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

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

### MANEUVERING TABLE

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

# TERMS/LANDING MINIMA DATA

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## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) |       |       |       |       |
|--------------------------|--------------------------------------------|-------|-------|-------|-------|
|                          | CAT A                                      | CAT B | CAT C | CAT D | CAT E |
| All Altitudes            | 1.3                                        | 1.5   | 1.7   | 2.3   | 4.5   |

### **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

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

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

| RVR (feet) | Visibility (statute miles) | RVR (feet) | Visibility (statute miles) |
|------------|----------------------------|------------|----------------------------|
| 1600       | 1/4                        | 4500       | 3/8                        |
| 2400       | 1/2                        | 5000       | 1                          |
| 3200       | 5/8                        | 6000       | 1 1/4                      |
| 4000       | 3/4                        |            |                            |

## RADAR MINIMA

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

Visibility in Statute Miles ↙

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

Radars Minima:

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

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

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

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

⚠ Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

# TERMS/LANDING MINIMA DATA

## GENERAL INFO

## GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contains information on civil operations at military airports.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

**RNAV DP and STAR.** Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

**Standard RNAV 1 Procedure Chart Notes**

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

**RNAV 1 Procedure Characteristics and Operations**

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

## GENERAL INFO

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PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,  $\ominus$ ,  $\ominus$ ,  $\ominus$ .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (\*) indicates non-standard PCL, consult Chart Supplement, e.g.,  $\ominus^*$ .

To activate lights, use frequency indicated in the communication section of the chart with a  $\ominus$  or the appropriate lighting system identification e.g., UNICOM 122.8  $\ominus$ ,  $\ominus$ ,  $\ominus$ .

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

CHART CURRENCY INFORMATION

Date of Latest Revision                      09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

|               |                                                      |            |                                                                                                                    |
|---------------|------------------------------------------------------|------------|--------------------------------------------------------------------------------------------------------------------|
| AAUP.....     | Attention All Users Page                             | HAA.....   | Height above Airport                                                                                               |
| ADF.....      | Automatic Direction Finder                           | HAL.....   | Height above Landing                                                                                               |
| ADIZ.....     | Air Defense Identification Zone                      | HAT.....   | Height above Touchdown                                                                                             |
| AFIS.....     | Automatic Flight Information Service                 | HATH.....  | Height Above Threshold                                                                                             |
| ALS.....      | Approach Light System                                | HGS.....   | Head-up Guidance System                                                                                            |
| ALSF.....     | Approach Light System with Sequenced Flashing Lights | HIRL.....  | High Intensity Runway Lights                                                                                       |
| AP.....       | Autopilot System                                     | HUD.....   | Head-up Display                                                                                                    |
| APCH.....     | Approach                                             | IAF.....   | Initial Approach Fix                                                                                               |
| APP CON.....  | Approach Control                                     | ICAO.....  | International Civil Aviation Organization                                                                          |
| ARR.....      | Arrival                                              | IF.....    | Intermediate Fix                                                                                                   |
| ASOS.....     | Automated Surface Observing System                   | IM.....    | Inner Marker                                                                                                       |
| ASR/PAR.....  | Published Radar Minimums at this Airport             | INOP.....  | Inoperative                                                                                                        |
| ASSC.....     | Airport Surface Surveillance Systems                 | INT.....   | Intersection                                                                                                       |
| ATIS.....     | Automatic Terminal Information Service               | K.....     | Knots                                                                                                              |
| AUNICOM.....  | Automated UNICOM                                     | KLAS.....  | Knots Indicated Airspeed                                                                                           |
| AWOS.....     | Automated Weather Observing System                   | LAAS.....  | Local Area Augmentation System                                                                                     |
| AZ.....       | Azimuth                                              | LDA.....   | Localizer Type Directional Aid                                                                                     |
| BC.....       | Back Course                                          | Ldg.....   | Landing                                                                                                            |
| BND.....      | Bound                                                | LRL.....   | Low Intensity Runway Lights                                                                                        |
| C.....        | Circling                                             | LNAV.....  | Lateral Navigation                                                                                                 |
| CAT.....      | Category                                             | LOC.....   | Localizer                                                                                                          |
| CCW.....      | Counter Clockwise                                    | LP.....    | Localizer Performance                                                                                              |
| CDI.....      | Course Deviation Indicator                           | LPV.....   | Localizer Performance with Vertical Guidance                                                                       |
| Chan.....     | Channel                                              | LR.....    | Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course. |
| CIFP.....     | Coded Instrument Flight Procedures                   | MAA.....   | Maximum Authorized Altitude                                                                                        |
| CIR.....      | Circling                                             | MALS.....  | Medium Intensity Approach Light System                                                                             |
| CLNC DEL..... | Clearance Delivery                                   | MALSR..... | Medium Intensity Approach Light System with RAIL                                                                   |
| CNF.....      | Computer Navigation Fix                              | MAP.....   | Missed Approach Point                                                                                              |
| CTAF.....     | Common Traffic Advisory Frequency                    | MDA.....   | Minimum Descent Altitude                                                                                           |
| CW.....       | Clockwise                                            | MIRL.....  | Medium Intensity Runway Lights                                                                                     |
| DA.....       | Decision Altitude                                    | MM.....    | Middle Marker                                                                                                      |
| DER.....      | Departure End of Runway                              | MRA.....   | Minimum Reception Altitude                                                                                         |
| DH.....       | Decision Height                                      | N/A.....   | Not Applicable                                                                                                     |
| DME.....      | Distance Measuring Equipment                         | NA.....    | Not Authorized                                                                                                     |
| DTHR.....     | Displaced Threshold                                  | NDB.....   | Non-directional Radio Beacon                                                                                       |
| DVA.....      | Diverse Vector Area                                  | NFD.....   | National Flight Database                                                                                           |
| ELEV.....     | Elevation                                            | NM.....    | Nautical Mile                                                                                                      |
| EMAS.....     | Engineered Material Arresting System                 | NoPT.....  | No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)                            |
| FAF.....      | Final Approach Fix                                   | ODALS..... | Omnidirectional Approach Light System                                                                              |
| FD.....       | Flight Director System                               | ODP.....   | Obstacle Departure Procedure                                                                                       |
| FM.....       | Fan Marker                                           | OM.....    | Outer Marker                                                                                                       |
| FMS.....      | Flight Management System                             | PRM.....   | Precision Runway Monitor                                                                                           |
| GBAS.....     | Ground Based Augmentation System                     |            |                                                                                                                    |
| GCO.....      | Ground Communications Outlet                         |            |                                                                                                                    |
| GLS.....      | Ground Based Augmentation System Landing System      |            |                                                                                                                    |
| GP.....       | Glidepath                                            |            |                                                                                                                    |
| GPI.....      | Ground Point of Interception                         |            |                                                                                                                    |
| GPS.....      | Global Positioning System                            |            |                                                                                                                    |
| GS.....       | Glide Slope                                          |            |                                                                                                                    |

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

|             |                                                                     |
|-------------|---------------------------------------------------------------------|
| R.....      | Radial                                                              |
| RA.....     | Radio Altimeter setting height                                      |
| RAIL.....   | Runway Alignment Indicator<br>Lights                                |
| RCLS.....   | Runway Centerline Light<br>System                                   |
| REIL.....   | Runway End Identifier Lights                                        |
| RF.....     | Radius-to-Fix                                                       |
| RLLS.....   | Runway Lead-in Light System                                         |
| RNAV.....   | Area Navigation                                                     |
| RNP.....    | Required Navigation<br>Performance                                  |
| RPI.....    | Runway Point of Intercept(ion)                                      |
| RRL.....    | Runway Remaining Lights                                             |
| Rwy.....    | Runway                                                              |
| RVR.....    | Runway Visual Range                                                 |
| S.....      | Straight-in                                                         |
| SALS.....   | Short Approach Light System                                         |
| SSALR.....  | Simplified Short Approach<br>Light System with RAIL                 |
| SDF.....    | Simplified Directional Facility                                     |
| SM.....     | Statute Mile                                                        |
| SOIA.....   | Simultaneous Offset Instrument Approach                             |
| TAA.....    | Terminal Arrival Area                                               |
| TAC.....    | TACAN                                                               |
| TCH.....    | Threshold Crossing Height<br>(height in feet Above<br>Ground level) |
| TDZ.....    | Touchdown Zone                                                      |
| TDZE.....   | Touchdown Zone Elevation                                            |
| TDZ/CL..... | Touchdown Zone and Runway<br>Centerline Lighting                    |
| TDZL.....   | Touchdown Zone Lights                                               |
| THR.....    | Threshold                                                           |
| THRE.....   | Threshold Elevation                                                 |
| TODA.....   | Takeoff Distance Available                                          |
| TORA.....   | Takeoff Run Available                                               |
| TR.....     | Track                                                               |
| VASI.....   | Visual Approach Slope<br>Indicator                                  |
| VCOA.....   | Visual Climb Over Airport                                           |
| VDP.....    | Visual Descent Point                                                |
| VGSI.....   | Visual Glide Slope Indicator                                        |
| VNAV.....   | Vertical Navigation                                                 |
| WAAS.....   | Wide Area Augmentation System                                       |
| WP/WPT..... | Waypoint (RNAV)                                                     |

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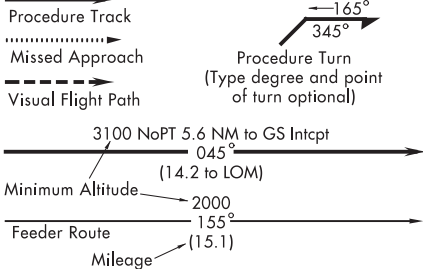
## GENERAL INFO

# LEGEND

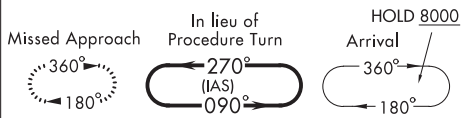
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PLANVIEW SYMBOLS

#### TERMINAL ROUTES

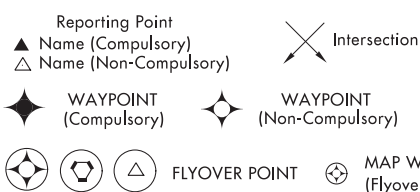


#### HOLDING PATTERNS

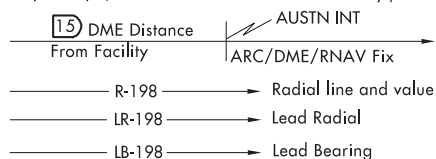


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

#### FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)  
x (NAME) ("x" omitted when it conflicts with runway pattern)



#### ALTITUDES

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

#### INDICATED AIRSPEED

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

#### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

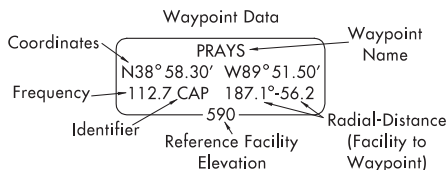
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

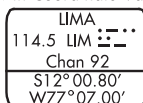
SDF Course

LOC/DME

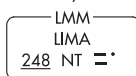
LOC/LDA/SDF Transmitter  
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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# LEGEND



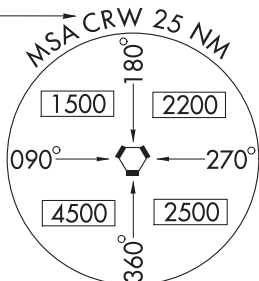
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

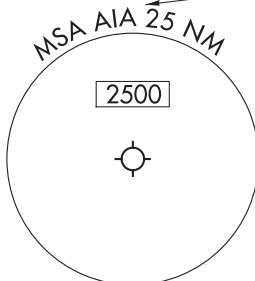
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

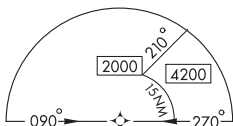


Airport Identifier

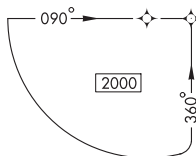


(arrows on distance circle identify sectors)

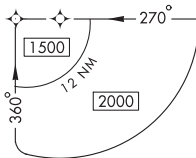
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

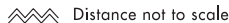
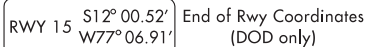


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

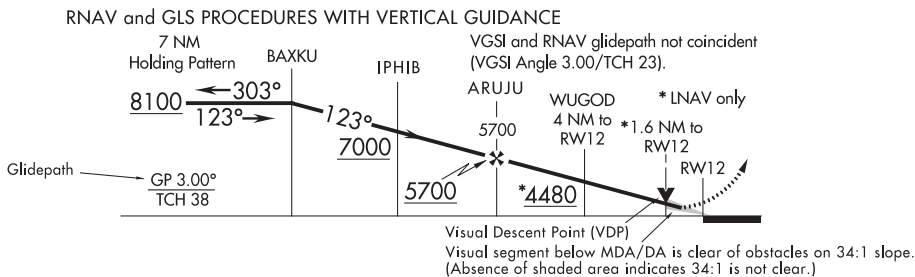
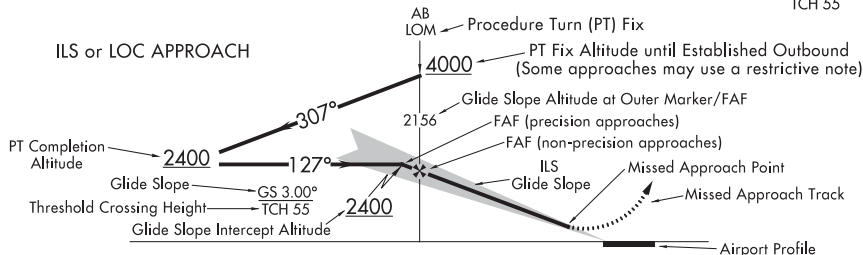
**PROFILE VIEW**

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

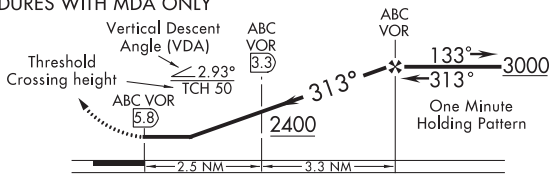
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format:  $GS\ 3.00^\circ$ .  
TCH 55

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

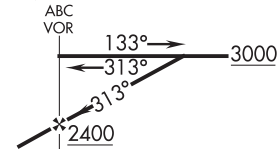
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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



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



**DESCENT FROM HOLDING PATTERN**



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

| PROFILE SYMBOLS |                                                                                                                                            |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                 | Visual Flight Path                                                                                                                         |
|                 | Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line. |

# LEGEND

## LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

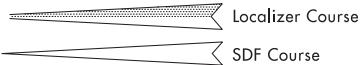
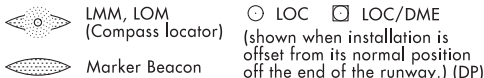
Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

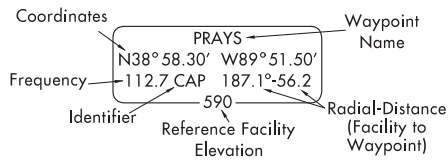
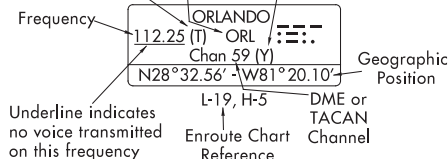
Compulsory:



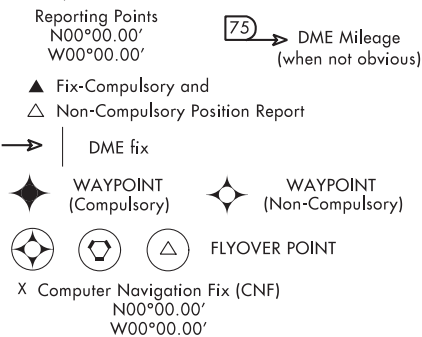
Non-Compulsory:



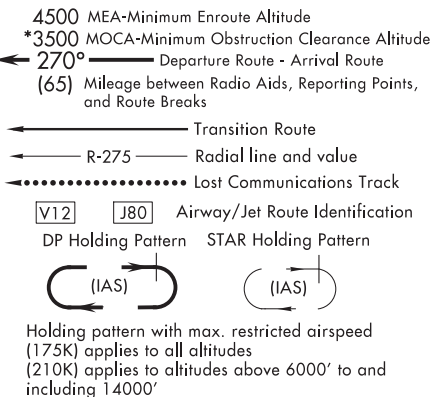
(T) indicates frequency protection range (STAR)  
 Identifier  
 Frequency  
 (Y) TACAN must be placed in "Y" mode to receive distance information  
 Geographic Position  
 Enroute Chart Reference  
 DME or TACAN Channel



### FIXES/ATC REPORTING REQUIREMENTS



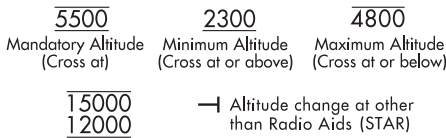
### ROUTES



### SPECIAL USE AIRSPACE



### ALTITUDES



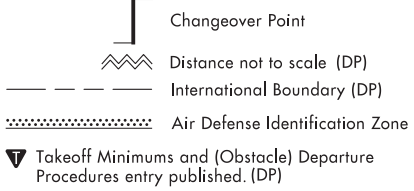
### INDICATED AIRSPEED



### AIRPORTS



### MISCELLANEOUS



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# LEGEND



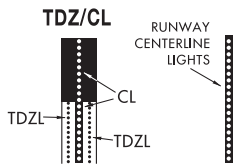
**LEGEND**

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

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

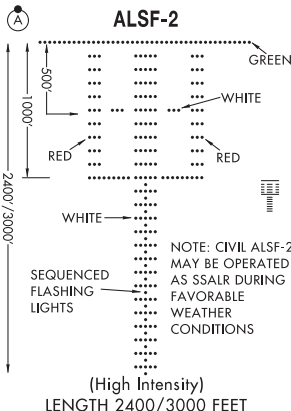
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A3), (V) indicates Pilot Controlled Lighting (PCL).

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

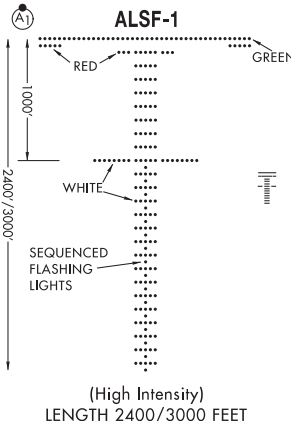


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

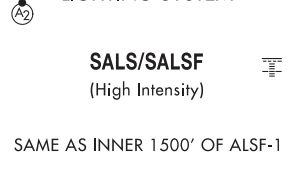
**APPROACH LIGHTING SYSTEM**



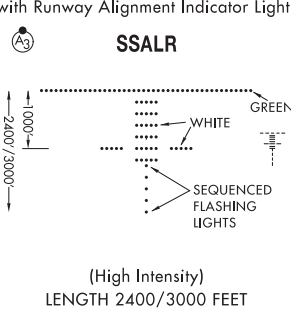
**APPROACH LIGHTING SYSTEM**



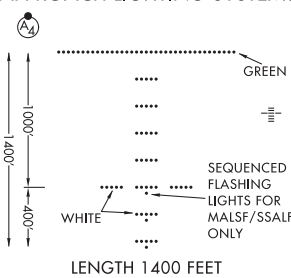
**SHORT APPROACH LIGHTING SYSTEM**



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



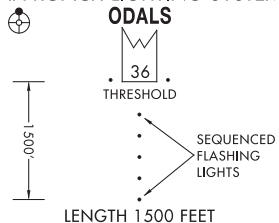
**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS**



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



**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

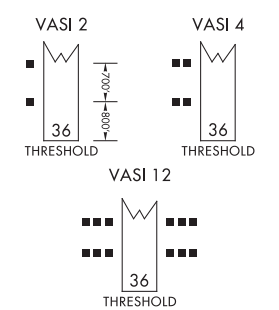


**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

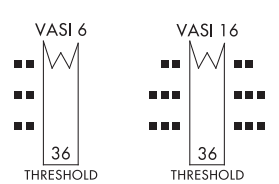
ALL LIGHTS WHITE — TOO HIGH  
FAR LIGHTS RED — ON GLIDE SLOPE  
NEAR LIGHTS WHITE — TOO LOW  
ALL LIGHTS RED — TOO LOW



**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

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



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**LEGEND**

04330  
**LEGEND**

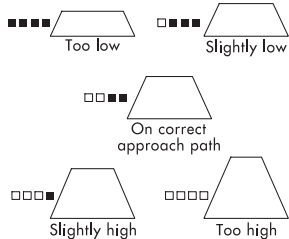
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

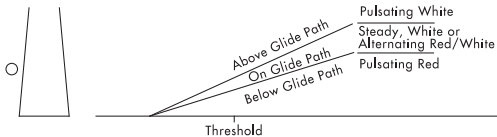
**PAPI**



Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**



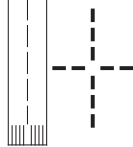
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>1</sub>) **"T"-VISUAL APPROACH SLOPE INDICATOR**

**"T"-VASI**

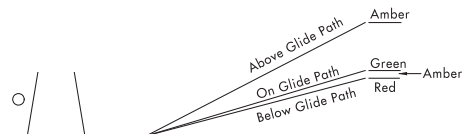


"T" ON BOTH SIDES OF RWY  
ALL LIGHTS VARIABLE WHITE.  
CORRECT APPROACH SLOPE-  
ONLY CROSS BAR VISIBLE.  
UPRIGHT "T"- FLY UP.  
INVERTED "T"- FLY DOWN.  
RED "T"- GROSS  
UNDERSHOOT.



(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

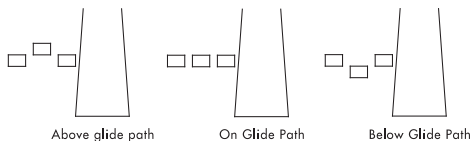
**TRCV**



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

(V<sub>5</sub>) **ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**



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

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**LEGEND**

## FREQ PAIRING

## FREQUENCY PAIRING TABLE

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

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## FREQ PAIRING

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME                                  | PROC | SECT PG | NAME                                 | PROC | SECT PG |
|---------------------------------------|------|---------|--------------------------------------|------|---------|
| <b>ALLEGHENY COUNTY</b>               |      |         | <b>BEDFORD, PA</b>                   |      |         |
| ---SEE PITTSBURGH, PA                 |      |         | <b>BEDFORD COUNTY(HMZ)</b>           |      |         |
| <b>ALLENTOWN, PA</b>                  |      |         | TAKEOFF MINIMUMS .....L              |      |         |
| <b>ALLENTOWN-QUEEN CITY MUNI(XLL)</b> |      |         | IAPS ..... RNAV (GPS) RWY 14 .....31 |      |         |
| TAKEOFF MINIMUMS .....L               |      |         | RNAV (GPS) RWY 32 .....32            |      |         |
| ALTERNATE MINIMUMS .....M             |      |         | VOR-A .....33                        |      |         |
| IAPS ..... RNAV (GPS) RWY 07 .....1   |      |         | <b>BELLEFONTE, PA</b>                |      |         |
| VOR-B .....2                          |      |         | <b>BELLEFONTE(N96)</b>               |      |         |
| <b>LEHIGH VALLEY INTL(ABE)</b>        |      |         | TAKEOFF MINIMUMS .....L              |      |         |
| TAKEOFF MINIMUMS .....L               |      |         | IAPS ..... RNAV (GPS) RWY 07 .....34 |      |         |
| ALTERNATE MINIMUMS .....M             |      |         | RNAV (GPS) RWY 25 .....35            |      |         |
| IAPS ..... ILS OR LOC RWY 06 .....3   |      |         | VOR-A .....36                        |      |         |
| ILS OR LOC RWY 13 .....4              |      |         | <b>BENDIGO</b>                       |      |         |
| ILS OR LOC/DME RWY 24 .....5          |      |         | ---SEE TOWER CITY, PA                |      |         |
| RNAV (GPS) RWY 06 .....6              |      |         | <b>BERKELEY SPRINGS, WV</b>          |      |         |
| RNAV (GPS) RWY 13 .....7              |      |         | <b>POTOMAC AIRPARK(W35)</b>          |      |         |
| RNAV (GPS) RWY 24 .....8              |      |         | TAKEOFF MINIMUMS .....L              |      |         |
| RNAV (GPS) RWY 31 .....9              |      |         | IAPS ..... GPS RWY 11 .....37        |      |         |
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|                                          |                   |         | <b>POTOMAC AIRPARK</b>       |                            |         |
|                                          |                   |         | ---SEE BERKELEY SPRINGS, WV  |                            |         |

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| <b>HERITAGE FIELD(PTW)</b>                    |                   |         | <b>MIFFLIN COUNTY(RVL)</b>            |                   |         |
| TAKEOFF MINIMUMS                              |                   | L       | TAKEOFF MINIMUMS                      |                   | L       |
| ALTERNATE MINIMUMS                            |                   | M       | IAPS                                  | RNAV (GPS) RWY 06 | 365     |
| IAPS                                          | RNAV (GPS) RWY 28 | 344     |                                       | RNAV (GPS) RWY 24 | 366     |
|                                               | RNAV (GPS)-A      | 345     |                                       | LOC RWY 06        | 367     |
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| <b>POTTSTOWN MUNI(N47)</b>                    |                   |         | <b>ROSTRAVER</b>                      |                   |         |
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| IAPS                                          | RNAV (GPS) RWY 26 | 348     | <b>ST MARYS, PA</b>                   |                   |         |
|                                               | VOR-B             | 349     | <b>ST MARYS MUNI(OYM)</b>             |                   |         |
| <b>POTTSVILLE, PA</b>                         |                   |         | TAKEOFF MINIMUMS                      |                   | L       |
| <b>SCHUYLKILL COUNTY (JOE ZERBEY)(ZER)</b>    |                   |         | IAPS                                  | RNAV (GPS) RWY 10 | 368     |
| TAKEOFF MINIMUMS                              |                   | L       |                                       | RNAV (GPS) RWY 28 | 369     |
| IAPS                                          | RNAV (GPS) RWY 11 | 350     |                                       | LOC/DME RWY 28    | 370     |
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|                                               | VOR OR GPS RWY 04 | 352     | <b>SCHUYLKILL COUNTY (JOE ZERBEY)</b> |                   |         |
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| <b>PUNXSUTAWNEY MUNI(N35)</b>                 |                   |         | <b>SEAMANS FIELD</b>                  |                   |         |
| TAKEOFF MINIMUMS                              |                   | L       | <b>---SEE FACTORYVILLE, PA</b>        |                   |         |
| IAPS                                          | RNAV (GPS) RWY 24 | 353     | <b>SELINGROVE, PA</b>                 |                   |         |
|                                               | VOR/DME-A         | 354     | <b>PENN VALLEY(SEG)</b>               |                   |         |
| <b>QUAKERTOWN, PA</b>                         |                   |         | TAKEOFF MINIMUMS                      |                   | L       |
| <b>QUAKERTOWN(UKT)</b>                        |                   |         | ALTERNATE MINIMUMS                    |                   | M       |
| TAKEOFF MINIMUMS                              |                   | L       | IAPS                                  | RNAV (GPS) RWY 11 | 355     |
| ALTERNATE MINIMUMS                            |                   | M       |                                       | RNAV (GPS) RWY 29 | 356     |
| IAPS                                          | RNAV (GPS) RWY 11 | 355     | <b>RALEIGH COUNTY MEMORIAL</b>        |                   |         |
|                                               | RNAV (GPS) RWY 29 | 356     | <b>---SEE BECKLEY, WV</b>             |                   |         |
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| <b>---SEE BECKLEY, WV</b>                     |                   |         | <b>NORTHUMBERLAND COUNTY(N79)</b>     |                   |         |
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| TAKEOFF MINIMUMS                              |                   | L       | IAPS                                  | RNAV (GPS) RWY 07 | 377     |
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| TAKEOFF MINIMUMS .....                   |                         | L       |                                         |                         |         |
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| TAKEOFF MINIMUMS .....                   |                         | L       | TAKEOFF MINIMUMS .....                  |                         | L       |
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| TAKEOFF MINIMUMS .....                   |                         | L       | TAKEOFF MINIMUMS .....                  |                         | L       |
| IAPS .....                               | RNAV (GPS) RWY 20 ..... | 391     | IAPS .....                              | RNAV (GPS) RWY 09 ..... | 406     |
|                                          |                         |         |                                         | RNAV (GPS) RWY 27 ..... | 407     |
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| <b>TITUSVILLE(6G1)</b>                   |                         |         | <b>WHEELING-OHIO COUNTY(HLG)</b>        |                         |         |
| TAKEOFF MINIMUMS .....                   |                         | L       | TAKEOFF MINIMUMS .....                  |                         | L       |
| IAPS .....                               | RNAV (GPS) RWY 01 ..... | 392     | ALTERNATE MINIMUMS .....                |                         | M       |
|                                          | RNAV (GPS) RWY 19 ..... | 393     | IAPS .....                              | ILS OR LOC RWY 03 ..... | 409     |
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| IAPS .....                               | VOR RWY 24 .....        | 394     | TAKEOFF MINIMUMS .....                  |                         | L       |
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| TAKEOFF MINIMUMS .....                   |                         | L       |                                         |                         |         |
| IAPS .....                               | RNAV (GPS) RWY 23 ..... | 395     |                                         |                         |         |
|                                          | RNAV (GPS)-A .....      | 396     |                                         |                         |         |
| <b>TOWER CITY, PA</b>                    |                         |         |                                         |                         |         |
| <b>BENDIGO(74N)</b>                      |                         |         |                                         |                         |         |
| TAKEOFF MINIMUMS .....                   |                         | L       |                                         |                         |         |
| IAPS .....                               | RNAV (GPS)-A .....      | 397     |                                         |                         |         |
| <b>TRI-STATE/MILTON J FERGUSON FIELD</b> |                         |         |                                         |                         |         |
| <b>---SEE HUNTINGTON, WV</b>             |                         |         |                                         |                         |         |
| <b>UNIVERSITY PARK</b>                   |                         |         |                                         |                         |         |
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**WILKES-BARRE/SCRANTON, PA**

**WILKES-BARRE/SCRANTON INTL(AVP)**

|                          |                                |
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**WILLIAM T PIPER MEMORIAL**

---SEE LOCK HAVEN, PA

**WILLIAMSON, WV**

**APPALACHIAN RGNL(EBD)**

|                        |                            |
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**WILLIAMSPORT, PA**

**WILLIAMSPORT RGNL(IPT)**

|                          |                            |
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| ALTERNATE MINIMUMS ..... | M                          |
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**WINGS FIELD**

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**YEAGER**

---SEE CHARLESTON, WV

**YORK, PA**

**YORK(THV)**

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**ZELIENOPE MUNI(PJC)**

|                        |                            |
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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

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## DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS



### IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

| NAME                                                                                                                                                                                                                                                                                                                         | TAKEOFF MINIMUMS |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>ALLENTOWN, PA</b>                                                                                                                                                                                                                                                                                                         |                  |
| ALLENTOWN QUEEN CITY MUNI (XLL)                                                                                                                                                                                                                                                                                              |                  |
| TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES                                                                                                                                                                                                                                                                         |                  |
| AMDT 3 11069 (FAA)                                                                                                                                                                                                                                                                                                           |                  |
| TAKEOFF MINIMUMS: <b>Rwy 7</b> , std. w/min. climb of 380' per NM to 2600 or 1600-2½ for climb in visual conditions. <b>Rwy 15</b> , NA.                                                                                                                                                                                     |                  |
| DEPARTURE PROCEDURE: <b>Rwy 7</b> , climb heading 070° to 1800 before turning right, or for climb in visual conditions: cross Allentown Queen City Muni Airport at or above 1900 before proceeding on course. <b>Rwy 25</b> , climbing right turn direct ETX VOR/DME. <b>Rwy 33</b> , climbing left turn direct ETX VOR/DME. |                  |
| NOTE: <b>Rwy 7</b> , poles beginning 55' from DER, 322' right of centerline, up to 25' AGL/415' MSL. <b>Rwy 25</b> , fence, trees, and poles beginning 56' from DER, 47' left of centerline, up to 100' AGL/529' MSL. Trees beginning 294' from DER, 78' right of centerline, up to 100' AGL/452' MSL.                       |                  |

|                                                                                                                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>LEHIGH VALLEY INTL (ABE)</b>                                                                                                                                                     |  |
| TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES                                                                                                                                |  |
| TAKEOFF MINIMUMS: <b>Rwy 13</b> , 800-1 or std. with a min. climb of 270' per NM to 1600'.                                                                                          |  |
| DEPARTURE PROCEDURE: <b>Rwy 13</b> , climb runway heading to 1600 before proceeding on course. <b>Rwy 24</b> , climb runway heading to 1600 before proceeding southbound on course. |  |

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

## DIVERSE VECTOR AREA (RADAR VECTORS)

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

**BEAVER FALLS, PA**

**BEAVER COUNTY (BVI)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 11069 (FAA)

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

**BEDFORD, PA**

**BEDFORD COUNTY (HMZ)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 11097 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 549' per NM to 2300 or 300-1 w/ min. climb of 369' per NM to 2600 or 2200-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 403' per NM to 2500 or 500-2½ w/ min. climb of 301' per NM to 3700 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 2800 before proceeding on course. For climb in visual conditions: cross Bedford County Airport at or above 3200' MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2600 before proceeding on course. For climb in visual conditions: cross Bedford County airport at or above 3200' MSL before proceeding on course.

NOTE: **Rwy 14**, terrain, fence, vehicles on road, and trees beginning 33' from DER, 483' right of centerline, up to 44' AGL/1193' MSL. Trees 3794' from DER, 1468' left of centerline, up to 70' AGL/1429' MSL. Trees 4967' from DER, 1607' right of centerline, up to 97' AGL/1376' MSL. **Rwy 32**, terrain, bush, and trees beginning 22' from DER, 383' left of centerline, up to 88' AGL/1307' MSL. Trees 3377' from DER, 1253' left of centerline, up to 71' AGL/1330' MSL. Trees 1.7 NM from DER, 3309' left of centerline, up to 65' AGL/1564' MSL. Trees 1.9 NM from DER, 2221' left of centerline, up to 67' AGL/1476' MSL.

**BECKLEY, WV**

**RALEIGH COUNTY MEMORIAL (BKW)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-2½ w/min. climb of 350' per NM to 3400, or 1100-3 for climb in visual conditions. **Rwy 28**, 300-1½ or std. w/min. climb of 261' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 350° to 4400 before proceeding on course.

**Rwy 10**, climbing left turn heading 350° to 4700 before proceeding on course, 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.

NOTE: **Rwy 1**, trees and terrain beginning 26' from DER, left and right of centerline, up to 100' AGL/2524' MSL. Pole 718' from DER, 585' right of centerline, 2467' MSL. **Rwy 10**, trees and terrain beginning 22' from DER, left and right of centerline, up to 100' AGL/2651' MSL. Bush 32' from DER, 159' right of centerline, 20' AGL/2514' MSL. Pole 118' from DER, 234' left of centerline, 26' AGL/2510' MSL. **Rwy 19**, trees and terrain beginning 121' from DER, left and right of centerline, up to 100' AGL/2635' MSL. **Rwy 28**, trees and bushes beginning 5' from DER, left and right of centerline, up to 100' AGL/2521' MSL.

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

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## BELLEFONTE, PA

### BELLEFONTE (N96)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 13262 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 074° to 2900' before proceeding on course. **Rwy 25**, climb heading 246° to 2600 before proceeding on course or for climb in visual conditions, cross Bellefonte airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 7**, buildings beginning 42' from DER, 293' left of centerline, up to 15' AGL/1062' MSL. Tree 130' from DER, 365' left of centerline, 28' AGL/1075' MSL. Pole 135' from DER, 516' right of centerline, 30' AGL/1080' MSL. Buildings beginning 86' from DER, 340' right of centerline, up to 17' AGL/1084' MSL. Tree 134' from DER, 286' right of centerline, 42' AGL/1096' MSL. Pole 75' from DER, 433' right of centerline, 33' AGL/1096' MSL. Trees beginning 731' from DER, 432' left of centerline, up to 108' AGL/1139' MSL. Tree 231' from DER, 448' right of centerline, 60' AGL/1110' MSL. **Rwy 25**, trees beginning 59' from DER, 373' right of centerline, up to 89' AGL/1143' MSL. Pole 67' from DER, 172' right of centerline 26' AGL/1080' MSL. Poles beginning 89' from DER, 277' left of centerline, up to 26' AGL/1096' MSL. Buildings beginning 92' from DER, 524' left of centerline, 30' AGL/1112' MSL. Trees beginning 190' from DER, 236' right of centerline, up to 80' AGL/1126' MSL. Vehicle or road 351' from DER, 169' left of centerline, 15' AGL/1093' MSL. Buildings beginning 449' from DER, 527' left of centerline, 30' AGL/1113' MSL. Trees beginning 398' from DER, 199' right of centerline, up to 84' AGL/1111' MSL. Trees 538' from DER, 633' left of centerline, up to 60' AGL/1143' MSL. Vehicle on road 757' from DER, 670' left of centerline, 15' AGL/1102' MSL. Trees beginning 760' from DER, 146' right of centerline, up to 52' AGL/1100' MSL. Buildings beginning 1075' from DER, 550' left of centerline, up to 30' AGL/1112' MSL. Trees beginning 1375' from DER, 697' left of centerline, up to 77' AGL/1150' MSL. Trees beginning 2277' from DER, 319' left of centerline, up to 65' AGL/1178' MSL. Trees beginning 2394' from DER, 35' right of centerline, up to 97' AGL/1137' MSL. Trees beginning 3737' from DER 187' left of centerline, up to 61' AGL/1201' MSL.

## BERKELEY SPRINGS, WV

### POTOMAC AIRPARK (W35)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 99308 (FAA)

TAKEOFF MINIMUMS: **Rwys 11,29**, 1900-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29**, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

## BLOOMSBURG, PA

### BLOOMSBURG MUNI (N13)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 16119 (FAA)

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

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

DEPARTURE PROCEDURE: **Rwy 9**, Climbing left turn heading 059° to 2200 before proceeding on course. Do not exceed 180 KIAS until established on 059° heading. **Rwy 27**, Climb heading 254° to 2200 before proceeding on course.

NOTE: **Rwy 9**, Trees beginning 51' from DER, 6' right of centerline, up to 642' MSL. Trees beginning 475' from DER, 24' left of centerline, up to 599' MSL. Grd 64' from DER, 34' right of centerline, 487' MSL. Vehicle on road 176' from DER, 112' right of centerline, 15' AGL/488' MSL. Poles beginning 191' from DER, 432' left of centerline, up to 44' AGL/528' MSL. Building 335' from DER, 568' left of centerline, 501' MSL. Parking lots beginning 629' from DER, 652' left of centerline, up to 503' MSL. Terrain 1503' from DER, 164' right of centerline, 524' MSL. **Rwy 27**, tower 4520' from DER, 596' right of centerline, 150' AGL/632' MSL. Buildings beginning 35' from DER, 327' left of centerline, up to 506' MSL. Vehicles in parking lots beginning 48' from DER, 238' right of centerline, up to 496' MSL. Pole 151' from DER, 238' right of centerline, 8' AGL/499' MSL. Poles beginning 210' from DER, 493' left of centerline, up to 521' MSL. Vehicle on road 279' from DER, 201' right of centerline, 15' AGL/494' MSL. Trees beginning 50' from DER, 50' left of centerline, up to 579' MSL. Trees beginning 559' from DER, 96' right of centerline, up to 566' MSL. Stack 5202' from DER, 660' right of centerline, 175' AGL/661' MSL. Chimney/smokestack 5199' from DER, 661' right of centerline, 659' MSL.

## BLUEFIELD, WV

### MERCER COUNTY (BLF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 400-2½ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 14' from DER, 370' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 15' from DER, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23**, trees beginning at DER, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from DER, 74' right of centerline, up to 100' AGL/3159' MSL.

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

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

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**BRADFORD, PA****BRADFORD RGNL (BFD)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

NOTE: **Rwy 5**, fence 448' from DER, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from DER, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from DER, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from DER, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14**, trees beginning 26' from DER, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from DER, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23**, trees beginning 53' from DER, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from DER, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32**, trees beginning 1018' from DER, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from DER, 292' right of centerline, up to 86' AGL/2205' MSL.

**BUCKHANNON, WV****UPSHUR COUNTY RGNL (W22)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES****ORIG 04162 (FAA)**

TAKEOFF MINIMUMS: **Rwy 29**, 400-1½ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 105° to 2300 before proceeding on course.

NOTE: **Rwy 11**, trees 798' from DER, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from DER, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, trees 1 NM from DER, 565' right of centerline, 100' AGL/1959' MSL.

**BUTLER, PA****BUTLER COUNTY/K.W. SCHOLTER  
FIELD (BTP)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES****AMDT 3A 14093 (FAA)**

TAKEOFF MINIMUMS: **Rwy 8**, 300-1 or std. w/min. climb of 451' per NM to 1600.

NOTE: **Rwy 8**, pole and trees beginning 15' from DER, 4' left of centerline, up to 97' AGL/1346' MSL. Pole and trees beginning 18' from DER, 10' right of centerline, up to 95' AGL/1394' MSL. Trees 4254' from DER, 1555' right of centerline, up to 129' AGL/1491' MSL. **Rwy 26**, general utilities 13' from DER, 118' right of centerline, 3' AGL/1229' MSL. Poles and trees beginning 1001' from DER, 282' left of centerline, up to 91' AGL/1310' MSL. Trees beginning 1638' from DER, 32' right of centerline, up to 95' AGL/1314' MSL.

**CARLISLE, PA****CARLISLE (N94)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES****AMDT 2 14065 (FAA)**

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

NOTE: **Rwy 10**, vehicles on road, beginning 14' from DER, left and right of centerline, up to 15' AGL/534' MSL. Poles beginning 196' from DER, left and right of centerline, up to 30' AGL/550' MSL. Building 351' from DER, 121' left of centerline, 25' AGL/535' MSL. **Rwy 28**, vehicles on road, abeam DER, 336' right of centerline, up to 15' AGL/524' MSL. Trees 322' from DER, 96' right of centerline, up to 100' AGL/609' MSL. Trees 2484' from DER, 439' left of centerline, up to 100' AGL/609' MSL.

**CHAMBERSBURG, PA****FRANKLIN COUNTY RGNL (N68)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES****AMDT 3A 14317 (FAA)**

TAKEOFF MINIMUMS: **Rwy 24**, 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course. Do not exceed 200 KIAS until established on the HGR R-037 southwest bound. **Rwy 24**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

**CHARLESTON, WV****YEAGER (CRW)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES****AMDT 9 16035 (FAA)**

TAKEOFF MINIMUMS: **Rwy 5**, 400-2½ or std. w/min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5**, trees beginning 3781' from DER, 736' left of centerline, up to 150' AGL/1217' MSL. Tree 5848' from DER, 1055' right of centerline, 104' AGL/1062' MSL. Tower 1.9 NM from DER, 2764' left of centerline, 184' AGL/1235' MSL.

**CLARION, PA****CLARION COUNTY (AXQ)****TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

TAKEOFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/min. climb of 211' per NM to 1700.

NOTE: **Rwy 6**, multiple trees beginning 697' from DER, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from DER, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from DER, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24**, multiple trees beginning 792' from DER, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from DER, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from DER, 2010' right of centerline, 100' AGL/1619' MSL.

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
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**CLARKSBURG, WV**

NORTH CENTRAL WEST VIRGINIA (CKB)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1% or std. w/ min. climb of 402' per NM to 1500. **Rwy 21**, 400-2% or std. w/ min. climb of 447' per NM to 1600.

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

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

**CLEARFIELD, PA**

CLEARFIELD-LAWRENCE (FIG)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 12264 (FAA)

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

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

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

**COATESVILLE, PA**

CHESTER COUNTY G. O. CARLSON (MQS)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08213 (FAA)

NOTE: **Rwy 11**, tree 342' from DER, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from DER, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29**, tree 281' from DER, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from DER, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from DER, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from DER, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from DER, 238' right of centerline, up to 34' AGL/703' MSL.

**COLLEGEVILLE, PA**

PERKIOMEN VALLEY (N10)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 10014 (FAA)

TAKEOFF MINIMUMS: Procedure NA at night.  
NOTE: **Rwy 9**, multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Power lines 4412' from DER, 98' left of centerline, up to 150' AGL/400' MSL. **Rwy 27**, multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

**CONNELLSVILLE, PA**

JOSEPH A HARDY CONNELLSVILLE (VVS)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, NA - Obstacles.  
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3100 before proceeding on course. **Rwy 23**, climb heading 229° to 3200 before proceeding on course.

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

NOTE: **Rwy 5**, bldg 203' from DER, 270' right of centerline, 24' AGL/1274' MSL. LOC 329' from DER, 2' right of centerline, 13' AGL/1273' MSL. Road 8' from DER, 476' right of centerline, 1273' MSL. Trees beginning 68' from DER, 17' left of centerline, up to 100' AGL/1386' MSL. Trees beginning 117' from DER, 4' right of centerline, up to 100' AGL/1385' MSL. **Rwy 23**, tree 620' from DER, 642' left of centerline, 100' AGL/1258' MSL. **Rwy 32**, trees beginning 1004' from DER, 129' left of centerline, 100' AGL/1263' MSL. Trees beginning 1004' from DER, 11' right of centerline, up to 100' AGL/1306' MSL. Pole 1292' from DER, 734' right of centerline, 33' AGL/1273' MSL. Sign 36' from DER, 200' left of centerline, 2' AGL/1229' MSL.

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

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## CORRY, PA

CORRY-LAWRENCE (8G2)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 11125 (FAA)

NOTE: **Rwy 14**, terrain, tank, pole, and trees beginning 54' from DER, 300' left of centerline, up to 66' AGL/1835' MSL. Pole and trees beginning 169' from DER, 285' right of centerline, up to 49' AGL/1808' MSL. **Rwy 32**, Trees beginning 35' from DER, 87' left of centerline, up to 60' AGL/1749' MSL. Trees beginning 178' from DER, 14' right of centerline, up to 67' AGL/1756' MSL.

## DANVILLE, PA

DANVILLE (8N8)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. w/min. climb of 370' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 27**, std. w/min. climb of 280' per NM to 2400, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 2000 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 27**, climb heading 268° to 2400 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 9**, trees beginning 665' from DER, 554' right of centerline, up to 100' AGL/699' MSL. Trees beginning 769' from DER, 326' left of centerline, up to 100' AGL/659' MSL. **Rwy 27**, trees beginning 1332' from DER, 274' right of centerline, up to 100' AGL/619' MSL. Trees beginning 968' from DER, 136' left of centerline, up to 100' AGL/639' MSL. Pole beginning 1145' from DER, 174' left of centerline, 58' AGL/588' MSL.

## DOYLESTOWN, PA

DOYLESTOWN (DYL)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 04330 (FAA)

NOTE: **Rwy 5**, terrain and trees 246' from DER, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23**, terrain and tree 1498' from DER, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from DER, 44' left of centerline, 100' AGL/480' MSL.

## DUBOIS, PA

DUBOIS RGNL (DUJ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 10154 (FAA)

NOTE: **Rwy 7**, wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL.

**Rwy 25**, wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

## EAST STROUDSBURG, PA

STROUDSBURG-POCONO (N53)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. w/min. climb of 440' per NM to 1100, or 1500-2½ for climb in visual conditions. **Rwy 26**, 300-1 w/min. climb of 405' per NM to 1500, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 1800 before proceeding on course, or for climb in visual conditions, cross Stroudsburg-Pocono Airport at or above 1800 before proceeding on course. **Rwy 26**, climb heading 258° to 2600 before proceeding on course, or for climb in visual conditions, cross Stroudsburg-Pocono Airport at or above 1800 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 265' from DER, 145' right of centerline, up to 100' AGL/599' MSL. Trees beginning 275' from DER, 70' left of centerline, up to 100' AGL/599' MSL. Vehicle on road 275' from DER, 70' left of centerline, up to 15' AGL/514' MSL. Houses beginning 597' from DER, 41' left of centerline, up to 40' AGL/539' MSL. Houses beginning 656' from DER, 205' right of centerline, up to 40' AGL/539' MSL. Trees beginning 2467' from DER, 878' left of centerline, up to 100' AGL/619' MSL. Trees beginning 4113' from DER, 55' left of centerline, up to 100' AGL/619' MSL. Trees beginning 5035' from DER, 1083' right of centerline, up to 100' AGL/619' MSL. **Rwy 26**, trees beginning 97' from DER, 369' right of centerline, up to 100' AGL/579' MSL. Trees beginning 366' from DER, 526' left of centerline, up to 100' AGL/639' MSL. Trees beginning 1792' from DER, 972' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1882' from DER, 529' left of centerline, up to 100' AGL/659' MSL.

## EASTON, PA

BRADEN AIRPARK (N43)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10294 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 400-2¾ or std. w/min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 36**, standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 179° to 1100 before proceeding on course. **Rwy 36**, for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.

NOTE: **Rwy 18**, trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL. Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL. Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

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



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

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## EBENSBURG, PA

### EBENSBURG (9G8)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2A 15260 (FAA)

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

Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7**, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

## ELKINS, WV

### ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD (EKN)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 04050 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300. DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23**, OL and trees 788' from DER, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from DER, 700' left of centerline, 105' AGL/2331' MSL.

## ERIE, PA

### ERIE INTL/TOM RIDGE FIELD (ERI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 6 12348 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 020° to 1300 before turning right. **Rwy 6**, climb heading 064° to 1900 before turning right. **Rwy 20**, climb heading 200° to 1700 before turning left. **Rwy 24**, climb heading 244° to 1400 before turning left.

NOTE: **Rwy 2**, vehicles on road, building, trees and poles beginning 31' from DER, 2' left of centerline, up to 131' AGL/821' MSL. Trees, fence, vehicles on road and poles beginning 74' from DER, 1' right of centerline, up to 107' AGL/817' MSL. **Rwy 6**, trees beginning 381' from DER, 336' right of centerline, up to 100' AGL/832' MSL. Trees beginning 1360' from DER, 678' left of centerline, up to 98' AGL/818' MSL. **Rwy 20**, trees, railroads, buildings and poles beginning 41' from DER, 3' left of centerline, up to 105' AGL/883' MSL. Fence, bush, railroads, trees, buildings, poles and steeples beginning 130' from DER, 1' right of centerline, up to 112' AGL/869' MSL. Trees and poles beginning 4411' from DER, left and right of centerline, up to 103' AGL/883' MSL. Tree 1 NM from DER, 694' right of centerline, up to 143' AGL/983' MSL. Tree 1.35 NM from DER, 2559' right of centerline, up to 94' AGL/944' MSL. **Rwy 24**, railroad, pole and trees beginning 11' from DER, 325' left of centerline, up to 67' AGL/797' MSL. Rod on building, antenna and trees beginning 135' from DER, 250' right of centerline, up to 111' AGL/834' MSL. Trees beginning 2568' from DER, 226' left of centerline, up to 97' AGL/827' MSL.

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

## FACTORYVILLE, PA

### SEAMANS FIELD (9N3)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 08213 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22**, climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 1134' from DER, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from DER, 774' left of centerline, up to 100' AGL/1499' MSL.

## FAIRMONT, WV

### FAIRMONT MUNI-FRANKMAN FIELD (4G7)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 6 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 500-2¼ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23**, 500-2¼ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1800 before proceeding on course. **Rwy 23**, climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5**, tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23**, multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

## FRANKLIN, PA

### VENANGO RGNL (FKL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 04274 (FAA)

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

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

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

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## GETTYSBURG, PA

GETTYSBURG RGNL (W05)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG-A 15232 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 241° to 1900 before proceeding on course.

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

NOTE: **Rwy 24**, vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

## GREENVILLE, PA

GREENVILLE MUNI (4G1)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 15316 (FAA)

TAKEOFF MINIMUMS: **Rwy 5, 23**, NA-Environmental. DEPARTURE PROCEDURE: **Rwy 33**, climb heading 330° to 1600 before turning right.

NOTE: **Rwy 15**, vehicles on road 220' from DER, left and right of centerline, 15' AGL/1214' MSL. Trees 381' from DER, 480' right of centerline, up to 100' AGL/1309' MSL. Trees 1381' from DER, left and right of centerline, up to 100' AGL/1239' MSL. **Rwy 33**, trees 184' from DER, 278' right of centerline, 100' AGL/1259' MSL. Trees 1923' from DER, left and right of centerline, 100' AGL/1229' MSL.

## GROVE CITY, PA

GROVE CITY (29D)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4 13178 (FAA)

NOTES: **Rwy 10**, trees beginning 15' from DER, 99' left of centerline, up to 67' AGL/1356' MSL. Trees beginning 68' from DER, 128' right of centerline, up to 72' AGL/1361' MSL. Multiple buildings, poles, road, and sign beginning 136' from DER, left and right of centerline, up to 69' AGL/1343' MSL. Trees beginning 1359' from DER, left and right of centerline, up to 93' AGL/1362' MSL. **Rwy 28**, trees beginning 22' from DER, 28' left of centerline, up to 76' AGL/1465' MSL. Trees beginning 198' from DER, 32' right of centerline, up to 85' AGL/1464' MSL. Fence 79' from DER, 321' right of centerline, 14' AGL/1387' MSL. Buildings, poles, and vehicles on roadway beginning 165' from DER, left and right of centerline, up to 40' AGL/1441' MSL. Trees beginning 1008' from DER, left and right of centerline, up to 113' AGL/1512' MSL.

## HARRISBURG, PA

HARRISBURG/CAPITAL CITY (CXY)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4 11041 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-2 ¼ or std. w/ min. climb of 244' per NM to 800. **Rwy 12**, std. w/ min. climb of 377' per NM to 1300 or 700-3 w/ min. climb of 336' per NM to 1300. **Rwy 26**, 400-2 ¼ or std. w/ min. climb of 334' per NM to 900. **Rwy 30**, 300-1¼ or std. w/ min. climb of 513' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 082° to 1300 before proceeding on course. **Rwy 12**, climb heading 128° to 1400 before proceeding on course. **Rwy 26**, climb heading 262° to 1500 before proceeding on course. **Rwy 30**, climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 8**, vehicles on road, poles, and trees beginning 204' from DER, 21' left of centerline, up to 47' AGL/376' MSL. Antenna on building, poles, and trees beginning 101' from DER, 68' right of centerline, up to 57' AGL/386' MSL. Trees 1.3 NM from DER, 944' left of centerline, up to 69' AGL/598' MSL. Trees 1.8 NM from DER, 169' right of centerline, up to 78' AGL/637' MSL. **Rwy 12**, bush, sign, chimney, church spire, poles, and trees beginning 35' from DER, 145' left of centerline, up to 64' AGL/453' MSL. Terrain, railroad, buildings, and trees beginning 6' from DER, 18' right of centerline, up to 42' AGL/392' MSL. Trees 2.1 NM from DER, 3961' left of centerline, up to 100' AGL/979' MSL. Trees 2.5 NM from DER, 3716' right of centerline, up to 100' AGL/1039' MSL. **Rwy 26**, bush and trees beginning 29' from DER, 102' left of centerline, up to 59' AGL/478' MSL. Trees beginning 525' from DER, 348' left of centerline, up to 48' AGL/447' MSL. Trees 1.4 NM from DER, 1654' left of centerline, up to 61' AGL/690' MSL. Trees 1.7 NM from DER, 3154' left of centerline, up to 100' AGL/739' MSL. **Rwy 30**, light standard and trees beginning 213' from DER, 30' left of centerline, up to 65' AGL/484' MSL. Pole and trees beginning 411' from DER, 72' right of centerline, up to 78' AGL/397' MSL. Trees 3136' from DER, 1282' left of centerline, up to 42' AGL/541' MSL. Trees 5546' from DER, 423' left of centerline, up to 61' AGL/580' MSL.

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

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

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## HARRISBURG, PA (CON'T)

### HARRISBURG INTL (MDT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 8A 16259 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 128°  
to 1700 before proceeding on course. **Rwy 31**, climb  
heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13**, grd 1' from DER, 356' left of centerline, 310'  
MSL. secondary rd, fence, vertical structure, bush,  
beginning 25' from DER, 474' left of centerline, up to 325'  
MSL. Tree 1500' from DER, 811' left of centerline, 74'  
AGL/368' MSL. Trees beginning 1571' from DER, 279' left  
of centerline, up to 80' AGL/370' MSL. Trees beginning  
1666' from DER, 388' left of centerline, up to 85' AGL/375'  
MSL. Tree 1796' from DER, 536' left of centerline, 79'  
AGL/380' MSL. Trees beginning 1846' from DER, 394' left  
of centerline, up to 111' AGL/399' MSL. Tree 3164' from  
DER, 1301' right of centerline, 118' AGL/399' MSL. Trees  
beginning 1.3 NM from DER, 135' left of centerline, up to  
100' AGL/523' MSL. Trees beginning 1.3 NM from DER,  
436' left of centerline, up to 529' MSL. Tree 1.3 NM from  
DER, 335' right of centerline, 93' AGL/518' MSL. Trees  
beginning 1.3 NM from DER, 333' right of centerline, up to  
519' MSL. Tree, bush, beginning 1.3 NM from DER, 6' left  
of centerline, up to 76' AGL/548' MSL. Bush beginning 1.3  
NM from DER, 15' right of centerline, up to 525' MSL. Tree,  
bush, beginning 1.3 NM from DER, 360' left of centerline,  
up to 78' AGL/551' MSL. Trees beginning 1.3 NM from  
DER, 593' left of centerline, up to 59' AGL/559' MSL. Pole,  
bush, beginning 1.3 NM from DER, 154' right of centerline,  
up to 11' AGL/531' MSL. Trees beginning 1.3 NM from  
DER, 764' left of centerline, up to 560' MSL. Trees  
beginning 1.3 NM from DER, 56' left of centerline, up to  
562' MSL. Pole, tree, beginning 1.3 NM from DER, 156'  
right of centerline, up to 12' AGL/533' MSL. Trees  
beginning 1.4 NM from DER, 114' right of centerline, up to  
551' MSL. Trees beginning 1.4 NM from DER, 37' left  
of centerline, up to 563' MSL. Trees beginning 1.4 NM from  
DER, 26' left of centerline, up to 567' MSL. Trees beginning  
1.4 NM from DER, 125' right of centerline, up to 562' MSL.  
Tree, bush, secondary rd, beginning 1.4 NM from DER,  
195' left of centerline, up to 571' MSL. Trees beginning 1.4  
NM from DER, 247' right of centerline, up to 54' AGL/577'  
MSL. Trees beginning 1.5 NM from DER, 198' left of  
centerline, up to 579' MSL. Trees beginning 1.5 NM from  
DER, 23' left of centerline, up to 65' AGL/596' MSL. Tree,  
bldg, beginning 1.5 NM from DER, 4' right of centerline, up  
to 585' MSL. Tree, trmsn twr, beginning 1.5 NM from DER,  
22' left of centerline, up to 603' MSL. Tree, pole, gen util,  
beginning 1.5 NM from DER, 8' right of centerline, up to 72'  
AGL/594' MSL. T-1 twr 1.8 NM from DER, 3169' left of  
centerline, 148' AGL/598' MSL. **Rwy 31**, tree 131' from  
DER, 356' left of centerline, 15' AGL/314' MSL. NAVIAD  
300' from DER, on centerline, 9' AGL/319' MSL. Bldg 434'  
from DER, 259' right of centerline, 10' AGL/321' MSL. Bldg  
435' from DER, 247' right of centerline, 15' AGL/325' MSL.  
Power transmission line 1194' from DER, 740' right of  
centerline, 59' AGL/367' MSL. Trmsn twr 1206' from DER,  
740' right of centerline, 60' AGL/368' MSL. Trmsn twr, tree,  
beginning 1492' from DER, 732' right of centerline, up to  
62' AGL/370' MSL. Trmsn twr, pole, power transmission  
line, tree, beginning 1779' from DER, 733' right of  
centerline, up to 65' AGL/373' MSL. Tree 2721' from DER,  
812' right of centerline, 71' AGL/380' MSL. Tree 2821' from  
DER, 1215' right of centerline, 83' AGL/385' MSL.

## HAZLETON, PA

### HAZLETON RGNL (HXL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2A 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 500-1¾ or std. w/  
min. climb of 243' per NM to 2000. **Rwy 28**, 500-1 or  
std. w/ min. climb of 317' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 10**, climb on  
heading 104° to 2200 before proceeding on course.

NOTE: **Rwy 10**, multiple trees, beginning 61' from  
DER, 17' left of centerline, up to 60' AGL/1823' MSL.  
Water tower, 7582' from DER, 1923' left of centerline,  
38' AGL/1825' MSL. Multiple trees, beginning 108'  
from DER, 24' right of centerline, up to 60' AGL/1705'  
MSL. **Rwy 28**, multiple trees, beginning 23' from  
DER, 2' left of centerline, up to 60' AGL/1787' MSL.  
Multiple trees, beginning 23' from DER, 9' right of  
centerline, up to 60' AGL/1788' MSL. Multiple signs  
and poles, beginning 113' from DER, 2' right of  
centerline, up to 18' AGL/1732' MSL. Water tower,  
4431' from DER, 760' left of centerline, 112'  
AGL/1791' MSL. Multiple buildings, beginning 1922'  
from DER, 29' right of centerline, up to 93' AGL/1771'  
MSL.

## HONESDALE, PA

### CHERRY RIDGE (N30)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 500-2½ or std. w/min.  
climb of 210' per NM to 1800, or alternatively, with  
standard TAKEOFF minimums and a normal 200'/NM  
climb gradient, TAKEOFF must occur no later than  
1400' prior to DER. **Rwy 36**, 500-2¼ or std. w/ min.  
climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading  
180° to 1800 before turning right.

NOTE: **Rwy 18**, tree 3' from DER, 358' right of  
centerline, 100' AGL/1419' MSL. **Rwy 36**, trees  
beginning 1' from DER, 500' left of centerline, up to  
100' AGL/1439' MSL.

## HUNTINGTON, WV

### TRI-STATE/MILTON J FERGUSON FIELD (HTS)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 11013 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading  
313° to 1800 before turning left.

NOTE: **Rwy 12**, trees beginning 146' from DER, 220'  
right of centerline, up to 106' AGL/885' MSL. Trees  
beginning 304' from DER, 230' left of centerline, up to  
97' AGL/856' MSL. **Rwy 30**, trees beginning 254'  
from DER, 127' left of centerline, up to 89' AGL/928'  
MSL. Trees beginning 76' from DER, 137' right of  
centerline, up to 105' AGL/944' MSL.

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

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

**INDIANA, PA**

INDIANA COUNTY-JIMMY STEWART FLD  
(IDI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 16259 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 300-1¼ with a minimum climb of 206' per NM to 2300 or std. w/min. climb of 418' per NM to 2300 or 1300-3 for climb in visual conditions. **Rwy 29**, 300-2 with a minimum climb of 251' per NM to 1800 or std. w/min. climb of 289' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 106° to 2300 before proceeding on course. **Rwy 29**, climb heading 286° to 1800 before proceeding east.

VCOA: **Rwy 11**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Indiana County/Jimmy Stewart field at or above 2600 before proceeding on course.

NOTE: **Rwy 11**: tree 12' from DER, 394' right of centerline, 22' AGL/1435' MSL. Ground 21' from DER, 243' left of centerline, 1421' MSL. Tree, ground beginning 44' from DER, 458' right of centerline, up to 45' AGL/1449' MSL. Ground beginning 761' from DER, 578' right of centerline, up to 1464' MSL. Ground beginning 881' from DER, 518' right of centerline, up to 1473' MSL. Trees beginning 1163' from DER, 492' right of centerline, up to 50' AGL/1477' MSL. Tree 1560' from DER, 871' right of centerline, 94' AGL/1493' MSL. Tree 2774' from DER, 1102' right of centerline, 48' AGL/1494' MSL. Tree 2790' from DER, 953' right of centerline, 63' AGL/1497' MSL. Trees beginning 2967' from DER, 787' right of centerline, up to 45' AGL/1540' MSL. Tree 3102' from DER, 874' right of centerline, 57' AGL/1549' MSL. Tree 3108' from DER, 1114' right of centerline, 49' AGL/1553' MSL. Trees beginning 3176' from DER, 707' right of centerline, up to 58' AGL/1561' MSL. Tree 3222' from DER, 1029' left of centerline, 68' AGL/1503' MSL. Tree 3270' from DER, 1073' left of centerline, 78' AGL/1515' MSL. Trees beginning 3412' from DER, 625' right of centerline, up to 49' AGL/1570' MSL. Trees beginning 3463' from DER, 971' left of centerline, up to 69' AGL/1518' MSL. Trees beginning 3616' from DER, 789' right of centerline, up to 55' AGL/1588' MSL. Trees beginning 3694' from DER, 987' right of centerline, up to 53' AGL/1596' MSL. Trees beginning 3816' from DER, 962' right of centerline, up to 67' AGL/1614' MSL. Tree 3881' from DER, 1185' left of centerline, 78' AGL/1519' MSL. Trees beginning 3936' from DER, 976' right of centerline, up to 65' AGL/1629' MSL. Trees beginning 4984' from DER, 1681' left of centerline, up to 63' AGL/1549' MSL. Tree 5066' from DER, 1410' left of centerline, 76' AGL/1557' MSL. Tree 5077' from DER, 1589' left of centerline, 65' AGL/1567' MSL. Trees beginning 5112' from DER, 1305' left of centerline, up to 68' AGL/1584' MSL. Trees beginning 5351' from DER, 1391' left of centerline, up to 61' AGL/1590' MSL. Tree 5421' from DER, 1848' left of centerline, 52' AGL/1585' MSL.

**INDIANA, PA (CON'T)**

INDIANA COUNTY-JIMMY STEWART FLD  
(CON'T)

**Rwy 29**: vehicle on road 588' from DER, 617' right of centerline, 1389' MSL. Vehicle on road beginning 594' from DER, 626' right of centerline, up to 1390' MSL. Tree 753' from DER, 598' right of centerline, 26' AGL/1402' MSL. Tree, vehicle on road beginning 758' from DER, 526' right of centerline, up to 24' AGL/1404' MSL. Trees beginning 926' from DER, 479' right of centerline, up to 26' AGL/1421' MSL. Trees beginning 1135' from DER, 478' right of centerline, up to 49' AGL/1455' MSL. Trees beginning 1251' from DER, 391' right of centerline, up to 65' AGL/1482' MSL. Tree 1289' from DER, 546' left of centerline, 61' AGL/1403' MSL. Tree 1292' from DER, 571' left of centerline, 67' AGL/1404' MSL. Tree 4156' from DER, 788' left of centerline, 64' AGL/1491' MSL. Trees beginning 4158' from DER, 446' left of centerline, up to 59' AGL/1493' MSL. Trees beginning 4459' from DER, 410' left of centerline, up to 60' AGL/1494' MSL. Trees beginning 4567' from DER, 224' left of centerline, up to 59' AGL/1496' MSL. Tree 4583' from DER, 336' right of centerline, 70' AGL/1483' MSL. Tree 4646' from DER, 439' right of centerline, 61' AGL/1501' MSL. Trees beginning 4670' from DER, 154' right of centerline, up to 60' AGL/1503' MSL. Trees beginning 4762' from DER, 92' right of centerline, up to 58' AGL/1505' MSL. Tree 4926' from DER, 868' right of centerline, 64' AGL/1515' MSL. Tree 4930' from DER, 635' right of centerline, 58' AGL/1519' MSL. Trees beginning 4941' from DER, 7' right of centerline, up to 72' AGL/1533' MSL. Trees beginning 5176' from DER, 351' right of centerline, up to 77' AGL/1543' MSL. Tree 5200' from DER, 173' left of centerline, 70' AGL/1499' MSL. Tree 5222' from DER, 617' right of centerline, 76' AGL/1544' MSL. Trees beginning 5277' from DER, 32' right of centerline, up to 90' AGL/1558' MSL. Trees beginning 5529' from DER, 293' right of centerline, up to 92' AGL/1565' MSL. Tree 5754' from DER, 632' left of centerline, 88' AGL/1528' MSL. Trees beginning 5989' from DER, 668' left of centerline, up to 83' AGL/1551' MSL. Trees beginning 1 NM from DER, 115' left of centerline, up to 90' AGL/1577' MSL. Trees beginning 1 NM from DER, 64' left of centerline, up to 77' AGL/1578' MSL. Trees beginning 1 NM from DER, 45' left of centerline, up to 90' AGL/1584' MSL. Trees beginning 1 NM from DER, 5' left of centerline, up to 89' AGL/1590' MSL. Trees beginning 1.1 NM from DER, 28' right of centerline, up to 83' AGL/1572' MSL. Trees beginning 1.1 NM from DER, 422' right of centerline, up to 83' AGL/1574' MSL. Trees beginning 1.1 NM from DER, 183' right of centerline, up to 89' AGL/1578' MSL. Trees beginning 1.1 NM from DER, 59' right of centerline, up to 89' AGL/1582' MSL. Tree 1.4 NM from DER, 1982' right of centerline, 58' AGL/1590' MSL. Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 61' AGL/1605' MSL. Tree 1.5 NM from DER, 1252' right of centerline, 59' AGL/1612' MSL. Tank, tree, water tower, communication tower, beginning 1.5 NM from DER, 1250' right of centerline, up to 109' AGL/1668' MSL. Tower 1.6 NM from DER, 1292' right of centerline, 121' AGL/1676' MSL. Communication tower, tower, beginning 1.6 NM from DER, 1076' right of centerline, up to 116' AGL/1677' MSL. Communication tower 1.6 NM from DER, 1135' right of centerline, 115' AGL/1676' MSL.

NE-4, 10 NOV 2016 to 05 JAN 2017

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

16315

**JOHNSTOWN, PA**

JOHN MURTHA JOHNSTOWN-CAMBRIA  
CO (JST)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 08269 (FAA)

NOTE: **Rwy 5**, trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23**, trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33**, trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

**LANCASTER, PA**

LANCASTER (LNS)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 09351 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 301' per NM to 700.

**Rwy 31**, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 800 before turning left.

NOTE: **Rwy 8**, silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13**, trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26**, vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797' right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31**, trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

**LATROBE, PA**

ARNOLD PALMER RGNL (LBE)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, 200-1 or std. w/min. climb of 320' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 030° to 3000 before proceeding on course. **Rwy 5**, climb heading 041° to 3300 before proceeding on course.

**Rwy 21**, climb heading 225° to 3000 before proceeding on course. **Rwy 23**, climb heading 236° to 3000 before proceeding on course.

NOTE: **Rwy 3**, building 27' from DER, 496' right of centerline, 10' AGL/1153' MSL. Electric system 637' from DER, 623' right of centerline, 34' AGL/1170' MSL. Trees and poles beginning 738' from DER, 33' right of centerline, up to 100' AGL/1254' MSL. Building 1223' from DER, 643' right of centerline, 53' AGL/1185' MSL. Tree 1730' from DER, 145' left of centerline, 100' AGL/1190' MSL. **Rwy 5**, trees beginning 2972' from DER, 311' right of centerline, up to 100' AGL/1211' MSL. **Rwy 21**, terrain 90' from DER, 490' left of centerline 1190' MSL. Tree 270' from DER, 213' right of centerline, 100' AGL/1150' MSL. Trees, poles, buildings, vehicles, and fence beginning 598' from DER, 22' left of centerline, up to 100' AGL/1246' MSL. Trees, poles, buildings, and vehicles beginning 2728' from DER, 2' right of centerline, up to 100' AGL/1301' MSL. Trees, poles, and vehicles beginning 1315' from DER, 8' right of centerline, up to 100' AGL/1253' MSL. **Rwy 23**, terrain and trees beginning 3' from DER, 48' right of centerline, up to 100' AGL/1303' MSL. Terrain, trees, and pole 650' from DER, 27' left of centerline, up to 100' AGL/1312' MSL.

**LEBANON, PA**

KELLER BROTHERS (08N)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 12152 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 068° to 2000 before turning right, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course. **Rwy 25**, climb heading 248° to 2500 before proceeding on course, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.

NOTE: **Rwy 7**, trees and buildings beginning 223' from DER, 113' left of centerline, up to 100' AGL/719' MSL. Trees and buildings beginning 1.6 NM from DER, 2422' right of centerline, up to 100' AGL/1499' MSL. **Rwy 25**, trees and buildings beginning 47' from DER, 39' right of centerline, up to 100' AGL/659' MSL. Trees and buildings beginning 355' from DER, 4' left of centerline, up to 100' AGL/1339' MSL.

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



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

16315

## LEHIGHTON, PA

JAKE ARNER MEMORIAL (22N)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11125 (FAA)

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

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

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 081° to 2400 before proceeding on course, or for climb in visual conditions cross Jake Arner Memorial Airport at or above 2500 before proceeding on course. **Rwy 26**, climb heading 261° to 1900 before proceeding on course, or for climb in visual conditions cross Jake Arner Memorial Airport at or above 2500 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 1961' from DER, 42' left of centerline, up to 100' AGL/426' MSL. Trees beginning 5388' from DER, 1817' right of centerline, up to 100' AGL/359' MSL. Building 1.5 NM from DER, 1826' right of centerline, 31' AGL/876' MSL. Tower 2.9 NM from DER, 4326' right of centerline, 207' AGL/967' MSL.

**Rwy 26**, trees beginning 3282' from DER, 10' left of centerline, up to 100' AGL/659' MSL. Trees beginning 4511' from DER, 879' right of centerline, up to 100' AGL/699' MSL.

## LEWISBURG, WV

GREENBRIER VALLEY (LWB)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 3300 before proceeding on course. **Rwy 22**, climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

## LOCK HAVEN, PA

WILLIAM T PIPER MEMORIAL (LHV)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 06327 (FAA)

TAKEOFF MINIMUMS: **Rwys 9L, 9R**, NA-obstacles. **Rwy 27L**, NA-ATC. **Rwy 27R**, std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R**, multiple terrain and trees beginning 1.4 NM from DER, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from DER, 349' right of centerline, 154' AGL/895' MSL.

## LOGAN, WV

LOGAN COUNTY (6L4)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 13066 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 245° to 3000 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 46' from DER, 150' left of centerline, up to 49' AGL/ 1683' MSL. Trees beginning 358' from DER, 273' right of centerline, up to 82' AGL/ 1691' MSL. **Rwy 24**, trees 132' from DER, 193' right of centerline, up to 37' AGL/ 1682' MSL. Fence 556' from DER, 145' right of centerline, 18' AGL/ 1673' MSL. Vehicles on road beginning 2187' from DER, crossing left to right, 22' AGL/ 1735' MSL. Trees beginning 2335' from DER, 71' right of centerline, up to 121' AGL/ 1775' MSL. Tree 1408' from DER, 34' left of centerline, up to 134' AGL/ 1751' MSL. Building 1954' from DER, 312' left of centerline, 10' AGL/ 1726' MSL.

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/  
SHEPHERD FIELD (MRB)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 7 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1200 before turning westbound. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8**, tree 704' from DER, 278' right of centerline, 587' MSL. Tree 827' from DER, 575' left of centerline, 592' MSL. Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL. Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL. Tree 1322' from DER, 392' right of centerline, 599' MSL. Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL. Tree 1729' from DER, 503' right of centerline, 603' MSL. **Rwy 26**, terrain 165' from DER, 468' right of centerline, up to 569' MSL.

## MEADVILLE, PA

PORT MEADVILLE (GKJ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 2000 before proceeding on course.

NOTE: **Rwy 7**, pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL. Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL. **Rwy 25**, trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL. Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

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

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

## MIFFLINTOWN, PA

MIFFLINTOWN (P34)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 06327 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

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

NOTE: **Rwy 8**, multiple terrain and trees beginning 1332' from DER, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

## MILTON, WV

ONA AIRPARK (12V)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 08101 (FAA)

TAKEOFF MINIMUMS: **Rwys 7, 25**, 1900-3 climb in visual conditions.

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

NOTE: **Rwy 7**, trees beginning 730' from DER, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from DER, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from DER, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25**, trees beginning 94' from DER, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from DER, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from DER, 3193' left of centerline, up to 100' AGL/1079' MSL.

## MONONGAHELA, PA

ROSTRAVER (FWQ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1A 11209 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 076° to 1800 before turning left.

NOTE: **Rwy 8**, runway end identifier light and trees beginning 6' from DER, 18' left of centerline, up to 80' AGL/1339' MSL. Runway end identifier light and trees beginning 7' from DER, 1' right of centerline, up to 81' AGL/1310' MSL. **Rwy 26**, runway end identifier light, catenary, antenna, telephone pylons, poles, power lines and trees beginning 1' from DER, 46' left of centerline, up to 107' AGL/1354' MSL. Runway end identifier light, light pole, and trees beginning 6' from DER, 77' right of centerline, up to 49' AGL/1268' MSL.

## MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L BILL  
HART FIELD (MGW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 99308 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1. DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading 190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

## MOUNDSVILLE, WV

MARSHALL COUNTY (MPG)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 228' per NM to 1900 or 900-2½ for climb in visual conditions. **Rwy 24**, 300-2 or std. w/min. climb of 385' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions cross Marshall County airport at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 24**, climb heading 240° to 1700 before turning left.

NOTE: **Rwy 6**, trees beginning 6' from DER, 65' left of centerline, up to 68' AGL/1207' MSL. Trees beginning 46' from DER, 391' right of centerline, up to 122' AGL/1237' MSL. Trees beginning 113' from DER, 85' right of centerline, up to 80' AGL/1219' MSL. Trees beginning 156' from DER, 84' left of centerline, up to 48' AGL/1227' MSL. Trees beginning 3967' from DER, 948' left of centerline, up to 100' AGL/1399' MSL. Pole 4755' from DER, 65' left of centerline, 322' AGL/1316' MSL. **Rwy 24**, trees beginning 10' from DER, 371' left of centerline, up to 65' AGL/1244' MSL. Trees beginning 28' from DER, 74' right of centerline, up to 17' AGL/1216' MSL. Trees beginning 116' from DER, 435' left of centerline, up to 98' AGL/1250' MSL. Trees beginning 1349' from DER, 310' left of centerline, up to 112' AGL/1291' MSL. Trees beginning 1644' from DER, 318' right of centerline, up to 78' AGL/1277' MSL. AG equipment 2454' from DER, 729' right of centerline, 54' AGL/1316' MSL. Poles and buildings beginning 2588' from DER, left and right of centerline, up to 55' AGL/1368' MSL. Vehicle on road beginning 2881' from DER, 948' left of centerline, up to 15' AGL/1311' MSL. Buildings and poles beginning 5270' from DER, left and right of centerline, up to 55' AGL/1441' MSL. Transmission towers beginning 5499' from DER, left and right of centerline, up to 104' AGL/1479' MSL.

## MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 094° to 1300 before turning southwest. **Rwy 28**, climb heading 274° to 1900 before turning south.

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

16315

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

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

16315

## MOUNT POCONO, PA

### POCONO MOUNTAINS MUNI (MPO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-2 or std. w/ min. climb of 234' per NM to 2300. **Rwy 31**, 300-1½ or std. w/ min. climb of 266' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 2500 before proceeding on course. **Rwy 13**, climb heading 128° to 2500 before proceeding on course. **Rwy 23**, climb heading 230° to 2500 before proceeding on course. **Rwy 31**, climb heading 308° to 2500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 4' from DER, 493' right of centerline, up to 100' AGL/2039' MSL. Trees beginning 19' from DER, 499' left of centerline, up to 100' AGL/2019' MSL. Tower 1.5 NM from DER, 2728' left of centerline, 177' AGL/2200' MSL. Vehicles 754' from DER, 55' left of centerline, up to 17' MSL/1957' MSL. **Rwy 13**, trees beginning 185' from DER, 52' left of centerline, up to 100' AGL/1989' MSL. Trees beginning 1628' from DER, 187' right of centerline, up to 100' AGL/1989' MSL. **Rwy 23**, trees beginning 14' from DER, 347' left of centerline, up to 100' AGL/1945' MSL. Trees beginning 73' from DER, 20' right of centerline, up to 100' AGL/1936' MSL. **Rwy 31**, trees beginning 7' from DER, 287' right of centerline, up to 100' AGL/2079' MSL. Trees beginning 580' from DER, 245' left of centerline, up to 100' AGL/1969' MSL. Railroad tracks 1459' from DER, up to 23' AGL/1903' MSL.

## MUIR AAF (KMUI)

### FORT INDIANTOWN GAP, PA

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09015

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25**, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKEOFF OBSTACLES: **Rwy 7**, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25**, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

## MYERSTOWN, PA

### DECK (9D4)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07018 (FAA)

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1**, tree 315' from DER, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from DER, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from DER, 616' right of centerline, 56' AGL/572' MSL.

## NEW CASTLE, PA

### NEW CASTLE MUNI (UCP)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03079 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5**, tree 785' from DER, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13**, trees 4087' from DER, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from DER, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31**, tree 497' from DER, 18' right of centerline, 28' AGL/1044' MSL.

## PALMYRA, PA

### REIGLE FIELD (58N)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11349 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA at night. **Rwy 13**, 1000-3 w/min. climb of 373' to 2500 or 1600-2½ for climb in visual conditions.

**Rwy 31**, 1000-3 or 1600-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 13**, climb heading 127° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Field Airport at or above 1900 MSL before proceeding on course. **Rwy 31**, climb heading 307° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Field Airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 13**, vehicles/buildings/power lines beginning 60' from DER on centerline, up to 200' AGL/699' MSL. Terrain beginning 2 NM from DER, 50' right of centerline, up to 1160' MSL. Signs beginning 165' from DER, 244' right of centerline, up to 9' AGL/501' MSL.

**Rwy 31**, buildings/power lines beginning 1250' from DER, on centerline, up to 200' AGL/679' MSL.

## PARKERSBURG, WV

### MID-OHIO VALLEY RGNL (PKB)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09155 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3**, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10**, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21**, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28**, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

## PERKASIE, PA

### PENNRIDGE (CKZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-2 ¾ or std. w/min. climb of 252' per NM to 1200.

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



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

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## PETERSBURG, WV

GRANT COUNTY (W99)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13262 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, 2400-3' for climb in visual condition.

DEPARTURE PROCEDURE: For climb in visual conditions, cross Grant County airport Northeast bound at or above 3200. Then climb to 5000 on ESL R -214 direct ESL VOR/DME. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 13**, trees 517' from DER, 609' left of centerline, up to 70' AGL/1029' MSL. Trees beginning 3042' from DER, 1304' right of centerline, up to 100' AGL/1099' MSL. **Rwy 31**, trees 182' from DER, 546' right of centerline, up to 100' AGL/1099' MSL. Vehicles on road 1651' from DER, 927' right of centerline, up to 15' AGL/1054' MSL. Building 2553' from DER, 414' right of centerline, 30' AGL/1029' MSL. Trees beginning 3642' from DER, 651' left of centerline, up to 100' AGL/1139' MSL.

## PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08045 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.NOTES: **Rwy 6**, Trees 1355' from DER, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from DER, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15**, Vehicles on roads beginning 540' from DER, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from DER, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from DER, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24**, Trees beginning 198' from DER 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from DER, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from DER, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from DER, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from DER, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33**, Vehicle on road 2050' from DER, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from DER, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from DER, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from DER, 185' right of centerline, up to 57' AGL/215' MSL.

## PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 9 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. w/min. climb of 320' per NM to 1000. **Rwy 26**, NA-obstacles. **Rwy 9L**, std. w/min. climb of 390' per NM to 600. **Rwy 9R**, std. w/min. climb of 300' per NM to 400. **Rwy 17**, 300-1 or std. w/ min. climb of 460' per NM to 300. **Rwy 35**, std. w/min. climb of 270' per NM to 1400.NOTE: **Rwy 8**, fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L**, trees 593' from DER, 633' left of centerline, up to 12' AGL/26' MSL. **Rwy 9R**, towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17**, light poles and trees beginning 711' from DER, 244' left of centerline, up to 56' AGL/65' MSL. Trees beginning 1096' from DER, 126' right of centerline, up to 43' AGL/52' MSL. Ship in channel 3096' from DER, 86' left of centerline, up to 188' AGL/188' MSL. **Rwy 27L**, trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35**, fences, signs, light poles, transmission poles, and trees beginning 115' from DER, 360' left of centerline, up to 114' AGL/128' MSL. Fence, sign, flagpole, building, light poles, transmission poles, trees, and transmission tower beginning 444' from DER, 2' right of centerline, up to 120' AGL/130' MSL.

## WINGS FIELD (LOM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 245° to 1100 before turning left.NOTE: **Rwy 6**, trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL. Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL. **Rwy 24**, multiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.

## PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 083° to 3300 before turning south.NOTE: **Rwy 8**, trees beginning 108' from DER, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26**, trees beginning 504' from DER, 220' left of centerline, up to 100' AGL/1779' MSL.

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



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

PHILIPSBURG, PA

MID-STATE (PSB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 238' per NM to 2600 or 1000-3 for climb in visual conditions. **Rwy 16**, 400-2 or std. w/min. climb of 317' per NM to 2500. **Rwy 24**, 800-3 or std. w/min. climb of 308' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn heading 340° to 2900 before proceeding on course or for climb in visual conditions: Cross Mid-State airport at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 16**, climb on heading 167° to 2800 before proceeding on course. **Rwy 24**, climb on heading 241° to 2800 before proceeding on course. **Rwy 34**, climb on heading 347° to 2800 before proceeding on course.

NOTE: **Rwy 6**, tree 24' from DER, 269' right of centerline, 50' AGL/1959' MSL. Trees beginning 201' from DER, 250' right of centerline, up to 50 AGL/1951' MSL. Tree 336' from DER, 14' left of centerline, 60' AGL/1950' MSL. Tree 439' from DER, 182' right of centerline, 60' AGL/1947' MSL. Trees beginning 522' from DER, 14' left of centerline, up to 60' AGL/1950' MSL. **Rwy 16**, trees beginning 7' from DER, 493' right of centerline, up to 80' AGL/2004' MSL. Trees beginning 51' from DER, 303' left of centerline, up to 80' AGL/1995' MSL. Pole 1 NM from DER, 103' left of centerline, 72' AGL/2097' MSL. Trees 1.1 NM from DER, 98' left of centerline, up to 100' AGL/2309' MSL. Pole 1.6 NM from DER, 84' AGL/2263' MSL. **Rwy 24**, tree 83' from DER, 442' left of centerline, 60' AGL/1952' MSL. Trees beginning 165' from DER, 442' left of centerline, up to 60' AGL/1900' MSL. Trees beginning 172' from DER, 95' right of centerline, up to 60' AGL/1890' MSL. Trees beginning 972' from DER, 470' right of centerline, up to 80' AGL/1952' MSL. Trees beginning 4367' from DER, 230' right of centerline, up to 80' AGL/2079' MSL. Tree 1.6 NM from DER, 400' right of centerline, 100' AGL/2122' MSL. **Rwy 34**, vehicles 70' from DER, 457' right of centerline, 15' AGL/1969' MSL. Trees beginning 494' from DER, 518' left of centerline, up to 40' AGL/1993' MSL. Tree 847' from DER, 651' right of centerline. 80' AGL/1972' MSL.

PINEVILLE, WV

KEE FIELD (116)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 98113 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 700-2.

**Rwy 26**, 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8**, 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY (AGC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 8A 16259 (FAA)

NOTE: **Rwy 10**, vertical point 2' from DER, 75' right of centerline, 1' AGL/1251' MSL. Tree 3525' from DER, 744' left of centerline, 85' AGL/1341' MSL. Tree 3750' from DER, 576' left of centerline, 67' AGL/1350' MSL. Tree 3786' from DER, 516' left of centerline, 72' AGL/1353' MSL. **Rwy 13**, pole 175' from DER, 335' right of centerline, 26' AGL/1264' MSL. Tree 362' from DER, 295' right of centerline, 53' AGL/1288' MSL. Vertical point 460' from DER, 588' right of centerline, 60' AGL/1296' MSL. Tree 912' from DER, 528' right of centerline, 73' AGL/1312' MSL. **Rwy 31**, light 10' from DER, 87' right of centerline, 4' AGL/1246' MSL. Poles beginning 264' from DER, 298' right of centerline, up to 38' AGL/1263' MSL.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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

## PITTSBURGH, PA (CON'T)

### PITTSBURGH INTL(PIT)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 5 16259 (FAA)

TAKEOFF MINIMUMS: **Rwy 10L**, 300-1½ or std. w/min. climb of 215' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER. **Rwy 32**, 300-1½ or std. w/min. climb of 255' per NM to 1500.

NOTE: **Rwy R10C**, pole 24' from DER, 300' left of centerline, 3' AGL/1140' MSL. Tree 2605' from DER, 461' left of centerline, 1222' MSL. Tree 3174' from DER, 747' left of centerline, 1255' MSL. Trees beginning 3221' from DER, 911' left of centerline, up to 1263' MSL. Trees beginning 4539' from DER, 1348' right of centerline, up to 52' AGL/1255' MSL. Tree 4700' from DER, 1489' right of centerline, 50' AGL/1257' MSL. Tree 4728' from DER, 1504' right of centerline, 1261' MSL. Tree 4739' from DER, 1629' right of centerline, 68' AGL/1263' MSL. Tree 4918' from DER, 1450' right of centerline, 69' AGL/1264' MSL. Tree 4963' from DER, 1298' right of centerline, 77' AGL/1266' MSL. Tree 4976' from DER, 1363' right of centerline, 74' AGL/1268' MSL. **Rwy 10L**, vertical structures beginning 24' from DER, 5' right of centerline, up to 2' AGL/1175' MSL. Vertical structures beginning 24' from DER, 4' left of centerline, up to 2' AGL/1175' MSL. Aircraft on ramps beginning 199' from DER, 250' right of centerline, up to 64' AGL/1232' MSL. Tree 1380' from DER, 724' left of centerline, 70' AGL/1229' MSL. Trees beginning 1386' from DER, 672' left of centerline, up to 1233' MSL. Tower 4175' from DER, 863' left of centerline, 112' AGL/1282' MSL. Water tower 1.0 NM from DER, 1786' right of centerline, 200' AGL/1340' MSL. **Rwy 10R**, vertical structures beginning 9' from DER, 40' right of centerline, up to 2' AGL/1123' MSL. Vertical structures beginning 9' from DER, 40' left of centerline, up to 2' AGL/1124' MSL. Street sign 55' from DER, 307' left of centerline, 3' AGL/1125' MSL. Tree 415' from DER, 586' left of centerline, 10' AGL/1137' MSL. Tree 2905' from DER, 673' left of centerline, 1200' MSL. Trees beginning 4568' from DER, 1146' right of centerline, up to 1252' MSL. Poles beginning 4587' from DER, 1124' left of centerline, up to 49' AGL/1241' MSL. Trees beginning 4595' from DER, 151' right of centerline, up to 70' AGL/1255' MSL. Trees beginning 5041' from DER, 101' right of centerline, up to 50' AGL/1257' MSL. Tree 5069' from DER, 306' right of centerline, 1261' MSL. Trees beginning 5080' from DER, 296' right of centerline, up to 68' AGL/1263' MSL. Tree 5103' from DER, 35' left of centerline, 62' AGL/1251' MSL. Tree 5259' from DER, 252' right of centerline, 69' AGL/1264' MSL. Tree 5304' from DER, 101' right of centerline, 77' AGL/1266' MSL. Tree 5317' from DER, 165' right of centerline, 74' AGL/1268' MSL. **Rwy 28C**, poles beginning 123' from DER, 498' right of centerline, up to 41' AGL/1149' MSL. Aircraft on taxiways beginning 267' from DER, 489' right of centerline, up to 64' AGL/1208' MSL. **Rwy 28L**, tree 2' from DER, 497' left of centerline, 46' AGL/1137' MSL. Tree 39' from DER, 497' left of centerline, 1144' MSL. Tree 2271' from DER, 1109' left of centerline, 1223' MSL.

## PITTSBURGH, PA (CON'T)

### PITTSBURGH INTL(PIT) (CON'T)

**Rwy 28R**, vertical structures beginning 9' from DER, 4' left of centerline, up to 1' AGL/1204' MSL. Vertical structures beginning 9' from DER, on centerline, up to 1' AGL/1204' MSL. Tree 21' from DER, 490' right of centerline, 19' AGL/1214' MSL. Bush 71' from DER, 477' right of centerline, 1215' MSL. Pole 643' from DER, 632' left of centerline, 25' AGL/1223' MSL. Tree 1808' from DER, 912' right of centerline, 1273' MSL. **Rwy 32**, vertical structures beginning 10' from DER, 54' right of centerline, up to 2' AGL/1149' MSL. Vertical structures beginning 10' from DER, 55' left of centerline, up to 2' AGL/1149' MSL. Tree 80' from DER, 376' left of centerline, 40' AGL/1151' MSL. Pole 453' from DER, 515' right of centerline, 37' AGL/1173' MSL. Aircraft on taxiway 1372' from DER, 8' right of centerline, 64' AGL/1214' MSL. Aircraft on taxiways beginning 1612' from DER, 13' right of centerline, up to 64' AGL/1216' MSL. Aircraft on taxiway 1989' from DER, 190' left of centerline, 64' AGL/1224' MSL. Aircraft on taxiway and tree beginning 2166' from DER, 8' right of centerline, up to 64' AGL/1221' MSL. Aircraft on taxiway 2213' from DER, 352' left of centerline, 64' AGL/1226' MSL. Tree 2575' from DER, 1097' right of centerline, 70' AGL/1229' MSL. Tree 2577' from DER, 1107' right of centerline, 1233' MSL. Aircraft on taxiways beginning 2580' from DER, 425' left of centerline, up to 64' AGL/1233' MSL. Aircraft on taxiway 2942' from DER, 836' left of centerline, 64' AGL/1235' MSL. Tree 2943' from DER, 1213' right of centerline, 73' AGL/1247' MSL. Trees beginning 5831' from DER, 1271' right of centerline, up to 83' AGL/1336' MSL. Tower 1.1 NM from DER, 514' left of centerline, 95' AGL/1341' MSL. Tower 1.1 NM from DER, 436' left of centerline, 106' AGL/1354' MSL. Communication tower 1.1 NM from DER, 436' left of centerline, 102' AGL/1349' MSL.

## POINT PLEASANT, WV

### MASON COUNTY (3I2)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4A 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/min. climb of 212' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

**Rwy 25**, 400-2½.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 082° to 1500 before proceeding on course. **Rwy 25**, climb heading 252° to 2000 before turning right.

NOTE: **Rwy 7**, trees beginning 13' from DER, 242' left of centerline, up to 70' AGL/709' MSL. Trees beginning 95' from DER, 179' right of centerline, up to 67' AGL/706' MSL. Trees 1.3 NM from DER, 442' right of centerline, up to 53' AGL/832' MSL. **Rwy 25**, trees beginning abeam DER, 255' left of centerline, up to 100' AGL/759' MSL. Vehicles on road and trees beginning 292' from DER, 20' right of centerline, up to 100' AGL/739' MSL. Trees 143' from DER, 490' left of centerline, up to 100' AGL/799' MSL. Tower 2.1 NM from DER, 598' right of centerline, 155' AGL/964' MSL.

## POINT PLEASANT, WV MASON COUNTY (3I2)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4A 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/min. climb of 212' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

**Rwy 25**, 400-2½.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 082° to 1500 before proceeding on course. **Rwy 25**, climb heading 252° to 2000 before turning right.

NOTE: **Rwy 7**, trees beginning 13' from DER, 242' left of centerline, up to 70' AGL/709' MSL. Trees beginning 95' from DER, 179' right of centerline, up to 67' AGL/706' MSL. Trees 1.3 NM from DER, 442' right of centerline, up to 53' AGL/832' MSL. **Rwy 25**, trees beginning abeam DER, 255' left of centerline, up to 100' AGL/759' MSL. Vehicles on road and trees beginning 292' from DER, 20' right of centerline, up to 100' AGL/739' MSL. Trees 143' from DER, 490' left of centerline, up to 100' AGL/799' MSL. Tower 2.1 NM from DER, 598' right of centerline, 155' AGL/964' MSL.

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

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## POTTSTOWN, PA

### HERITAGE FIELD (PTW)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 09323 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1½ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

## POTTSTOWN MUNI (N47)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 09295 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions.**Rwy 26**, std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 8**, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26**, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.NOTE: **Rwy 8**, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26**, tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

## POTTSVILLE, PA

### SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09239 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.NOTE: **Rwy 11**, tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

## PUNXSUTAWNEY, PA

### PUNXSUTAWNEY MUNI (N35)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, NA-obstacles.**Rwy 6**, 400-2½ or std. w/min. climb of 344' per NM to 2000. **Rwy 19**, 500-2½ or std. w/ min. climb of 285' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 6**, climb on heading 067° to 2000 before proceeding on course. **Rwy 19**, climb on heading 188° to 2400 before proceeding on course. **Rwy 24**, climb on heading 247° to 2300 before proceeding on course.NOTE: **Rwy 6**, aircraft on taxiway 4' from DER, 171' right of centerline, up to 10' AGL/1447' MSL. Trees beginning 285' from DER, 304' left of centerline, up to 100' AGL/1542' MSL. Vehicle on road 505' from DER, 304' left of centerline, up to 15' AGL/1457' MSL. Building 732' from DER, 685' right of centerline, up to 40' AGL/1480' MSL. Vehicle on road 733' from DER, 352' right of centerline, up to 15' AGL/1457' MSL. Trees beginning 1252' from DER, 417' right of centerline, up to 100' AGL/1499' MSL. **Rwy 19**, trees beginning 8' from DER, 154' right of centerline, up to 100' AGL/1539' MSL. Building 43' from DER, 373' left of centerline, up to 20' AGL/1459' MSL. Trees beginning 169' from DER, 390' left of centerline, up to 100' AGL/1539' MSL. **Rwy 24**, buildings beginning 192' from DER, 57' right of centerline, up to 30' AGL/1489' MSL. Trees beginning 232' from DER, 174' left of centerline, up to 100' AGL/1510' MSL. Trees beginning 1015' from DER, 310' right of centerline, up to 100' AGL/1559' MSL.

## QUAKERTOWN, PA

### QUAKERTOWN (UKT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12180 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 300-1 or std. w/min. climb of 730' per NM to 800.NOTE: **Rwy 11**, multiple trees, structures and poles beginning 19' from DER, 1300' left of centerline to 1385' right of centerline, up to 100' AGL/639' MSL.**Rwy 29**, multiple trees, structures and poles beginning 27' from DER, 1329' left of centerline to 1049' right of centerline, up to 100' AGL/691' MSL.

## RAVENSWOOD, WV

### JACKSON COUNTY (I18)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-2 or std. w/min. climb of 225' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1300 before turning west. **Rwy 22**, climb heading 217° to 1300 before turning north.NOTE: **Rwy 4**, trees beginning 2137' from DER, 539' right of centerline, up to 100' AGL/890' MSL. Trees beginning 1.6 NM from DER, 517' left of centerline, up to 100' AGL/1019' MSL. **Rwy 22**, trees beginning 6' from DER, 476' right of centerline up to 100' AGL/802' MSL. Trees beginning 2528' from DER 774' left of centerline, up to 100' AGL/879' MSL.

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

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

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## READING, PA

READING RGNL/CARL A. SPAATZ FIELD  
(RDG)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, std. w/min. climb of 434' per NM to 1700. **Rwy 31**, 500-2½ or std. w/min. climb of 413' per NM to 900. **Rwy 36**, 400-2 or std. w/min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 184° to 1400 before turning left. **Rwy 31**, climb heading 313° to 900 before turning right. **Rwy 36**, climb heading 004° to 1100 before turning right.

NOTE: **Rwy 13**, building and antenna beginning 67' from DER, 377' right of centerline, up to 41' AGL/373' MSL. Trees beginning 484' from DER, left and right of centerline, up to 122' AGL/398' MSL. **Rwy 18**, vertical structure, 61' from DER, 488' right of centerline, up to 6' AGL/352' MSL. Vehicles on road beginning 112' from DER, 380' right of centerline, up to 15' AGL/361' MSL. Trees beginning 780' from DER, 406' left of centerline, up to 86' AGL/385' MSL. **Rwy 31**, trees beginning 1318' from DER, left and right of centerline, up to 67' AGL/776' MSL. **Rwy 36**, trees beginning 103' from DER, left and right of centerline, up to 87' AGL/410' MSL.

## REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6**, fence beginning 59' from DER, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from DER, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24**, ground 171' from DER, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from DER, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from DER, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from DER, 407' left of centerline, up to 100' AGL/908' MSL.

## ST. MARYS, PA

ST. MARYS MUNI (OYM)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 05188 (FAA)

NOTE: **Rwy 10**, terrain and trees 3833' from DER, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28**, terrain and trees 1926' from DER, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from DER, right and left of centerline, 100' AGL/2000' MSL.

## SELINGSGROVE, PA

PENN VALLEY (SEG)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 09351 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, std. w/min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35**, 500-2 w/min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35**, climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35**, trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

## SHAMOKIN, PA

NORTHUMBERLAND COUNTY (N79)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 400-2 or std. w/min. climb of 540' per NM to 1600. **Rwy 26**, 400-2½ or std. w/min. climb of 270' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1600, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26**, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

NOTE: **Rwy 8**, trees beginning 33' from DER, 366' left of centerline, up to 70' AGL/950' MSL. Pole 68' from DER, 459' right of centerline 39' AGL/910' MSL. Vehicles on roadway beginning 279' from DER, left and right of centerline, up to 15' AGL/952' MSL. Trees beginning 1548' from DER, 197' left of centerline, up to 80' AGL/1171' MSL. Buildings beginning 2631' from DER, 870' left of centerline, up to 38' AGL/1164' MSL. Fence beginning 5683' from DER, 1796' left of centerline, up to 6' AGL/1099' MSL. Pole 1.1 NM from DER, 1662' left of centerline, 23' AGL/1091' MSL. **Rwy 26**, trees beginning 10' from DER, 242' left of centerline, up to 13' AGL/865' MSL. Trees beginning 84' from DER, 184' right of centerline, up to 20' AGL/872' MSL. Trees beginning 2.1 NM from DER, 2621' right of centerline, up to 80' AGL/1240' MSL.

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



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

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## SOMERSET, PA

### SOMERSET COUNTY (2G9)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 2 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 14,32**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 066° to 3000 before turning south. **Rwy 25**, climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7**, trees beginning 57' from DER, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from DER, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from DER, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25**, trees beginning 480' from DER, 152' right of centerline, up to 67' AGL/2346' MSL. Antenna on building 283' from DER, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from DER, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from DER, on centerline, 20' AGL/2284' MSL.

## SPENCER, WV

### BOGGS FIELD (USW)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 1 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 447' per NM to 1300. **Rwy 28**, 400-2½ or std. w/ min. climb of 332' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 100° to 1400 before proceeding on course. **Rwy 28**, climb heading 280° to 1600 before turning south.

NOTE: **Rwy 10**, vegetation beginning 14' from DER, left and right of centerline, up to 13' AGL/932' MSL. Terrain and trees beginning 2060' from DER, 3' right of centerline, up to 60' AGL/1079' MSL. Terrain, trees and buildings beginning 3169' from DER, 14' left of centerline, up to 60' AGL/1079' MSL. Tree 4288' from DER, 236' right of centerline, up to 88' AGL/1167' MSL. Tree 1.2 NM from DER, 1867' left of centerline, up to 35' AGL/1194' MSL. Tree 1.7 NM from DER, 1510' right of centerline, up to 63' AGL/1182' MSL. **Rwy 28**, terrain, trees, fences and pole beginning 13' from DER, 17' right of centerline, up to 74' AGL/1073' MSL. Trees beginning 764' from DER, 14' left of centerline, up to 76' AGL/1055' MSL. Tree 3587' from DER, 1432' right of centerline, up to 82' AGL/1081' MSL. Tree 1.8 NM from DER, 3390' left of centerline, up to 63' AGL/1242' MSL. Tree 2 NM from DER, 3063' left of centerline, up to 63' AGL/1252' MSL.

## STATE COLLEGE, PA

### UNIVERSITY PARK (UNV)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4 98309 (FAA)

TAKEOFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

## STERLING, PA

### SPRING HILL (70N)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 1 09323 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 23**, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5**, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23**, trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

## SUMMERSVILLE, WV

### SUMMERSVILLE (SXL)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 3A 11097 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 400-1 or std. w/min. climb of 350' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 2900 before proceeding on course. **Rwy 22**, climb heading 224° to 2400 before proceeding on course.

## SUTTON, WV

### BRAXTON COUNTY (48I)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 1 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 20**, 500-2½ w/ min. climb of 290' per NM to 2400 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 016° to 2200 before turning left.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sutton County airport at or above 2300 before proceeding on course.

NOTE: **Rwy 2**, terrain, fences, and vehicles on road beginning 61' from DER, 90' right of centerline, up to 15' AGL/1311' MSL. Terrain, fences, and vehicles on road beginning 77' from DER, 48' left of centerline, up to 15' AGL/1307' MSL. Pole and trees beginning 56' from DER, 298' right of centerline, up to 90' AGL/1409' MSL. Trees beginning 22' from DER, 244' left of centerline, up to 78' AGL/1417' MSL. Terrain and trees beginning 556' from DER, 223' left of centerline, up to 80' AGL/1399' MSL. Trees beginning 1015' from DER, 260' right of centerline, up to 106' AGL/1435' MSL. Trees beginning 889' from DER, 233' left of centerline, up to 116' AGL/1445' MSL. trees 4508' from DER, 1011' left of centerline, up to 65' AGL/1484' MSL. **Rwy 20**, fences, vehicles on road, poles, and trees beginning 197' from DER, 40' left of centerline, up to 49' AGL/1337' MSL. Trees beginning 468' from DER, 1' right of centerline, up to 45' AGL/1324' MSL. Terrain and trees beginning 72' from DER, 264' left of centerline, up to 76' AGL/1435' MSL. Trees beginning 26' from DER, 311' right of centerline, up to 97' AGL/1376' MSL. Trees beginning 1123' from DER, 54' right of centerline, up to 96' AGL/1515' MSL. Trees beginning 4425' from DER, 47' left of centerline, up to 93 AGL/1529 MSL. Trees beginning 1.5 NM from DER, left and right of centerline, up to 111' AGL/1590' MSL. Trees 2.4 NM from DER, 3786' left of centerline, up to 100' AGL/1739' MSL.

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

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

**TITUSVILLE, PA**

**TITUSVILLE (6G1)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

NOTE: **Rwy 18**, trees beginning 1865' from DER, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from DER, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from DER, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36**, trees beginning 2798' from DER, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from DER, 47' left of centerline, up to 100' AGL/1736' MSL.

**TOUGHKENAMON, PA**

**NEW GARDEN (N57)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

AMDT 1 95033 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 900 before turning on course.

**TOWANDA, PA**

**BRADFORD COUNTY (N27)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

AMDT 2 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 800-2 w/min. climb of 333' per NM to 2000, or std. w/min. climb of 461' per NM to 2000, or 2000-3 for climb in visual conditions. **Rwy 23**, std. w/min. climb of 685' per NM to 2800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 23**, climb heading 227° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 5**, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL. Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL. **Rwy 23**, trees beginning 1069' from DER, 1' left of centerline, up to 100' AGL/1159' MSL. Navaid 14' from DER, 113' right of centerline, 12' AGL/731' MSL. Trees beginning 3206' from DER, 44' right of centerline, up to 100' AGL/1287' MSL.

**TOWER CITY, PA**

**BENDIGO (74N)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

ORIG 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

**Rwy 23**, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5**, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5**, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

**WASHINGTON, PA**

**WASHINGTON COUNTY (AFJ)**

**TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

AMDT 4 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 600-2½ or std. w/min. climb of 397' per NM to 1900. **Rwy 27**, 300-1¼ or std. w/ min. climb of 932' per NM to 1500.

NOTE: **Rwy 9**, trees beginning 2940' from DER, 79' right of centerline, up to 100' AGL/1558' MSL. Towers beginning 1.8 NM from DER, 2962' right of centerline, up to 221' AGL/1721' MSL. Top of REIL 10' from DER, 89' right of centerline, 1' AGL/1168' MSL. Trees beginning 5205' from DER, 78' left of centerline, up to 100' AGL/1428' MSL. **Rwy 27**, trees beginning 114' from DER, 4' right of centerline, up to 100' AGL/1416' MSL. Poles beginning 3068' from DER, 141' right of centerline, up to 100' AGL/1420' MSL. TL tower 7681' from DER, 1652' right of centerline, 92' AGL/1422' MSL. Ground beginning 451' from DER, 11' right of centerline, 1326' MSL. Ground beginning 1159' from DER, 19' left of centerline, 1340' MSL. Vehicle on road 1.3 NM from DER, crossing centerline, up to 15' AGL/1317' MSL. Vehicle on road beginning 1' from DER, 170' right of centerline, up to 15' AGL/1199' MSL. Buildings beginning 3163' from DER, 41' right of centerline, up to 40' AGL/1320' MSL. Light support structures beginning 3112' from DER, 129' right of centerline, up to 7' AGL/1307' MSL. Fences beginning 3243' from DER, 229' right of centerline, 7' AGL/1310' MSL. Trees beginning 8' from DER, 2' left of centerline, up to 100' AGL/1420' MSL. Poles beginning 3274' from DER, 363' left of centerline, up to 34' AGL/1414' MSL. Vehicle on road 1.3 NM from DER, crossing centerline, up to 15' AGL/1317' MSL. Buildings beginning 3092' from DER, 255' left of centerline, up to 23' AGL/1380' MSL. Light support structures 3474' from DER, 736' left of centerline, 17' AGL/1317' MSL. Fence beginning 3226' from DER, 220' left of centerline up to 25' AGL/1296' MSL.

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

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**WAYNESBURG, PA**

**GREENE COUNTY (WAY)**

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, NA-obstacle. **Rwy 27**,  
300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading  
268° to 1800 before proceeding on course.

NOTE: **Rwy 27**, trees beginning 332' from DER, 315'  
left of centerline, up to 100' AGL/1119' MSL. Trees  
beginning 332' from DER, 360' right of centerline, up to  
100' AGL/1239' MSL. Pole/sign 1672' from DER, 623'  
left of centerline, 80' AGL/1148' MSL.

**WELLSBORO, PA**

**WELLSBORO JOHNSTON (N38)**

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, std. w/min. climb of  
265' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 10**, climbing right  
turn direct SFK VOR/DME, thence ....

**Rwy 28**, climb heading 279° to 2600, then climbing left  
turn direct SFK VOR/DME, thence ...

...Climb in SFK VOR/DME holding pattern (SW, right  
turns, 036° inbound) to cross SFK VOR/DME at or  
above 4000 before proceeding on course.

NOTE: **Rwy 10**, building 32' from DER, 485' right of  
centerline, 22' AGL/1903' MSL. Pole 33' from DER,  
353' right of centerline, 22' AGL/1904' MSL. Pole 149'  
from DER, 352' right of centerline, 25' AGL/1906' MSL.  
Building and vehicles on road beginning 178' from  
DER, 174' right of centerline, up to 32' AGL/1917'  
MSL. Buildings and vehicles on road beginning 307'  
from DER, 47' right of centerline, up to 16' AGL/1922'  
MSL. Vehicles on road 420' from DER, 590' right of  
centerline, 1927' MSL. Tree, vehicles on road,  
beginning 448' from DER, 185' right of centerline, up  
to 1972' MSL. Trees, poles, vehicles on road and  
terrain beginning 535' from DER, 191' right of  
centerline, up to 1979' MSL. Trees beginning 2959'  
from DER, 237' right of centerline, up to 1982' MSL.  
Tree 3708' from DER, 470' right of centerline, 1987'  
MSL. Tree 237' from DER, 381' left of centerline, 1902'  
MSL. Tree 329' from DER, 425' left of centerline, 1914'  
MSL. Trees beginning 440' from DER, 329' left of  
centerline, up to 1927' MSL. Trees beginning 832'  
from DER, 294' left of centerline, up to 1929' MSL.  
Trees beginning 1037' from DER, 362' left of  
centerline, up to 1930' MSL. Tree 1417' from DER,  
555' left of centerline, 1931' MSL. Tree 1424' from  
DER, 420' left of centerline, 1933' MSL. **Rwy 28**, tree  
and terrain beginning 56' from DER, 342' left of  
centerline, up to 1962' MSL. Multiple trees beginning  
289' from DER, 286' left of centerline, up to 1967'  
MSL. Tree 2.2 NM from DER, 1934' right of centerline,  
100' AGL/2339' MSL.

**WEST CHESTER, PA**

**BRANDYWINE (OQN)**

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 15232 (FAA)

NOTE: **Rwy 9**, vehicles on road 29' from DER, 282' left of  
centerline, 15' AGL/475' MSL. Trees beginning 156' from  
DER, left and right of centerline, up to 100' AGL/560'  
MSL. Trees beginning 1456' from DER, 569' left of  
centerline, up to 100' AGL/540' MSL. Trees beginning  
2816' from DER, left and right of centerline, up to 100'  
AGL/560' MSL. **Rwy 27**, vehicles on road beginning 131'  
from DER, left and right of centerline, up to 17' AGL/487'  
MSL. Trees beginning 538' from DER, left and right of  
centerline, up to 100' AGL/580' MSL.

**WHEELING, WV**

**WHEELING OHIO COUNTY (HLG)**

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 16091 (FAA)

NOTE: **Rwy 3**, tree 95' from DER, 315' right of centerline,  
13' AGL/1213' MSL. Tree 351' from DER, 264' left of  
centerline, 48' AGL/1227' MSL. Obstruction light on  
antenna 96' from DER, 240' left of centerline, 9'  
AGL/1208' MSL. Obstruction light on transmission tower  
5596' from DER, 1128' right of centerline, 100' AGL/1341'  
MSL. **Rwy 16**, pole 125' from DER, 241' left of  
centerline, 4' AGL/1203' MSL. Pole 264' from DER, 261'  
right of centerline, 6' AGL/1205' MSL. Post 267' from  
DER, 242' left of centerline, 19' AGL/1198' MSL. Tree  
299' from DER, 273' left of centerline, 46' AGL/1225'  
MSL. **Rwy 21**, tree 9' from DER, 459' right of centerline,  
39' AGL/1176' MSL. Tree 69' from DER, 455' right of  
centerline, 39' AGL/1179' MSL. Tree 69' from DER, 406'  
right of centerline, 40' AGL/1190' MSL. Multiple trees  
beginning 77' from DER, 367' right of centerline, up to 37'  
AGL/1194' MSL. **Rwy 34**, multiple trees beginning 460'  
from DER, 402' right of centerline, up to 46' AGL/1225'  
MSL. Obstruction light on antenna 436' from DER, 599'  
left of centerline, 45' AGL/1224' MSL.

NE-4, 10 NOV 2016 to 05 JAN 2017

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



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

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## WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL (AVP)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 13290 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, NA-obstacles. **Rwy 4**, 300-1¼ w/min. climb of 210' per NM to 2800 or std. w/min. climb of 220' per NM to 1800 or 2000-3 for climb in visual conditions. **Rwy 22**, 500-3 w/min. climb of 240' per NM to 1800 or std. w/min. climb of 290' per NM to 1800 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 2800 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 22**, climb heading 224° to 1400, then climbing right turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 28**, climbing left turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4**, trees 5847' from DER, 1632' left of centerline, up to 91' AGL/1070' MSL. **Rwy 22**, trees 1.4 NM from DER, 2576' left of centerline, up to 100' AGL/1279' MSL. Trees 2.4 NM from DER, 3790' left of centerline, up to 100' AGL/1419' MSL.

## WILKES-BARRE/SCRANTON, PA (CON'T)

WILKES-BARRE WYOMING VALLEY (WBW)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/min. climb of 280' per NM to 3300, or 2400-3 for climb in visual conditions. **Rwy 9**, std. w/min. climb of 307' per NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 25**, std. w/min. climb of 320' per NM to 3100, or 2400-3 for climb in visual conditions. **Rwy 27**, 1000-3 w/min. climb of 415' per NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 066° to 3300 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course. **Rwy 9**, climb heading 089° to 2800 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course. **Rwy 25**, climb heading 246° to 3100 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course. **Rwy 27**, climb heading 269° to 2700 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

NOTE: **Rwy 7**, road beginning 182' from DER, 428' right of centerline, up to 15' AGL/579' MSL. Trees and poles beginning 409' from DER, 32' left of centerline, up to 99' AGL/659' MSL. Trees and poles beginning 639' from DER, 309' right of centerline, up to 100' AGL/699' MSL. Dike 751' from DER, right and left of centerline, 0' AGL/564' MSL. Building 3071' from DER, 873' left of centerline, up to 80' AGL/640' MSL. Mobile crane 4526' from DER, up to 120' AGL/660' MSL. High tension power pole 6003' from DER, 1843' right of centerline, up to 173' AGL/719' MSL. **Rwy 9**, trees beginning 39' from DER, 47' right of centerline, up to 111' AGL/651' MSL. Trees beginning 104' from DER, 344' left of centerline, up to 100' AGL/640' MSL. Buildings beginning 1.44 NM from DER, 2517' right of centerline, up to 58' AGL/918' MSL. **Rwy 25**, road beginning 17' from DER, 435' left of centerline, up to 15' AGL/577' MSL. Trees beginning 553' from DER, 103' left of centerline, up to 134' AGL/634' MSL. Trees beginning 1668' from DER, 36' right of centerline, up to 107' AGL/647' MSL. Tower 1.23 NM from DER, 1297' right of centerline, 203' AGL/753' MSL. **Rwy 27**, trees 539' from DER, 380' left of centerline, up to 117' AGL/557' MSL. Trees beginning 1285' from DER, left and right of centerline, up to 107' AGL/647' MSL. Poles and trees beginning 1.18 NM from DER, 957' right of centerline, up to 52' AGL/1352' MSL.

## WILLIAMSON, WV

APPALACHIAN RGNL (EBD)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 500-2¼.

**Rwy 26**, 300-2. NA at night.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 2700 before proceeding on course. **Rwy 26**, climb heading 257° to 2400 before proceeding on course.

NOTE: **Rwy 8**, trees and high terrain beginning at DER, 77' right of centerline, up to 100' AGL/1998' MSL. Trees beginning 347' from DER, 185' left of centerline, up to 100' AGL/1998' MSL. **Rwy 26**, trees beginning 11' from DER, 35' left of centerline, up to 100' AGL/1927' MSL. Trees beginning 864' from DER, 79' right of centerline, up to 100' AGL/1998' MSL.

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

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

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## WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 5 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. w/min. climb of 332' per NM to 1600, or 300-2 w/min. climb of 287' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12**, std. w/min. climb of 475' per NM to 1000 or 2200-3 for climb in visual conditions. **Rwy 27**, std. w/min. climb of 467' per NM to 1000 or 2200-3 for climb in visual conditions. **Rwy 30**, std. w/min. climb of 410' per NM to 1400, or 300-1½ w/min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport RGNL Airport at or above 2600 before proceeding on course. **Rwy 12**, climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport RGNL Airport at or above 2600 before proceeding on course. **Rwy 27**, climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport RGNL Airport at or above 2600 before proceeding on course. **Rwy 30**, climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport RGNL Airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9**, trains on railroad tracks beginning 171' from DER, left and right of centerline, up to 23' AGL/554' MSL. Trees beginning 240' from DER, left and right of centerline, up to 100' AGL/680' MSL. Fence 252' from DER, 437' right of centerline, 11' AGL/532' MSL. Multiple poles and buildings beginning 285' from DER, left and right of centerline, up to 65' AGL/566' MSL. Antenna, hazard beacon and trees beginning 5251' from DER, 1071' right of centerline, up to 100' AGL/784' MSL. Rising terrain and trees beginning 1.1 NM from DER, 132' left of centerline, up to 100' AGL/1659' MSL. Tower 1.6 NM from DER, 1034' left of centerline, 96' AGL/736' MSL. **Rwy 12**, trees beginning 4' from DER, 305' right of centerline, up to 55' AGL/596' MSL. Lights, trees and poles beginning 276' from DER, 65' left of centerline, up to 62' AGL/603' MSL. Trees, hazard beacon and antenna beginning 5791' from DER, 985' left of centerline, up to 100' AGL/744' MSL. **Rwy 27**, rising terrain beginning 7' from DER, 83' left of centerline, up to 515' MSL. Trees beginning 701' from DER, left and right of centerline, up to 100' AGL/773' MSL. Localizer antenna 437' from DER, on centerline, 6' AGL/525' MSL. Light on building 531' from DER, 302' right of centerline, 18' AGL/537' MSL. **Rwy 30**, fence 100' from DER, 345' left of centerline, 10' AGL/531' MSL. Cars on roadway beginning 212' from DER, left and right of centerline, up to 15' AGL/539' MSL. Poles and signs beginning 328' from DER, 357' right of centerline, up to 69' AGL/589' MSL. Trees beginning 606' from DER, left and right of centerline, up to 100' AGL/777' MSL. Towers, trees and poles beginning 2562' from DER, left and right of centerline, up to 88' AGL/764' MSL.

## YORK, PA

YORK (THV)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/min. climb of 473' per NM to 800. **Rwy 35**, 300-1 or std. w/min. climb of 393' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 166° to 1100 before turning right.

NOTE: **Rwy 17**, terrain, catenary ball, vehicles on road, fences, poles, buildings, and trees beginning 2' from DER, 9' left of centerline, up to 46' AGL/645' MSL. Terrain, vehicles on road, fences, poles, buildings, and trees beginning 38' from DER, 12' right of centerline, up to 41' AGL/645' MSL. Trees 2680' from DER, 467' left of centerline, up to 54' AGL/653' MSL. Trees 6013' from DER, 974' right of centerline, up to 84' AGL/713' MSL. Trees 1 NM from DER, 710' right of centerline, up to 71' AGL/670' MSL. **Rwy 35**, terrain, building, poles, and trees beginning 32' from DER, 5' left of centerline up to 104' AGL/623' MSL. Terrain, fence, building, and trees beginning 18' from DER, 8' right of centerline, up to 88' AGL/627' MSL. Trees 3325' from DER, 514' right of centerline, up to 80' AGL/639' MSL. Trees 3789' from DER, 1049' left of centerline, up to 101' AGL/660' MSL. Trees 4121' from DER, 763' left of centerline, up to 109' AGL/628' MSL.

## ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 08269 (FAA)

TAKEOFF MINIMUMS: **Rwys 17,35**, 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35**, for climb in visual conditions: cross Zelienville Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17**, terrain and trees beginning 1.23 NM from DER, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from DER, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from DER, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from DER, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from DER, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from DER, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from DER, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35**, terrain and trees beginning 1.04 NM from DER, 1400' left of centerline, up to 100' AGL/1259' MSL. Trees 805' from DER, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from DER, 524' right of centerline, 15' AGL/946' MSL.

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



INSTRUMENT APPROACH PROCEDURE CHARTS

**A** IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

**ALLENTOWN, PA**

LEHIGH VALLEY

INTL (ABE) ..... ILS or LOC Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

<sup>2</sup>Category C, 800-2½; Category D, 1300-3.

ALLENTOWN QUEEN

CITY MUNI (XLL) ..... RNAV (GPS) Rwy 7  
VOR-B<sup>1</sup>

NA when local weather not available

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½.

**ALTOONA, PA**

ALTOONA-BLAIR

COUNTY (A00) ..... ILS or LOC Rwy 21<sup>12</sup>  
RNAV (GPS) Rwy 3<sup>5</sup>

RNAV (GPS) Rwy 21<sup>13</sup>

RNAV (GPS) Y Rwy 3<sup>13</sup>

RNAV (GPS) Z Rwy 3<sup>1</sup>

VOR-A1<sup>14</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A, B, 800-2; Category C, 1300-3; Category D, 1400-3; LOC, Category C, 1300-3; Category D, 1400-3.

<sup>3</sup>Category D, 1200-3.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1200-3.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2½, Category D, 1200-3.

NAME ALTERNATE MINIMUMS

**BECKLEY, WV**

RALEIGH COUNTY

MEMORIAL (BKW) ..... ILS or LOC Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>13</sup>

RNAV (GPS) Rwy 10<sup>13</sup>

RNAV (GPS) Rwy 19<sup>13</sup>

RNAV (GPS) Rwy 28<sup>14</sup>

VOR Rwy 10<sup>13</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

**BLUEFIELD, WV**

MERCER

COUNTY (BLF) ..... ILS or LOC Rwy 23<sup>1</sup>

RNAV (GPS) Rwy 5<sup>2</sup>

RNAV (GPS) Rwy 23<sup>3</sup>

VOR/DME Rwy 23<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

**BRADFORD, PA**

BRADFORD

RGNL (BFD) ..... RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 14<sup>1</sup>

VOR/DME Rwy 14

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

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# ALTERNATE MINS

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M3



NAME ALTERNATE MINIMUMS

## HARRISBURG, PA

CAPITAL CITY (CXY)..... **ILS or LOC Rwy 8<sup>123</sup>**  
**RNAV (GPS) Rwy 8<sup>25</sup>**  
**RNAV (GPS) Rwy 26<sup>34</sup>**

<sup>1</sup>Categories A, 1000-2; Category B, 1400-2;  
Categories C, D, 1400-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category A, 1200-2; Category B, 1400-2;  
Categories C, D, 1400-3.

<sup>5</sup>Category A, 900-2; Category B, 1400-2;  
Categories C, D, 1400-3.

## HARRISBURG

INTL (MDT) ..... **ILS or LOC Rwy 13<sup>1</sup>**  
**ILS or LOC Rwy 31<sup>2</sup>**  
**RNAV (GPS) Rwy 13<sup>3</sup>**  
**RNAV (GPS) Rwy 31<sup>4</sup>**  
**VOR Rwy 31<sup>3</sup>**

<sup>1</sup>Categories C, D, 700-2.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2½.

## HAZLETON, PA

HAZLETON RGNL (HZL) ..... **LOC Rwy 28<sup>1</sup>**  
**RNAV (GPS) Rwy 10<sup>1</sup>**  
**RNAV (GPS) Rwy 28<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 1000-3.

## INDIANA, PA

INDIANA COUNTY/JIMMY STEWARD  
FLD (IDI) ..... **RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**

NA when local weather not available.

Categories C, D, 1300-3.

## JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA  
COUNTY (JST) ..... **ILS or LOC/DME Rwy 33<sup>1</sup>**  
**VOR Rwy 5<sup>2</sup>**  
**VOR Rwy 15<sup>3</sup>**

<sup>1</sup>ILS, LOC, NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 900-2; Category C,  
900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

## LANCASTER, PA

LANCASTER (LNS) ..... **ILS or LOC Rwy 8<sup>123</sup>**  
**RNAV (GPS) Rwy 8<sup>12</sup>**  
**RNAV (GPS) Rwy 13<sup>2</sup>**  
**RNAV (GPS) Rwy 26<sup>2</sup>**  
**RNAV (GPS) Rwy 31<sup>2</sup>**  
**VOR/DME Rwy 31<sup>24</sup>**  
**VOR/DME Rwy 8<sup>2</sup>**  
**VOR/DME Rwy 26<sup>24</sup>**  
**VOR Rwy 8<sup>25</sup>**  
**VOR Rwy 31<sup>4</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Categories A, B, C, 700-2; Category D,  
700-2¼. LOC, Category D, 800-2¼.

<sup>4</sup>Category D, 800-2¼.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D,  
1000-3.

## LATROBE, PA

ARNOLD PALMER  
RGNL (LBE)..... **ILS or LOC Rwy 23<sup>12</sup>**  
**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, LOC, Categories A, B, 1200-2; Categories  
C, D, 1200-3.

## LEHIGHTON, PA

JAKE ARNER  
MEMORIAL (22N) ..... **RNAV (GPS) Rwy 8<sup>1</sup>**  
**RNAV (GPS) Rwy 26<sup>2</sup>**

<sup>1</sup>Categories A, B, 1100-2.

<sup>2</sup>Categories A, B, 1000-2.

## LEWISBURG, WV

GREENBRIER  
VALLEY (LWB) ..... **ILS or LOC Rwy 4<sup>2</sup>**  
**RNAV (GPS) Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 22<sup>1</sup>**  
**VOR Rwy 22<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 1000-3.

<sup>2</sup>ILS, Category B, 800-2; Category C, 1000-3;  
Category D, 1400-3; LOC, Category C, 1000-3;  
Category D, 1400-3.

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/  
SHEPHERD FLD (MRB) ..... **ILS or LOC Rwy 26<sup>1</sup>**  
**RNAV (GPS) Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 26<sup>1</sup>**  
**VOR-A<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 900-2¾; Category E, 1600-3.

<sup>2</sup>Category D, 800-2¼; Category E, 1600-3.

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# ALTERNATE MINS

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# RADAR MINS

N1

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## RADAR INSTRUMENT APPROACH MINIMUMS

### HUNTINGTON, WV

Amdt 8A, 23JUN16 (16175) (FAA)

ELEV 828

### TRI-STATE/MILTON J FERGUSON FIELD (HTS)

RADAR-1 119.75 270.1 

|     | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>DA/</u> |                | <u>HAT/</u> |                 | <u>DA/</u> |                | <u>HAT/</u> |                 |
|-----|------------|-------------------|------------|----------------|-------------|-----------------|------------|----------------|-------------|-----------------|
|     |            |                   | <u>CAT</u> | <u>MDA-VIS</u> | <u>HAA</u>  | <u>CEIL-VIS</u> | <u>CAT</u> | <u>MDA-VIS</u> | <u>HAA</u>  | <u>CEIL-VIS</u> |
| ASR | 12         |                   | ABCD       | 1280/40        | 452         | (500-¾)         |            |                |             |                 |
|     | 30         |                   | AB         | 1300-1         | 472         | (500-1)         | CD         | 1300-1½        | 472         | (500-1½)        |
| CIR |            |                   | AB         | 1340-1         | 512         | (600-1)         | C          | 1340-1½        | 512         | (600-1½)        |
|     |            |                   | D          | 1420-2         | 592         | (600-2)         |            |                |             |                 |

Inoperative table does not apply to ASR S-12 CATs A and B.

For inoperative MALSR increase ASR S-12 CATs C and D visibility to RVR 5000.

Rwy 12 helicopter visibility reduction below ¾ SM not authorized.

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NE-4

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16175

N1



15064

## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT                                              | LDG RWY  | HOLD-SHORT POINT | AVBL LDG DIST            |
|-----------------------------------------------------------|----------|------------------|--------------------------|
| ERIE,PA<br>ERIE INTL/TOM RIDGE FIELD (ERI)                | 24       | 02-20            | 6,000 feet               |
| HARRISBURG, PA<br>CAPITAL CITY (CXY)                      | 26       | 12-30            | 3,450 feet               |
| LANCASTER, PA<br>LANCASTER (LNS)                          | 26       | 13-31            | 5,190 feet               |
| PHILADELPHIA, PA<br>NORTHEAST PHILADELPHIA (PNE)          | 24<br>33 | 15-33<br>06-24   | 4,150 feet<br>3,600 feet |
| PITTSBURGH, PA<br>ALLEGHENY COUNTY (AGC)                  | 10       | 13-31            | 3,250 feet               |
| READING, PA<br>READING RGNL/CARL A. SPAATZ<br>FIELD (RDG) | 13<br>18 | 18-36<br>13-31   | 5,200 feet<br>3,050 feet |

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16147

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT                                                  | HOT SPOT | DESCRIPTION*                                                   |
|---------------------------------------------------------------|----------|----------------------------------------------------------------|
| HARRISBURG, PA<br>CAPITAL CITY (CXY)                          | HS 1     | Rwy 26 LAHSO.                                                  |
|                                                               | HS 2     | Rwy 08 ILS hold line.                                          |
|                                                               | HS 3     | Twy C at Rwy 30 and Twy B.                                     |
| HUNTINGTON, WV<br>TRI-STATE/MILTON J.<br>FERGUSON FIELD (HTS) | HS 1     | Twy A does not lead to the end of Rwy 12.                      |
|                                                               | HS 2     | Twy B relocated 200' southeast.                                |
| PHILADELPHIA, PA<br>PHILADELPHIA INTL (PHL)                   | HS 1     | Rwy 08 and Twy D.                                              |
|                                                               | HS 2     | Twy Y and S int in close proximity of Rwy 09R-27L.             |
|                                                               | HS 3     | Maintain vigilance, Twy E apch hold to protect Rwy 26 overrun. |
| PITTSBURGH, PA<br>ALLEGHENY COUNTY (AGC)                      | HS 1     | Wide pavement int multiple rwys.                               |
|                                                               | HS 2     | Wide pavement int with ramps, twys, and rwy.                   |
| READING, PA<br>READING RGNL/<br>CARL A SPAATZ FLD (RDG)       | HS 1     | Hold lines on Twy B for Rwy 31 and Rwy 36 .                    |
|                                                               | HS 2     | Twy H from Twy D to Rwy 18 hold line                           |
|                                                               | HS 3     | Twy A from terminal ramp to Rwy 36 hold line                   |
| WILLIAMSPORT, PA<br>WILLIAMSPORT RGNL (IPT)                   | HS 1     | Same hold Line for Rwy 27 and Rwy 30 at Twy B.                 |

\*See appropriate Chart Supplement HOT SPOT table for additional information.

16147

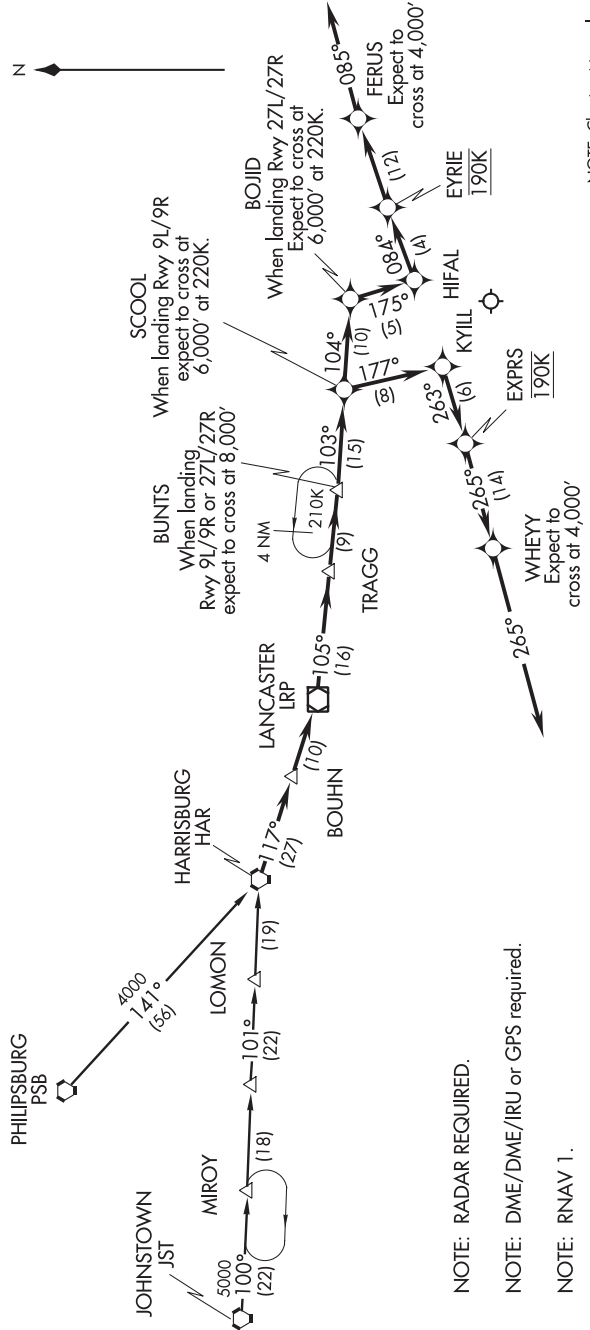
# BOJID TWO ARRIVAL (RNAV)

NE-4, 10 NOV 2016 to 05 JAN 2017

JOHNSTOWN TRANSITION (JST,BOJID2)  
PHILIPSBURG TRANSITION (PSB,BOJID2)

ATIS ARR 133.4  
PHILADELPHIA APP CON  
124.35 319.15  
PHILADELPHIA FINAL CONTROL  
125.4 263.125  
PHILADELPHIA TOWER  
118.5 327.05  
(Rwys 9L/27R, 8/26 and 17/35)  
135.1 327.05  
(Rwy 9R/27L)  
GND CON  
121.9 348.6  
CLNC DEL  
118.85 348.6

. . . . From HAR VORTAC, thence BOUHN, thence LRP VOR/DME, thence TRAGG, thence BUNTS, WHEN PHILADELPHIA INTL IS LANDING RWYS 27L/27R, thence SCOO, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085°, expect radar vectors to final approach. WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOO, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach.



NOTE: RADAR REQUIRED.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.

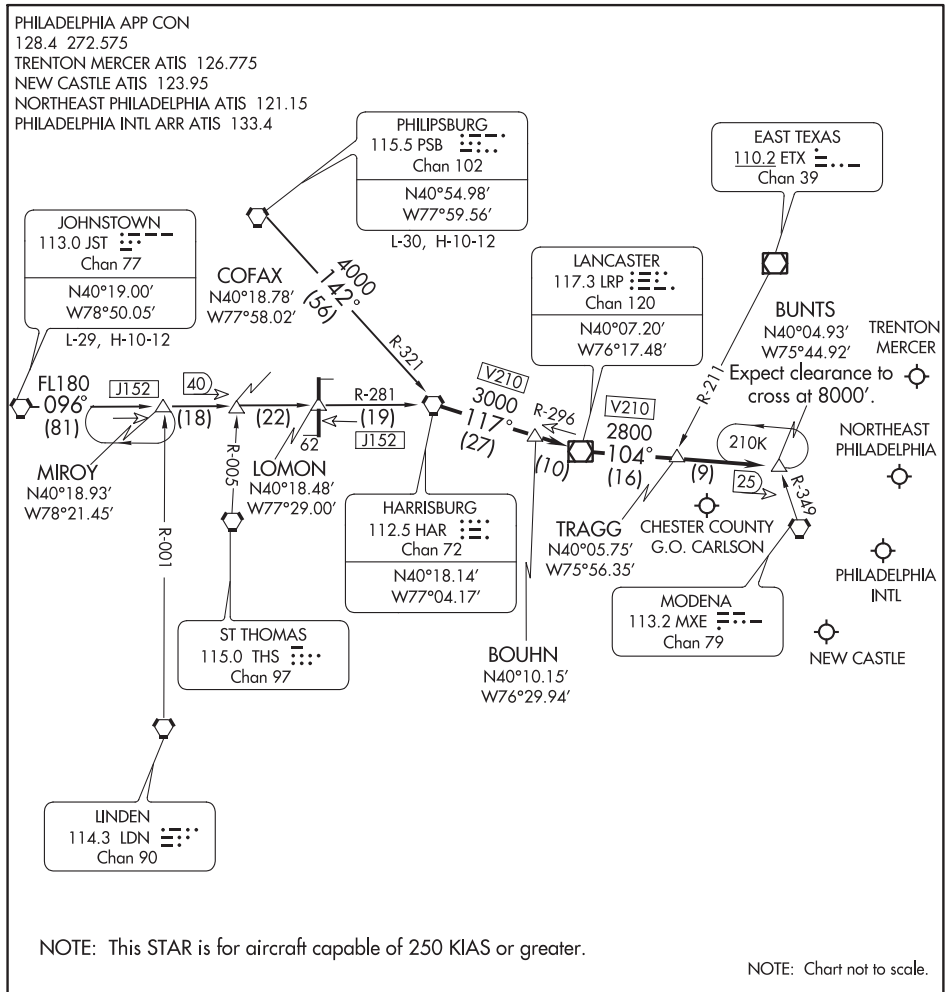
# BOJID TWO ARRIVAL (RNAV)

(BOJID,BOJID2) 15SEP16

NE-4, 10 NOV 2016 to 05 JAN 2017

# BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

## JOHNSTOWN TRANSITION (JST.BUNTS2):

## PHILIPSBURG TRANSITION (PSB.BUNTS2):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

# BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA





# DUPONT FIVE ARRIVAL

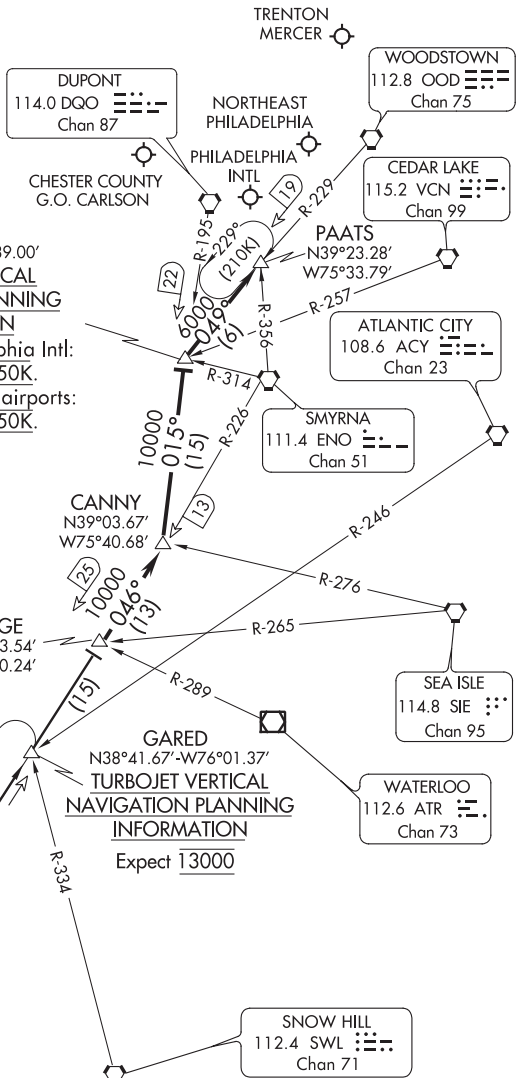
PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON  
 133.875 317.55  
 PHILADELPHIA INTL ATIS  
 ARR 133.4  
 NORTHEAST PHILADELPHIA ATIS  
 121.15  
 TRENTON MERCER ATIS  
 126.775  
 CHESTER COUNTY G.O. CARLSON  
 AWOS-3 126.25

**HOGHEY**  
 N39°18.31'-W75°39.00'  
**TURBOJET VERTICAL**  
**NAVIGATION PLANNING**  
**INFORMATION**

Aircraft landing Philadelphia Intl:  
 Expect 10000 and 250K.  
 Aircraft landing all other airports:  
 Expect 2000 and 250K.

- NOTE: STAR applicable to Turbojet aircraft only.
- NOTE: PXT transition as assigned by ATC only.
- NOTE: Radar required.



**PATUXENT**  
 117.6 PXT  
 Chan 123  
 N38°17.27'  
 W76°24.01'  
 L-34-36, H-10-12

**HEDGE**  
 N38°53.54'  
 W75°50.24'

**CANNY**  
 N39°03.67'  
 W75°40.68'

**GARED**  
 N38°41.67'-W76°01.37'  
**TURBOJET VERTICAL**  
**NAVIGATION PLANNING**  
**INFORMATION**  
 Expect 13000

**SNOW HILL**  
 112.4 SWL  
 Chan 71

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

**PATUXENT TRANSITION (PXT.DPNT5):** From over PXT VORTAC on R-046 to HEDGE INT, Thence. . .

. . . From over HEDGE INT on ENO VORTAC R-226 to CANNY INT, then on DQO VORTAC R-195 to HOGHEY INT, then on OOD VORTAC R-229 to PAATS INT.  
 Expect radar vector to final approach course prior to PAATS INT.

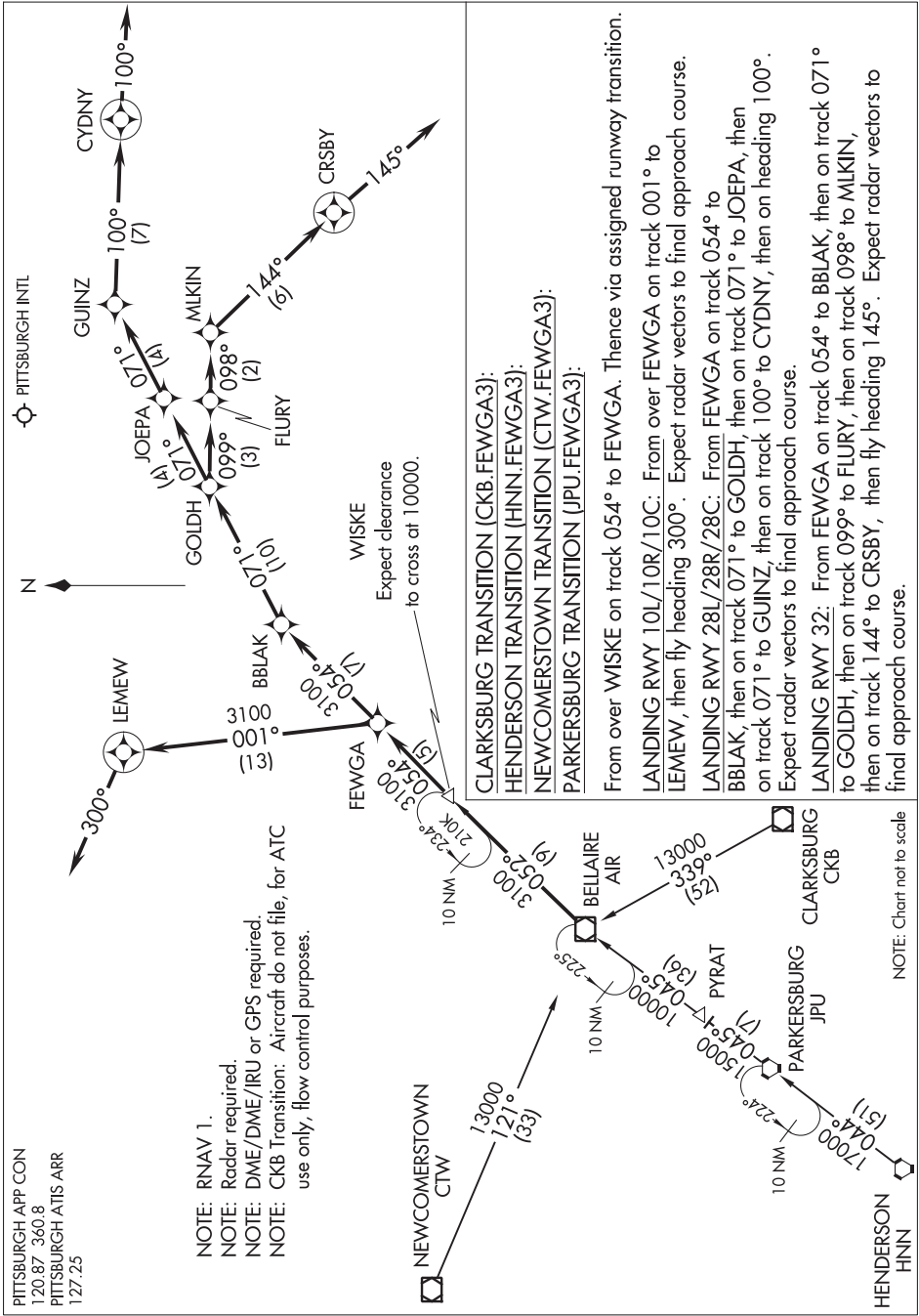
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# FEWGA THREE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017



# FEWGA THREE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

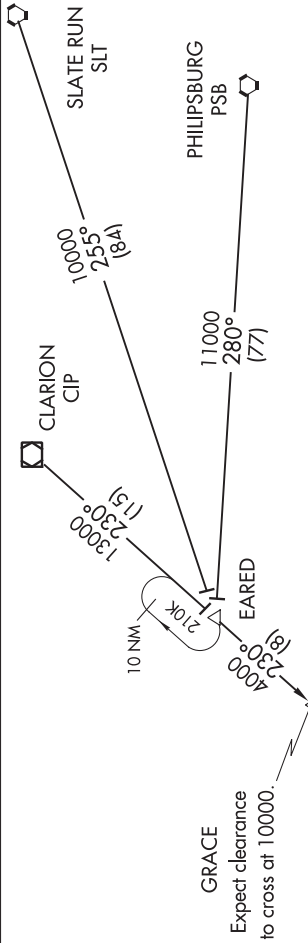


# HAYNZ FOUR ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

PITTSBURGH APP CON  
121.25 337.4  
PITTSBURGH ATIS ARR  
127.25



GRACE  
Expect clearance  
to cross at 10000.



CLARION TRANSITION (CIP.HAYNZ4):  
PHILIPSBURG TRANSITION (PSB.HAYNZ4):  
SLATE RUN TRANSITION (SLT.HAYNZ4):

From GRACE on track 200° to HAYNZ, thence via assigned runway transition.

LANDING RWY 10L/10R/10C: From HAYNZ on track 235° to ROOSA, then on track 281° to TERBL, then on track 281° to TOWEL, then on heading 281°. Expect radar vectors to final approach course.

LANDING RWY 28L/28R/28C: From HAYNZ on track 200° to MYRON, then on heading 125°. Expect radar vectors to final approach course.

LANDING RWY 32: From HAYNZ on track 200° to MYRON, then on track 210° to COPPE, then on heading 165°. Expect radar vectors to final approach course.

NOTE: Radar required.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.

NOTE: Chart not to scale

# HAYNZ FOUR ARRIVAL (RNAV)

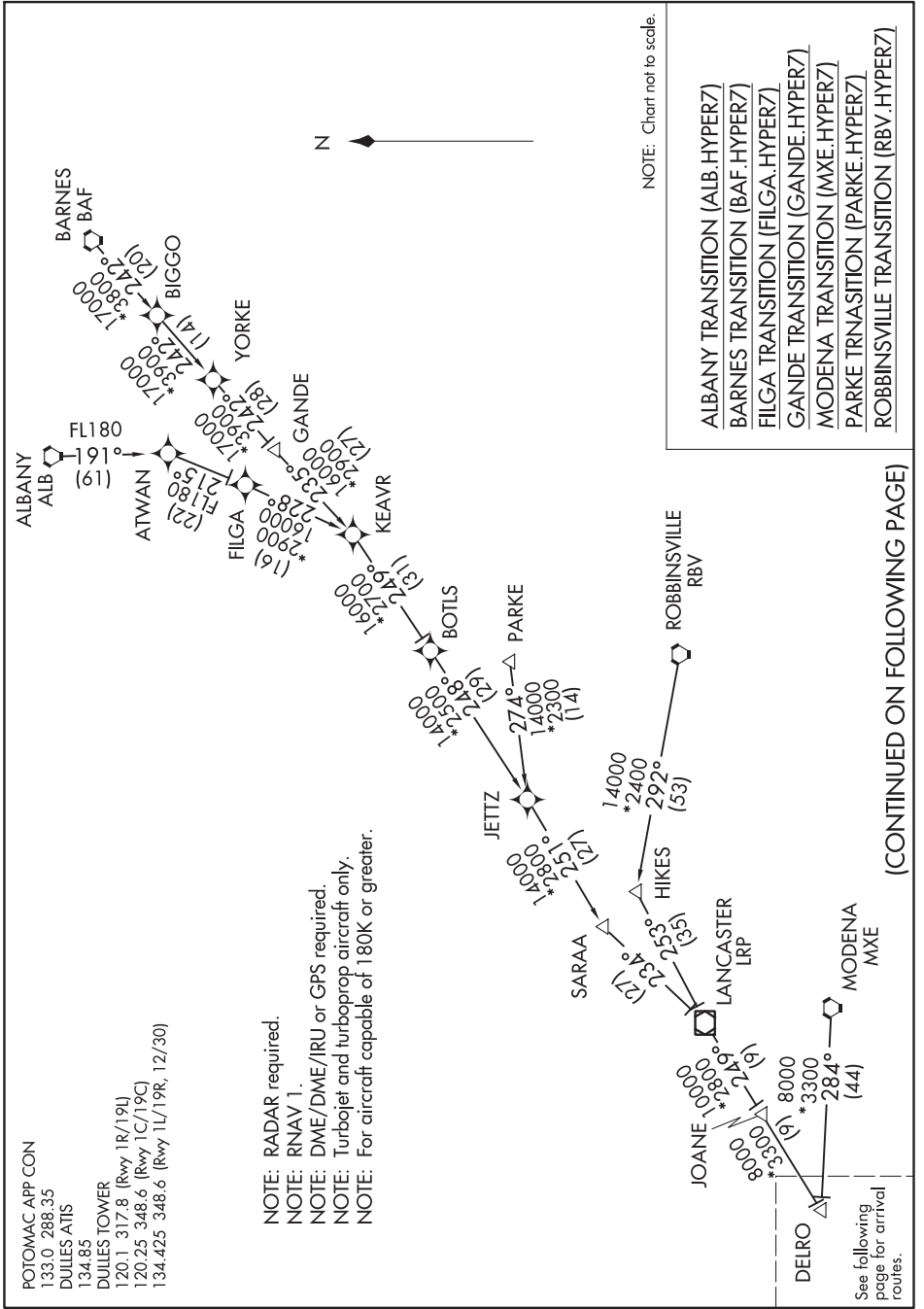
PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

# HYPER SEVEN ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-4, 10 NOV 2016 to 05 JAN 2017



POTOMAC APP CON  
 133.0 288.35  
 DUILLES ATIS  
 134.85  
 DUILLES TOWER  
 120.1 317.8 (Rwy 1R/19L)  
 120.25 348.6 (Rwy 1C/19C)  
 134.425 348.6 (Rwy 1L/19R, 12/30)

NOTE: RADAR required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: Turbojet and turboprop aircraft only.  
 NOTE: For aircraft capable of 180K or greater.

See following  
 page for arrival  
 routes.

# HYPER SEVEN ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(CONTINUED ON FOLLOWING PAGE)

NE-4, 10 NOV 2016 to 05 JAN 2017



# HYPER SEVEN ARRIVAL (RNAV)

WASHINGTON, DC

## ARRIVAL ROUTE DESCRIPTION

From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K.

LANDING RWY 1C/R: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 1L: From HYPER on track 220° to cross CRAIN at 6000, then on track 214° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 19L: From HYPER on track 216° to cross OOGLE at/below 5000, then on track 217° to cross LITEY at 4000, then on track 191° to YYANG, then on track 191° to DADEY. Expect ILS or LOC to RWY 19L.

LANDING RWY 19C: From HYPER on track 219° to cross COVUR at 7000, then on track 191° to DIMKE, then on track 191° to HOOSR. Expect ILS or LOC to RWY 19C.

LANDING RWY 19R: From HYPER on track 220° to cross CRAIN at 6000, then on track 220° to cross REXOE at 6000, then on track 191° to BEEZY. Expect ILS or LOC to RWY 19R.

LANDING KNYG/KRMN/KHWY/KCJR/KEZF/KHEF: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING KFRR/KOKV/KMRB/KJYO: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 233° to PHATT, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

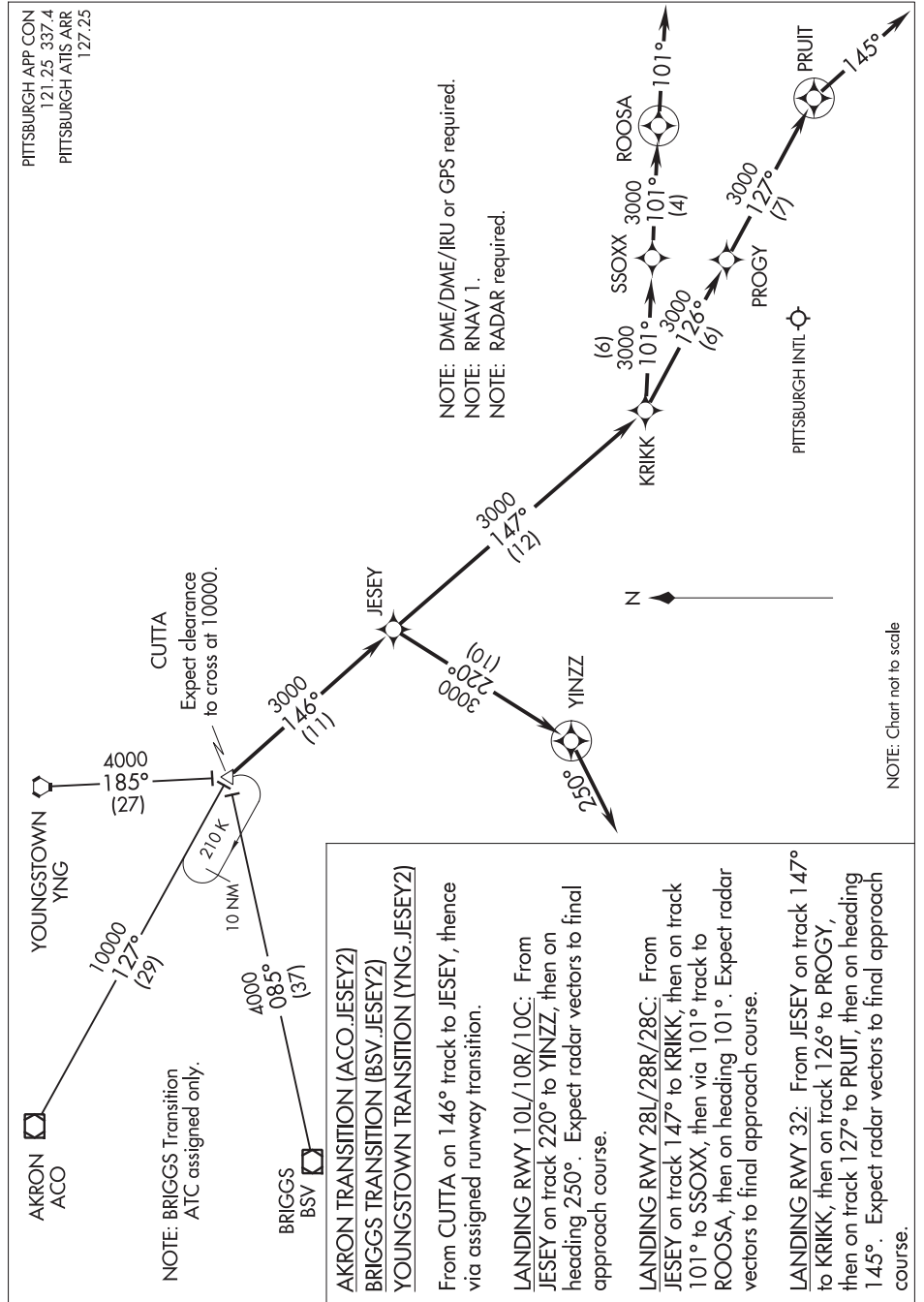
# HYPER SEVEN ARRIVAL (RNAV)

WASHINGTON, DC

# JESEY TWO ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017



# JESEY TWO ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

**AKRON TRANSITION (ACO.JESEY2)**  
**BRIGGS TRANSITION (BSV.JESEY2)**  
**YOUNGSTOWN TRANSITION (YNG.JESEY2)**

From CUTTA on 146° track to JESSEY, thence via assigned runway transition.

**LANDING RWY 10L/10R/10C:** From JESSEY on track 220° to YINZZ, then on heading 250°. Expect radar vectors to final approach course.

**LANDING RWY 28L/28R/28C:** From JESSEY on track 147° to KRIKK, then on track 101° to SSOXX, then via 101° track to ROOSA, then on heading 101°. Expect radar vectors to final approach course.

**LANDING RWY 32:** From JESSEY on track 147° to KRIKK, then on track 126° to PROGY, then on track 127° to PRUIT, then on heading 145°. Expect radar vectors to final approach course.

# JIIIMS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

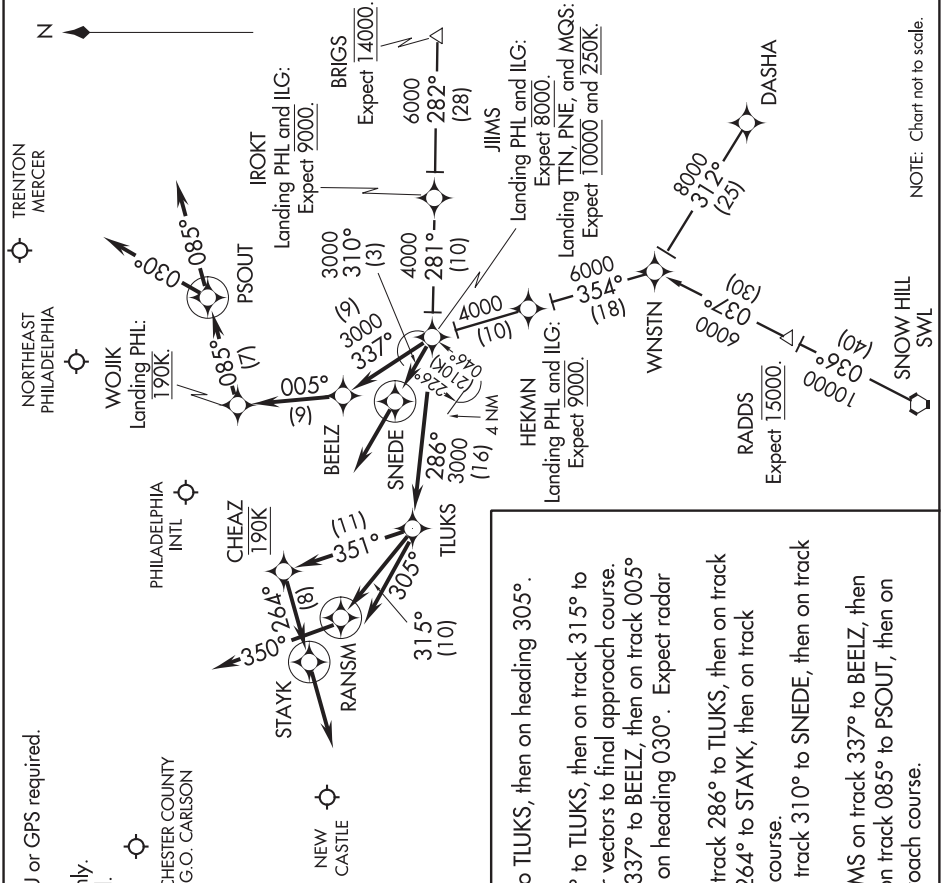
NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.  
 NOTE: For turbojets only.  
 NOTE: Radar required.

PHILADELPHIA INTL  
 ATIS ARR 133.4  
 NORTHEAST PHILADELPHIA  
 ATIS 121.15  
 TRENTON MERCER  
 ATIS 126.775  
 NEW CASTLE ATIS 123.95  
 CHESTER COUNTY G.O. CARLSON  
 AWOS-3 126.25  
 PHILADELPHIA APP CON  
 133.875 317.55

### ARRIVAL ROUTE DESCRIPTION

**BRIGS TRANSITION (BRIGS.JIIMS2):**  
**DASHA TRANSITION (DASHA.JIIMS2):**  
**SNOW HILL TRANSITION (SWL.JIIMS2):**

**Landing ILC:** From over JIIMS on track 286° to TLUKS, then on heading 305°. Expect radar vectors to final approach course.  
**Landing MQS:** From over JIIMS on track 286° to TLUKS, then on track 315° to RANSWM, then on heading 350°. Expect radar vectors to final approach course.  
**Landing PNE, TTN:** From over JIIMS on track 337° to BEELZ, then on track 005° to WOJJK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.  
**Landing PHL Rwy 9L, 9R:** From over JIIMS on track 286° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.  
**Landing PHL Rwy 17, 35:** From over JIIMS on track 310° to SNEDE, then on track 310°. Expect radar vectors to final approach.  
**Landing PHL Rwy 26, 27L, 27R:** From over JIIMS on track 337° to BEELZ, then on track 005° to cross WOJJK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.



NE-4, 10 NOV 2016 to 05 JAN 2017

# JIIIMS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

# PAATS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.PAATS2):
- GORDONSVILLE TRANSITION (GVE.PAATS2):
- PATUXENT TRANSITION (PXT.PAATS2):

From over ESSO on track 044° to PAATS thence. . .

Landing MQS: From over PAATS on track 024° to RANSM, then on heading 350°. Expect radar vectors to final approach course.

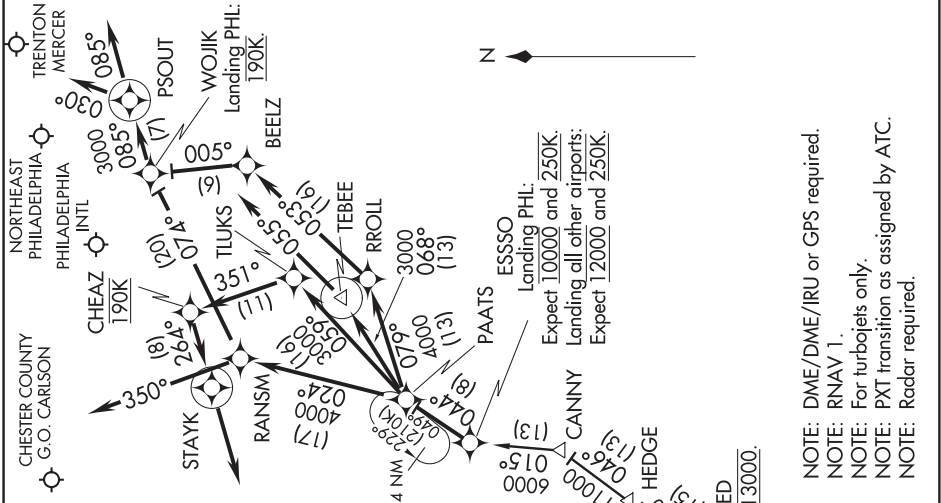
Landing PNE, TIN: From over PAATS on track 024° to RANSM, then on track 074° to WOJIK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.

Landing PHL Rwy 9L, 9R: From over PAATS on track 059° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.

Landing PHL Rwy 17, 35: From over PAATS on track 068° to TEBEE, then on heading 055°. Expect radar vectors to final approach course.

Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 079° to ROLL, then on track 053° to BEELZ, then on track 005° to cross WOJIK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.

- PHILADELPHIA INTL  
ATIS ARR 133.4
- NORTHEAST PHILADELPHIA  
ATIS 121.15
- TRENTON MERCER  
ATIS 126.775
- CHESTER COUNTY G.O. CARLSON  
AWOS-3 126.25
- PHILADELPHIA APP CON  
133.875 317.55



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For turbojets only.
- NOTE: PXT transition as assigned by ATC.
- NOTE: Radar required.

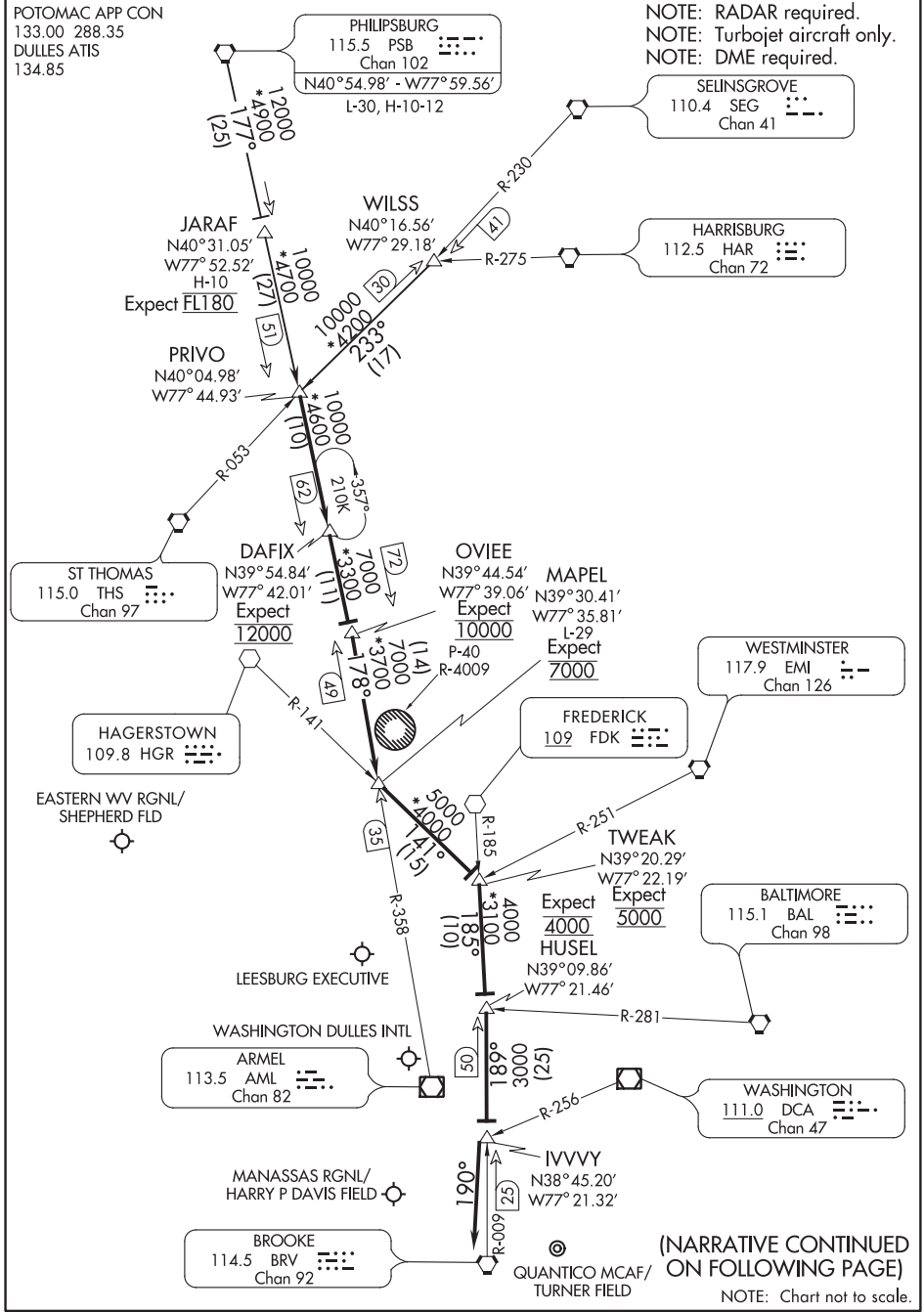
NE-4, 10 NOV 2016 to 05 JAN 2017

# PAATS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



# PRIVO ONE ARRIVAL



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# PRIVO ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.PRIVO1): From over PSB VORTAC on PSB R-177 to PRIVO. Thence...

WILSS TRANSITION (WILSS.PRIVO1): From over WILSS on THS R-053 to PRIVO. Thence...

...from PRIVO on PSB R-177 to DAFIX, then on PSB R-177 to OVIEE, then on AML R-358 to MAPEL, then on HGR R-141 to TWEAK, then on FDK R-185 to HUSEL, then on BRV R-009 to IVVVY, then on heading 190° or as assigned by ATC.

LANDING RWYS 01L/C/R, 30: Expect RADAR vectors to final approach course after IVVVY.

LANDING RWYS 19L/C/R, 12: Expect RADAR vectors to final approach course after MAPEL.

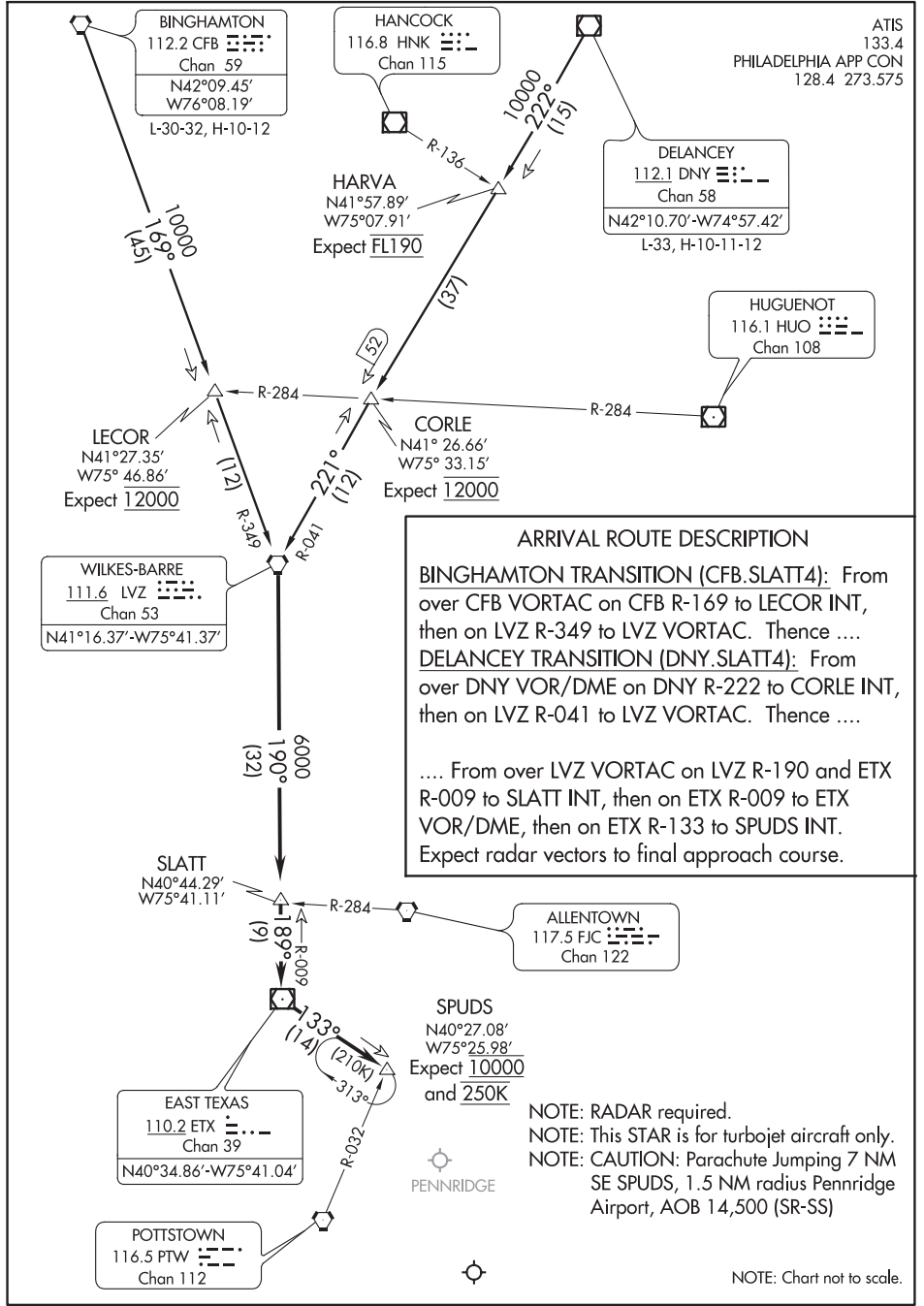
LANDING KHEF and KNYG: Expect RADAR vectors to destination airport course after IVVVY.

LANDING KMRB and KJYO: Expect RADAR vectors to destination airport course after MAPEL.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# SLATT FOUR ARRIVAL



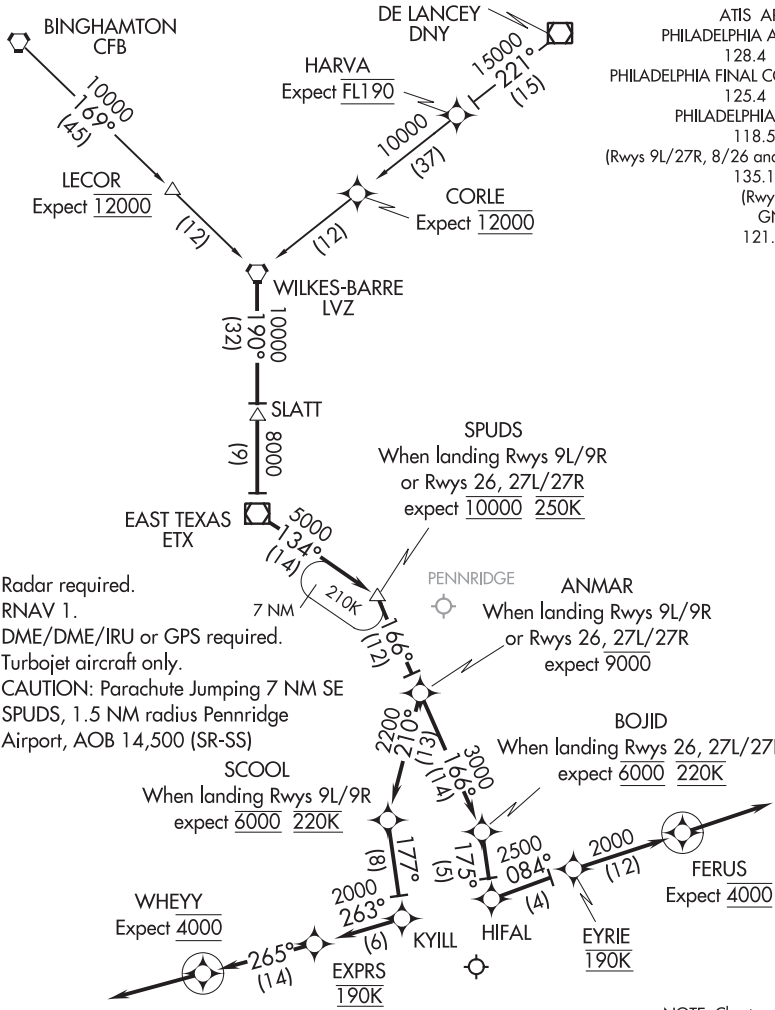
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# SPUDS THREE ARRIVAL (RNAV)

PHILADELPHIA INTL (PHL)  
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4  
 PHILADELPHIA APP CON 128.4 272.575  
 PHILADELPHIA FINAL CONTROL 125.4 263.125  
 PHILADELPHIA TOWER 118.5 327.05  
 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05  
 (Rwy 9R/27L) 121.9 348.6  
 GND CON



- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: CAUTION: Parachute Jumping 7 NM SE SPUDS, 1.5 NM radius Pennridge Airport, AOB 14,500 (SR-SS)

NOTE: Chart not to scale.

## BINGHAMTON TRANSITION (CFB.SPUDS3):

## DE LANCEY TRANSITION (DNY.SPUDS3):

.... from LVZ VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then on track 084° to EYRIE, then on track 084° to FERUS. Depart FERUS heading 084°. Expect radar vectors to final approach course.

LANDING RWYS 9L/9R: Then on track 210° to SCOOOL, then on track 177° to KYILL, then on track 263° to EXPRS, then on track 265° to WHEYY. Depart WHEYY heading 265°. Expect radar vectors to final.

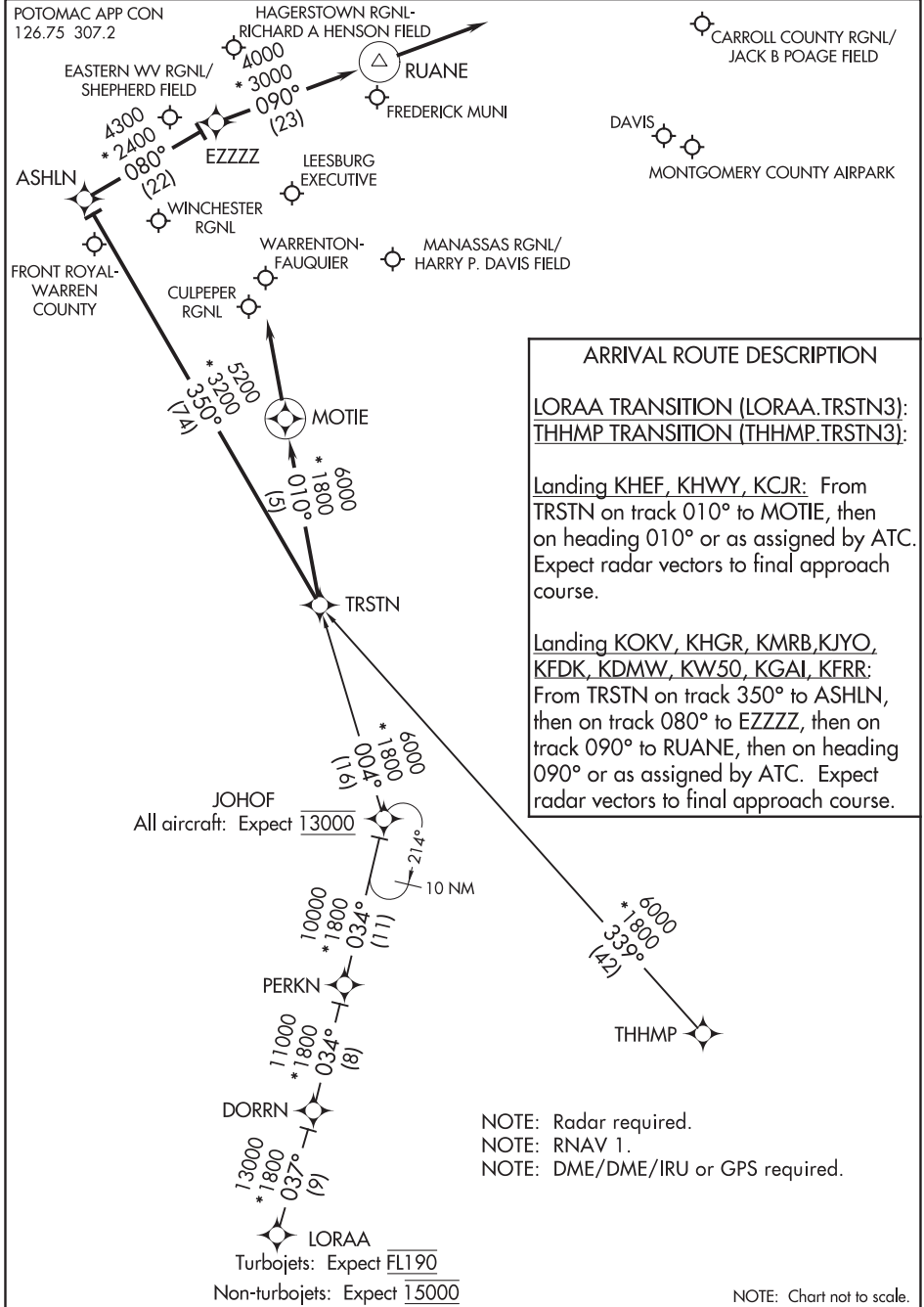
# SPUDS THREE ARRIVAL (RNAV)

(TRSTN.TRSTN3) 16035

# TRSTN THREE ARRIVAL (RNAV)

ST-5326

WASHINGTON, D.C.



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# TRSTN THREE ARRIVAL (RNAV)

(TRSTN.TRSTN3) 04FEB16

WASHINGTON, D.C.

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>61224</b><br><b>W07A</b> | APP CRS<br><b>070°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3949</b><br><b>390</b><br><b>399</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

**RNAV (GPS) RWY 7**  
ALLENTOWN QUEEN CITY MUNI (XLL)

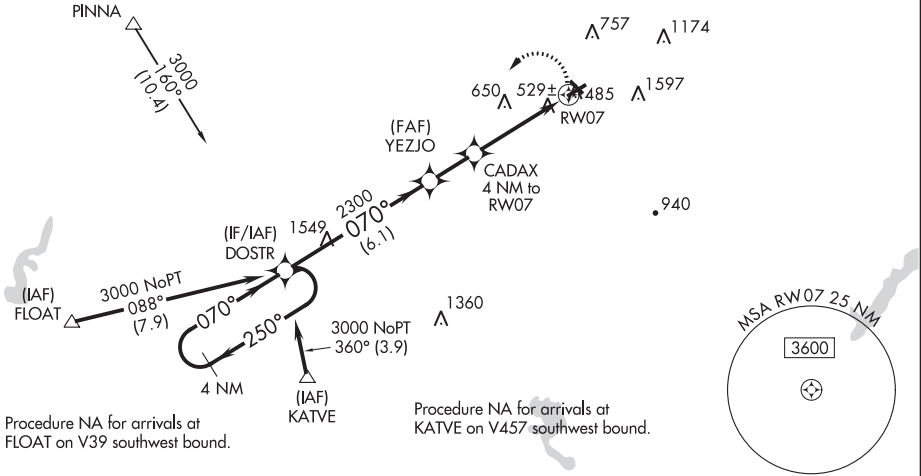
**⚠** Circling NA south of Rws 7 and 25. DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Lehigh Valley  
Intl altimeter setting and increase all MDA 20 feet and increase  
LP Cat C visibility to 1½. Night landing Rwy 15, 25, 33 NA at night.

**MISSED APPROACH:**  
Climbing left turn to 3000  
direct DOSTR and hold.

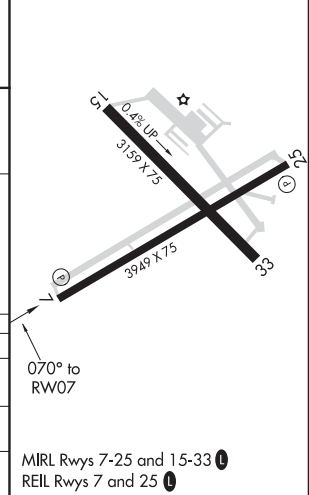
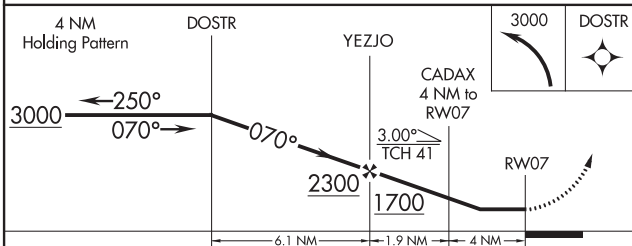
|                          |                                                 |                          |                                 |
|--------------------------|-------------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>127.875</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | CLNC DEL<br><b>118.9</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|-------------------------------------------------|--------------------------|---------------------------------|

• 1674

Procedure NA for arrivals at  
PINNA on V30 westbound.



|          |          |
|----------|----------|
| ELEV 399 | TDZE 390 |
|----------|----------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LP MDA   | 800-1  | 410 (500-1) | 800-1½<br>410 (500-1½)  | NA |
| LNAV MDA | 1040-1 | 650 (700-1) | 1040-1½<br>650 (700-1½) | NA |
| CIRCLING | 1040-1 | 641 (700-1) | 1040-1½<br>641 (700-1½) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ALLENTOWN, PENNSYLVANIA

AL-5171 (FAA)

16063

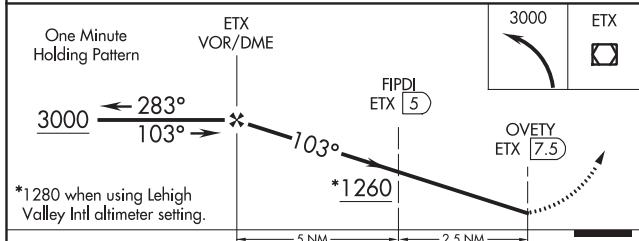
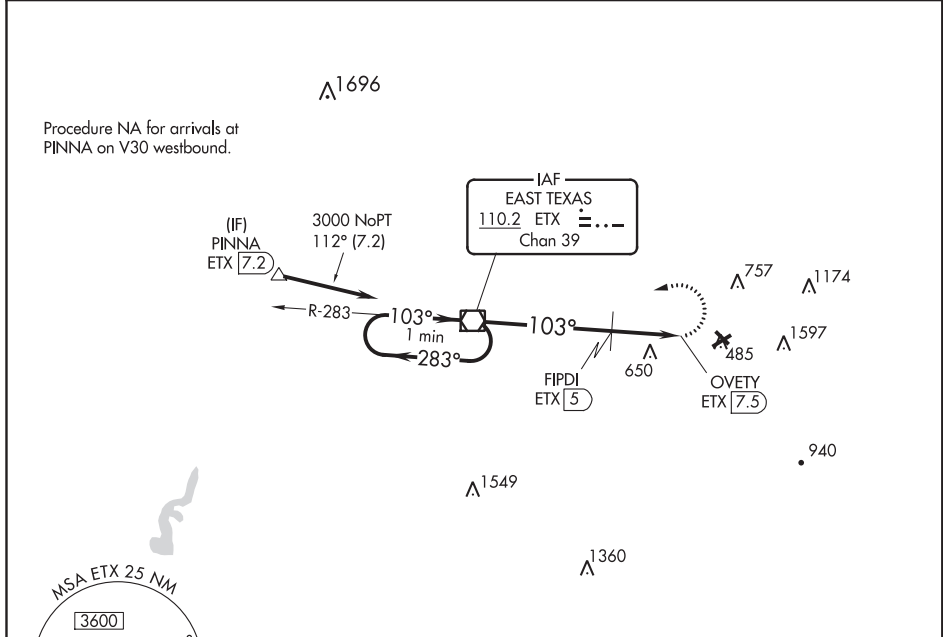
|                                               |                        |                                                                       |
|-----------------------------------------------|------------------------|-----------------------------------------------------------------------|
| VOR/DME ETX<br><b>110.2</b><br>Chan <b>39</b> | APP CRS<br><b>103°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>399</b> |
|-----------------------------------------------|------------------------|-----------------------------------------------------------------------|

**VOR-B**  
ALLENTOWN QUEEN CITY MUNI (XLL)

**⚠** Night landing: Rwy 15, 25, 33 NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting and increase all MDA 20 feet; increase Circling Cat C visibility ¼ mile. Circling NA south of Rws 7 and 25.

**⚠** MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

|                          |                                                 |                                 |                                 |
|--------------------------|-------------------------------------------------|---------------------------------|---------------------------------|
| AWOS-3<br><b>127.875</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | CLNC DEL<br><b>Δ 1798 118.9</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|--------------------------|-------------------------------------------------|---------------------------------|---------------------------------|



| CATEGORY           | A       | B            | C                       | D  |
|--------------------|---------|--------------|-------------------------|----|
| CIRCLING           | 1260-1½ | 861 (900-1½) | 1260-2½<br>861 (900-2½) | NA |
| FIPDI FIX MINIMUMS |         |              |                         |    |
| CIRCLING           | 1000-1½ | 601 (700-1½) | 1000-1¾<br>601 (700-1¾) | NA |

|                                                  |                          |
|--------------------------------------------------|--------------------------|
| ELEV                                             | 399                      |
| MIRL Rws 7-25 and 15-33 ①<br>REIL Rws 7 and 25 ① |                          |
| FAF to MAP 7.5 NM                                |                          |
| Knots                                            | 60 90 120 150 180        |
| Min:Sec                                          | 7:30 5:00 3:45 3:00 2:30 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ALLENTOWN, PENNSYLVANIA  
Amdt 8C 03MAR16

40°34'N-75°29'W

ALLENTOWN QUEEN CITY MUNI (XLL)  
**VOR-B**

|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-ABE<br><b>110.7</b> | APP CRS<br><b>063°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7599</b><br><b>394</b><br><b>394</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

# ILS or LOC RWY 6

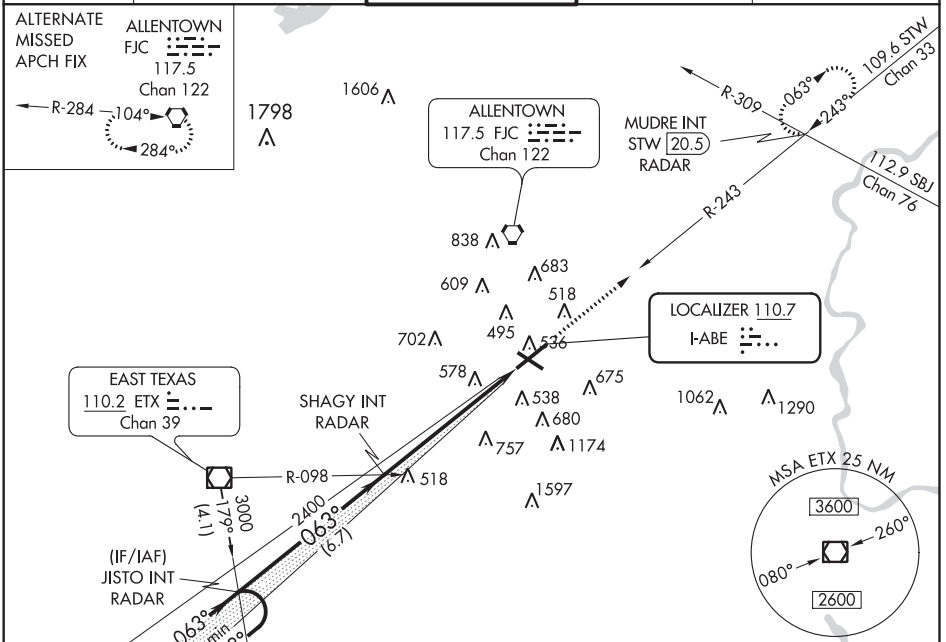
LEHIGH VALLEY INTL (ABE)

**\* RVR 1800 authorized with use of FD or AP or HUD to DA.**

MALSRR

MISSED APPROACH: Climb to 3000 on heading 063° and STW R-243 to MUDRE INT/STW 20.5 DME/RADAR and hold.

|                        |                                                 |                                        |                                |                                  |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|
| ATIS<br><b>126.975</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b> | GND CON<br><b>121.9 257.95</b> | CLNC DEL<br><b>124.05 257.95</b> |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

One Minute Holding Pattern

JISTO INT RADAR

SHAGY INT RADAR

3000 hdg 063°

2400

GS 3.00° TCH 56

6.7 NM 6.1 NM

ELEV 394 TDZE 394

063° 6.1 NM from FAF

REIL Rws 24 and 31  
HIRL Rws 6-24 and 13-31

FAF to MAP 6.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A      | B             | C               | D               |
|----------|--------|---------------|-----------------|-----------------|
| S-ILS 6  |        | * 594/24      | 200 (200-1/2)   |                 |
| S-LOC 6  | 920/24 | 526 (600-1/2) | 920/55          | 526 (600-1 1/4) |
| CIRCLING | 920-1  | 526 (600-1)   | 920-1 1/2       | 980-2           |
|          |        |               | 526 (600-1 1/2) | 586 (600-2)     |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

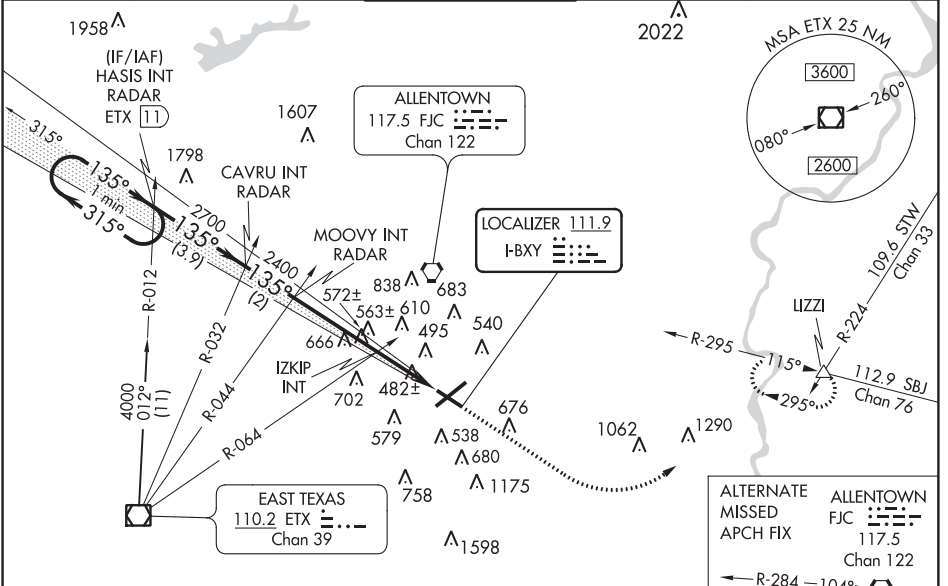


|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-BXY<br><b>111.9</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5797</b><br><b>386</b><br><b>394</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

# ILS or LOC RWY 13

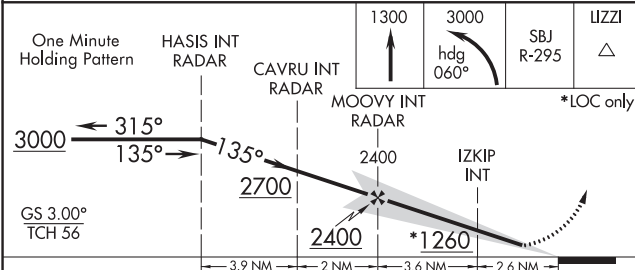
LEHIGH VALLEY INTL (ABE)

|                                                                                                           |                                                 |                                        |                                                                                                                                      |                                  |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| <p><b>⚠</b> For inoperative MALSR, increase IZKIP fix minimums S-LOC 13 Cat C/D visibility to 1 mile.</p> |                                                 | <p>MALSR</p>                           | <p>MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 060° and on SBJ VOR/DME R-295 to IZZI INT and hold.</p> |                                  |
| ATIS<br><b>126.975</b>                                                                                    | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b> | GND CON<br><b>121.9 257.95</b>                                                                                                       | CLNC DEL<br><b>124.05 257.95</b> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                                                                                                                                                                                                                                                                                           |      |          |      |      |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------|------|------|------|
| ELEV 394                                                                                                                                                                                                                                                                                                  | D    | TDZE 386 |      |      |      |
| <p>135° 6.2 NM from FAF</p> <p>429 <math>\Delta</math> 450 <math>\Delta</math> 413 <math>\Delta</math> 437 <math>\Delta</math> 432 <math>\Delta</math></p> <p>TWR 536 <math>\pm</math></p> <p>5800 X 130 7599 X 150</p> <p>REIL Rwy 24 and 31</p> <p>HIRL Rwy 6-24 and 13-31</p> <p>FAF to MAP 6.2 NM</p> |      |          |      |      |      |
| Knots                                                                                                                                                                                                                                                                                                     | 60   | 90       | 120  | 150  | 180  |
| Min:Sec                                                                                                                                                                                                                                                                                                   | 6:12 | 4:08     | 3:06 | 2:29 | 2:04 |

| CATEGORY                                         | A                                                | B                                                | C                                                  | D                         |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|----------------------------------------------------|---------------------------|
| S-ILS 13                                         | 586- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )     |                                                  |                                                    |                           |
| S-LOC 13                                         | 1260- $\frac{1}{2}$<br>874 (900- $\frac{1}{2}$ ) | 1260- $\frac{3}{4}$<br>874 (900- $\frac{3}{4}$ ) | 1260-2<br>874 (900-2)                              |                           |
| <b>C</b> CIRCLING                                | 1260-1 $\frac{1}{4}$                             | 866 (900-1 $\frac{1}{4}$ )                       | 1260-2 $\frac{1}{2}$<br>866 (900-2 $\frac{1}{2}$ ) | 1600-3<br>1206 (1300-3)   |
| IZKIP FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) |                                                  |                                                  |                                                    |                           |
| S-LOC 13                                         | 740- $\frac{1}{2}$                               | 354 (400- $\frac{1}{2}$ )                        | 740- $\frac{5}{8}$                                 | 354 (400- $\frac{5}{8}$ ) |
| <b>C</b> CIRCLING                                | 840-1<br>446 (500-1)                             | 900-1<br>506 (600-1)                             | 1180-2 $\frac{1}{4}$<br>786 (800-2 $\frac{1}{4}$ ) | 1600-3<br>1206 (1300-3)   |



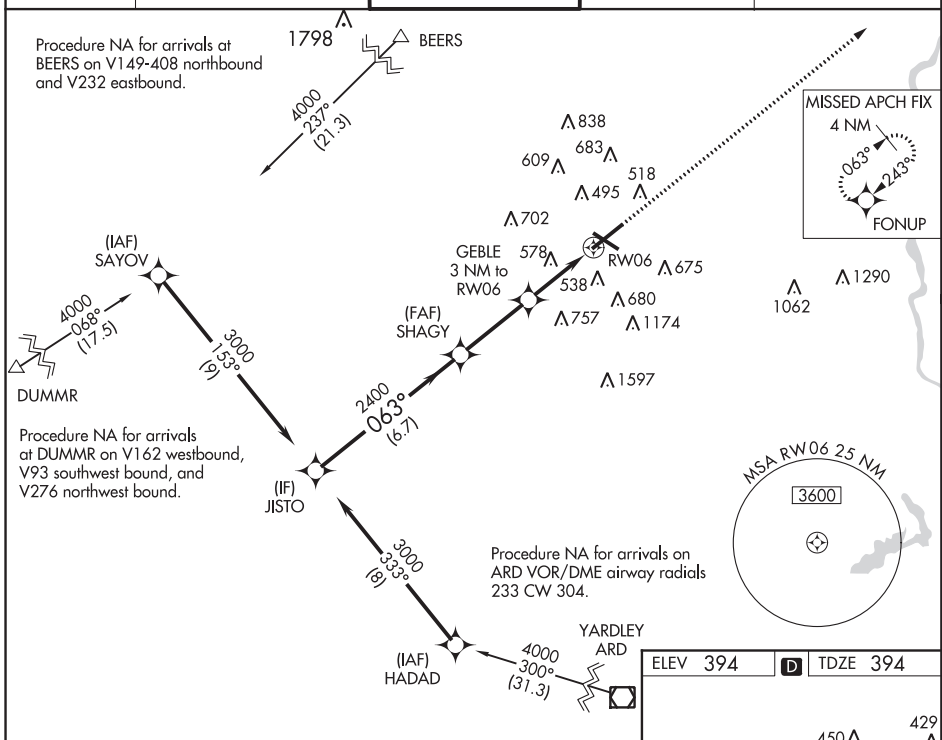
|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>69432</b><br><b>W06A</b> | APP CRS<br><b>063°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7599</b><br><b>394</b><br><b>394</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 6

LEHIGH VALLEY INTL (ABE)

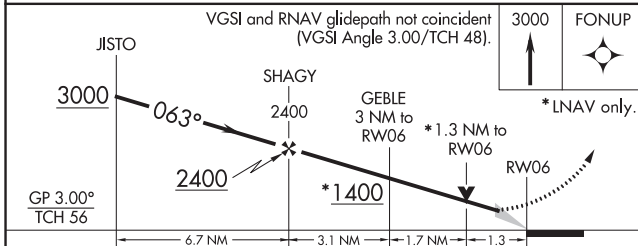
|                                                                                                                                                                                                    |                     |                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------|
| <p><b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat C/D visibility to 1½ mile.</p> | <p><b>MALSR</b></p> | <p><b>MISSED APPROACH:</b><br/>Climb to 3000 direct FONUP and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------|

|                               |                                                        |                                               |                                       |                                         |
|-------------------------------|--------------------------------------------------------|-----------------------------------------------|---------------------------------------|-----------------------------------------|
| <b>ATIS</b><br><b>126.975</b> | <b>ALLENTOWN APP CON</b><br><b>119.65 124.45 397.9</b> | <b>ALLENTOWN TOWER</b><br><b>120.5 257.95</b> | <b>GND CON</b><br><b>121.9 257.95</b> | <b>CLNC DEL</b><br><b>124.05 257.95</b> |
|-------------------------------|--------------------------------------------------------|-----------------------------------------------|---------------------------------------|-----------------------------------------|

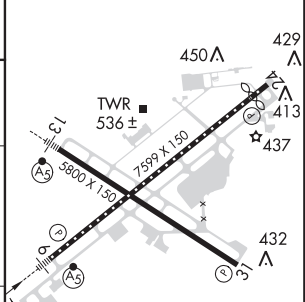


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                   |
|----------|-------------------|
| ELEV 394 | <b>D</b> TDZE 394 |
|----------|-------------------|




|              |                    |   |                                       |   |
|--------------|--------------------|---|---------------------------------------|---|
| CATEGORY     | A                  | B | C                                     | D |
| LPV DA       | 594/24             |   | 200 (200-½)                           |   |
| LNAV/DA VNAV | 644/24             |   | 250 (300-½)                           |   |
| LNAV MDA     | 840/24 446 (500-½) |   | 840/45 446 (500-¾)                    |   |
| CIRCLING     | 900-1 506 (600-1)  |   | 900-1½ 506 (600-1½) 980-2 586 (600-2) |   |

REIL Rwy's 24 and 31  
HIRL Rwy's 6-24 and 13-31

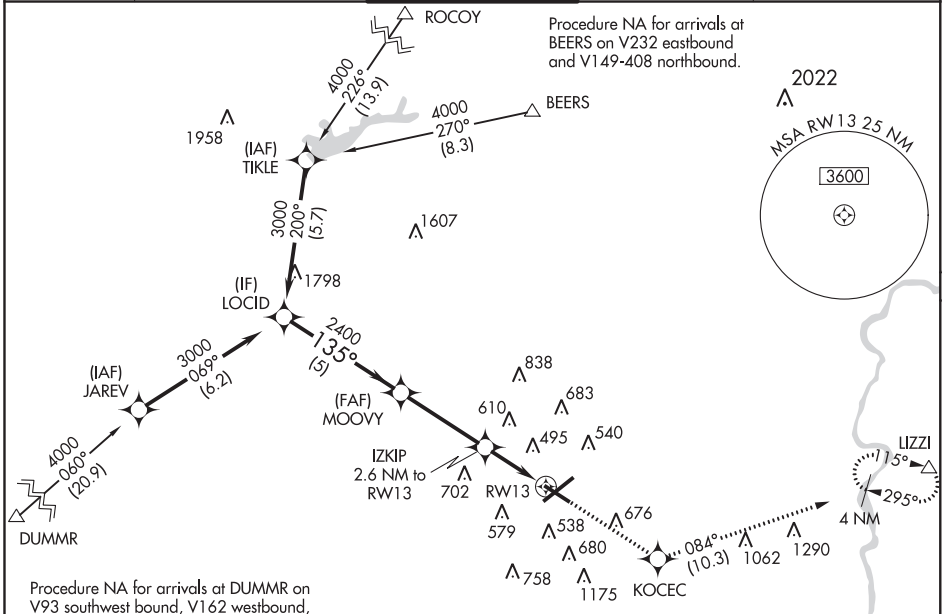
|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>82532</b><br><b>W13A</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE <b>386</b><br>Apt Elev <b>394</b> | <b>5797</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

# RNAV (GPS) RWY 13

LEHIGH VALLEY INTL (ABE)

|                                                                                                                                                                                                        |                                                                                                |                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| <p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.<br/>For inoperative MALSR, increase LNAV Cat C/D visibility to 1½ mile.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 3000 direct KOCEC and on track 084° to LIZZI and hold.</p> |
|                                                                                                                                                                                                        |                                                                                                |                                                                                         |

|                                |                                                         |                                                |                                        |                                          |
|--------------------------------|---------------------------------------------------------|------------------------------------------------|----------------------------------------|------------------------------------------|
| <p>ATIS<br/><b>126.975</b></p> | <p>ALLENTOWN APP CON<br/><b>119.65 124.45 397.9</b></p> | <p>ALLENTOWN TOWER<br/><b>120.5 257.95</b></p> | <p>GND CON<br/><b>121.9 257.95</b></p> | <p>CLNC DEL<br/><b>124.05 257.95</b></p> |
|--------------------------------|---------------------------------------------------------|------------------------------------------------|----------------------------------------|------------------------------------------|



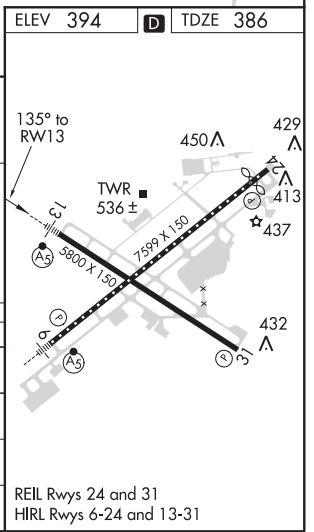
Procedure NA for arrivals at DUMMR on V93 southwest bound, V162 westbound, and V276 northwest bound.

Procedure NA for arrivals at BEERS on V232 eastbound and V149-408 northbound.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                   |                                                             |
|-----------------------------------|-------------------------------------------------------------|
| <p>ELEV 394 <b>D</b> TDZE 386</p> |                                                             |
|                                   |                                                             |
| CATEGORY                          | A B C D                                                     |
| LPV DA                            | 586-½ 200 (200-½)                                           |
| LNAV/VNAV DA                      | 700-½ 314 (400-½)                                           |
| LNAV MDA                          | 800-½ 414 (500-½) 800-¾ 414 (500-¾)                         |
| <b>C</b> CIRCLING                 | 900-1 506 (600-1) 1180-2¼ 786 (800-2¼) 1600-3 1206 (1300-3) |



ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

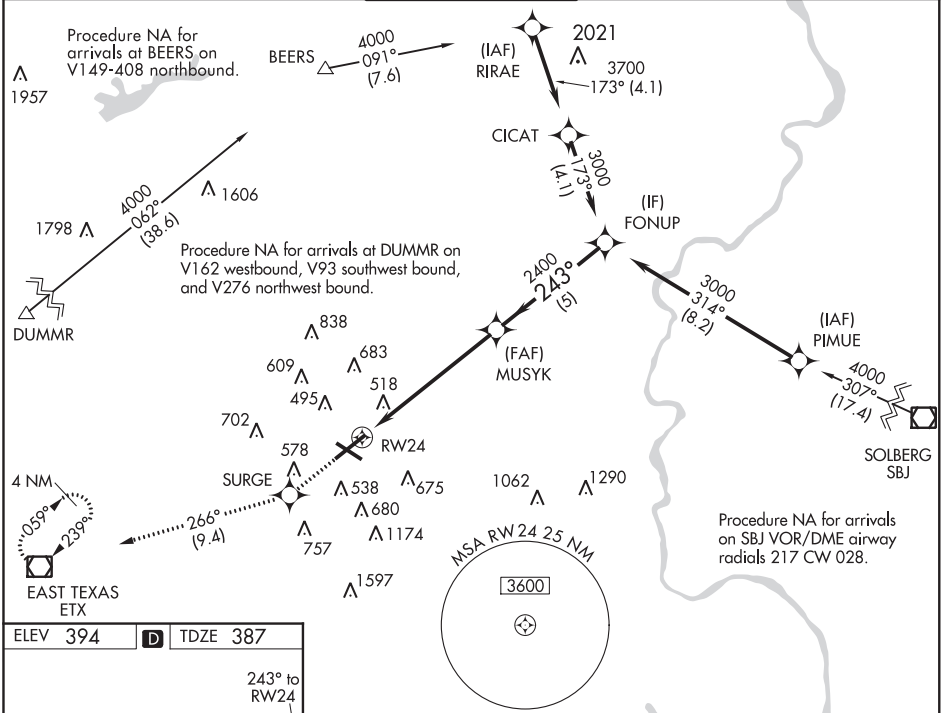
16147

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>40332</b><br><b>W24A</b> | APP CRS<br><b>243°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7089</b><br><b>387</b><br><b>394</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 24

LEHIGH VALLEY INTL (A,B,E)

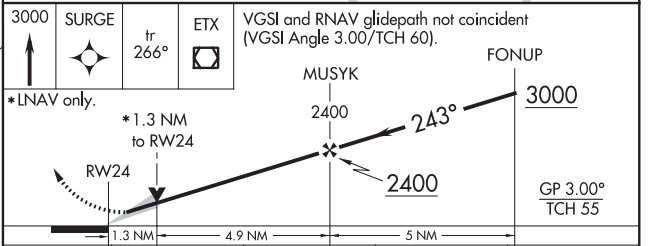
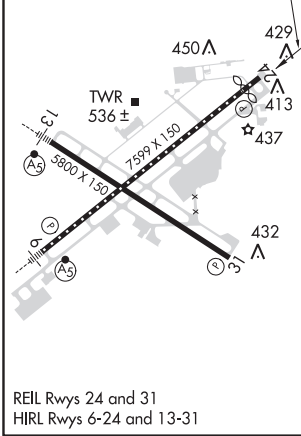
|                                                                                                                         |                                                 |                                                                                               |                                |                                  |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|----------------------------------|
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> |                                                 | <p>MISSED APPROACH: Climb to 3000 direct SURGE and on track 266° to ETX VOR/DME and hold.</p> |                                |                                  |
| ATIS<br><b>126.975</b>                                                                                                  | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b>                                                        | GND CON<br><b>121.9 257.95</b> | CLNC DEL<br><b>124.05 257.95</b> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 394 | <b>D</b> | TDZE 387 |
|----------|----------|----------|



| CATEGORY     | A                   | B | C                                     | D |
|--------------|---------------------|---|---------------------------------------|---|
| LPV DA       | 587/40              |   | 200 (200-¾)                           |   |
| LNAV/VNAV DA | 783-1¼              |   | 396 (400-1¼)                          |   |
| LNAV MDA     | 860/55 473 (500-1¼) |   | 860-1¾ 473 (500-1¾)                   |   |
| CIRCLING     | 900-1 506 (600-1)   |   | 900-1½ 506 (600-1½) 980-2 586 (600-2) |   |

ALLENTOWN, PENNSYLVANIA  
Amdt 1A 12NOV15

40°39'N-75°26'W

# LEHIGH VALLEY INTL (A,B,E) RNAV (GPS) RWY 24

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>82499</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5797</b><br><b>383</b><br><b>394</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

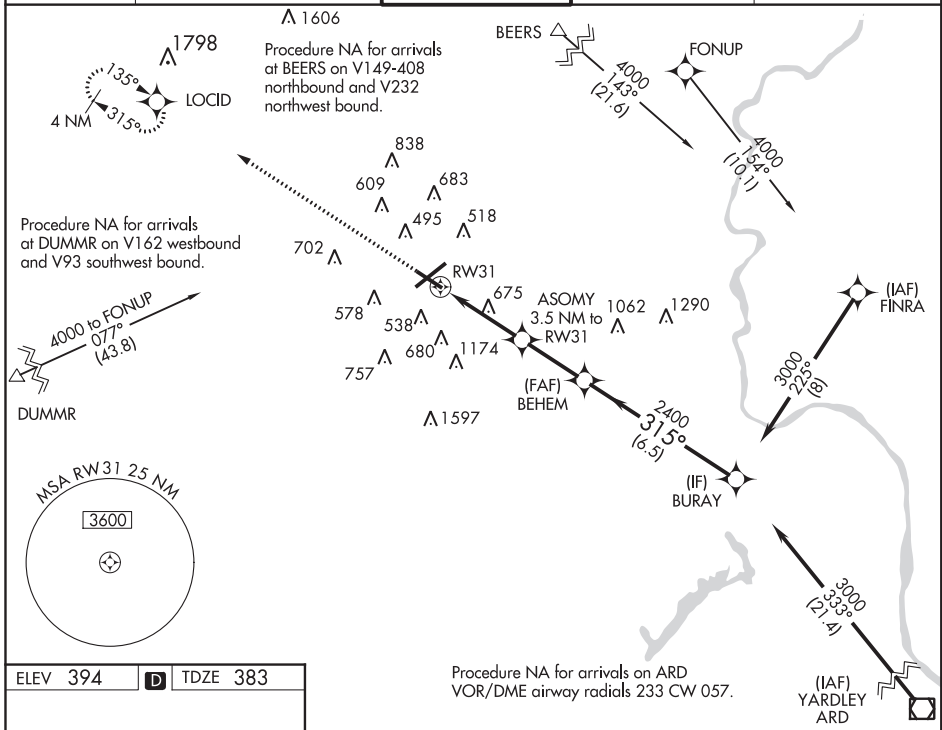
# RNAV (GPS) RWY 31

LEHIGH VALLEY INTL (ABE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct LOCID and hold.

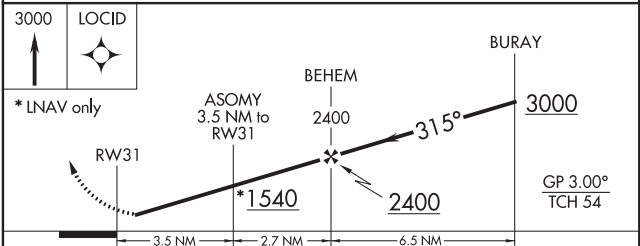
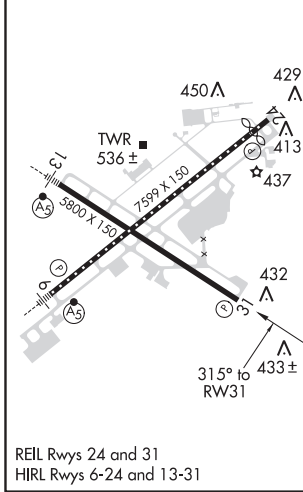
|                        |                                                 |                                        |                                |                                  |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|
| ATIS<br><b>126.975</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b> | GND CON<br><b>121.9 257.95</b> | CLNC DEL<br><b>124.05 257.95</b> |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 394 | <b>D</b> | TDZE 383 |
|----------|----------|----------|



| CATEGORY     | A     | B           | C                      | D                    |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA       |       | 633-¾       | 250 (300-¾)            |                      |
| LNAV/VNAV DA |       | 758-1¼      | 375 (400-1¼)           |                      |
| LNAV MDA     | 940-1 | 557 (600-1) | 940-1½                 | 557 (600-1½)         |
| CIRCLING     | 940-1 | 546 (600-1) | 940-1½<br>546 (600-1½) | 980-2<br>586 (600-2) |

ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

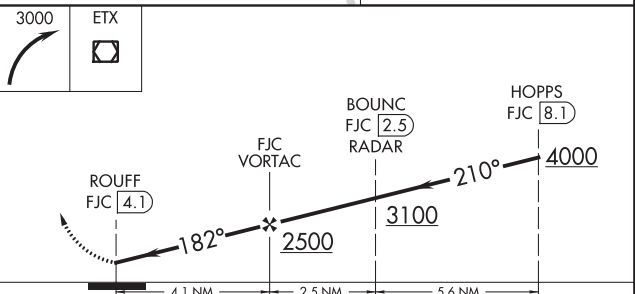
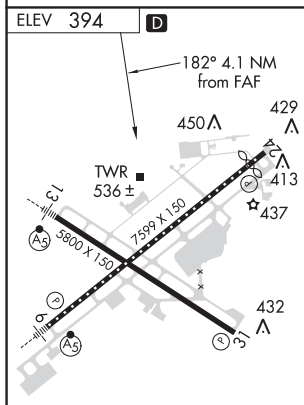
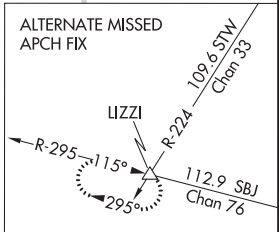
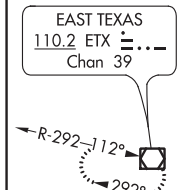
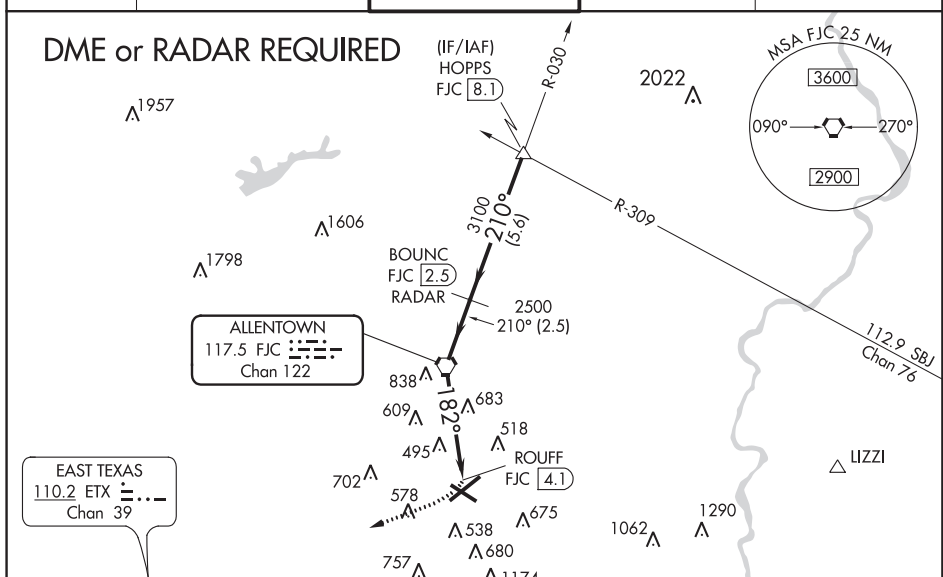
16147

|                                        |                        |                             |                                        |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC FJC<br><b>117.5</b><br>Chan 122 | APP CRS<br><b>182°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>394</b> |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
LEHIGH VALLEY INTL (A,B,E)

**MISSED APPROACH:** Climbing right turn to 3000 direct ETX VOR/DME and hold.

|                        |                                                 |                                        |                                |                                  |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|
| ATIS<br><b>126.975</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b> | GND CON<br><b>121.9 257.95</b> | CLNC DEL<br><b>124.05 257.95</b> |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|



|                   |                   |      |                     |      |                   |
|-------------------|-------------------|------|---------------------|------|-------------------|
| FAF to MAP 4.1 NM |                   |      |                     |      |                   |
| Knots             | 60                | 90   | 120                 | 150  | 180               |
| Min:Sec           | 4:06              | 2:44 | 2:03                | 1:38 | 1:22              |
| CATEGORY          | A                 |      | C                   |      | D                 |
| CIRCLING          | 980-1 586 (600-1) |      | 980-1½ 586 (600-1½) |      | 980-2 586 (600-2) |

ALLENTOWN, PENNSYLVANIA  
Amdt 10 27JUN13

40°39'N-75°26'W

LEHIGH VALLEY INTL (A,B,E)  
**VOR-A**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                               |                        |                             |                                        |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC FJC<br><b>117.5</b><br>Chan <b>122</b> | APP CRS<br><b>182°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>393</b> |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

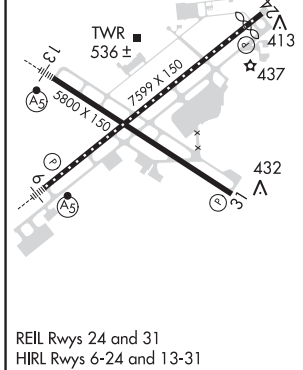
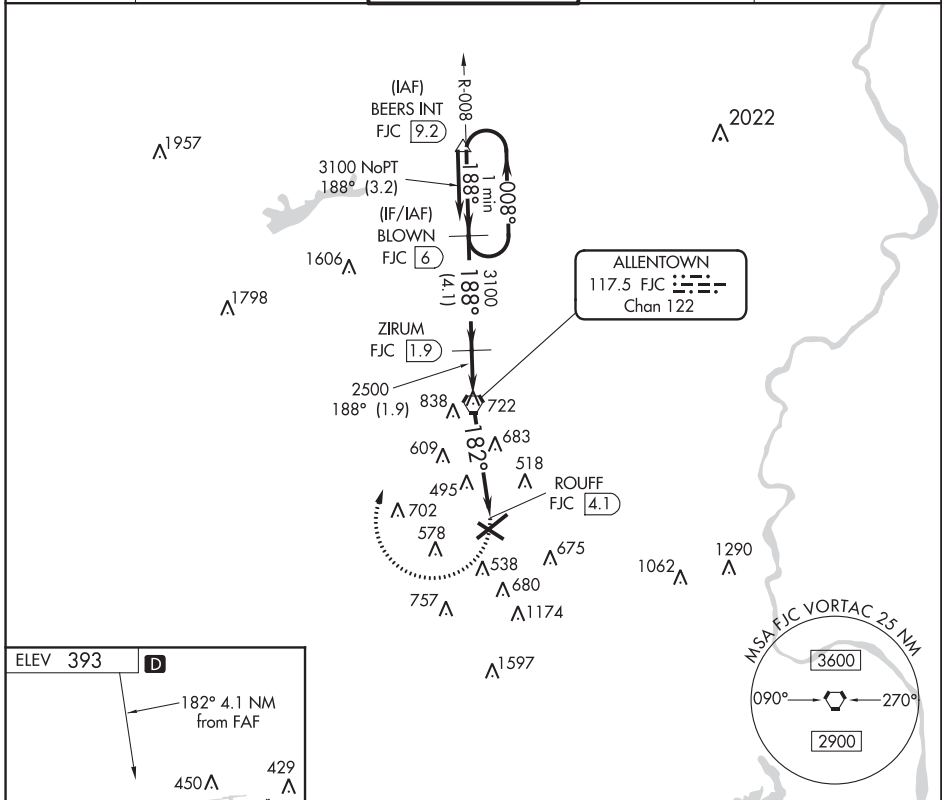
# TACAN-C

LEHIGH VALLEY INTL (A,B,E)

**▽** If local altimeter setting not received, use Quakertown  
**▲** NA altimeter setting and increase all MDAs 60 feet.

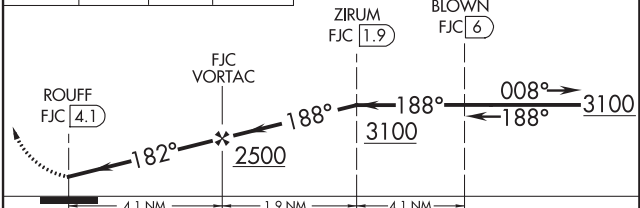
**MISSED APPROACH:** Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

|                        |                                                 |                                        |                                |                                  |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|
| ATIS<br><b>126.975</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | ALLENTOWN TOWER<br><b>120.5 257.95</b> | GND CON<br><b>121.9 257.95</b> | CLNC DEL<br><b>124.05 257.95</b> |
|------------------------|-------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------|



|      |     |       |         |
|------|-----|-------|---------|
| 3100 | FJC | FJC   | BLOWN   |
|      |     | R-008 | FJC (6) |

One Minute Holding Pattern



|          |       |             |                        |                      |
|----------|-------|-------------|------------------------|----------------------|
| CATEGORY | A     | B           | C                      | D                    |
| CIRCLING | 940-1 | 547 (600-1) | 940-1½<br>547 (600-1½) | 980-2<br>587 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

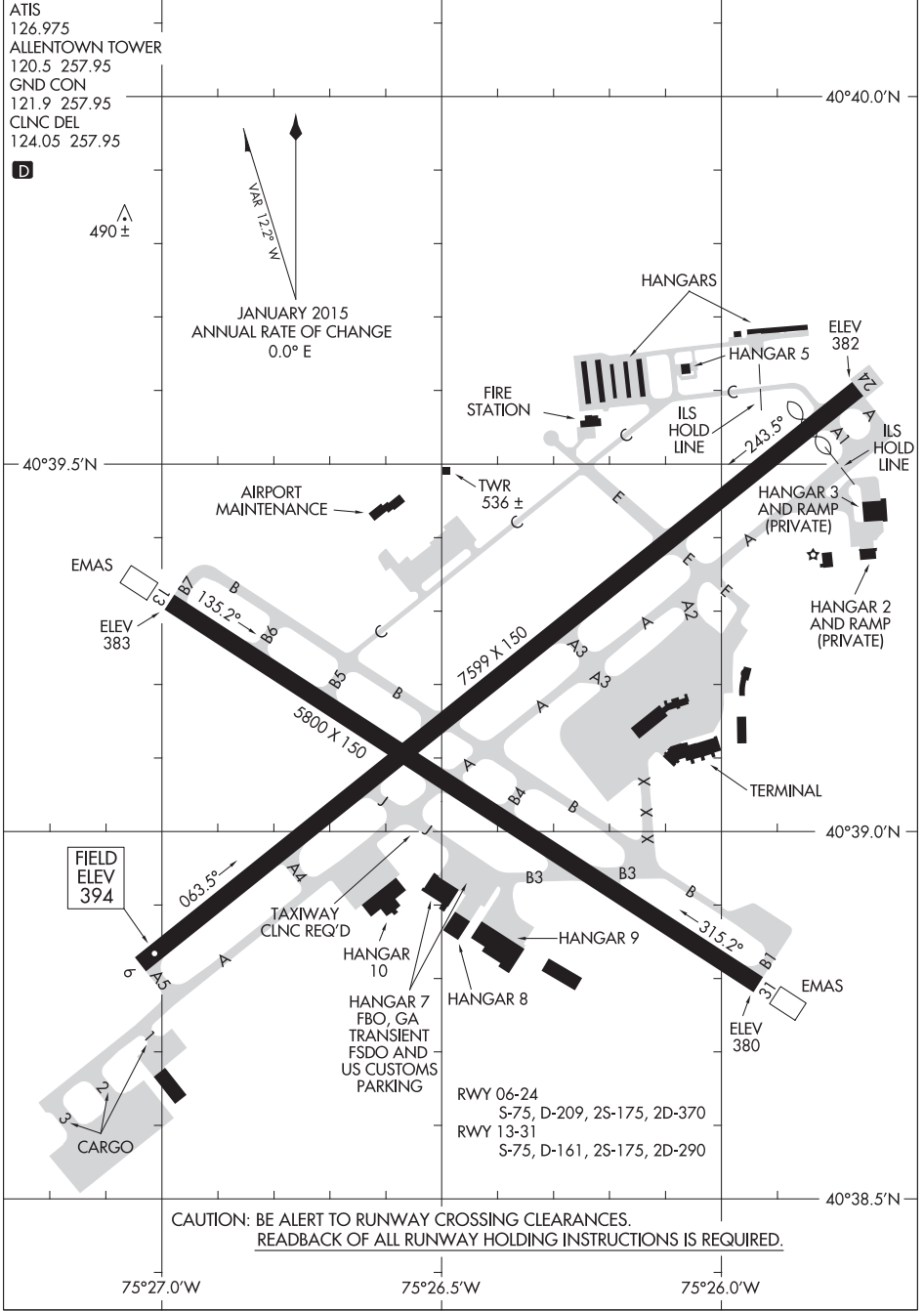
NE-4, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

LEHIGH VALLEY INTL (ABE)  
ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)



NE-4, 10 NOV 2016 to 05 JAN 2017

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# AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA  
LEHIGH VALLEY INTL (ABE)

16147

|                           |                        |                                                   |                                           |
|---------------------------|------------------------|---------------------------------------------------|-------------------------------------------|
| LOC I-AOO<br><b>111.1</b> | APP CRS<br><b>206°</b> | Rwy Idg<br><b>THRE</b><br>Apt Elev<br><b>1503</b> | <b>5465</b><br><b>1469</b><br><b>1503</b> |
|---------------------------|------------------------|---------------------------------------------------|-------------------------------------------|

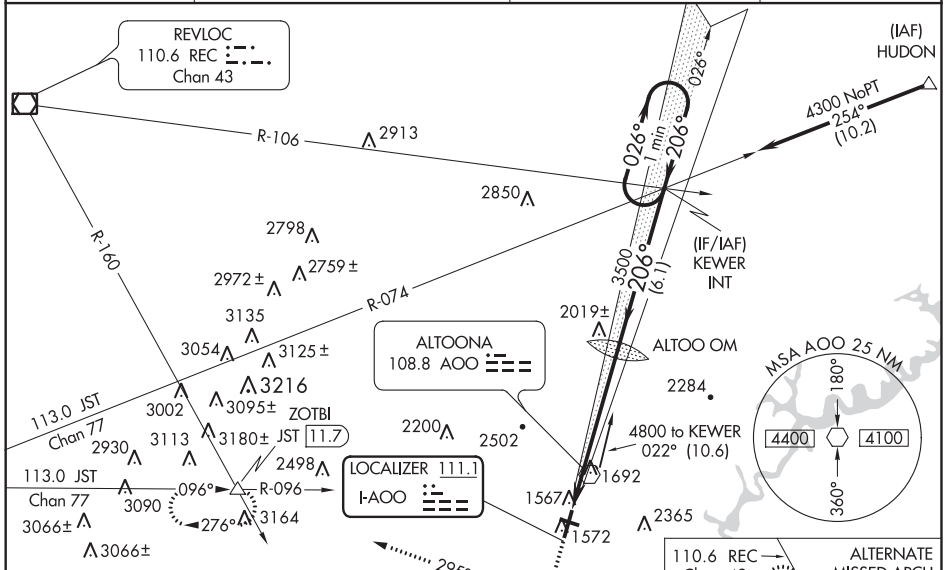
# ILS or LOC RWY 21

ALTOONA-BLAIR COUNTY (AOO)

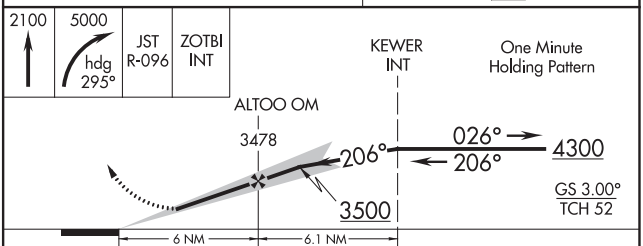
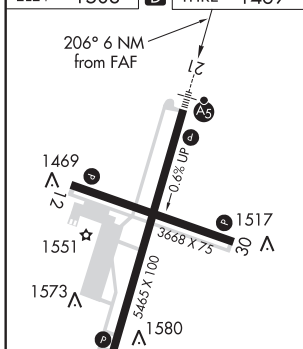
**⚠** Circling NA for Cats C, D northwest of Rwy 12 and 21. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 164 feet, increase all MDA 180 feet, and increase S-ILS 21 all Cats, S-LOC 21 Cats A and B, and Circling Cats A and B visibility ¼ mile, increase S-LOC 21 Cats C and D visibility ¾ mile. For inoperative MALS R increase S-LOC 21 visibility Cats C and D to 2 ½ miles. For inoperative MALS R when using Johnstown altimeter setting; increase S-ILS 21 visibility all Cats to 1 ½ mile. Night landing: Rwy 3/12/30 NA.

**MALS R**  
  
**MISSED APPROACH:** Climb to 2100, then climbing right turn to 5000 on heading 295° and JST R-096 to ZOTBI INT/JST 11.7 DME and hold, continue climb-in-hold to 5000.

|                        |                                           |                       |                        |
|------------------------|-------------------------------------------|-----------------------|------------------------|
| ASOS<br><b>127.125</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | CTAF<br><b>123.60</b> | UNICOM<br><b>123.0</b> |
|------------------------|-------------------------------------------|-----------------------|------------------------|



|           |                    |
|-----------|--------------------|
| ELEV 1503 | <b>D</b> THRE 1469 |
|-----------|--------------------|



| FAF to MAP 6 NM | Knots | 60   | 90   | 120  | 150  | 180 |
|-----------------|-------|------|------|------|------|-----|
| Min:Sec         | 6:00  | 4:00 | 3:00 | 2:24 | 2:00 |     |

| CATEGORY          | A                         | B                             | C                             | D                       |
|-------------------|---------------------------|-------------------------------|-------------------------------|-------------------------|
| S-ILS 21          |                           | 1669-1/2                      | 200 (200-1/2)                 |                         |
| S-LOC 21          | 2240-1/2<br>771 (800-1/2) | 2240-3/4<br>771 (800-3/4)     | 2240-1 3/4<br>771 (800-1 3/4) | 771 (800-1 3/4)         |
| <b>C</b> CIRCLING | 2240-1<br>737 (800-1)     | 2240-1 1/4<br>737 (800-1 1/4) | 2800-3<br>1297 (1300-3)       | 2840-3<br>1337 (1400-3) |

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ALTOONA, PENNSYLVANIA

AL-100 (FAA)

16259

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>82529</b><br><b>W03A</b> | APP CRS<br><b>026°</b> | Rwy Idg<br>THRE <b>1503</b><br>Apt Elev <b>1503</b> | <b>5465</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

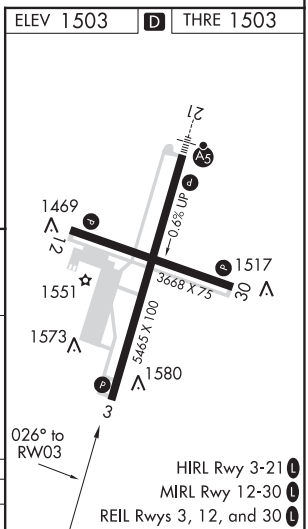
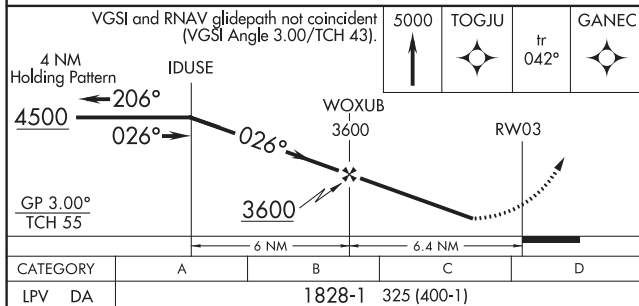
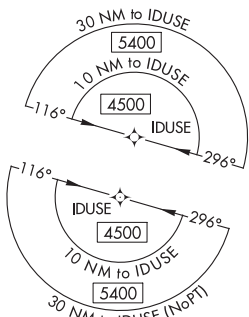
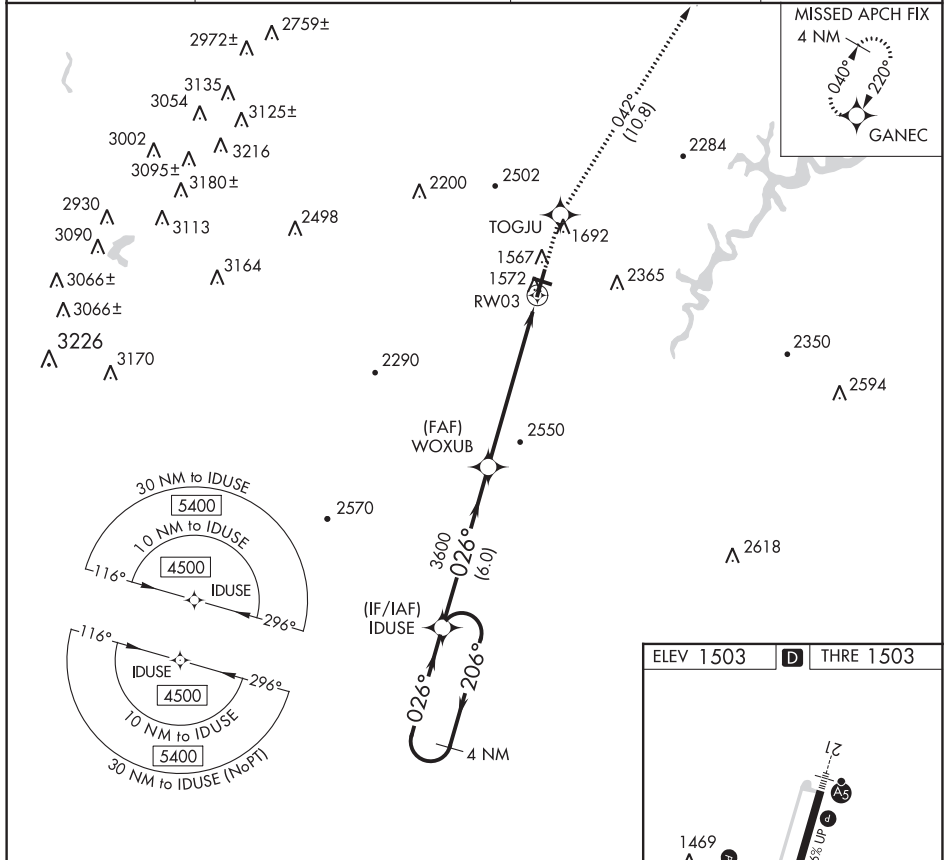
# RNAV (GPS) Z RWY 3

ALTOONA-BLAIR COUNTY (A00)

**Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bedford County altimeter setting and increase all DA 84 feet, and increase all visibility ½ mile.**

**MISSED APPROACH:** Climb to 5000 direct TOGJU and on track 042° to GANEC and hold, continue Climb-in-hold to 5000.

|                        |                                           |                      |                        |
|------------------------|-------------------------------------------|----------------------|------------------------|
| ASOS<br><b>127.125</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | CTAF<br><b>123.6</b> | UNICOM<br><b>123.0</b> |
|------------------------|-------------------------------------------|----------------------|------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ALTOONA, PENNSYLVANIA  
Orig-A 02MAY13

40°18'N-78°19'W

# ALTOONA-BLAIR COUNTY (A00) RNAV (GPS) Z RWY 3

# VOR-A

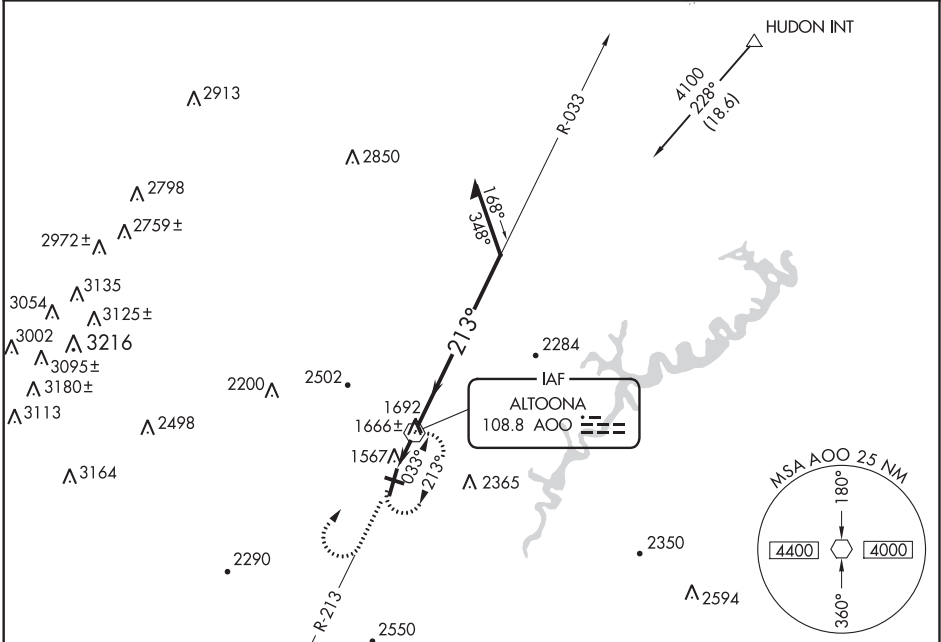
ALTOONA-BLAIR COUNTY (AOO)

|                         |                        |                                                                        |
|-------------------------|------------------------|------------------------------------------------------------------------|
| VOR AOO<br><b>108.8</b> | APP CRS<br><b>213°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1503</b> |
|-------------------------|------------------------|------------------------------------------------------------------------|

▼ When local altimeter setting not received, use Bedford County altimeter setting and increase Cat D MDA 100 feet.  
 ▲ Circling to Rwy 3/12/30 NA at night.

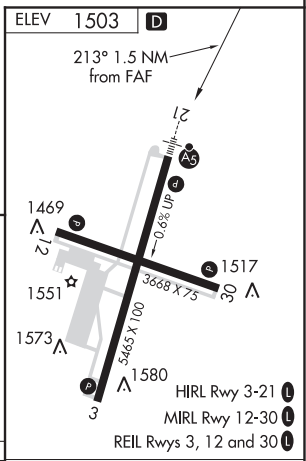
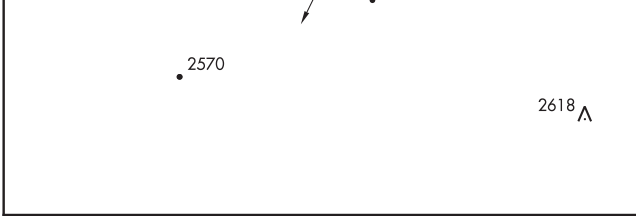
MISSED APPROACH: Climb to 3600 on AOO VOR R-213, then climbing right turn to 3900 direct AOO VOR and hold.

|                        |                                           |                       |                        |
|------------------------|-------------------------------------------|-----------------------|------------------------|
| ASOS<br><b>127.125</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | CTAF<br><b>123.60</b> | UNICOM<br><b>123.0</b> |
|------------------------|-------------------------------------------|-----------------------|------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                        |           |          |              |                     |
|------------------------|-----------|----------|--------------|---------------------|
| 3600<br>↑<br>AOO R-213 | 3900<br>↷ | AOO<br>⬡ | AOO VOR<br>⊗ | Remain within 10 NM |
|                        |           | 033°     |              | 3900                |
|                        |           | 213°     |              | 3000                |
| 1.5 NM                 |           |          |              |                     |

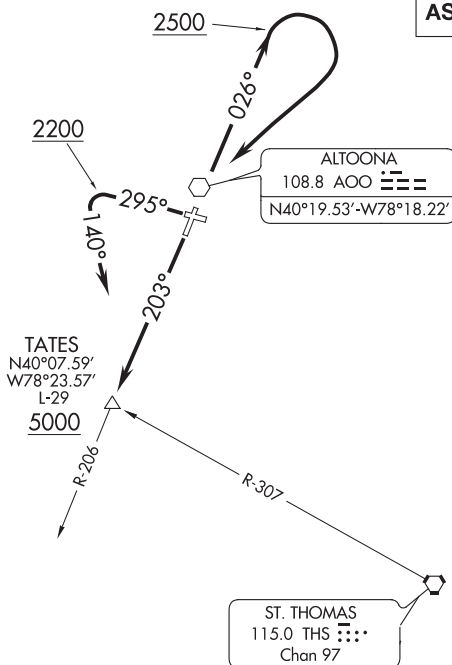
|          |         |               |               |               |                   |      |      |      |      |      |
|----------|---------|---------------|---------------|---------------|-------------------|------|------|------|------|------|
| CATEGORY | A       | B             | C             | D             | FAF to MAP 1.5 NM |      |      |      |      |      |
| CIRCLING | 2420-1¼ | 917 (1000-1¼) | 2420-2¾       | 2620-3        | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |         |               | 917 (1000-2¾) | 1117 (1200-3) | Min:Sec           | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

# VOR-A

# TATES FOUR DEPARTURE

ASOS  
127.125  
JOHNSTOWN APP CON ★  
121.2 299.2  
CTAF  
123.6

**TOP ALTITUDE:  
ASSIGNED BY ATC**



**TAKEOFF MINIMUMS:**

- Rwy 12: NA - Obstacles.
- Rwy 3: Standard.
- Rwy 21: Standard with minimum climb of 350' per NM to 5000.
- Rwy 30: Standard with the following minimum climb requirements: Obstacle climb of 210' per NM to 2500; ATC climb of 250' per NM to 5000.

**TAKEOFF OBSTACLES:**

- Rwy 3: Trees 61' from DER, 450' left of centerline, 100' AGL/1476 MSL. Trees 1538' from DER, 906' left of centerline, 100' AGL/1541' MSL. Trees 6978' from DER, 1129' right of centerline, 100' AGL/1646 MSL.
- Rwy 21: Trees 2538' from DER, 366' left of centerline, 100' AGL/1595' MSL. Trees 2340' from DER, 706' right of centerline, 100' AGL/1619' MSL.
- Rwy 30: Trees 85' from DER, 258' right of centerline, 100' AGL/1480' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 3:** Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT. . . .

**TAKEOFF RUNWAY 21:** Climb via heading 203° and AOO R-206 to TATES INT. . . .

**TAKEOFF RUNWAY 30:** Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT. . . .

. . . .Cross TATES INT at or above 5000. Then via (assigned route).

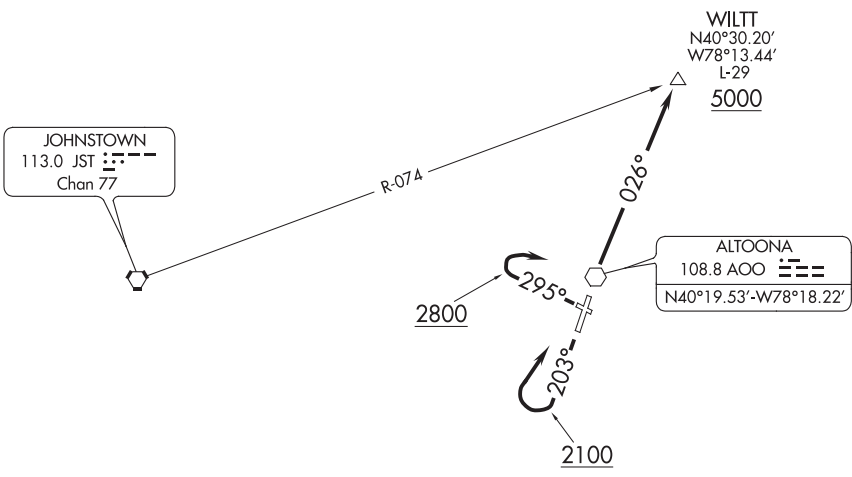
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# WILTT FOUR DEPARTURE

ASOS  
127.125  
JOHNSTOWN APP CON ★  
121.2 299.2  
CTAF  
123.6

**TOP ALTITUDE:  
ASSIGNED BY ATC**

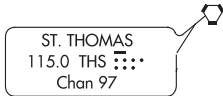


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

**TAKEOFF MINIMUMS:**

- Rwy 12: NA - Obstacles.
- Rwy 3: Standard with minimum climb of 280' per NM to 5000 (ATC).
- Rwy 21: Standard with minimum climb of 300' per NM to 2300.
- Rwy 30: Standard with minimum climb of 275' per NM to 2800.



**TAKEOFF OBSTACLES:**

- Rwy 3: Trees 61' from DER, 450' left of centerline, 100' AGL/1476 MSL. Trees 1538' from DER, 906' left of centerline, 100' AGL/1541' MSL. Trees 6978' from DER, 1129' right of centerline, 100' AGL/1646' MSL.
- Rwy 21: Trees 2538' from DER, 366' left of centerline, 100' AGL/1595' MSL. Trees 2340' from DER, 706' right of centerline, 100' AGL/1619' MSL.
- Rwy 30: Trees 85' from DER, 258' right of centerline, 100' AGL/1480' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 3:** Climb direct AOO VOR. Then via AOO R-026 to WILTT INT. . . .

**TAKEOFF RUNWAY 21:** Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILTT INT. . . .

**TAKEOFF RUNWAY 30:** Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILTT INT. . . .

. . . .Cross WILTT INT at or above 5000. Then via (assigned route).

# WILTT FOUR DEPARTURE



|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>62821</b><br><b>W10A</b> | APP CRS<br><b>101°</b> | Rwy Idg<br>TDZE <b>1237</b><br>Apt Elev <b>1253</b> | <b>4501</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

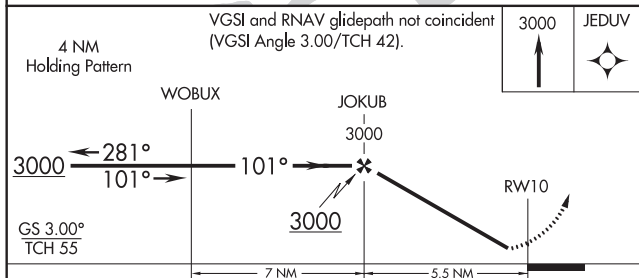
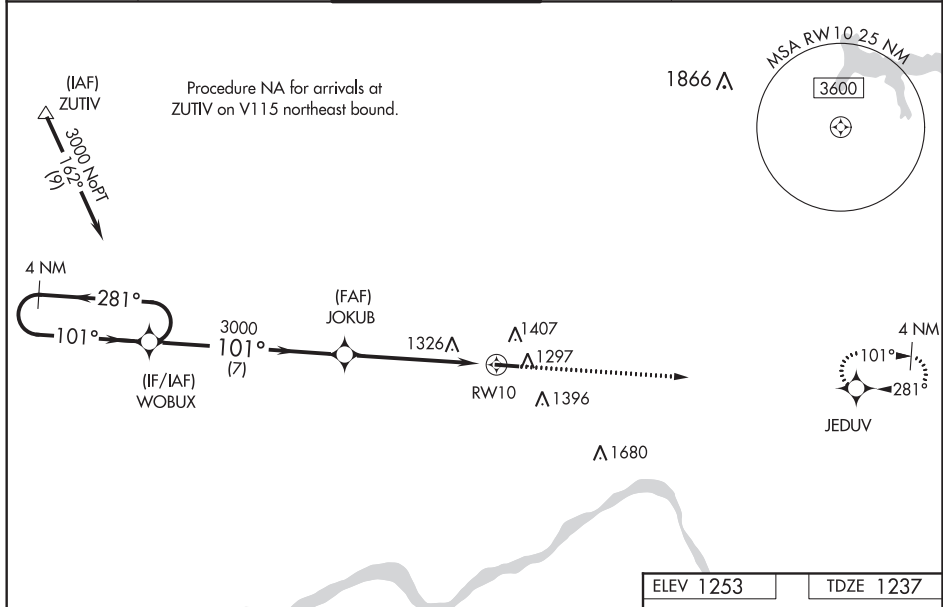
# RNAV (GPS) RWY 10

BEAVER COUNTY (BVI)

**NA** Baro-VNAV NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. When control tower closed, use Pittsburgh Intl altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, increase LNAV Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct JEDUV and hold.

|                       |                                           |                                               |                         |                                                  |
|-----------------------|-------------------------------------------|-----------------------------------------------|-------------------------|--------------------------------------------------|
| ATIS<br><b>118.35</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | BEAVER COUNTY TOWER*<br><b>120.3 (CTAF) 0</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>124.85</b><br>(when tower closed) |
|-----------------------|-------------------------------------------|-----------------------------------------------|-------------------------|--------------------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1253 | TDZE 1237 |
|-----------|-----------|

101° to RWY 10

1.1% UP

4501 X 100

MIRL Rwy 10-28 0

REIL Rws 10 and 28 0

| CATEGORY     | A      | B           | C                       | D                     |
|--------------|--------|-------------|-------------------------|-----------------------|
| LPV DA       |        | 1527-1      | 290 (300-1)             |                       |
| LNAV/VNAV DA |        | 1513-1      | 276 (300-1)             |                       |
| LNAV MDA     |        | 1580-1      | 343 (400-1)             |                       |
| CIRCLING     | 1720-1 | 467 (500-1) | 1720-1½<br>467 (500-1½) | 1820-2<br>567 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>72621</b><br><b>W28A</b> | APP CRS<br><b>281°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4501</b><br><b>1253</b><br><b>1253</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

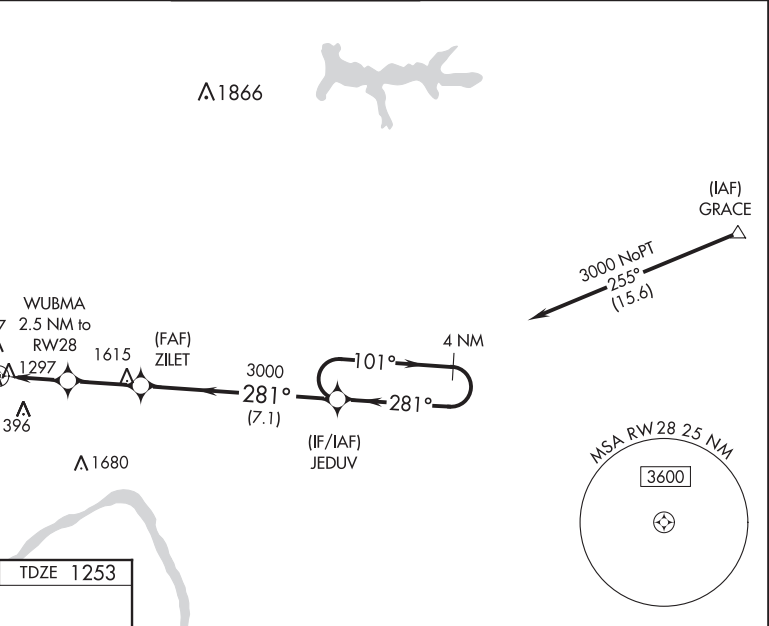
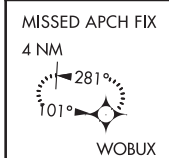
# RNAV (GPS) RWY 28

BEAVER COUNTY (BVI)

**NA** Baro-VNAV NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 26°C (78°F). DME/DME RNP-0.3 NA. When control tower closed, use Pittsburgh Intl altimeter setting and increase all DA by 50 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct WOBUX and hold.

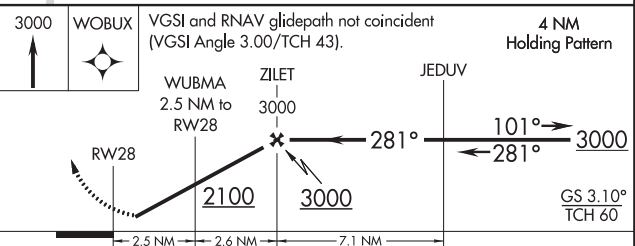
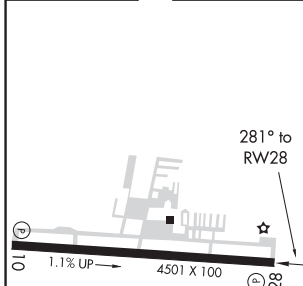
|                       |                                           |                                                |                         |                                                  |
|-----------------------|-------------------------------------------|------------------------------------------------|-------------------------|--------------------------------------------------|
| ATIS<br><b>118.35</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | BEAVER COUNTY TOWER *<br><b>120.3 (CTAF) 0</b> | GND CON<br><b>121.8</b> | CINC DEL<br><b>124.85</b><br>(when tower closed) |
|-----------------------|-------------------------------------------|------------------------------------------------|-------------------------|--------------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1253 | TDZE 1253 |
|-----------|-----------|



| CATEGORY     | A      | B           | C               | D               |
|--------------|--------|-------------|-----------------|-----------------|
| LPV DA       |        | 1512-1      | 259 (300-1)     |                 |
| LNAV/VNAV DA |        | 1580-1      | 327 (400-1)     |                 |
| LNAV MDA     | 1660-1 | 407 (500-1) | 1660-1 1/8      | 407 (500-1 1/8) |
| CIRCLING     | 1720-1 | 467 (500-1) | 1720-1 1/2      | 1820-2          |
|              |        |             | 467 (500-1 1/2) | 567 (600-2)     |

BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

15008

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-BVI<br><b>109.3</b> | APP CRS<br><b>101°</b> | Rwy Idg<br><b>4501</b>  |
|                           |                        | TDZE<br><b>1237</b>     |
|                           |                        | Apt Elev<br><b>1253</b> |

**LOC RWY 10**  
BEAVER COUNTY (BVI)

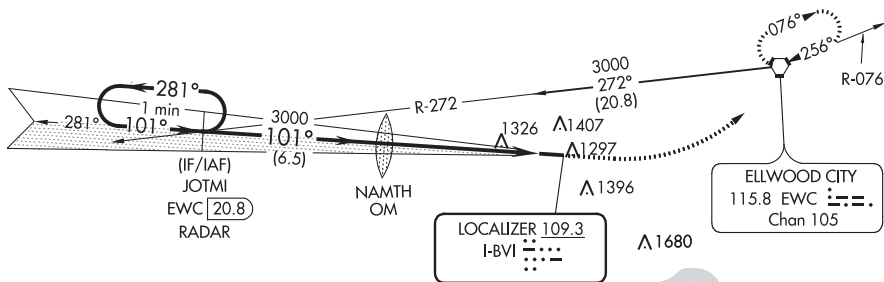
**NA** When control tower closed, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase S-10 Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VORTAC and hold.

|                       |                                           |                                                |                         |                                                  |
|-----------------------|-------------------------------------------|------------------------------------------------|-------------------------|--------------------------------------------------|
| ATIS<br><b>118.35</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | BEAVER COUNTY TOWER ★<br><b>120.3 (CTAF) 0</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>124.85</b><br>(when tower closed) |
|-----------------------|-------------------------------------------|------------------------------------------------|-------------------------|--------------------------------------------------|

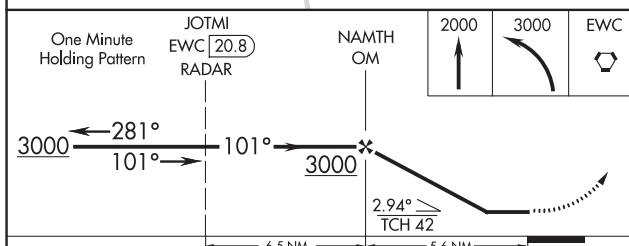
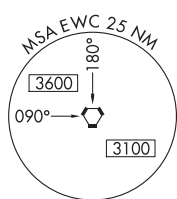
**DME or RADAR REQUIRED**

1866 Δ



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|           |           |
|-----------|-----------|
| ELEV 1253 | TDZE 1237 |
|-----------|-----------|

Diagram of runway 10 showing a 1.1% UP slope and dimensions of 4501 x 100. The diagram also indicates a 101° 5.6 NM from FAF.

|                     |                          |
|---------------------|--------------------------|
| MIRL Rwy 10-28      | 0                        |
| REIL Rwys 10 and 28 | 0                        |
| FAF to MAP 5.6 NM   |                          |
| Knots               | 60 90 120 150 180        |
| Min:Sec             | 5:36 3:44 2:48 2:14 1:52 |

|          |                    |                      |                    |   |
|----------|--------------------|----------------------|--------------------|---|
| CATEGORY | A                  | B                    | C                  | D |
| S-10     | 1580-1 343 (400-1) |                      |                    |   |
| CIRCLING | 1720-1 467 (500-1) | 1720-1½ 467 (500-1½) | 1820-2 567 (600-2) |   |

BEAVER FALLS, PENNSYLVANIA  
Amdt 4B 08JAN15

40°46'N-80°23'W

BEAVER COUNTY (BVI)  
**LOC RWY 10**

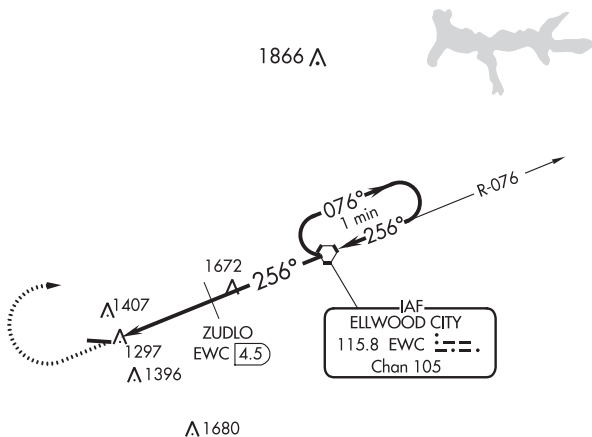
|                                               |                        |                             |                                           |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC EWC<br><b>115.8</b><br>Chan <b>105</b> | APP CRS<br><b>256°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4501</b><br><b>1253</b><br><b>1253</b> |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

**VOR RWY 28**  
BEAVER COUNTY (BVI)

**▼** Helicopter visibility reduction below 1SM NA. When control tower closed, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat A/D visibility ¼ mile and increase ZUDLO fix minimums S-28 Cats C/D visibility ½ mile and Circling Cat C visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3000 then right turn direct EWC VORTAC and hold.

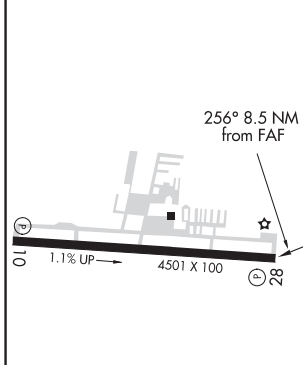
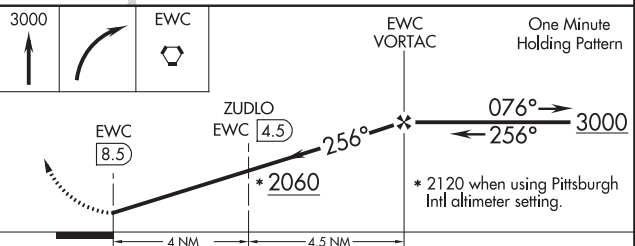
|                       |                                           |                                              |                         |                                                  |
|-----------------------|-------------------------------------------|----------------------------------------------|-------------------------|--------------------------------------------------|
| ATIS<br><b>118.35</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | BEAVER COUNTY TOWER ★<br><b>120.3 (CTAF)</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>124.85</b><br>(when tower closed) |
|-----------------------|-------------------------------------------|----------------------------------------------|-------------------------|--------------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1253 | TDZE 1253 |
|-----------|-----------|



MIRL Rwy 10-28  
REIL Rwys 10 and 28

FAF to MAP 8.5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

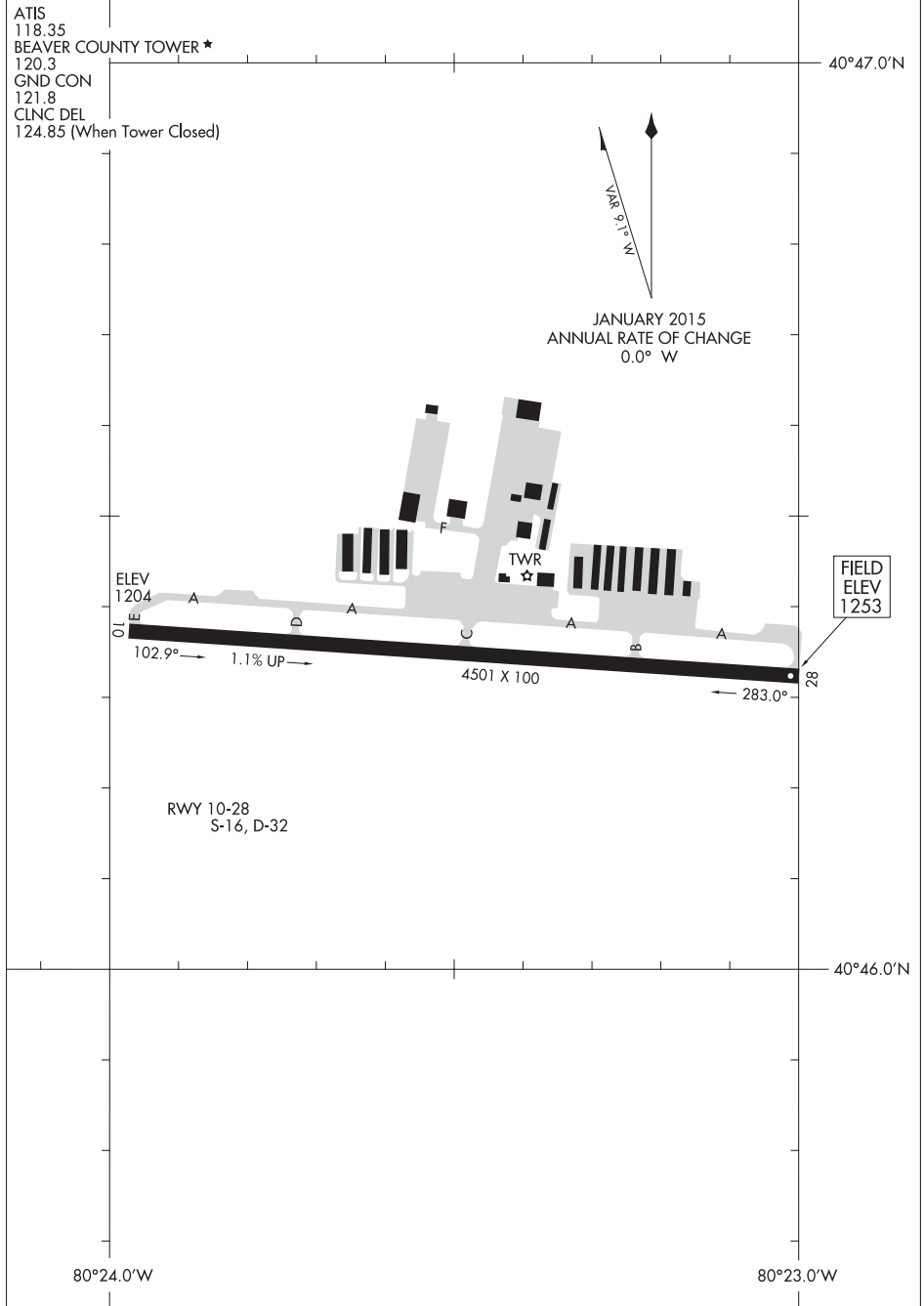
| CATEGORY           | A                     | B                         | C        | D                                   |
|--------------------|-----------------------|---------------------------|----------|-------------------------------------|
| S-28               | 2060-1<br>807 (900-1) | 2060-1 ¼<br>807 (900-1 ¼) | 2060-2 ½ | 807 (900-2 ½)                       |
| CIRCLING           | 2060-1<br>807 (900-1) | 2060-1 ¼<br>807 (900-1 ¼) | 2060-2 ½ | 807 (900-2 ½)                       |
| ZUDLO FIX MINIMUMS |                       |                           |          |                                     |
| S-28               | 1740-1                | 487 (500-1)               | 1740-1 ⅜ | 487 (500-1 ⅜)                       |
| CIRCLING           | 1740-1                | 487 (500-1)               | 1740-1 ½ | 1820-2<br>487 (500-1 ½) 567 (600-2) |

15064

# AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER COUNTY (BVI)  
BEAVER FALLS, PENNSYLVANIA



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

15064

BEAVER FALLS, PENNSYLVANIA  
BEAVER COUNTY (BVI)

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-MQU<br><b>111.7</b> | APP CRS<br><b>193°</b> | Rwy Idg<br><b>6750</b>  |
|                           |                        | TDZE<br><b>2468</b>     |
|                           |                        | Apt Elev<br><b>2504</b> |

# ILS or LOC RWY 19

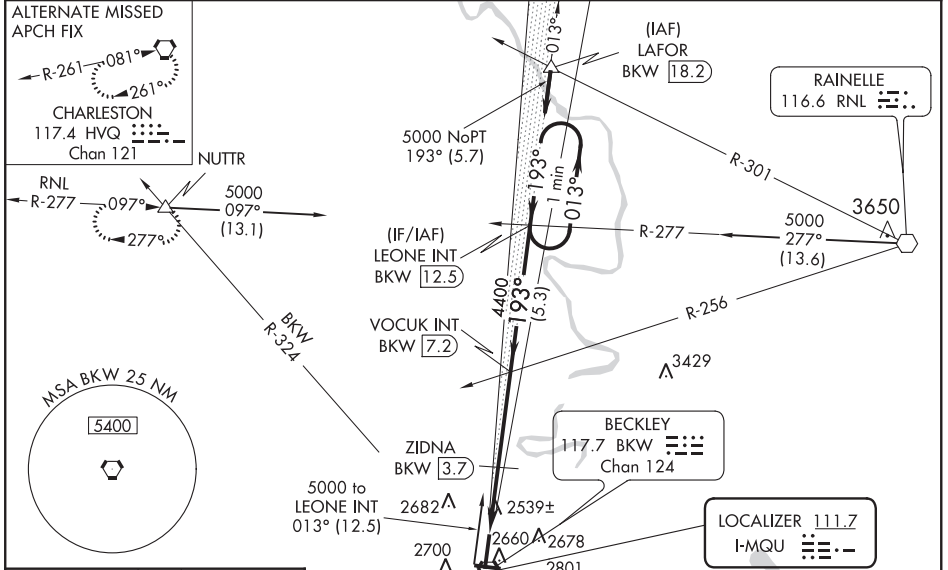
RALEIGH COUNTY MEMORIAL (BKW)

⚠ When local altimeter setting not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase S-LOC 19 Cats A/B visibility ½ mile, Cats C/D ¾ mile, Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile; increase ZIDNA fix minimums Cats C/D visibility ¾ mile and Circling Cats C/D ¼ mile. For inoperative MALSR, increase S-LOC 19 Cats C/D visibility to 2 miles, ZIDNA fix minimums Cats C/D to 1 mile. For inoperative MALSR when using Bluefield altimeter setting, increase S-ILS 19 all Cats visibility to 1 mile, S-LOC 19 Cat A to 1 mile, and ZIDNA fix minimums S-LOC 19 Cats C/D to 1 ¾ mile.

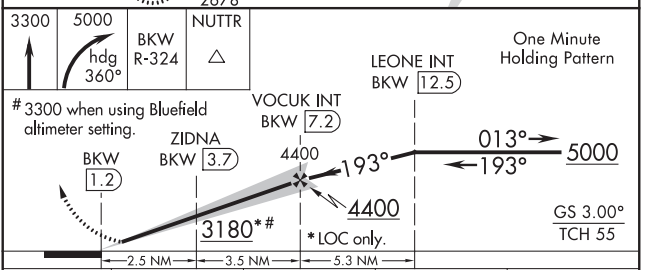
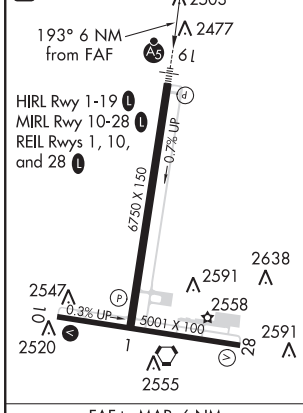
**MALSR**

**MISSED APPROACH:**  
Climb to 3300 then climbing right turn to 5000 on heading 360° and BKW VORTAC R-324 to NUTTR INT and hold.

|                              |                                                          |                                      |
|------------------------------|----------------------------------------------------------|--------------------------------------|
| <b>ASOS</b><br><b>121.55</b> | <b>CHARLESTON APP CON</b><br><b>125.4</b> <b>269.125</b> | <b>UNICOM</b><br><b>123.0</b> (CTAF) |
|------------------------------|----------------------------------------------------------|--------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 2504 | TDZE 2468 |
|-----------|-----------|



| CATEGORY           | A           | B           | C           | D               |
|--------------------|-------------|-------------|-------------|-----------------|
| S-ILS 19           |             | 2668-½      | 200 (200-½) |                 |
| S-LOC 19           | 3180-½      | 712 (700-½) | 3180-1 5/8  | 712 (700-1 5/8) |
| CIRCLING           | 3180-1      | 676 (700-1) | 676 (700-2) | 676 (700-2 1/4) |
| ZIDNA FIX MINIMUMS |             |             |             |                 |
| S-LOC 19           | 2820-½      | 352 (400-½) | 2820-5/8    | 352 (400-5/8)   |
| CIRCLING           | 3120-1      | 616 (700-1) | 3180-1      | 3180-2 1/4      |
|                    | 616 (700-1) | 676 (700-1) | 676 (700-2) | 676 (700-2 1/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>56323</b><br><b>W01A</b> | APP CRS<br><b>013°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6750</b><br><b>2495</b><br><b>2504</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

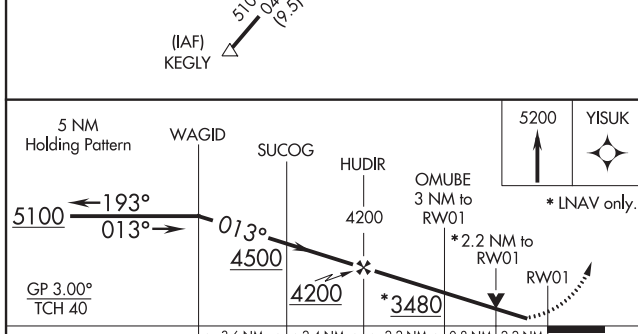
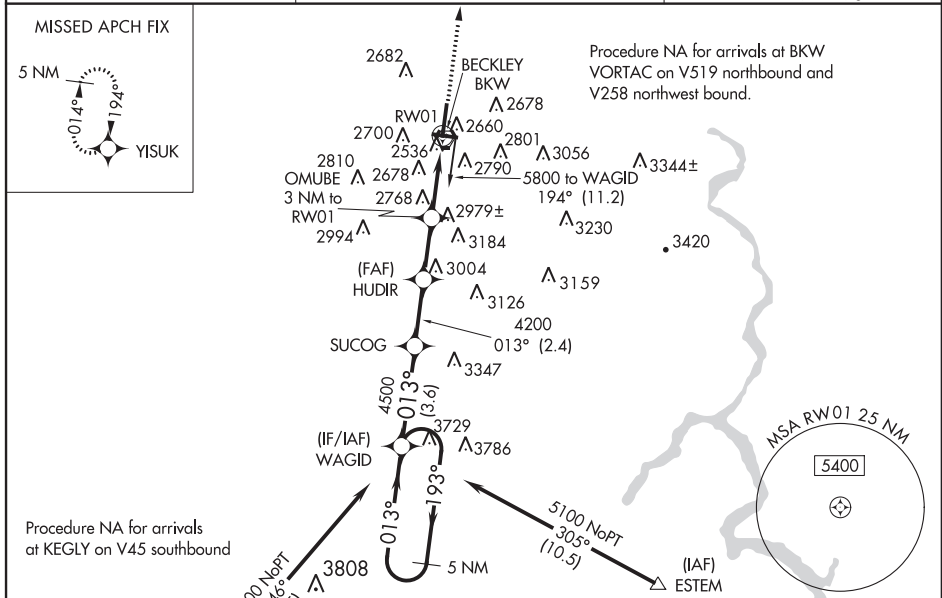
# RNAV (GPS) RWY 1

RALEIGH COUNTY MEMORIAL (BKW)

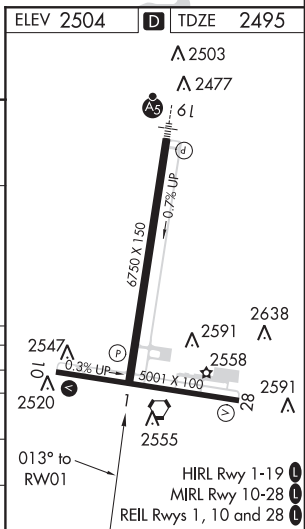
**⚠** Baro-VNAV NA when using Bluefield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 28°C (82°F). DME/DME RNP-0.3 NA.  
**⚠** Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LPV all Cats visibility 1/2 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C/D visibility 1/2 mile, and Circling Cat A visibility 1/4 mile, Cat C/D visibility 1/2 mile.

**MISSED APPROACH:**  
Climb to 5200 direct YISUK and hold.

|                       |                                            |                                 |
|-----------------------|--------------------------------------------|---------------------------------|
| ASOS<br><b>121.55</b> | CHARLESTON APP CON<br><b>125.4 269.125</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|-----------------------|--------------------------------------------|---------------------------------|



| CATEGORY     | A                     | B                             | C                     | D                             |
|--------------|-----------------------|-------------------------------|-----------------------|-------------------------------|
| LPV DA       |                       | 2810-1                        | 315 (400-1)           |                               |
| LNAV/VNAV DA |                       | 3093-2 1/4                    | 598 (600-2 1/4)       |                               |
| LNAV MDA     | 3240-1<br>745 (800-1) | 3240-1 1/4<br>745 (800-1 1/4) | 3240-2<br>745 (800-2) | 745 (800-2)                   |
| CIRCLING     | 3240-1<br>736 (800-1) | 3240-1 1/4<br>736 (800-1 1/4) | 3240-2<br>736 (800-2) | 3240-2 1/4<br>736 (800-2 1/4) |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017





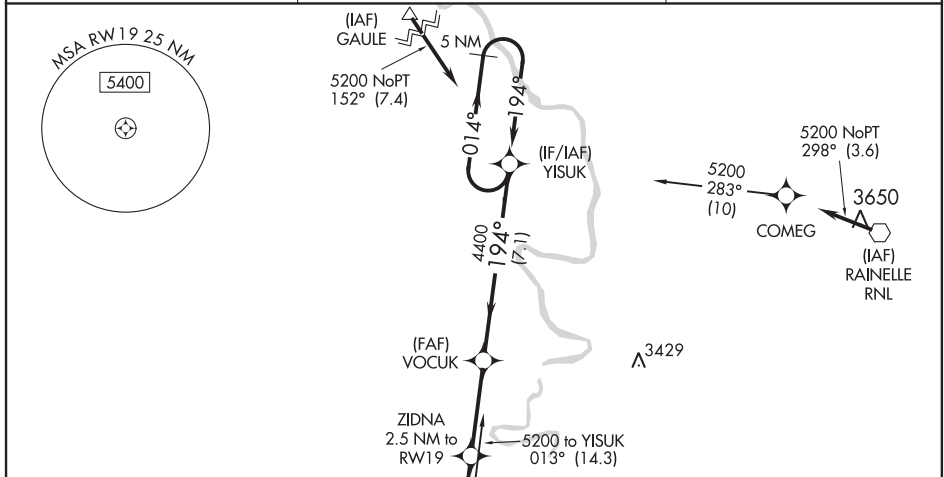
|                                        |                        |                                                                    |
|----------------------------------------|------------------------|--------------------------------------------------------------------|
| WAAS<br>CH <b>63011</b><br><b>W19A</b> | APP CRS<br><b>194°</b> | Rwy Idg<br>TDZE <b>6750</b><br><b>2468</b><br>Apt Elev <b>2504</b> |
|----------------------------------------|------------------------|--------------------------------------------------------------------|

**RNAV (GPS) RWY 19**  
RALEIGH COUNTY MEMORIAL (BKW)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 28°C (82°F), DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Bluefield altimeter setting. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility 3/8 mile, and LNAV and Circling Cats C/D 1/4 mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cats C/D visibility to 1 1/8 mile. For inoperative MALSR when using Bluefield altimeter setting, increase LPV all Cats visibility to 1 mile.

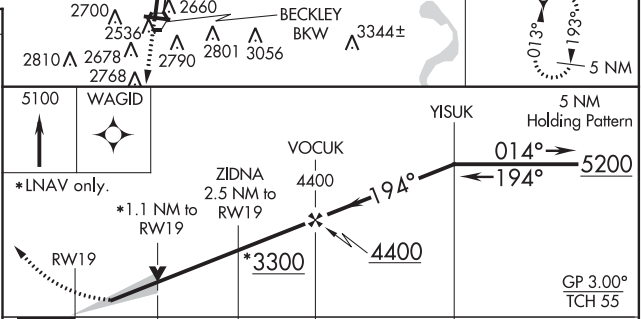
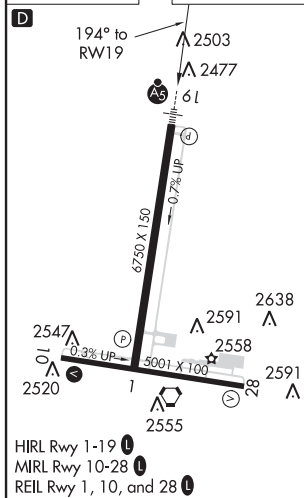
**MALSR**  
MISSED APPROACH: Climb to 5100 direct WAGID and hold.

|                       |                                            |                               |
|-----------------------|--------------------------------------------|-------------------------------|
| ASOS<br><b>121.55</b> | CHARLESTON APP CON<br><b>125.4 269.125</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|-----------------------|--------------------------------------------|-------------------------------|



Procedure NA for arrivals at BKW VORTAC on V258 southeast bound and V478 eastbound.

|           |           |
|-----------|-----------|
| ELEV 2504 | TDZE 2468 |
|-----------|-----------|



| CATEGORY      | A                     | B                     | C                     | D                             |
|---------------|-----------------------|-----------------------|-----------------------|-------------------------------|
| LPV DA        |                       | 2668-1/2              | 200 (200-1/2)         |                               |
| LNAV/ VNAV DA |                       | 2789-5/8              | 321 (300-5/8)         |                               |
| LNAV MDA      | 2860-1/2              | 392 (400-1/2)         | 2860-3/4              | 392 (400-3/4)                 |
| CIRCLING      | 3120-1<br>616 (700-1) | 3180-1<br>676 (700-1) | 3180-2<br>676 (700-2) | 3180-2 1/4<br>676 (700-2 1/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



BECKLEY, WEST VIRGINIA

AL-788 (FAA)

16035

|                                               |                        |                             |                                           |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC BKW<br><b>117.7</b><br>Chan <b>124</b> | APP CRS<br><b>107°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>2502</b><br><b>2504</b> |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# VOR RWY 10

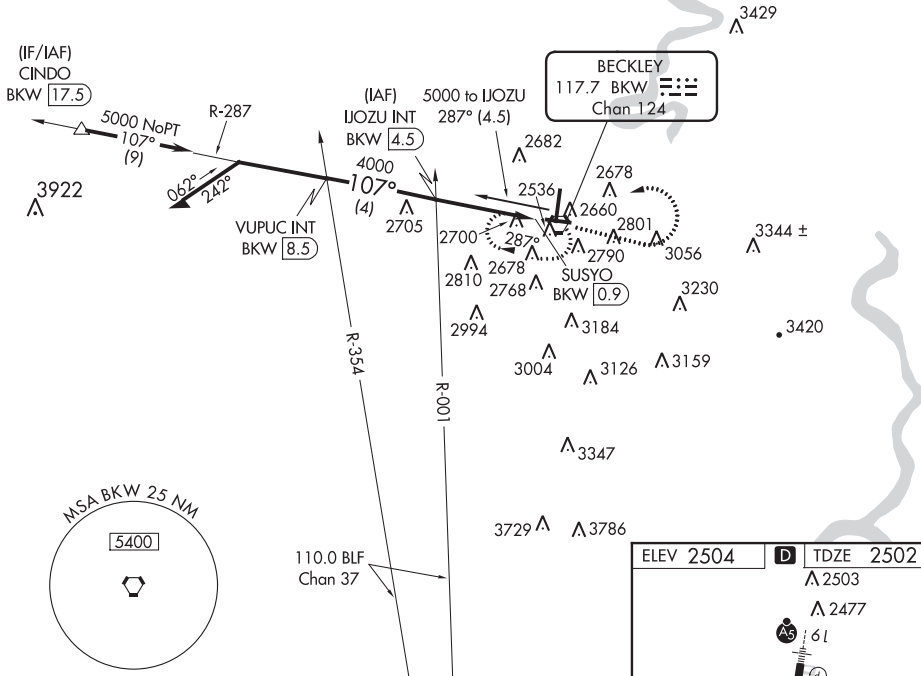
RALEIGH COUNTY MEMORIAL (BKW)

**▼** Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received use Bluefield altimeter setting and increase all MDA 120 feet and S-10 Cats C and D and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

**MISSED APPROACH:** Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

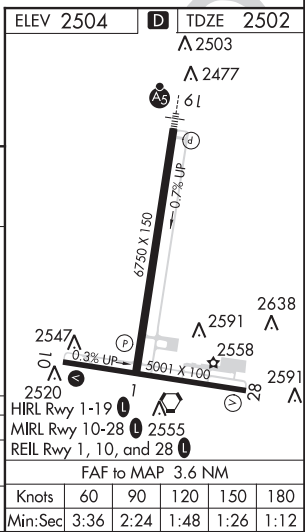
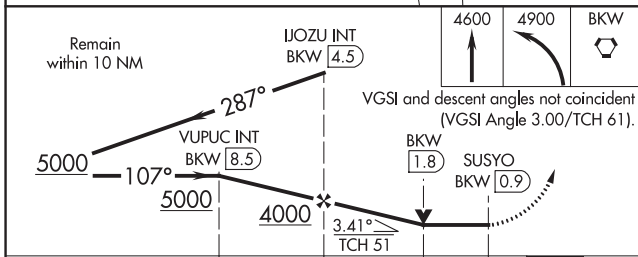
|                       |                                            |                                 |
|-----------------------|--------------------------------------------|---------------------------------|
| ASOS<br><b>121.55</b> | CHARLESTON APP CON<br><b>125.4 269.125</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|-----------------------|--------------------------------------------|---------------------------------|

Procedure NA for arrivals at CINDO via V45 northbound.



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                     | B                     | C                         | D                         |
|----------|-----------------------|-----------------------|---------------------------|---------------------------|
| S-10     | 2960-1                | 458 (500-1)           | 2960-1 ¼<br>458 (500-1 ¼) | 2960-1 ½<br>458 (500-1 ½) |
| CIRCLING | 3120-1<br>616 (700-1) | 3180-1<br>676 (700-1) | 3180-2<br>676 (700-2)     | 3180-2 ¼<br>676 (700-2 ¼) |

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

BECKLEY, WEST VIRGINIA  
Amdt 13 02JUL09

37°47'N-81°07'W

RALEIGH COUNTY MEMORIAL (BKW)  
**VOR RWY 10**

# RNAV (GPS) RWY 14

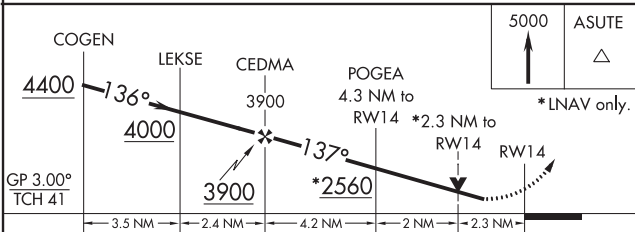
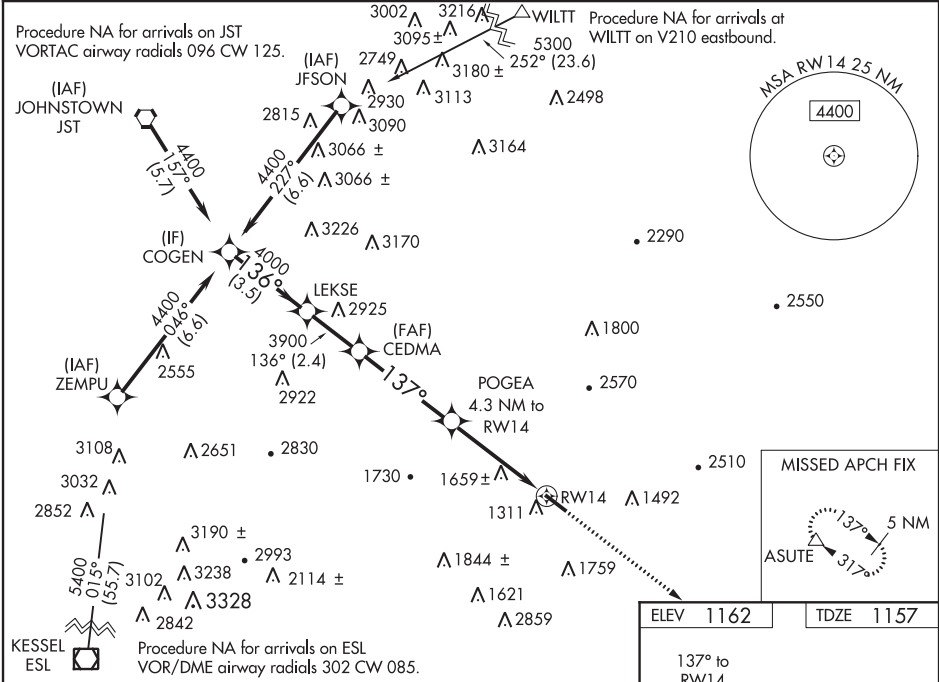
BEDFORD COUNTY (HMZ)

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>72916</b><br><b>W14A</b> | APP CRS<br><b>137°</b> | Rwy Idg<br>TDZE <b>1157</b><br>Apt Elev <b>1162</b> | <b>5005</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

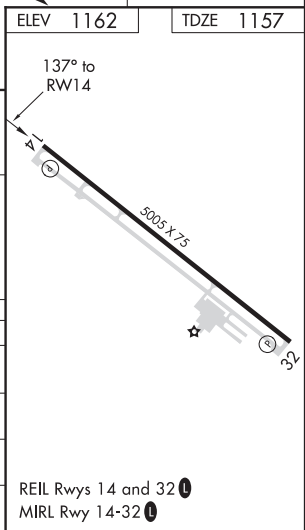
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altonoa altimeter setting and increase all DA 84 feet, and all MDA 100 feet. Increase LPV visibility, all Cats 3/8 mile and increase Circling Cat A 1/4 mile. Baro-VNAV and VDP NA when using Altonoa altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

|                          |                                           |                               |
|--------------------------|-------------------------------------------|-------------------------------|
| AWOS-3<br><b>123.675</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|-------------------------------------------|-------------------------------|



| CATEGORY     | A                     | B                             | C                       | D                       |
|--------------|-----------------------|-------------------------------|-------------------------|-------------------------|
| LPV DA       |                       | 1640-1 1/8                    | 483 (500-1 1/8)         |                         |
| LNAV/VNAV DA |                       | 2050-4                        | 893 (900-4)             |                         |
| LNAV MDA     | 1920-1<br>763 (800-1) | 1920-1 1/4<br>763 (800-1 1/4) | 1920-2 1/2              | 763 (800-2 1/2)         |
| CIRCLING     | 1920-1<br>758 (800-1) | 1960-1 1/4<br>798 (800-1 1/4) | 2200-3<br>1038 (1100-3) | 2940-3<br>1778 (1800-3) |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>90437</b><br><b>W32A</b> | APP CRS<br><b>317°</b> | Rwy Idg<br>TDZE <b>1162</b><br>Apt Elev <b>1162</b> | <b>5005</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

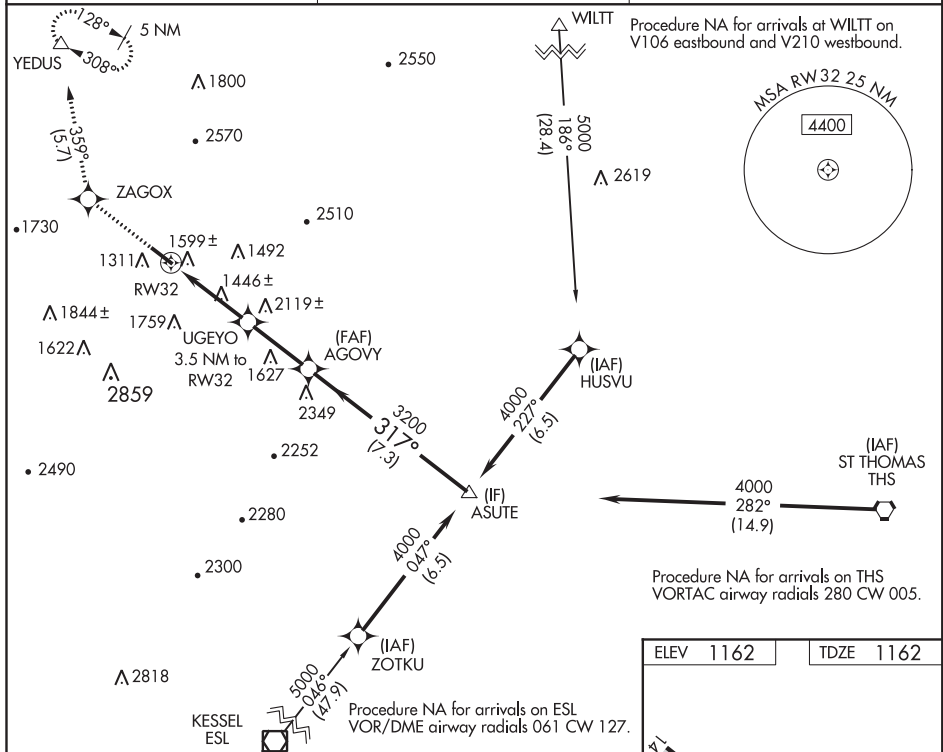
# RNAV (GPS) RWY 32

BEDFORD COUNTY (HMZ)

**NA** DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet. Increase LP Cat C visibility 1/4 mile. Increase LNAV Cat B visibility 1/4 mile and Cat C visibility 1/2 mile. Increase Circling Cats A and B visibility 1/4 mile. Helicopter visibility reduction below 1/4 SM NA.

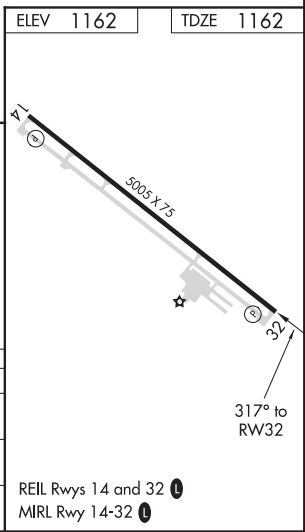
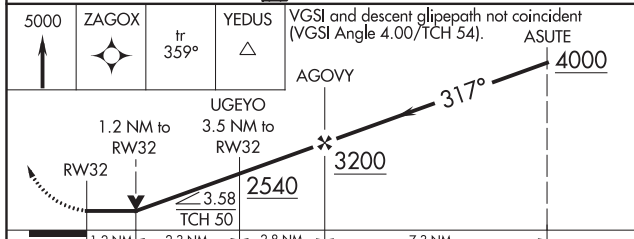
**MISSED APPROACH:** Climb to 5000 direct ZAGOX and on track 359° to YEDUS and HOLD, continue climb-in-hold to 5000.

|                          |                                           |                                 |
|--------------------------|-------------------------------------------|---------------------------------|
| AWOS-3<br><b>123.675</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|-------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY          | A                     | B                     | C                       | D  |
|-------------------|-----------------------|-----------------------|-------------------------|----|
| LP MDA            | 1740-1                | 578 (600-1)           | 1740-1½<br>578 (600-1½) | NA |
| LNAV MDA          | 1860-1                | 698 (700-1)           | 1860-2<br>698 (700-2)   | NA |
| <b>C</b> CIRCLING | 1900-1<br>738 (800-1) | 1960-1<br>798 (800-1) | 2200-3<br>1038 (1100-3) | NA |

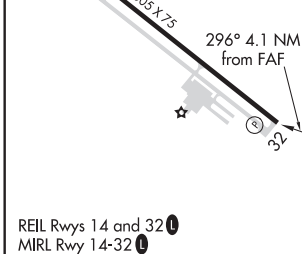
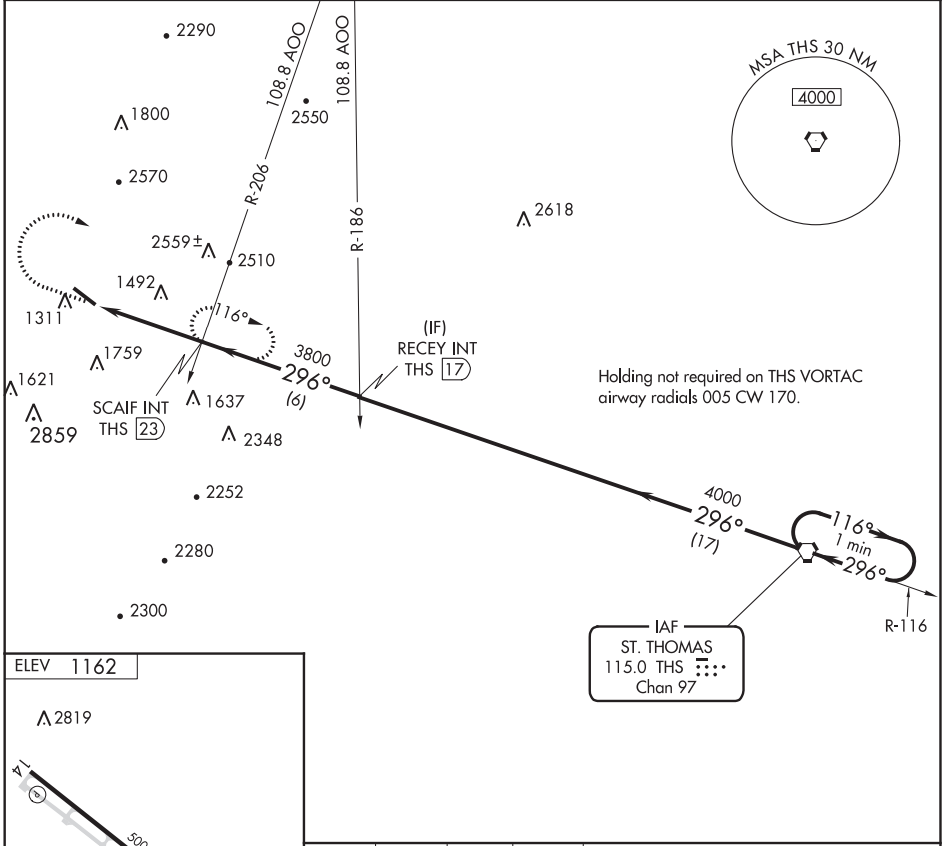
|                                              |                        |                                                                        |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VORTAC THS<br><b>115.0</b><br>Chan <b>97</b> | APP CRS<br><b>296°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1162</b> |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR-A**  
BEDFORD COUNTY (HMZ)

**NA** When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 on heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

|                          |                                           |                                 |
|--------------------------|-------------------------------------------|---------------------------------|
| AWOS-3<br><b>123.675</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|-------------------------------------------|---------------------------------|



|      |          |           |                  |                    |            |                            |
|------|----------|-----------|------------------|--------------------|------------|----------------------------|
| 3200 | 4000     | THS R-296 | SCAIF INT        | RECEIPT INT THS 17 | THS VORTAC | One Minute Holding Pattern |
| ↑    | hdg 150° |           |                  |                    |            |                            |
|      |          | THS 27.1  | SCAIF INT THS 23 | 4000               | 296°       | 116° → 4000                |
|      |          | 4.1 NM    | 6 NM             | 17 NM              |            | ← 296°                     |

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.1 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

|          |                           |                           |        |               |
|----------|---------------------------|---------------------------|--------|---------------|
| CATEGORY | A                         | B                         | C      | D             |
| CIRCLING | 2580-1¼<br>1418 (1500-1¼) | 2580-1½<br>1418 (1500-1½) | 2580-3 | 1418 (1500-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

BELLEFONTE, PENNSYLVANIA

AL-6964 (FAA)

16091

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>42534</b><br><b>W07A</b> | APP CRS<br><b>066°</b> | Rwy Idg<br>TDZE <b>1072</b><br>Apt Elev <b>1072</b> | <b>3632</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

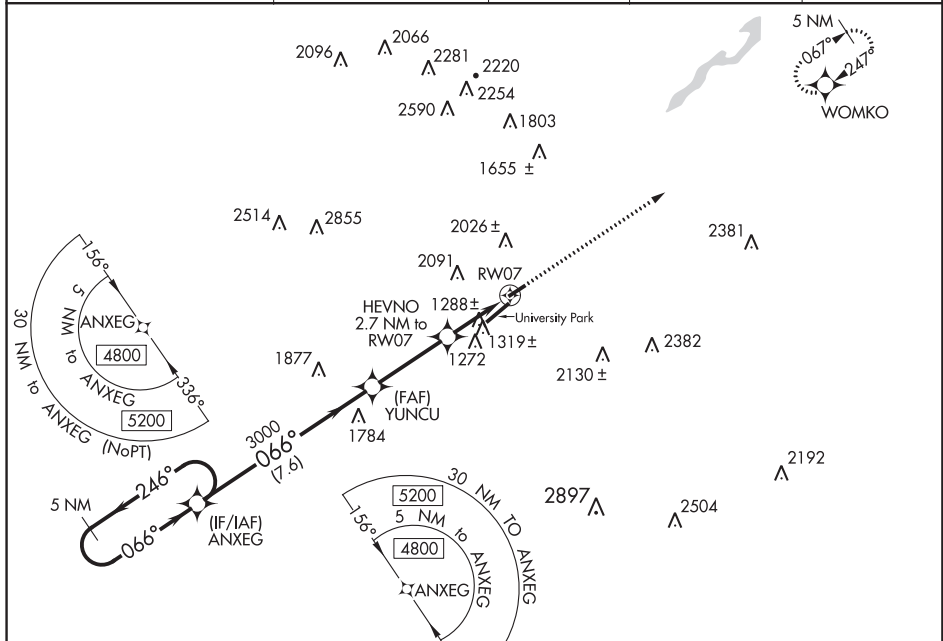
# RNAV (GPS) RWY 7

BELLEFONTE (N96)

**⚠** NA DME/DME RNP-0.3 NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Helicopter visibility reduction below 1 SM NA. Circling NA southeast of Rwy 7-25. Procedure NA at night.

**MISSED APPROACH:** Climb to 4600 direct WOMKO and hold, continue climb-in-hold to 4600.

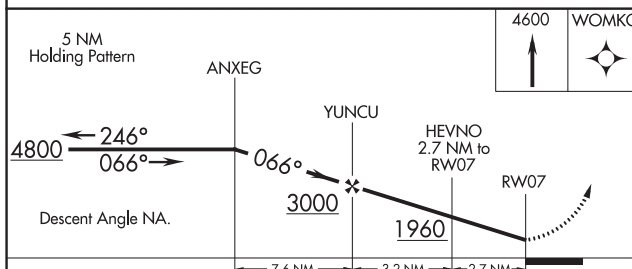
|                                       |                                       |                             |                               |                       |
|---------------------------------------|---------------------------------------|-----------------------------|-------------------------------|-----------------------|
| STATE COLLEGE AWOS-3<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CLINC DEL<br><b>119.625</b> | UNICOM<br><b>122.8 (CTAF)</b> | <b>122.7</b> <b>0</b> |
|---------------------------------------|---------------------------------------|-----------------------------|-------------------------------|-----------------------|



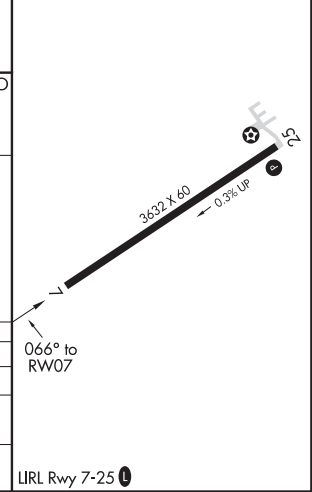
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1072 | TDZE 1072 |
|-----------|-----------|



| CATEGORY          | A                         | B                         | C | D  |
|-------------------|---------------------------|---------------------------|---|----|
| LP MDA            | 1540-1                    | 468 (500-1)               |   | NA |
| LNAV MDA          | 1580-1                    | 508 (600-1)               |   | NA |
| <b>C</b> CIRCLING | 2140-1¼<br>1068 (1100-1¼) | 2380-1½<br>1308 (1400-1½) |   | NA |



BELLEFONTE, PENNSYLVANIA  
Orig-A 25JUN15

40°53'N-77°49'W

# RNAV (GPS) RWY 7

BELLEFONTE (N96)

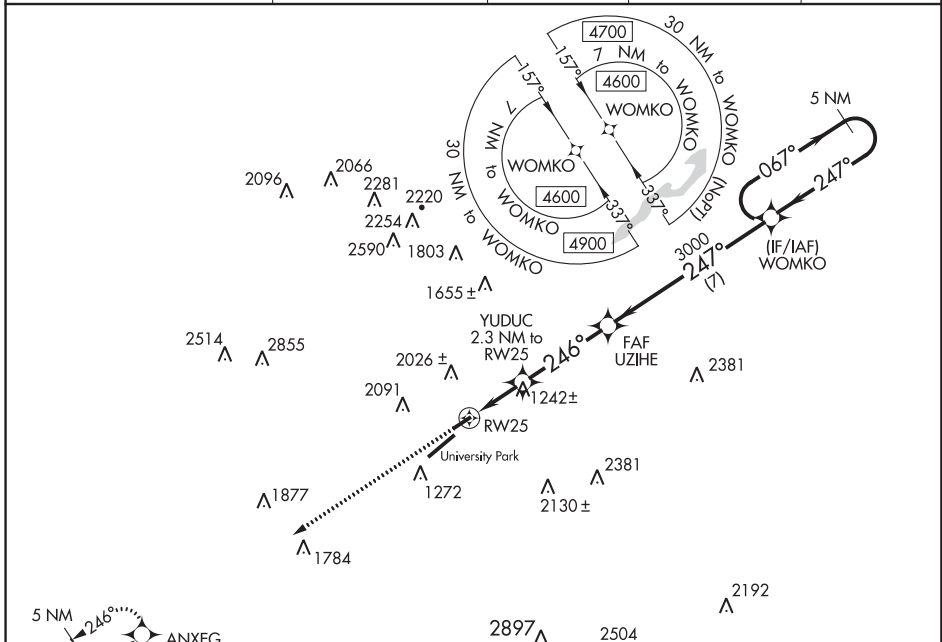
|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>57934</b><br><b>W25A</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3632</b><br><b>1072</b><br><b>1072</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 25

BELLEFONTE (N96)

**V** Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Clearfield altimeter setting.  
**A** NA Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all DA 129 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cals visibility 1/2 mile. Night Landing: Rwy 7 NA. Circling NA southeast of Rwy 7-25.  
**MISSED APPROACH:** Climb to 4800 direct ANXEG and hold, continue climb-in-hold 4800.

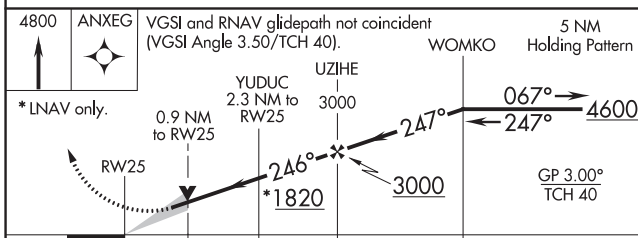
|                                       |                                       |                            |                               |                       |
|---------------------------------------|---------------------------------------|----------------------------|-------------------------------|-----------------------|
| STATE COLLEGE AWOS-3<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CLNC DEL<br><b>119.625</b> | UNICOM<br><b>122.8</b> (CTAF) | <b>122.7</b> <b>0</b> |
|---------------------------------------|---------------------------------------|----------------------------|-------------------------------|-----------------------|



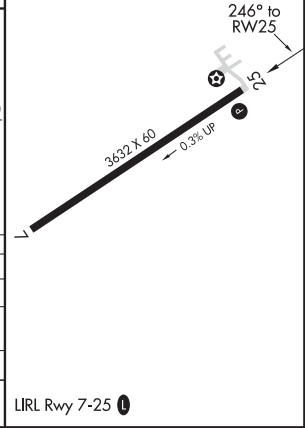
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1072 | TDZE 1072 |
|-----------|-----------|



| CATEGORY          | A                         | B                         | C | D  |
|-------------------|---------------------------|---------------------------|---|----|
| LPV DA            | 1367-1                    | 295 (300-1)               |   | NA |
| LNAV/VNAV DA      | 1701-2¼                   | 629 (700-2¼)              |   | NA |
| LNAV MDA          | 1600-1                    | 528 (500-1)               |   | NA |
| <b>C</b> CIRCLING | 2140-1¼<br>1068 (1100-1¼) | 2380-1½<br>1308 (1400-1½) |   | NA |



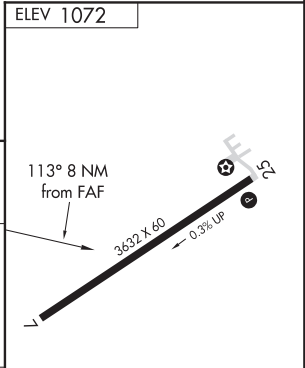
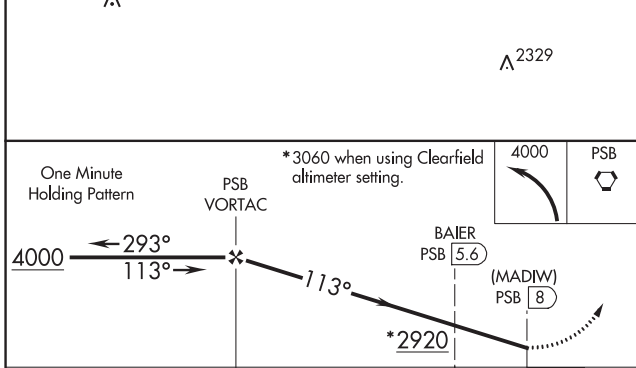
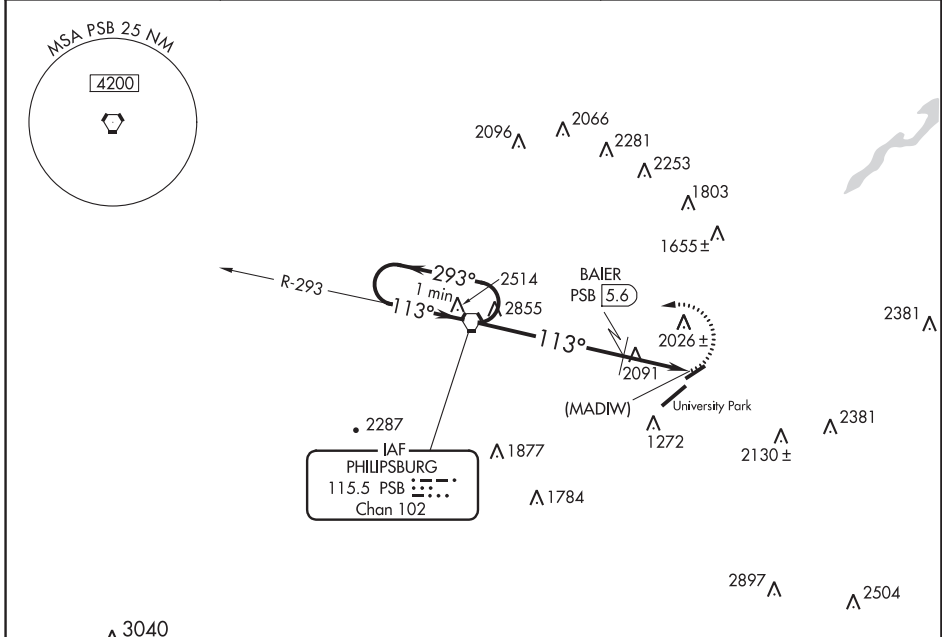


|                                               |                        |                                                                        |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VORTAC PSB<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>113°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1072</b> |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR-A**  
BELLEFONTE (N96)

**NA** Circling to Rwy 7 NA at night. Helicopter visibility reduction below 1 SM NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Circling NA southeast of Rwy 7-25.  
**MISSED APPROACH:** Climbing left turn to 4000 direct PSB VORTAC and hold.

|                                       |                                       |                            |                               |                       |
|---------------------------------------|---------------------------------------|----------------------------|-------------------------------|-----------------------|
| STATE COLLEGE AWOS-3<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CLNC DEL<br><b>119.625</b> | UNICOM<br><b>122.8</b> (CTAF) | <b>122.7</b> <b>0</b> |
|---------------------------------------|---------------------------------------|----------------------------|-------------------------------|-----------------------|



| CATEGORY                                 | A                         | B                         | C  | D  |
|------------------------------------------|---------------------------|---------------------------|----|----|
| <b>CIRCLING</b>                          | 2920-1¼<br>1848 (1900-1¼) | 2920-1½<br>1848 (1900-1½) | NA | NA |
| <b>BAIER FIX MINIMUMS (DME REQUIRED)</b> |                           |                           |    |    |
| <b>CIRCLING</b>                          | 2360-1¼<br>1288 (1300-1¼) | 2380-1½<br>1308 (1400-1½) | NA | NA |

|                        |      |      |      |      |      |
|------------------------|------|------|------|------|------|
| <b>LIRL Rwy 7-25 0</b> |      |      |      |      |      |
| <b>FAF to MAP 8 NM</b> |      |      |      |      |      |
| Knots                  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

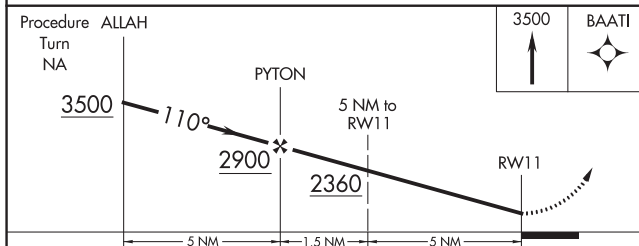
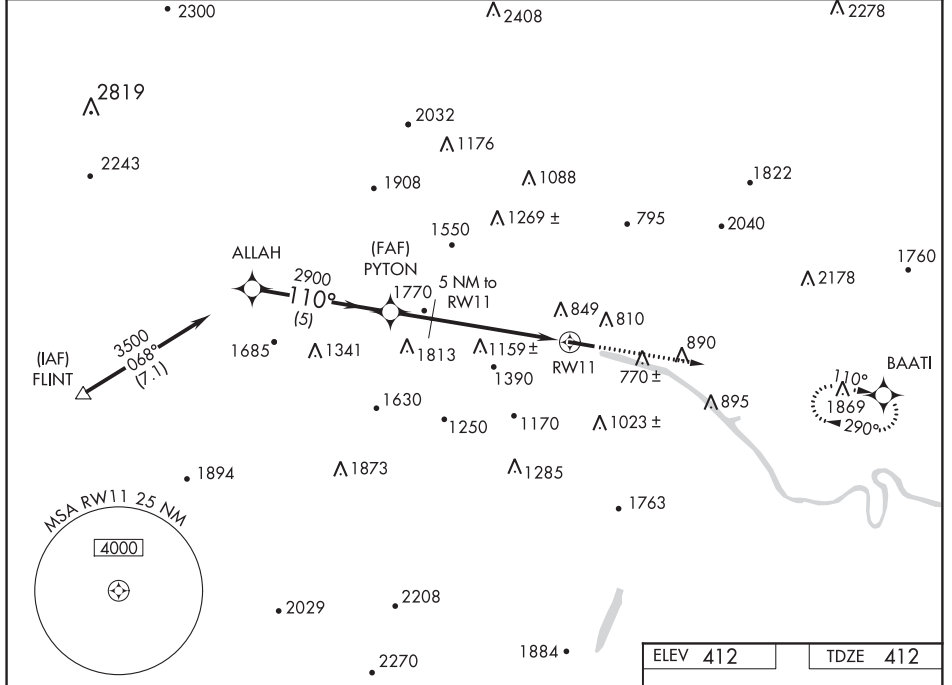
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4979</b> |
| <b>110°</b> | TDZE     | <b>412</b>  |
|             | Apt Elev | <b>412</b>  |

# GPS RWY 11

POTOMAC AIRPARK (W35)

**⚠** Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting. Helicopter visibility reduction below 1 SM NA.  
**⚠** NA Procedure NA at night.  
**❄** -22°C/-8°F MISSED APPROACH: Climb to 3500 direct BAATI WP and hold.

|                                           |                      |
|-------------------------------------------|----------------------|
| POTOMAC APP CON<br><b>126,825 239,025</b> | CTAF<br><b>122.9</b> |
|-------------------------------------------|----------------------|



|          |          |
|----------|----------|
| ELEV 412 | TDZE 412 |
|----------|----------|

MIRL Rwy 11-29

| CATEGORY                               | A                         | B                         | C      | D             |
|----------------------------------------|---------------------------|---------------------------|--------|---------------|
| S-11                                   | 1480-1¼<br>1068 (1100-1¼) | 1480-1½<br>1068 (1100-1½) | 1480-3 | 1068 (1100-3) |
| CIRCLING                               | 1480-1¼<br>1068 (1100-1¼) | 1480-1½<br>1068 (1100-1½) | 1480-3 | 1068 (1100-3) |
| MARTINSBURG ALTIMETER SETTING MINIMUMS |                           |                           |        |               |
| S-11                                   | 1560-1¼<br>1148 (1200-1¼) | 1560-1½<br>1148 (1200-1½) | 1560-3 | 1148 (1200-3) |
| CIRCLING                               | 1560-1¼<br>1148 (1200-1¼) | 1560-1½<br>1148 (1200-1½) | 1560-3 | 1148 (1200-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                         |                        |                        |
|-------------------------|------------------------|------------------------|
| VOR HGR<br><b>109.8</b> | APP CRS<br><b>276°</b> | Rwy Idg<br><b>4979</b> |
|                         |                        | TDZE<br><b>412</b>     |
|                         |                        | Apt Elev<br><b>412</b> |

# VOR RWY 29

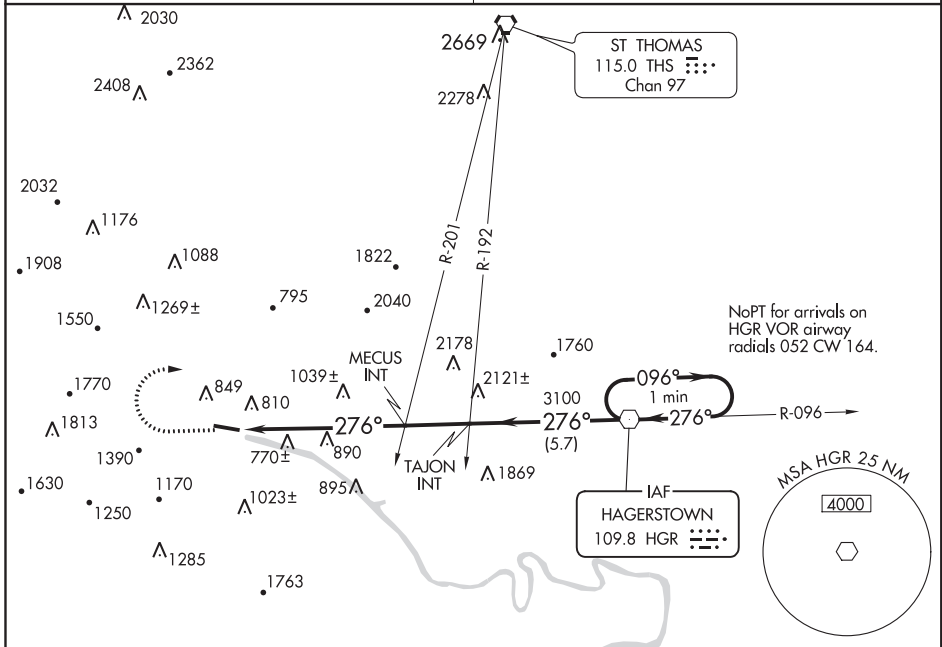
POTOMAC AIRPARK (W35)

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.  
 NA  
 -22°C/-8°F

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.

POTOMAC APP CON  
**126,825 239,025**

CTAF  
**122.9**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

| ELEV 412                                                                   | TDZE 412                  | 1800                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3500                    | HGR |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
|----------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----|----------------------------|----------|---|---|---|---|------|--------------------------|--------------------------|------------------------|--|----------|--------------------------|--------------------------|------------------------|--|----------------------------------------|--|--|--|--|------|---------------------------|---------------------------|-------------------------|--|----------|---------------------------|---------------------------|
|                                                                            |                           | ↑                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ↻<br>HGR R-276          | ⬡   | One Minute Holding Pattern |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| <p>MIRL Rwy 11-29</p> <p>FAF to MAP 8.3 NM</p> <p>276° 8.3 NM from FAF</p> |                           | <p>HGR VOR</p> <p>*2360</p> <p>*2420 when using Martinsburg altimeter setting.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
|                                                                            |                           | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">CATEGORY</th> <th style="width: 20%;">A</th> <th style="width: 20%;">B</th> <th style="width: 20%;">C</th> <th style="width: 20%;">D</th> </tr> </thead> <tbody> <tr> <td>S-29</td> <td>1400-1¼<br/>988 (1000-1¼)</td> <td>1400-1½<br/>988 (1000-1½)</td> <td>1400-3<br/>988 (1000-3)</td> <td></td> </tr> <tr> <td>CIRCLING</td> <td>1400-1¼<br/>988 (1000-1¼)</td> <td>1400-1½<br/>988 (1000-1½)</td> <td>1400-3<br/>988 (1000-3)</td> <td></td> </tr> <tr> <td colspan="5" style="text-align: center;">MARTINSBURG ALTIMETER SETTING MINIMUMS</td> </tr> <tr> <td>S-29</td> <td>1460-1¼<br/>1048 (1100-1¼)</td> <td>1460-1½<br/>1048 (1100-1½)</td> <td>1460-3<br/>1048 (1100-3)</td> <td></td> </tr> <tr> <td>CIRCLING</td> <td>1460-1¼<br/>1048 (1100-1¼)</td> <td>1480-1½<br/>1068 (1100-1½)</td> <td>1480-3<br/>1068 (1100-3)</td> <td></td> </tr> </tbody> </table> |                         |     |                            | CATEGORY | A | B | C | D | S-29 | 1400-1¼<br>988 (1000-1¼) | 1400-1½<br>988 (1000-1½) | 1400-3<br>988 (1000-3) |  | CIRCLING | 1400-1¼<br>988 (1000-1¼) | 1400-1½<br>988 (1000-1½) | 1400-3<br>988 (1000-3) |  | MARTINSBURG ALTIMETER SETTING MINIMUMS |  |  |  |  | S-29 | 1460-1¼<br>1048 (1100-1¼) | 1460-1½<br>1048 (1100-1½) | 1460-3<br>1048 (1100-3) |  | CIRCLING | 1460-1¼<br>1048 (1100-1¼) | 1480-1½<br>1068 (1100-1½) |
| CATEGORY                                                                   | A                         | B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | C                       | D   |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| S-29                                                                       | 1400-1¼<br>988 (1000-1¼)  | 1400-1½<br>988 (1000-1½)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1400-3<br>988 (1000-3)  |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| CIRCLING                                                                   | 1400-1¼<br>988 (1000-1¼)  | 1400-1½<br>988 (1000-1½)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1400-3<br>988 (1000-3)  |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| MARTINSBURG ALTIMETER SETTING MINIMUMS                                     |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                         |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| S-29                                                                       | 1460-1¼<br>1048 (1100-1¼) | 1460-1½<br>1048 (1100-1½)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1460-3<br>1048 (1100-3) |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |
| CIRCLING                                                                   | 1460-1¼<br>1048 (1100-1¼) | 1480-1½<br>1068 (1100-1½)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1480-3<br>1068 (1100-3) |     |                            |          |   |   |   |   |      |                          |                          |                        |  |          |                          |                          |                        |  |                                        |  |  |  |  |      |                           |                           |                         |  |          |                           |                           |

|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>073°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>481</b> |
|------------------------|-----------------------------|----------------------------------------|

# RNAV (GPS)-B

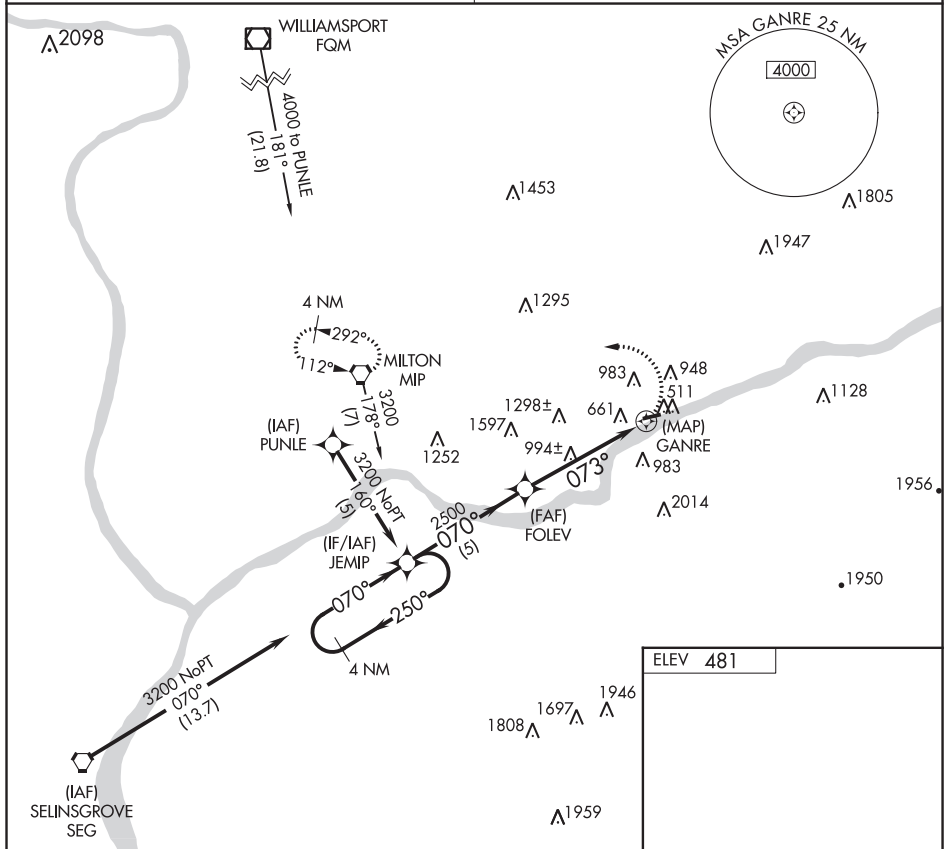
BLOOMSBURG MUNI (N13)

**NA** Use Williamsport altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold, continue climb-in-hold to 4000.

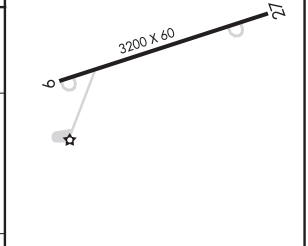
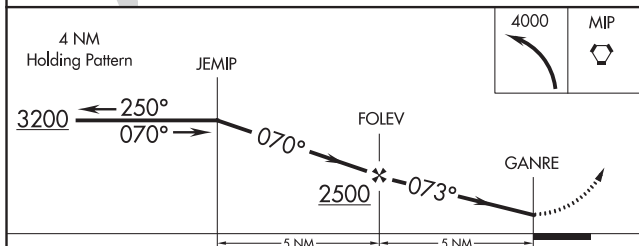
WILKES-BARRE APP CON **126.3 256.7**

UNICOM **122.8 (CTAF)**



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NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY        | A                         | B                         | C | D  |
|-----------------|---------------------------|---------------------------|---|----|
| <b>CIRCLING</b> | 1540-1¼<br>1059 (1100-1¼) | 1560-1½<br>1079 (1100-1½) |   | NA |

MRL Rlys 9-27



|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-BLF<br><b>109.5</b> | APP CRS<br><b>229°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4743</b><br><b>2856</b><br><b>2857</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

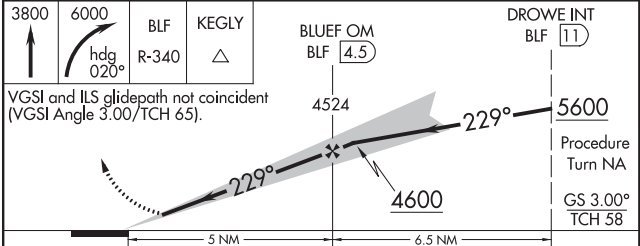
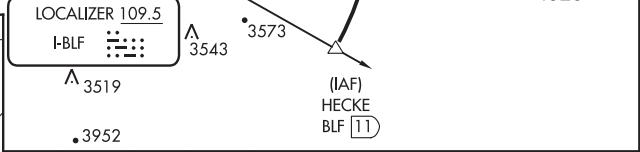
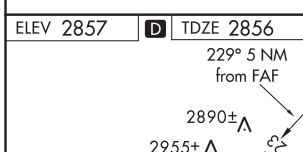
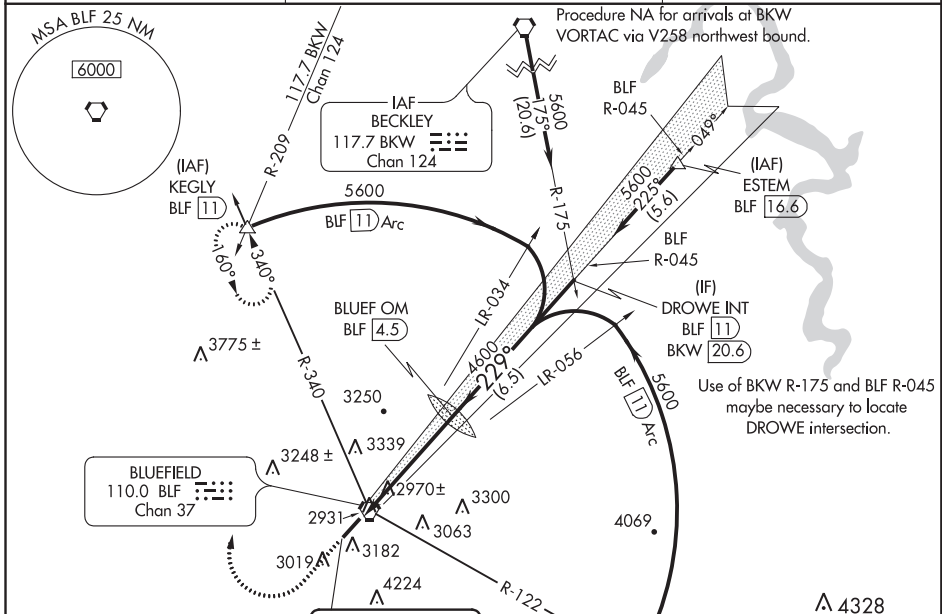
# ILS or LOC RWY 23

MERCER COUNTY (BLF)

**⚠** Circling NA southeast of Rwy 5-23. Autopilot coupled approach NA below 3200 MSL. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 443 feet and all MDA 460 feet; increase S-ILS 23 all Cats visibility 2½ mile and S-LOC 23 Cat A visibility 1¼ mile, Cat B to 1½ mile and Cats C and D to 3 miles.

**MISSED APPROACH:** Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF VORTAC R-340 to KEGLY INT/BLF 11 DME and hold.

|                        |                                              |                      |
|------------------------|----------------------------------------------|----------------------|
| ASOS<br><b>132.725</b> | INDIANAPOLIS CENTER<br><b>126.575 257.85</b> | CTAF<br><b>122.9</b> |
|------------------------|----------------------------------------------|----------------------|



|                    |                          |
|--------------------|--------------------------|
| ELEV 2857          | TDZE 2856                |
| 229° 5 NM from FAF |                          |
| 2890±              |                          |
| 2955±              |                          |
| 2997±              |                          |
| 2919±              |                          |
| 2913               |                          |
| 2935±              |                          |
| HIRL Rwy 5-23      |                          |
| REIL Rwy 5 and 23  |                          |
| FAF to MAP 5 NM    |                          |
| Knots              | 60 90 120 150 180        |
| Min:Sec            | 5:00 3:20 2:30 2:00 1:40 |

| CATEGORY | A                  | B           | C                       | D                       |
|----------|--------------------|-------------|-------------------------|-------------------------|
| S-ILS 23 | 3156-1 300 (300-1) |             |                         |                         |
| S-LOC 23 | 3520-1             | 664 (700-1) | 3520-1¾<br>664 (700-1½) | 3520-2<br>664 (700-2)   |
| CIRCLING | 3520-1             | 663 (700-1) | 3560-2<br>703 (800-2)   | 3560-2¼<br>703 (800-2¼) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>064°</b> | Rwy Idg<br><b>4743</b>  |
|                        | TDZE<br><b>2849</b>     |
|                        | Apt Elev<br><b>2857</b> |

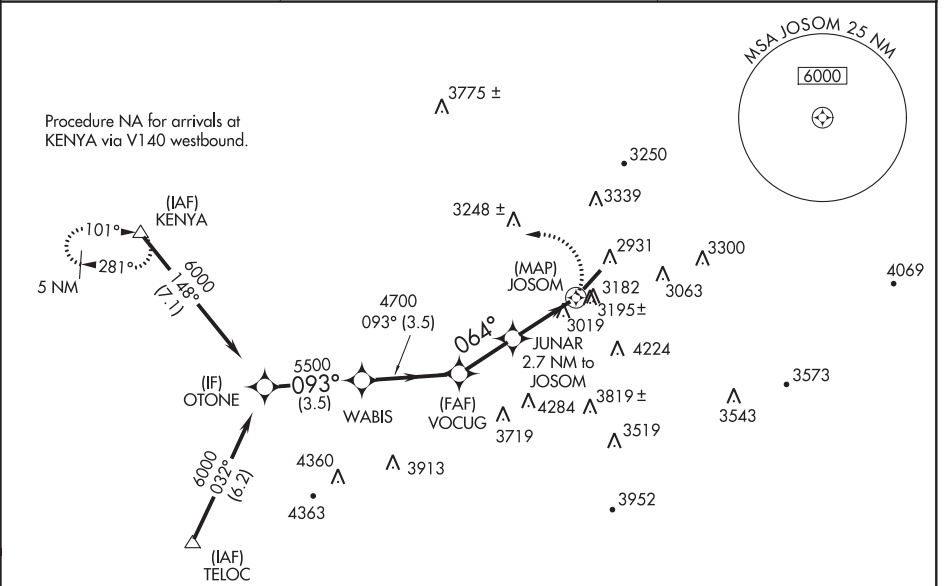
# RNAV (GPS) RWY 5

MERCER COUNTY (BLF)

**⚠** Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 mile, and Cat D ¾ mile. Straight-In NA when using Beckley altimeter setting.

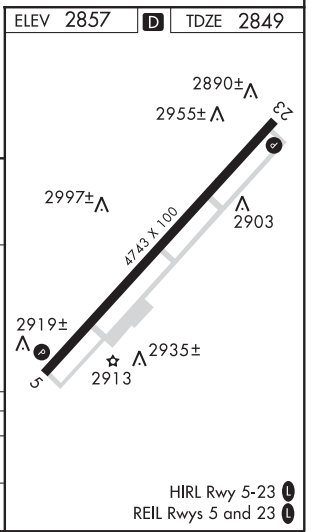
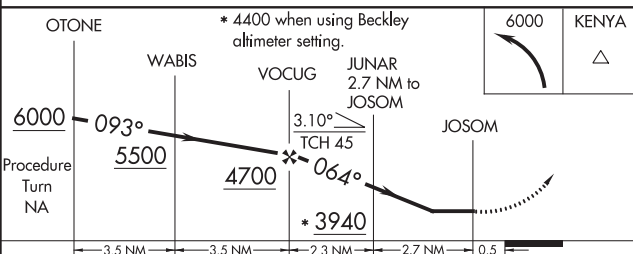
**⚠** MISSED APPROACH: Climbing left turn to 6000 direct KENYA and hold.

|                        |                                              |                      |
|------------------------|----------------------------------------------|----------------------|
| ASOS<br><b>132.725</b> | INDIANAPOLIS CENTER<br><b>126.575 257.85</b> | CTAF<br><b>122.9</b> |
|------------------------|----------------------------------------------|----------------------|



Procedure NA for arrivals at KENYA via V140 westbound.

Procedure NA for arrivals at TELOC via V519 southwest bound.



| CATEGORY  | A      | B           | C                     | D                       |
|-----------|--------|-------------|-----------------------|-------------------------|
| LNNAV MDA | 3560-1 | 711 (800-1) | 3560-2<br>711 (800-2) | 3560-2¼<br>711 (800-2¼) |
| CIRCLING  | 3560-1 | 703 (800-1) | 3560-2<br>703 (800-2) | 3560-2¼<br>703 (800-2¼) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>50207</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Idg <b>4743</b><br>TDZE <b>2856</b><br>Apt Elev <b>2857</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

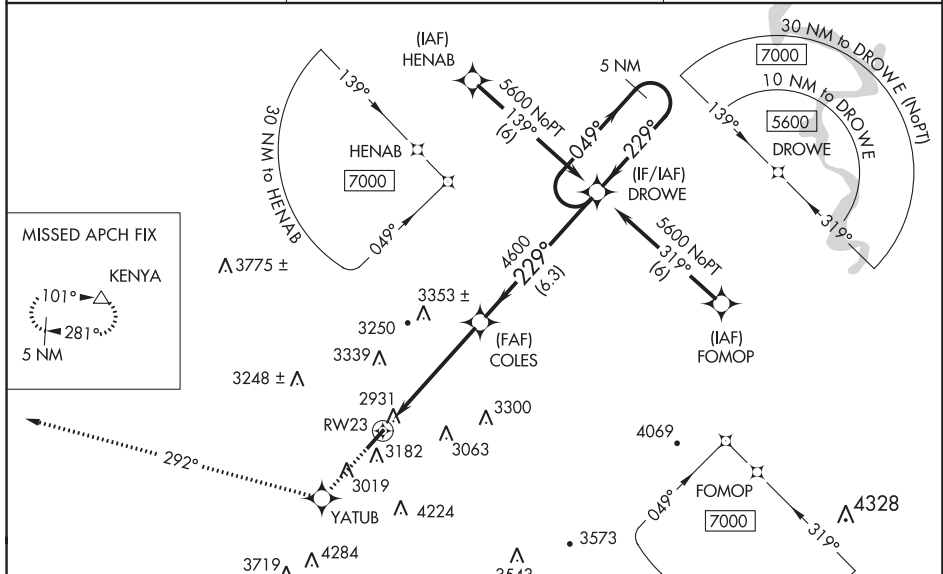
# RNAV (GPS) RWY 23

MERCER COUNTY (BLF)

**⚠** DME/DME RNP-0.3 NA. Circling NA southeast Rwy 5-23. VDP NA when using Beckley altimeter setting. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 443 feet and all MDA 460 feet; increase LPV all Cats visibility to 2½ miles, LNAV Cat A visibility to 1¼ miles, Cat B to 1½ miles and Cat C and D to 3 miles.

MISSED APPROACH: Climb to 6000 direct YATUB and via track 292° to KENYA and hold.

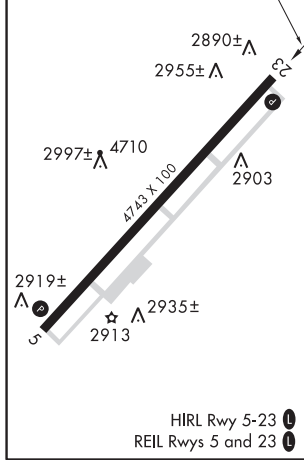
|                        |                                              |                      |
|------------------------|----------------------------------------------|----------------------|
| ASOS<br><b>132.725</b> | INDIANAPOLIS CENTER<br><b>126.575 257.85</b> | CTAF<br><b>122.9</b> |
|------------------------|----------------------------------------------|----------------------|



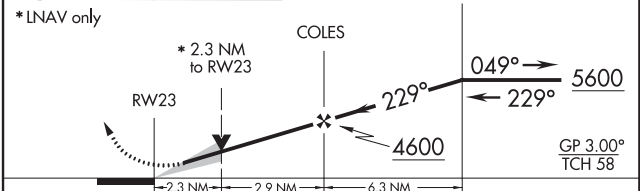
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                  |                           |
|------------------|---------------------------|
| ELEV <b>2857</b> | <b>D</b> TDZE <b>2856</b> |
|------------------|---------------------------|



|      |       |         |       |                                                                  |                      |
|------|-------|---------|-------|------------------------------------------------------------------|----------------------|
| 6000 | YATUB | tr 292° | KENYA | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65). | 5 NM Holding Pattern |
|------|-------|---------|-------|------------------------------------------------------------------|----------------------|



| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA   | 3156-1 300 (300-1)    |                         |                         |                         |
| LNAV MDA | 3640-1<br>784 (800-1) | 3640-1¼<br>784 (800-1¼) | 3640-2¼<br>784 (800-2¼) | 3640-2½<br>784 (800-2½) |
| CIRCLING | 3640-1<br>783 (800-1) | 3640-1¼<br>783 (800-1¼) | 3640-2¼<br>783 (800-2¼) | 3640-2½<br>783 (800-2½) |

|                                              |                        |                                                     |             |
|----------------------------------------------|------------------------|-----------------------------------------------------|-------------|
| VORTAC BLF<br><b>110.0</b><br>Chan <b>37</b> | APP CRS<br><b>225°</b> | Rwy Idg<br>TDZE <b>2856</b><br>Apt Elev <b>2857</b> | <b>4743</b> |
|----------------------------------------------|------------------------|-----------------------------------------------------|-------------|

# VOR/DME RWY 23

MERCER COUNTY (BLF)

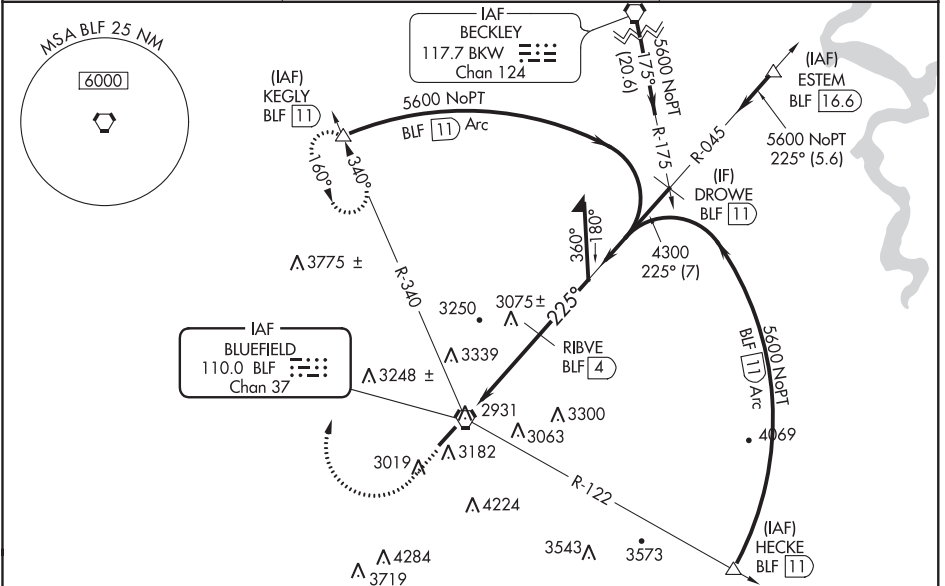
**V** Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet; increase S-23 visibility Cat A ½ mile, Cat B ½ mile, Cat C 1 ½ mile, Cat D 1 ¼ mile; increase Circling visibility Cat A ½ mile, Cat B ½ mile Cat C 1 mile, Cat D ¾ mile. VDP NA when using Beckley altimeter setting.

**MISSED APPROACH:** Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

ASOS  
**132.725**

INDIANAPOLIS CENTER  
**126.575 257.85**

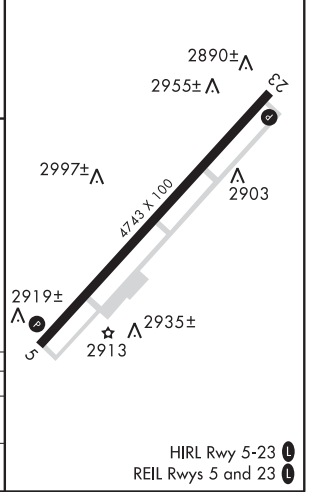
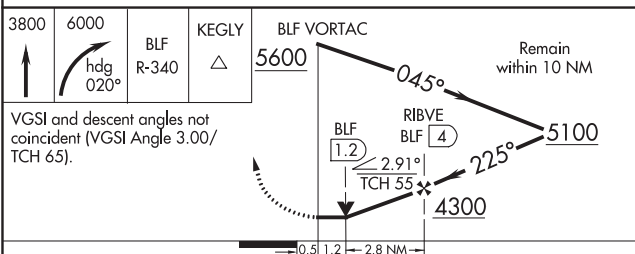
CTAF  
**122.9**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ELEV 2857 **D** TDZE 2856



| CATEGORY | A      | B           | C                         | D                         |
|----------|--------|-------------|---------------------------|---------------------------|
| S-23     | 3440-1 | 584 (600-1) | 3440-1 ½<br>584 (600-1 ½) | 3440-1 ¾<br>584 (600-1 ¾) |
| CIRCLING | 3440-1 | 583 (600-1) | 3560-2<br>703 (800-2)     | 3560-2 ¼<br>703 (800-2 ¼) |

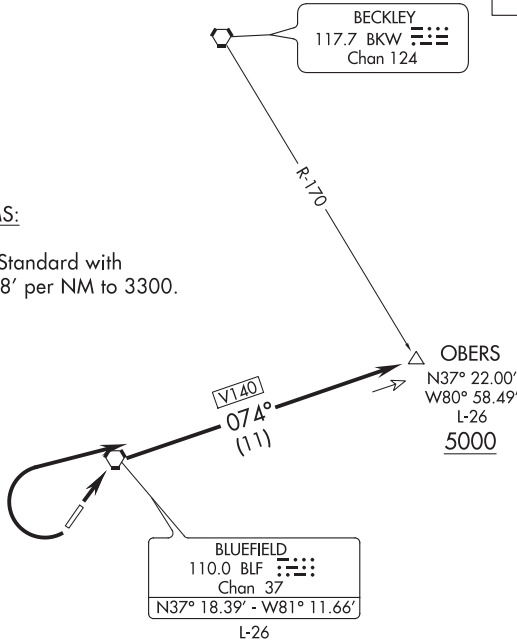
# OBERS FOUR DEPARTURE

INDANAPOLIS CENTER  
126.575 257.85  
CTAF 122.9  
ASOS 132.725

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKE-OFF MINIMUMS:

Rwy 5: Standard.  
Rwy 23: 400-2¼ or Standard with  
minimum climb of 238' per NM to 3300.



NOTE: Chart not to scale.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . .

. . . via ATC assigned route.

TAKE-OFF OBSTACLES

- Rwy 5: Trees beginning 14' from DER, 370' left of centerline, up to 100' AGL/2939' MSL.  
Trees beginning 15' from DER, 391' right of centerline, up to 100' AGL/2959' MSL.
- Rwy 23: Trees beginning at DER, 258' left of centerline up to 100' AGL/2939' MSL.  
Trees beginning 140' from DER, 74' right of centerline, up to 100' AGL/3159' MSL.

# OBERS FOUR DEPARTURE

|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-BFD<br><b>108.3</b> | APP CRS<br><b>325°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6306</b><br><b>2120</b><br><b>2143</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

# ILS or LOC RWY 32

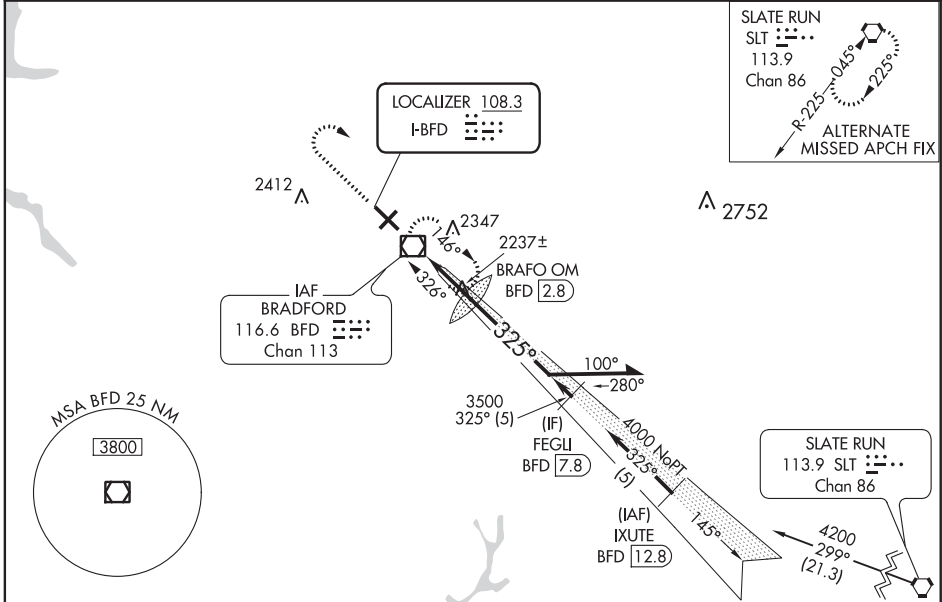
BRADFORD RGNL (BFD)

**NA** Inop table does not apply to S-ILS 32 and S-LOC 32 Cats A/B. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1/2 mile. When local altimeter setting not received, use St. Marys altimeter setting and increase DA to 2455 feet and call MDA 100 feet. For inop MALSR, when using St. Marys altimeter setting, increase S-ILS 32 all Cats visibility to 1/2 mile and S-LOC 32 Cats C/D visibility to 1/2 mile.

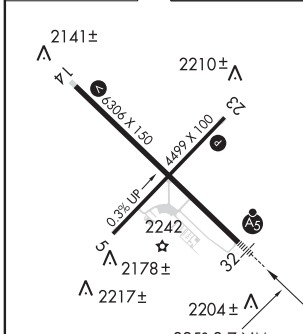


**MISSED APPROACH:**  
Climb to 4000 then right turn direct BFD VOR/DME and hold.

|                        |                                           |                                   |
|------------------------|-------------------------------------------|-----------------------------------|
| ASOS<br><b>133.825</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|------------------------|-------------------------------------------|-----------------------------------|



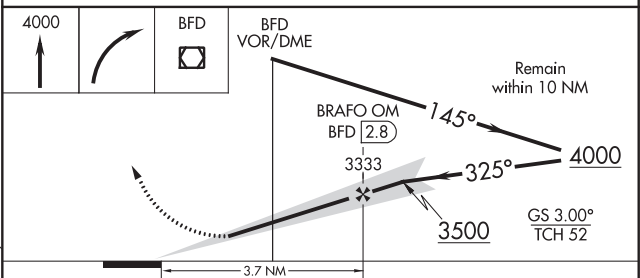
|           |          |           |
|-----------|----------|-----------|
| ELEV 2143 | <b>D</b> | TDZE 2120 |
|-----------|----------|-----------|



MIRL Rwy 5-23  
HIRL Rwy 14-32  
REIL Rwys 5, 14 and 23

FAF to MAP 3.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| S-ILS 32 |        | 2370-1      | 250 (300-1)             |                       |
| S-LOC 32 |        | 2520-1      | 400 (400-1)             |                       |
| CIRCLING | 2620-1 | 477 (500-1) | 2620-1½<br>477 (500-1½) | 2700-2<br>557 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>72919</b><br><b>W14A</b> | APP CRS<br><b>145°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6306</b><br><b>2119</b><br><b>2143</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 14

BRADFORD RGNL (BFD)

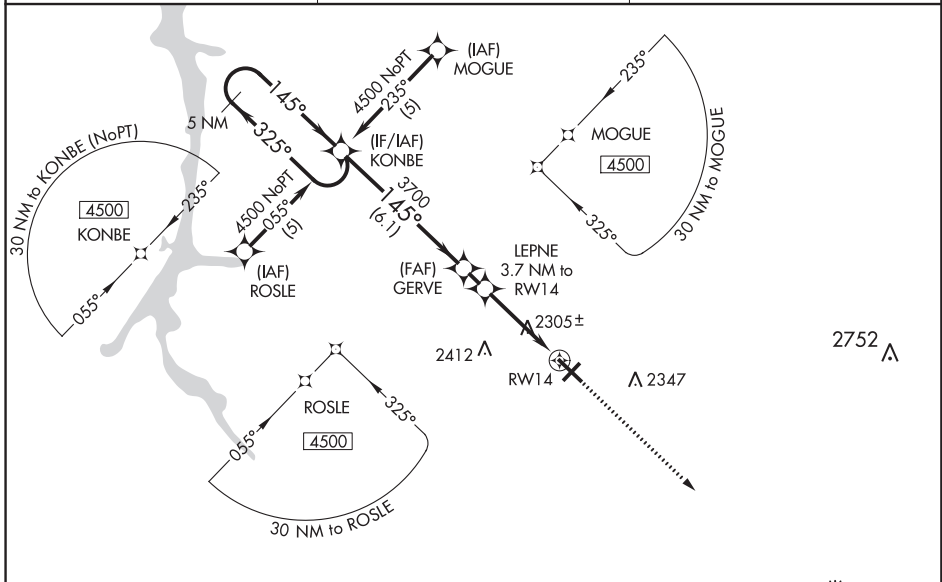
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (129°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use St. Marys altimeter setting: Increase LPV DA to 2454 feet and LNAV/VNAV DA to 2602 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility 1/4 mile; increase Circling Cat C visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 4500 direct NIMEE and hold.

ASOS  
**133.825**

CLEVELAND CENTER  
**124.325 353.85**

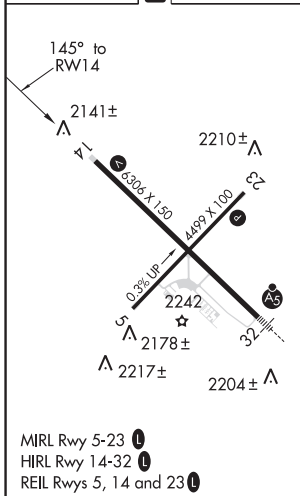
UNICOM  
**123.075 (CTAF) 0**



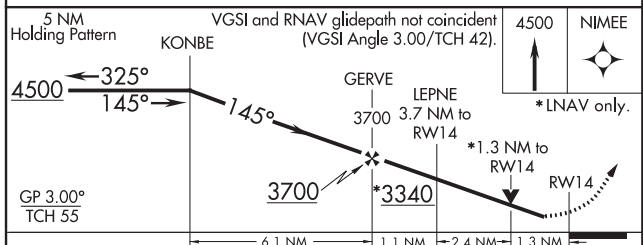
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 2143 | <b>D</b> | TDZE 2119 |
|-----------|----------|-----------|



MIRL Rwy 5-23 **0**  
HIRL Rwy 14-32 **0**  
REIL Rwy 5, 14 and 23 **0**




| CATEGORY     | A      | B                                  | C                                        | D                                        |
|--------------|--------|------------------------------------|------------------------------------------|------------------------------------------|
| LPV DA       |        | 2369-1                             | 250 (300-1)                              |                                          |
| LNAV/VNAV DA |        | 2517-1 <sup>3</sup> / <sub>8</sub> | 398 (400-1 <sup>3</sup> / <sub>8</sub> ) |                                          |
| LNAV MDA     | 2560-1 | 441 (500-1)                        | 2560-1 <sup>3</sup> / <sub>8</sub>       | 441 (500-1 <sup>3</sup> / <sub>8</sub> ) |
| CIRCLING     | 2620-1 | 477 (500-1)                        | 2620-1 <sup>1</sup> / <sub>2</sub>       | 2700-2                                   |
|              |        |                                    | 477 (500-1 <sup>1</sup> / <sub>2</sub> ) | 557 (600-2)                              |

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>87019</b><br><b>W32A</b> | APP CRS<br><b>325°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6306</b><br><b>2120</b><br><b>2143</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

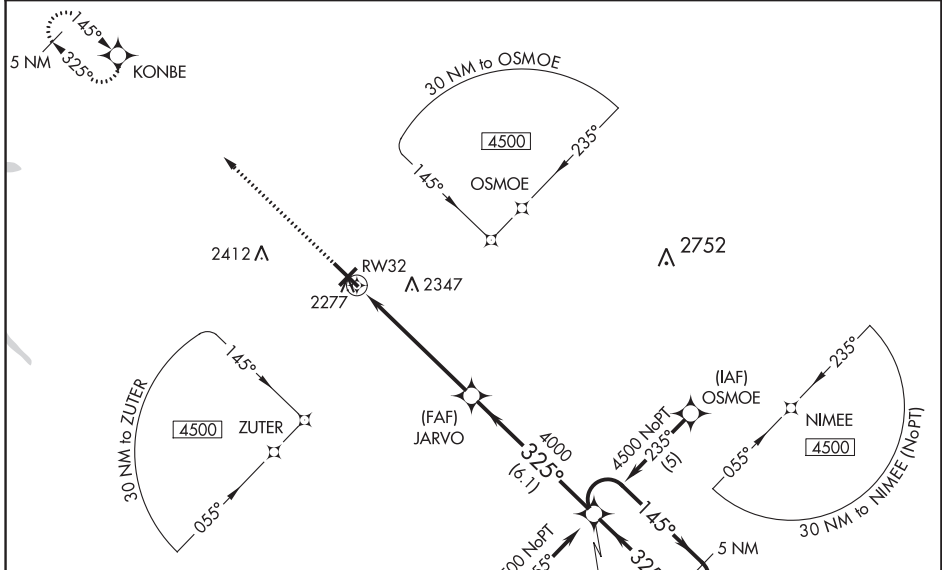
# RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV and LNAV Cats A/B. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¼ mile. When local altimeter setting not received, use St. Marys altimeter setting: Increase LPV DA to 2455 feet and LNAV/VNAV DA to 2685 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile. For inop MALSR, when using St. Marys altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALSR  
 MISSED APPROACH:  
 Climb to 4500 direct  
 KONBE and hold.

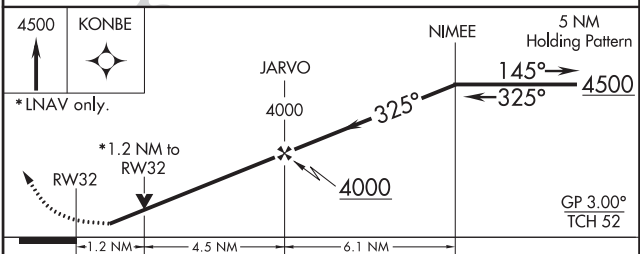
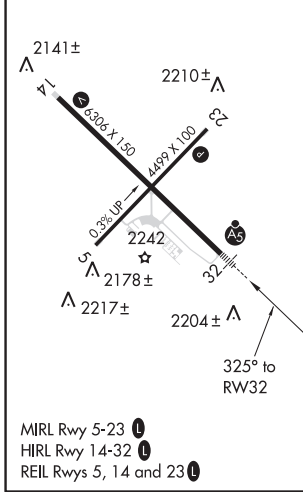
|                        |                                           |                                   |
|------------------------|-------------------------------------------|-----------------------------------|
| ASOS<br><b>133.825</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|------------------------|-------------------------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 2143 | <b>D</b> | TDZE 2120 |
|-----------|----------|-----------|



| CATEGORY     | A      | B           | C                       | D                     |
|--------------|--------|-------------|-------------------------|-----------------------|
| LPV DA       |        | 2370-1      | 250 (300-1)             |                       |
| LNAV/VNAV DA |        | 2600-1½     | 480 (500-1½)            |                       |
| LNAV MDA     |        | 2540-1      | 420 (400-1)             |                       |
| CIRCLING     | 2620-1 | 477 (500-1) | 2620-1½<br>477 (500-1½) | 2700-2<br>557 (600-2) |

|                                                |                        |                                                     |             |
|------------------------------------------------|------------------------|-----------------------------------------------------|-------------|
| VOR/DME BFD<br><b>116.6</b><br>Chan <b>113</b> | APP CRS<br><b>144°</b> | Rwy Idg<br>TDZE <b>2118</b><br>Apt Elev <b>2143</b> | <b>6306</b> |
|------------------------------------------------|------------------------|-----------------------------------------------------|-------------|

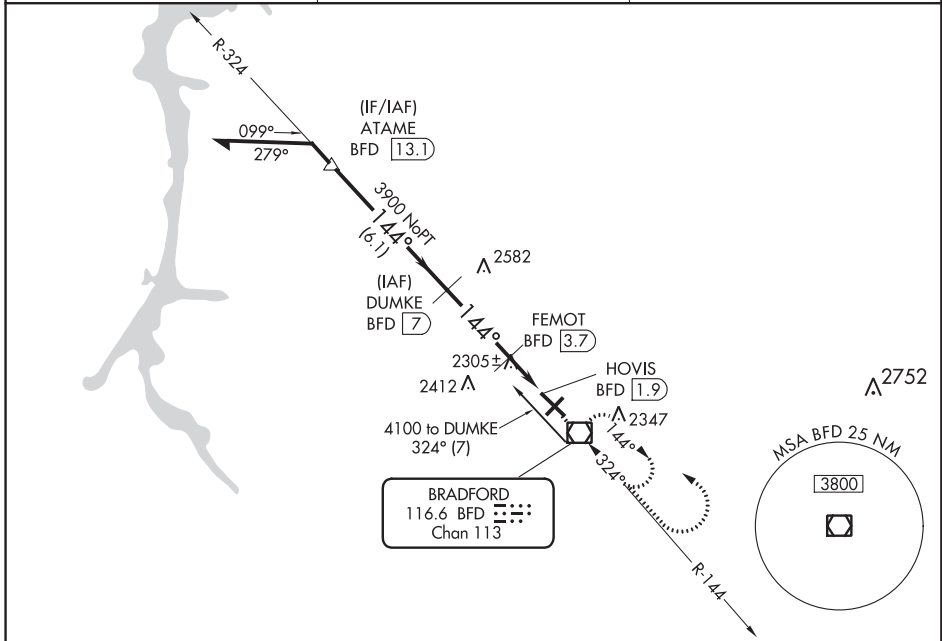
# VOR/DME RWY 14

BRADFORD RGNL (BFD)

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use St Marys altimeter setting and increase all MDA 100 feet and increase S-14 Cat C and D visibility ¼ mile.

**MISSED APPROACH:** Climb direct BFD VOR/DME, then continue climb to 3900 then left turn direct BFD VOR/DME and hold.

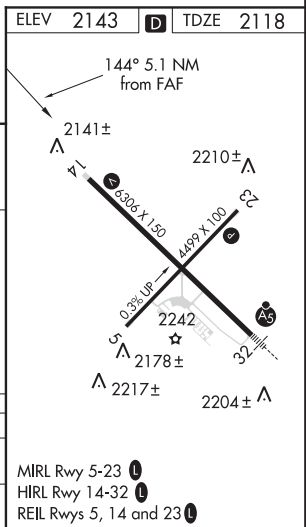
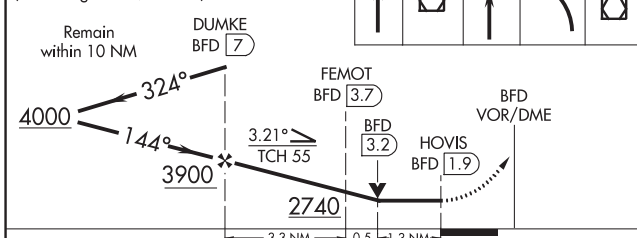
|                        |                                           |                                          |
|------------------------|-------------------------------------------|------------------------------------------|
| ASOS<br><b>133.825</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | UNICOM<br><b>123.075 (CTAF)</b> <b>📻</b> |
|------------------------|-------------------------------------------|------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-14     | 2560-1 | 442 (500-1) | 2560-1½<br>442 (500-1½) | 2560-1½<br>442 (500-1½) |
| CIRCLING | 2620-1 | 477 (500-1) | 2620-1½<br>477 (500-1½) | 2700-2<br>557 (600-2)   |

MIRL Rwy 5-23 **📻**  
HIRL Rwy 14-32 **📻**  
REIL Rwys 5, 14 and 23 **📻**

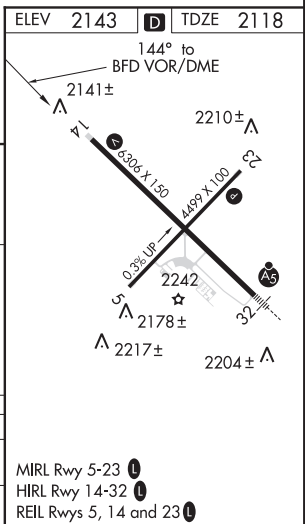
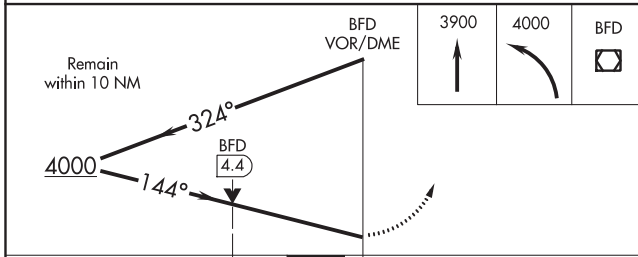
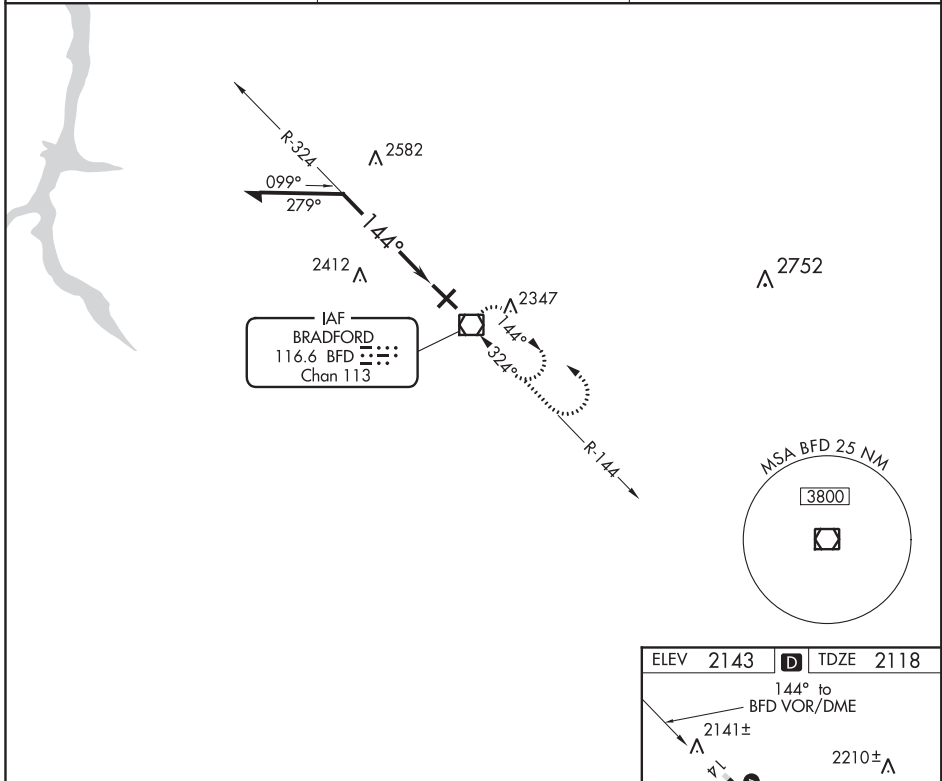
|                                                |                        |                                                     |             |
|------------------------------------------------|------------------------|-----------------------------------------------------|-------------|
| VOR/DME BFD<br><b>116.6</b><br>Chan <b>113</b> | APP CRS<br><b>144°</b> | Rwy Idg<br>TDZE <b>2118</b><br>Apt Elev <b>2143</b> | <b>6306</b> |
|------------------------------------------------|------------------------|-----------------------------------------------------|-------------|

**VOR RWY 14**  
BRADFORD RGNL (BFD)

**▼** Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Marys altimeter setting and increase all MDA 100 feet and increase S-14 and Circling Cats A, C, and D visibilities ¼ mile.

**▲** MISSED APPROACH: Climb to 3900 then climbing left turn to 4000 direct BFD VOR/DME and hold.

|                        |                                           |                                   |
|------------------------|-------------------------------------------|-----------------------------------|
| ASOS<br><b>133.825</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|------------------------|-------------------------------------------|-----------------------------------|



| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-14     | 2940-1<br>822 (800-1) | 2940-1¼<br>822 (800-1¼) | 2940-2½<br>822 (800-2½) | 2940-2¾<br>822 (800-2¾) |
| CIRCLING | 2940-1<br>797 (800-1) | 2940-1¼<br>797 (800-1¼) | 2940-2½<br>797 (800-2½) | 2940-2¾<br>797 (800-2¾) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>72724</b><br><b>W11A</b> | APP CRS<br><b>106°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4201</b><br><b>1635</b><br><b>1635</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 11

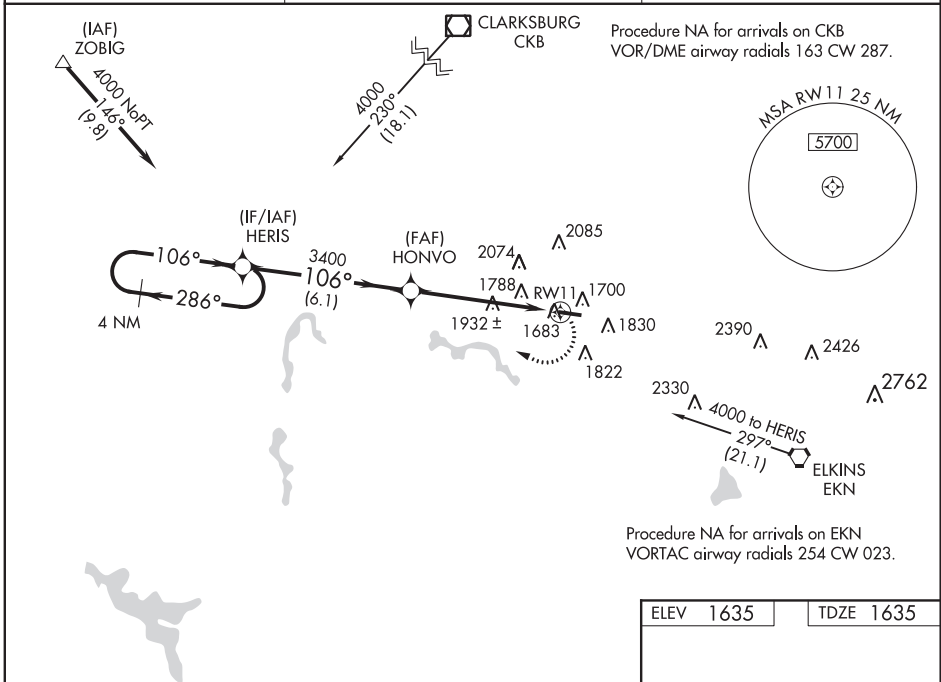
UPSHUR COUNTY RGNL (W22)

**⚠** DME/DME RNP-0.3 NA, Night landing: Rwy 11 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Clarksburg altimeter setting and increase all MDA 180 feet, increase LP Cat B visibility ¼ mile Cat C visibility ⅓ mile, LNAV Cat B visibility ¼ mile Cat C visibility ⅓ mile increase Circling Cat B visibility ¼ mile Cat C visibility ⅓ mile.

**⚠** MISSED APPROACH: Climbing right turn to 4000 direct HERIS and hold.

**❄** -15°C/5°F

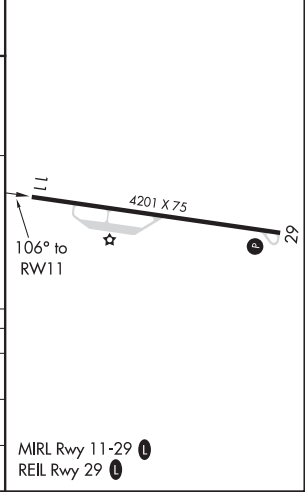
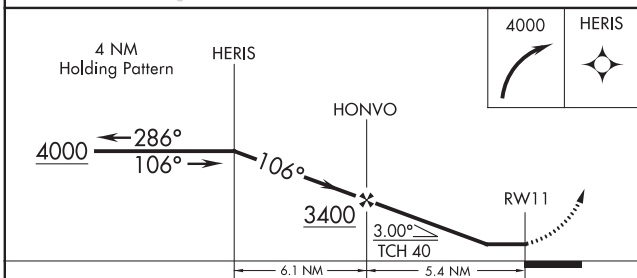
|                          |                                              |                                        |
|--------------------------|----------------------------------------------|----------------------------------------|
| AWOS-3<br><b>119.975</b> | CLARKSBURG APP CON *<br><b>121.15 284.65</b> | UNICOM<br><b>122.8</b> (CTAF) <b>📴</b> |
|--------------------------|----------------------------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1635 | TDZE 1635 |
|-----------|-----------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LP MDA   | 2200-1 | 565 (600-1) | 2200-1½<br>565 (600-1½) | NA |
| LNAV MDA | 2240-1 | 605 (700-1) | 2240-1¾<br>605 (700-1¾) | NA |
| CIRCLING | 2240-1 | 605 (700-1) | 2260-1¾<br>625 (700-1¾) | NA |

|                                        |                        |                                                                          |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|
| WAAS<br>CH <b>56624</b><br><b>W29A</b> | APP CRS<br><b>286°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4201</b><br><b>1635</b><br><b>1635</b> |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|

# RNAV (GPS) RWY 29

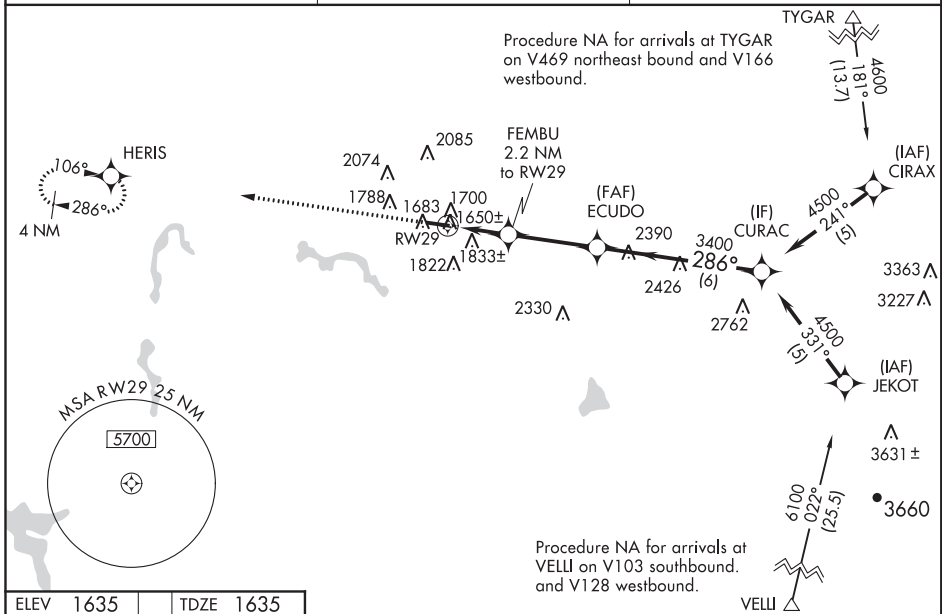
UPSHUR COUNTY RGNL (W22)

**⚠** Night landing: Rwy 11 NA. Baro-VNAV NA when using Clarksburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Clarksburg altimeter setting. When local altimeter setting not received use Clarksburg altimeter setting and increase LPV DA to 2057 LNAV/VNAV DA to 2297 and raise all MDA 180 feet, increase LPV LNAV/VNAV visibility all Cats by 3/8 mile LNAV and Circling visibility Cat C by 1/2 mile.

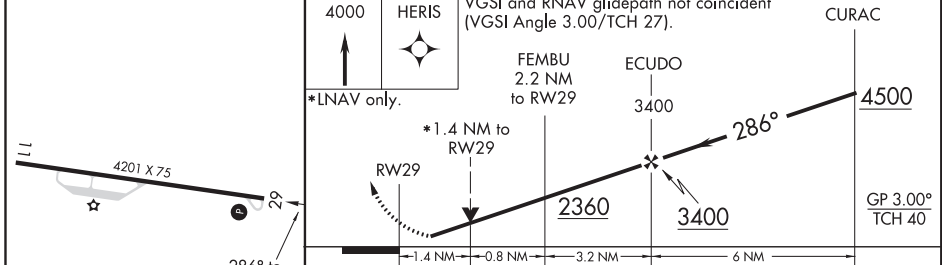
**❄** -15°C/5°F

**MISSED APPROACH:**  
Climb to 4000 direct HERIS and hold.

|                          |                                              |                                        |
|--------------------------|----------------------------------------------|----------------------------------------|
| AWOS-3<br><b>119.975</b> | CLARKSBURG APP CON *<br><b>121.15 284.65</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------|----------------------------------------------|----------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1635 | TDZE 1635 |
|-----------|-----------|



| CATEGORY     | A         | B              | C                           | D  |
|--------------|-----------|----------------|-----------------------------|----|
| LPV DA       | 1885-7/8  | 250 (300-7%)   |                             | NA |
| LNAV/VNAV DA | 2125-13/4 | 490 (500-13/4) |                             | NA |
| LNAV MDA     | 2100-1    | 465 (500-1)    | 2100-13/8<br>465 (500-13/8) | NA |
| CIRCLING     | 2240-1    | 605 (700-1)    | 2260-13/4<br>625 (700-13/4) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

BUCKHANNON, WEST VIRGINIA

AL-10280 (FAA)

15344

|                                              |                        |                                                                        |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VORTAC EKN<br><b>114.2</b><br>Chan <b>89</b> | APP CRS<br><b>309°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1635</b> |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR-A**  
UPSHUR COUNTY RGNL (W22)

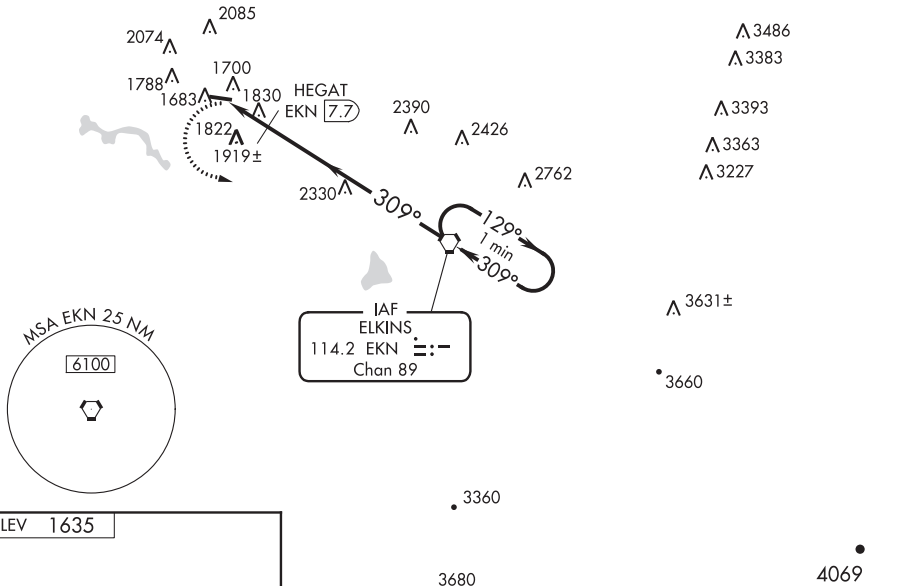
**⚠** If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. Night landing: Rwy 11 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** NA  
**❄** -15°C/5°F

MISSED APPROACH: Climbing left turn to 5400 direct EKN VORTAC and hold, continue climb-in-hold to 5400.

AWOS-3  
**119.975**

CLARKSBURG APP CON \*  
**121.15 284.65**

UNICOM  
**122.8** (CTAF) **📶**



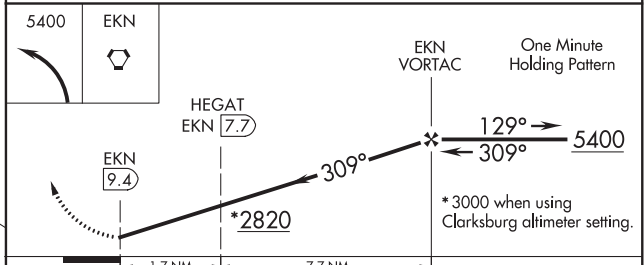
ELEV 1635



MIRL Rwy 11-29 **📶**  
REIL Rwy 29 **📶**

FAF to MAP 9.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 9:24 | 6:16 | 4:42 | 3:46 | 3:08 |



|                    |                           |                            |    |   |  |
|--------------------|---------------------------|----------------------------|----|---|--|
| 5400               | EKN                       | One Minute Holding Pattern |    |   |  |
| HEGAT EKN (7.7)    |                           | EKN VORTAC                 |    |   |  |
| EKN (9.4)          |                           | *2820                      |    |   |  |
| 1.7 NM             |                           | 7.7 NM                     |    |   |  |
| CATEGORY           | A                         | B                          | C  | D |  |
| CIRCLING           | 2820-1¼<br>1185 (1200-1¼) | 2820-1½<br>1185 (1200-1½)  | NA |   |  |
| HEGAT FIX MINIMUMS |                           |                            |    |   |  |
| CIRCLING           | 2260-1 625 (700-1)        |                            | NA |   |  |

BUCKHANNON, WEST VIRGINIA  
Amdt 1A 28MAY15

39°00'N - 80°16'W

UPSHUR COUNTY RGNL (W22)  
**VOR-A**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-BTP<br><b>111.5</b> | APP CRS<br><b>080°</b> | Rwy Idg<br><b>4801</b>  |
|                           |                        | TDZE<br><b>1247</b>     |
|                           |                        | Apt Elev<br><b>1248</b> |

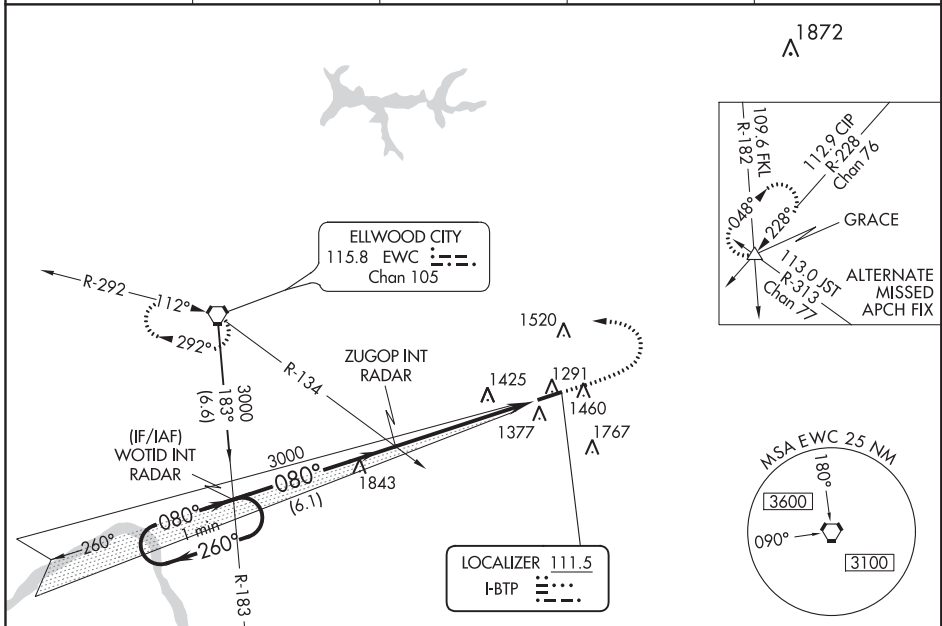
# ILS or LOC RWY 8

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

**⚠** When VGSI inop, Circling Rwy 26 NA at night. For inoperative MALSF, increase S-LOC 8 Cat C/D visibility to 1 3/8 mile. Visibility reduction by helicopters NA. When Local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase ILS DA to 1538 and all MDA 60 feet; increase S-LOC 8 Cat C/D visibility 1/8 mile and increase Circling Cat C visibility 1/4 mile.

**MALSF** **MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 direct EWC VORTAC and hold.

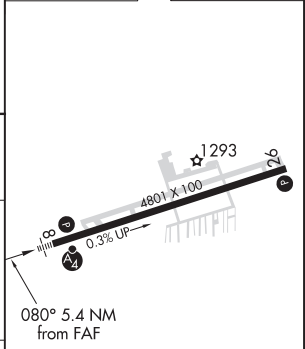
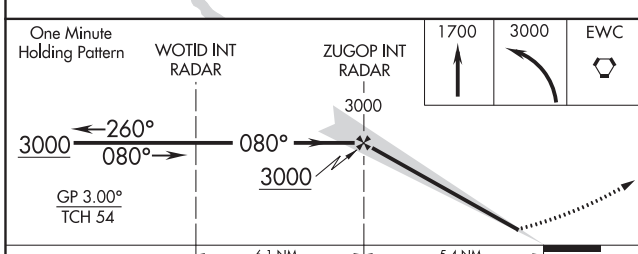
|                          |                                           |                          |                         |                       |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|-----------------------|
| AWOS-3<br><b>121.450</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | CLNC DEL<br><b>119.4</b> | UNICOM<br><b>123.05</b> | CTAF<br><b>123.05</b> |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|-----------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1248 | TDZE 1247 |
|-----------|-----------|



| CATEGORY | A                  | B           | C          | D                     |
|----------|--------------------|-------------|------------|-----------------------|
| S-ILS 8  | 1501-1 254 (300-1) |             |            |                       |
| S-LOC 8  | 1740-1             | 493 (500-1) | 1740-1 1/4 | 493 (500-1 1/4)       |
| CIRCLING | 1820-1             | 572 (600-1) | 1820-1 1/2 | 1820-2<br>572 (600-2) |

|                   |                          |
|-------------------|--------------------------|
| REIL Rwy 26       | 1293                     |
| HIRL Rwy 8-26     |                          |
| FAF to MAP 5.4 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 5:24 3:36 2:42 2:10 1:48 |

# ILS or LOC RWY 8

BUTLER, PENNSYLVANIA

AL-899 (FAA)

16091

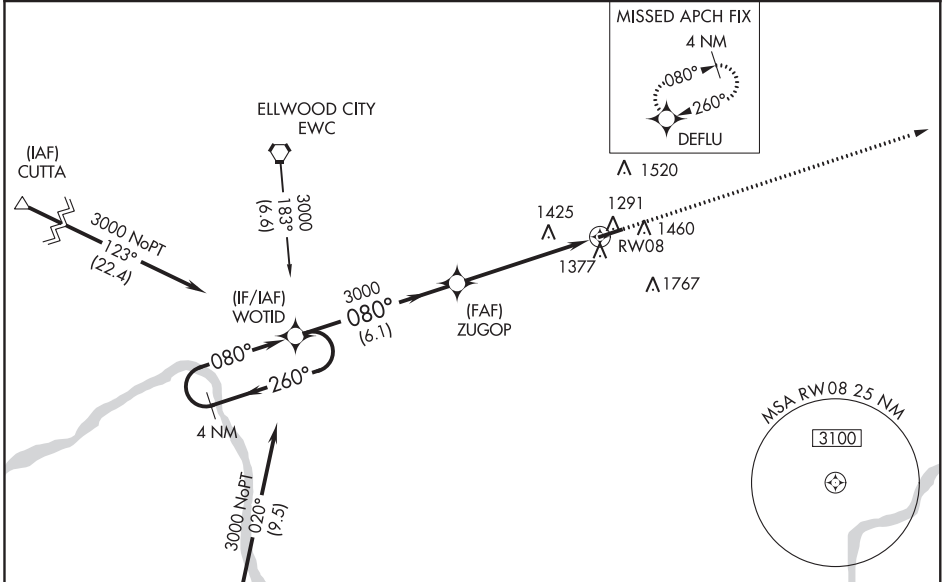
|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>56502</b><br><b>W08A</b> | APP CRS<br><b>080°</b> | Rwy Idg <b>4801</b><br>TDZE <b>1247</b><br>Apt Elev <b>1248</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

# RNAV (GPS) RWY 8

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

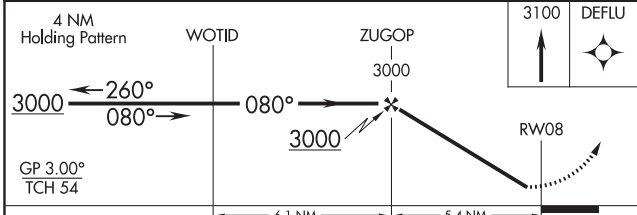
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              |                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------|
| <p><b>▼</b> When VGSI inop, Circling Rwy 26 NA at night. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile; increase LNAV Cat C/D visibility and Circling Cat C visibility 1/4 mile.</p> | <p>MALSF</p> | <p>MISSED APPROACH:<br/>Climb to 3100 direct DEFLU and hold.</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------|

|                          |                                           |                          |                         |                       |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|-----------------------|
| AWOS-3<br><b>121.450</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | CLNC DEL<br><b>119.4</b> | UNICOM<br><b>123.05</b> | CTAF<br><b>123.05</b> |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|-----------------------|

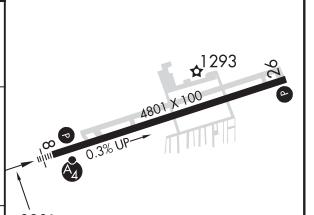


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|           |           |
|-----------|-----------|
| ELEV 1248 | TDZE 1247 |
|-----------|-----------|



| CATEGORY     | A      | B           | C                       | D                     |
|--------------|--------|-------------|-------------------------|-----------------------|
| LPV DA       |        | 1501-1      | 254 (300-1)             |                       |
| LNAV/VNAV DA |        | 1604-1      | 357 (400-1)             |                       |
| LNAV MDA     |        | 1680-1      | 433 (500-1)             |                       |
| CIRCLING     | 1820-1 | 572 (600-1) | 1820-1½<br>572 (600-1½) | 1820-2<br>572 (600-2) |

REIL Rwy 26

HIRL Rwy 8-26

BUTLER, PENNSYLVANIA  
Amdt 1A 18SEP14

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)  
40°47'N - 79°57'W

# RNAV (GPS) RWY 8

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>53327</b><br><b>W26A</b> | APP CRS<br><b>260°</b> | Rwy Idg <b>4801</b><br>TDZE <b>1248</b><br>Apt Elev <b>1248</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

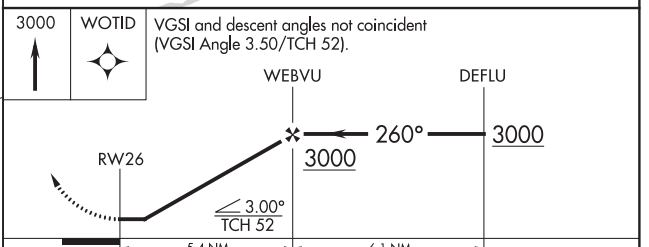
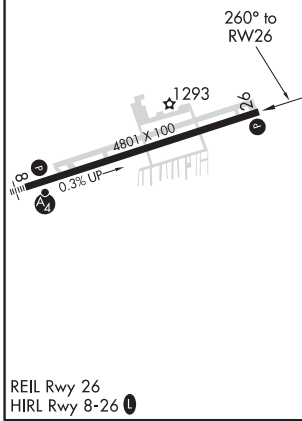
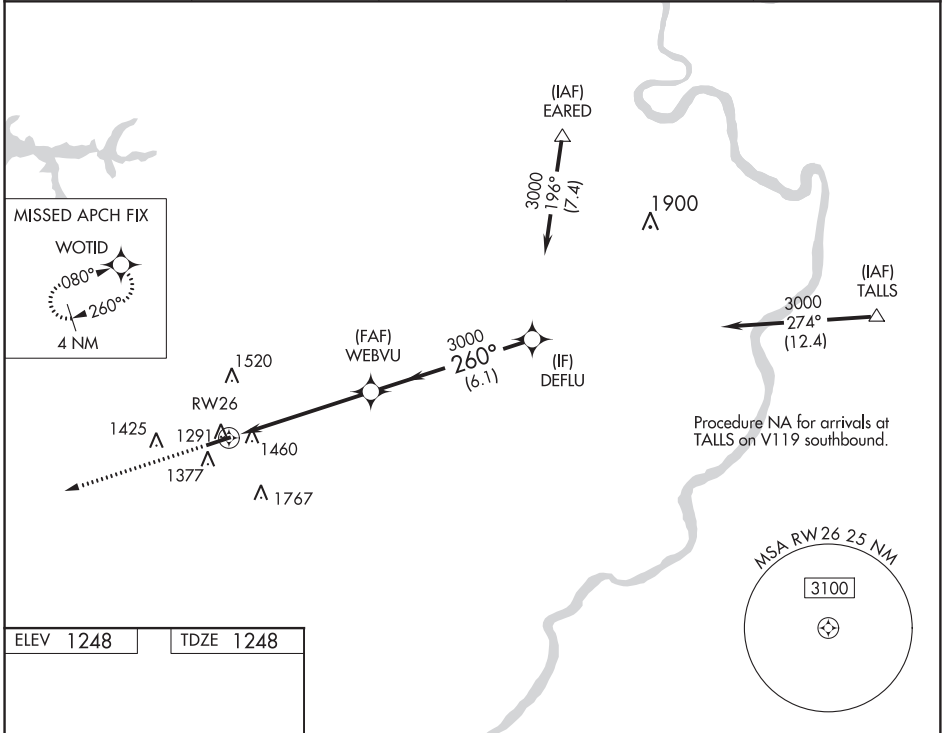
# RNAV (GPS) RWY 26

BUTLER COUNTY /K W SCHOLTER FIELD (BTP)

**W** When VGSI inop, Straight-in/Circling Rwy 26 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet; increase LP Cat C/D visibility ¼ mile; increase LNAV Cat C/D visibility and Circling Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 3000 direct WOTID and hold.

|                          |                                           |                          |                         |                                |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|--------------------------------|
| AWOS-3<br><b>121.450</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | CLNC DEL<br><b>119.4</b> | UNICOM<br><b>123.05</b> | CTAF<br><b>123.05</b> <b>①</b> |
|--------------------------|-------------------------------------------|--------------------------|-------------------------|--------------------------------|



| CATEGORY | A      | B           | C       | D                      |
|----------|--------|-------------|---------|------------------------|
| LP MDA   | 1780-1 | 532 (600-1) | 1780-1½ | 532 (600-1½)           |
| LNAV MDA | 1800-1 | 552 (600-1) | 1800-1⅝ | 552 (600-1⅝)           |
| CIRCLING | 1820-1 | 572 (600-1) | 1820-1⅝ | 1820-2<br>572 (600-1⅝) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

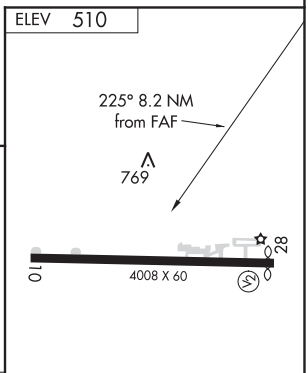
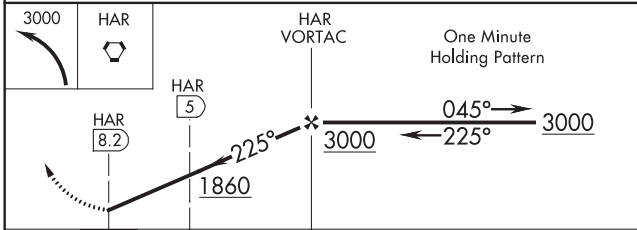
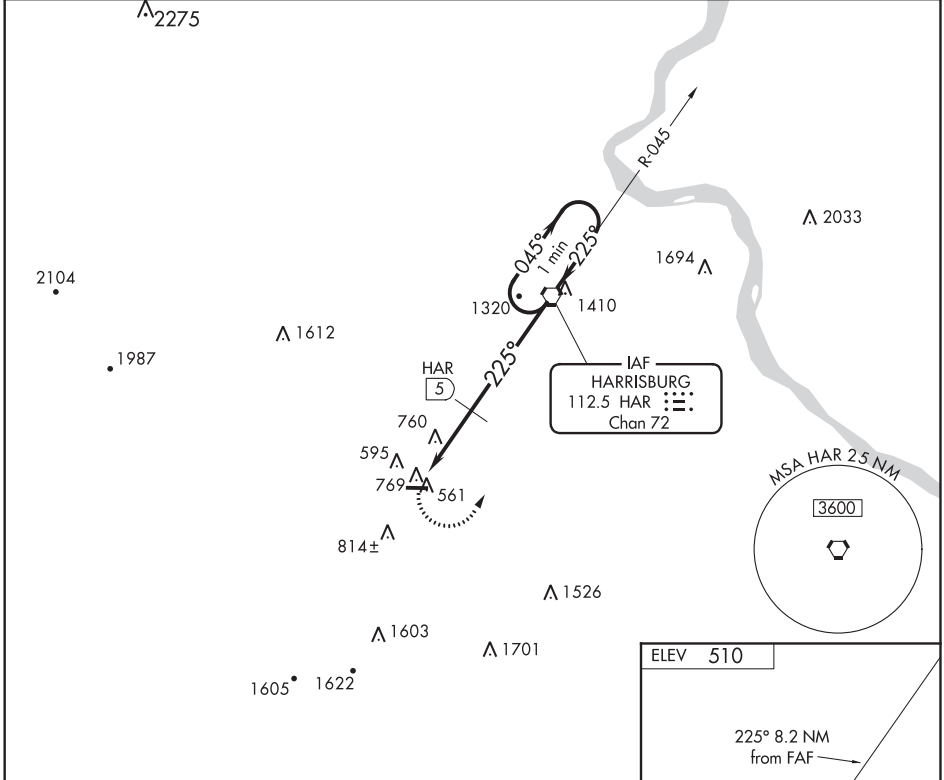


|                                              |                        |                             |                                        |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC HAR<br><b>112.5</b><br>Chan <b>72</b> | APP CRS<br><b>225°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>510</b> |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
CARLISLE (N94)

|                                                                 |                                                                                |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------|
| <p>▼<br/>▲ NA</p> <p>Use Harrisburg Intl altimeter setting.</p> | <p>MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.</p> |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------|

|                                                    |                                         |
|----------------------------------------------------|-----------------------------------------|
| <p>HARRISBURG APP CON<br/><b>124.1 273.525</b></p> | <p>UNICOM<br/><b>122.8 (CTAF) 1</b></p> |
|----------------------------------------------------|-----------------------------------------|



| CATEGORY     | A                         | B                         | C                       | D  |
|--------------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING     | 1860-1¼<br>1350 (1400-1¼) | 1860-1½<br>1350 (1400-1½) | 1860-3<br>1350 (1400-3) | NA |
| DME MINIMUMS |                           |                           |                         |    |
| CIRCLING     | 1200-1 690 (700-1)        | 1200-2 690 (700-2)        | NA                      | NA |

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| IIRL Rwy 10-28 1  |      |      |      |      |      |
| FAF to MAP 8.2 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



CARLISLE, PENNSYLVANIA

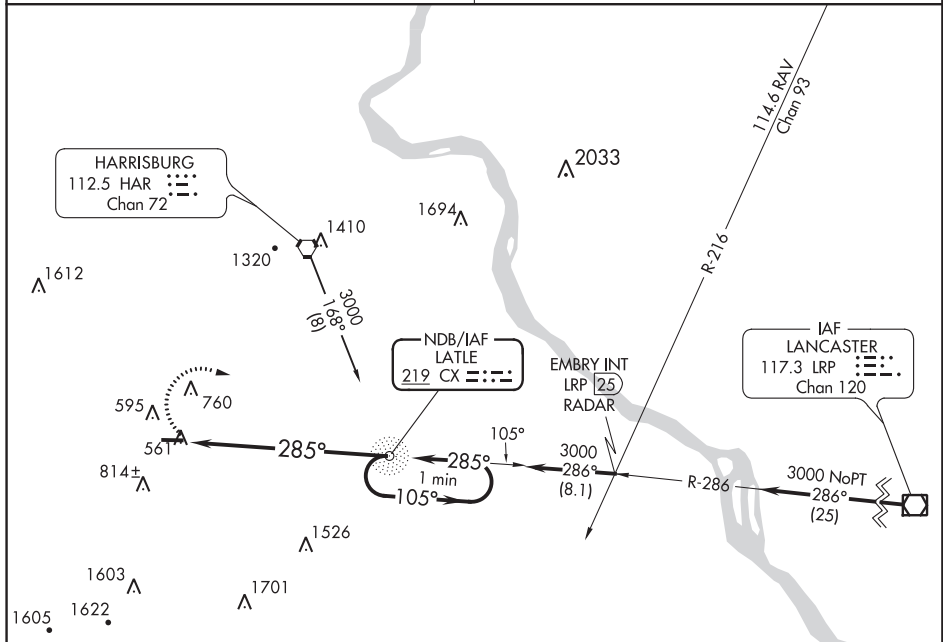
AL-6883 (FAA)

16259

|                      |                        |                             |                                        |
|----------------------|------------------------|-----------------------------|----------------------------------------|
| NDB CX<br><b>219</b> | APP CRS<br><b>285°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>510</b> |
|----------------------|------------------------|-----------------------------|----------------------------------------|

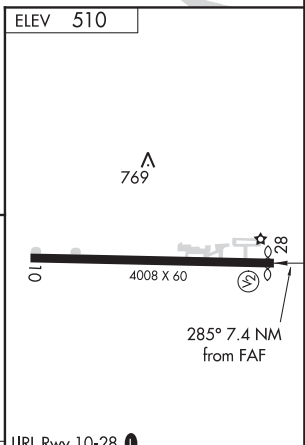
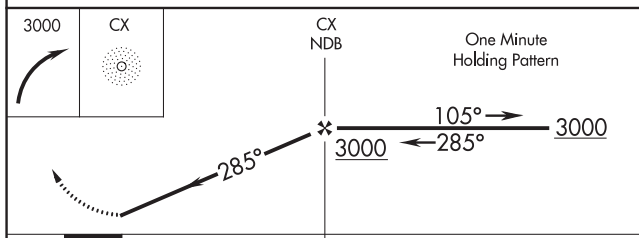
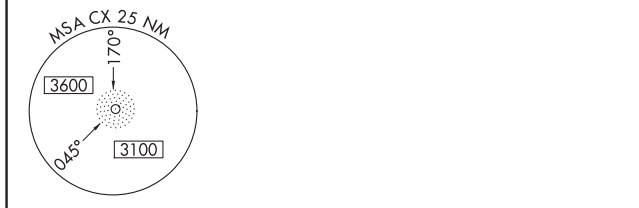
**NDB-B**  
CARLISLE (N94)

|                                                                           |                                                                             |
|---------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <p><b>▼</b> Use Harrisburg Intl altimeter setting.</p> <p><b>▲</b> NA</p> | <p>MISSED APPROACH: Climbing right turn to 3000 direct CX NDB and hold.</p> |
| <p>HARRISBURG APP CON<br/><b>124.1 273.525</b></p>                        | <p>UNICOM<br/><b>122.8 (CTAF) ①</b></p>                                     |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                       |                         |                         |    |                   |      |      |      |      |      |
|----------|-----------------------|-------------------------|-------------------------|----|-------------------|------|------|------|------|------|
| CATEGORY | A                     | B                       | C                       | D  | FAF to MAP 7.4 NM |      |      |      |      |      |
| CIRCLING | 1260-1<br>750 (800-1) | 1260-1¼<br>750 (800-1¼) | 1260-2¼<br>750 (800-2¼) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |                       |                         |                         |    | Min:Sec           | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

CARLISLE, PENNSYLVANIA  
Orig-B 15SEP16

40°11'N - 77°10'W

CARLISLE (N94)  
**NDB-B**

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>059°</b> | Rwy Idg<br><b>3300</b> |
|                        | TDZE<br><b>688</b>     |
|                        | Apt Elev<br><b>688</b> |

# RNAV (GPS) RWY 6

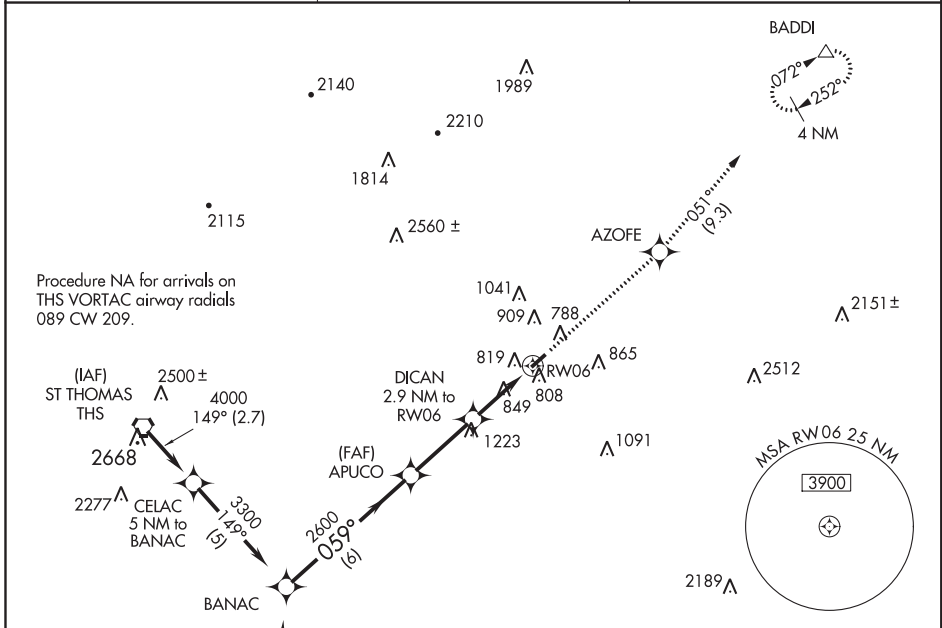
FRANKLIN COUNTY RGNL (N68)

**▽** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Field altimeter setting and increase all MDAs 40 feet. Circling to Rwy 24 NA at night.

**△** NA

**MISSED APPROACH:** Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

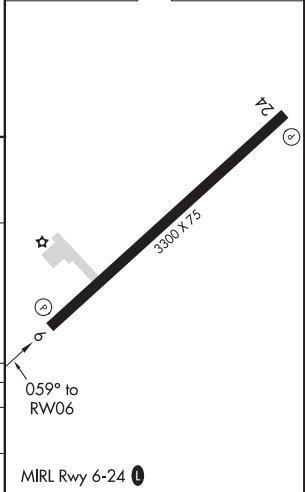
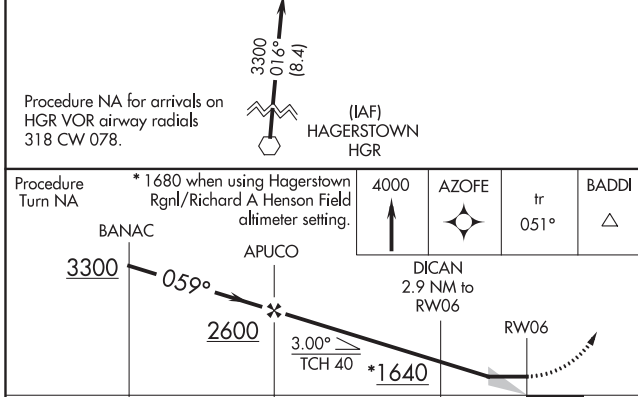
|                                   |                                            |                      |
|-----------------------------------|--------------------------------------------|----------------------|
| HAGERSTOWN ASOS<br><b>126.375</b> | HARRISBURG APP CON<br><b>124.1 273.525</b> | CTAF<br><b>122.9</b> |
|-----------------------------------|--------------------------------------------|----------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 688 | TDZE 688 |
|----------|----------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1140-1 | 452 (500-1) | 1140-1¼<br>452 (500-1¼) | NA |
| CIRCLING | 1220-1 | 532 (600-1) | 1220-1½<br>532 (600-1½) | NA |

# RNAV (GPS) RWY 24

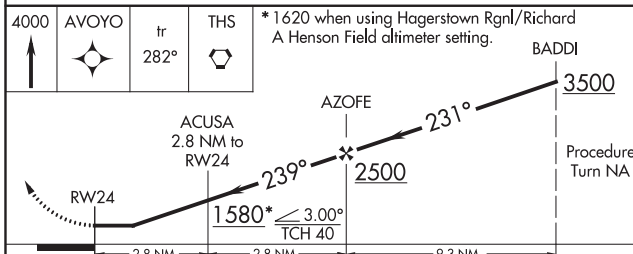
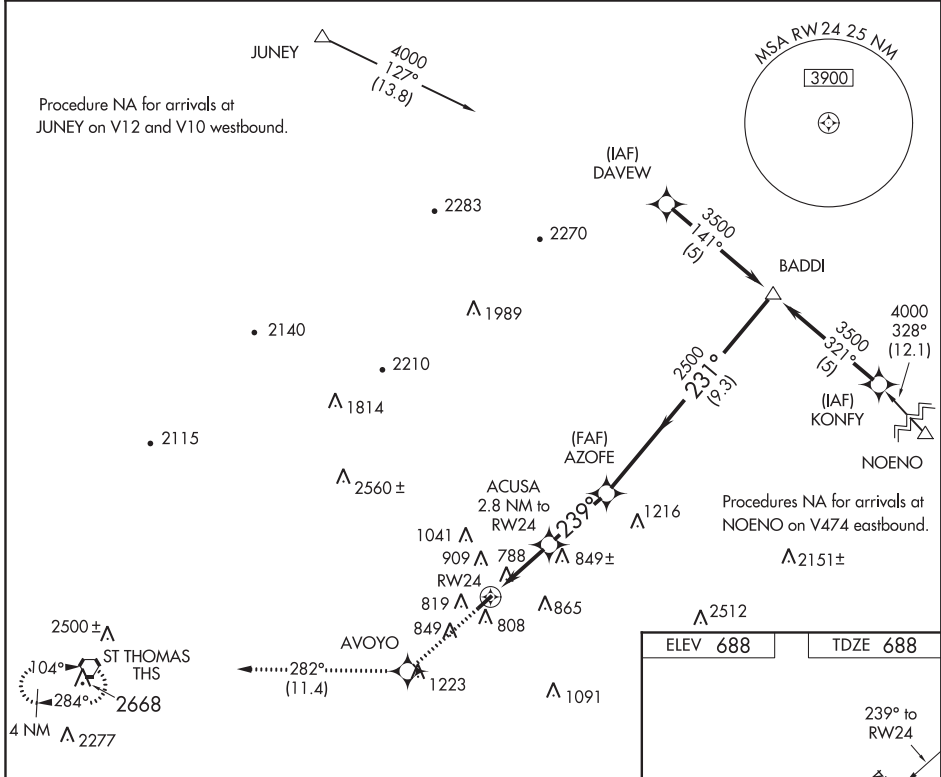
FRANKLIN COUNTY RGNL (N68)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3300</b> |
| <b>239°</b> | TDZE     | <b>688</b>  |
|             | Apt Elev | <b>688</b>  |

**▽** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Field altimeter setting and increase all MDAs 40 feet. Straight-in/Circling Rwy 24 procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**▽** MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

|                                   |                                            |                      |
|-----------------------------------|--------------------------------------------|----------------------|
| HAGERSTOWN ASOS<br><b>126.375</b> | HARRISBURG APP CON<br><b>124.1 273.525</b> | CTAF<br><b>122.9</b> |
|-----------------------------------|--------------------------------------------|----------------------|



|          |          |
|----------|----------|
| ELEV 688 | TDZE 688 |
|----------|----------|

239° to RWY 24

3300 x 75

MIRL Rwy 6-24

| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1120-1 | 432 (500-1) | 1120-1¼<br>432 (500-1¼) | NA |
| CIRCLING | 1220-1 | 532 (600-1) | 1220-1½<br>532 (600-1½) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

15344

|                                                 |                        |                             |                                         |
|-------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC/DME I-CRW<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>235°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5802</b><br><b>931</b><br><b>981</b> |
|-------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# ILS or LOC RWY 23

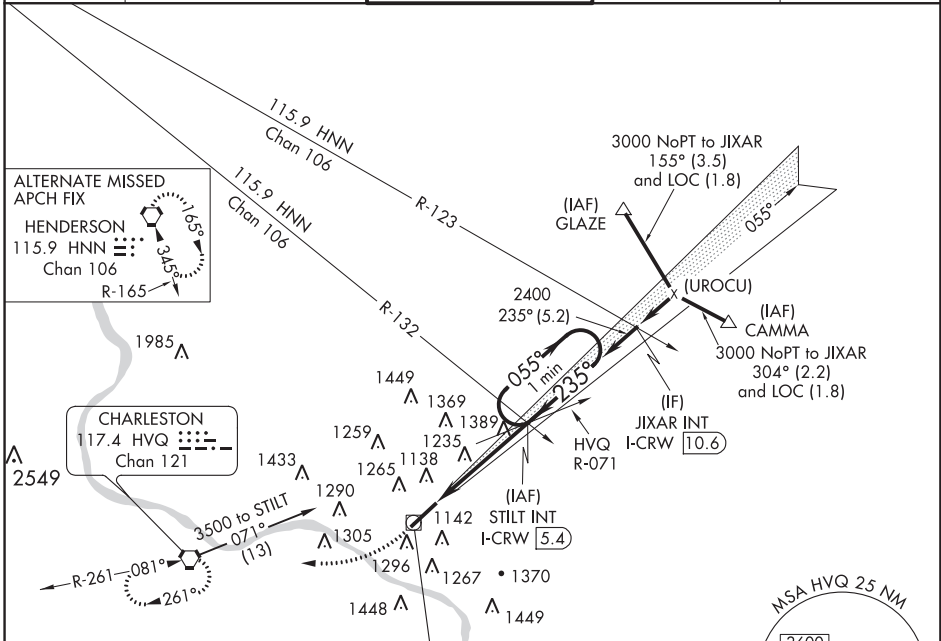
YEAGER (CRW)

**⚠** For inop ALSF, increase S-ILS 23 all Cats visibility to RVR 5000. Autopilot coupled approaches NA below 1450 MSL.

**ALSF-1**

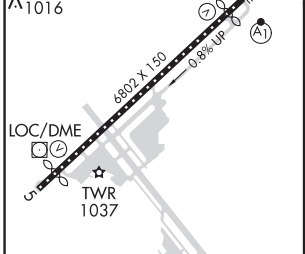
**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct HVQ VORTAC and hold.

|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|



|                      |          |          |
|----------------------|----------|----------|
| ELEV 981             | <b>D</b> | TDZE 931 |
| 235° 4.5 NM from FAF |          |          |

|                        |
|------------------------|
| <b>LOCALIZER 110.3</b> |
| I-CRW Chan 40          |
| LOC Offset 1.46°       |

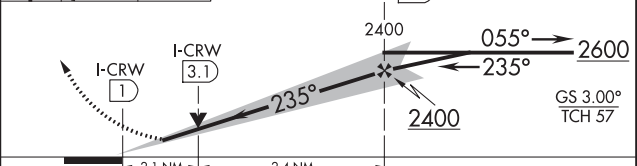


1800 3000 HVQ

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).

STILT INT I-CRW **5.4**

One Minute Holding Pattern



| CATEGORY | A                     | B             | C                           | D                             |
|----------|-----------------------|---------------|-----------------------------|-------------------------------|
| S-ILS 23 | 1181/24 250 (200-1/2) |               |                             |                               |
| S-LOC 23 | 1640/24               | 709 (700-1/2) | 1640-1 1/2<br>709 (700-1/2) | 1640-1 3/4<br>709 (700-1 3/4) |
| CIRCLING | 1640-1                | 659 (700-1)   | 1640-2<br>659 (700-2)       | 1640-2 1/4<br>659 (700-2 1/4) |

CHARLESTON, WEST VIRGINIA  
Amdt 30A 30MAY13

38°23'N-81°36'W

# ILS or LOC RWY 23

YEAGER (CRW)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5724</b> |
| <b>053°</b> | TDZE     | <b>947</b>  |
|             | Apt Elev | <b>947</b>  |

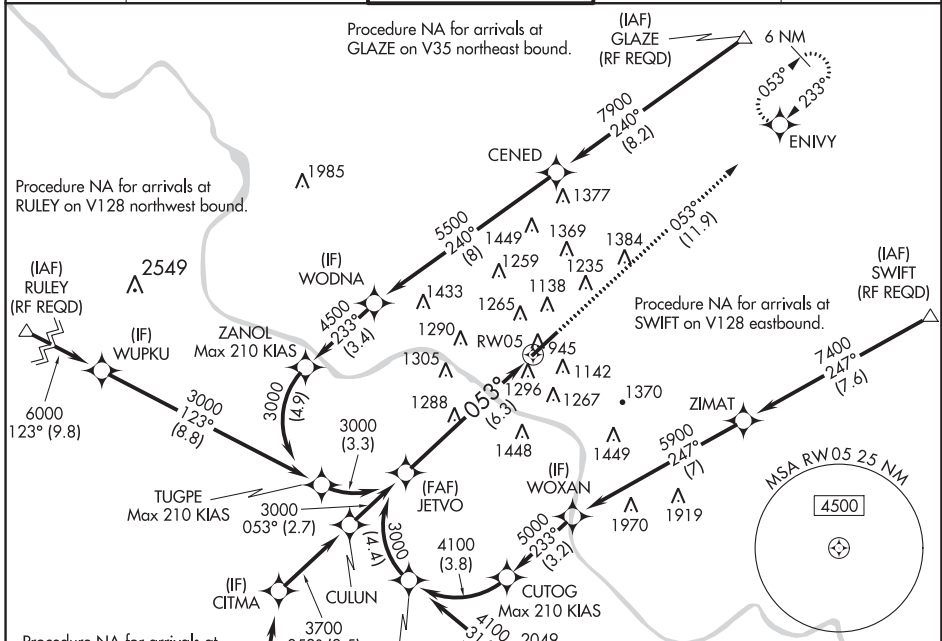
# RNAV (RNP) Z RWY 5

YEAGER (CRW)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required.

**⚠** MISSED APPROACH: Climb to 3000 on track 053° to ENVY and hold.

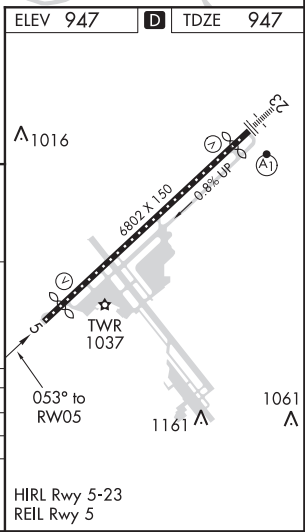
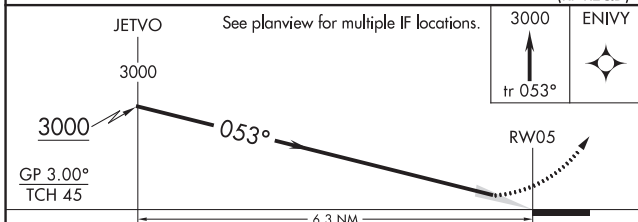
|              |                      |                    |                    |               |
|--------------|----------------------|--------------------|--------------------|---------------|
| ATIS         | CHARLESTON APP CON   | CHARLESTON TOWER   | GND CON            | CLNC DEL      |
| <b>127.6</b> | <b>124.1 269.125</b> | <b>125.7 257.8</b> | <b>121.8 348.6</b> | <b>118.55</b> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |                   |
|----------|-------------------|
| ELEV 947 | <b>D</b> TDZE 947 |
|----------|-------------------|



| CATEGORY    | A | B       | C            | D |
|-------------|---|---------|--------------|---|
| RNP 0.10 DA |   | 1197/50 | 250 (300-1)  |   |
| RNP 0.30 DA |   | 1596-2½ | 649 (700-2½) |   |

**AUTHORIZATION REQUIRED**

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>233°</b> | Rwy Idg<br><b>5802</b> |
|                        | TDZE<br><b>931</b>     |
|                        | Apt Elev<br><b>981</b> |

# RNAV (RNP) Z RWY 23

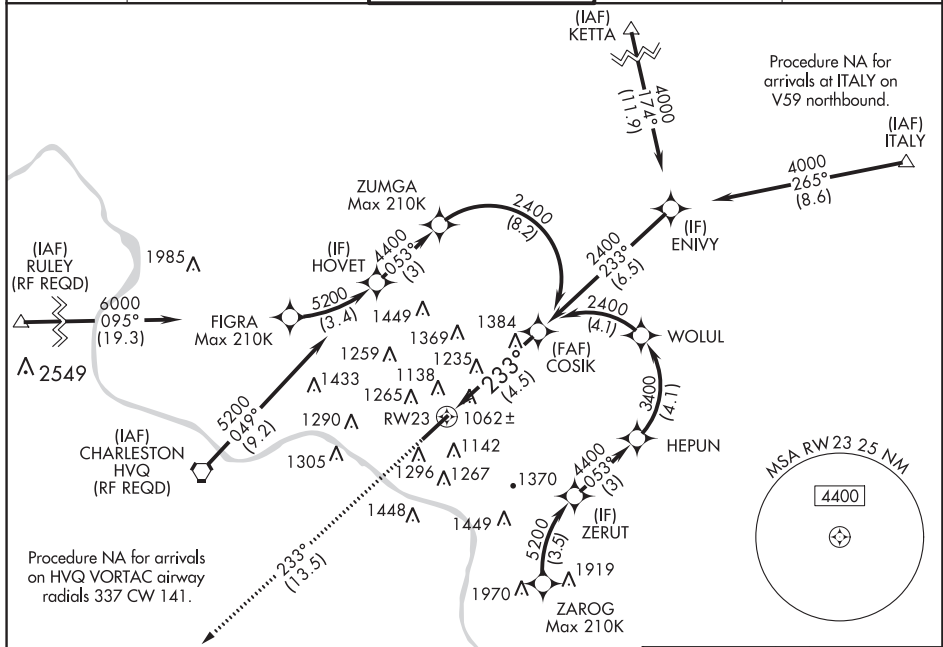
YEAGER (CRW)

**▽** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inop ALSF, increase RNP 0.30 all Cats visibility to 1%. GPS Required.



**MISSED APPROACH:** Climb to 4000 on track 233° to CITMA and hold.

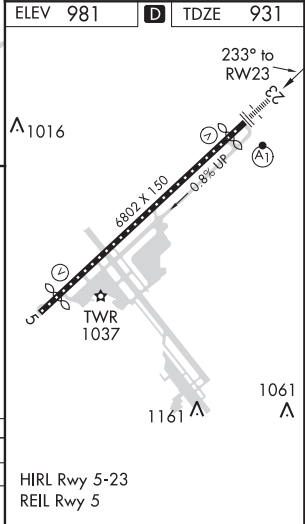
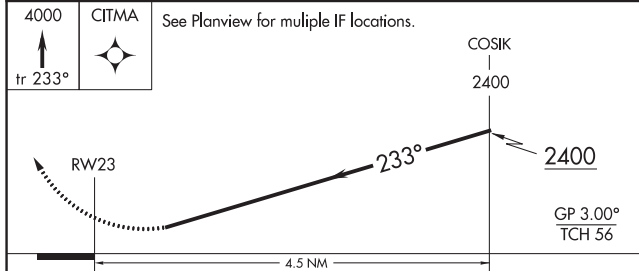
|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |                   |
|----------|-------------------|
| ELEV 981 | <b>D</b> TDZE 931 |
|----------|-------------------|



|             |         |   |              |   |
|-------------|---------|---|--------------|---|
| CATEGORY    | A       | B | C            | D |
| RNP 0.30 DA | 1419/60 |   | 488 (500-1¼) |   |

**AUTHORIZATION REQUIRED**

HIRL Rwy 5-23  
REIL Rwy 5

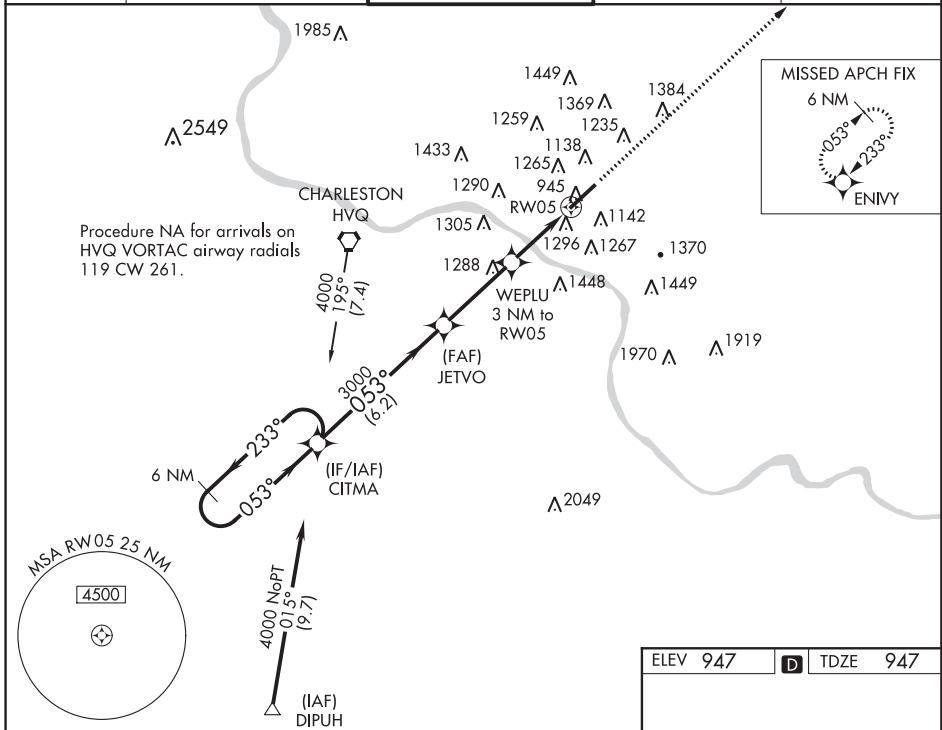
# RNAV (GPS) Y RWY 5 YEAGER (CRW)

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>87115</b><br><b>W05A</b> | APP CRS<br><b>053°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5724</b><br><b>947</b><br><b>947</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C (7°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.

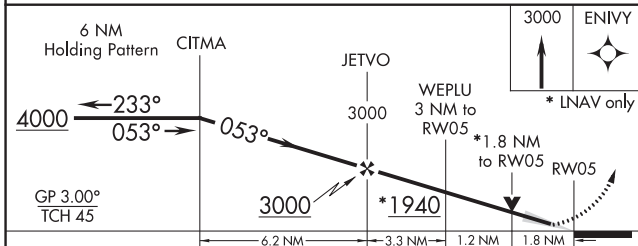
MISSED APPROACH: Climb to 3000 direct ENIVY and hold.

|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|

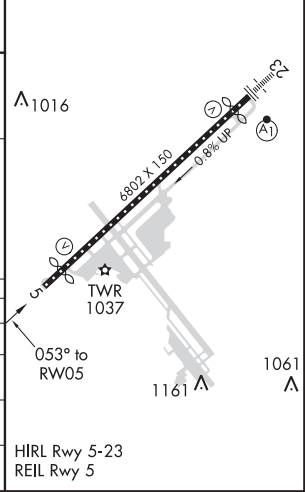


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                   |
|----------|-------------------|
| ELEV 947 | <b>D</b> TDZE 947 |
|----------|-------------------|



| CATEGORY          | A                    | B | C                                        | D |
|-------------------|----------------------|---|------------------------------------------|---|
| LPV DA            | 1197-1               |   | 250 (300-1)                              |   |
| LNAV/VNAV DA      | 1578-2½              |   | 631 (700-2½)                             |   |
| LNAV MDA          | 1560/55 613 (700-1½) |   | 1560-1¾ 613 (700-1¾)                     |   |
| <b>C</b> CIRCLING | 1600-1 653 (700-1)   |   | 1720-2¼ 773 (800-2¼) 1860-3 913 (1000-3) |   |




|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>45616</b><br><b>W23A</b> | APP CRS<br><b>233°</b> | Rwy Idg <b>5802</b><br>TDZE <b>931</b><br>Apt Elev <b>981</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

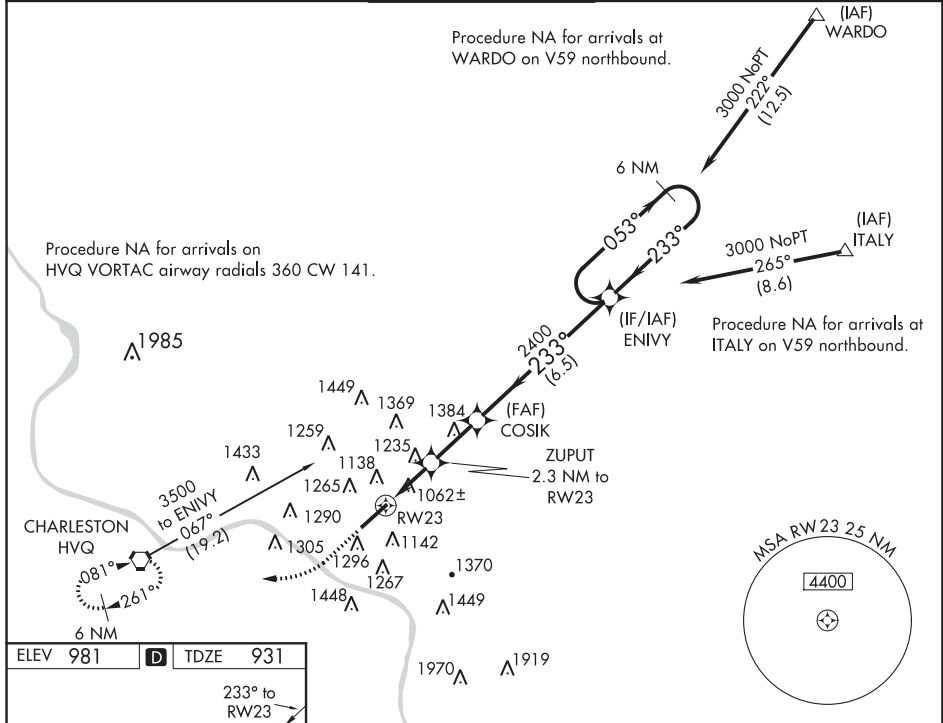
# RNAV (GPS) Y RWY 23

YEAGER (CRW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase; LNAV/VNAV all Cats visibility to 2 1/4.

ALSF-1  MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct HVQ VORTAC and hold.

|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                   |                      |               |                               |                               |
|-------------------|----------------------|---------------|-------------------------------|-------------------------------|
|                   | 1400                 | 3000          | HVQ                           |                               |
|                   | *LNAV only.          |               |                               |                               |
|                   | ZUPUT 2.3 NM to RW23 | COSIK 2400    | ENIVY                         | 6 NM Holding Pattern          |
|                   | *1.7 NM to RW23      | *1680         | 2400                          | 053° → 3000<br>← 233°         |
|                   | 1.7 NM               | 0.6 NM        | 2.2 NM                        | 6.5 NM                        |
| CATEGORY          | A                    | B             | C                             | D                             |
| LPV DA            | DA                   | 1131/24       | 200 (200-1/2)                 |                               |
| LNAV/VNAV DA      | DA                   | 1601-1 7/8    | 670 (700-1 7/8)               |                               |
| LNAV MDA          | 1500/24              | 569 (600-1/2) | 1500-1 3/8                    | 569 (600-1 3/8)               |
| <b>C</b> CIRCLING | 1600-1               | 619 (700-1)   | 1760-2 1/4<br>779 (800-2 1/4) | 1760-2 1/2<br>779 (800-2 1/2) |

|                                          |                        |                             |                                         |
|------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC/DME I-HCV<br><b>110.3</b><br>Chan 40 | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5724</b><br><b>947</b><br><b>947</b> |
|------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

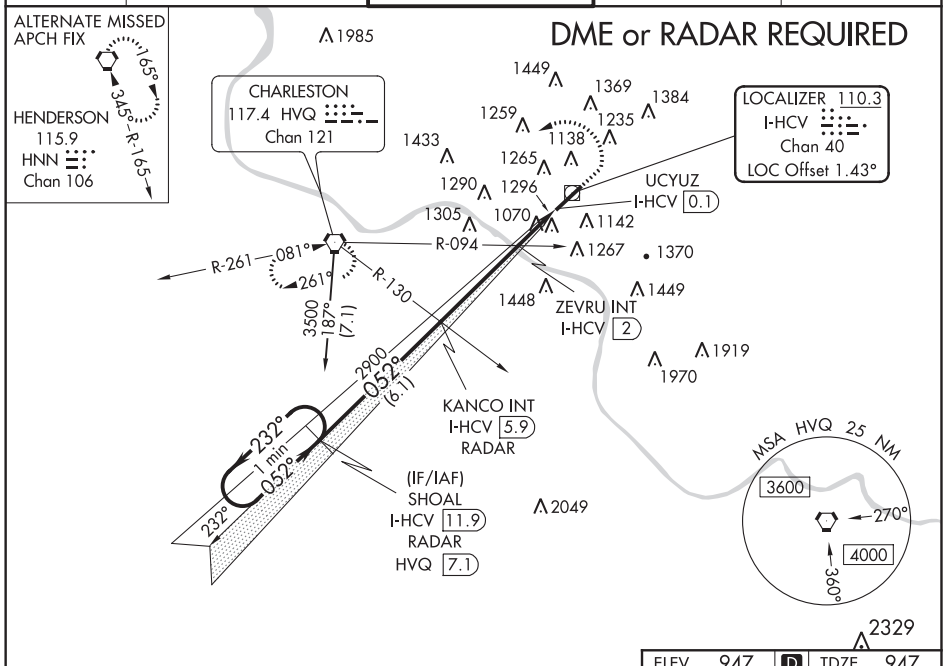
# LOC RWY 5

YEAGER (CRW)

**▽**  
**▲**

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VORTAC and hold.

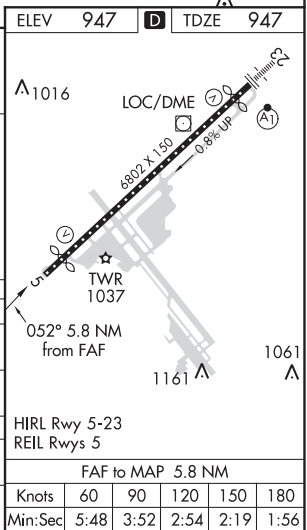
|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

| One Minute Holding Pattern                              | SHOAL I-HCV <b>11.9</b> RADAR | KANCO INT I-HCV <b>5.9</b> RADAR | ZEVRU INT I-HCV <b>2</b> | I-HCV <b>1</b> | UCYUZ I-HCV <b>0.1</b> | I-HCV DME ANTENNA | 1800 | 3500 | HVQ |     |
|---------------------------------------------------------|-------------------------------|----------------------------------|--------------------------|----------------|------------------------|-------------------|------|------|-----|-----|
| 3500                                                    | 232°                          | 052°                             | 052°                     | 3.05°          | TCH 45                 | 2900              | 1620 | 1620 | 0.9 | 0.1 |
|                                                         |                               | 6.1 NM                           | 3.9 NM                   | 1 NM           |                        |                   |      |      |     |     |
| CATEGORY                                                | A                             | B                                | C                        | D              |                        |                   |      |      |     |     |
| S-LOC 5                                                 | 1620/55                       | 673 (700-1¼)                     | 1620-1⅞                  | 673 (700-1⅞)   |                        |                   |      |      |     |     |
| <b>C</b> CIRCLING                                       | 1620-1                        | 673 (700-1)                      | 1760-2½                  | 813 (900-2¾)   | 1760-2¾                | 813 (900-2¾)      |      |      |     |     |
| ZEVRU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) |                               |                                  |                          |                |                        |                   |      |      |     |     |
| S-LOC 5                                                 | 1320/55                       |                                  | 373 (400-1¼)             |                |                        |                   |      |      |     |     |
| <b>C</b> CIRCLING                                       | 1600-1                        | 653 (700-1)                      | 1760-2½                  | 813 (800-2½)   | 1760-2¾                | 813 (900-2¾)      |      |      |     |     |



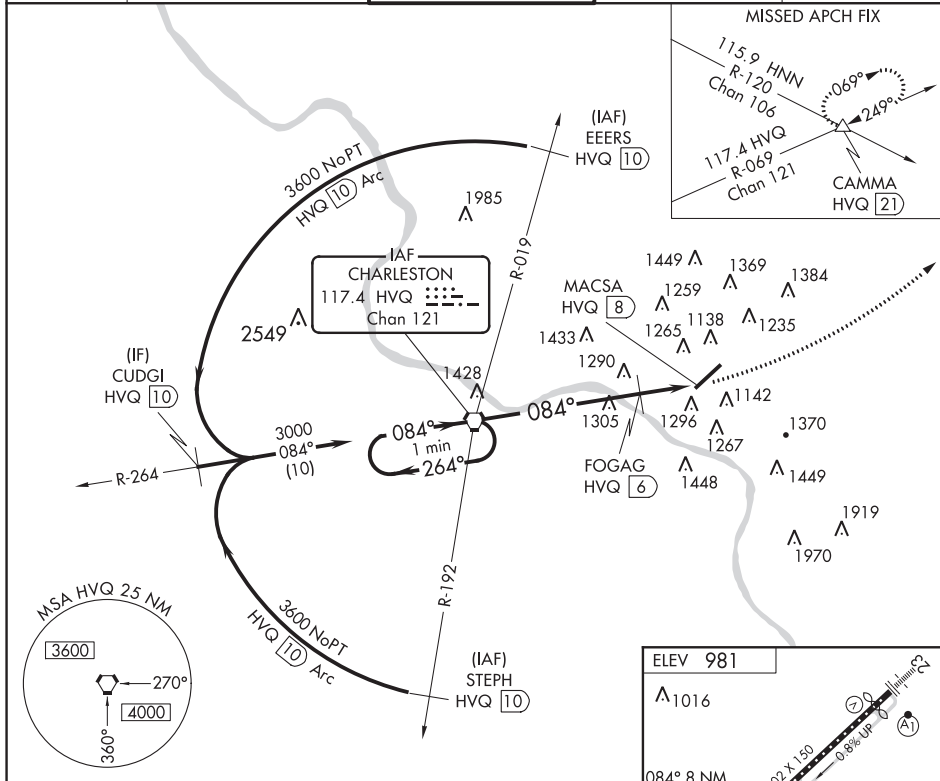
|         |      |          |      |      |      |
|---------|------|----------|------|------|------|
| ELEV    | 947  | <b>D</b> | TDZE | 947  |      |
| Knots   | 60   | 90       | 120  | 150  | 180  |
| Min:Sec | 5:48 | 3:52     | 2:54 | 2:19 | 1:56 |

|                                        |                        |                             |                                        |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC HVQ<br><b>117.4</b><br>Chan 121 | APP CRS<br><b>084°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>981</b> |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
YEAGER (CRW)

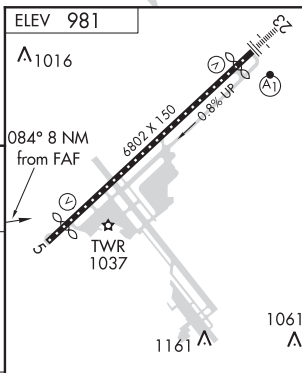
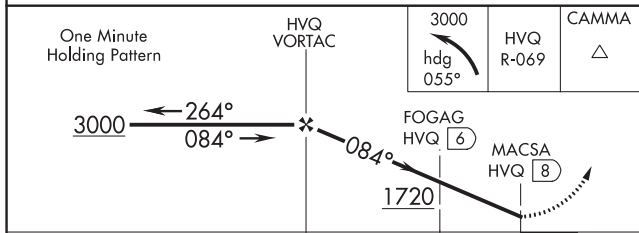
**MISSED APPROACH:** Climbing left turn to 3000 via heading 055° and HVQ R-069 to CAMMA INT/21 DME and hold.

|                      |                                            |                                        |                               |                           |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>127.6</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | CHARLESTON TOWER<br><b>125.7 257.8</b> | GND CON<br><b>121.8 348.6</b> | CLNC DEL<br><b>118.55</b> |
|----------------------|--------------------------------------------|----------------------------------------|-------------------------------|---------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY           | A                  | B | C                          | D                          |
|--------------------|--------------------|---|----------------------------|----------------------------|
| CIRCLING           | 1720-1 739 (800-1) |   | 1720-2 739 (800-2)         | 1720-2 1/4 739 (800-2 1/4) |
| FOGAG FIX MINIMUMS |                    |   |                            |                            |
| CIRCLING           | 1600-1 619 (700-1) |   | 1600-1 3/4 619 (700-1 3/4) | 1620-2 639 (700-2)         |

| FAF to MAP 8 NM |      |      |      |      |      |
|-----------------|------|------|------|------|------|
| Knots           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec         | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

ATIS  
127.6  
CHARLESTON TOWER  
125.7 257.8  
GND CON  
121.8 348.6  
CLNC DEL  
118.55

FIELD  
ELEV  
947

38°23'N  
ELEV  
894

JAN 7-7° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W

6802 X 150

RWY 05-23  
PCN 39 F/B/X/U  
S-120, D-160, 2S-175, 2D-260

ECHO PAD

FIRE STATION  
WEST VIRGINIA ANG

ELEV  
946

TERMINAL/  
U.S. CUSTOMS  
TWR/BCN  
1037

38°22'N

FSDO  
GENERAL AVIATION  
PARKING

81°36'W

81°35'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>70606</b><br><b>W06A</b> | APP CRS<br><b>055°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5003</b><br><b>1451</b><br><b>1458</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

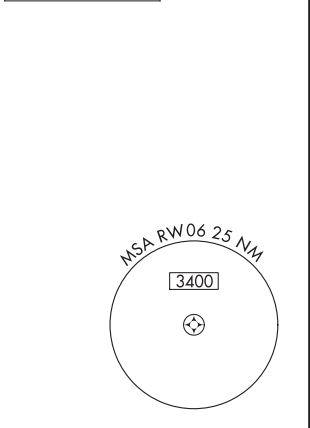
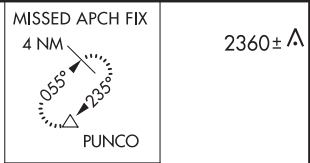
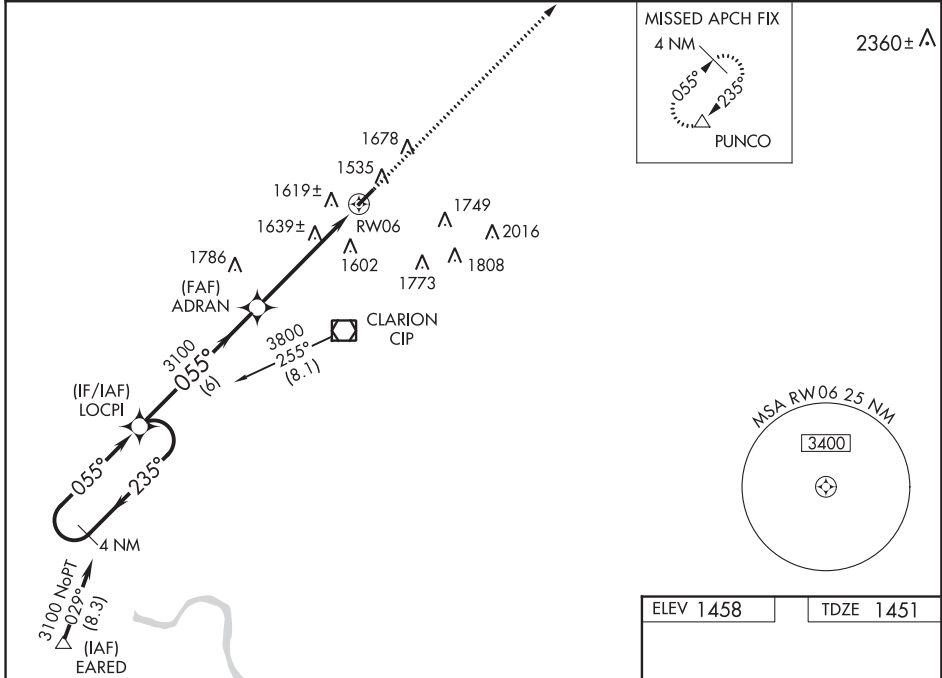
# RNAV (GPS) RWY 6

CLARION COUNTY (A.X.Q)

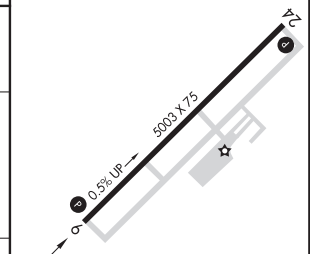
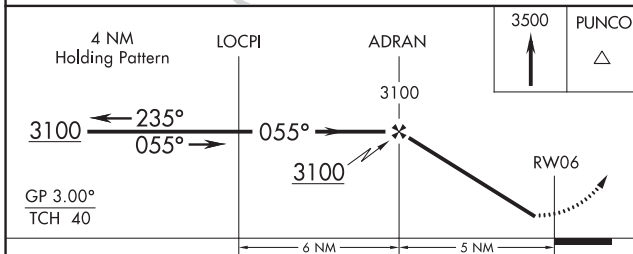
**NA** Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility 1/4 mile all Cats. Increase LNAV and Circling Cats C and D visibility 1/4 mile. Night Landing: Rwy 24 NA.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

|                          |                                          |                               |
|--------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>118.275</b> | CLEVELAND CENTER<br><b>126.72 291.65</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|------------------------------------------|-------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1458 | TDZE 1451 |
|-----------|-----------|



| CATEGORY     | A                  | B                          | C                          | D |
|--------------|--------------------|----------------------------|----------------------------|---|
| LPV DA       | 1701-1 250 (300-1) |                            |                            |   |
| LNAV/VNAV DA | 1985-2 534 (600-2) |                            |                            |   |
| LNAV MDA     | 1920-1 469 (500-1) | 1920-1 1/4 469 (500-1 1/4) | 1920-1 1/2 469 (500-1 1/2) |   |
| CIRCLING     | 1980-1 522 (600-1) | 1980-1 1/2 522 (600-1 1/2) | 2060-2 602 (700-2)         |   |

REIL Rwy 6 and 24  
MIRL Rwy 6-24

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5003</b> |
| <b>235°</b> | TDZE     | <b>1458</b> |
|             | Apt Elev | <b>1458</b> |

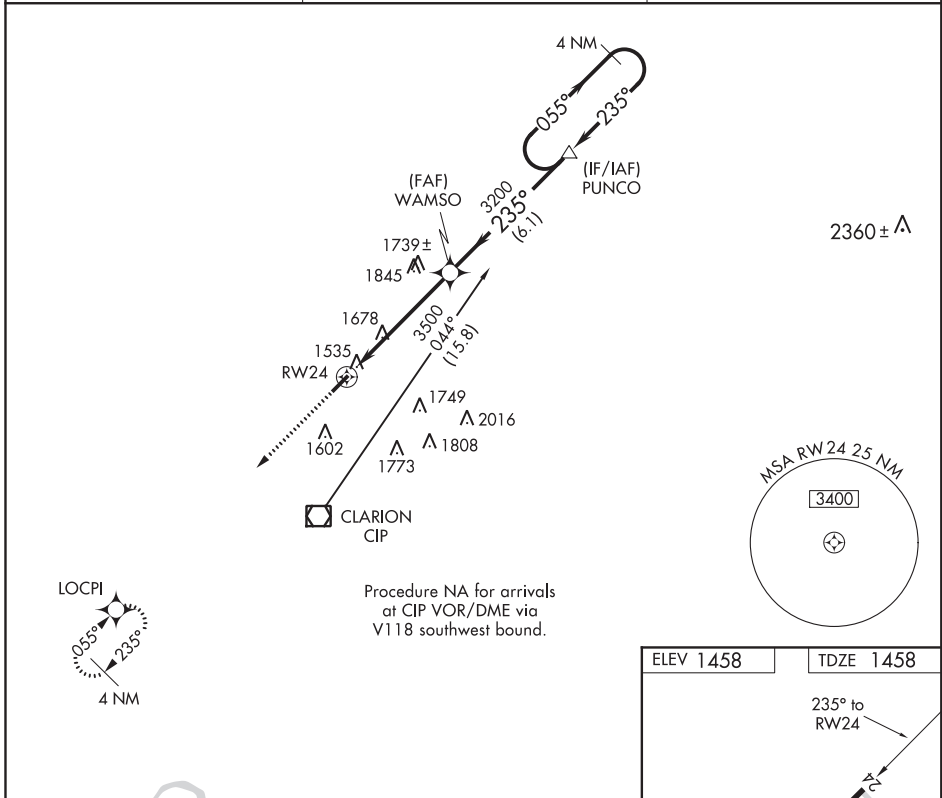
# RNAV (GPS) RWY 24

CLARION COUNTY (A.X.Q)

**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile. Night Landing: Rwy 24 NA.

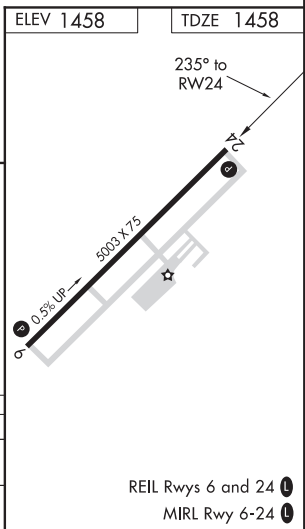
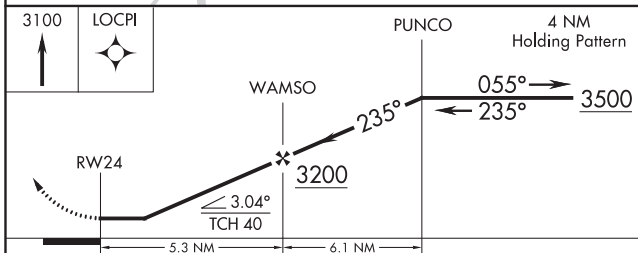
**▲** NA MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

|                          |                                          |                                 |
|--------------------------|------------------------------------------|---------------------------------|
| AWOS-3<br><b>118.275</b> | CLEVELAND CENTER<br><b>126.72 291.65</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| LNAV MDA | 2100-1 | 642 (700-1) | 2100-1¾<br>642 (700-1¾) | 2100-2<br>642 (700-2) |
| CIRCLING | 2100-1 | 642 (700-1) | 2100-1¾<br>642 (700-1¾) | 2100-2<br>642 (700-2) |

CLARION, PENNSYLVANIA

AL-6527 (FAA)

15176

|                                               |                        |                             |                                         |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VOR/DME CIP<br><b>112.9</b><br>Chan <b>76</b> | APP CRS<br><b>015°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1458</b> |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

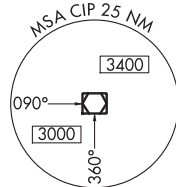
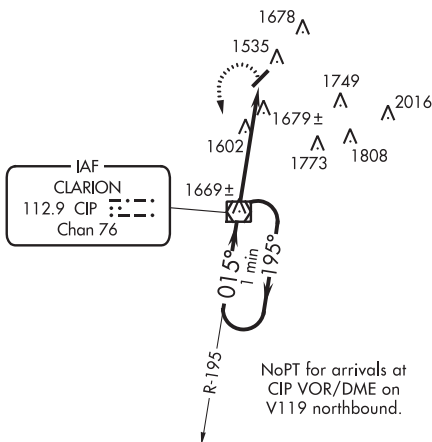
**VOR-A**  
CLARION COUNTY (A.X.Q)

When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile. Night Landing: Rwy 24 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climbing left turn to 3300  
direct CIP VOR/DME and hold.

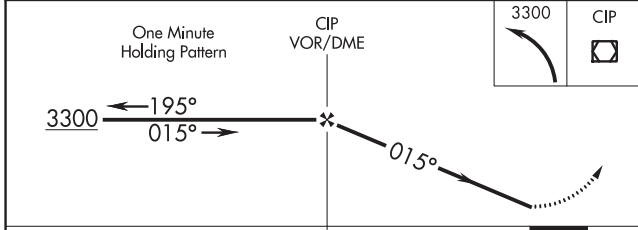
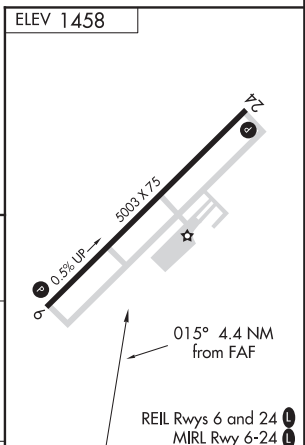
|                          |                                          |                               |
|--------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>118.275</b> | CLEVELAND CENTER<br><b>126.72 291.65</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|------------------------------------------|-------------------------------|

2360±  $\Delta$



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | CIRCLING              |                         |                         |                         | FAF to MAP 4.4 NM |      |      |      |      |      |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------|------|------|------|------|------|
|          | A                     | B                       | C                       | D                       | Knots             | 60   | 90   | 120  | 150  | 180  |
|          | 2220-1<br>762 (800-1) | 2220-1¼<br>762 (800-1¼) | 2220-2¼<br>762 (800-2¼) | 2220-2½<br>762 (800-2½) | Min:Sec           | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

CLARION, PENNSYLVANIA  
Amdt 3A 25JUN15

41°13'N-79°27'W

CLARION COUNTY (A.X.Q)  
**VOR-A**

|                    |                 |                  |
|--------------------|-----------------|------------------|
| LOC I-CKB<br>109.3 | APP CRS<br>211° | Rwy ldg<br>7130  |
|                    |                 | TDZE<br>1224     |
|                    |                 | Apt Elev<br>1224 |

# ILS or LOC RWY 21

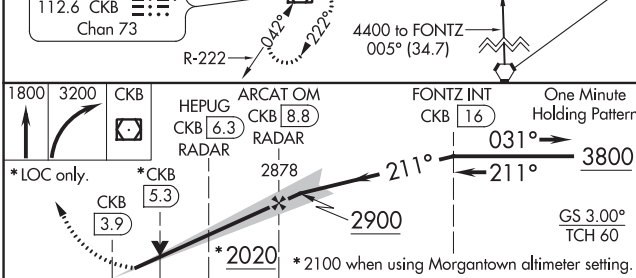
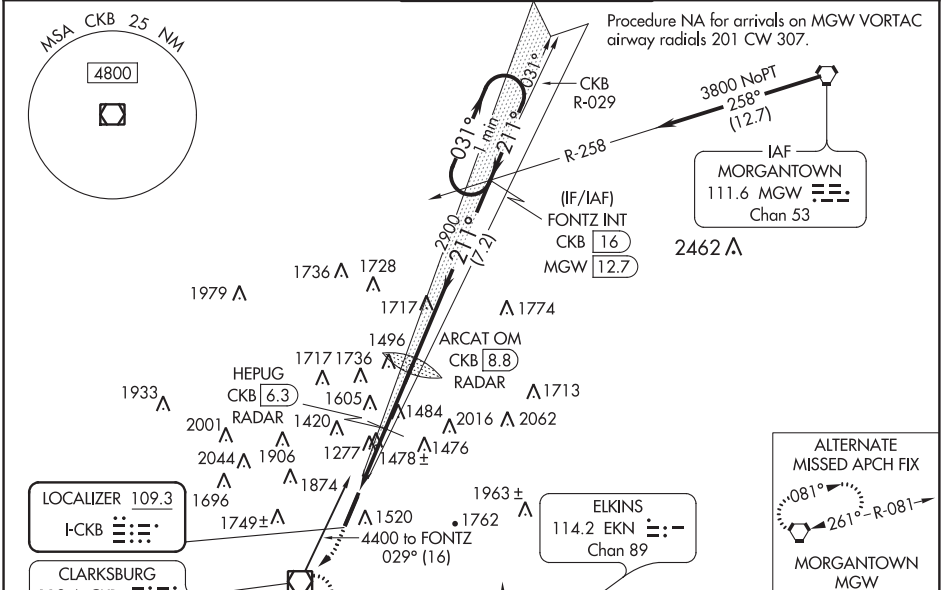
NORTH CENTRAL WEST VIRGINIA (CKB)

**⚠** When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 61 feet and MDA 80 feet; increase S-LOC 21 visibility Cats C and D to 2 miles, and Circling Cat A visibility to 1½ mile. For inop MALSRR, increase S-ILS 21 all Cats visibility to RVR 4500 and S-LOC 21 Cats C and D visibility to 2½ mile. For inop MALSRR when using Morgantown altimeter setting, increase S-ILS 21 visibility all cats to RVR 4500. # DME from CKB VOR/DME.



**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-to and 3200.

|                        |                                             |                                                     |                         |                        |
|------------------------|---------------------------------------------|-----------------------------------------------------|-------------------------|------------------------|
| ATIS<br><b>127.825</b> | CLARKSBURG APP CON ★<br><b>119.6 284.65</b> | CLARKSBURG TOWER ★<br><b>126.7 (CTAF) 0 257.925</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>123.0</b> |
|------------------------|---------------------------------------------|-----------------------------------------------------|-------------------------|------------------------|



|                                  |               |
|----------------------------------|---------------|
| ELEV 1224                        | TDZE 1224     |
| 211° 4.9 NM from FAF             |               |
| TWR 1248                         |               |
| 1280 Δ                           | 1238 Δ        |
| REIL Rwy 3                       | HIRL Rwy 3-21 |
| FAF to MAP 4.9 NM                |               |
| Knots 60 90 120 150 180          |               |
| Min:Sec 4:54 3:16 2:27 1:58 1:38 |               |

| CATEGORY                                     | A                      | B                       | C           | D             |
|----------------------------------------------|------------------------|-------------------------|-------------|---------------|
| S-ILS 21                                     |                        | 1424/24                 | 200 (200-½) |               |
| S-LOC 21                                     | 2020/24<br>796 (800-½) | 2020/40<br>796 (800-¾)  | 2020-1¾     | 796 (800-1¾)  |
| CIRCLING                                     | 2020-1<br>796 (800-1)  | 2040-1¼<br>816 (900-1¼) | 2320-3      | 1096 (1100-3) |
| HEPUG FIX MINIMUMS # (DME or RADAR REQUIRED) |                        |                         |             |               |
| S-LOC 21                                     | 1740/24                | 516 (600-½)             | 1740/55     | 516 (600-1¼)  |
| CIRCLING                                     | 1940-1<br>716 (800-1)  | 2040-1¼<br>816 (900-1¼) | 2320-3      | 1096 (1100-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



CLARKSBURG, WEST VIRGINIA

AL-616 (FAA)

16315

# RNAV (GPS) RWY 3

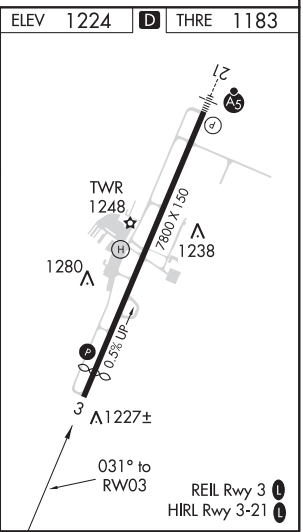
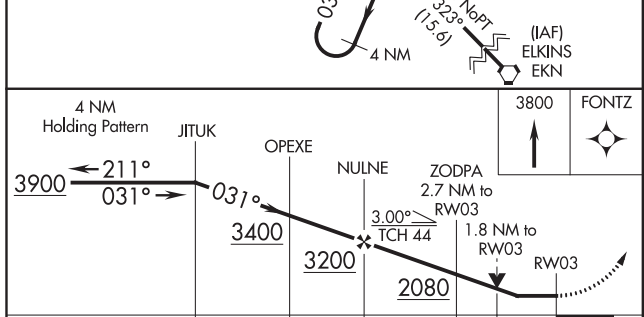
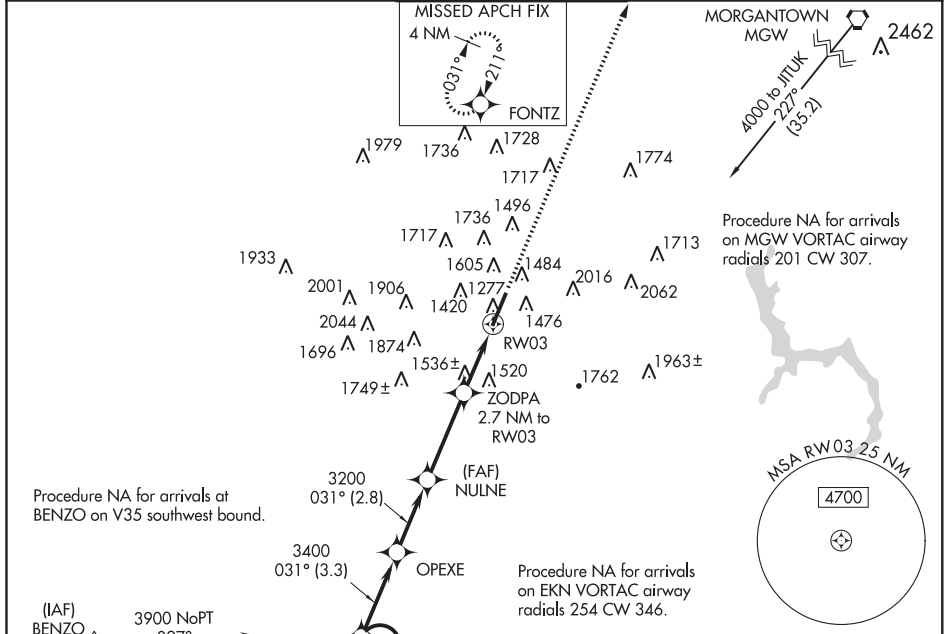
NORTH CENTRAL WEST VIRGINIA (CKB)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>031°</b> | Rwy Idg<br><b>7130</b>  |
|                        | THRE<br><b>1183</b>     |
|                        | Apt Elev<br><b>1224</b> |

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 80 feet and increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA with Morgantown altimeter setting.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

|                        |                                            |                                                    |                         |                        |
|------------------------|--------------------------------------------|----------------------------------------------------|-------------------------|------------------------|
| ATIS<br><b>127.825</b> | CLARKSBURG APP CON*<br><b>119.6 284.65</b> | CLARKSBURG TOWER*<br><b>126.7 (CTAF) 0 257.925</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>123.0</b> |
|------------------------|--------------------------------------------|----------------------------------------------------|-------------------------|------------------------|



| CATEGORY | A       | B            | C                     | D                       |
|----------|---------|--------------|-----------------------|-------------------------|
| LNAV MDA | 1800/55 | 617 (700-1¼) | 1800-1¾               | 617 (700-1¼)            |
| CIRCLING | 1940-1  | 716 (800-1)  | 1940-2<br>716 (800-2) | 2060-2¾<br>836 (900-2¾) |

CLARKSBURG, WEST VIRGINIA  
 Amdt 1 20SEP12

39°18'N-80°14'W

NORTH CENTRAL WEST VIRGINIA (CKB)  
**RNAV (GPS) RWY 3**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 21

NORTH CENTRAL WEST VIRGINIA (CKB)

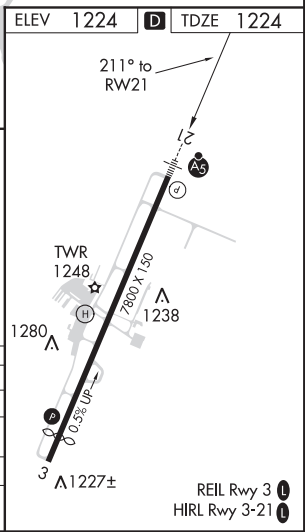
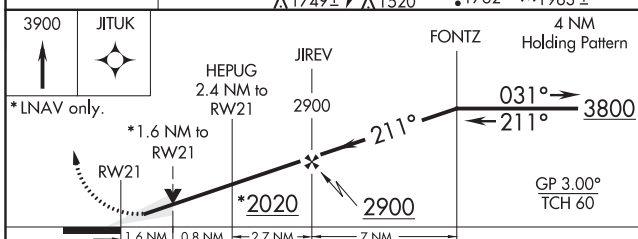
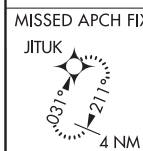
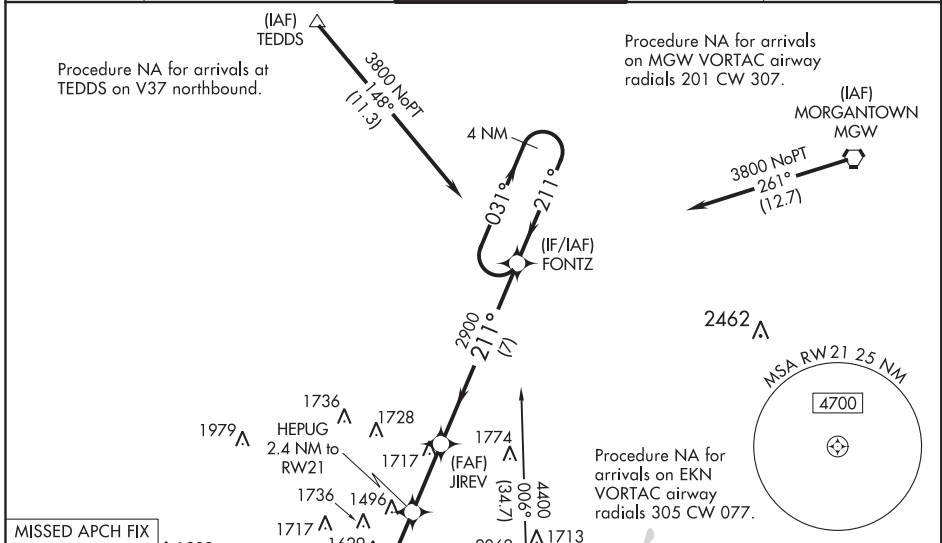
|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>82504</b><br><b>W21A</b> | APP CRS<br><b>211°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7130</b><br><b>1224</b><br><b>1224</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 61 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C and D visibility to 1½ mile. For inop MALS, increase LNAV Cats C and D visibility to 1½ mile. For inop MALS when using Morgantown altimeter setting, increase LPV all Cats visibility to RVR 4500 and LNAV/VNAV all Cats visibility to 2½ mile. Baro-VNAV and VDP NA with Morgantown altimeter setting.

**MALS**

**MISSED APPROACH:**  
Climb to 3900 direct JITUK and hold.

|                        |                                            |                                                  |                         |                        |
|------------------------|--------------------------------------------|--------------------------------------------------|-------------------------|------------------------|
| ATIS<br><b>127.825</b> | CLARKSBURG APP CON*<br><b>119.6 284.65</b> | CLARKSBURG TOWER*<br><b>126.7 (CTAF) 257.925</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>123.0</b> |
|------------------------|--------------------------------------------|--------------------------------------------------|-------------------------|------------------------|



|                   |                       |                         |              |               |
|-------------------|-----------------------|-------------------------|--------------|---------------|
| CATEGORY          | A                     | B                       | C            | D             |
| LPV DA            |                       | 1424/24                 | 200 (200-½)  |               |
| LNAV/VNAV DA      |                       | 1786-1½                 | 562 (600-1½) |               |
| LNAV MDA          | 1800/24               | 576 (600-½)             | 1800-1¼      | 576 (600-1¼)  |
| <b>C</b> CIRCLING | 1940-1<br>716 (800-1) | 2040-1¼<br>816 (900-1¼) | 2320-3       | 1096 (1100-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

CLARKSBURG, WEST VIRGINIA

AL-616 (FAA)

16287

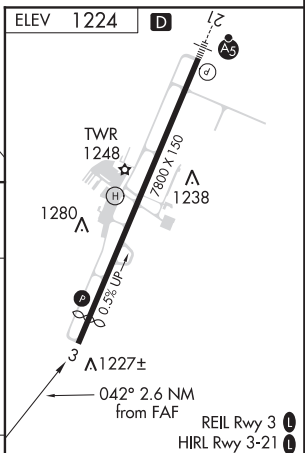
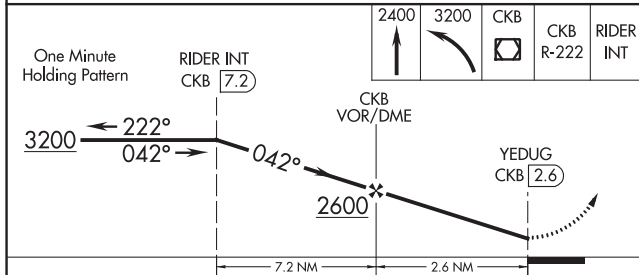
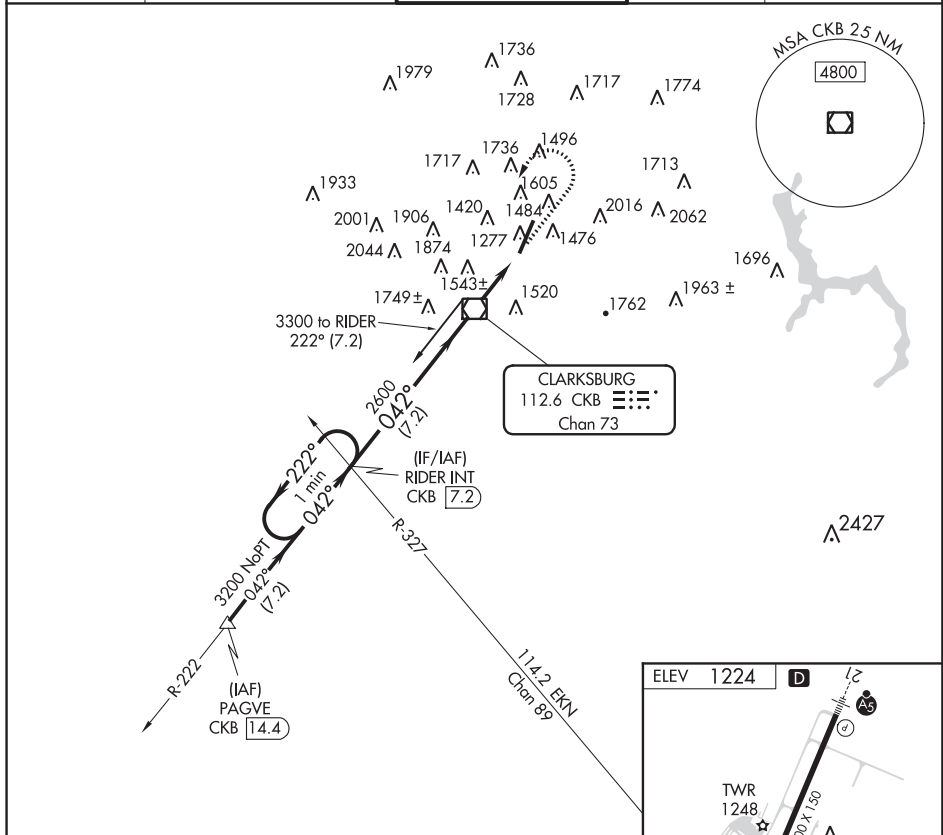
|                                               |                        |                                                                        |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VOR/DME CKB<br><b>112.6</b><br>Chan <b>73</b> | APP CRS<br><b>042°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1224</b> |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR-A**

NORTH CENTRAL WEST VIRGINIA (CKB)

**▽** When local altimeter setting not received, Use Morgantown altimeter  
**▲** MISSED APPROACH: Climb to 2400, then climbing left turn to 3200 direct CKB VOR/DME and via CKB VOR/DME R-222 to RIDER INT/CKB 7.2 DME and hold.

|                        |                                            |                                                  |                         |                        |
|------------------------|--------------------------------------------|--------------------------------------------------|-------------------------|------------------------|
| ATIS<br><b>127.825</b> | CLARKSBURG APP CON*<br><b>119.6 284.65</b> | CLARKSBURG TOWER*<br><b>126.7 (CTAF) 257.925</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>123.0</b> |
|------------------------|--------------------------------------------|--------------------------------------------------|-------------------------|------------------------|



|                   |                       |                           |        |               |                   |      |      |      |      |      |
|-------------------|-----------------------|---------------------------|--------|---------------|-------------------|------|------|------|------|------|
| CATEGORY          | A                     | B                         | C      | D             | FAF to MAP 2.6 NM |      |      |      |      |      |
|                   | 1940-1<br>716 (800-1) | 2040-1 ¼<br>816 (900-1 ¼) | 2320-3 | 1096 (1100-3) | Knots             | 60   | 90   | 120  | 150  | 180  |
| <b>C</b> CIRCLING |                       |                           |        |               | Min:Sec           | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

CLARKSBURG, WEST VIRGINIA  
Amdt 1A 13OCT16

39°18'N-80°14'W

NORTH CENTRAL WEST VIRGINIA (CKB)  
**VOR-A**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



CLEARFIELD, PENNSYLVANIA

AL-6207 (FAA)

16035

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>53329</b><br><b>W12A</b> | APP CRS<br><b>119°</b> | Rwy Idg<br>TDZE <b>1516</b><br>Apt Elev <b>1516</b> | <b>4499</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

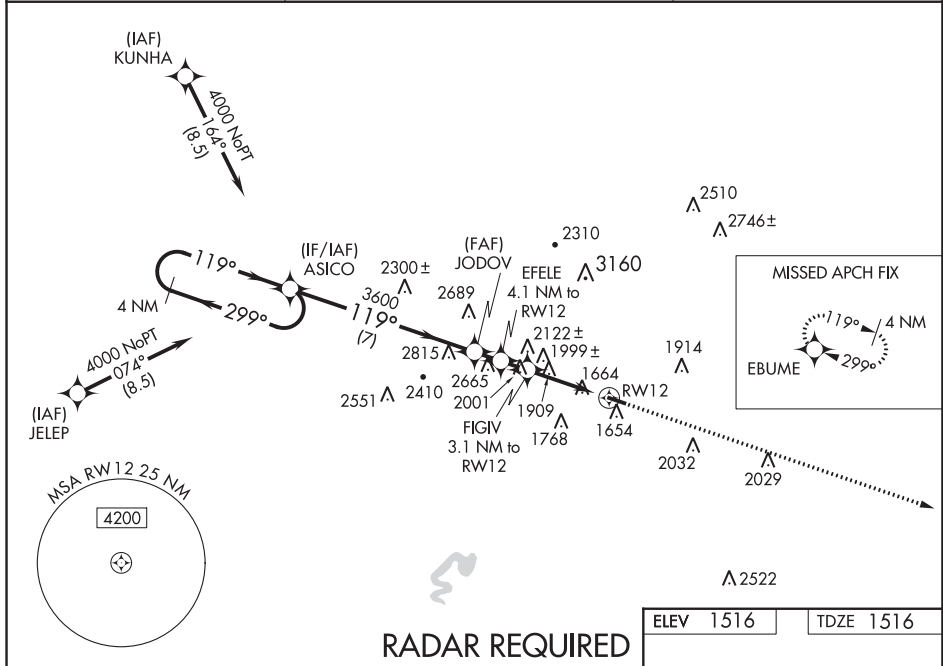
# RNAV (GPS) RWY 12

CLEARFIELD-LAWRENCE (FIG)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**⚠** VDP NA with Dubois Rgnl altimeter setting. When local altimeter setting not received, use Dubois Rgnl altimeter setting and increase all MDA 100 feet, increase LP Cat B visibility  $\frac{1}{4}$  mile and Cat C visibility  $\frac{1}{8}$  mile, increase LNAV Cat C visibility  $\frac{1}{2}$  mile and increase Circling Cats A/C visibility  $\frac{1}{4}$  mile.

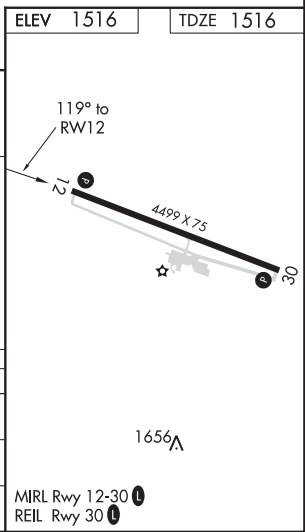
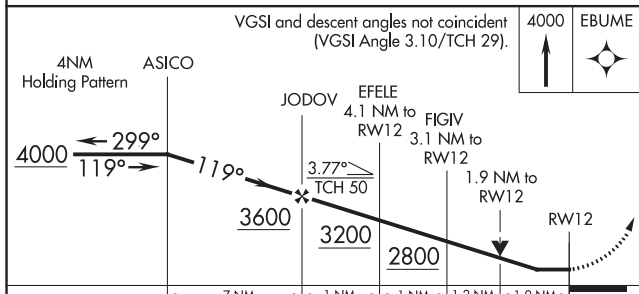
MISSED APPROACH:  
Climb to 4000 direct EBUME and hold.

|                        |                                       |                                   |
|------------------------|---------------------------------------|-----------------------------------|
| ASOS<br><b>119.275</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNICOM<br><b>122.725 (CTAF) 1</b> |
|------------------------|---------------------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                     | B                                                  | C                                                  | D  |
|----------|-----------------------|----------------------------------------------------|----------------------------------------------------|----|
| LP MDA   | 2160-1                | 644 (700-1)                                        | 2160-1 $\frac{7}{8}$<br>644 (700-1 $\frac{7}{8}$ ) | NA |
| LNAV MDA | 2260-1<br>744 (800-1) | 2260-1 $\frac{1}{4}$<br>744 (800-1 $\frac{1}{4}$ ) | 2260-2<br>744 (800-2)                              | NA |
| CIRCLING | 2260-1<br>744 (800-1) | 2260-1 $\frac{1}{4}$<br>744 (800-1 $\frac{1}{4}$ ) | 2260-2 $\frac{1}{4}$<br>744 (800-2 $\frac{1}{4}$ ) | NA |

CLEARFIELD, PENNSYLVANIA  
Orig-A 11DEC14

41°03'N-78°25'W

# CLEARFIELD-LAWRENCE (FIG) RNAV (GPS) RWY 12

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>58227</b><br><b>W30A</b> | APP CRS<br><b>299°</b> | Rwy Idg<br>TDZE <b>1516</b><br>Apt Elev <b>1516</b> | <b>4499</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

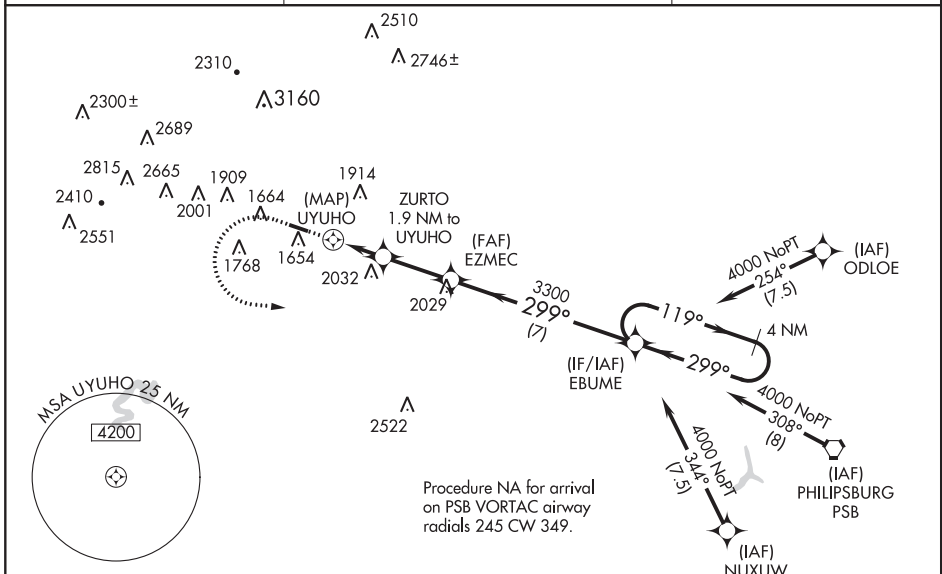
# RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

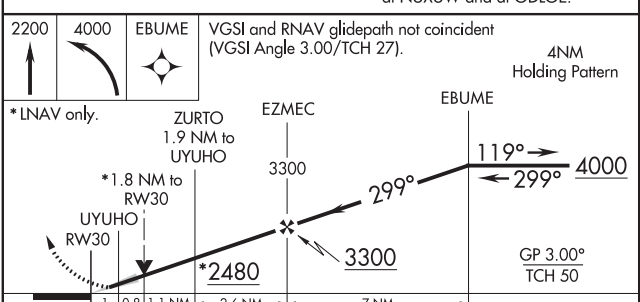
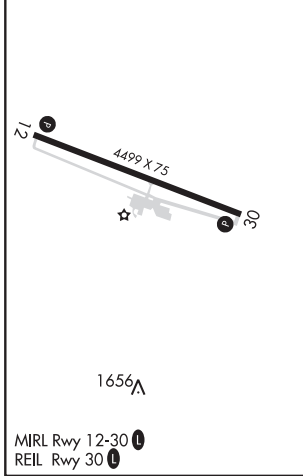
**⚠** Baro-VNAV NA when using Dubois Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. **⚠** VDP NA with Dubois Rgnl altimeter setting. When local altimeter setting not received, use Dubois Rgnl altimeter setting and increase all DA 96 feet, increase all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D visibility 1/4 mile, increase Circling Cat C visibility 1/2 mile and Cat D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 4000 direct EBUME and hold.

|                        |                                       |                                   |
|------------------------|---------------------------------------|-----------------------------------|
| ASOS<br><b>119.275</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNICOM<br><b>122.725 (CTAF) ①</b> |
|------------------------|---------------------------------------|-----------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1516 | TDZE 1516 |
|-----------|-----------|



| CATEGORY     | A          | B               | C               | D                             |
|--------------|------------|-----------------|-----------------|-------------------------------|
| LPV DA       |            | 1841-1          | 325 (400-1)     |                               |
| LNAV/VNAV DA |            | 1886-1 1/4      | 370 (400-1 1/4) |                               |
| LNAV MDA     | 2120-1 1/4 | 604 (700-1 1/4) | 2120-1 3/4      | 604 (700-1 3/4)               |
| CIRCLING     | 2180-1 1/4 | 664 (700-1 1/4) | 2180-1 3/4      | 2340-2 3/4<br>824 (900-2 3/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

CLEARFIELD, PENNSYLVANIA

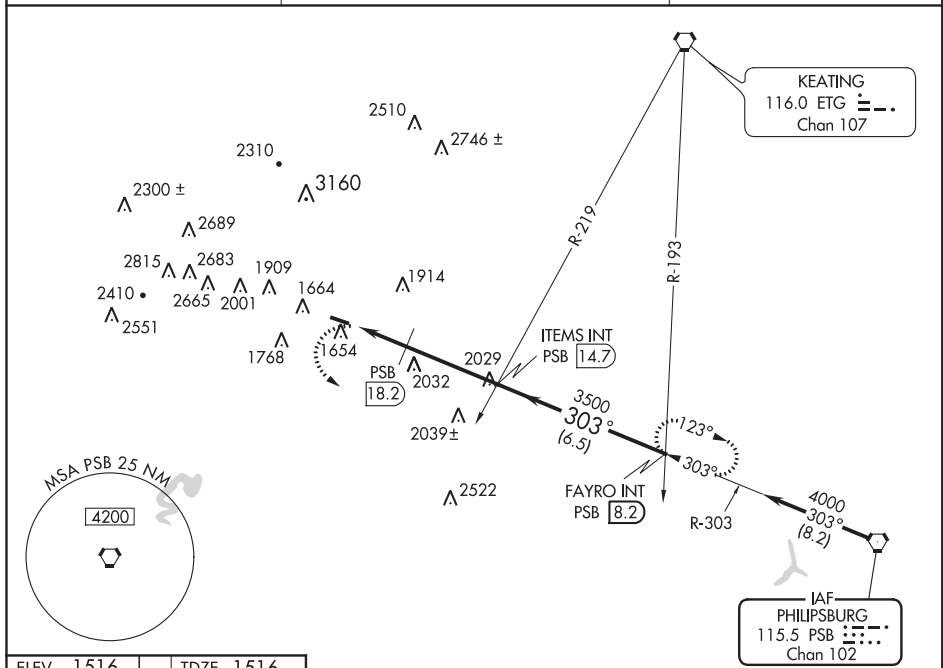
AL-6207 (FAA)

16035

|                                               |                        |                             |                                           |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC PSB<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>303°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4499</b><br><b>1516</b><br><b>1516</b> |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

**VOR RWY 30**  
CLEARFIELD-LAWRENCE (FIG)

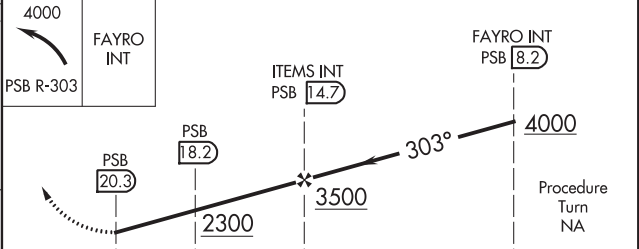
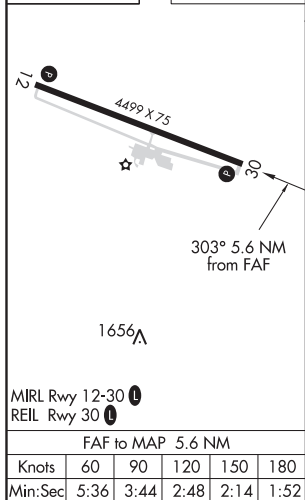
|                                |                                                                                         |                                           |
|--------------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------|
| <p>▼<br/>▲ NA</p>              | <p>MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.</p> |                                           |
| <p>ASOS<br/><b>119.275</b></p> | <p>NEW YORK CENTER<br/><b>134.8 338.3</b></p>                                           | <p>UNICOM<br/><b>122.725 (CTAF) 0</b></p> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1516 | TDZE 1516 |
|-----------|-----------|



| CATEGORY     | A                     | B                       | C                       | D                       |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-30         | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| CIRCLING     | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| DME MINIMUMS |                       |                         |                         |                         |
| S-30         | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2)   | 2220-2¼<br>704 (800-2¼) |
| CIRCLING     | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2)   | 2280-2¾<br>764 (800-2¾) |

CLEARFIELD, PENNSYLVANIA  
Amdt 6A 08AUG02

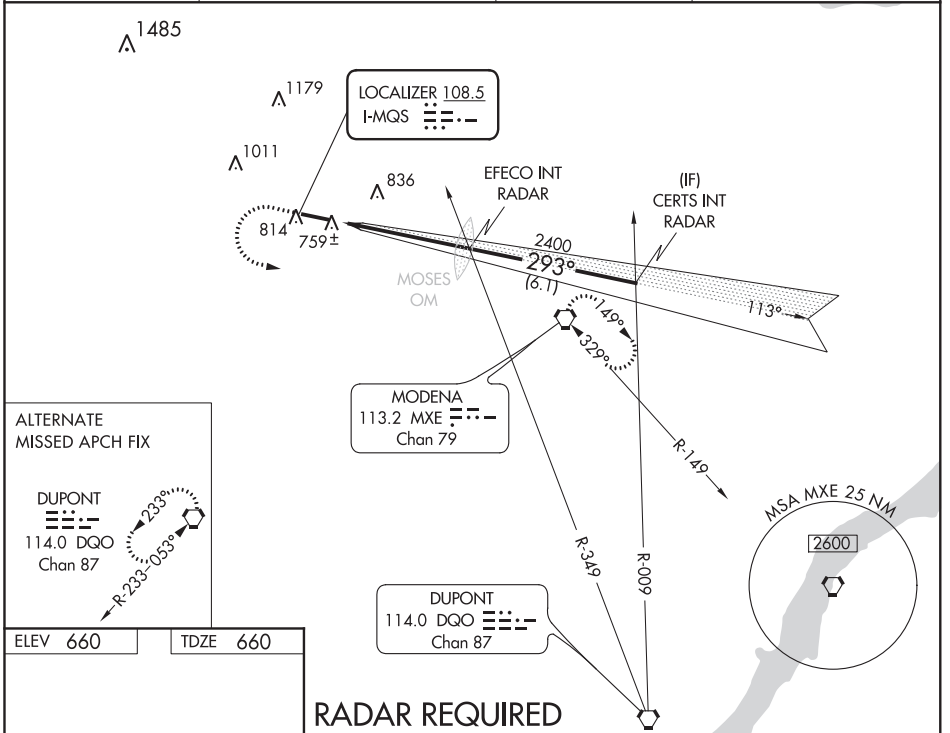
41°03'N - 78°25'W

CLEARFIELD-LAWRENCE (FIG)  
**VOR RWY 30**

|                           |                        |                        |
|---------------------------|------------------------|------------------------|
| LOC I-MQS<br><b>108.5</b> | APP CRS<br><b>293°</b> | Rwy Idg<br><b>5400</b> |
|                           |                        | TDZE<br><b>660</b>     |
|                           |                        | Apt Elev<br><b>660</b> |

**ILS or LOC RWY 29**  
CHESTER COUNTY G.O. CARLSON (MQS)

|                                                                                                                                                                                                                                                                                                                                        |                                              |                                                                                                   |                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------|
| <p><b>⚠</b> Visibility reduction by helicopters NA.<br/> <b>⚠</b> When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ½ mile, and Circling visibility Cat C and D ¼ mile.</p> |                                              | <p>MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.</p> |                                 |
| AWOS-3<br><b>126.25</b>                                                                                                                                                                                                                                                                                                                | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b>                                                                          | UNICOM<br><b>122.7 (CTAF) 0</b> |



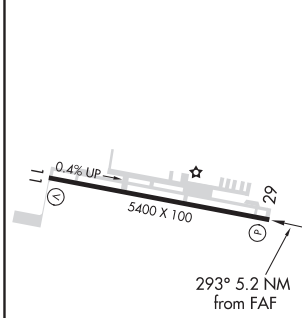
ALTERNATE MISSED APCH FIX

DUPONT  
114.0 DGO  
Chan 87

MODENA  
113.2 MXE  
Chan 79

LOCALIZER 108.5  
I-MQS

|          |          |
|----------|----------|
| ELEV 660 | TDZE 660 |
|----------|----------|



HIRL Rwy 11-29 0

REIL Rwy 11-29 0

FAF to MAP 5.2 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

**RADAR REQUIRED**

|          |                    |             |                         |                         |                    |
|----------|--------------------|-------------|-------------------------|-------------------------|--------------------|
|          | 1300               | 2400        | MXE                     | EFECO INT RADAR         | CERTS INT RADAR    |
|          | ↑                  | ↶           | ⬠                       |                         |                    |
|          | 5.2 NM             |             | 6.1 NM                  | 293°                    | 2400               |
|          | 5.2 NM             |             | 6.1 NM                  | 2400                    | GS 3.00°<br>TCH 56 |
| CATEGORY | A                  | B           | C                       | D                       |                    |
| S-ILS 29 | 919-1 259 (300-1)  |             |                         |                         |                    |
| S-LOC 29 | 1040-1 380 (400-1) |             |                         | 1040-1½<br>380 (400-1½) |                    |
| CIRCLING | 1120-1             | 460 (500-1) | 1220-1½<br>560 (600-1½) | 1240-2<br>580 (600-2)   |                    |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

16259

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>63006</b><br><b>W11A</b> | APP CRS<br><b>113°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>644</b><br><b>660</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

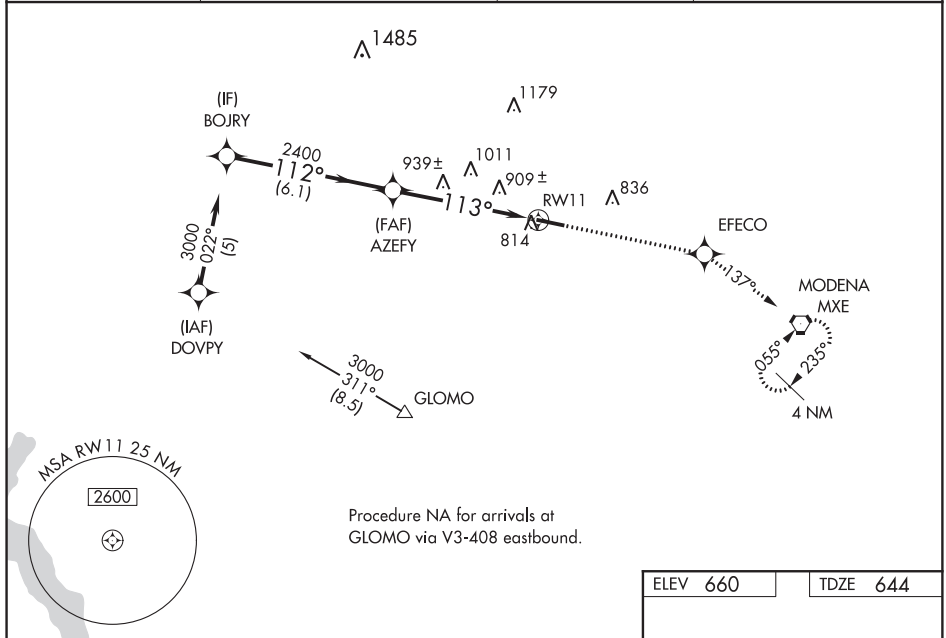
# RNAV (GPS) RWY 11

CHESTER COUNTY G.O. CARLSON (MQS)

**⚠** Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

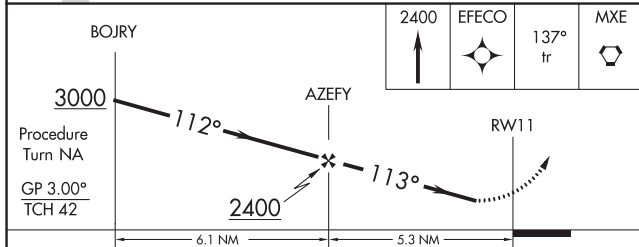
**MISSED APPROACH:** Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

|                         |                                              |                          |                                 |
|-------------------------|----------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>126.25</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|-------------------------|----------------------------------------------|--------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |
|----------|----------|
| ELEV 660 | TDZE 644 |
|----------|----------|

HIRL Rwy 11-29 ①  
REIL Rwy 11-29 ①

| CATEGORY     | A      | B           | C                       | D                       |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA       |        | 955-1       | 311 (300-1)             |                         |
| LNAV/VNAV DA |        | 1274-2 ¼    | 630 (700-2¼)            |                         |
| LNAV MDA     | 1200-1 | 556 (600-1) | 1200-1½<br>556 (600-1½) | 1200-1¾<br>556 (600-1¾) |
| CIRCLING     | 1200-1 | 540 (600-1) | 1220-1½<br>560 (600-1½) | 1240-2<br>580 (600-2)   |

COATESVILLE, PENNSYLVANIA  
Orig 31JUL08

39°59'N - 75°52'W

# CHESTER COUNTY G.O. CARLSON (MQS) RNAV (GPS) RWY 11

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>82506</b><br><b>W29A</b> | APP CRS<br><b>293°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>660</b><br><b>660</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

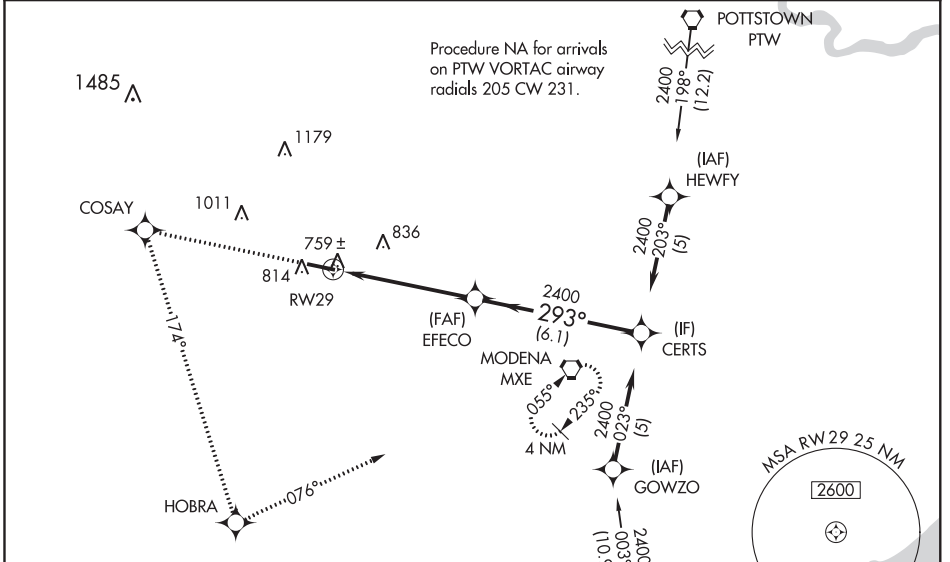
# RNAV (GPS) RWY 29

CHESTER COUNTY G.O. CARLSON (MQS)

**⚠** Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

|                         |                                              |                          |                                 |
|-------------------------|----------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>126.25</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|-------------------------|----------------------------------------------|--------------------------|---------------------------------|

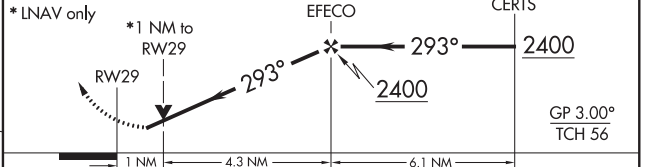
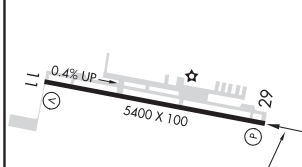
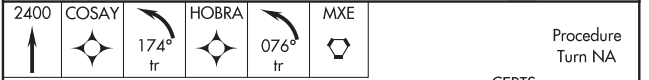


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                 |                 |
|-----------------|-----------------|
| ELEV <b>660</b> | TDZE <b>660</b> |
|-----------------|-----------------|

Procedure NA for arrivals on DGO VORTAC airway radials 309 CW 053.



| CATEGORY     | A      | B           | C                       | D                       |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA       |        | 938-1       | 278 (300-1)             |                         |
| LNAV/VNAV DA |        | 1029-1¼     | 369 (400-1¼)            |                         |
| LNAV MDA     | 1020-1 | 360 (400-1) |                         | 1020-1¼<br>360 (400-1¼) |
| CIRCLING     | 1120-1 | 460 (500-1) | 1220-1½<br>560 (600-1½) | 1240-2<br>580 (600-2)   |

|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>088°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>277</b> |
|------------------------|-----------------------------|----------------------------------------|

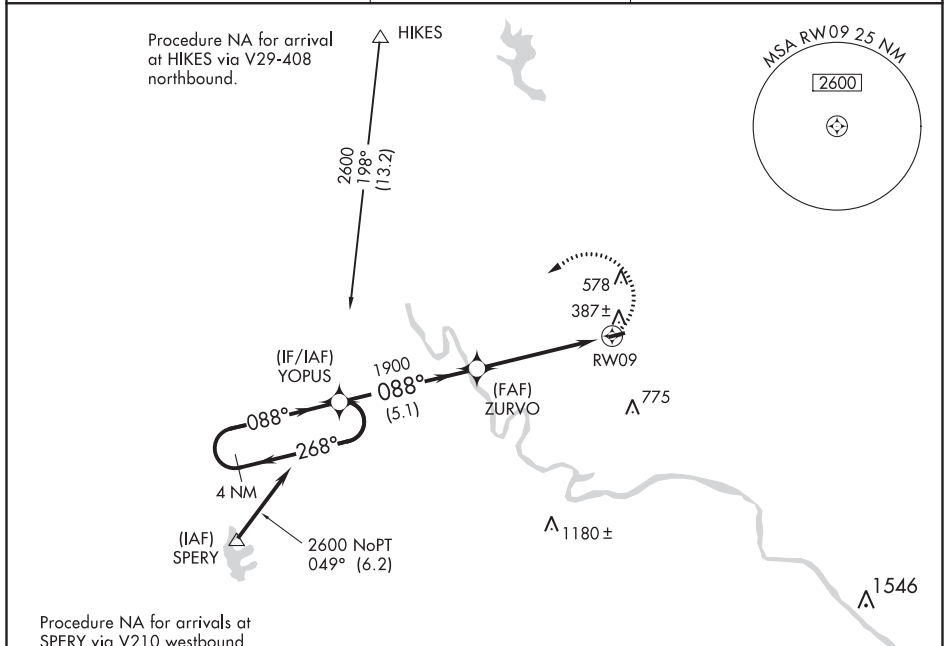
# RNAV (GPS)-B

PERKIOMEN VALLEY (N10)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

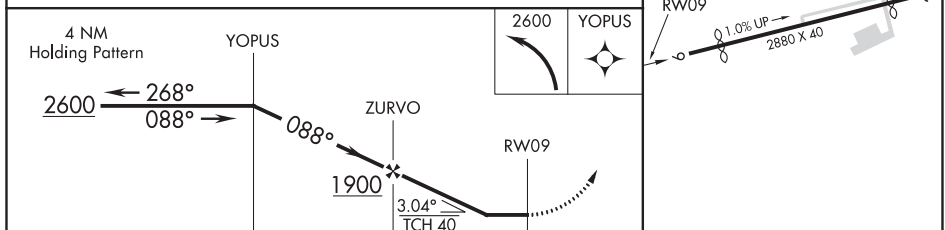
|                                               |                           |                               |
|-----------------------------------------------|---------------------------|-------------------------------|
| PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.8</b> (CTAF) |
|-----------------------------------------------|---------------------------|-------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ELEV 277



|          |                      |    |   |   |
|----------|----------------------|----|---|---|
| CATEGORY | A                    | B  | C | D |
| CIRCLING | 820-1<br>543 (600-1) | NA |   |   |

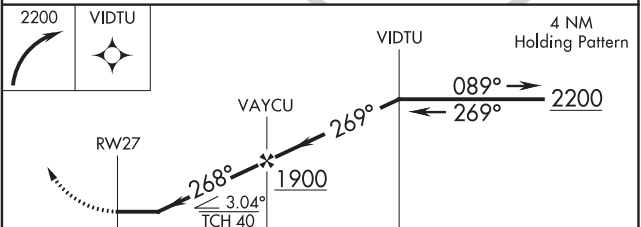
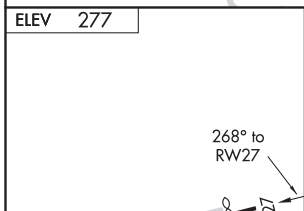
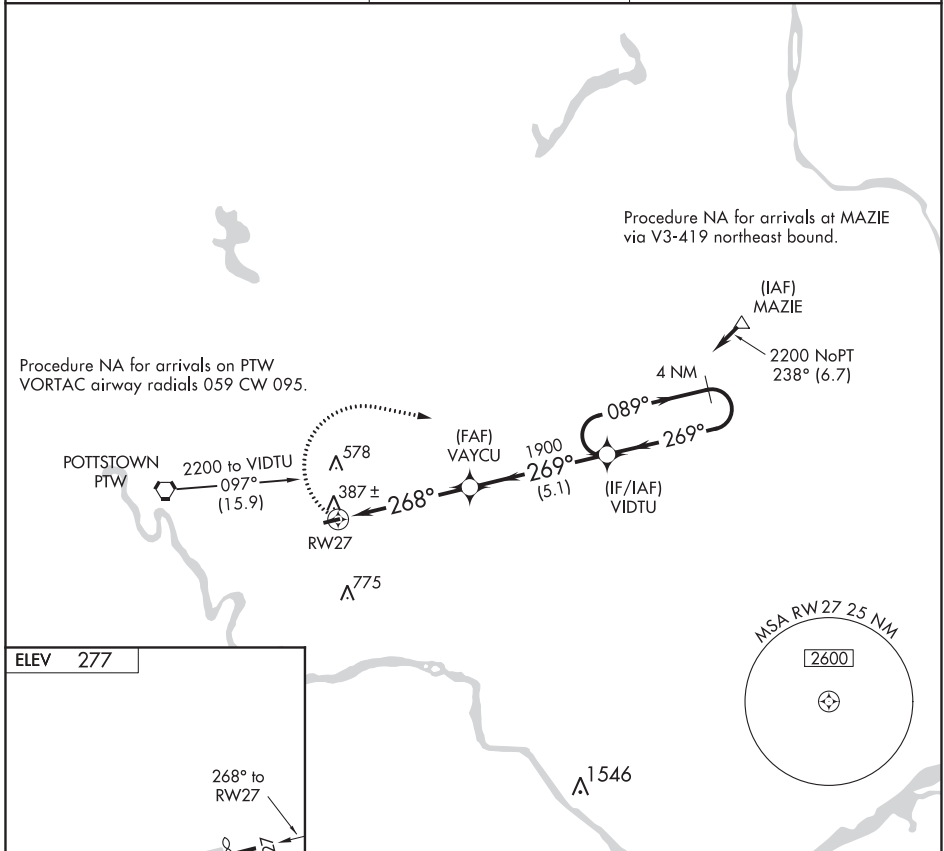
|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>268°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>277</b> |
|------------------------|-----------------------------|----------------------------------------|

# RNAV (GPS)-C

## PERKIOMEN VALLEY (N10)

|                                                                                                                                                                                                          |                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.</p> <p><b>▲</b> NA</p> | <p>MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|

|                                                       |                                   |                                       |
|-------------------------------------------------------|-----------------------------------|---------------------------------------|
| <p>PHILADELPHIA APP CON<br/><b>126.85 263.125</b></p> | <p>CLNC DEL<br/><b>118.55</b></p> | <p>UNICOM<br/><b>122.8</b> (CTAF)</p> |
|-------------------------------------------------------|-----------------------------------|---------------------------------------|



|          |                      |   |    |   |
|----------|----------------------|---|----|---|
| CATEGORY | A                    | B | C  | D |
| CIRCLING | 820-1<br>543 (600-1) |   | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>45929</b><br><b>W05A</b> | APP CRS<br><b>049°</b> | Rwy Idg <b>3833</b><br>TDZE <b>1254</b><br>Apt Elev <b>1264</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

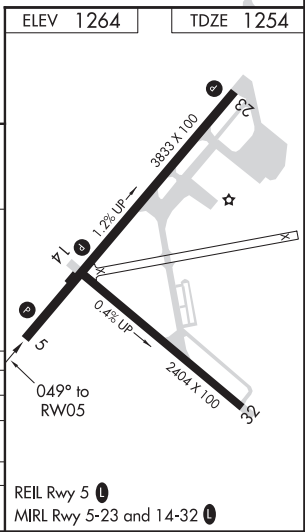
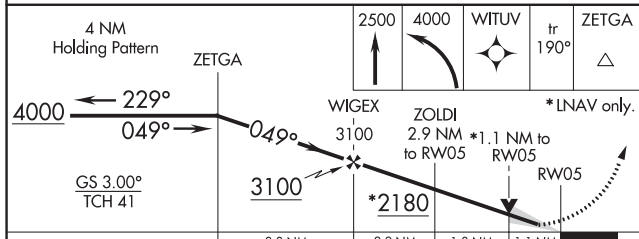
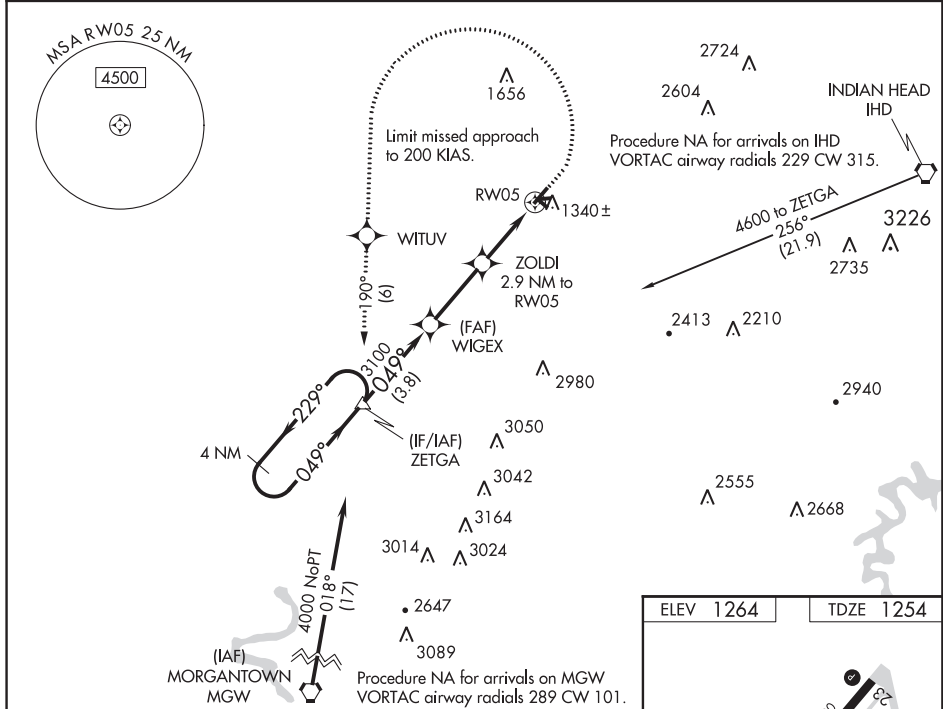
# RNAV (GPS) RWY 5

JOSEPH A HARDY CONNELLSVILLE (VVS)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 14, 23, 32 NA. Baro-VNAV and VDP NA when using Morgantown, WV altimeter setting. When local altimeter setting not received, use Morgantown WV altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C and Circling Cats B and C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

|                          |                                               |                                 |
|--------------------------|-----------------------------------------------|---------------------------------|
| AWOS-3<br><b>133.325</b> | CLARKSBURG APP CON *<br><b>119.425 284.65</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|-----------------------------------------------|---------------------------------|



| CATEGORY     | A                     | B                     | C                              | D  |
|--------------|-----------------------|-----------------------|--------------------------------|----|
| LPV DA       | 1504-1                | 250 (300-1)           |                                | NA |
| LNAV/VNAV DA | 1524-1                | 270 (300-1)           |                                | NA |
| LNAV MDA     | 1600-1                | 346 (400-1)           |                                | NA |
| CIRCLING     | 1920-1<br>656 (700-1) | 2060-1<br>796 (800-1) | 2200-2 3/4<br>936 (1000-2 3/4) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                 |                        |                             |                                           |
|---------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>66019</b><br>W14A | APP CRS<br><b>143°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4101</b><br><b>1746</b><br><b>1766</b> |
|---------------------------------|------------------------|-----------------------------|-------------------------------------------|

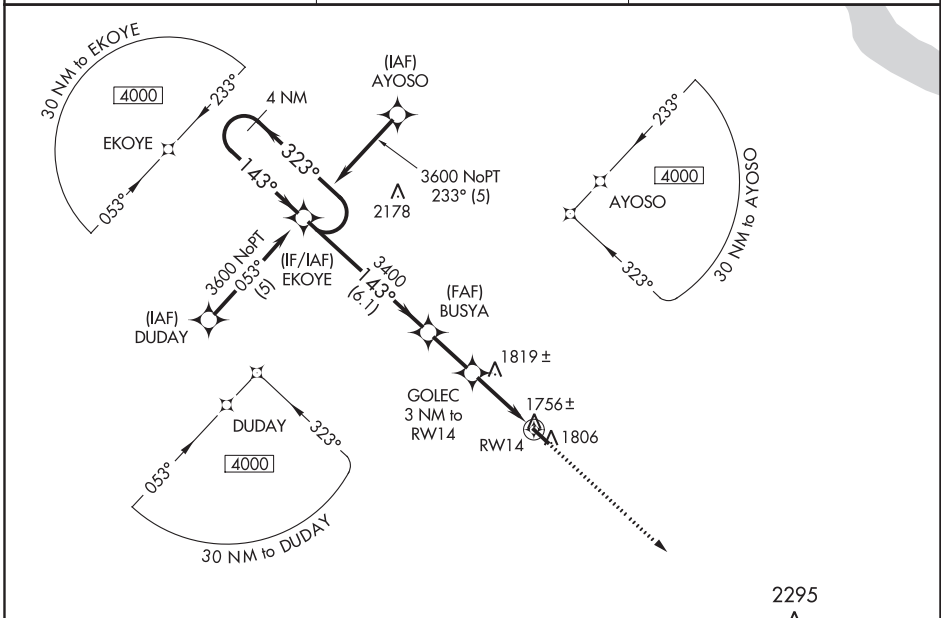
# RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)

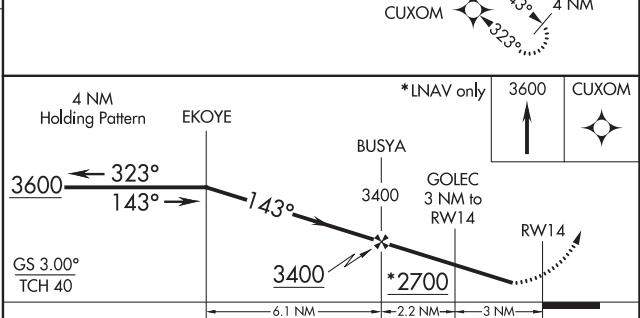
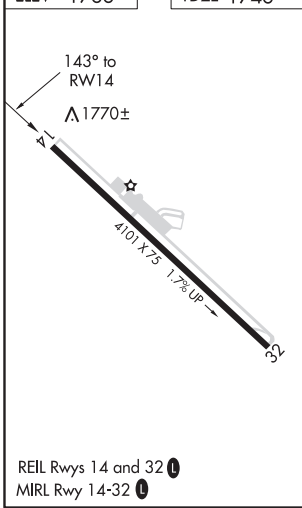
**Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.**  
 Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3600 direct CUXOM and hold.

|                                    |                                      |                                 |
|------------------------------------|--------------------------------------|---------------------------------|
| JAMESTOWN AWOS-3<br><b>118.425</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------------------|--------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1766 | TDZE 1746 |
|-----------|-----------|



| CATEGORY     | A                     | B                     | C                       | D  |
|--------------|-----------------------|-----------------------|-------------------------|----|
| LPV DA       | 2054-1¼               | 308 (300-1¼)          |                         | NA |
| LNAV/VNAV DA | 2084-1½               | 338 (400-1½)          |                         | NA |
| LNAV MDA     | 2140-1                | 394 (400-1)           |                         | NA |
| CIRCLING     | 2340-1<br>574 (600-1) | 2380-1<br>614 (700-1) | 2380-1¾<br>614 (700-1¾) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>70719</b><br><b>W32A</b> | APP CRS<br><b>323°</b> | Rwy Idg <b>4101</b><br>TDZE <b>1766</b><br>Apt Elev <b>1766</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

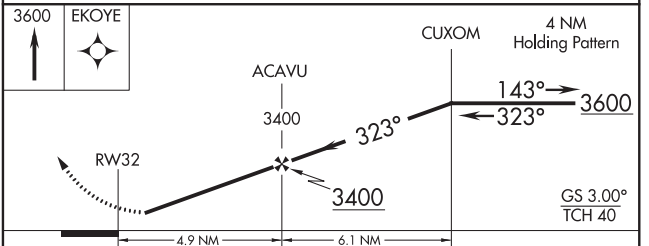
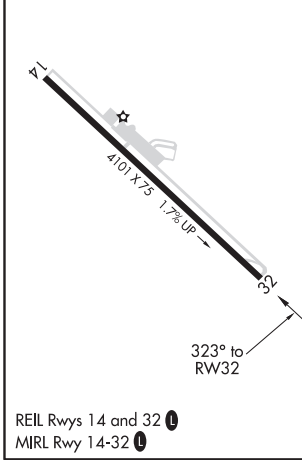
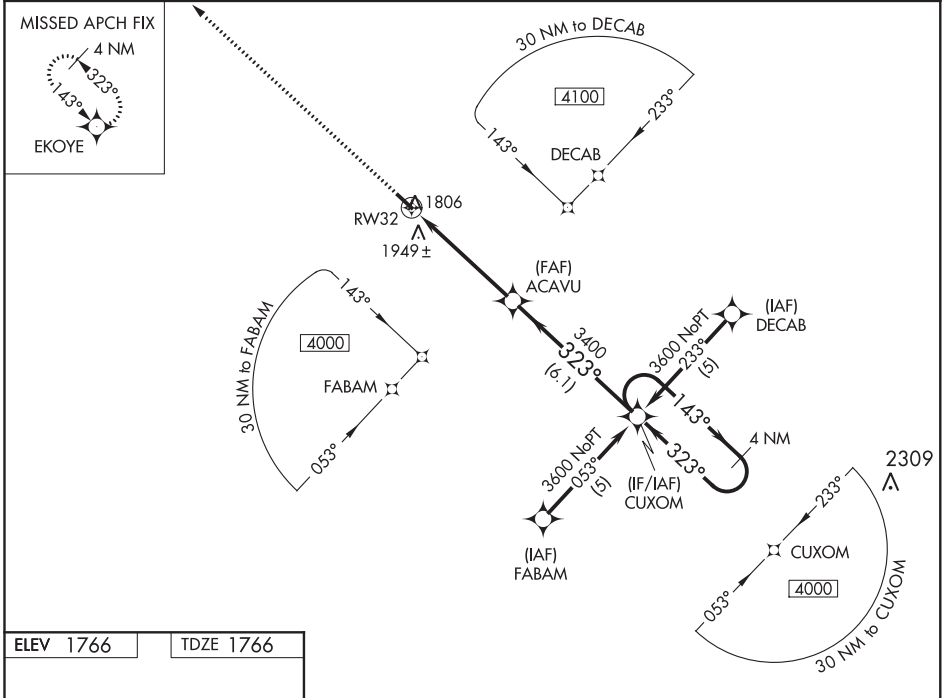
# RNAV (GPS) RWY 32

CORRY-LAWRENCE (8G2)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3600 direct EKOYE and hold.

|                                    |                                      |                                 |
|------------------------------------|--------------------------------------|---------------------------------|
| JAMESTOWN AWOS-3<br><b>118.425</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------------------|--------------------------------------|---------------------------------|



| CATEGORY     | A                  | B                    | C                    | D  |
|--------------|--------------------|----------------------|----------------------|----|
| LPV DA       | 2074-1 308 (400-1) |                      |                      | NA |
| LNAV/VNAV DA | 2324-2 558 (600-2) |                      |                      | NA |
| LNAV MDA     | 2340-1 574 (600-1) | 2340-1½ 574 (600-1½) |                      | NA |
| CIRCLING     | 2340-1 574 (600-1) | 2380-1 614 (700-1)   | 2380-1¾ 614 (700-1¾) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



CORRY, PENNSYLVANIA

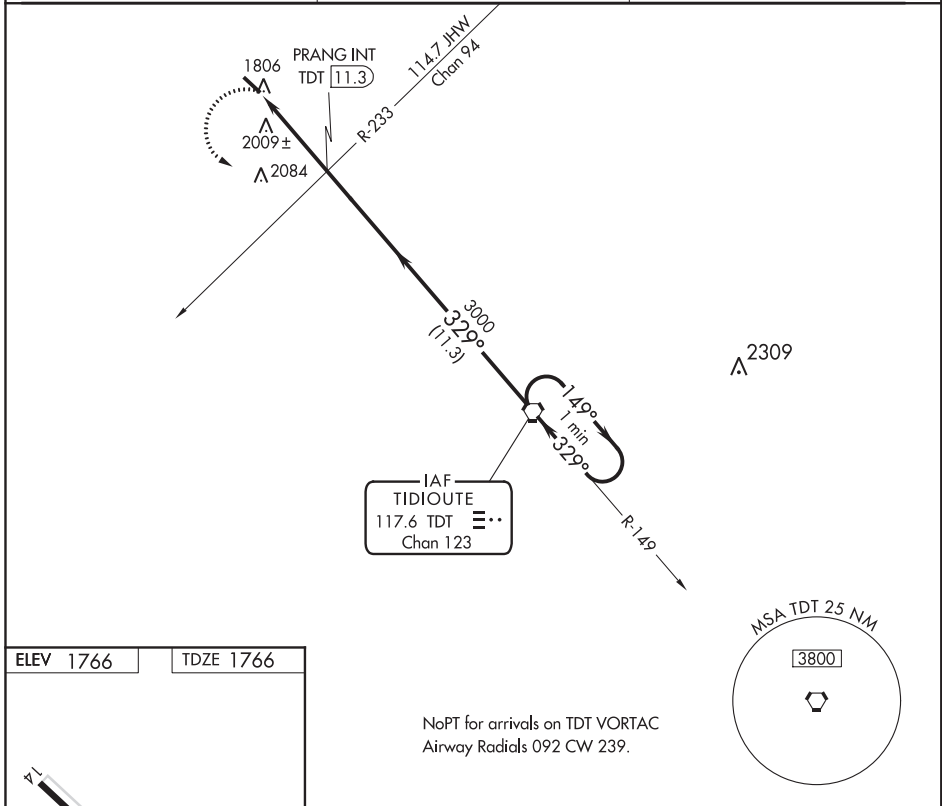
AL-6206 (FAA)

|                                               |                        |                                                                 |
|-----------------------------------------------|------------------------|-----------------------------------------------------------------|
| VORTAC TDT<br><b>117.6</b><br>Chan <b>123</b> | APP CRS<br><b>329°</b> | Rwy Idg <b>4101</b><br>TDZE <b>1766</b><br>Apt Elev <b>1766</b> |
|-----------------------------------------------|------------------------|-----------------------------------------------------------------|

**VOR RWY 32**  
CORRY-LAWRENCE (8G2)

|                       |                                      |                                                                         |
|-----------------------|--------------------------------------|-------------------------------------------------------------------------|
| <b>V</b><br><b>NA</b> | Use Jamestown, NY altimeter setting. | MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold. |
|-----------------------|--------------------------------------|-------------------------------------------------------------------------|

|                                    |                                      |                               |
|------------------------------------|--------------------------------------|-------------------------------|
| JAMESTOWN AWOS-3<br><b>118.425</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------------|--------------------------------------|-------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1766 | TDZE 1766 |
|-----------|-----------|

REIL Rws 14 and 32  
MIRL Rwy 14-32

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.8 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

NoPT for arrivals on TDT VORTAC  
Airway Radials 092 CW 239.

|                    |                                       |                       |                         |    |
|--------------------|---------------------------------------|-----------------------|-------------------------|----|
| 3600 TDT           | TDT VORTAC One Minute Holding Pattern |                       |                         |    |
| PRANG INT TDT 11.3 |                                       | 149° → 3600           |                         |    |
| TDT 15.1           |                                       | ← 329°                |                         |    |
| 3.00° TCH 40       |                                       | 3000                  |                         |    |
| 3.8 NM             |                                       | 11.3 NM               |                         |    |
| CATEGORY           | A                                     | B                     | C                       | D  |
| S-32               | 2320-1                                | 554 (600-1)           | 2320-1½<br>554 (600-1½) | NA |
| CIRCLING           | 2340-1<br>574 (600-1)                 | 2380-1<br>614 (700-1) | 2380-1¾<br>614 (700-1¾) | NA |

CORRY, PENNSYLVANIA  
Amdt 5 14037

41°54'N - 79°38'W

CORRY-LAWRENCE (8G2)  
**VOR RWY 32**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

CORRY, PENNSYLVANIA

AL-6206 (FAA)

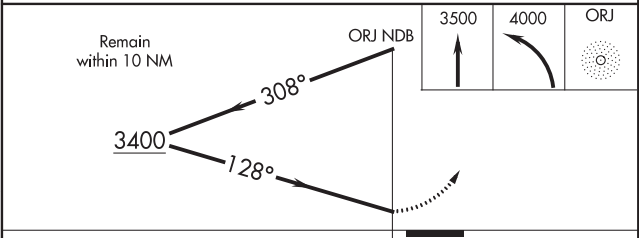
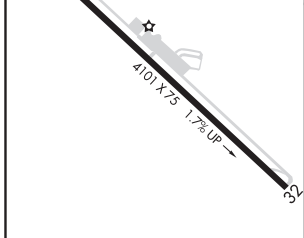
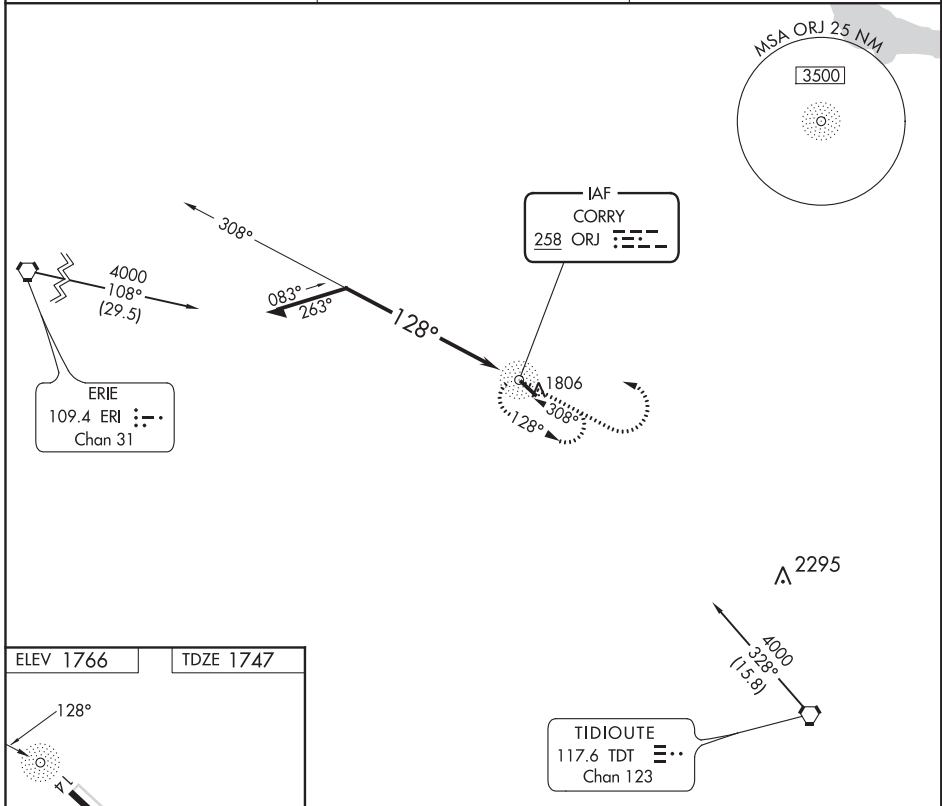
# NDB RWY 14

CORRY-LAWRENCE (8G2)

|            |             |          |      |
|------------|-------------|----------|------|
| NDB ORJ    | APP CRS     | Rwy Idg  | 4101 |
| <b>258</b> | <b>128°</b> | TDZE     | 1747 |
|            |             | Apt Elev | 1766 |

**NA** Use Jamestown, NY altimeter setting. MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

|                                    |                                      |                               |
|------------------------------------|--------------------------------------|-------------------------------|
| JAMESTOWN AWOS-3<br><b>118.425</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------------|--------------------------------------|-------------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-14     | 2400-1 | 653 (700-1) | 2400-1¾<br>653 (700-1¾) | NA |
| CIRCLING | 2400-1 | 634 (700-1) | 2400-1¾<br>634 (700-1¾) | NA |

CORRY, PENNSYLVANIA  
Amdt 5 14037

41°54'N - 79°38'W  
93

# CORRY-LAWRENCE (8G2)

## NDB RWY 14

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

DANVILLE, PENNSYLVANIA

AL-10661 (FAA)

15288

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>65827</b><br><b>W09A</b> | APP CRS<br><b>088°</b> | Rwy Idg<br>THRE<br>Apt Elev | <b>3000</b><br><b>541</b><br><b>559</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

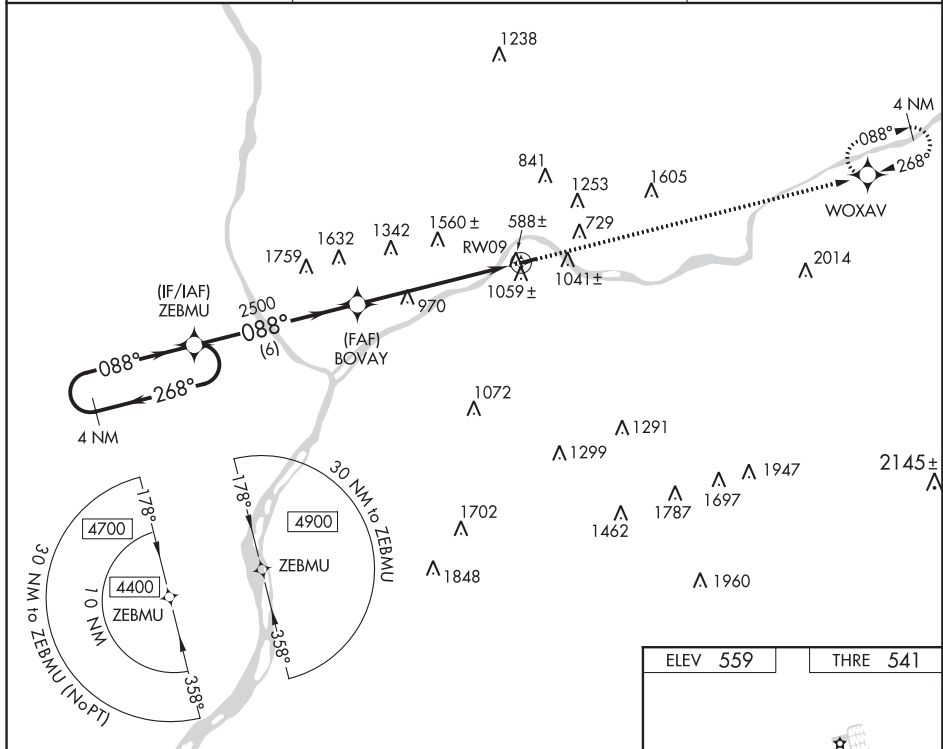
# RNAV (GPS) RWY 9

DANVILLE (8N8)

**▽** Use Penn Valley altimeter setting; when not received, use Northumberland County altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA.  
**△ NA** Visibility reduction by helicopters NA. Procedure NA at night.

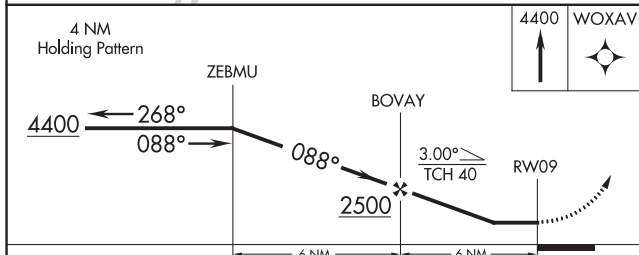
MISSED APPROACH: Climb to 4400 direct WOXAV and hold, continue climb-in-hold to 4400.

|                                    |                                            |                                 |
|------------------------------------|--------------------------------------------|---------------------------------|
| PENN VALLEY ASOS<br><b>123.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------------------|--------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |
|----------|----------|
| ELEV 559 | THRE 541 |
|----------|----------|

MIRL Rwy 9-27 0

| CATEGORY | A                        | B                         | C | D  |
|----------|--------------------------|---------------------------|---|----|
| LP MDA   | 1280-1¼<br>739 (800-1¼)  | 1280-1½<br>739 (800-1½)   |   | NA |
| LNAV MDA | 1360-1¼<br>819 (900-1¼)  | 1360-1½<br>819 (900-1½)   |   | NA |
| CIRCLING | 1480-1¼<br>921 (1000-1¼) | 1620-1½<br>1061 (1100-1½) |   | NA |

DANVILLE, PENNSYLVANIA  
Orig 31MAY12

40°57'N-76°39'W

DANVILLE (8N8)  
**RNAV (GPS) RWY 9**

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>268°</b> | Rwy Idg<br><b>3000</b> |
|                        | THRE<br><b>554</b>     |
|                        | Apt Elev<br><b>559</b> |

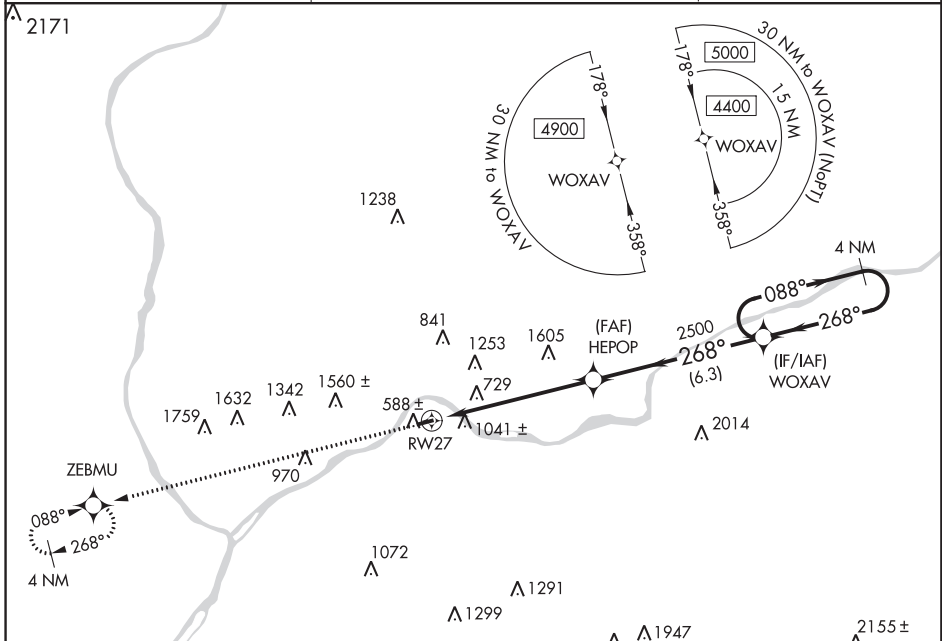
# RNAV (GPS) RWY 27

DANVILLE (8N8)

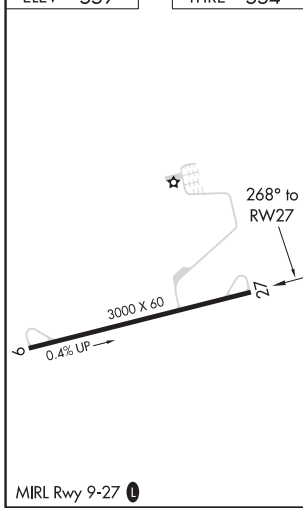
**NA** Use Penn Valley altimeter setting; when not received, use Northumberland County altimeter setting and increase all MDA 20 feet DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 4400 direct ZEBMU and hold, continue climb-in-hold 4400.

|                                    |                                            |                               |
|------------------------------------|--------------------------------------------|-------------------------------|
| PENN VALLEY ASOS<br><b>123.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------------|--------------------------------------------|-------------------------------|



|          |          |
|----------|----------|
| ELEV 559 | THRE 554 |
|----------|----------|



|          |                          |                           |    |   |
|----------|--------------------------|---------------------------|----|---|
| 4400     | ZEBMU                    | 4 NM Holding Pattern      |    |   |
|          |                          |                           |    |   |
| 6 NM     | 6.3 NM                   |                           |    |   |
| CATEGORY | A                        | B                         | C  | D |
| LNAV MDA | 1540-1¼<br>986 (1000-1¼) | 1540-1½<br>986 (1000-1½)  | NA |   |
| CIRCLING | 1540-1¼<br>981 (1000-1¼) | 1620-1½<br>1061 (1100-1½) | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

DANVILLE, PENNSYLVANIA

AL-10661 (FAA)

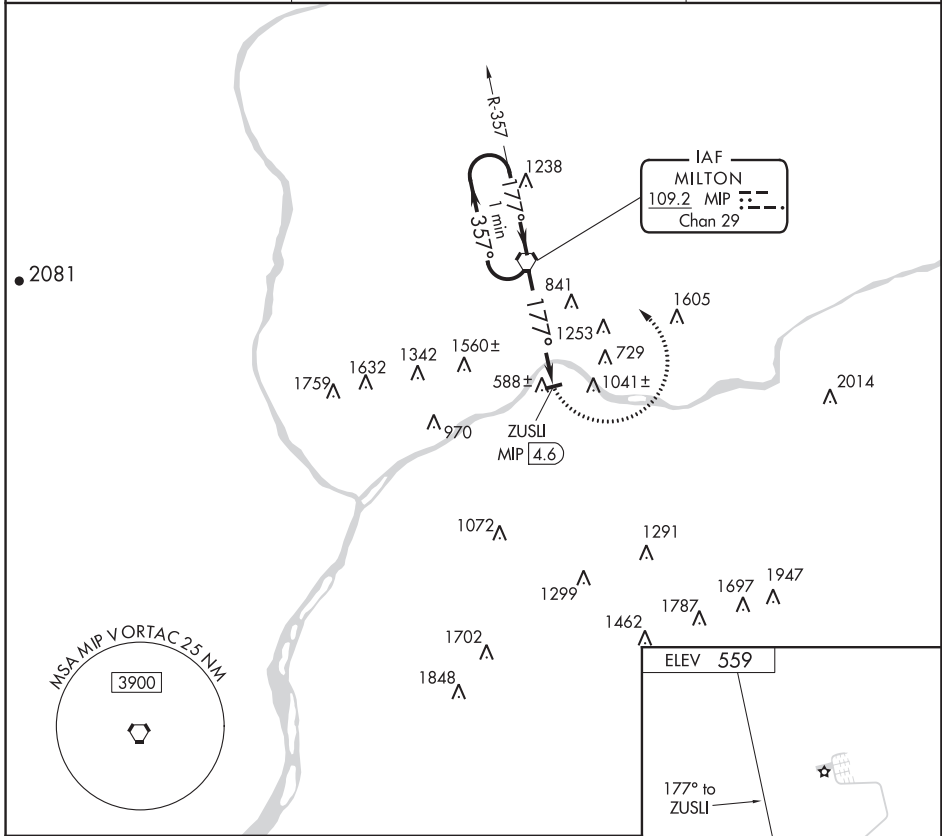
15288

|                                              |                        |                             |                                        |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC MIP<br><b>109.2</b><br>Chan <b>29</b> | APP CRS<br><b>177°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>559</b> |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
DANVILLE (8N8)

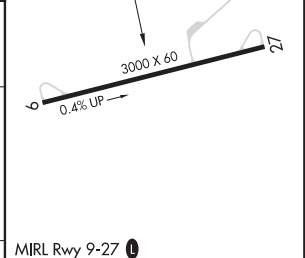
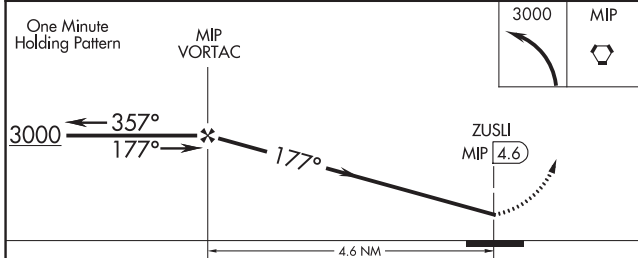
|                                                                                                                                                                                                                           |                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <p>▼ Use Penn Valley altimeter setting, when not received use Northumberland County altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p>▲ NA</p> | <p>MISSED APPROACH: Climbing left turn to 3000 direct MIP VORTAC and hold.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|

|                                    |                                            |                               |
|------------------------------------|--------------------------------------------|-------------------------------|
| PENN VALLEY ASOS<br><b>123.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------------|--------------------------------------------|-------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                           |                           |      |      |                   |
|----------|---------------------------|---------------------------|------|------|-------------------|
| CATEGORY | A                         | B                         | C    | D    | MIRL Rwy 9-27     |
| CIRCLING | 1660-1¼<br>1101 (1200-1¼) | 1760-1½<br>1201 (1300-1½) | NA   |      | FAF to MAP 4.6 NM |
|          | Knots 60                  | 90                        | 120  | 150  | 180               |
|          | Min:Sec 4:36              | 3:04                      | 2:18 | 1:50 | 1:32              |

DANVILLE, PENNSYLVANIA  
Orig 03APR14

40°57'N-76°39'W

DANVILLE (8N8)  
**VOR-A**

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>049°</b> | Rwy Idg<br><b>3002</b> |
|                        | TDZE<br><b>394</b>     |
|                        | Apt Elev<br><b>394</b> |

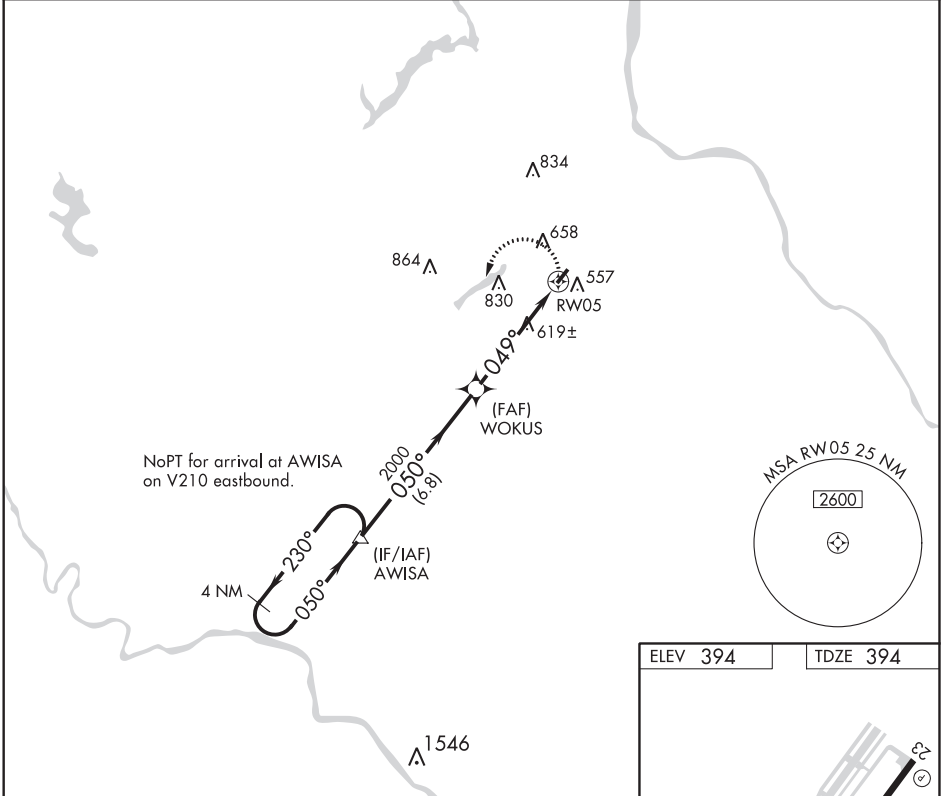
# RNAV (GPS) RWY 5

DOYLESTOWN (DYL)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet. Night landing: Rwy 5 NA.

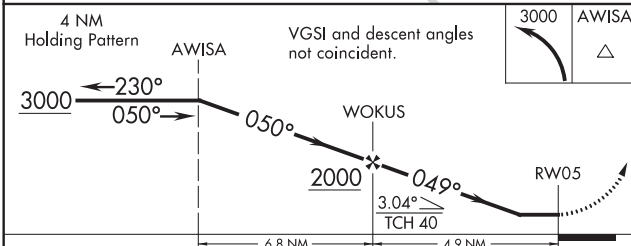
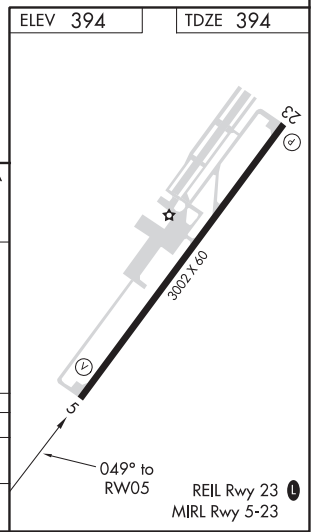
MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

|                        |                                            |                           |                                   |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------|
| ASOS<br><b>118.875</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A     | B           | C  | D |
|----------|-------|-------------|----|---|
| LNVA MDA | 880-1 | 486 (500-1) | NA |   |
| CIRCLING | 960-1 | 566 (600-1) | NA |   |

DOYLESTOWN, PENNSYLVANIA

AL-5609 (FAA)

15120

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>229°</b> | Rwy Idg<br><b>3004</b> |
|                        | TDZE<br><b>394</b>     |
|                        | Apt Elev<br><b>394</b> |

# RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet. Night landing: Rwy 5 NA.  
**▲** MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

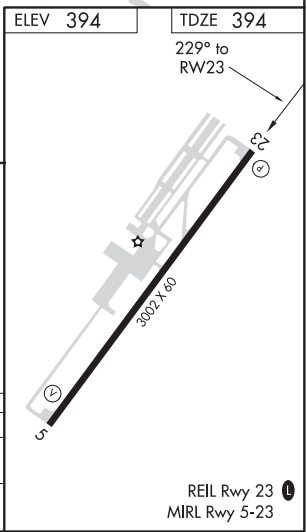
|                        |                                            |                           |                                   |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------|
| ASOS<br><b>118.875</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                                                       |        |             |       |
|-----------------------------------------------------------------------|--------|-------------|-------|
| 3000                                                                  | WOKUS  | fr 230°     | AWISA |
| VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 20).<br> |        |             |       |
| CATEGORY                                                              | A      | B           | C     |
| RNAV MDA                                                              | 1040-1 | 646 (700-1) | NA    |
| CIRCLING                                                              | 1040-1 | 646 (700-1) | NA    |



DOYLESTOWN, PENNSYLVANIA  
 Amdt 1A 30APR15

40°20'N - 75°07'W

# DOYLESTOWN (DYL)

## RNAV (GPS) RWY 23

|                                               |                        |                             |                                         |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VOR/DME SBJ<br><b>112.9</b><br>Chan <b>76</b> | APP CRS<br><b>240°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3004</b><br><b>394</b><br><b>394</b> |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

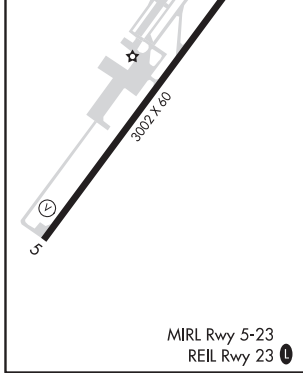
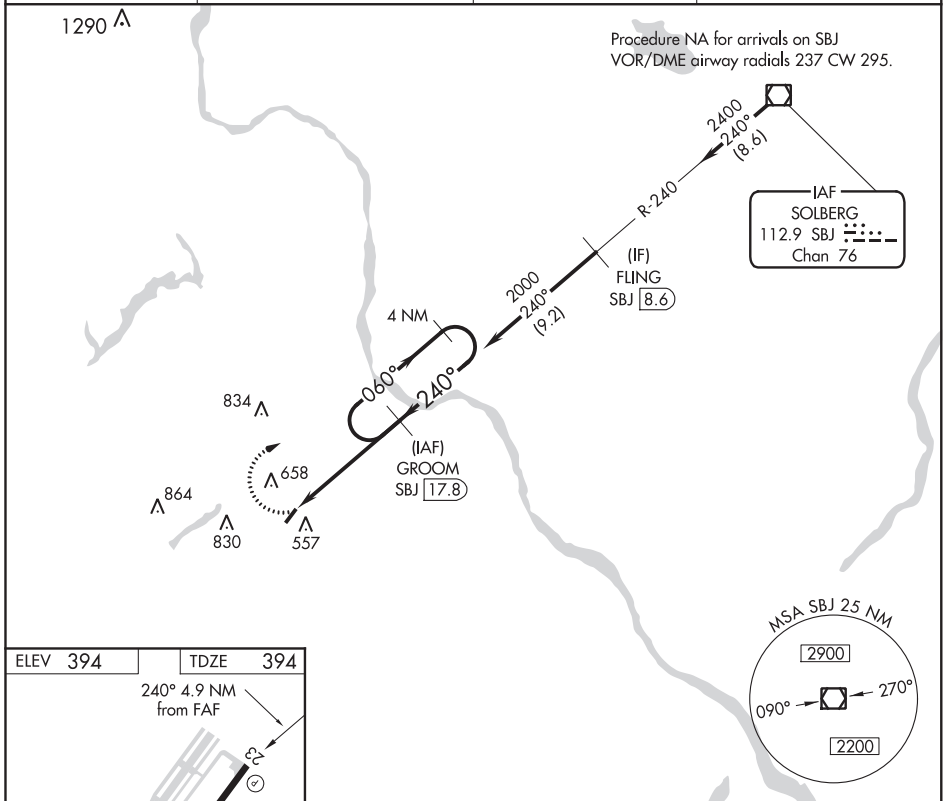
# VOR/DME RWY 23

DOYLESTOWN (DYL)

**⚠** When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet and increase S-23 Cat B visibility ¼ mile. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

**⚠** MISSED APPROACH: Climbing right turn to 2000 on SBJ R-240 to GROOM/17.8 DME and hold.

|                        |                                            |                           |                                          |
|------------------------|--------------------------------------------|---------------------------|------------------------------------------|
| ASOS<br><b>118.875</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.975</b> (CTAF) <b>0</b> |
|------------------------|--------------------------------------------|---------------------------|------------------------------------------|



|                   |                       |                                                                                                                                                      |                      |   |
|-------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---|
| 2000              | SBJ R-240             | GROOM SBJ 17.8                                                                                                                                       | 4 NM Holding Pattern |   |
|                   |                       | <p>GROOM SBJ 17.8</p> <p>060° → 2000</p> <p>← 240°</p> <p>≤ 3.00° TCH 40</p> <p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).</p> |                      |   |
|                   |                       |                                                                                                                                                      |                      |   |
| CATEGORY          | A                     | B                                                                                                                                                    | C                    | D |
| S-23              | 1100-1                | 706 (800-1)                                                                                                                                          | NA                   |   |
| <b>C</b> CIRCLING | 1100-1<br>706 (800-1) | 1100-1¼<br>706 (800-1¼)                                                                                                                              | NA                   |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



DUBOIS, PENNSYLVANIA

AL-5035 (FAA)


16035

|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-DUJ<br><b>109.9</b> | APP CRS<br><b>252°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5503</b><br><b>1817</b><br><b>1817</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

# ILS or LOC RWY 25

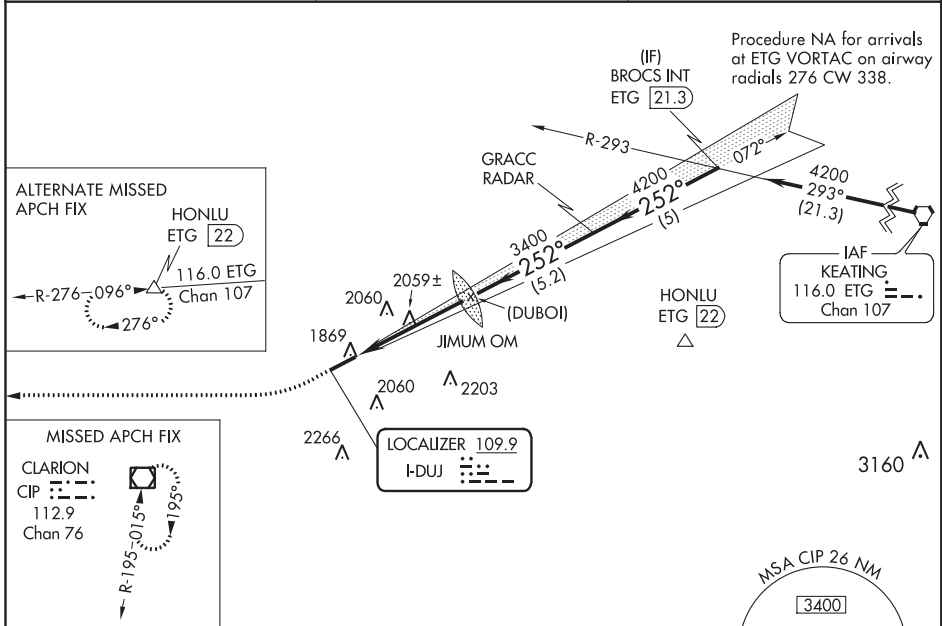
DUBOIS RGNL (DUJ)

**⚠ Radar Required.** When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ¼ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

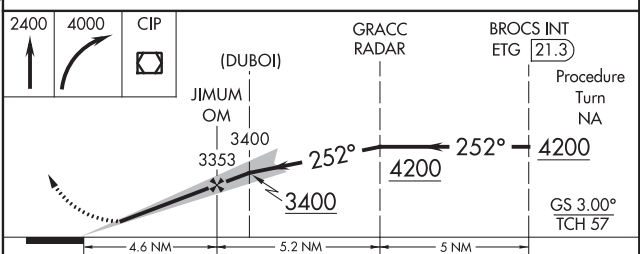
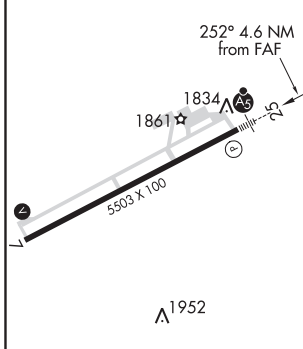
**MALSR** 

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

|                        |                                           |                                                                                                                 |
|------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| ASOS<br><b>119.025</b> | CLEVELAND CENTER<br><b>126.725 291.65</b> | UNICOM<br><b>123.0 (CTAF)</b>  |
|------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1817 | <b>D</b> | TDZE 1817 |
|-----------|----------|-----------|



| CATEGORY | A                  | B | C                                       | D |
|----------|--------------------|---|-----------------------------------------|---|
| S-ILS 25 | 2017-½             |   | 200 (200-½)                             |   |
| S-LOC 25 | 2320-½ 503 (600-½) |   | 2320-1 503 (600-1)                      |   |
| CIRCLING | 2320-1 503 (600-1) |   | 2320-1½ 503 (600-1½) 2380-2 563 (600-2) |   |

DUBOIS, PENNSYLVANIA  
Amdt 9B 29MAY14

41°11'N-78°54'W

# ILS or LOC RWY 25

DUBOIS RGNL (DUJ)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>82116</b><br><b>W07A</b> | APP CRS<br><b>072°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5503</b><br><b>1816</b><br><b>1817</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

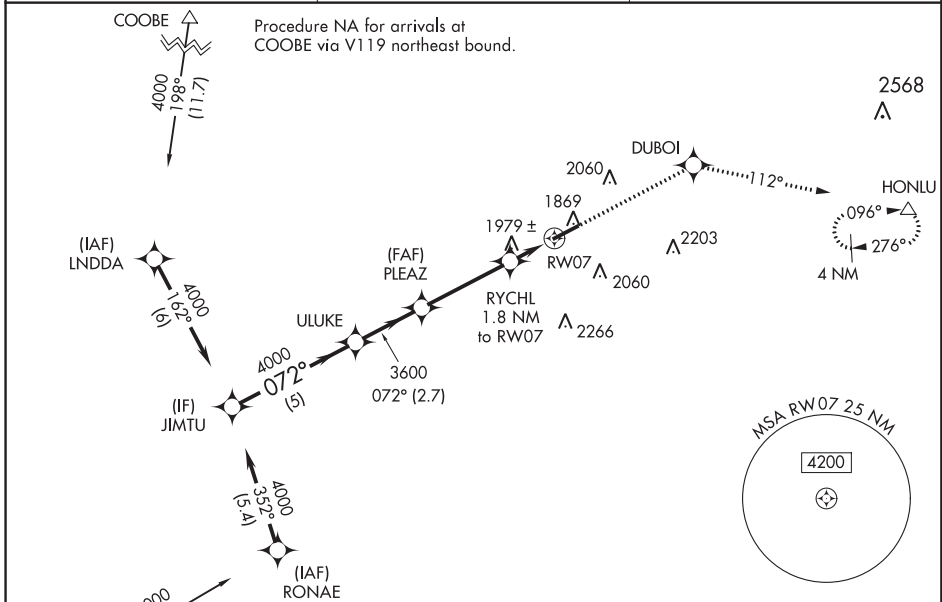
# RNAV (GPS) RWY 7

DUBOIS RGNL (DUJ)

**⚠** Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

**MISSED APPROACH:** Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

|                        |                                           |                                 |
|------------------------|-------------------------------------------|---------------------------------|
| ASOS<br><b>119.025</b> | CLEVELAND CENTER<br><b>126.725 291.65</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|-------------------------------------------|---------------------------------|

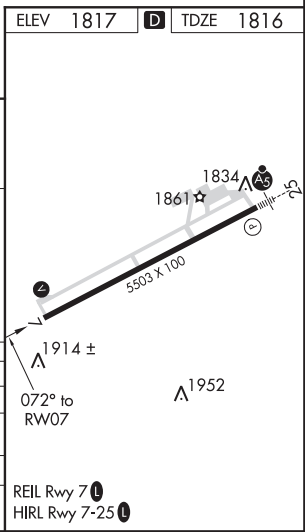


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |                    |
|-----------|--------------------|
| ELEV 1817 | <b>D</b> TDZE 1816 |
|-----------|--------------------|

|                   |                                                                  |             |                      |                 |
|-------------------|------------------------------------------------------------------|-------------|----------------------|-----------------|
| Procedure Turn NA | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28). | 4200        | DUBOI                | HONLU           |
| JIMTU             | ULUKE                                                            | PLEAZ       | RYCHL 1.8 NM to RW07 | *LNAV only      |
| 4000              | 4000                                                             | 3600        | *2420                | *1.2 NM to RW07 |
| GP 3.00° TCH 45   |                                                                  |             |                      |                 |
|                   | 5 NM                                                             | 2.7 NM      | 3.6 NM               | 0.6 NM 1.2 NM   |
| CATEGORY          | A                                                                | B           | C                    | D               |
| LPV DA            |                                                                  | 2066-¾      | 250 (300-¾)          |                 |
| LNAV/VNAV DA      |                                                                  | 2313-1¾     | 497 (500-1¾)         |                 |
| LNAV MDA          | 2240-1                                                           | 424 (500-1) | 2240-1¼              | 424 (500-1¼)    |
| CIRCLING          | 2300-1                                                           | 483 (500-1) | 2320-1½              | 2380-2          |
|                   |                                                                  |             | 503 (600-1½)         | 563 (600-2)     |



DUBOIS, PENNSYLVANIA

AL-5035 (FAA)


16035

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>97407</b><br><b>W25A</b> | APP CRS<br><b>252°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5503</b><br><b>1817</b><br><b>1817</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 25

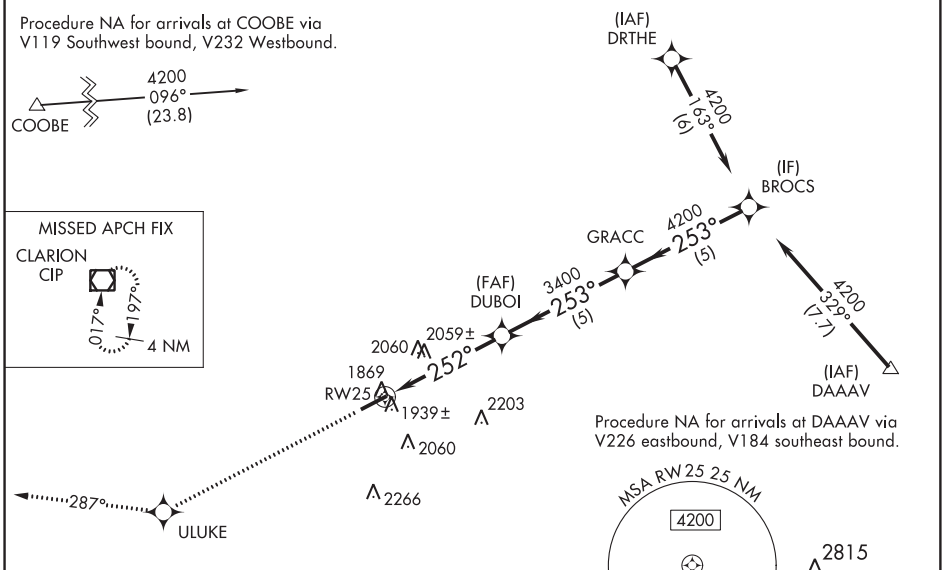
DUBOIS RGNL (DUJ)

**⚠** Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV Cat C and Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile.

MALSR 

MISSED APPROACH: Climb to 4000 direct ULUKE and on track 287° to CIP VOR/DME and hold.

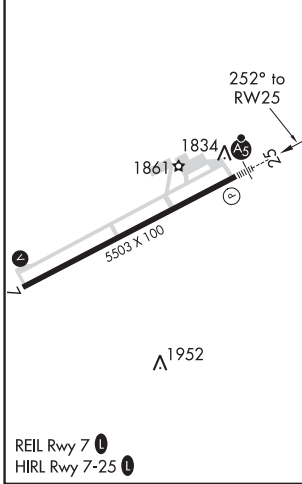
|                        |                                           |                                        |
|------------------------|-------------------------------------------|----------------------------------------|
| ASOS<br><b>119.025</b> | CLEVELAND CENTER<br><b>126.725 291.65</b> | UNICOM<br><b>123.0</b> (CTAF) <b>Ⓛ</b> |
|------------------------|-------------------------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 1817 | <b>D</b> | TDZE 1817 |
|-----------|----------|-----------|



|                 |        |             |              |                   |
|-----------------|--------|-------------|--------------|-------------------|
| 4000            | ULUKE  | tr 287°     | CIP          | Procedure Turn NA |
| *LNAV only.     |        |             |              | GP 3.00° TCH 57   |
| RW25            |        | DUBOI       | GRACC        | BROCS             |
| 1.4             |        | 3.3 NM      | 5 NM         | 5 NM              |
| 3400            | 252°   | 3400        | 253°         | 4200              |
| *1.4 NM to RW25 |        |             |              |                   |
| DA              | 2017-½ | 200 (200-½) |              |                   |
| DA              | 2209-¾ | 392 (400-¾) |              |                   |
| MDA             | 2320-½ | 503 (600-½) | 2320-1       | 503 (600-1)       |
| CIRCLING        | 2320-1 | 503 (600-1) | 2320-1½      | 2380-2            |
|                 |        |             | 503 (600-1½) | 563 (600-2)       |

DUBOIS, PENNSYLVANIA  
Amdt 1 03JUN10

41°11'N-78°54'W

# RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

|                                               |                        |                             |                                           |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VOR/DME CIP<br><b>112.9</b><br>Chan <b>76</b> | APP CRS<br><b>092°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5503</b><br><b>1816</b><br><b>1817</b> |
|-----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

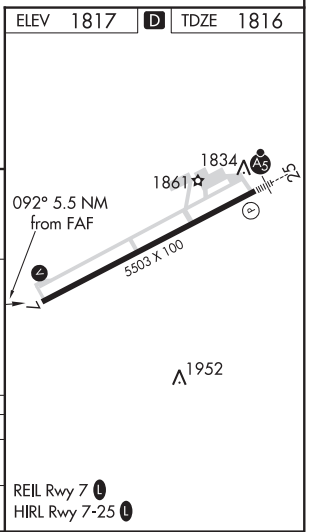
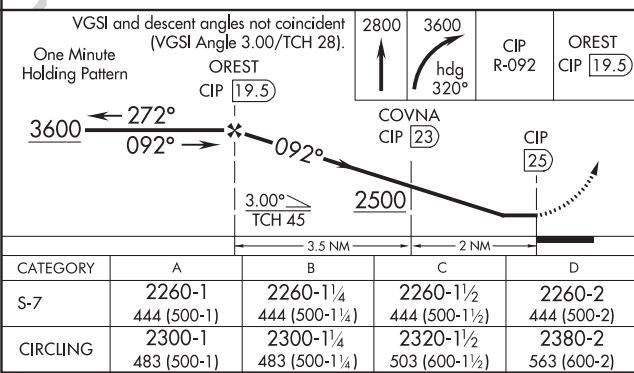
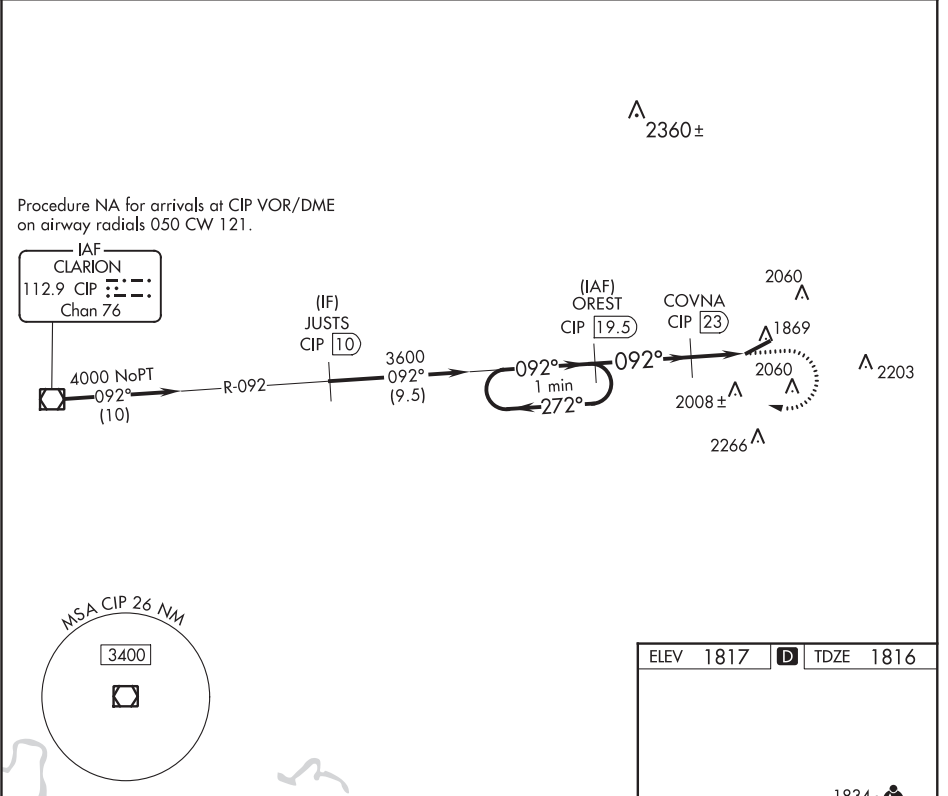
# VOR/DME RWY 7

DUBOIS RGNL (DUJ)

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

|                        |                                           |                                        |
|------------------------|-------------------------------------------|----------------------------------------|
| ASOS<br><b>119.025</b> | CLEVELAND CENTER<br><b>126.725 291.65</b> | UNICOM<br><b>123.0</b> (CTAF) <b>Ⓛ</b> |
|------------------------|-------------------------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                               |                        |                             |                                        |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VOR/DME STW<br><b>109.6</b><br>Chan <b>33</b> | APP CRS<br><b>291°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>480</b> |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

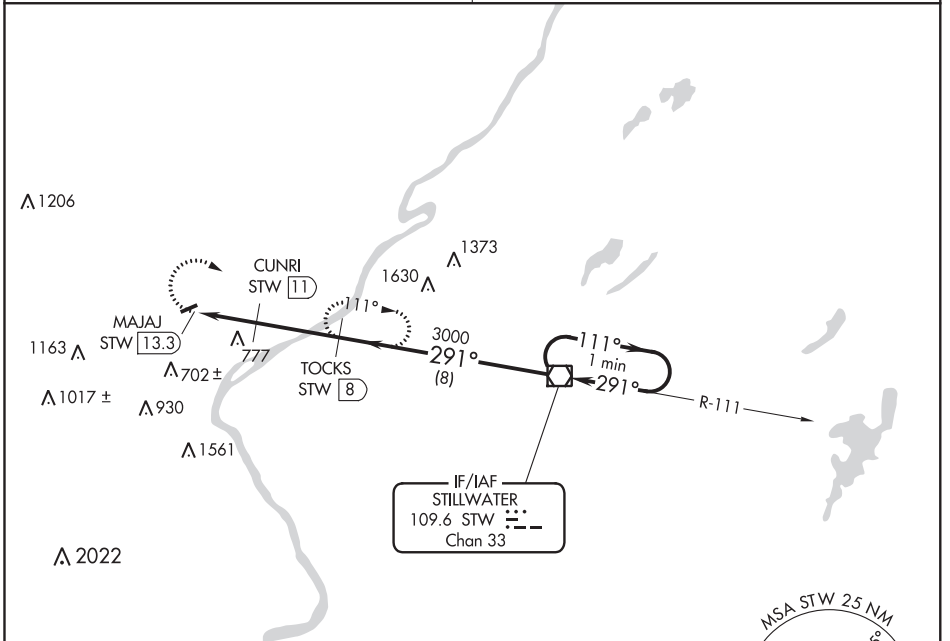
**VOR/DME-A**  
STROUDSBURG-POCONO (N53)

**Procedure NA at night. Visibility reduction by helicopters NA.**  
**Obtain local altimeter setting on CTAF. When not received, use Allentown altimeter setting.**

**MISSED APPROACH: Climbing right turn to 3000 via STW VOR/DME R-291 to TOCKS/8 DME and hold.**

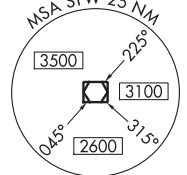
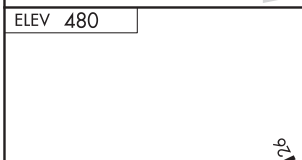
ALLENTOWN APP CON  
**119.65 124.45 397.9**

UNICOM  
**123.0 (CTAF)**



NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                   |                           |                           |                   |                     |      |
|-----------------------------------|---------------------------|---------------------------|-------------------|---------------------|------|
| <p>One Minute Holding Pattern</p> | 3000<br>STW R-291         | TOCKS<br>STW [8]          | TOCKS<br>STW [8]  | STW VOR/DME         |      |
|                                   |                           |                           | CUNRI<br>STW [11] | MAJAJ<br>STW [13.3] | 2180 |
|                                   |                           | 2.3 NM                    | 3 NM              | 8 NM                |      |
| CATEGORY                          | A                         | B                         | C                 | D                   |      |
| CIRCLING                          | 1580-1¼<br>1100 (1100-1¼) | 1580-1½<br>1100 (1100-1½) |                   |                     | NA   |

EASTON, PENNSYLVANIA

AL-6355 (FAA)

16035

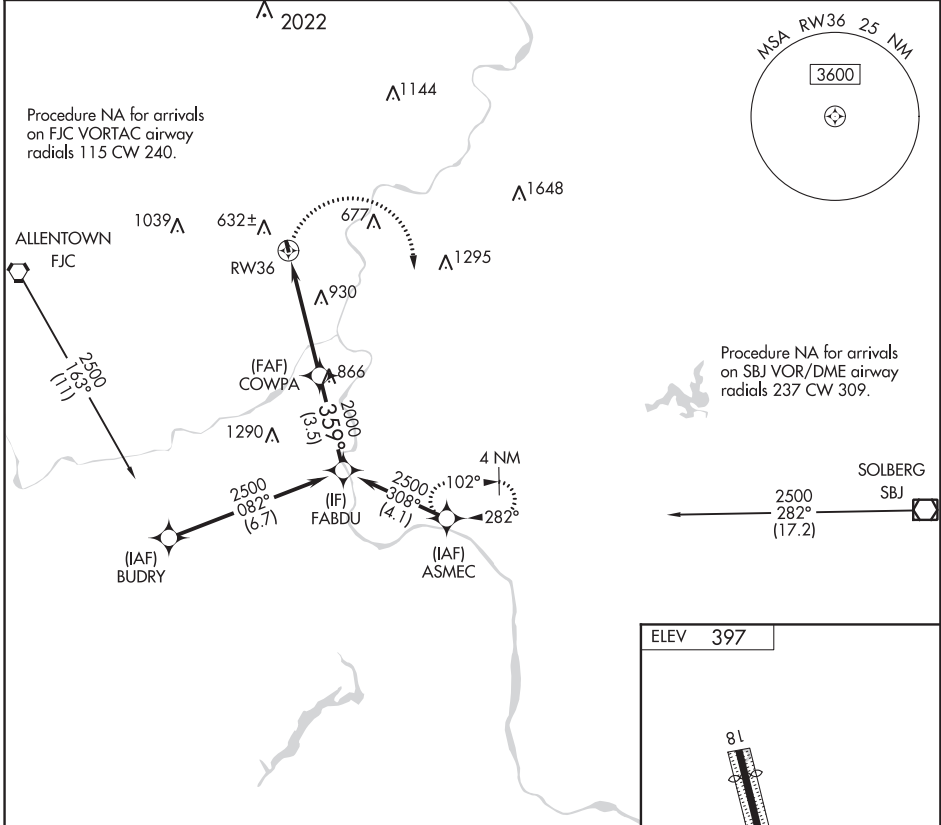
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>1956</b> |
| <b>359°</b> | TDZE     | <b>N/A</b>  |
|             | Apt Elev | <b>397</b>  |

# RNAV (GPS)-A

BRADEN AIRPARK (N43)

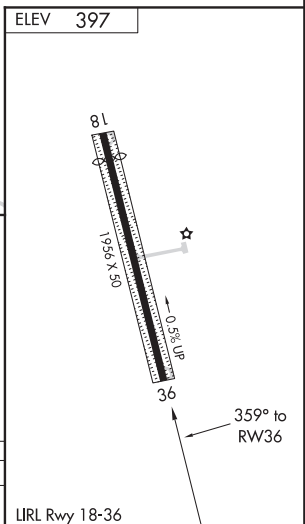
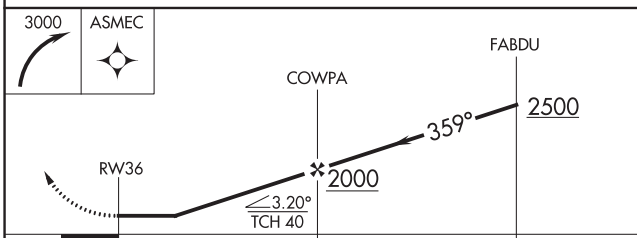
|                                                                                                                                                                                                        |                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Allentown Lehigh Valley Intl altimeter setting; when not received, procedure NA.</p> | <p>MISSED APPROACH: Climbing right turn to 3000 direct ASMEC and hold.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|

|                                                            |                                          |
|------------------------------------------------------------|------------------------------------------|
| <p>ALLENTOWN APP CON</p> <p><b>119.65 124.45 397.9</b></p> | <p>UNICOM</p> <p><b>123.0 (CTAF)</b></p> |
|------------------------------------------------------------|------------------------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017



|                   |                       |                         |    |   |
|-------------------|-----------------------|-------------------------|----|---|
| CATEGORY          | A                     | B                       | C  | D |
| <b>C</b> CIRCLING | 1220-1<br>823 (900-1) | 1220-1¼<br>823 (900-1¼) | NA |   |

EASTON, PENNSYLVANIA  
Orig 04FEB16

40°45'N-75°15'W

# BRADEN AIRPARK (N43)

## RNAV (GPS)-A

LIRL Rwy 18-36

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3204</b> |
| <b>066°</b> | TDZE     | <b>2088</b> |
|             | Apt Elev | <b>2099</b> |

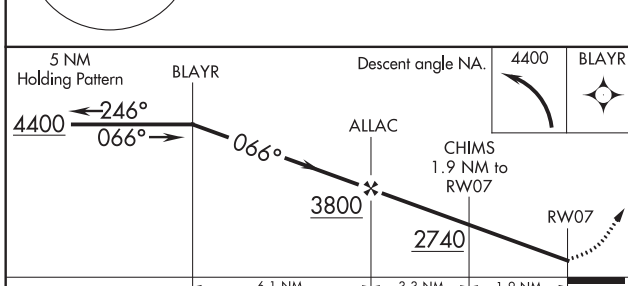
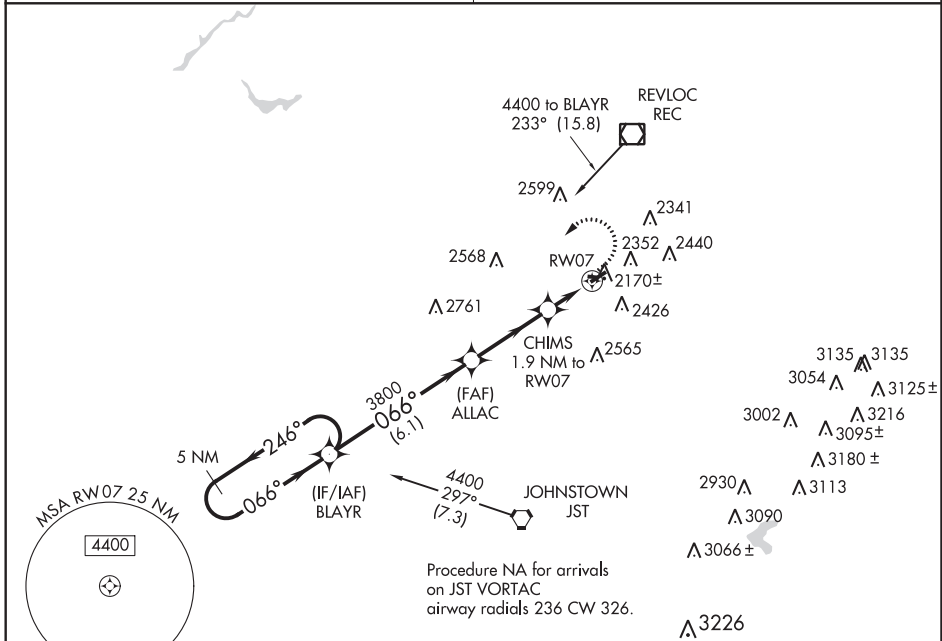
# RNAV (GPS) RWY 7

EBENSBURG (9G8)

**NA** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 11U and 29U. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

|                                           |                                 |
|-------------------------------------------|---------------------------------|
| JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 2099 | TDZE 2088 |
|-----------|-----------|

| CATEGORY                             | A                     | B                       | C                       | D  |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA                             | 2600-1                | 512 (600-1)             | 2600-1½<br>512 (600-1½) | NA |
| CIRCLING                             | 2780-1<br>681 (700-1) | 2940-1¼<br>841 (900-1¼) | 2940-2½<br>841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS |                       |                         |                         |    |
| LNAV MDA                             | 2640-1                | 552 (600-1)             | 2640-1½<br>552 (600-1½) | NA |
| CIRCLING                             | 2820-1<br>721 (800-1) | 2980-1¼<br>881 (900-1¼) | 2980-2¾<br>881 (900-2¾) | NA |

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|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3204</b> |
| <b>246°</b> | TDZE     | <b>2098</b> |
|             | Apt Elev | <b>2099</b> |

# RNAV (GPS) RWY 25

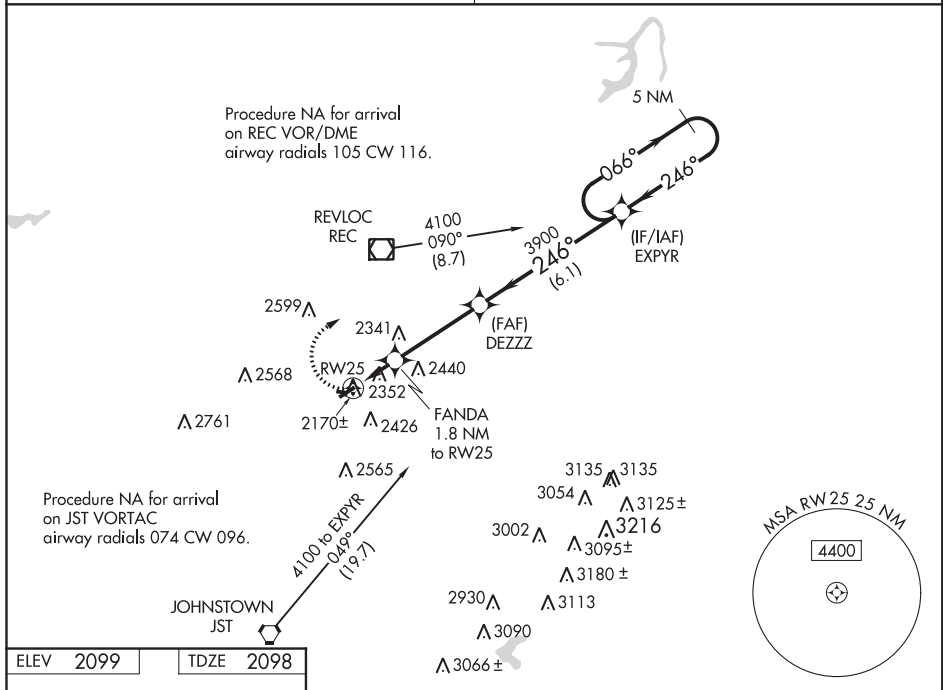
EBENSBURG (9G8)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 11U and 29U.

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

JOHNSTOWN APP CON ★ **121.2 299.2**

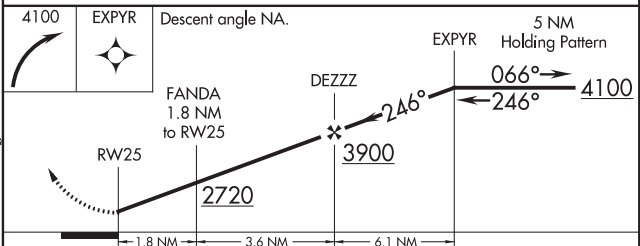
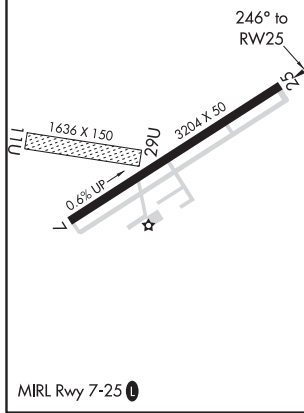
UNICOM **122.8 (CTAF)**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|      |      |      |      |
|------|------|------|------|
| ELEV | 2099 | TDZE | 2098 |
|------|------|------|------|



| CATEGORY                             | A                     | B                       | C                       | D  |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA                             | 2620-1                | 522 (600-1)             | 2620-1½<br>522 (600-1½) | NA |
| CIRCLING                             | 2780-1<br>681 (700-1) | 2940-1¼<br>841 (900-1¼) | 2940-2¼<br>841 (900-2¼) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS |                       |                         |                         |    |
| LNAV MDA                             | 2660-1                | 562 (600-1)             | 2660-1½<br>562 (600-1½) | NA |
| CIRCLING                             | 2820-1<br>721 (800-1) | 2980-1¼<br>881 (900-1¼) | 2980-2½<br>881 (900-2½) | NA |

|                                        |                        |                                            |                                         |
|----------------------------------------|------------------------|--------------------------------------------|-----------------------------------------|
| VOR/DME REC<br><b>110.6</b><br>Chan 43 | APP CRS<br><b>203°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>2099</b> | <b>N/A</b><br><b>N/A</b><br><b>2099</b> |
|----------------------------------------|------------------------|--------------------------------------------|-----------------------------------------|

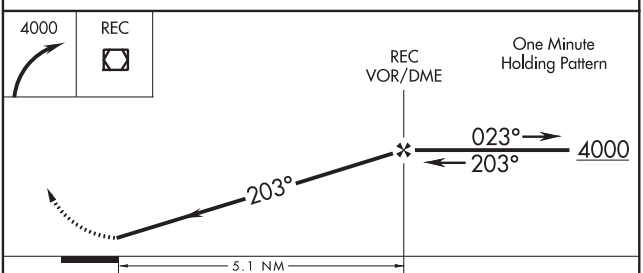
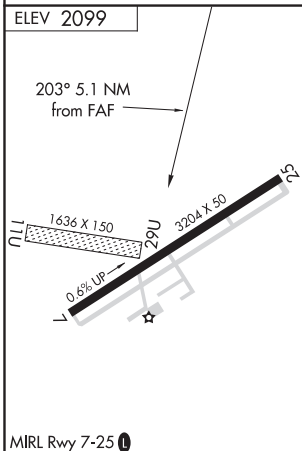
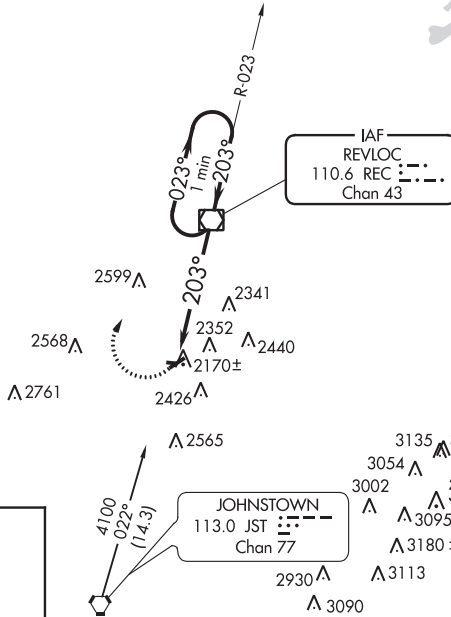
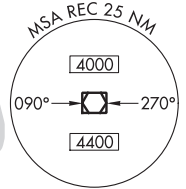
**VOR-A**  
EBENSBURG (9G8)

**NA** Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting. Circling NA to Rwys 11U and 29U. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

JOHNSTOWN APP CON ★  
**121.2 299.2**

UNICOM  
**122.8 (CTAF)**



MIRL Rwy 7-25

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY                             | A                     | B                       | C                       | D  |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| CIRCLING                             | 2860-1<br>761 (800-1) | 2940-1¼<br>841 (900-1¼) | 2940-2½<br>841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS |                       |                         |                         |    |
| CIRCLING                             | 2920-1<br>821 (900-1) | 2980-1¼<br>881 (900-1¼) | 2980-2¾<br>881 (900-2¾) | NA |

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|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4347</b> |
| <b>032°</b> | TDZE     | <b>1973</b> |
|             | Apt Elev | <b>1987</b> |

# RNAV (GPS) RWY 5

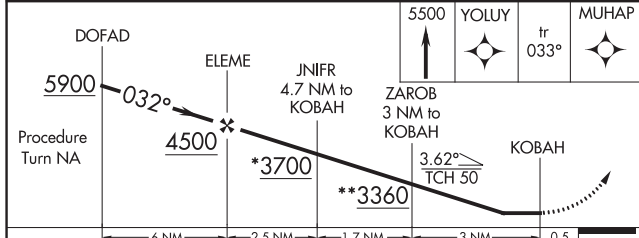
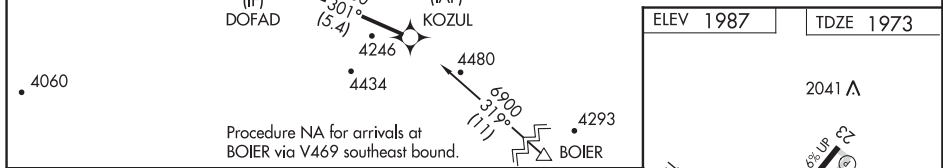
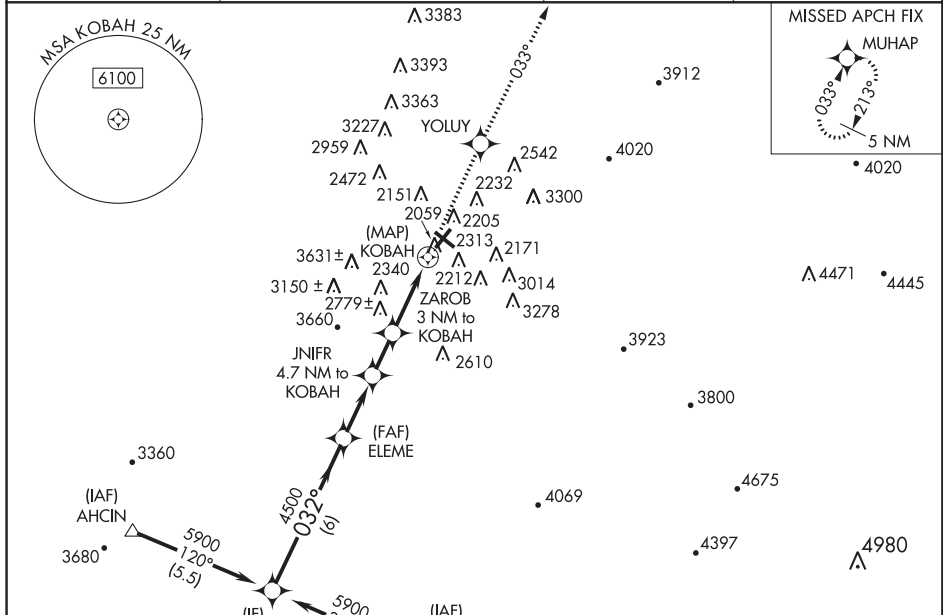
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

**⚠** Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 ft. \*3800 when using Buckhannon altimeter setting.

**⚠** -10°C/14°F \*\*3460 when using Buckhannon altimeter setting. Straight-in minimums NA when using Buckhannon altimeter setting.

**MISSED APPROACH:** Climb to 5500 direct 033° to MUHAP and via track 033° to MUHAP and hold.

|                        |                                              |                      |                |
|------------------------|----------------------------------------------|----------------------|----------------|
| ASOS<br><b>119.275</b> | CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>123.6</b> | <b>122.9 0</b> |
|------------------------|----------------------------------------------|----------------------|----------------|



| CATEGORY | A                         | B                         | C                       | D                       |
|----------|---------------------------|---------------------------|-------------------------|-------------------------|
| LNVA MDA | 3040-1½<br>1067 (1100-1½) | 3040-1½<br>1067 (1100-1½) | 3040-3<br>1067 (1100-3) | 3320-3<br>1333 (1400-3) |
| CIRCLING | 3040-1½<br>1053 (1100-1½) | 3040-1½<br>1053 (1100-1½) | 3200-3<br>1213 (1300-3) | 3320-3<br>1333 (1400-3) |

REIL Rwy 23 **0**  
MIRL Rwy 5-23 **0**

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# RNAV (GPS) RWY 5

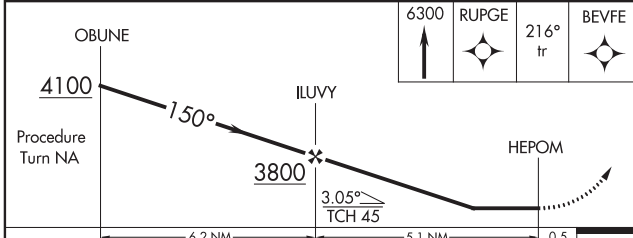
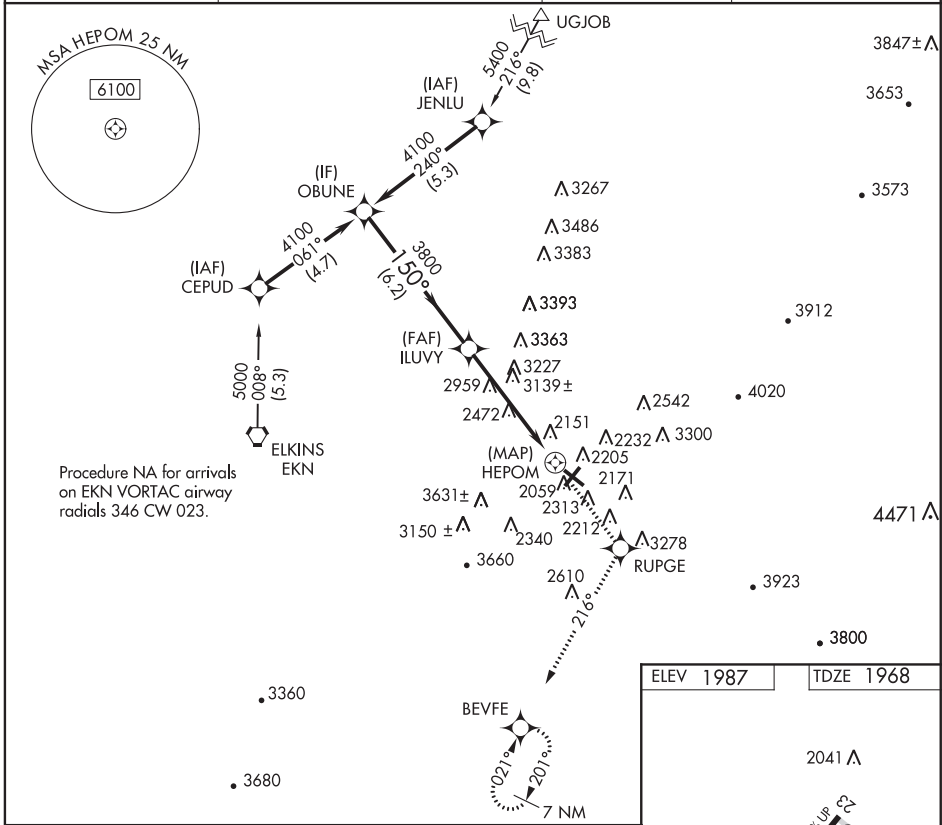
|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>150°</b> | Rwy Idg<br><b>4544</b>  |
|                        | TDZE<br><b>1968</b>     |
|                        | Apt Elev<br><b>1987</b> |

# RNAV (GPS) RWY 14

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and **⚠** -10°C/14°F increase all MDA 100 feet. Visibility reduction by helicopters NA. **⚠** MISSED APPROACH: Climb to 6300 direct RUPGE and via 216° track to BEVFE and hold, continue climb-in-hold to 6300.

|                        |                                              |                      |                       |
|------------------------|----------------------------------------------|----------------------|-----------------------|
| ASOS<br><b>119.275</b> | CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>123.6</b> | <b>122.9</b> <b>⓪</b> |
|------------------------|----------------------------------------------|----------------------|-----------------------|



| CATEGORY | A                         | B                         | C      | D             |
|----------|---------------------------|---------------------------|--------|---------------|
| LNVA MDA | 3400-1½<br>1432 (1500-1½) | 3400-1½<br>1432 (1500-1½) | 3400-3 | 1432 (1500-3) |
| CIRCLING | 3400-1½<br>1413 (1500-1½) | 3400-1½<br>1413 (1500-1½) | 3400-3 | 1413 (1500-3) |

|           |           |
|-----------|-----------|
| ELEV 1987 | TDZE 1968 |
|-----------|-----------|

REIL Rwy 23 **⓪**  
MIRL Rwy 5-23 **⓪**

NE-4, 10 NOV 2016 to 05 JAN 2017

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# RNAV (GPS) RWY 14

|                        |                             |                                           |
|------------------------|-----------------------------|-------------------------------------------|
| APP CRS<br><b>211°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4501</b><br><b>1958</b><br><b>1987</b> |
|------------------------|-----------------------------|-------------------------------------------|

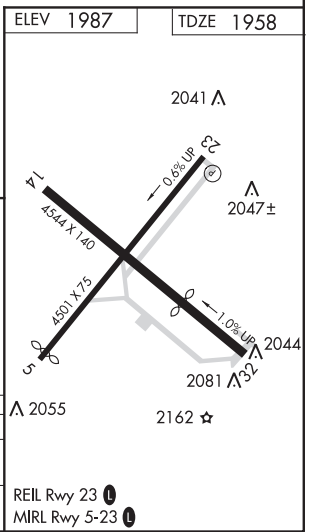
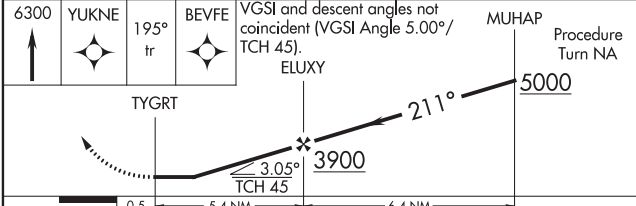
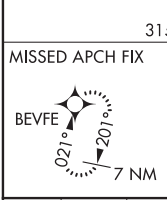
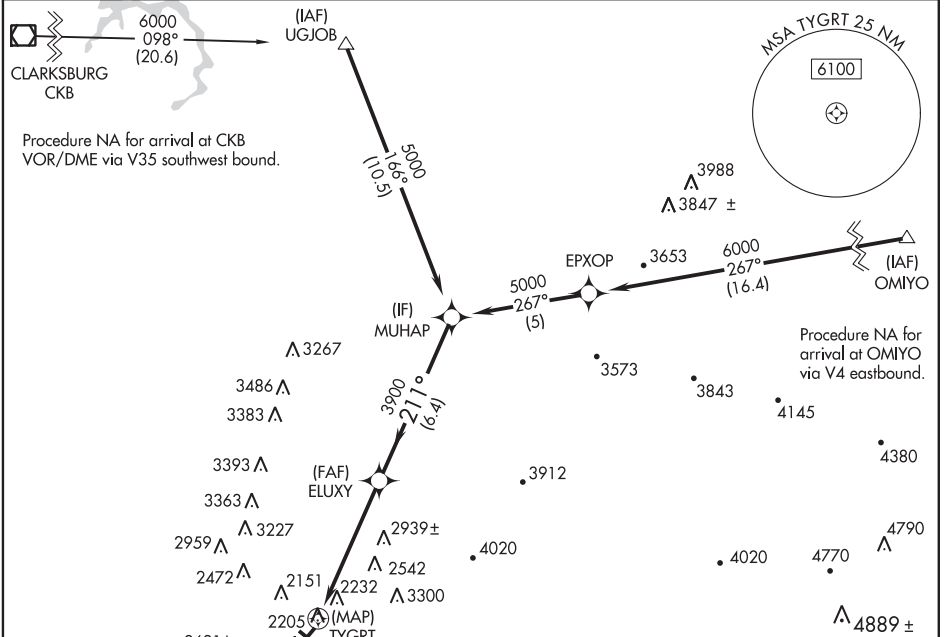
# RNAV (GPS) RWY 23

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

**⚠** Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

**⚠** MISSED APPROACH: Climb to 6300 direct YUKNE and via 195° track to BEVFE and hold, continue climb-in-hold to 6300.

|                        |                                              |                      |                |
|------------------------|----------------------------------------------|----------------------|----------------|
| ASOS<br><b>119.275</b> | CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>123.6</b> | <b>122.9 0</b> |
|------------------------|----------------------------------------------|----------------------|----------------|



| CATEGORY | A                         | B                         | C                       | D                       |
|----------|---------------------------|---------------------------|-------------------------|-------------------------|
| LNVA MDA | 3160-1¼<br>1202 (1200-1¼) | 3160-1½<br>1202 (1200-1½) | 3160-3                  | 1202 (1200-3)           |
| CIRCLING | 3160-1¼<br>1173 (1200-1¼) | 3160-1½<br>1173 (1200-1½) | 3200-3<br>1213 (1300-3) | 3320-3<br>1333 (1400-3) |

REIL Rwy 23 0  
MIRL Rwy 5-23 0

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS)-A

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

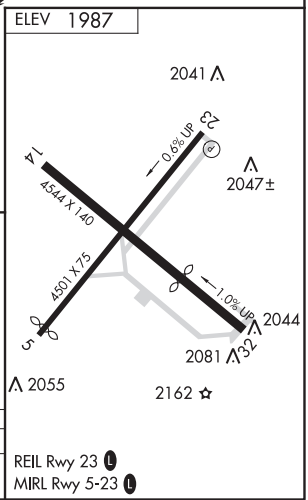
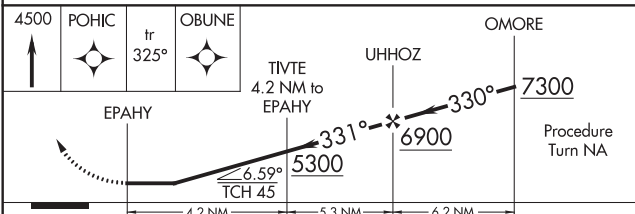
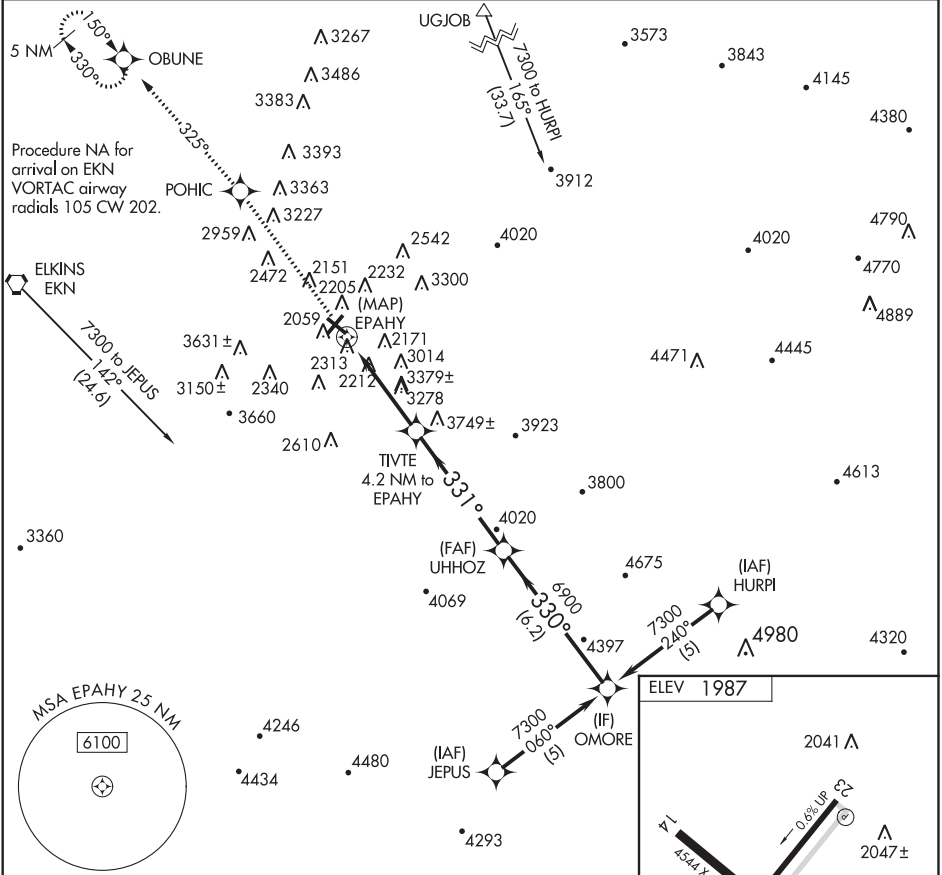
|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>331°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1987</b> |
|------------------------|-----------------------------|-----------------------------------------|

**DME/DME RNP-0.3 NA.** Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

**-10°C/14°F**

**MISSED APPROACH:** Climb to 4500 direct POHIC and via track 325° to OBUNE and hold.

|                               |                                                     |                             |              |
|-------------------------------|-----------------------------------------------------|-----------------------------|--------------|
| <b>ASOS</b><br><b>119.275</b> | <b>CLARKSBURG APP CON *</b><br><b>121.15 284.65</b> | <b>CTAF</b><br><b>123.6</b> | <b>122.9</b> |
|-------------------------------|-----------------------------------------------------|-----------------------------|--------------|



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 3640-1¼<br>1653 (1700-1¼) | 3640-1½<br>1653 (1700-1½) | 3640-3<br>1653 (1700-3) | NA |

# RNAV (GPS)-A

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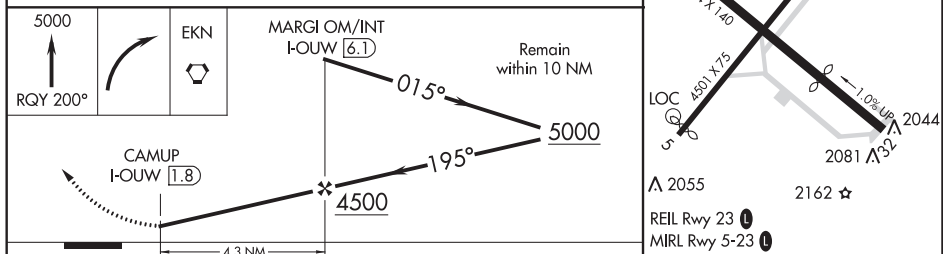
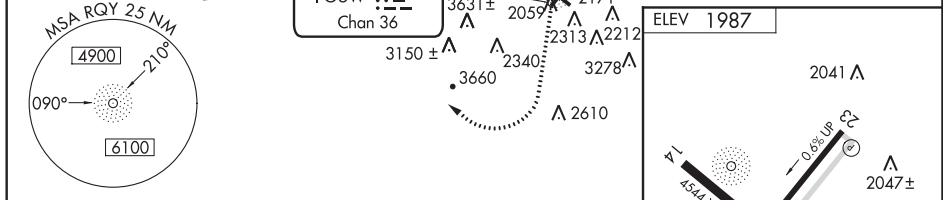
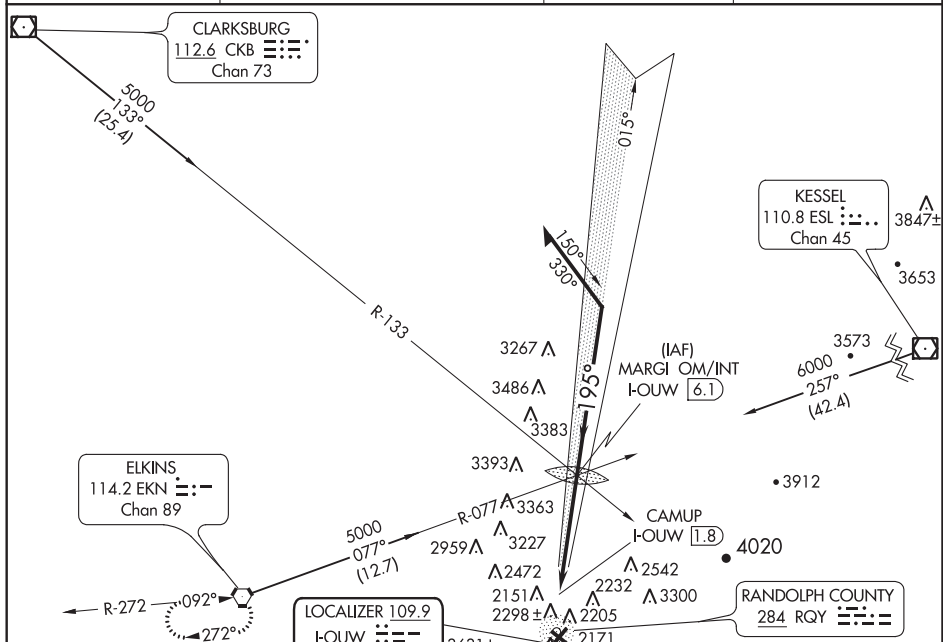
|                                                 |                        |                                                                        |
|-------------------------------------------------|------------------------|------------------------------------------------------------------------|
| LOC/DME I-OUW<br><b>109.9</b><br>Chan <b>36</b> | APP CRS<br><b>195°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1987</b> |
|-------------------------------------------------|------------------------|------------------------------------------------------------------------|

**LDA-C**

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

|                                                                |                                                                                                                |
|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <p><b>Procedure not authorized at night. ADF required.</b></p> | <p><b>MISSED APPROACH:</b> Climb to 5000 via RQY 200° bearing, then right turn direct EKN VORTAC and hold.</p> |
|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

|                        |                                              |                      |                |
|------------------------|----------------------------------------------|----------------------|----------------|
| ASOS<br><b>119.275</b> | CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>123.6</b> | <b>122.9 0</b> |
|------------------------|----------------------------------------------|----------------------|----------------|



|          |          |                             |                             |                           |                           |       |    |    |                   |     |     |         |      |      |      |      |
|----------|----------|-----------------------------|-----------------------------|---------------------------|---------------------------|-------|----|----|-------------------|-----|-----|---------|------|------|------|------|
| CATEGORY | A        |                             | B                           |                           | C                         |       | D  |    | FAF to MAP 4.3 NM |     |     |         |      |      |      |      |
|          | CIRCLING | 3100 - 1¼<br>1113 (1200-1¼) | 3100 - 1½<br>1113 (1200-1½) | 3300 - 3<br>1313 (1400-3) | 3420 - 3<br>1433 (1500-3) | Knots | 60 | 90 | 120               | 150 | 180 | Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 |

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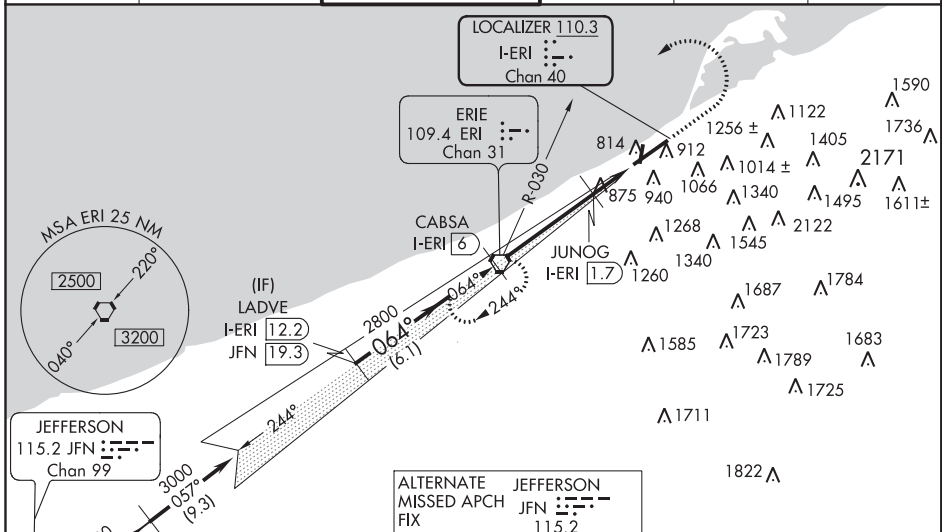
|                                                 |                        |                                                               |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|
| LOC/DME I-ERI<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>064°</b> | Rwy Idg <b>7500</b><br>TDZE <b>732</b><br>Apt Elev <b>732</b> |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|

**ILS or LOC RWY 6**  
ERIE INTL/TOM RIDGE FIELD (ERI)

**⚠** Circling NA SE of Rwy 06-24. Autopilot coupled approach NA below 1580. DME required. VDP NA with Ashtabula, OH altimeter setting. For inop MALS, when using Ashtabula, OH altimeter setting, increase S-ILS 6 all Cats visibility to RVR 6000, S-LOC 6 Cats C/D visibility to 1 3/8 mile. For inop MALS, increase S-LOC 6 Cats C/D visibility to RVR 6000. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase DA to 1076 and all MDA 100 feet, increase ILS all Cats to RVR 3000 and increase S-LOC 6 Cats C/D visibility to RVR 5500 and Circling Cat D visibility to 2 1/4 mile. Night landing: Rwy 2, 20 NA.

**MALS**  
MISSED APPROACH:  
Climb to 3000 then climbing left turn to 4000 on heading 330° and on ERI VORTAC R-030 direct ERI VORTAC and hold.

|                       |                                      |                                             |                         |                          |                         |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>120.35</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | ERIE TOWER ★<br><b>118.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|

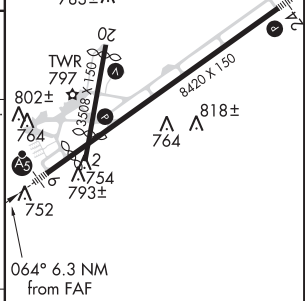
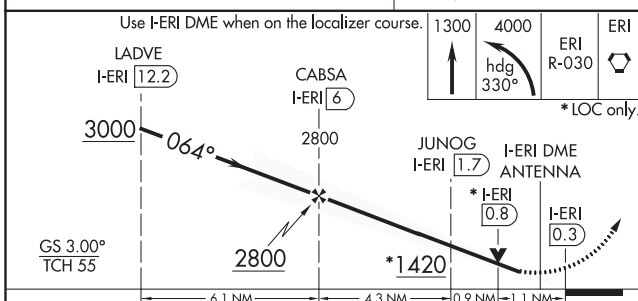


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NE-4, 10 NOV 2016 to 05 JAN 2017



|          |   |          |
|----------|---|----------|
| ELEV 732 | D | TDZE 732 |
|----------|---|----------|



| CATEGORY | A                     | B                     | C                        | D                  |
|----------|-----------------------|-----------------------|--------------------------|--------------------|
| S-ILS 6  | 982/24 250 (300-1/2)  |                       |                          |                    |
| S-LOC 6  | 1140/24 408 (500-1/2) | 1140/40 408 (500-3/4) |                          |                    |
| CIRCLING | 1160-1 428 (500-1)    | 1200-1 468 (500-1)    | 1200-1 1/2 468 (500-1/2) | 1340-2 608 (700-2) |

HIRL Rwy 6-24  
MIRL Rwy 2-20



|                                          |                        |                             |                                         |
|------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC/DME I-AWY<br><b>110.3</b><br>Chan 40 | APP CRS<br><b>244°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7500</b><br><b>730</b><br><b>732</b> |
|------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

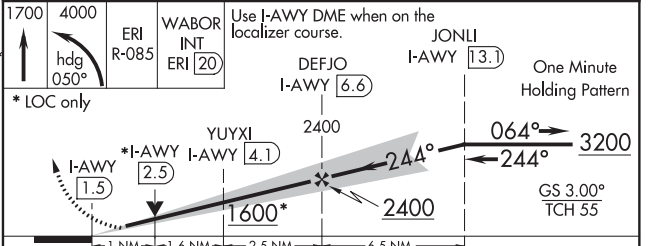
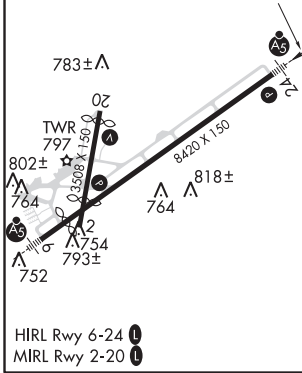
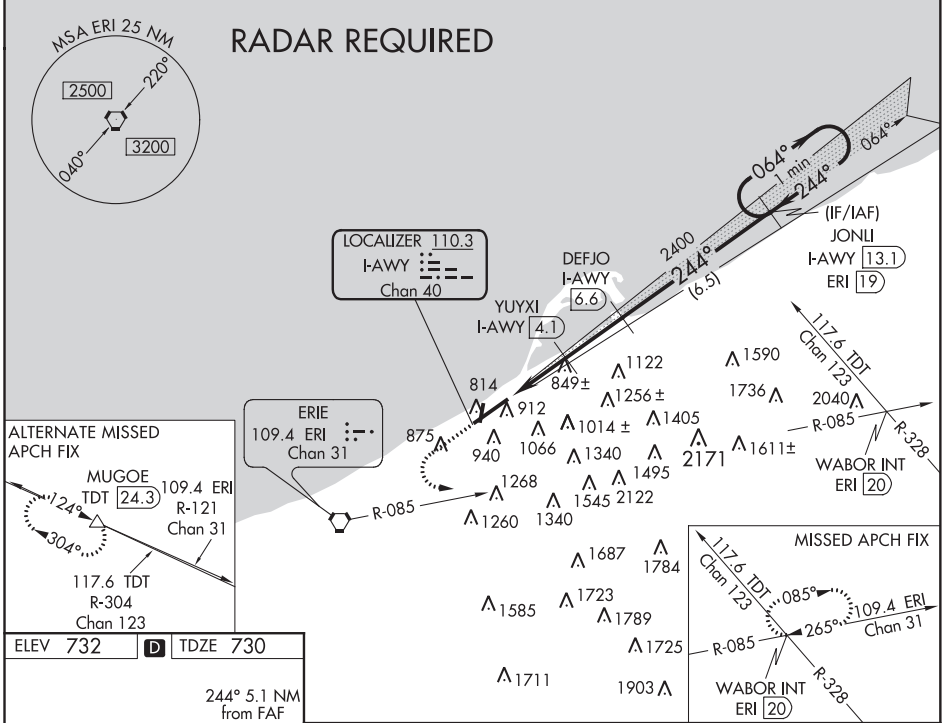
# ILS or LOC RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

**⚠** Night landing: Rwy 2, 20 NA. Circling NA SE of Rwy 06-24. DME required. VDP NA with Ashtabula, OH altimeter setting. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA to 1026 feet, all MDA 100 feet, S-LOC 24 Cats C and D visibility to RVR 5000 and Circling Cat D visibility ¼ mile. For inop MALSRL, when using Ashtabula, OH altimeter setting, increase S-ILS 24 all Cats visibility to RVR 5000, S-LOC 24 Cats C and D visibility to 1¾ mile. For inop MALSRL, increase S-LOC 24 Cat C/D visibility to RVR 5500.

**MALSRL**  
  
 MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 050° and on ERI VORTAC R-085 direct WABOR INT/ERI VORTAC 20 DME and hold.

|                       |                                      |                                           |                         |                          |                         |
|-----------------------|--------------------------------------|-------------------------------------------|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>120.35</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | ERIE TOWER ★<br><b>118.1 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------|-------------------------------------------|-------------------------|--------------------------|-------------------------|



|          |                       |                       |                         |                       |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY | A                     | B                     | C                       | D                     |
| S-ILS 24 |                       | 930/24                | 200 (200-1/2)           |                       |
| S-LOC 24 | 1100/24               | 370 (400-1/2)         | 1100/35                 | 370 (400-3/4)         |
| CIRCLING | 1160-1<br>428 (500-1) | 1200-1<br>468 (500-1) | 1200-1½<br>468 (500-1½) | 1340-2<br>608 (700-2) |

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>77612</b><br><b>W06A</b> | APP CRS<br><b>064°</b> | Rwy Idg<br>THRE <b>732</b><br>Apt Elev <b>732</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

# RNAV (GPS) RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

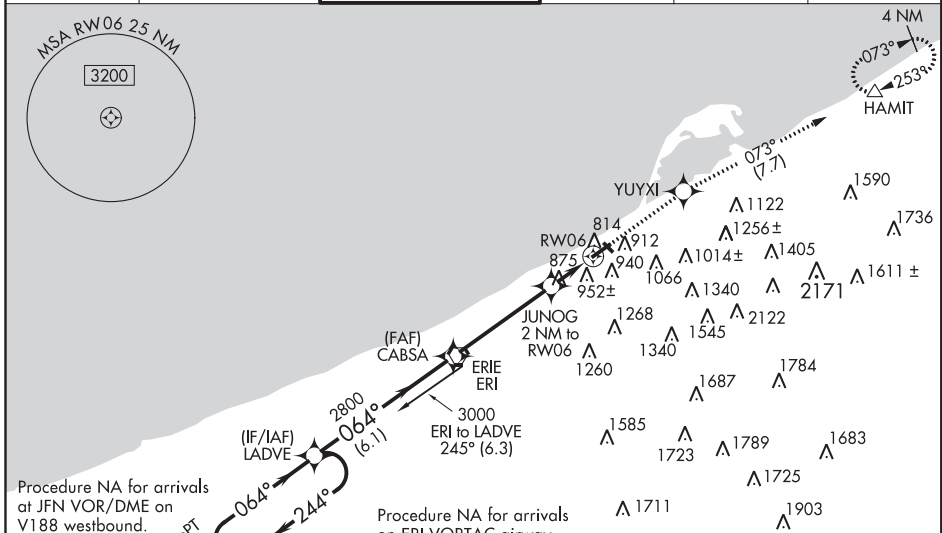
▼ Circling to Rwy 02 and 20 NA at night. Inop table does not apply to LPV all Cats. Baro-VNAV NA when using Ashtabula, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 1/4, LNAV Cats A and B visibility to RVR 5000 and Cats C and D visibility to 1 1/8 mile. DME/DME RNP-0.3 NA. VDP NA with Ashtabula, OH altimeter setting. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA 96 feet, all MDA 100 feet and increase LNAV/VNAV all Cats visibility to 1 1/8 mile, LNAV Cats C and D visibility to 1 1/4 mile, Circling Cat C visibility to 2 1/4 mile and Cat D visibility to 2 1/2 mile. For inop MALSR, when using Ashtabula, OH altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 2 1/4 mile and LNAV Cats A and B visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

MALSR



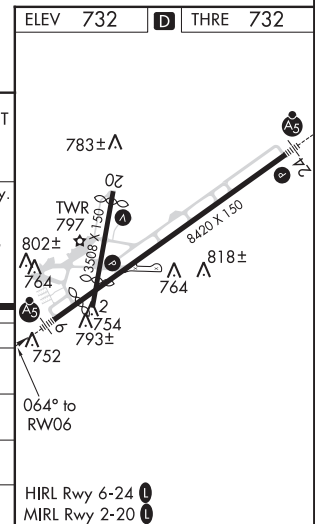
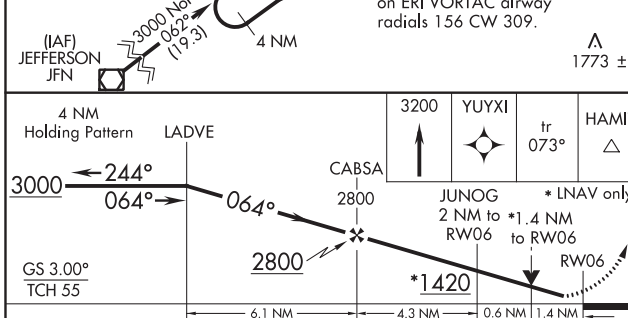
MISSED APPROACH:  
Climb to 3200 direct YUYXI and on track 073° to HAMIT and hold.

|                       |                                      |                                             |                         |                          |                         |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>120.35</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | ERIE TOWER ★<br><b>118.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY     | A                     | B                     | C                             | D                     |
|--------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA       | 982/40                |                       | 250 (300-3/4)                 |                       |
| LNAV/VNAV DA | 1255/60               |                       | 523 (600-1 1/4)               |                       |
| LNAV MDA     | 1220/40               | 488 (500-3/4)         | 1220/50                       | 488 (500-1)           |
| CIRCLING     | 1320-1<br>588 (600-1) | 1340-1<br>608 (700-1) | 1380-1 1/4<br>648 (700-1 1/4) | 1380-2<br>648 (700-2) |


|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>86812</b><br><b>W24A</b> | APP CRS<br><b>245°</b> | Rwy Idg <b>7500</b><br>TDZE <b>730</b><br>Apt Elev <b>732</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

# RNAV (GPS) RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

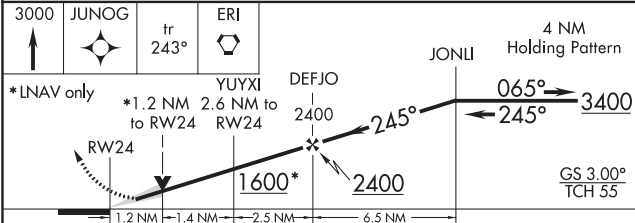
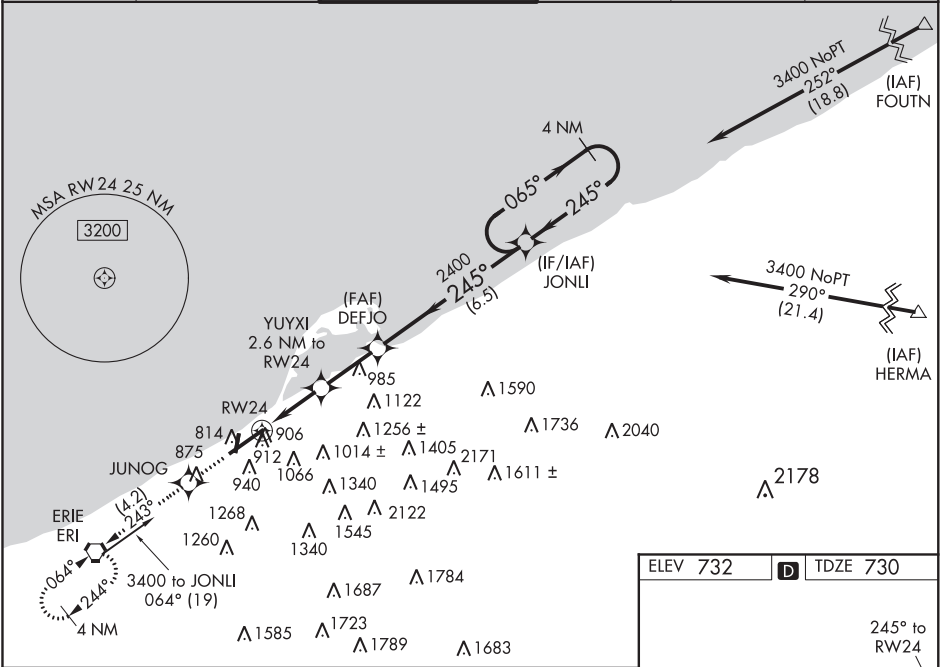
▼ Night landing: Rwy 2, 20 NA. Baro-VNAV NA when using Ashtabula, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Ashtabula, OH altimeter setting. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA 96 feet, all MDA 100 feet and increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cats C and D visibility 1/4 mile and Circling Cat C and D visibility 1/2 mile. For inop MALSR when using Ashtabula, OH altimeter setting, increase LPV all Cats visibility to 1 1/8 mile.

MALSR



MISSED APPROACH:  
Climb to 3000 direct JUNOG and on track 243° to ERI VORTAC and hold.

|                       |                                      |                                           |                         |                          |                         |
|-----------------------|--------------------------------------|-------------------------------------------|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>120.35</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | ERIE TOWER ★<br><b>118.1 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------|-------------------------------------------|-------------------------|--------------------------|-------------------------|



ELEV 732 TDZE 730

783 ± △

TWR 797

03500 x 150 0

802 ± △

764 △

8420 x 150

764 △

818 ± △

A5

A12

A752

A754

A793 ± △

245° to RWY 24

HIRL Rwy 6-24

MIRL Rwy 2-20

| CATEGORY     | A                     | B                     | C                             | D                     |
|--------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA       |                       | 987-1/2               | 257 (300-1/2)                 |                       |
| LNAV/VNAV DA |                       | 1073-5/8              | 343 (400-5/8)                 |                       |
| LNAV MDA     | 1160-1/2              | 430 (500-1/2)         | 1160-3/4                      | 430 (500-3/4)         |
| CIRCLING     | 1320-1<br>588 (600-1) | 1340-1<br>608 (700-1) | 1380-1 3/4<br>648 (700-1 3/4) | 1380-2<br>648 (700-2) |

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                       |                        |                             |                                         |
|-----------------------|------------------------|-----------------------------|-----------------------------------------|
| NDB CQD<br><b>372</b> | APP CRS<br><b>244°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7500</b><br><b>730</b><br><b>732</b> |
|-----------------------|------------------------|-----------------------------|-----------------------------------------|

# NDB RWY 24

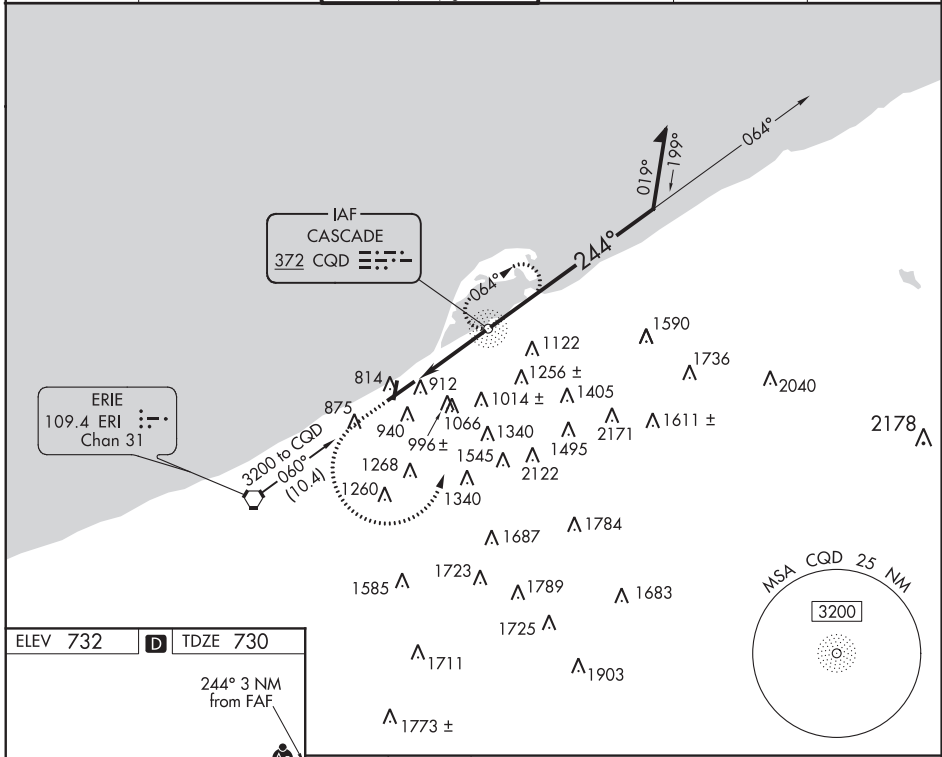
ERIE INTL/TOM RIDGE FIELD (ERI)

**⚠** Circling NA SE of Rwy 06-24. For inop MALSRL, when using Ashtabula, OH altimeter setting, increase S-24 Cat D to 2 miles. For inop MALSRL, increase S-24 Cat D visibility to 1 3/4 mile. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet; increase S-24 Cats C and D visibility and Circling Cat D visibility 1/4 mile. Night Landing: Rwy 2, 20 NA.

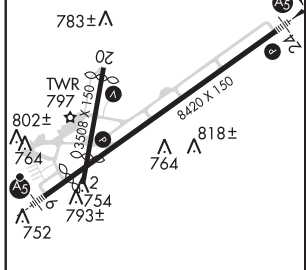
MALSRL  
A5

MISSED APPROACH:  
Climb to 2200 then climbing left turn to 3200 direct CQD NDB and hold.

|                       |                                      |                                             |                         |                          |                         |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>120.35</b> | ERIE APP CON ★<br><b>121.0 257.8</b> | ERIE TOWER ★<br><b>118.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------|---------------------------------------------|-------------------------|--------------------------|-------------------------|



|          |   |          |
|----------|---|----------|
| ELEV 732 | D | TDZE 730 |
|----------|---|----------|

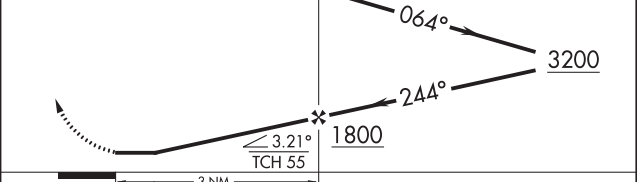


2200 3200 CQD

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).

CQD NDB

Remain within 10 NM



|                   | A       | B             | C                             | D                     |
|-------------------|---------|---------------|-------------------------------|-----------------------|
| S-24              | 1320/40 | 590 (600-3/4) | 1320-1 1/4                    | 590 (600-1 1/4)       |
| <b>C</b> CIRCLING | 1320-1  | 588 (600-1)   | 1320-1 3/4<br>588 (600-1 3/4) | 1340-2<br>608 (700-2) |

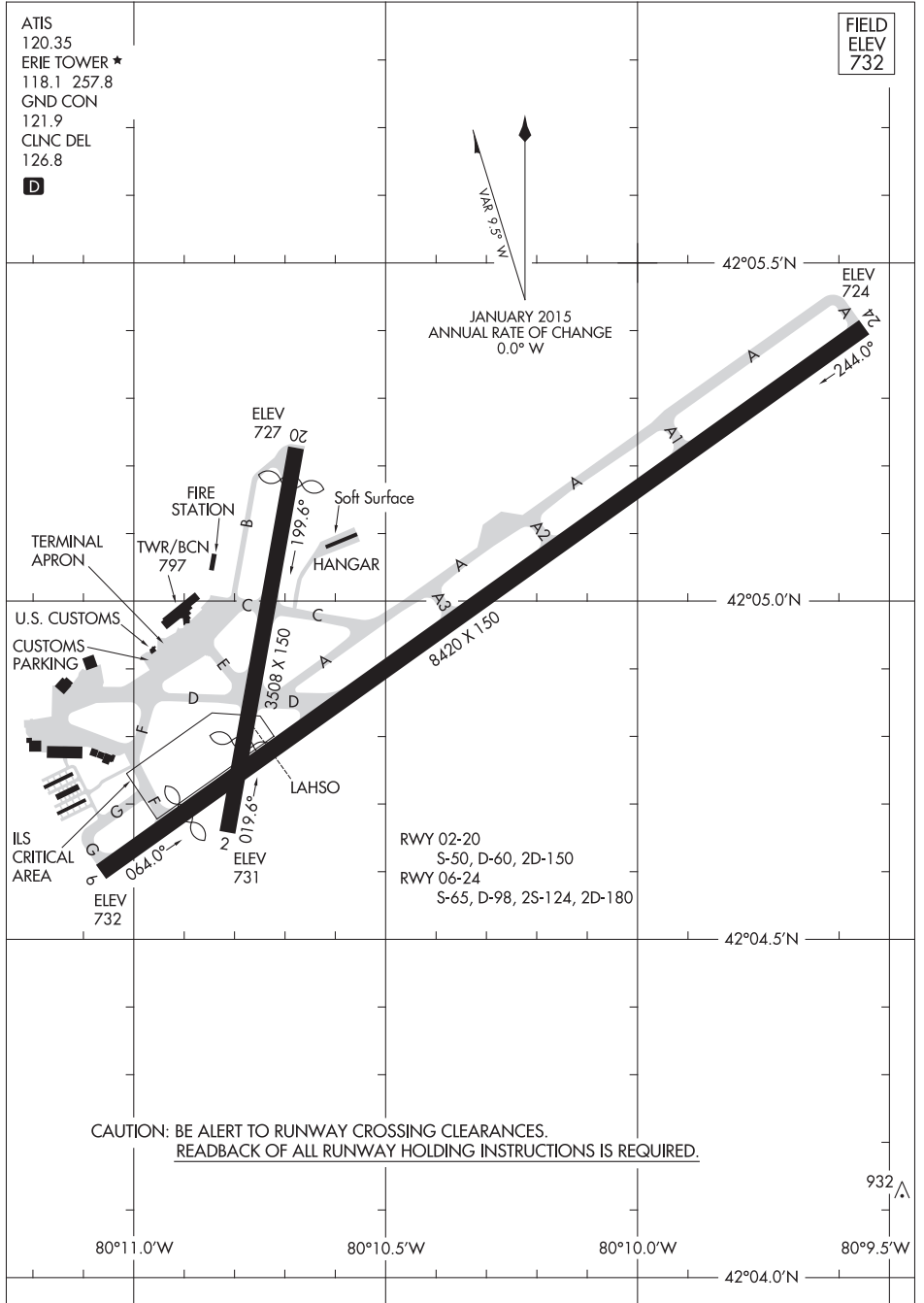
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

ERIE INTL/TOM RIDGE FIELD (ERI)  
ERIE, PENNSYLVANIA

AL-139 (FAA)



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

ERIE, PENNSYLVANIA  
ERIE INTL/TOM RIDGE FIELD (ERI)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>2500</b> |
| <b>051°</b> | TDZE     | <b>1209</b> |
|             | Apt Elev | <b>1209</b> |

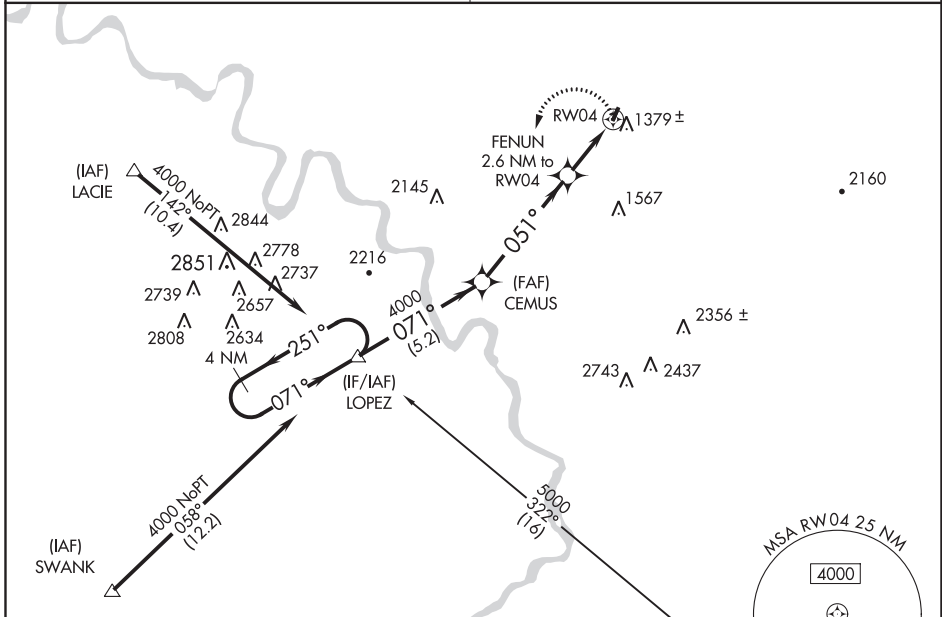
# RNAV (GPS) RWY 4

SEAMANS FIELD (9N3)

**▼** DME/DME RNP-0.3 NA.  
**▲** NA Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.  
 VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

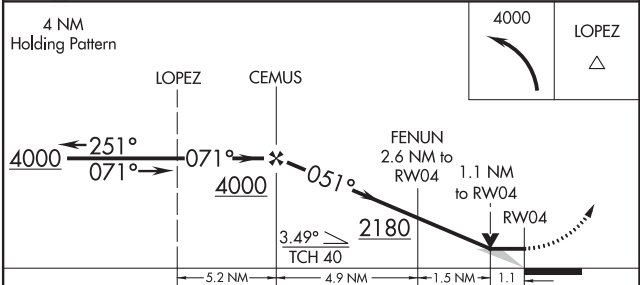
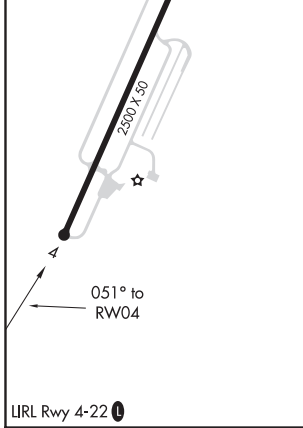
|                                             |                                 |
|---------------------------------------------|---------------------------------|
| WILKES-BARRE APP CON<br><b>120.95 256.7</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|---------------------------------------------|---------------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1209 | TDZE 1209 |
|-----------|-----------|



| CATEGORY                                              | A      | B           | C | D  |
|-------------------------------------------------------|--------|-------------|---|----|
| LNAV MDA                                              | 1640-1 | 431 (500-1) |   | NA |
| CIRCLING                                              | 1720-1 | 511 (600-1) |   | NA |
| WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS |        |             |   |    |
| LNAV MDA                                              | 1720-1 | 511 (600-1) |   | NA |
| CIRCLING                                              | 1800-1 | 591 (600-1) |   | NA |

FAIRMONT, WEST VIRGINIA

AL-6154 (FAA)

16203

|                        |                             |                                           |
|------------------------|-----------------------------|-------------------------------------------|
| APP CRS<br><b>226°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>2964</b><br><b>1012</b><br><b>1032</b> |
|------------------------|-----------------------------|-------------------------------------------|

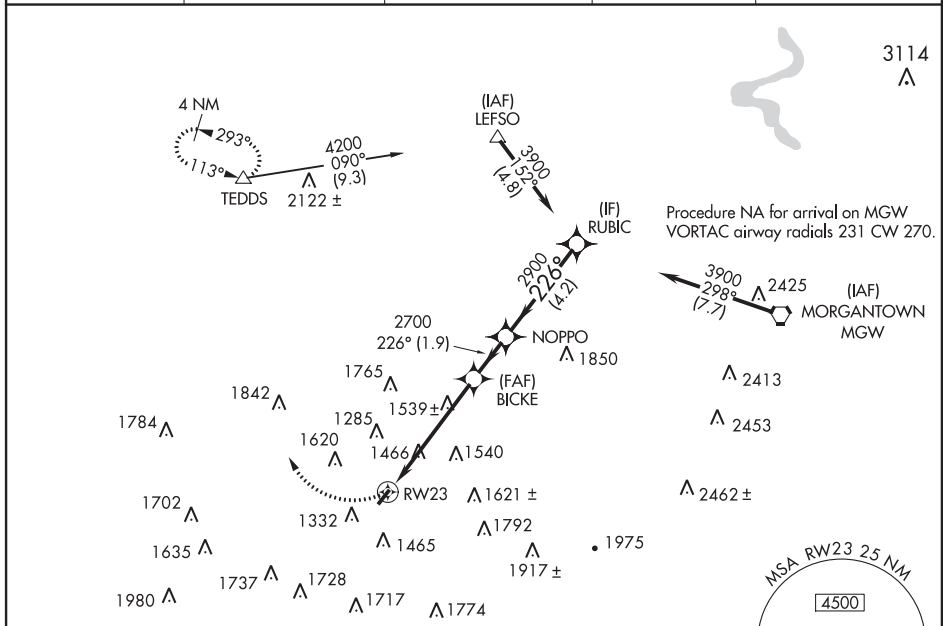
# RNAV (GPS) RWY 23

FAIRMONT MUNI-FRANKMAN FIELD (4G7)

**NA** DME/DME RNP-0.3 NA. Use Clarksburg altimeter setting; when not received, use Morgantown altimeter setting and increase all MDA 20 feet. Night landing: Rwy 5 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

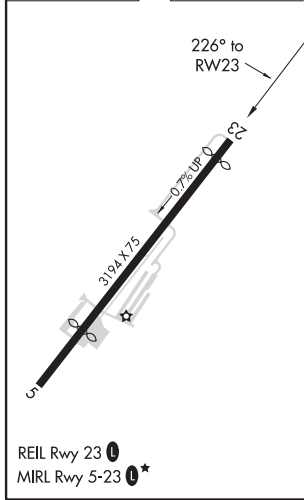
|                                   |                                   |                                             |                           |                                 |
|-----------------------------------|-----------------------------------|---------------------------------------------|---------------------------|---------------------------------|
| CLARKSBURG ASOS<br><b>127.825</b> | MORGANTOWN ASOS<br><b>120.675</b> | CLARKSBURG APP CON ★<br><b>119.6 284.65</b> | CLNC DEL<br><b>118.35</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-----------------------------------|-----------------------------------|---------------------------------------------|---------------------------|---------------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1032 | TDZE 1012 |
|-----------|-----------|



|          |                       |                             |                         |        |
|----------|-----------------------|-----------------------------|-------------------------|--------|
| 4000     | TEDDS                 | Visual Segment - Obstacles. |                         |        |
|          |                       | RUBIC                       |                         |        |
|          | RW23                  | BICKE                       | NOPPO                   | RUBIC  |
|          |                       | 2700                        | 2900                    | 3900   |
|          |                       | 5.1 NM                      | 1.9 NM                  | 4.2 NM |
| CATEGORY | A                     | B                           | C                       | D      |
| LNAV MDA | 1840-1<br>828 (900-1) | 1840-1¼<br>828 (900-1¼)     | 1840-2½<br>828 (900-2½) | NA     |
| CIRCLING | 1840-1<br>808 (900-1) | 1840-1¼<br>808 (900-1¼)     | 1840-2½<br>808 (900-2½) | NA     |

FAIRMONT, WEST VIRGINIA  
Amdt 1A 21JUL16

39°27'N-80°10'W

# RNAV (GPS) RWY 23

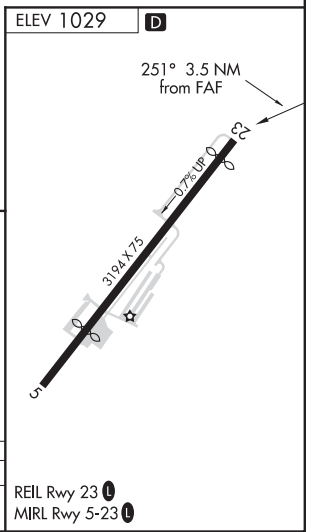
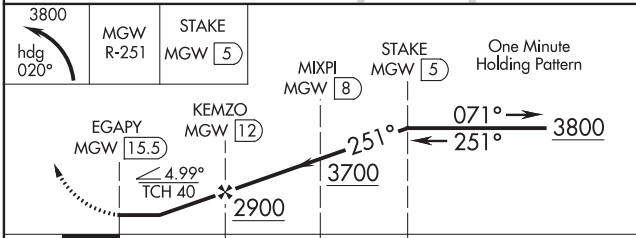
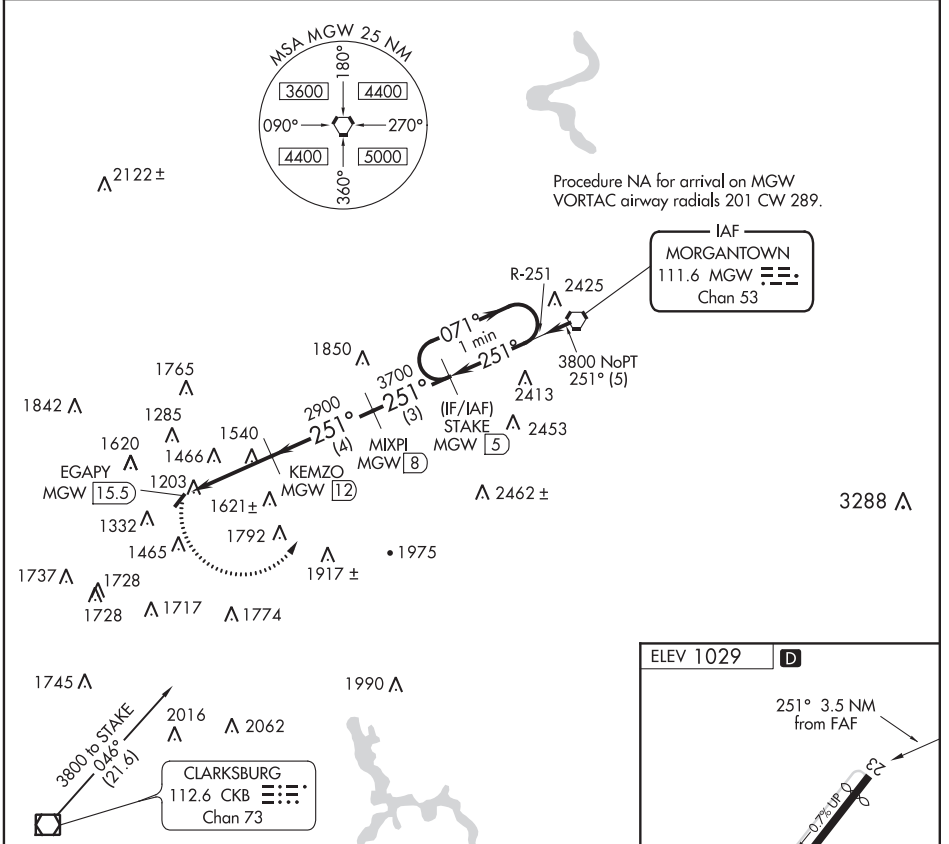
|                                              |                        |                                                                        |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VORTAC MGW<br><b>111.6</b><br>Chan <b>53</b> | APP CRS<br><b>251°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1029</b> |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|

# VOR/DME-A

FAIRMONT MUNI-FRANKMAN FIELD (4G7)

|                                                                                                                                                              |                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| <b>▽</b> Circling to Rwy 05 NA at night. Use Clarksburg altimeter setting; when not received, use Morgantown altimeter setting and increase all MDA 20 feet. | <b>▲</b> NA MISSED APPROACH: Climbing left turn to 3800 on heading 020° and MGW VORTAC R-251 to STAKE/MGW 5 DME and hold. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|

|                                   |                                             |                           |                                        |
|-----------------------------------|---------------------------------------------|---------------------------|----------------------------------------|
| CLARKSBURG ASOS<br><b>127.825</b> | CLARKSBURG APP CON *<br><b>119.6 284.65</b> | CLNC DEL<br><b>118.35</b> | UNICOM<br><b>122.8</b> (CTAF) <b>①</b> |
|-----------------------------------|---------------------------------------------|---------------------------|----------------------------------------|



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 2400-1¼<br>1371 (1400-1¼) | 2400-1½<br>1371 (1400-1½) | 2400-3<br>1371 (1400-3) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-FKL<br><b>110.5</b> | APP CRS<br><b>207°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>5200</b><br><b>1540</b><br><b>1540</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

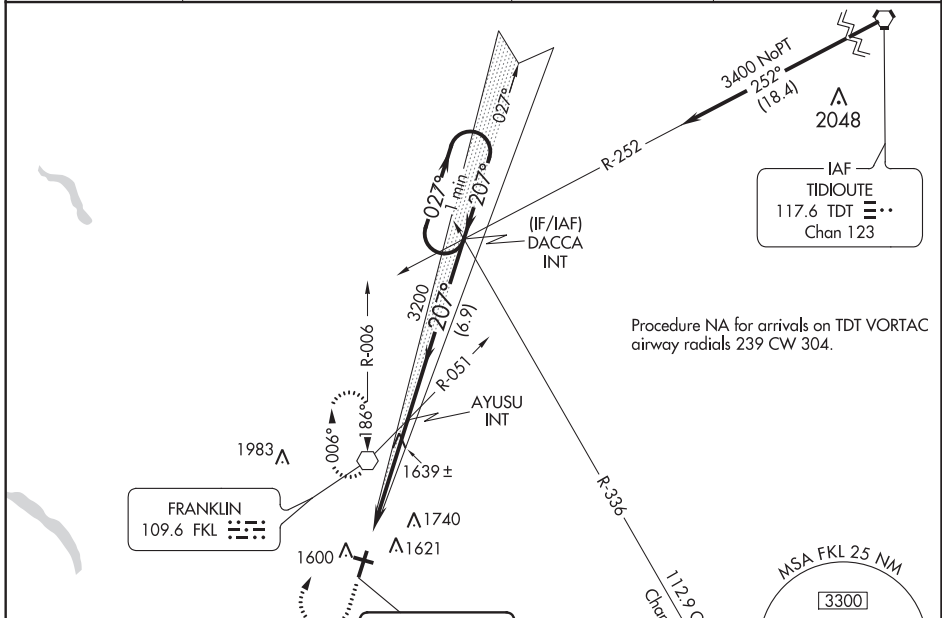
# ILS or LOC RWY 21

VENANGO RGNL (F'KL)

**⚠** Night landing: Rwy 3, 12 NA. For inop MALS, increase S-LOC 21 Cats C/D visibility to 1. When local altimeter setting not received, use Port Meadville altimeter setting and increase all DA/MDA 80 feet and S-LOC 21 Cats C/D visibility 1/2 mile. For inop MALS when using Port Meadville altimeter setting, increase S-ILS 21 all Cats visibility to 1/2 .

**MALS** MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

|                          |                                             |                           |                               |
|--------------------------|---------------------------------------------|---------------------------|-------------------------------|
| AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON ★<br><b>126.25 322.3</b> | CLNC DEL<br><b>126.25</b> | UNICOM<br><b>122.7</b> (CTAF) |
|--------------------------|---------------------------------------------|---------------------------|-------------------------------|

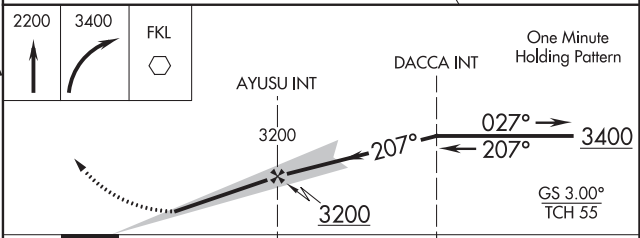
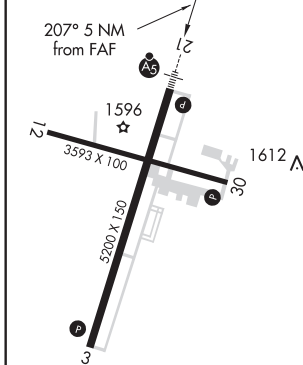


Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.

NE-4, 10 NOV 2016 to 05 JAN 2017

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|           |          |           |
|-----------|----------|-----------|
| ELEV 1540 | <b>D</b> | TDZE 1540 |
|-----------|----------|-----------|



| CATEGORY | A                      | B                      | C                          | D                  |
|----------|------------------------|------------------------|----------------------------|--------------------|
| S-ILS-21 | 1740-1/2 200 (200-1/2) |                        |                            |                    |
| S-LOC-21 | 1900-1/2 360 (400-1/2) | 1900-5/8 360 (400-5/8) |                            |                    |
| CIRCLING | 1960-1 420 (500-1)     | 2000-1 460 (500-1)     | 2000-1 1/2 460 (500-1 1/2) | 2100-2 560 (600-2) |

|                 |      |      |      |      |      |
|-----------------|------|------|------|------|------|
| FAF to MAP 5 NM |      |      |      |      |      |
| Knots           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec         | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

# RNAV (GPS) RWY 3

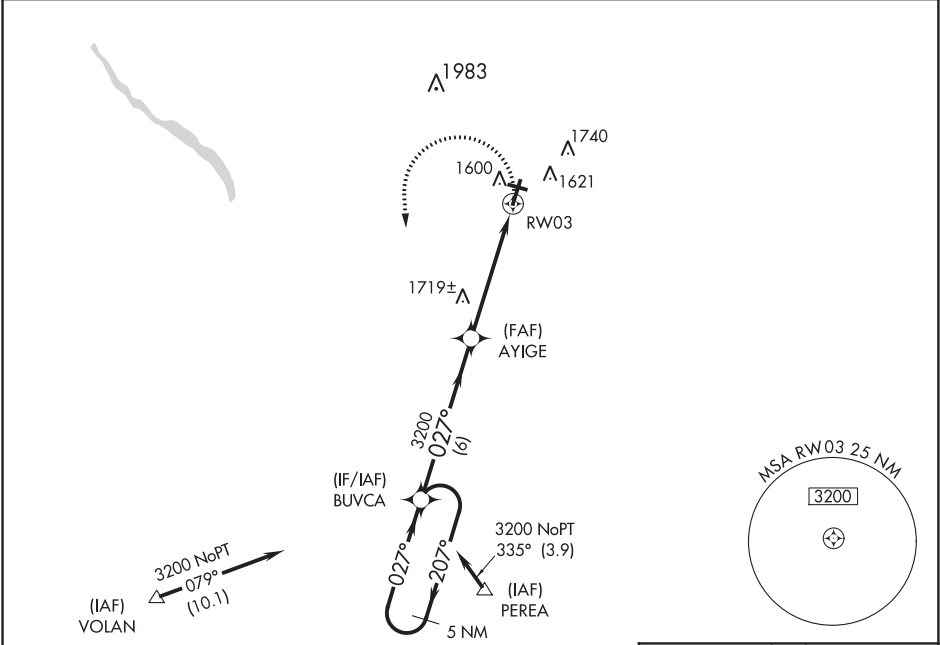
VENANGO RGNL (F'KL)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>027°</b> | Rwy Idg<br><b>5200</b>  |
|                        | TDZE<br><b>1540</b>     |
|                        | Apt Elev<br><b>1540</b> |

**⚠** DME/DME RNP-0.3 NA. Night landing: Rwy 3, 12 NA. When local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA 80 feet and LNAV Cats C/D visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 3200 direct BUVCA and hold.

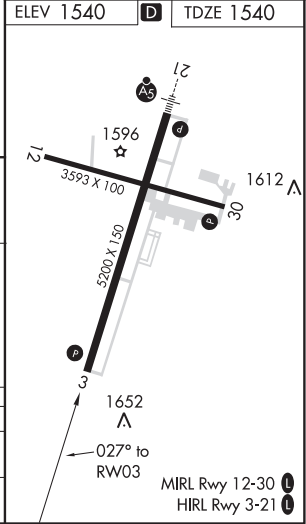
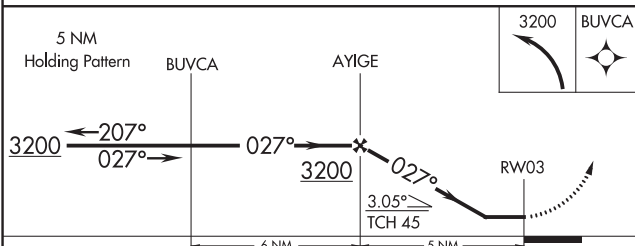
|                          |                                             |                           |                                 |
|--------------------------|---------------------------------------------|---------------------------|---------------------------------|
| AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON ★<br><b>126.25 322.3</b> | CLNC DEL<br><b>126.25</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---------------------------------------------|---------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.



| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LNAV MDA | 1980-1                | 440 (500-1)           | 1980-1¼                 | 440 (500-1¼)          |
| CIRCLING | 1980-1<br>440 (500-1) | 2000-1<br>460 (500-1) | 2000-1½<br>460 (500-1½) | 2100-2<br>560 (600-2) |


|                                 |                        |                                                                 |
|---------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>77501</b><br>W21A | APP CRS<br><b>207°</b> | Rwy Idg <b>5200</b><br>TDZE <b>1540</b><br>Apt Elev <b>1540</b> |
|---------------------------------|------------------------|-----------------------------------------------------------------|

# RNAV (GPS) RWY 21

VENANGO RGNL (F'KL)

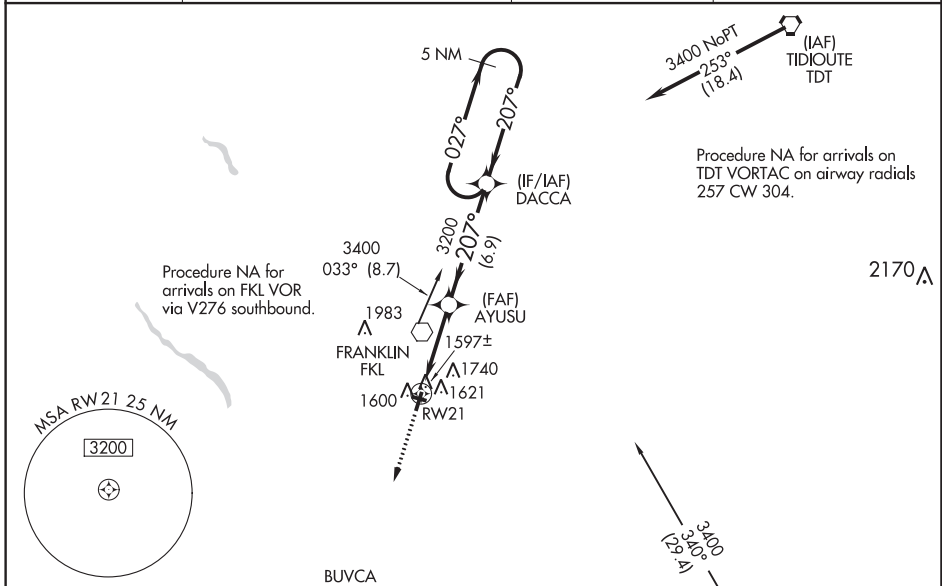
**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). VDP and Baro-VNAV NA when using Port Meadville altimeter setting. Night landing: Rwy 3, 12 NA. For inop MALS, increase LPV all Cats visibility to ¾ and LNAV Cats C/D visibility to 1. When local altimeter setting not received, use Port Meadville altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C/D visibility ½ mile. For inop MALS when using Port Meadville altimeter setting, increase LPV all Cats visibility to 1½.

MALS



MISSED APPROACH:  
Climb to 3400 direct  
BUVCA and hold.

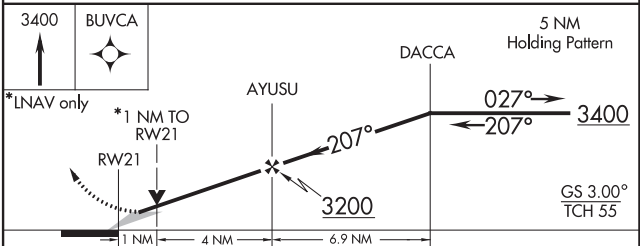
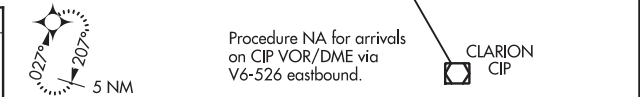
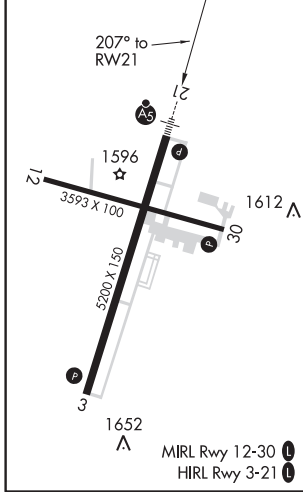
|                          |                                             |                           |                                        |
|--------------------------|---------------------------------------------|---------------------------|----------------------------------------|
| AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>126.25 322.3</b> | CLNC DEL<br><b>126.25</b> | UNICOM<br><b>122.7</b> (CTAF) <b>📞</b> |
|--------------------------|---------------------------------------------|---------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 1540 | <b>D</b> | TDZE 1540 |
|-----------|----------|-----------|



| CATEGORY     | A                       | B                       | C                       | D                     |
|--------------|-------------------------|-------------------------|-------------------------|-----------------------|
| LPV DA       |                         | 1803-½                  | 263 (300-½)             |                       |
| LNAV/VNAV DA |                         | 1901-¾                  | 361 (400-¾)             |                       |
| LNAV MDA     | 1900-½                  | 360 (400-½)             | 1900-5/8                | 360 (400-5/8)         |
| CIRCLING     | 1960-1¼<br>420 (500-1¼) | 2000-1¼<br>460 (500-1¼) | 2000-1½<br>460 (500-1½) | 2100-2<br>560 (600-2) |

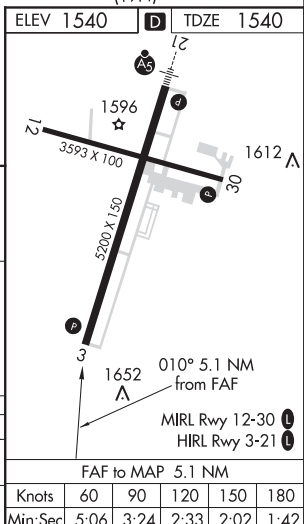
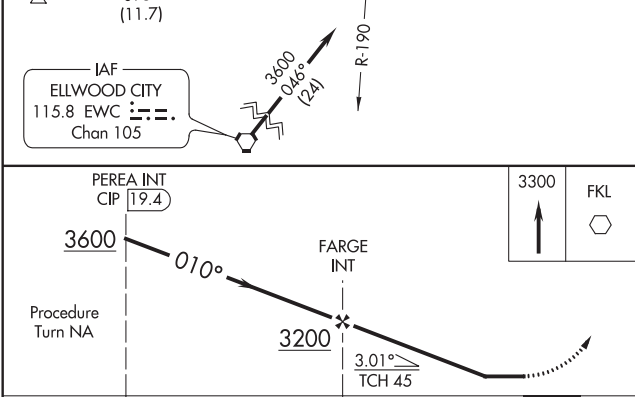
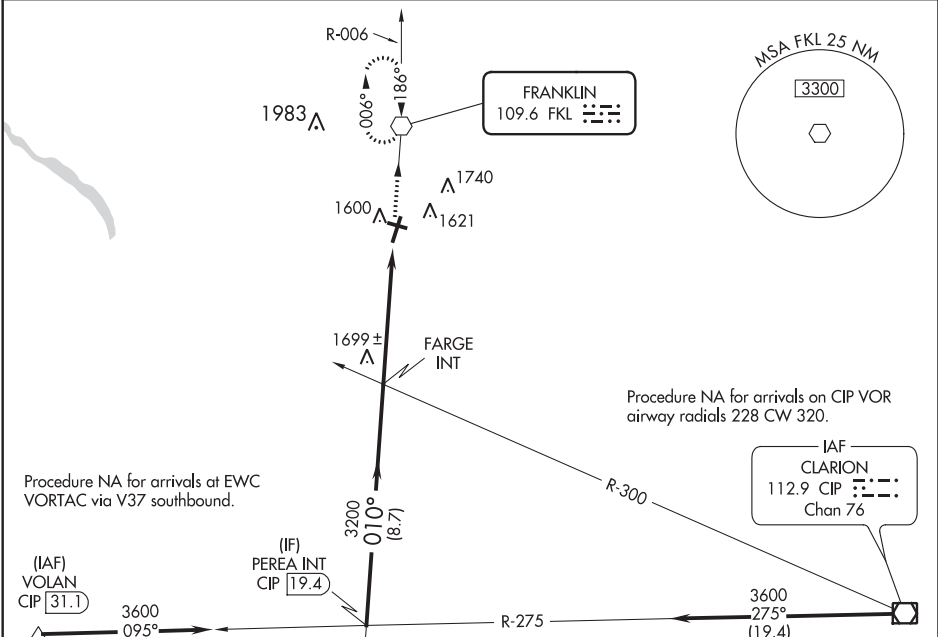
|                         |                        |                         |
|-------------------------|------------------------|-------------------------|
| VOR FKL<br><b>109.6</b> | APP CRS<br><b>010°</b> | Rwy ldg<br><b>5200</b>  |
|                         |                        | TDZE<br><b>1540</b>     |
|                         |                        | Apt Elev<br><b>1540</b> |

**VOR RWY 3**  
VENANGO RGNL (F'KL)

**⚠** Night landing: Rwy 3, 12 NA. When local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA 80 feet and S-3 Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

|                          |                                             |                           |                                        |
|--------------------------|---------------------------------------------|---------------------------|----------------------------------------|
| AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>126.25 322.3</b> | CLNC DEL<br><b>126.25</b> | UNICOM<br><b>122.7</b> (CTAF) <b>L</b> |
|--------------------------|---------------------------------------------|---------------------------|----------------------------------------|



| CATEGORY | A                  | B                  | C                    | D                  |
|----------|--------------------|--------------------|----------------------|--------------------|
| S-3      | 1960-1 420 (500-1) |                    | 1960-1½ 420 (500-1½) |                    |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                         |                        |                             |                                           |
|-------------------------|------------------------|-----------------------------|-------------------------------------------|
| VOR FKL<br><b>109.6</b> | APP CRS<br><b>187°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>5200</b><br><b>1540</b><br><b>1540</b> |
|-------------------------|------------------------|-----------------------------|-------------------------------------------|

**VOR RWY 21**  
VENANGO RGNL (F'KL)

**⚠** Inoperative table does not apply. Night landing: Rwy 3, 12, 21 NA.  
**⚠** When local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA 80 feet and S-21 Cats C/D visibility 3/8 mile. Helicopter visibility reduction below 1 SM NA.

MALSR  


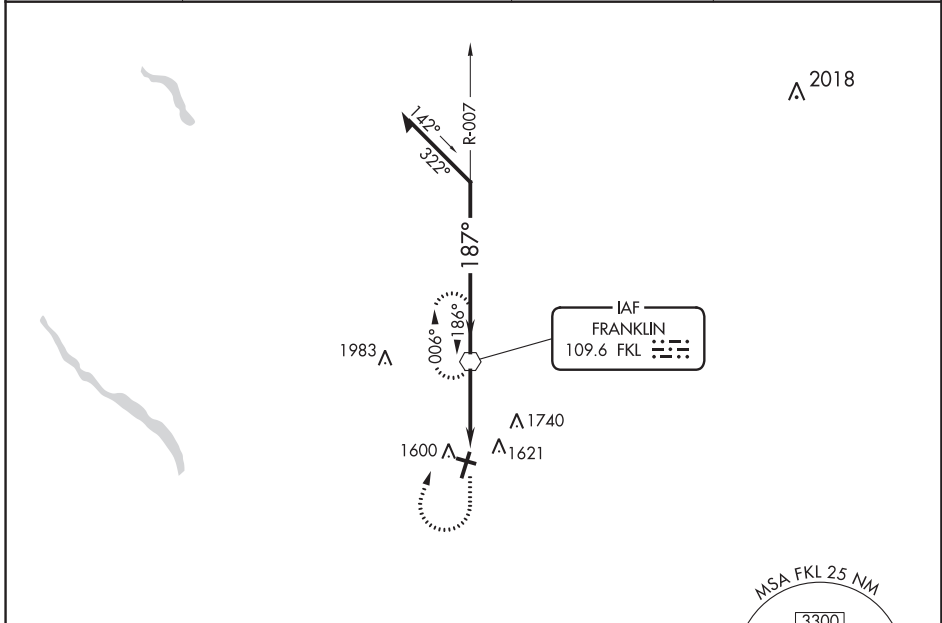
**MISSED APPROACH:** Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3  
**118.175**

YOUNGSTOWN APP CON ★  
**126.25 322.3**

CLNC DEL  
**126.25**

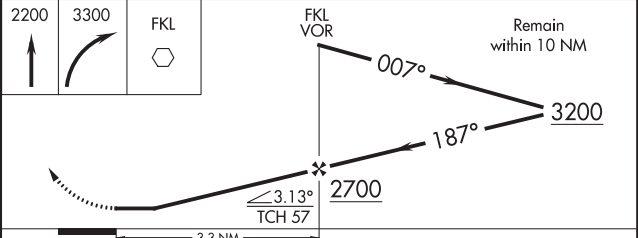
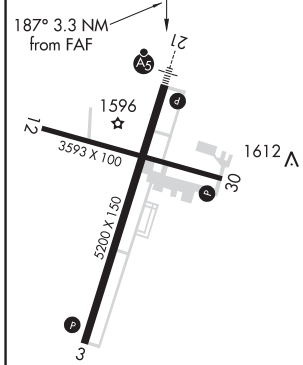
UNICOM  
**122.7** (CTAF) **Ⓛ**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 1540 | <b>D</b> | TDZE 1540 |
|-----------|----------|-----------|



|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.3 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

|          |                       |                       |                         |                       |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY | A                     | B                     | C                       | D                     |
| S-21     | 1920-1 380 (400-1)    |                       |                         |                       |
| CIRCLING | 1960-1<br>420 (500-1) | 2000-1<br>460 (500-1) | 2000-1½<br>460 (500-1½) | 2100-2<br>560 (600-2) |

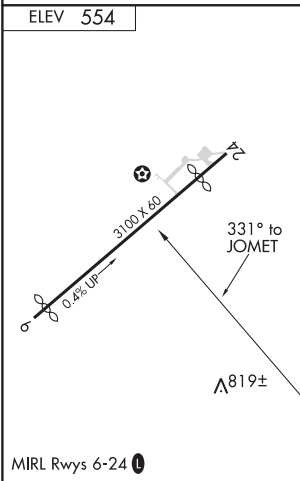
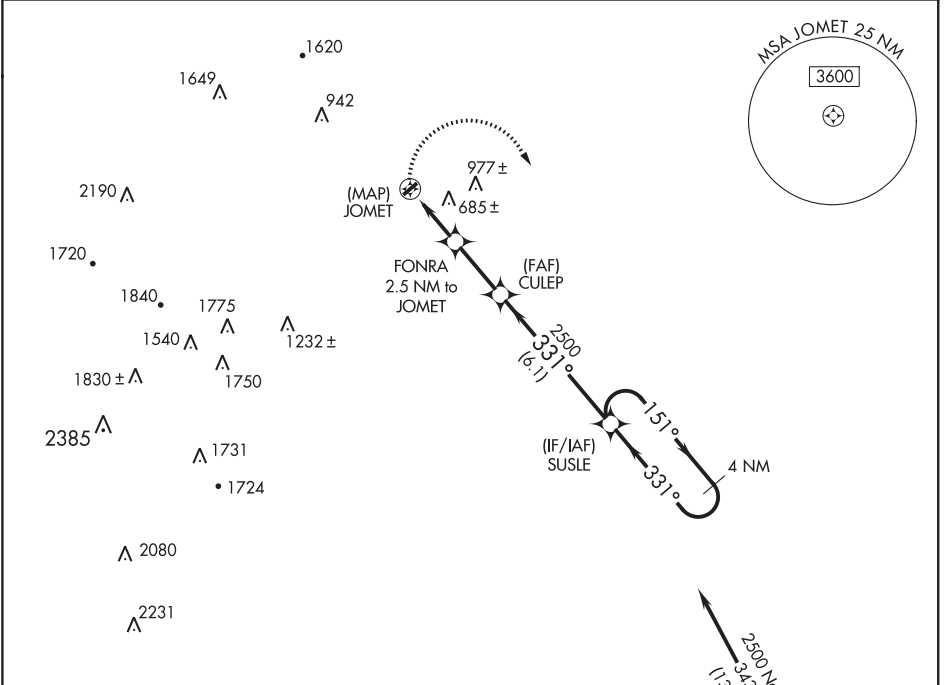
|                        |                             |                                      |
|------------------------|-----------------------------|--------------------------------------|
| APP CRS<br><b>331°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>NA</b><br><b>NA</b><br><b>554</b> |
|------------------------|-----------------------------|--------------------------------------|

# RNAV (GPS)-A

GETTYSBURG RGNL (W05)

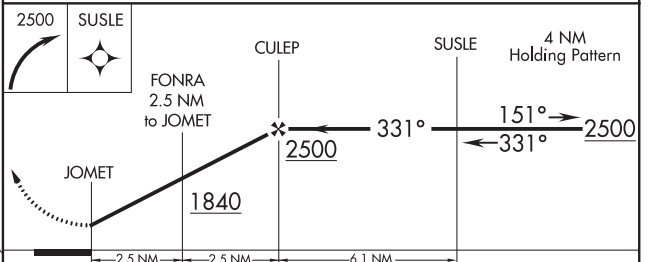
|                                                                                                  |                                                                     |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>▼</b> DME/DME RNP-0.3 NA.<br>Procedure NA at night.<br>Use Hagerstown, MD. altimeter setting. | MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold. |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|

|                                           |                      |
|-------------------------------------------|----------------------|
| POTOMAC APP CON<br><b>126.825 239.025</b> | CTAF<br><b>122.9</b> |
|-------------------------------------------|----------------------|



Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.

(IAF) WESTMINSTER EMI



|          |        |             |    |   |
|----------|--------|-------------|----|---|
| CATEGORY | A      | B           | C  | D |
| CIRCLING | 1200-1 | 646 (700-1) | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, PENNSYLVANIA

AL-6628 (FAA)

15316

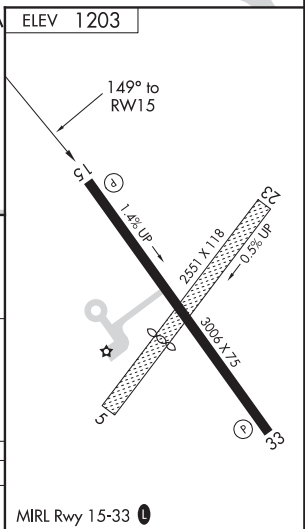
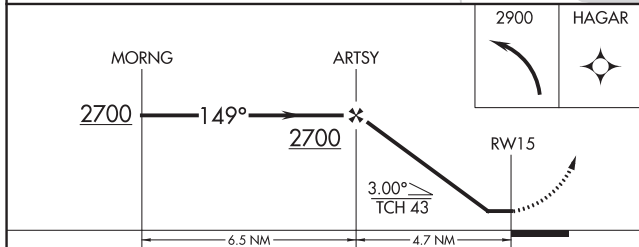
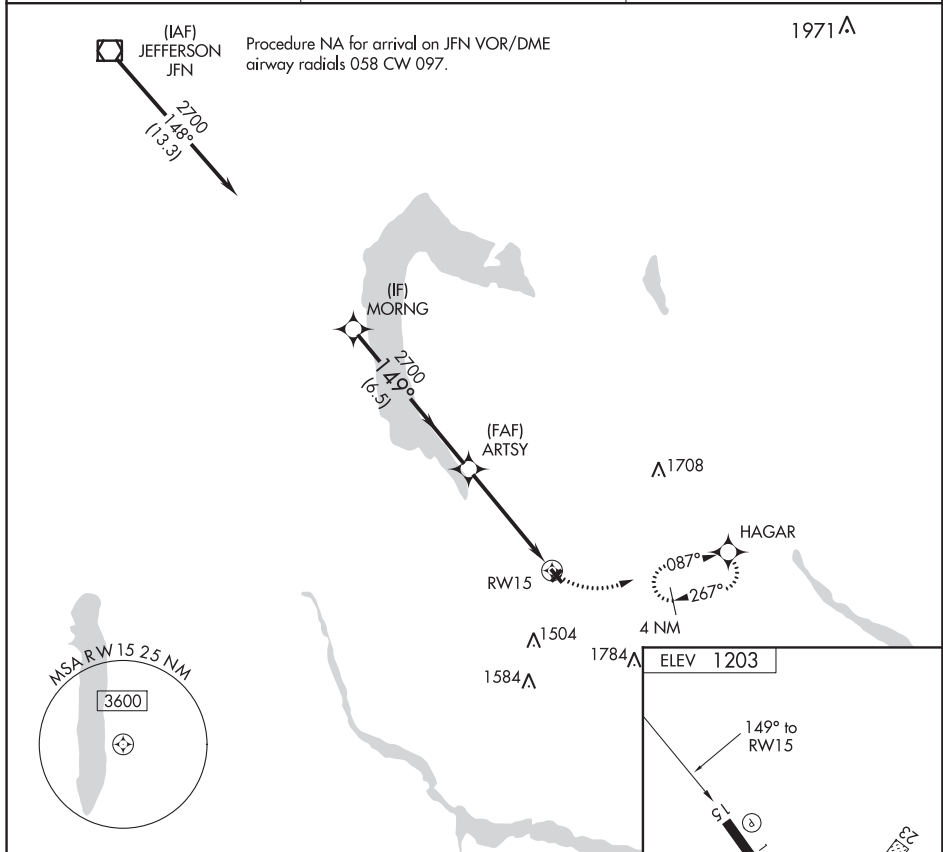
|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>149°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1203</b> |
|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS)-B

GREENVILLE MUNI (4G1)

|                                                                                                                                                                                  |                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. Use Youngstown-Warren altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 5 and 23.</p> | <p><b>▲</b> MISSED APPROACH: Climbing left turn to 2900 direct HAGAR and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|

|                                                 |                                                     |                                         |
|-------------------------------------------------|-----------------------------------------------------|-----------------------------------------|
| <p>YOUNGSTOWN-WARREN ASOS<br/><b>123.75</b></p> | <p>YOUNGSTOWN APP CON ★<br/><b>133.95 322.3</b></p> | <p>UNICOM<br/><b>122.8 (CTAF) 0</b></p> |
|-------------------------------------------------|-----------------------------------------------------|-----------------------------------------|



| CATEGORY          | A                     | B                     | C | D  |
|-------------------|-----------------------|-----------------------|---|----|
| <b>☉</b> CIRCLING | 1740-1<br>537 (600-1) | 1840-1<br>637 (700-1) |   | NA |

GREENVILLE, PENNSYLVANIA  
Orig 12NOV15

41°27'N-80°23'W

GREENVILLE MUNI (4G1)  
**RNAV (GPS)-B**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                       |                        |                                         |                          |
|---------------------------------------|------------------------|-----------------------------------------|--------------------------|
| VORTAC YNG<br><b>109.0</b><br>Chan 27 | APP CRS<br><b>067°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1203</b> | <b>N/A</b><br><b>N/A</b> |
|---------------------------------------|------------------------|-----------------------------------------|--------------------------|

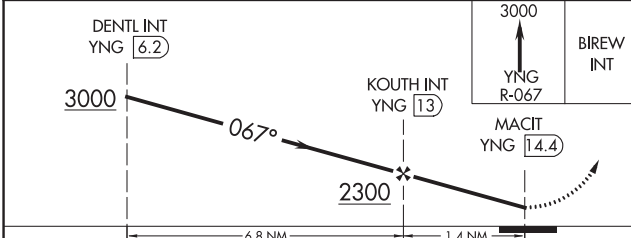
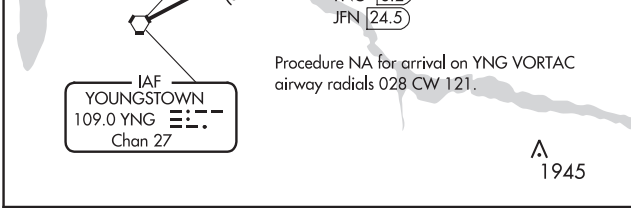
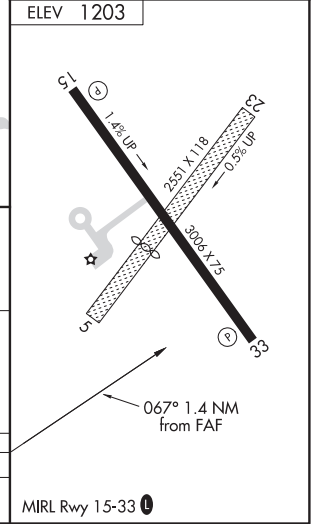
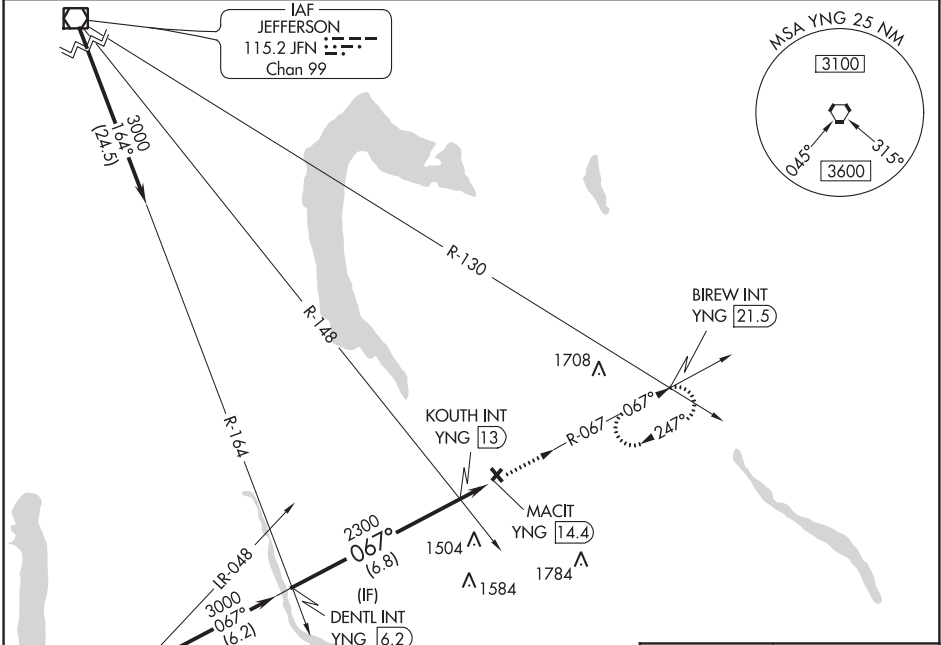
# VOR-A

GREENVILLE MUNI (4G1)

**▼** Use Youngstown-Warren altimeter setting.  
**▲ NA** Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 5 and 23.

MISSED APPROACH: Climb to 3000 on YNG VORTAC R-067 to BIREW INT/21.5 DME and hold.

|                                         |                                             |                                 |
|-----------------------------------------|---------------------------------------------|---------------------------------|
| YOUNGSTOWN-WARREN ASOS<br><b>123.75</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-----------------------------------------|---------------------------------------------|---------------------------------|



|                   |                       |                       |    |   |
|-------------------|-----------------------|-----------------------|----|---|
| CATEGORY          | A                     | B                     | C  | D |
| <b>0</b> CIRCLING | 1780-1<br>577 (600-1) | 1840-1<br>637 (700-1) | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



GROVE CITY, PENNSYLVANIA

AL-6327 (FAA)

14261

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>50432</b><br><b>W10A</b> | APP CRS<br><b>101°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1370</b><br><b>1370</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

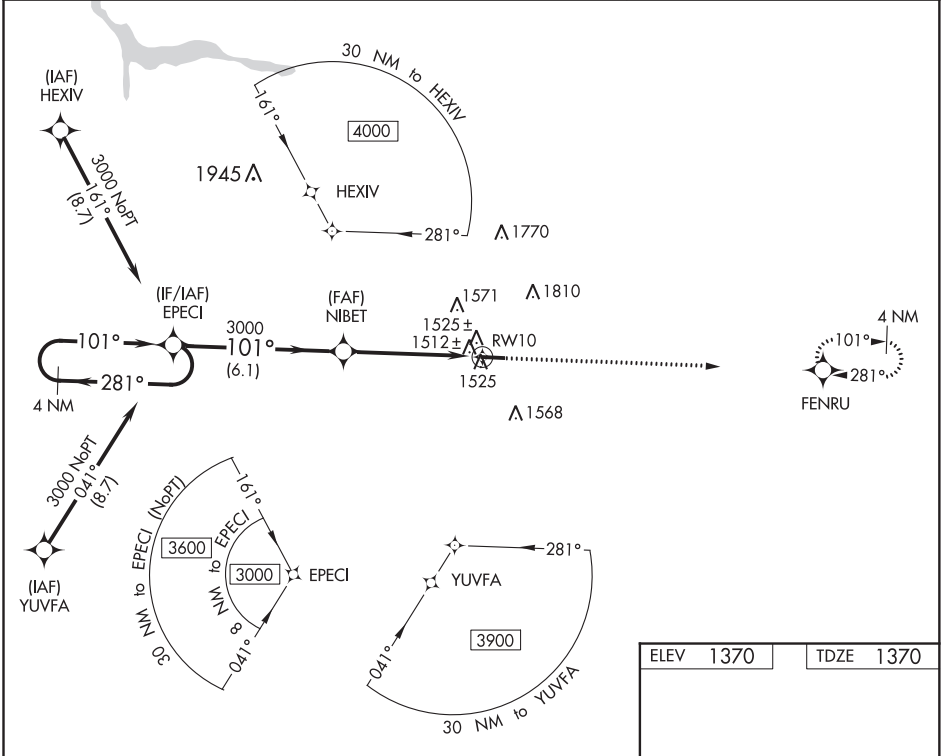
# RNAV (GPS) RWY 10

GROVE CITY (29D)

**▽** Use Franklin altimeter setting; when not received, use New Castle altimeter setting.  
**▲ NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct FENRU and hold

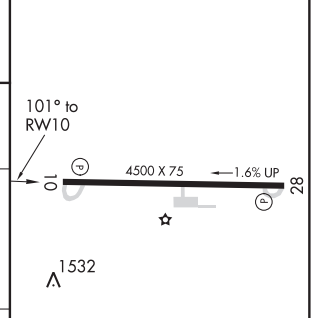
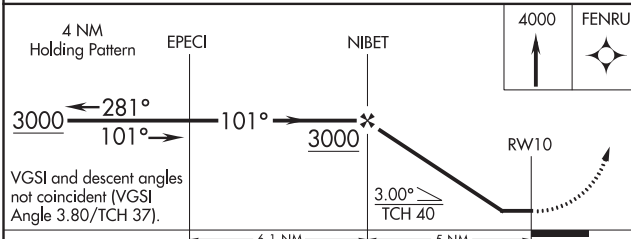
|                                   |                                             |                                   |
|-----------------------------------|---------------------------------------------|-----------------------------------|
| FRANKLIN AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|-----------------------------------|---------------------------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1370 | TDZE 1370 |
|-----------|-----------|



| CATEGORY          | A      | B           | C | D  |
|-------------------|--------|-------------|---|----|
| LP MDA            | 1840-1 | 470 (500-1) |   | NA |
| LNAV MDA          | 1860-1 | 490 (500-1) |   | NA |
| <b>C</b> CIRCLING | 1920-1 | 550 (600-1) |   | NA |

REIL Rwy 10 and 28  
MIRL Rwy 10-28 0

GROVE CITY, PENNSYLVANIA  
Amdt 1A 26JUN14

41°09'N - 80°10'W

# RNAV (GPS) RWY 10

GROVE CITY (29D)



GROVE CITY, PENNSYLVANIA

AL-6327 (FAA)

14261

|                                               |                        |                             |                                         |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VORTAC EWC<br><b>115.8</b><br>Chan <b>105</b> | APP CRS<br><b>014°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1371</b> |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

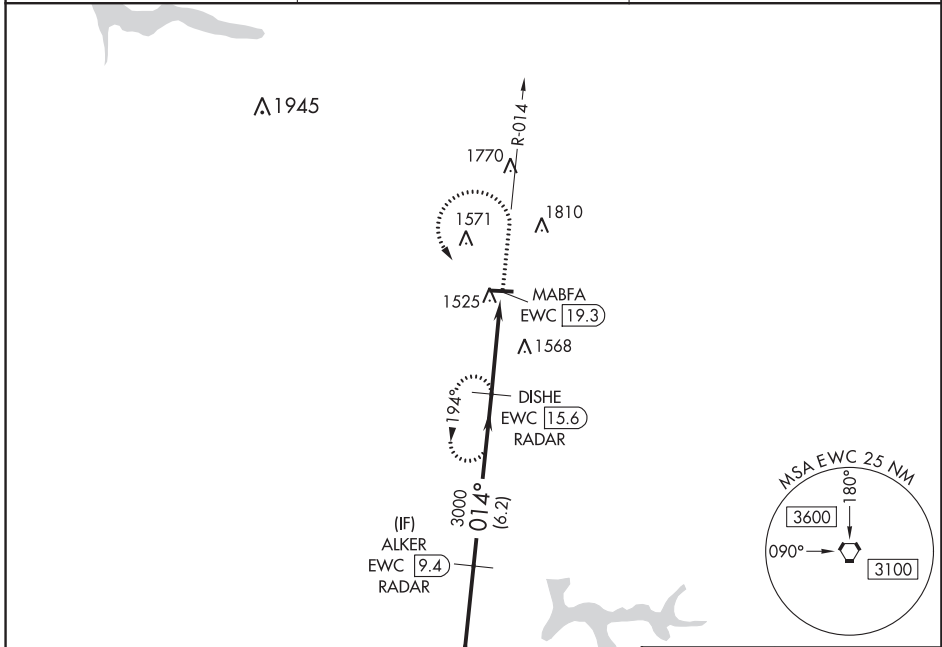
# VOR/DME-A

GROVE CITY (29D)

**⚠** Use Franklin altimeter setting; when not received, use New Castle altimeter setting. Helicopter visibility reduction below 1 SM NA.

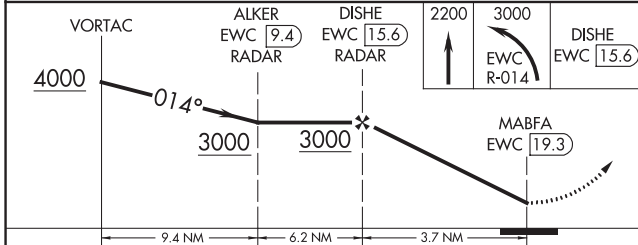
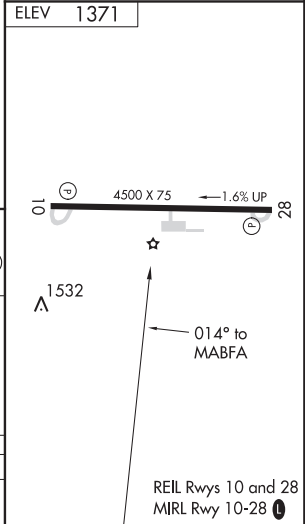
**MISSED APPROACH:** Climb to 2200 then climbing left turn to 3000 on EWC R-014 to DISHE/15.6 DME/RADAR and hold.

|                                   |                                             |                                          |
|-----------------------------------|---------------------------------------------|------------------------------------------|
| FRANKLIN AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | UNICOM<br><b>122.725</b> (CTAF) <b>0</b> |
|-----------------------------------|---------------------------------------------|------------------------------------------|



Procedure NA for arrivals at EWC VORTAC on V37 southbound.

IAF  
ELLWOOD CITY  
115.8 EWC  
Chan 105



|          |        |             |   |    |
|----------|--------|-------------|---|----|
| CATEGORY | A      | B           | C | D  |
| CIRCLING | 1920-1 | 549 (600-1) |   | NA |

GROVE CITY, PENNSYLVANIA  
Amdt 7 27JUN13

41°09'N - 80°10'W

# GROVE CITY (29D)

## VOR/DME-A

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

REIL Rws 10 and 28  
MIRL Rwy 10-28 **0**



HARRISBURG, PENNSYLVANIA

AL-187 (FAA)

16315

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>70610</b><br><b>W08A</b> | APP CRS<br><b>082°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>342</b><br><b>347</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 8

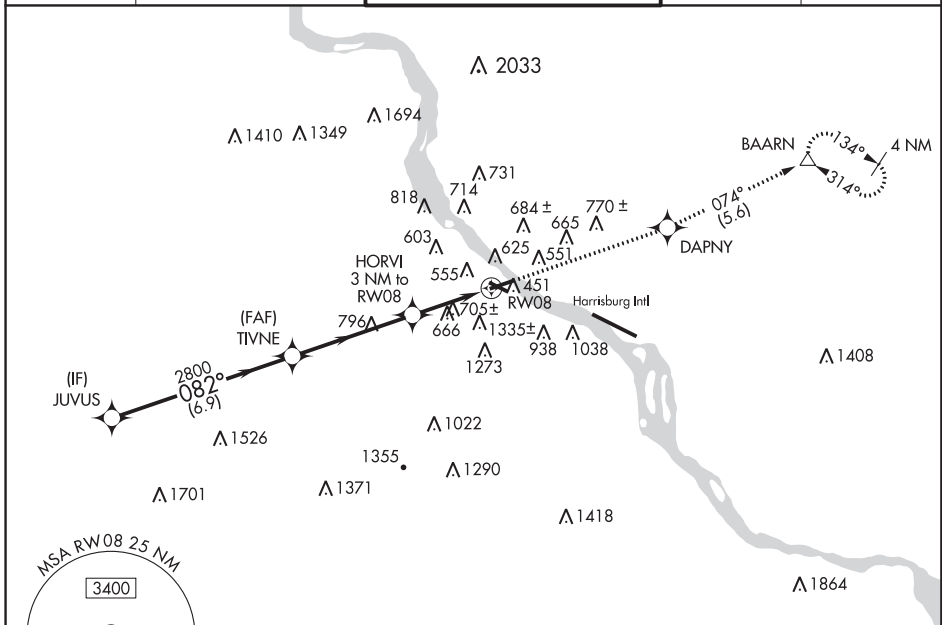
CAPITAL CITY (CXY)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALSRL, increase LPV all Cats visibility to 1½ mile and increase LNAV Cat C, D visibility to 1¾ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.



**MISSED APPROACH:** Climb to 3000 direct DAPNY and on track 074° to BAARN and hold.

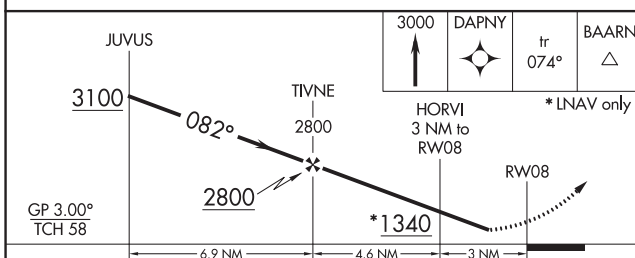
|                       |                                            |                                                   |                         |                         |
|-----------------------|--------------------------------------------|---------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>134.95</b> | HARRISBURG APP CON<br><b>124.1 273.525</b> | CAPITAL CITY TOWER *<br><b>119.5 (CTAF) 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|---------------------------------------------------|-------------------------|-------------------------|



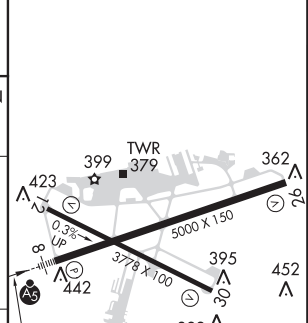
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED



|          |          |
|----------|----------|
| ELEV 347 | TDZE 342 |
|----------|----------|



| CATEGORY | A                       | B | C                         | D |
|----------|-------------------------|---|---------------------------|---|
| LPV DA   | 833-1¼                  |   | 491 (500-1¼)              |   |
| LNAV MDA | 960-1 625 (700-1)       |   | 960-1¾ 625 (700-1¾)       |   |
| CIRCLING | 1200-1¼<br>853 (900-1¼) |   | 1700-1½<br>1353 (1400-1½) |   |
|          | 1700-3                  |   | 1353 (1400-3)             |   |

REIL Rwy 12 and 30  
HIRL Rwy 8-26  
MIRL Rwy 12-30

HARRISBURG, PENNSYLVANIA  
Amdt 1 24JUL14

40°13'N-76°51'W

HARRISBURG / CAPITAL CITY (CXY)  
**RNAV (GPS) RWY 8**

|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>86800</b><br><b>W26A</b> | APP CRS<br><b>262°</b> | Rwy Idg<br>TDZE <b>347</b><br>Apr Elev <b>347</b> | <b>5000</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

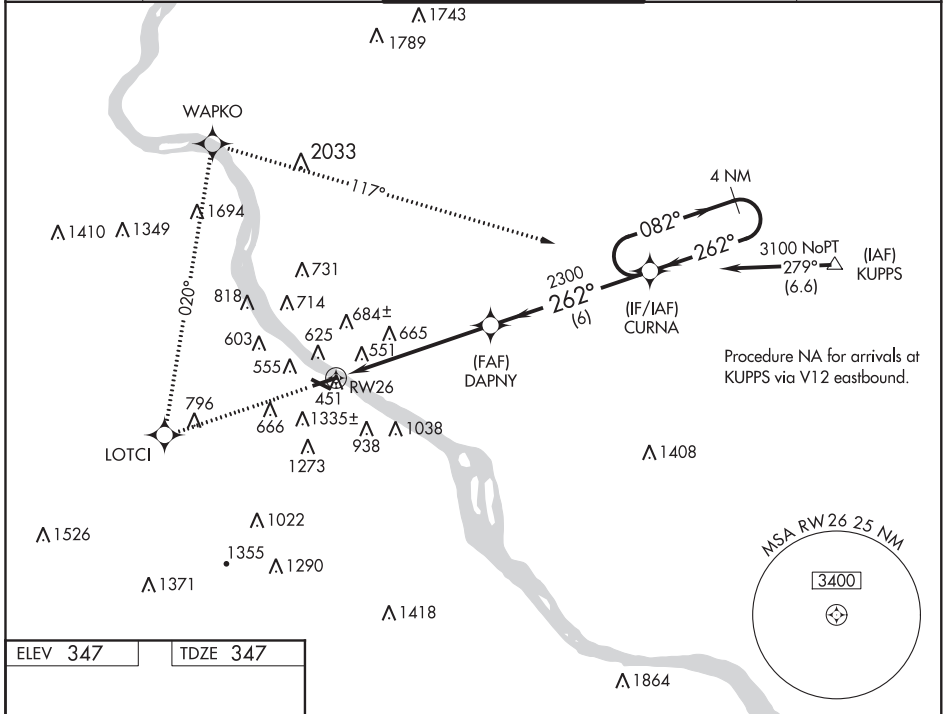
# RNAV (GPS) RWY 26

CAPITAL CITY (CXY)

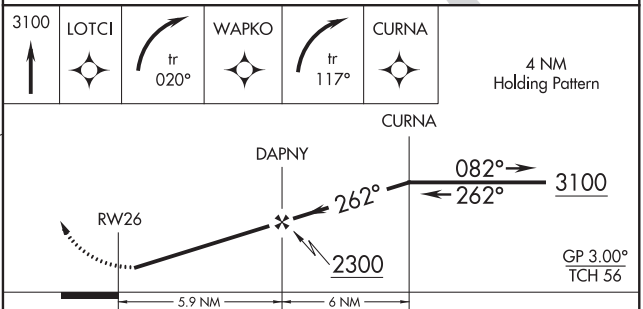
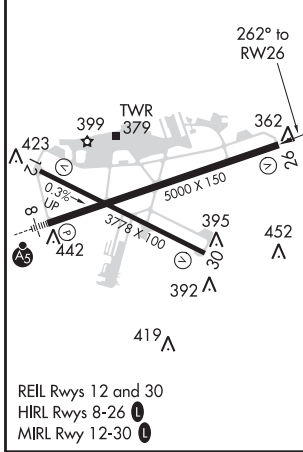
**⚠** When local altimeter setting not received, use Harrisburg Intl altimeter setting. Night landing: Rwy 12, 30 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**⚠** MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

|                       |                                            |                                                     |                         |                         |
|-----------------------|--------------------------------------------|-----------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>134.95</b> | HARRISBURG APP CON<br><b>124.1 273.525</b> | CAPITAL CITY TOWER ★<br><b>119.5 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|-----------------------------------------------------|-------------------------|-------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>347</b> | TDZE <b>347</b> |
|-----------------|-----------------|



| CATEGORY | A                                                    | B                                                    | C      | D             |
|----------|------------------------------------------------------|------------------------------------------------------|--------|---------------|
| LPV DA   | 846-1 $\frac{3}{4}$ 499 (500-1 $\frac{3}{4}$ )       |                                                      |        |               |
| RNAV MDA | 1460-1 $\frac{1}{4}$<br>1113 (1200-1 $\frac{3}{4}$ ) | 1460-1 $\frac{1}{2}$<br>1113 (1200-1 $\frac{1}{2}$ ) | 1460-3 | 1113 (1200-3) |
| CIRCLING | 1460-1 $\frac{3}{4}$<br>1113 (1200-1 $\frac{3}{4}$ ) | 1700-1 $\frac{3}{4}$<br>1353 (1400-1 $\frac{3}{4}$ ) | 1700-3 | 1353 (1400-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                           |                        |                        |
|---------------------------|------------------------|------------------------|
| LOC F-MDT<br><b>110.9</b> | APP CRS<br><b>128°</b> | Rwy Idg<br><b>8070</b> |
|                           |                        | TDZE<br><b>308</b>     |
|                           |                        | Apt Elev<br><b>310</b> |

# ILS or LOC RWY 13

HARRISBURG INTL (MDT)

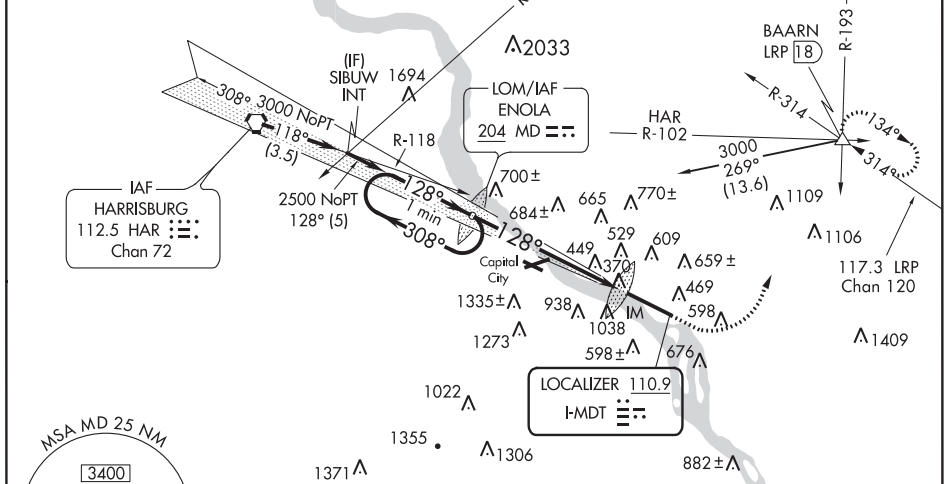
**⚠** Circling NA south of Rwy 13-31.  
**❄** -17°C/1°F

**ALSF-2**  
**MISSED APPROACH:** Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

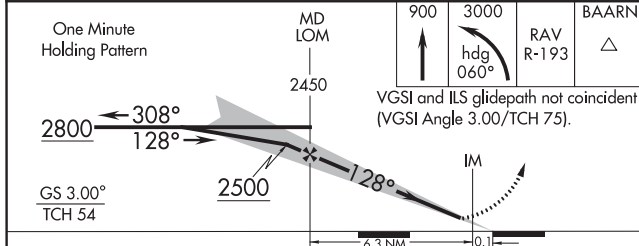
|                      |                                                                                                                                 |                                              |                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45 281.525</b><br>(180°-309°) <b>124.1 273.525</b><br>(310°-079°) <b>118.25 269.45</b> | HARRISBURG INTL TOWER<br><b>124.8 269.35</b> | GND CON<br><b>121.7 348.6</b> |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|

ALTERNATE MISSED APCH FIX  
HARRISBURG HAR **112.5** Chan 72  
R-281 101° 281°

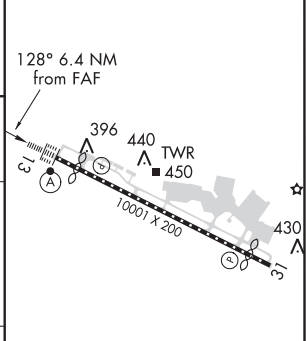
Procedure NA for arrivals on HAR VORTAC  
airway radials 102 CW 157.



|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



| CATEGORY | A      | B           | C                       | D                      |
|----------|--------|-------------|-------------------------|------------------------|
| S-ILS 13 |        | 508/18      | 200 (200-½)             |                        |
| S-LOC 13 | 900/24 | 592 (600-½) | 900/50<br>592 (600-1)   | 900/60<br>592 (600-1¼) |
| CIRCLING | 900-1  | 590 (600-1) | 920-1 ¾<br>610 (700-1¾) | 980-2<br>670 (700-2)   |



|                   |      |      |      |      |
|-------------------|------|------|------|------|
| TDZ/CL Rwy 13     |      |      |      |      |
| REIL Rwy 31       |      |      |      |      |
| HIRL Rwy 13-31    |      |      |      |      |
| FAF to MAP 6.4 NM |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  |
| Min:Sec           | 6:24 | 4:16 | 3:12 | 2:34 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

16259

|                           |                        |                        |
|---------------------------|------------------------|------------------------|
| LOC I-HQA<br><b>110.9</b> | APP CRS<br><b>308°</b> | Rwy Idg<br><b>8129</b> |
|                           |                        | TDZE<br><b>308</b>     |
|                           |                        | Apt Elev<br><b>310</b> |

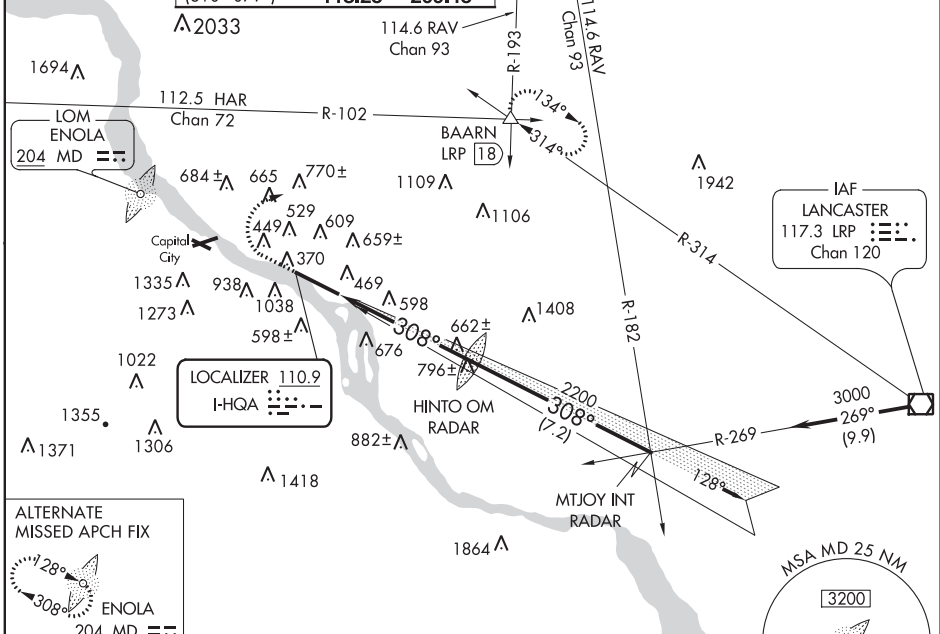
# ILS or LOC RWY 31

HARRISBURG INTL (MDT)

**⚠** Autopilot coupled approach NA below 1325.  
**⚠** Circling NA south of Rwy 13-31.  
**❄** -17°C/1°F

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 via heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold, or as directed by ATC.

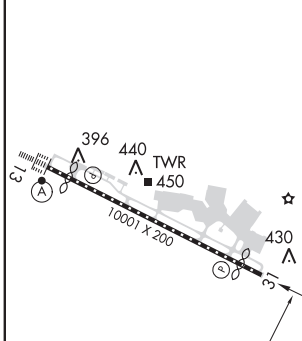
|                      |                                                                                                                                 |                                              |                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45 281.525</b><br>(180°-309°) <b>124.1 273.525</b><br>(310°-079°) <b>118.25 269.45</b> | HARRISBURG INTL TOWER<br><b>124.8 269.35</b> | GND CON<br><b>121.7 348.6</b> |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

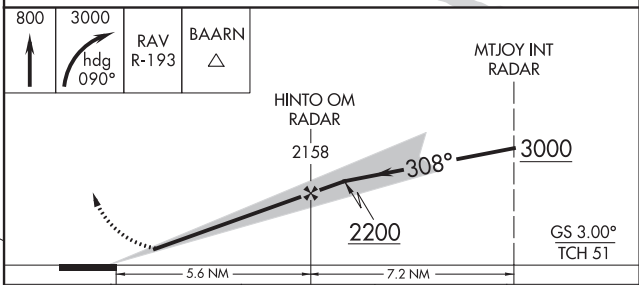
|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

FAF to MAP 5.6 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



| CATEGORY | A      | B           | C                                                                             | D                    |
|----------|--------|-------------|-------------------------------------------------------------------------------|----------------------|
| S-ILS 31 |        | 558/50      | 250 (300-1)                                                                   |                      |
| S-LOC 31 | 920/50 | 612 (700-1) | 920-1 <sup>3</sup> / <sub>4</sub><br>612 (700-1 <sup>3</sup> / <sub>4</sub> ) | 920-2<br>612 (700-2) |
| CIRCLING | 920-1  | 610 (700-1) | 920-1 <sup>3</sup> / <sub>4</sub><br>610 (700-1 <sup>3</sup> / <sub>4</sub> ) | 980-2<br>670 (700-2) |

HARRISBURG, PENNSYLVANIA  
Amdt 1C 15SEP16

40°12'N-76°46'W

# HARRISBURG INTL (MDT)

## ILS or LOC RWY 31

|                           |                        |                        |
|---------------------------|------------------------|------------------------|
| LOC I-MDT<br><b>110.9</b> | APP CRS<br><b>128°</b> | Rwy Idg<br><b>8070</b> |
|                           |                        | TDZE<br><b>308</b>     |
|                           |                        | Apt Elev<br><b>310</b> |

# ILS RWY 13 (CAT II & III)

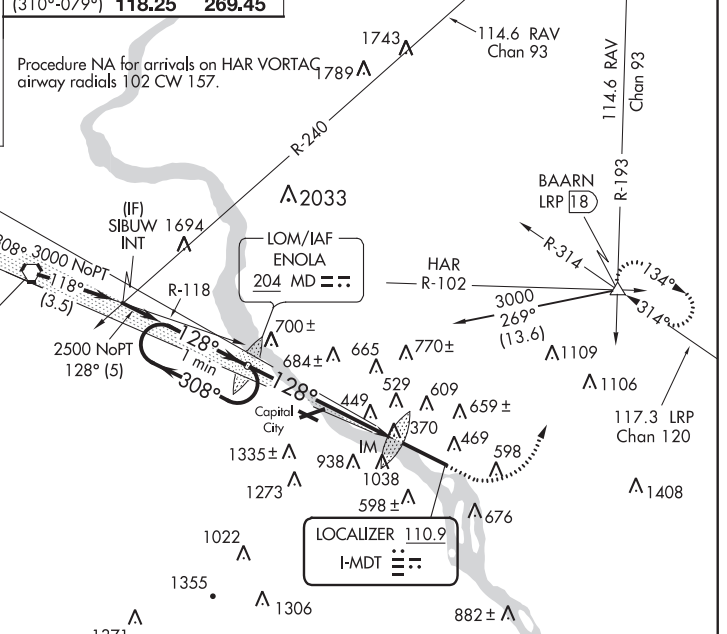
HARRISBURG INTL (MDT)

|                  |            |                                                                                                                                        |
|------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------|
| <p>-17°C/1°F</p> | ALSF-2<br> | MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold. |
|------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------|

|                      |                                                                                                                                 |                                              |                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45 281.525</b><br>(180°-309°) <b>124.1 273.525</b><br>(310°-079°) <b>118.25 269.45</b> | HARRISBURG INTL TOWER<br><b>124.8 269.35</b> | GND CON<br><b>121.7 348.6</b> |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|

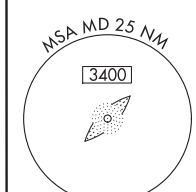
ALTERNATE MISSED APCH FIX

HARRISBURG HAR

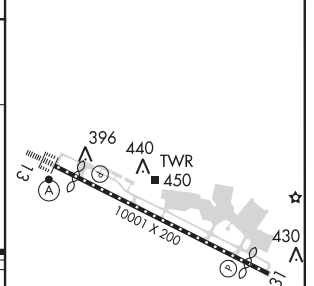
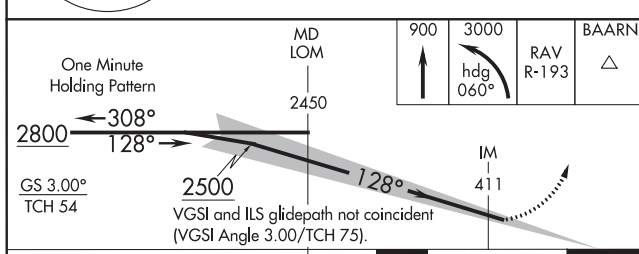


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



|          |   |          |           |            |
|----------|---|----------|-----------|------------|
| CATEGORY | A | B        | C         | D          |
| S-ILS 13 |   | CAT II   | RA 101/12 | 100 DA 408 |
| S-ILS 13 |   | CAT IIIa | RVR 07    |            |
| S-ILS 13 |   | CAT IIIb | RVR 06    |            |
| S-ILS 13 |   | CAT IIIc | NA        |            |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

16091

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86313</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8070</b><br><b>308</b><br><b>310</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 13

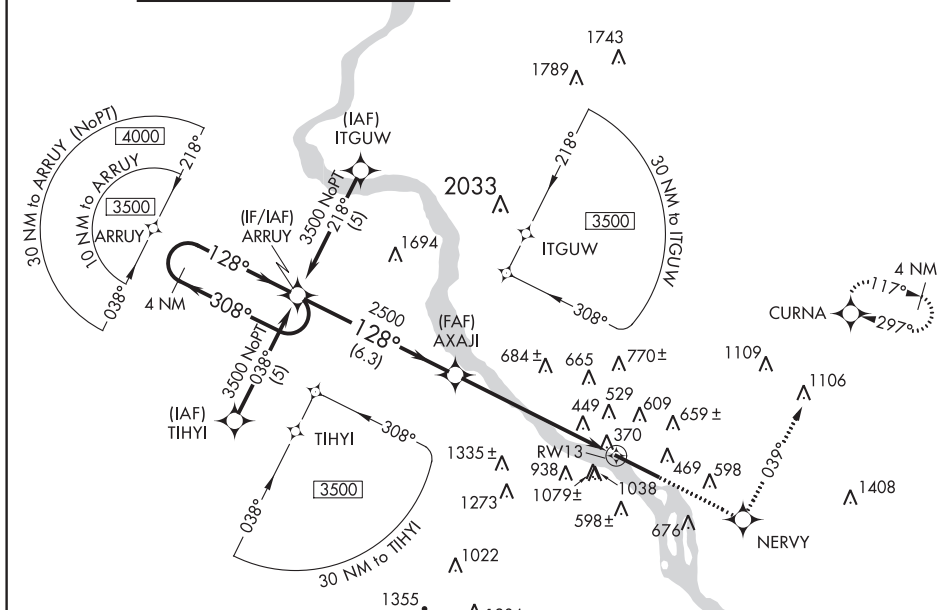
HARRISBURG INTL (MDT)

**⚠** Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inop table does not apply to LNAV/VNAV all Cats.



**MISSED APPROACH:** Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

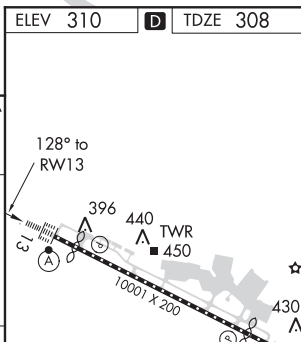
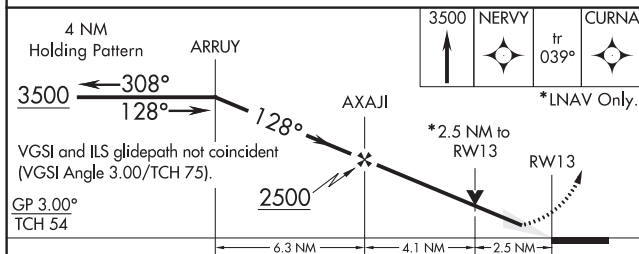
|                      |                                                                                                                                                      |                                                     |                                      |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45</b> <b>281.525</b><br>(180°-309°) <b>124.1</b> <b>273.525</b><br>(310°-079°) <b>118.25</b> <b>269.45</b> | HARRISBURG INTL TOWER<br><b>124.8</b> <b>269.35</b> | GND CON<br><b>121.7</b> <b>348.6</b> |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



| CATEGORY     | A                      | B                       | C                       | D                       |
|--------------|------------------------|-------------------------|-------------------------|-------------------------|
| LPV DA       |                        | 558/24                  | 250 (300-½)             |                         |
| LNVA/VNAV DA |                        | 1572-5                  | 1264 (1300-5)           |                         |
| LNVA MDA     | 1180/24<br>872 (900-½) | 1180/40<br>872 (900-¾)  | 1180-2<br>872 (900-2)   | 1180-2¼<br>872 (900-2¼) |
| CIRCLING     | 1180-1<br>870 (900-1)  | 1180-1¼<br>870 (900-1¼) | 1180-2½<br>870 (900-2½) | 1180-2¾<br>870 (900-2¾) |

TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

HARRISBURG, PENNSYLVANIA  
Amdt 1 02JUL09

40°12'N-76°46'W

# HARRISBURG INTL (MDT)

## RNAV (GPS) RWY 13

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>78013</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg <b>8129</b><br>TDZE <b>308</b><br>Apt Elev <b>310</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

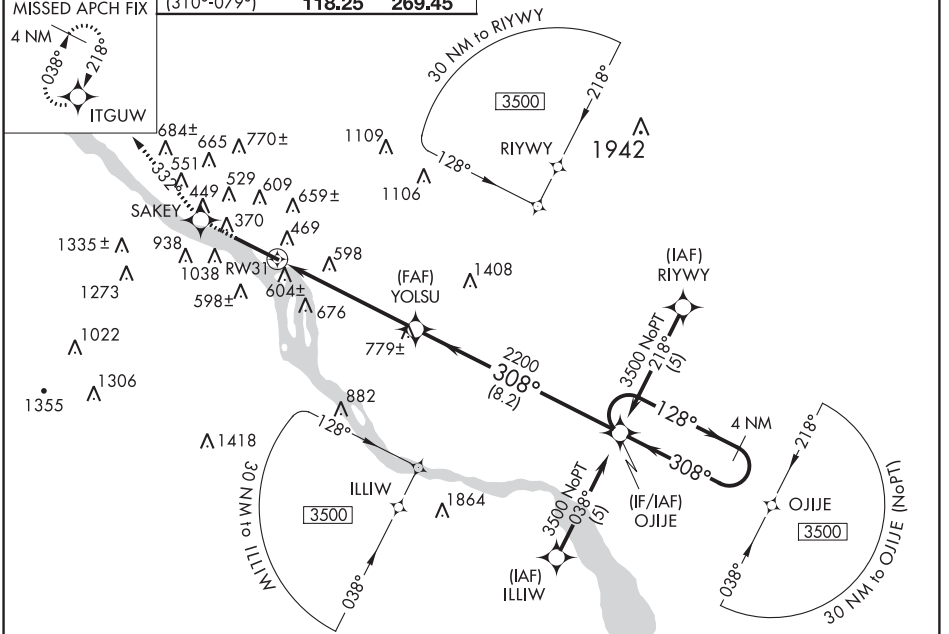
# RNAV (GPS) RWY 31

HARRISBURG INTL (MDT)

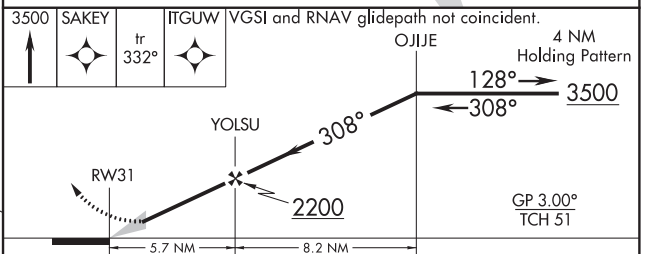
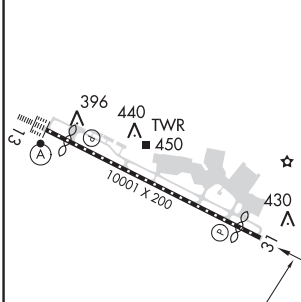
**⚠** Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).  
**❄** -17°C/1°F DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

|                      |                                                                                                                                 |                                              |                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45 281.525</b><br>(180°-309°) <b>124.1 273.525</b><br>(310°-079°) <b>118.25 269.45</b> | HARRISBURG INTL TOWER<br><b>124.8 269.35</b> | GND CON<br><b>121.7 348.6</b> |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



|              |                        |                         |                         |                         |
|--------------|------------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY     | A                      | B                       | C                       | D                       |
| LPV DA       |                        | 558/50                  | 250 (300-1)             |                         |
| LNAV/VNAV DA |                        | 921-2¼                  | 613 (700-2¼)            |                         |
| LNAV MDA     | 1100/50<br>792 (800-1) | 1100/60<br>792 (800-1¼) | 1100-2¼<br>792 (800-2¼) | 1100-2½<br>792 (800-2½) |
| CIRCLING     | 1100-1<br>790 (800-1)  | 1100-1¼<br>790 (800-1¼) | 1100-2¼<br>790 (800-2¼) | 1100-2½<br>790 (800-2½) |

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|                                                |                        |                                                   |
|------------------------------------------------|------------------------|---------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>290°</b> | Rwy Idg<br>TDZE <b>308</b><br>Apt Elev <b>310</b> |
|------------------------------------------------|------------------------|---------------------------------------------------|

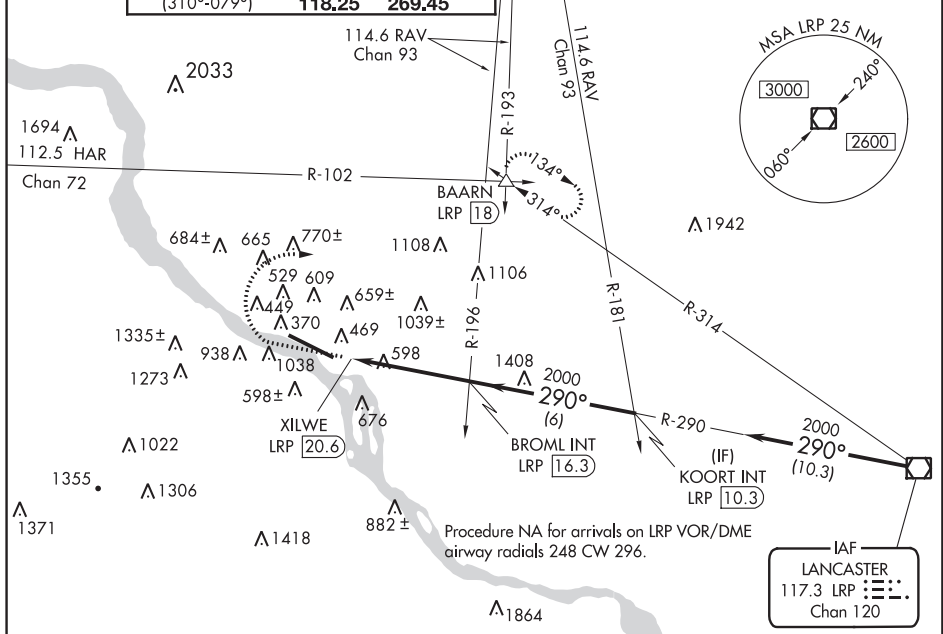
# VOR RWY 31

HARRISBURG INTL (MDT)

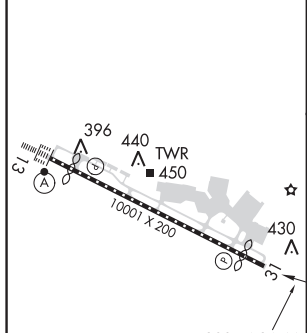
**⚠** Circling NA south of Rwy 13-31. Rwy 31 helicopter visibility reduction below 3/4 SM NA.  
**⚠** -17°C/1°F

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.

|                      |                                                                                                                                 |                                              |                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|
| ATIS<br><b>118.8</b> | HARRISBURG APP CON<br>(080°-179°) <b>126.45 281.525</b><br>(180°-309°) <b>124.1 273.525</b><br>(310°-079°) <b>118.25 269.45</b> | HARRISBURG INTL TOWER<br><b>124.8 269.35</b> | GND CON<br><b>121.7 348.6</b> |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|



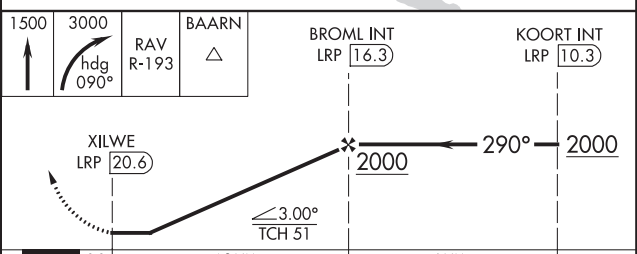
|          |          |          |
|----------|----------|----------|
| ELEV 310 | <b>D</b> | TDZE 308 |
|----------|----------|----------|



TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

FAF to MAP 4.3 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



|          | A                       | B                       | C                       | D                       |
|----------|-------------------------|-------------------------|-------------------------|-------------------------|
| S-31     | 1160/55<br>852 (900-1¼) | 1160/60<br>852 (900-1¼) | 1160-2½                 | 852 (900-2½)            |
| CIRCLING | 1160-1¼                 | 850 (900-1¼)            | 1160-2½<br>850 (900-2½) | 1160-2¾<br>850 (900-2¾) |

# VOR RWY 31

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# AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)  
HARRISBURG, PENNSYLVANIA

ATIS  
118.8  
HARRISBURG INTL TOWER  
124.8 269.35  
GND CON  
121.7 348.6

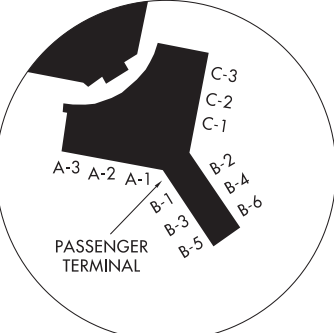
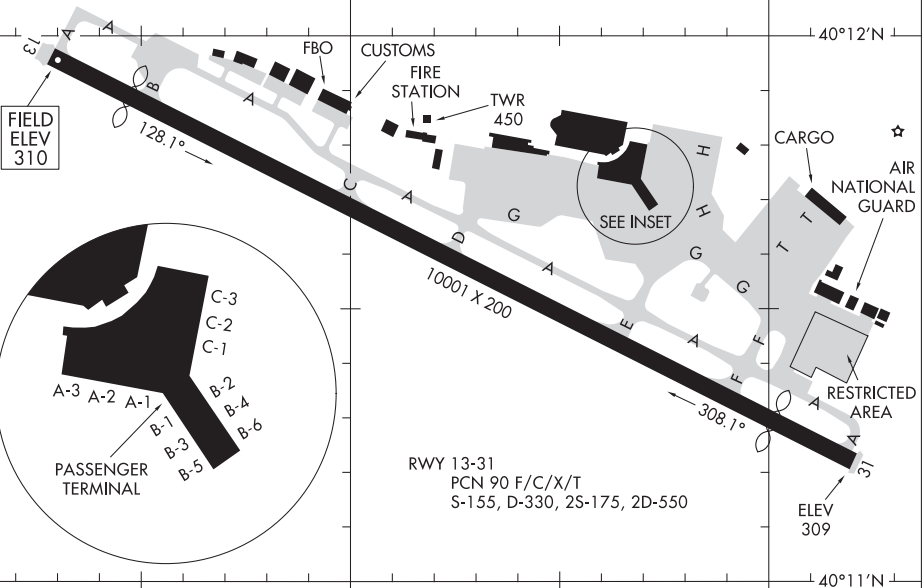
**D**

508

MAG 13.3° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° E

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RWY 13-31  
PCN 90 F/C/X/T  
S-155, D-330, 2S-175, 2D-550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°46'W

76°45'W

# AIRPORT DIAGRAM

HARRISBURG, PENNSYLVANIA  
HARRISBURG INTL (MDT)

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>86240</b><br><b>W10A</b> | APP CRS<br><b>104°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4898</b><br><b>1603</b><br><b>1603</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

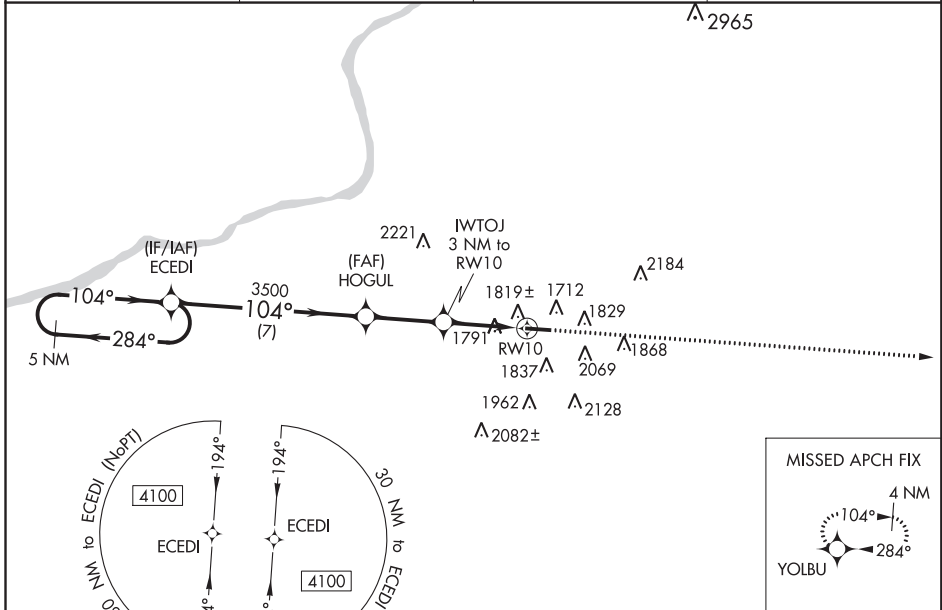
# RNAV (GPS) RWY 10

HAZLETON RGNL (HZL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton Intl altimeter setting and increase all DA 146 feet and all MDA 160 feet; increase LPV all Cats visibility 1 mile, increase LNAV/VNAV all Cats visibility 7/8 mile, increase LNAV Cats C/D visibility 3/8 mile, and increase Circling Cat B visibility 1/4 mile and Cat C visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct YOLBU and hold.

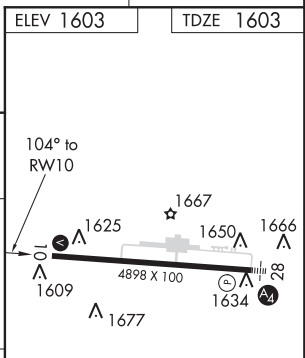
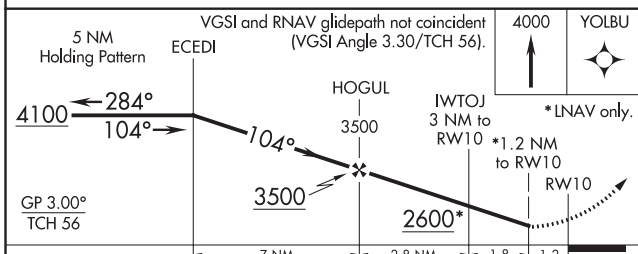
|                          |                                            |                          |                                 |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>119.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|



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|           |           |
|-----------|-----------|
| ELEV 1603 | TDZE 1603 |
|-----------|-----------|



| CATEGORY     | A                     | B                     | C                       | D                      |
|--------------|-----------------------|-----------------------|-------------------------|------------------------|
| LPV DA       |                       | 2064-1½               | 461 (500-1½)            |                        |
| LNAV/VNAV DA |                       | 2093-1⅝               | 490 (500-1⅝)            |                        |
| LNAV MDA     | 2080-1                | 477 (500-1)           | 2080-1⅔                 | 477 (500-1⅔)           |
| CIRCLING     | 2140-1<br>537 (600-1) | 2380-1<br>777 (800-1) | 2480-2½<br>877 (900-2½) | 2520-3<br>917 (1000-3) |

|             |                  |
|-------------|------------------|
| REIL Rwy 10 | MIRL Rwy 10-28 0 |
|-------------|------------------|

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>50140</b><br><b>W28A</b> | APP CRS<br><b>284°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4898</b><br><b>1603</b><br><b>1603</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

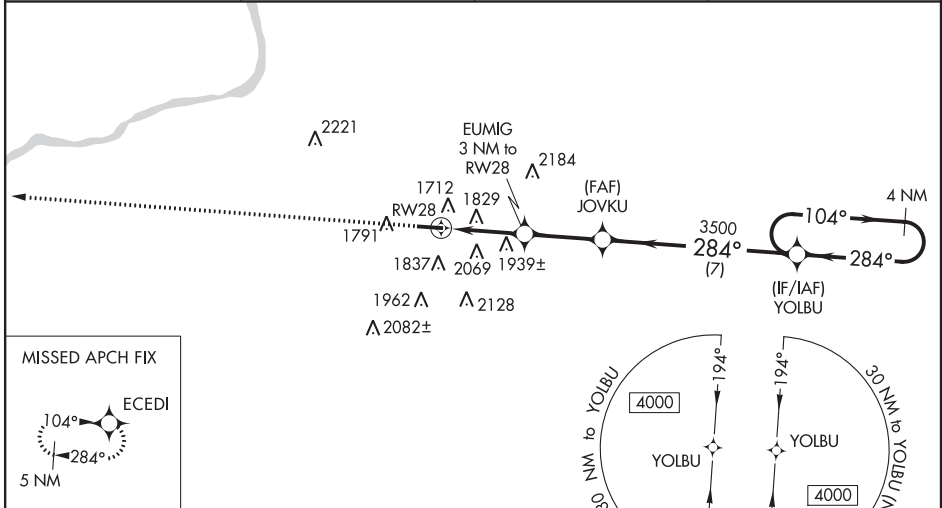
# RNAV (GPS) RWY 28

HAZLETON RGNL (HZL)

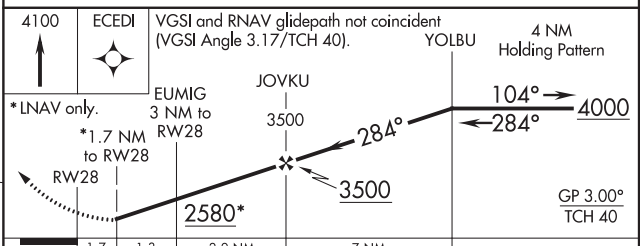
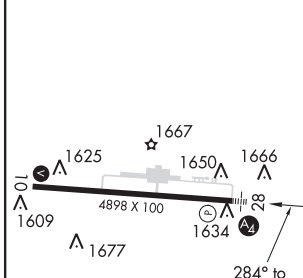
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton Intl altimeter setting and all DA 146 feet and all MDA 160 feet; increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ⅔ mile, increase LNAV Cats C/D visibility ½ mile, and increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. For inop MALS, increase LPV all Cats visibility to 1¼ mile, increase LNAV/VNAV all Cats visibility to 1⅔ and LNAV Cats C/D visibility to 1¾ mile. Inop table does not apply to LNAV Cats A/B. For inop MALS when using Wilkes-Barre/Scranton Intl altimeter setting, increase LPV all Cats visibility to 1¾ mile, and LNAV Cat B to 1¼ mile and Cats C/D visibility to 2 miles. Inop table does not apply to LNAV/VNAV or LNAV Cat A. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 4100 direct ECEDI and hold.

|                          |                                            |                          |                                 |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>119.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.0 (CTAF) ①</b> |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1603 | TDZE 1603 |
|-----------|-----------|



| CATEGORY          | A                    | B                    | C                    | D                   |
|-------------------|----------------------|----------------------|----------------------|---------------------|
| LPV DA            | 1965-1 362 (400-1)   |                      |                      |                     |
| LNAV/VNAV DA      | 2141-1½ 538 (600-1½) |                      |                      |                     |
| LNAV MDA          | 2200-1 597 (600-1)   | 2200-1¾ 597 (600-1¾) |                      |                     |
| <b>C</b> CIRCLING | 2200-1 597 (600-1)   | 2380-1 777 (800-1)   | 2480-2½ 877 (900-2½) | 2520-3 917 (1000-3) |

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NE-4, 10 NOV 2016 to 05 JAN 2017



|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-HZL<br><b>110.5</b> | APP CRS<br><b>284°</b> | Rwy Idg<br><b>4898</b>  |
|                           |                        | TDZE<br><b>1603</b>     |
|                           |                        | Apt Elev<br><b>1603</b> |

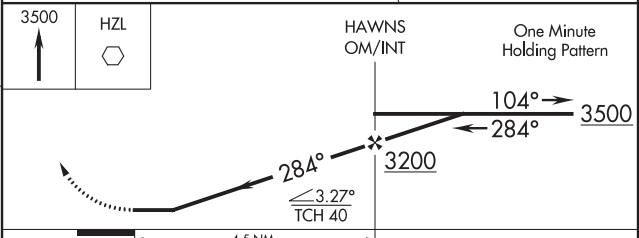
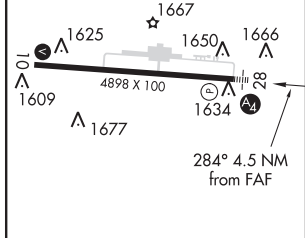
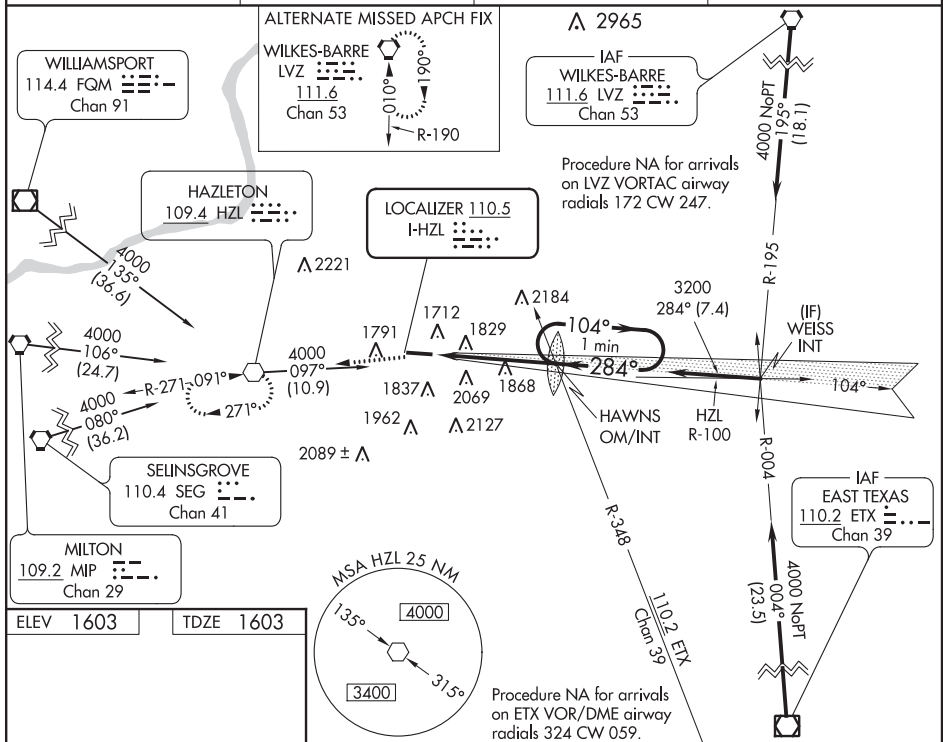
**LOC RWY 28**  
HAZLETON RGNL (HZL)


⚠ When local altimeter setting not received; use Wilkes-Barre/Scranton Intl altimeter setting and increase all MDA 160 feet and increase S-LOC Cat C and D visibility 3/4 mile; increase Circling Cat A and B visibility 1/4 mile and Cat C visibility 1/2 mile. Inoperative table does not apply to S-LOC Cat A and B, for inoperative MALS increase S-LOC Cat C and D visibility to 2 mile. When using Wilkes-Barre/Scranton Intl altimeter setting; inoperative table does not apply to S-LOC-28 Cat A, C. Helicopter visibility reduction below 3/4 SM NA.


MALS  

MISSED APPROACH: Climb to 3500 direct HZL VOR and hold.

|                          |                                            |                          |                                                                                                                 |
|--------------------------|--------------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------------------------|
| AWOS-3<br><b>119.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.0 (CTAF)</b>  |
|--------------------------|--------------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------------------------|



|                                                                                                                  |                   |      |      |      |
|------------------------------------------------------------------------------------------------------------------|-------------------|------|------|------|
| REIL Rwy 10<br>MRL Rwy 10-28  | FAF to MAP 4.5 NM |      |      |      |
|                                                                                                                  | 60                | 90   | 120  | 150  |
| Min:Sec                                                                                                          | 4:30              | 3:00 | 2:15 | 1:48 |
|                                                                                                                  | 180               | 150  | 120  | 90   |
|                                                                                                                  | 60                | 90   | 120  | 150  |
|                                                                                                                  | 4:30              | 3:00 | 2:15 | 1:48 |
|                                                                                                                  | 180               | 150  | 120  | 90   |

|                                                                                              |             |             |                 |                 |
|----------------------------------------------------------------------------------------------|-------------|-------------|-----------------|-----------------|
| CATEGORY                                                                                     | A           | B           | C               | D               |
| S-28                                                                                         | 2300-1      | 697 (700-1) | 2300-1 3/4      | 697 (700-1 3/4) |
|  CIRCLING | 2300-1      | 2380-1      | 2480-2 1/2      | 2520-3          |
|                                                                                              | 697 (700-1) | 777 (800-1) | 877 (900-2 1/2) | 917 (1000-3)    |

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                         |                        |                             |                                           |
|-------------------------|------------------------|-----------------------------|-------------------------------------------|
| VOR HZL<br><b>109.4</b> | APP CRS<br><b>091°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4898</b><br><b>1603</b><br><b>1603</b> |
|-------------------------|------------------------|-----------------------------|-------------------------------------------|

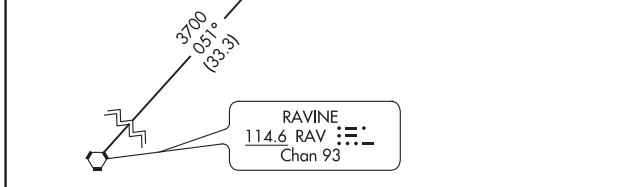
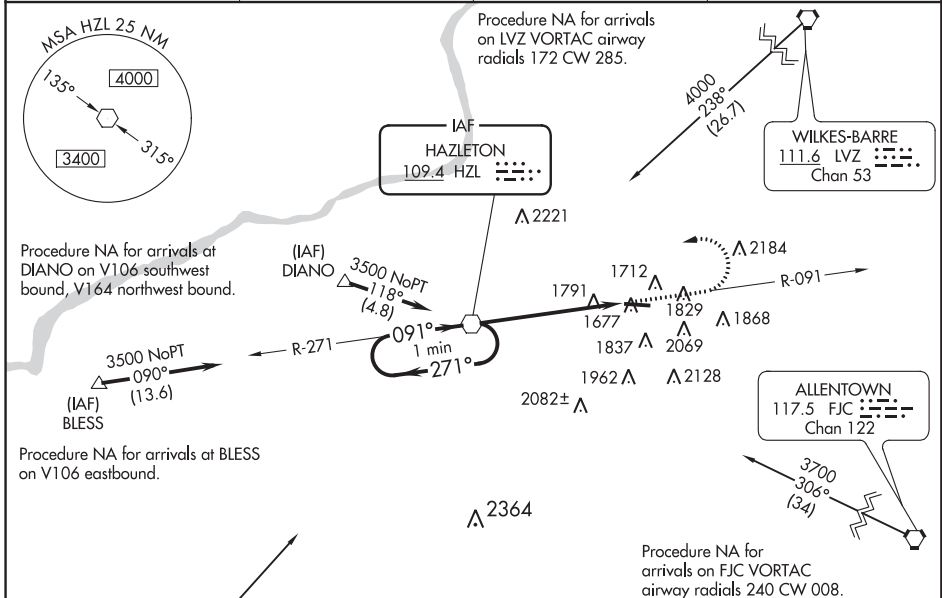
# VOR RWY 10

HAZLETON RGNL (HZL)

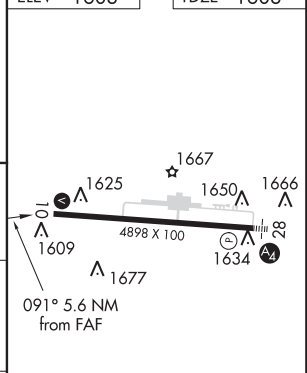
**NA** When local altimeter setting not received; use Wilkes-Barre/Scranton altimeter setting and increase all MDA 160 feet and increase S-10 Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cats A and B visibility ¼ mile and Cat C ½ mile. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb on HZL VOR R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

|                          |                                            |                          |                                 |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>119.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|--------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1603 | TDZE 1603 |
|-----------|-----------|



| CATEGORY          | A                     | B                     | C                       | D                      |
|-------------------|-----------------------|-----------------------|-------------------------|------------------------|
| S-10              | 2300-1                | 697 (700-1)           | 2300-2                  | 697 (700-2)            |
| <b>C</b> CIRCLING | 2300-1<br>697 (700-1) | 2380-1<br>777 (800-1) | 2480-2½<br>877 (900-2½) | 2520-3<br>917 (1000-3) |

REIL Rwy 10  
MIRL Rwy 10-28

FAF to MAP 5.6 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |


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NE-4, 10 NOV 2016 to 05 JAN 2017

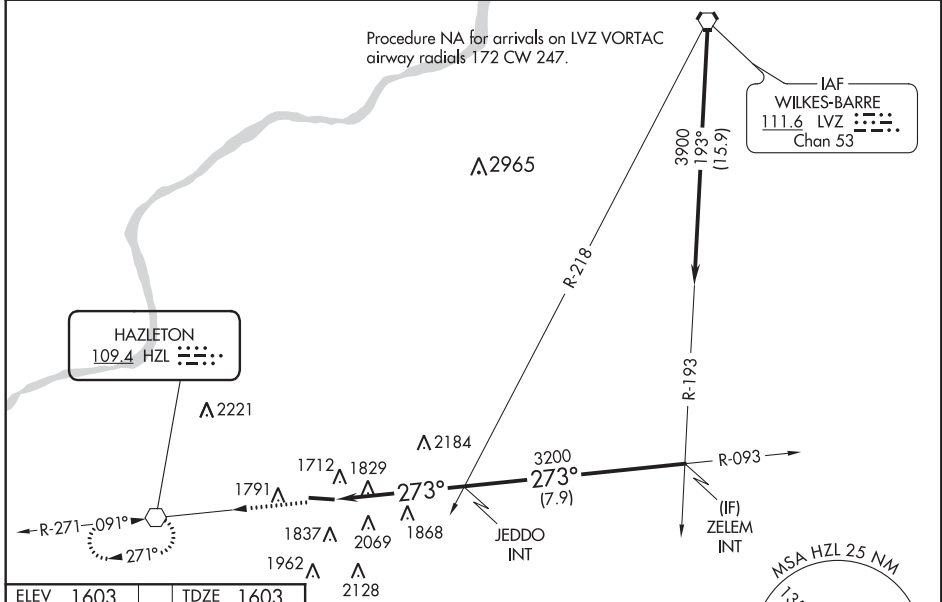
|                         |                        |                  |
|-------------------------|------------------------|------------------|
| VOR HZL<br><b>109.4</b> | APP CRS<br><b>273°</b> | Rwy Idg<br>4898  |
|                         |                        | TDZE<br>1603     |
|                         |                        | Apt Elev<br>1603 |

**VOR RWY 28**  
HAZLETON RGNL (HZL)

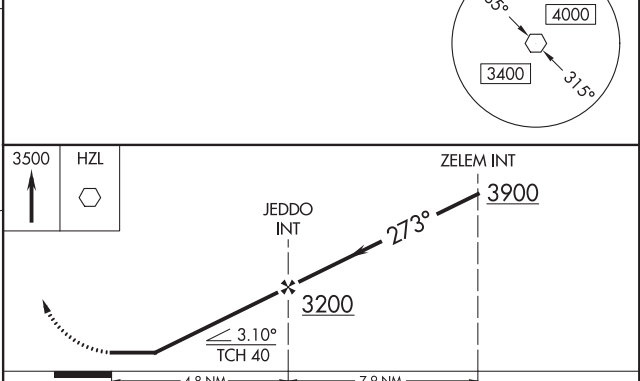
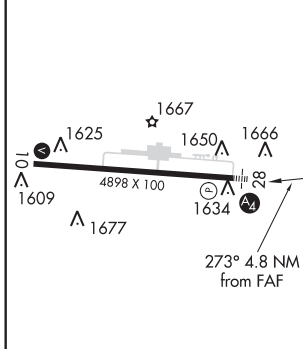
**NA** When local altimeter setting not received; use Wilkes-Barre/Scranton Intl altimeter setting and increase all MDA 160 feet and increase S-28 Cat B visibility ¼ mile, Cat C/D visibility ½ mile and Circling Cat B and C visibility ¼ mile. Inop table does not apply to Cat C. Helicopter visibility reduction below ¾ SM NA.

**MALS**  **MISSED APPROACH:** Climb to 3500 direct to HZL VOR and hold.

|                          |                                            |                          |                               |
|--------------------------|--------------------------------------------|--------------------------|-------------------------------|
| AWOS-3<br><b>119.975</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|--------------------------------------------|--------------------------|-------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1603 | TDZE 1603 |
|-----------|-----------|



REIL Rwy 10  
MIRL Rwy 10-28

FAF to MAP 4.8 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY          | A       | B            | C                       | D                      |
|-------------------|---------|--------------|-------------------------|------------------------|
| S-28              | 2500-1  | 897 (900-1)  | 2500-2½                 | 897 (900-2½)           |
| <b>C</b> CIRCLING | 2500-1¼ | 897 (900-1¼) | 2500-2¾<br>897 (900-2¾) | 2520-3<br>917 (1000-3) |

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NE-4, 10 NOV 2016 to 05 JAN 2017

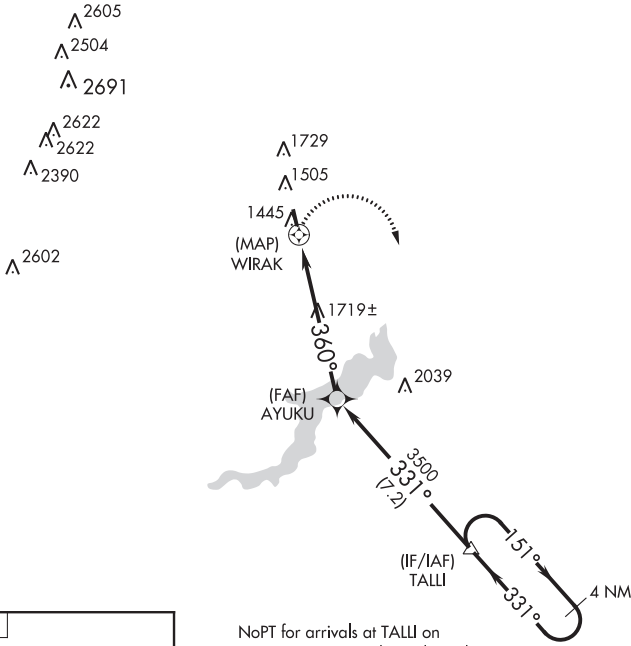
|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>360°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1357</b> |
|------------------------|-----------------------------|-----------------------------------------|

**RNAV (GPS)-B**  
CHERRY RIDGE (N30)

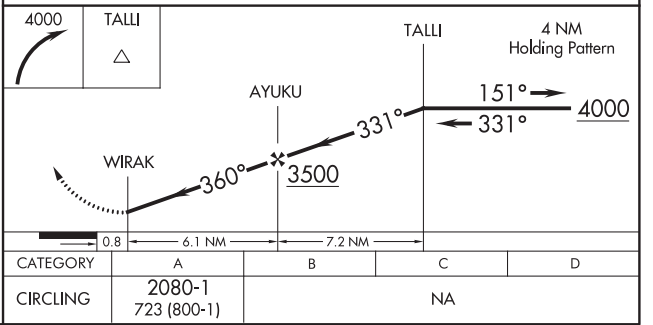
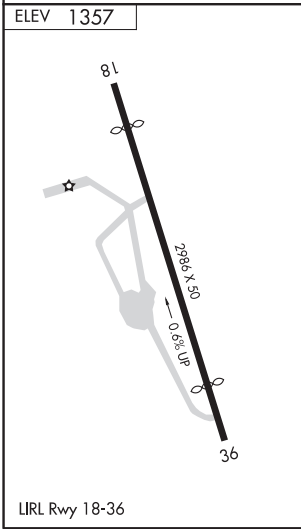
|                                                                                                                                                                                                                                                   |                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <p><b>▽</b> DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility ¼ mile.</p> <p><b>▲</b> NA</p> | <p>MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.</p> |
| <p>WILKES-BARRE APP CON<br/><b>120.95 256.7</b></p>                                                                                                                                                                                               | <p>UNICOM<br/><b>122.8 (CTAF)</b></p>                                      |

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NoPT for arrivals at TALLI on V116-126-118 northwest bound.

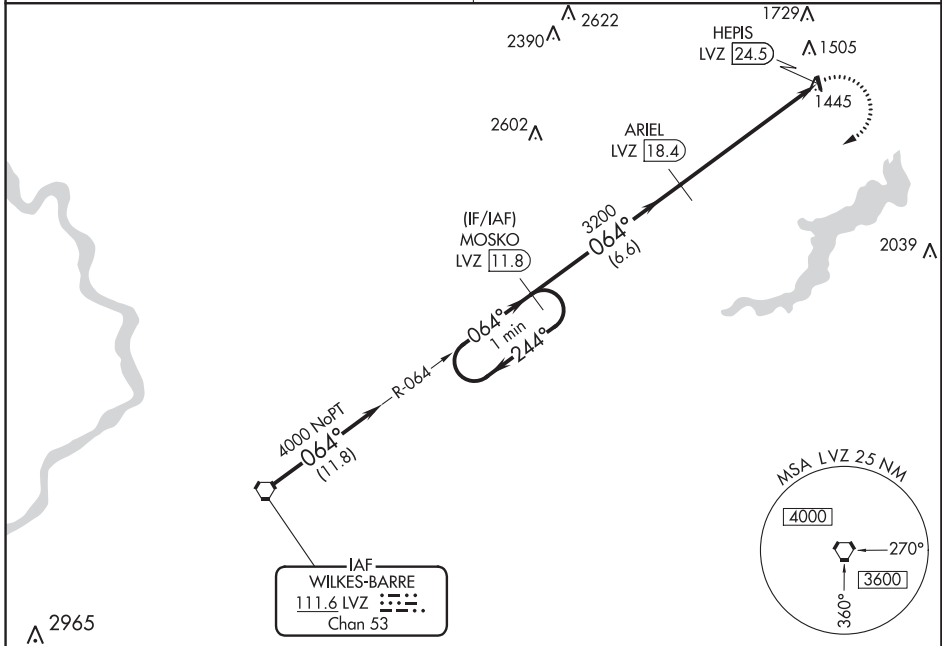


|                                              |                        |                             |                                         |
|----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VORTAC LVZ<br><b>111.6</b><br>Chan <b>53</b> | APP CRS<br><b>064°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1357</b> |
|----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

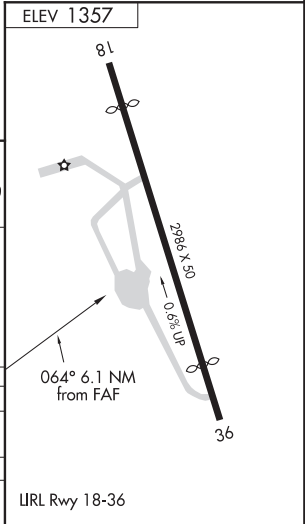
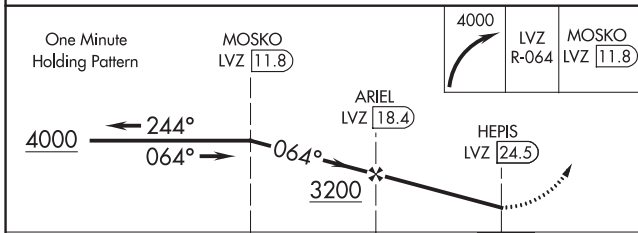
**VOR/DME-A**  
CHERRY RIDGE (N30)

|                                                                                                                                                                                                |                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <p><b>NA</b> Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> | <p><b>MISSED APPROACH:</b> Climbing right turn to 4000 on LVZ VORTAC R-064 to MOSKO/LVZ 11.8 DME and hold.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

|                                                     |                                       |
|-----------------------------------------------------|---------------------------------------|
| <p>WILKES-BARRE APP CON<br/><b>120.95 256.7</b></p> | <p>UNICOM<br/><b>122.8 (CTAF)</b></p> |
|-----------------------------------------------------|---------------------------------------|



Procedure NA for arrivals on LVZ VORTAC airway radials 047 CW 094.



| CATEGORY                                | A                         | B | C | D  |
|-----------------------------------------|---------------------------|---|---|----|
| <b>CIRCLING</b>                         | 2180-1¼<br>823 (900-1¼)   |   |   | NA |
| WILKES-BARRE/SCRANTON ALTIMETER SETTING |                           |   |   |    |
| <b>CIRCLING</b>                         | 2500-1¼<br>1143 (1200-1¼) |   |   | NA |

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NE-4, 10 NOV 2016 to 05 JAN 2017

# COPTER RNAV (GPS) 086°

STOTTLE MEMORIAL (Ø2P)

|                        |                             |                                 |
|------------------------|-----------------------------|---------------------------------|
| APP CRS<br><b>086°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>100</b><br>N/A<br><b>591</b> |
|------------------------|-----------------------------|---------------------------------|

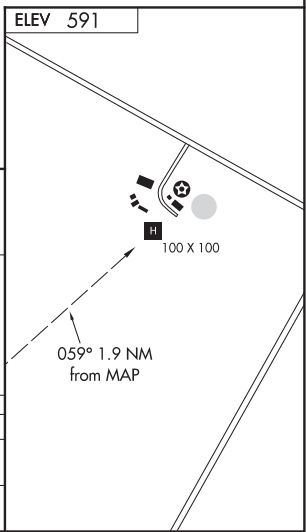
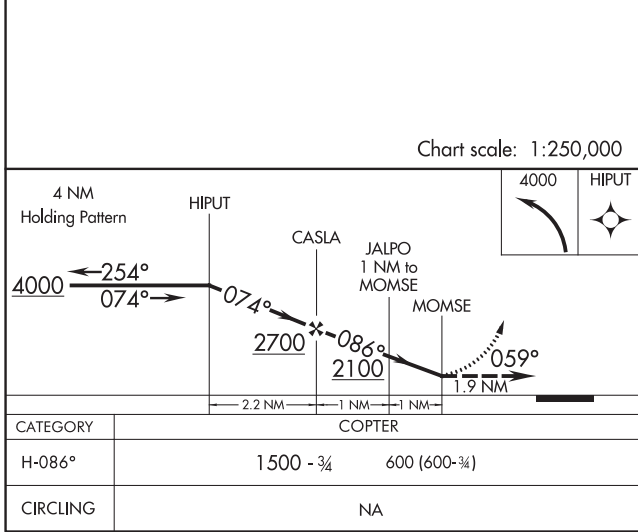
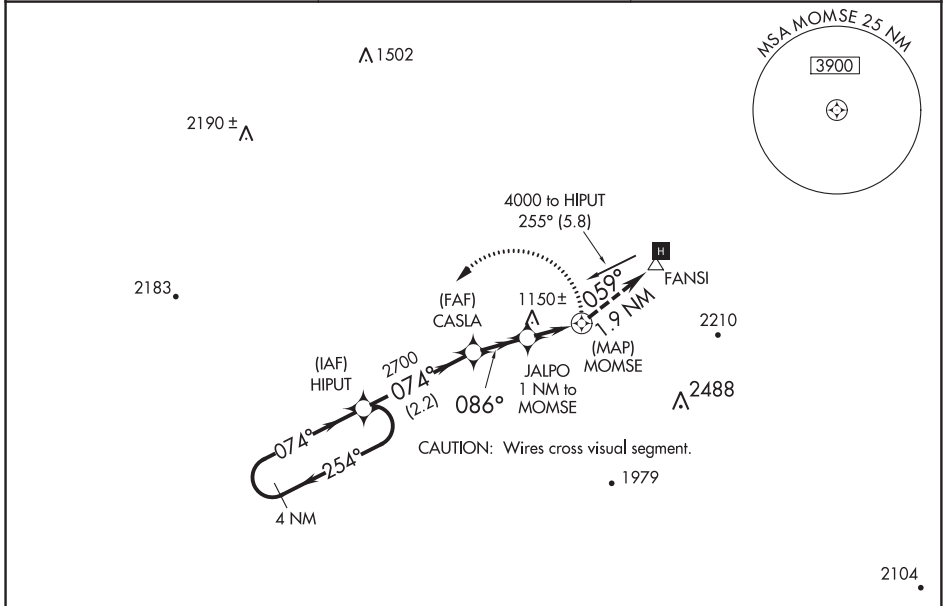
**▲ NA** Proceed VFR from MOMSE WP or conduct the specified missed approach. Limit final, missed approach, and holding airspeed to 70 KIAS. Use Reedsville/Mifflin County (RVL) altimeter setting. Surface elevation 900' at MAP.

**MISSED APPROACH:** Climbing left turn to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON  
**124.1 273.525**

UNICOM  
**123.05 (CTAF)**

**122.8**



NE-4, 10 NOV 2016 to 05 JAN 2017

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|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-HTS<br><b>109.9</b> | APP CRS<br><b>118°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6516</b><br><b>828</b><br><b>828</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

# ILS or LOC RWY 12

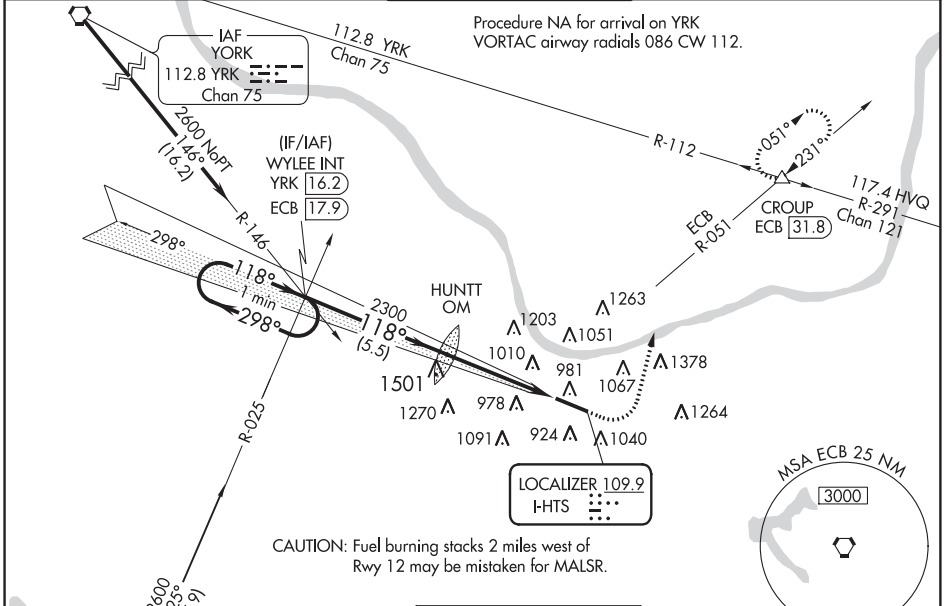
TRI-STATE/MILTON J FERGUSON FIELD (HTS)

**ASR** Inoperative table does not apply to S-ILS 12. For inop MALSR, increase S-LOC 12 Cats A and B visibility to RVR 5500. Helicopter visibility reduction below 3/4 SM NA.

**MALSRS**

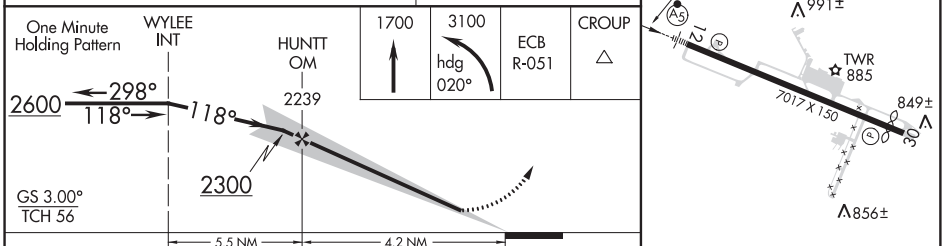
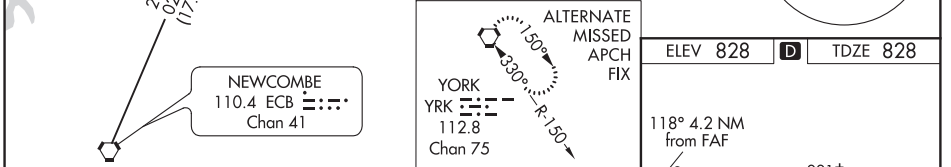
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3100 on heading 020° and ECB VORTAC R-051 to CROUP INT/ECB 31.8 DME and hold.

|                      |                                           |                                        |                         |                           |
|----------------------|-------------------------------------------|----------------------------------------|-------------------------|---------------------------|
| ATIS<br><b>125.2</b> | HUNTINGTON APP CON<br><b>119.75 270.1</b> | HUNTINGTON TOWER<br><b>118.5 270.1</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>118.05</b> |
|----------------------|-------------------------------------------|----------------------------------------|-------------------------|---------------------------|



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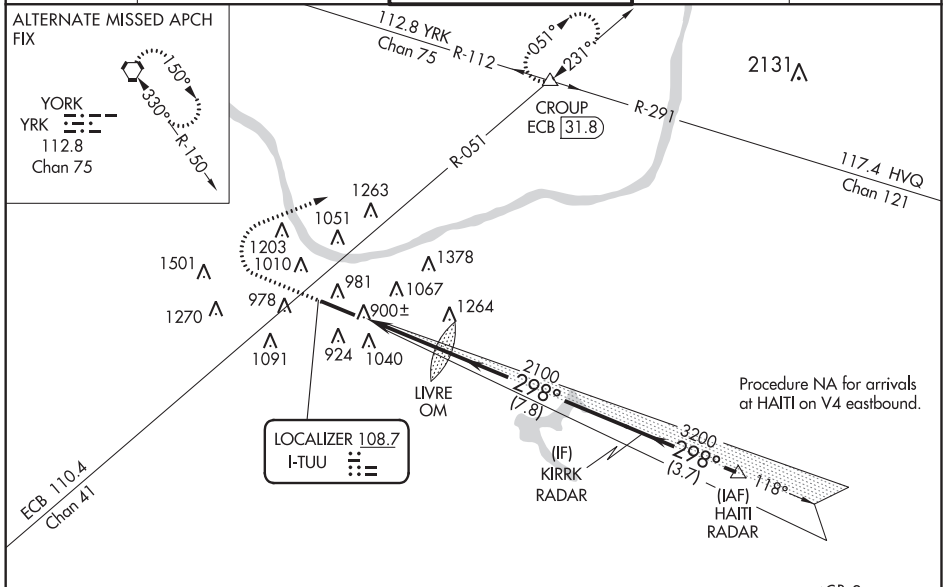
|                            |                |               |                 |                 |      |
|----------------------------|----------------|---------------|-----------------|-----------------|------|
| ELEV 828                   | <b>D</b>       | TDZE 828      |                 |                 |      |
| 118° 4.2 NM from FAF       |                |               |                 |                 |      |
| One Minute Holding Pattern | WYLEE INT      | HUNTT OM      |                 |                 |      |
| GS 3.00° TCH 56            | 2600           | 2300          |                 |                 |      |
| CATEGORY                   | A              | B             | C               | D               |      |
| S-ILS 12                   | 1028/40        |               | 200 (200-3/4)   |                 |      |
| S-LOC 12                   | 1380/40        | 552 (600-3/4) | 1380/60         | 552 (600-1 1/4) |      |
| CIRCLING                   | 1380-1         | 552 (600-1)   | 1380-1 1/2      | 1420-2          |      |
|                            |                |               | 552 (600-1 1/2) | 592 (600-2)     |      |
| REIL Rwy 30                | HIRL Rwy 12-30 |               |                 |                 |      |
| FAF to MAP 4.2 NM          |                |               |                 |                 |      |
| Knots                      | 60             | 90            | 120             | 150             | 180  |
| Min:Sec                    | 4:12           | 2:48          | 2:06            | 1:41            | 1:24 |

|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-TUU<br><b>108.7</b> | APP CRS<br><b>298°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6516</b><br><b>828</b><br><b>828</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

# ILS or LOC RWY 30

TRI-STATE/MILTON J FERGUSON FIELD (HTS)

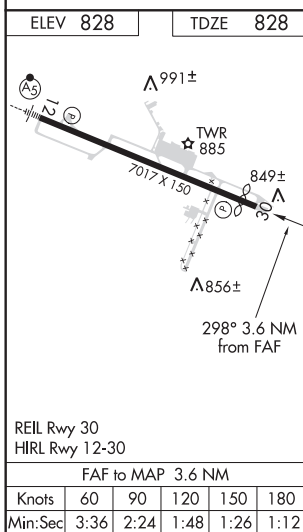
|                      |                                           |                                                                                                                                                 |                         |                           |
|----------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------|
| ASR                  |                                           | MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 on heading 070° and ECB VORTAC R-051 to CROUP INT/ECB VORTAC 31.8 DME and hold. |                         |                           |
| ATIS<br><b>125.2</b> | HUNTINGTON APP CON<br><b>119.75 270.1</b> | HUNTINGTON TOWER<br><b>118.5 270.1</b>                                                                                                          | GND CON<br><b>121.9</b> | CLNC DEL<br><b>118.05</b> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED



|          |          |                                   |                                         |                       |                 |
|----------|----------|-----------------------------------|-----------------------------------------|-----------------------|-----------------|
| 1700     | 3100     | ECB R-051                         | CROUP                                   | LIVRE OM              | KIRRK RADAR     |
| ↑        | hdg 070° | △                                 | △                                       | 2028                  |                 |
| 3.6 NM   |          | 7.8 NM                            |                                         | 2100                  | 3200            |
|          |          |                                   |                                         | 298°                  | GS 3.00° TCH 50 |
| CATEGORY | A        | B                                 | C                                       | D                     |                 |
| S-ILS 30 |          | 1028- <sup>3</sup> / <sub>4</sub> | 200 (200- <sup>3</sup> / <sub>4</sub> ) |                       |                 |
| S-LOC 30 |          | 1160-1                            | 332 (400-1)                             |                       |                 |
| CIRCLING | 1340-1   | 512 (600-1)                       | 1340-1½<br>512 (600-1½)                 | 1420-2<br>592 (600-2) |                 |





|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>66017</b><br><b>W30A</b> | APP CRS<br><b>298°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6516</b><br><b>828</b><br><b>828</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

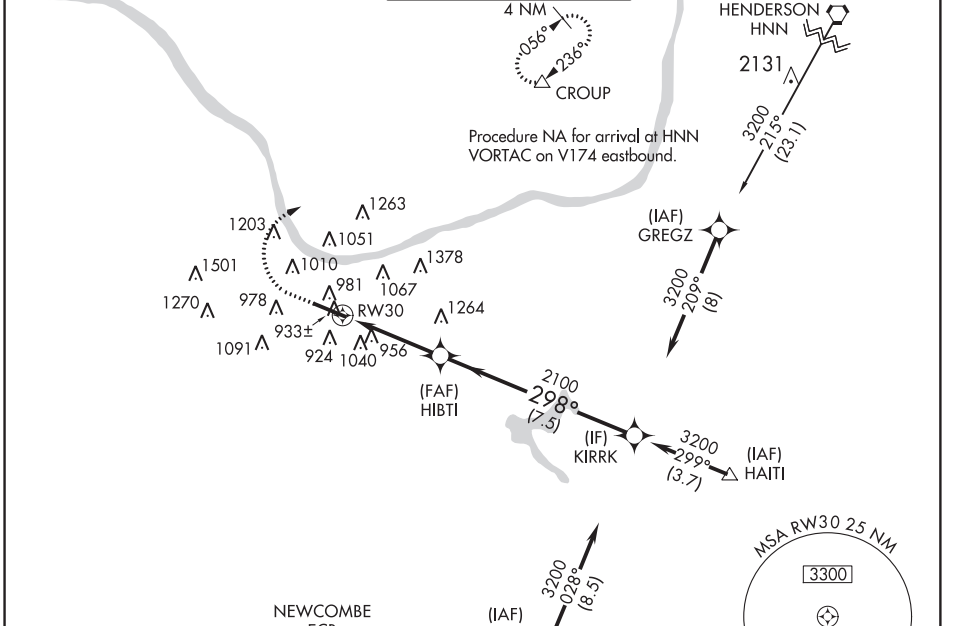
# RNAV (GPS) RWY 30

TRI-STATE/MILTON J FERGUSON FIELD (HTS)

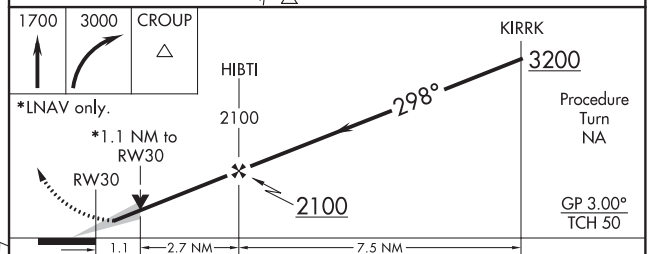
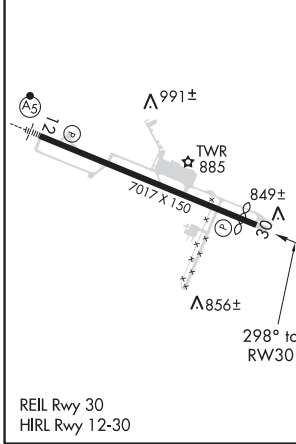
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct CROUP and hold.

|                      |                                           |                                        |                         |                           |
|----------------------|-------------------------------------------|----------------------------------------|-------------------------|---------------------------|
| ATIS<br><b>125.2</b> | HUNTINGTON APP CON<br><b>119.75 270.1</b> | HUNTINGTON TOWER<br><b>118.5 270.1</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>118.05</b> |
|----------------------|-------------------------------------------|----------------------------------------|-------------------------|---------------------------|



|          |          |
|----------|----------|
| ELEV 828 | TDZE 828 |
|----------|----------|



| CATEGORY     | A      | B                                 | C                                                                              | D                                        |
|--------------|--------|-----------------------------------|--------------------------------------------------------------------------------|------------------------------------------|
| LPV DA       |        | 1028- <sup>3</sup> / <sub>4</sub> | 200 (200- <sup>3</sup> / <sub>4</sub> )                                        |                                          |
| LNAV/VNAV DA |        | 1152-1                            | 324 (400-1)                                                                    |                                          |
| LNAV MDA     | 1220-1 | 392 (400-1)                       | 1220-1 <sup>1</sup> / <sub>8</sub>                                             | 392 (400-1 <sup>1</sup> / <sub>8</sub> ) |
| CIRCLING     | 1340-1 | 512 (600-1)                       | 1340-1 <sup>1</sup> / <sub>2</sub><br>512 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1420-2<br>592 (600-2)                    |

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NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

TRI-STATE/MILTON J FERGUSON FIELD (HT'S)  
HUNTINGTON, WEST VIRGINIA

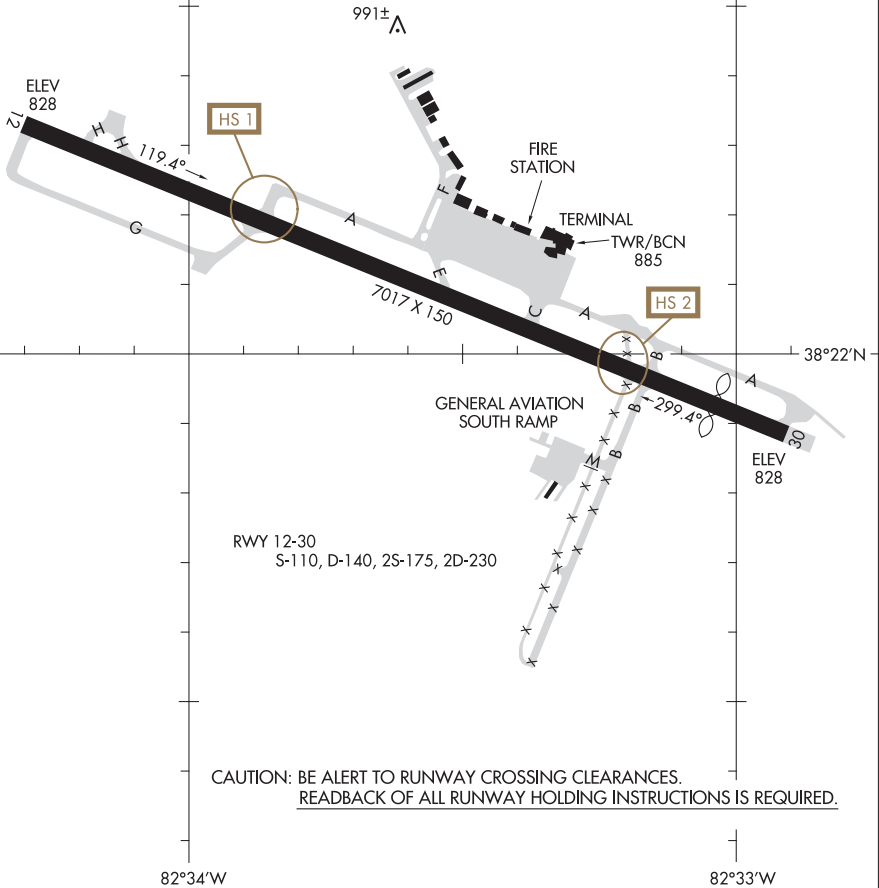
AL-532 (FAA)

ATIS  
125.2  
HUNTINGTON TOWER  
118.5 270.1  
GND CON  
121.9  
CLNC DEL  
118.05



FIELD  
ELEV  
828

VAR 7.0° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

HUNTINGTON, WEST VIRGINIA  
TRI-STATE/MILTON J FERGUSON FIELD (HT'S)

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>58039</b><br><b>W11A</b> | APP CRS<br><b>106°</b> | Rwy Idg <b>5502</b><br>TDZE <b>1400</b><br>Apt Elev <b>1419</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

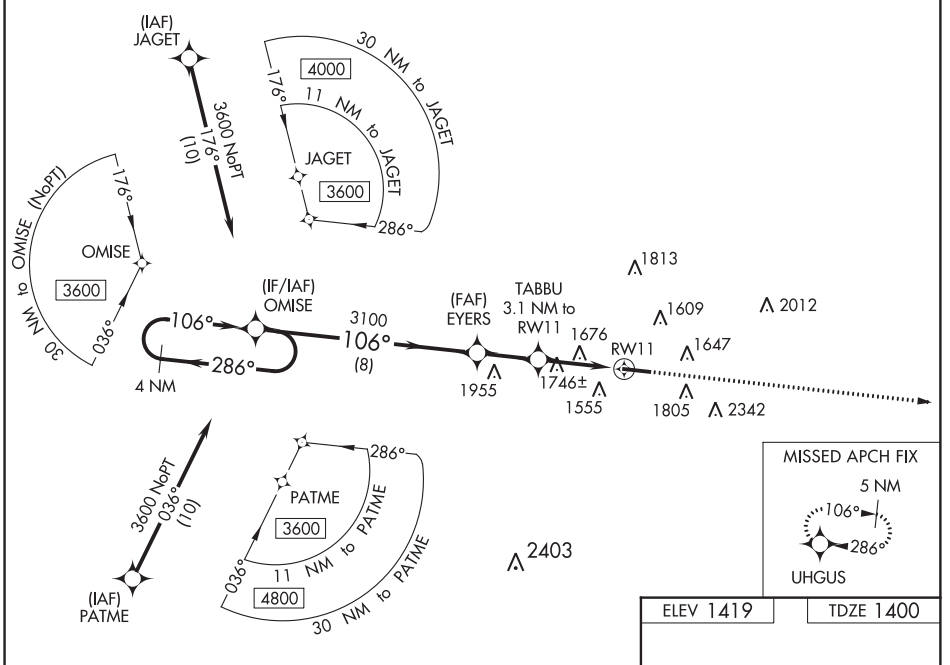
# RNAV (GPS) RWY 11

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**⚠** Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA.  
 Rwy 11 helicopter reduction below 3/4 SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cats to 2 1/2 SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A visibilities to 1 1/4 SM and LNAV Cat C and D to 2 1/2 SM.

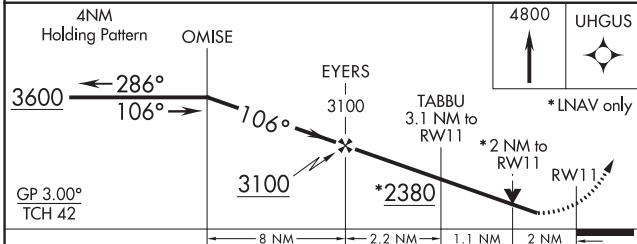
**MISSED APPROACH:**  
Climb to 4800 direct UHGS and hold.

|                          |                                           |                                 |
|--------------------------|-------------------------------------------|---------------------------------|
| AWOS-3<br><b>126.625</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|-------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

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|           |           |
|-----------|-----------|
| ELEV 1419 | TDZE 1400 |
|-----------|-----------|

REIL Rwy 11 0  
HIRL Rwy 11-29 0

Λ 1640±

| CATEGORY          | A                     | B                     | C               | D               |
|-------------------|-----------------------|-----------------------|-----------------|-----------------|
| LPV DA            | 1907-1 3/4            |                       | 507 (500-1 3/4) |                 |
| LNAV/VNAV DA      | 2037-2 1/2            |                       | 637 (700-2 1/2) |                 |
| LNAV MDA          | 2060-1                | 660 (700-1)           | 2060-1 7/8      | 660 (700-1 7/8) |
| <b>C</b> CIRCLING | 2120-1<br>701 (800-1) | 2180-1<br>761 (800-1) | 2660-3          | 1241 (1300-3)   |

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>97539</b><br><b>W29A</b> | APP CRS<br><b>286°</b> | Rwy Idg<br>TDZE <b>1419</b><br>Apt Elev <b>1419</b> | <b>5502</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

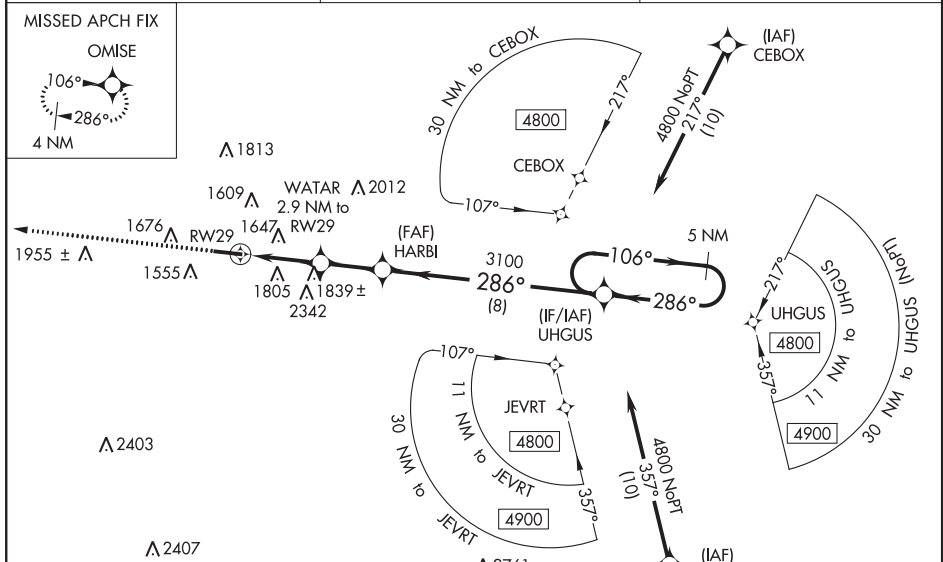
# RNAV (GPS) RWY 29

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwy 29 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1788 feet, LNAV/VNAV DA to 2154 feet; increase visibility LPV all Cats to 1 1/4 SM. Increase all MDA 120 feet and all Cat A and B visibilities to 1 1/4 SM and LNAV Cat C and D visibilities to 2 1/2 SM.

**MISSED APPROACH:**  
Climb to 3600 direct  
OMISE and hold.

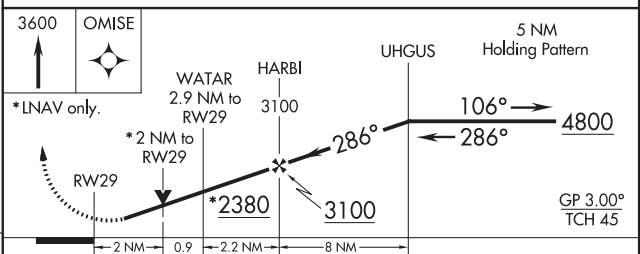
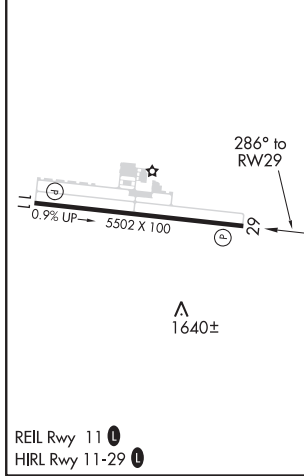
|                          |                                          |                                        |
|--------------------------|------------------------------------------|----------------------------------------|
| AWOS-3<br><b>126.625</b> | JOHNSTOWN APP CON★<br><b>121.2 299.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>📞</b> |
|--------------------------|------------------------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                  |                  |
|------------------|------------------|
| ELEV <b>1419</b> | TDZE <b>1419</b> |
|------------------|------------------|



| CATEGORY          | A                     | B                     | C               | D             |
|-------------------|-----------------------|-----------------------|-----------------|---------------|
| LPV DA            |                       | 1669-3/4              | 250 (300-3/4)   |               |
| LNAV/VNAV DA      |                       | 2035-2 1/2            | 616 (700-2 1/2) |               |
| LNAV MDA          | 2100-1                | 681 (700-1)           | 2100-2          | 681 (700-2)   |
| <b>C</b> CIRCLING | 2120-1<br>701 (800-1) | 2180-1<br>761 (800-1) | 2660-3          | 1241 (1300-3) |

# RNAV (GPS) RWY 29



JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

15288

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>61029</b><br><b>W05A</b> | APP CRS<br><b>049°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4386</b><br><b>2283</b><br><b>2284</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

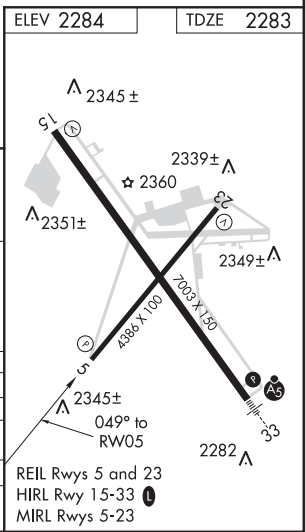
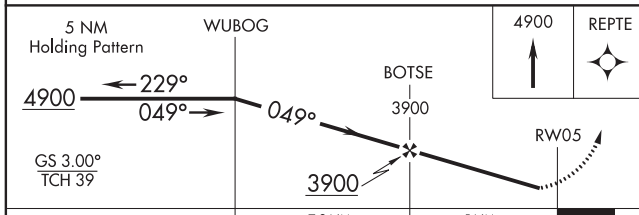
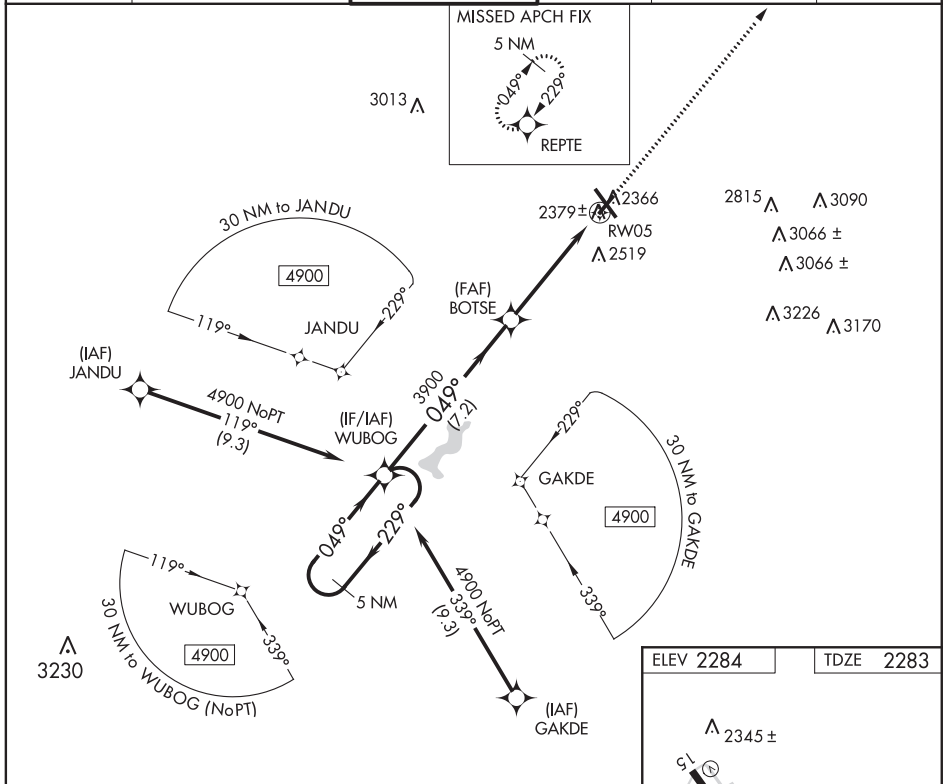
# RNAV (GPS) RWY 5

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

▼ When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When VGSI inop, Straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct REPTE and hold.

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | JOHNSTOWN TOWER ★<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



|              |                       |                       |                         |                       |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY     | A                     | B                     | C                       | D                     |
| LPV DA       |                       | 2533-1                | 250 (300-1)             |                       |
| LNAV/VNAV DA |                       | 2573-1                | 290 (300-1)             |                       |
| LNAV MDA     |                       | 2640-1                | 357 (400-1)             |                       |
| CIRCLING     | 2700-1<br>416 (500-1) | 2740-1<br>456 (500-1) | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2) |

JOHNSTOWN, PENNSYLVANIA  
Amdt 2A 11DEC14

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
40°19'N-78°50'W

# RNAV (GPS) RWY 5

NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                        |                        |                                                     |
|----------------------------------------|------------------------|-----------------------------------------------------|
| WAAS<br>CH <b>53513</b><br><b>W15A</b> | APP CRS<br><b>154°</b> | Rwy Idg<br>TDZE <b>2276</b><br>Apt Elev <b>2284</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|

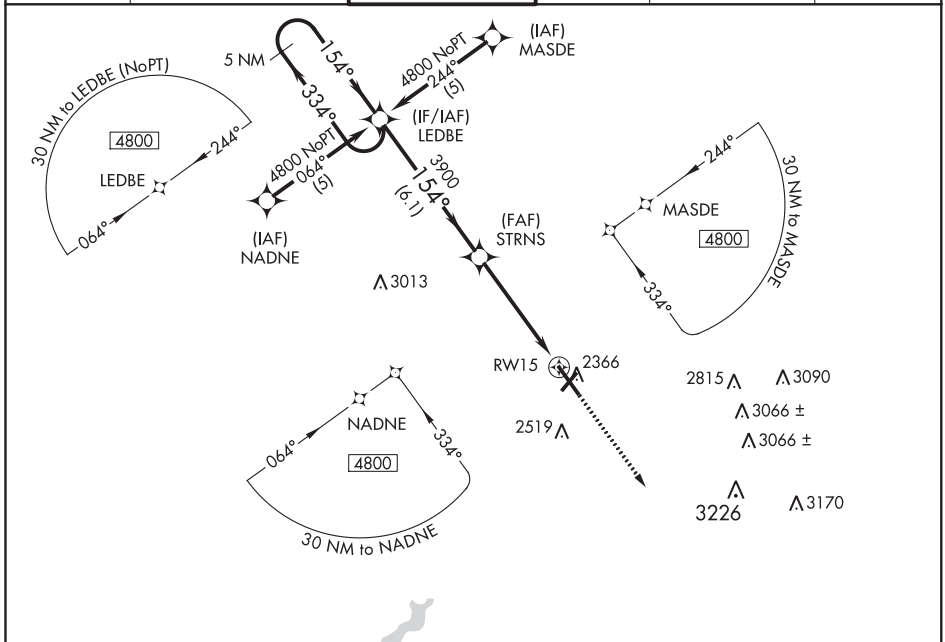
# RNAV (GPS) RWY 15

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

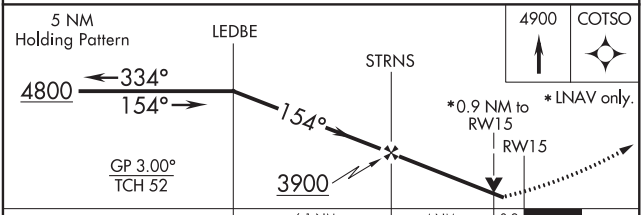
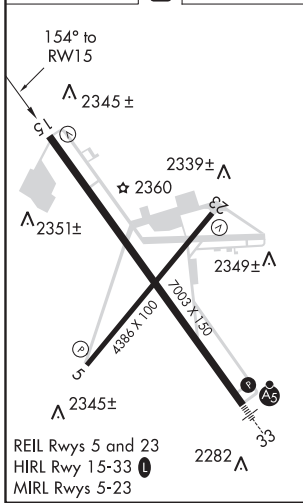
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | JOHNSTOWN TOWER ★<br><b>125.75 (CTAF)</b> 0 | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 2284 | <b>D</b> | TDZE 2276 |
|-----------|----------|-----------|



| CATEGORY     | A                     | B                     | C                       | D                       |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA       |                       | 2526-¾                | 250 (300-¾)             |                         |
| LNAV/VNAV DA |                       | 2595-1                | 319 (400-1)             |                         |
| LNAV MDA     | 2620-1                | 344 (400-1)           |                         | 2620-1¼<br>344 (400-1¼) |
| CIRCLING     | 2660-1<br>376 (400-1) | 2740-1<br>456 (500-1) | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2)   |

NE-4, 10 NOV 2016 to 05 JAN 2017

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JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

15288

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>53429</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4386</b><br><b>2284</b><br><b>2284</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

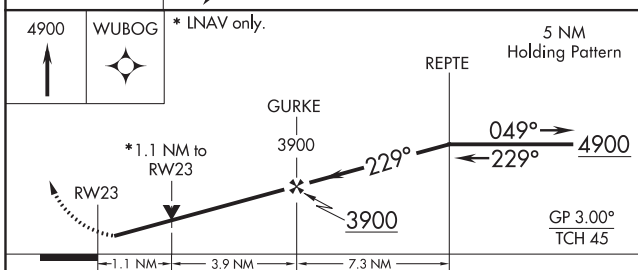
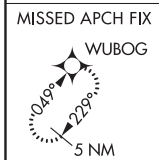
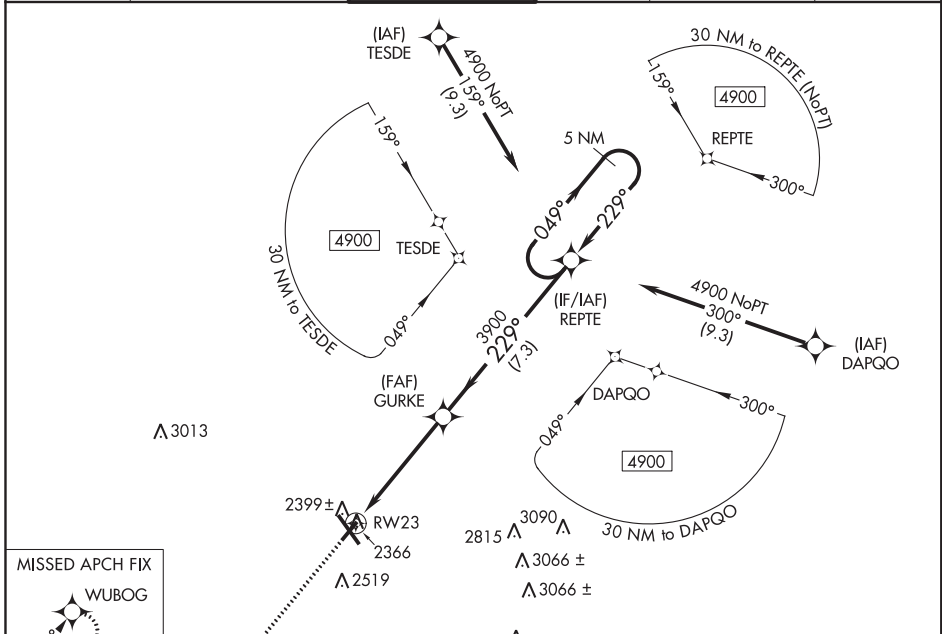
# RNAV (GPS) RWY 23

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

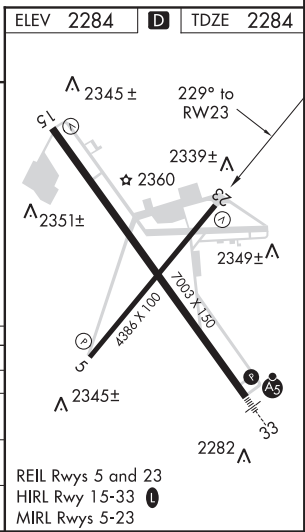
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct WUBOG and hold.

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | JOHNSTOWN TOWER *<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



| CATEGORY     | A                     | B                     | C                             | D                     |
|--------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA       |                       | 2534-3/4              | 250 (300-3/4)                 |                       |
| LNAV/VNAV DA |                       | 2584-1                | 300 (300-1)                   |                       |
| LNAV MDA     |                       | 2660-1                | 376 (400-1)                   |                       |
| CIRCLING     | 2700-1<br>416 (500-1) | 2740-1<br>456 (500-1) | 2880-1 1/2<br>596 (600-1 1/2) | 2880-2<br>596 (600-2) |



REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23

JOHNSTOWN, PENNSYLVANIA  
Amdt 2A 11DEC14

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
40°19'N-78°50'W  
**RNAV (GPS) RWY 23**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>61113</b><br><b>W33A</b> | APP CRS<br><b>334°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7003</b><br><b>2281</b><br><b>2284</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 33

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**▼** Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSRL, increase LNAV/VNAV Cat D visibility to 1 mile.

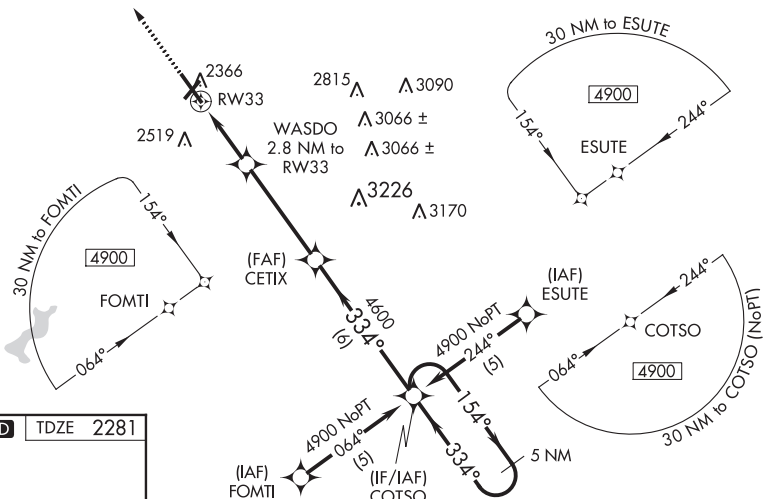


**MISSED APPROACH:**  
Climb to 4800 direct LEDBE and hold.

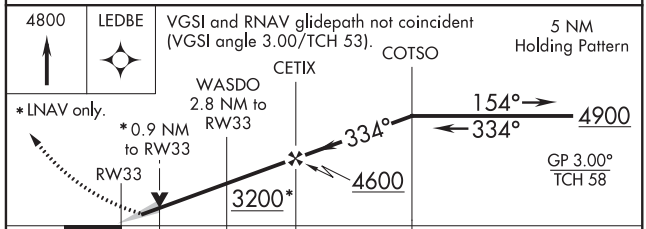
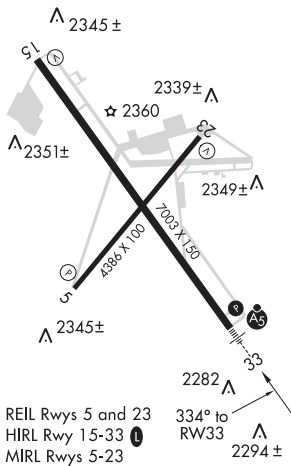
|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | JOHNSTOWN TOWER *<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



A3013



|           |          |           |
|-----------|----------|-----------|
| ELEV 2284 | <b>D</b> | TDZE 2281 |
|-----------|----------|-----------|



| CATEGORY     | A                      | B                  | C                          | D                  |
|--------------|------------------------|--------------------|----------------------------|--------------------|
| LPV DA       | 2481-1/2 200 (200-1/2) |                    |                            |                    |
| LNAV/VNAV DA | 2552-1/2 271 (300-1/2) |                    | 2552-3/4 271 (300-3/4)     |                    |
| LNAV MDA     | 2600-1/2 319 (400-1/2) |                    | 2600-1 319 (400-1)         |                    |
| CIRCLING     | 2660-1 376 (400-1)     | 2740-1 456 (500-1) | 2880-1 1/2 596 (600-1 1/2) | 2880-2 596 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

15344

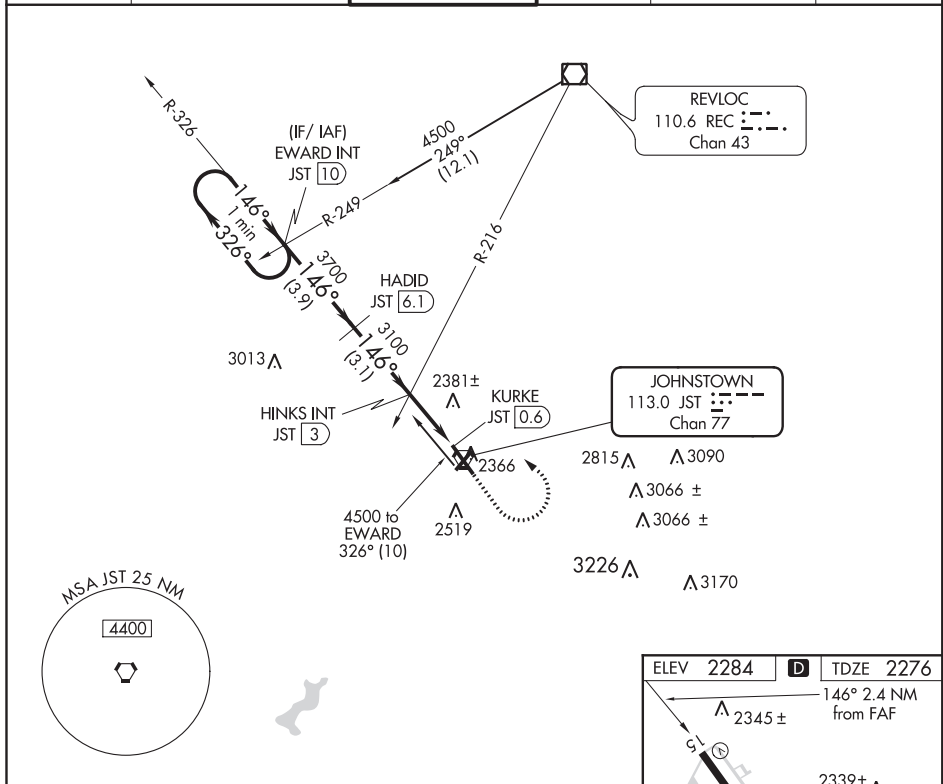
|                                       |                        |                             |                                           |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC JST<br><b>113.0</b><br>Chan 77 | APP CRS<br><b>146°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7003</b><br><b>2276</b><br><b>2284</b> |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# VOR/DME RWY 15

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

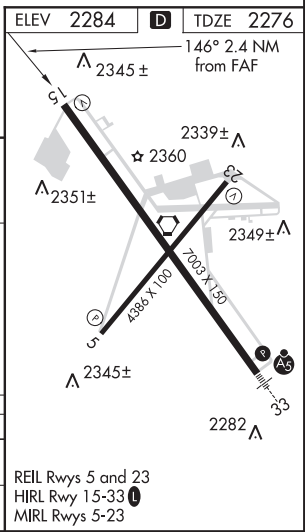
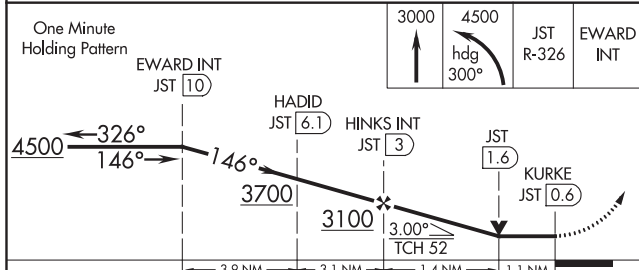
|                                                                                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p><b>MISSED APPROACH:</b> Climb to 3000 then climbing left turn to 4500 on heading 300° and JST VORTAC R-326 to EWARD INT/JST 10 DME and hold.</p> |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--|

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | JOHNSTOWN TOWER *<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY          | A                  | B                  | C                          | D                  |
|-------------------|--------------------|--------------------|----------------------------|--------------------|
| S-15              | 2660-1 384 (400-1) |                    | 2660-1 1/8 384 (400-1 1/8) |                    |
| <b>C</b> CIRCLING | 2680-1 396 (400-1) | 2880-1 596 (600-1) | 2880-1 1/2 596 (600-1 1/2) | 2880-2 596 (600-2) |

REIL Rwys 5 and 23  
HIRL Rwy 15-33  
MIRL Rwys 5-23

JOHNSTOWN, PENNSYLVANIA  
Amdt 7 25JUN15

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
40°19'N-78°50'W

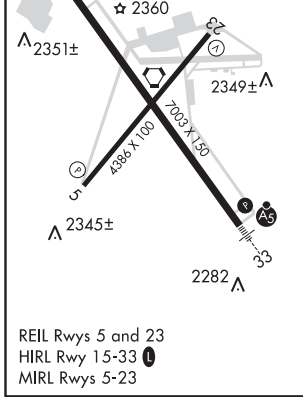
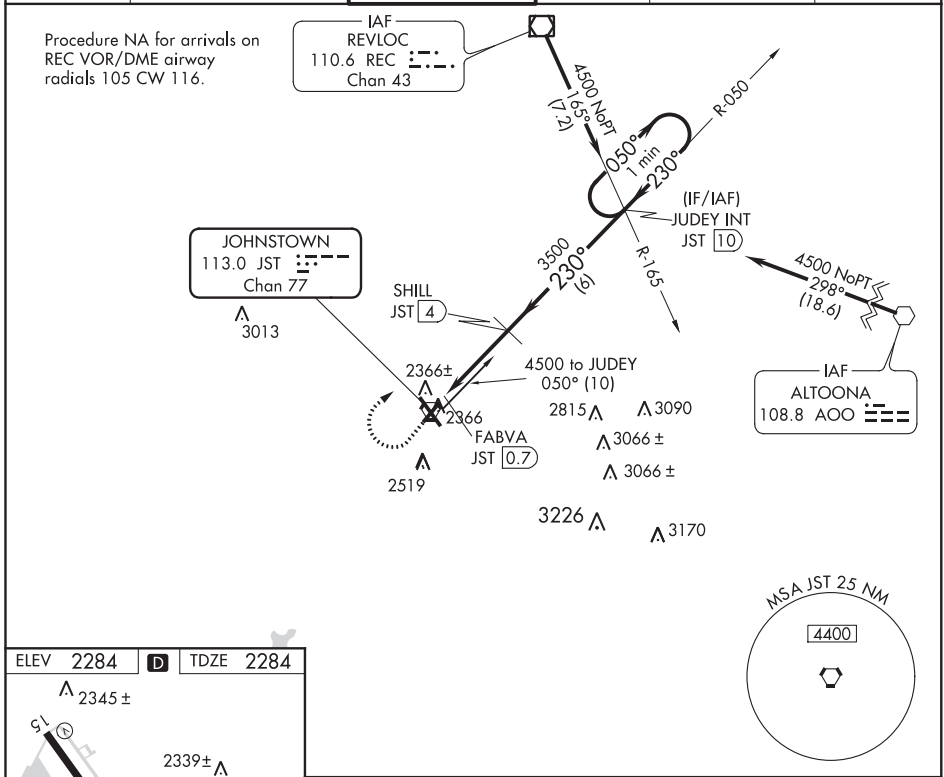
# VOR/DME RWY 15

|                                       |                        |                             |                                           |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC JST<br><b>113.0</b><br>Chan 77 | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4386</b><br><b>2284</b><br><b>2284</b> |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# VOR/DME RWY 23

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

|                                                                |                                           |                                                                                                                                                      |                         |                                   |                         |
|----------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| <p><b>Helicopter visibility reduction below 3/4 SM NA.</b></p> |                                           | <p><b>MISSED APPROACH:</b> Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VORTAC R-050 to JUDEY INT/JST 10 DME and hold.</p> |                         |                                   |                         |
| ATIS<br><b>118.325</b>                                         | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | JOHNSTOWN TOWER ★<br><b>125.75 (CTAF)</b> 0                                                                                                          | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |



| ELEV 2284                                                                                                                                                                                                                                                                                                                                                                       | TDZE 2284             | <p>One Minute Holding Pattern</p> |                         |                       |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------|-------------------------|-----------------------|---|------|--------------------|--|--|--|-------------------|-----------------------|-----------------------|-------------------------|-----------------------|--|--|--|--|--|
| <p>3000</p> <p>4500</p> <p>hdg R-050</p>                                                                                                                                                                                                                                                                                                                                        | JST R-050             | JUDEY INT                         |                         |                       |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                 |                       |                                   |                         |                       |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |
| <table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-23</td> <td colspan="4">2620-1 336 (400-1)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>2680-1<br/>396 (400-1)</td> <td>2880-1<br/>596 (600-1)</td> <td>2880-1½<br/>596 (600-1½)</td> <td>2880-2<br/>596 (600-2)</td> </tr> </tbody> </table> | CATEGORY              | A                                 | B                       | C                     | D | S-23 | 2620-1 336 (400-1) |  |  |  | <b>C</b> CIRCLING | 2680-1<br>396 (400-1) | 2880-1<br>596 (600-1) | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2) |  |  |  |  |  |
| CATEGORY                                                                                                                                                                                                                                                                                                                                                                        | A                     | B                                 | C                       | D                     |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |
| S-23                                                                                                                                                                                                                                                                                                                                                                            | 2620-1 336 (400-1)    |                                   |                         |                       |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |
| <b>C</b> CIRCLING                                                                                                                                                                                                                                                                                                                                                               | 2680-1<br>396 (400-1) | 2880-1<br>596 (600-1)             | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2) |   |      |                    |  |  |  |                   |                       |                       |                         |                       |  |  |  |  |  |

# VOR/DME RWY 23

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

15288

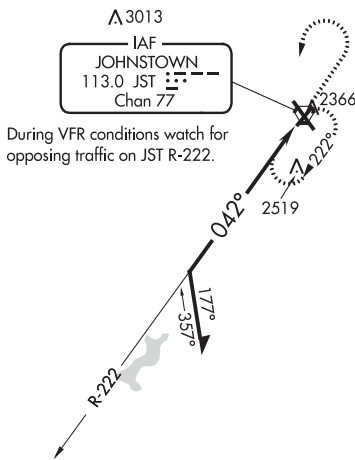
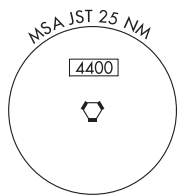
|                                              |                        |                             |                                           |
|----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC JST<br><b>113.0</b><br>Chan <b>77</b> | APP CRS<br><b>042°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4386</b><br><b>2283</b><br><b>2284</b> |
|----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# VOR RWY 5

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**▼** If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.  
**▲** MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

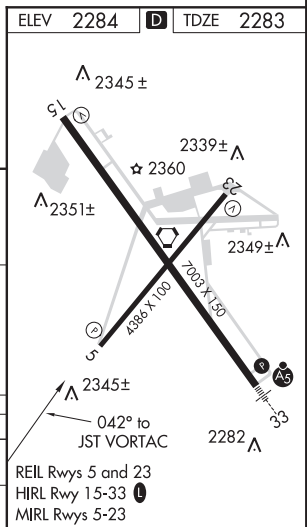
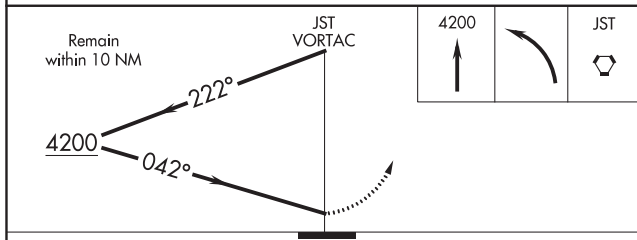
|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | JOHNSTOWN TOWER *<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



- 2815 ▲ ▲ 3090
- ▲ 3066 ±
- ▲ 3066 ±
- 3226 ▲ ▲ 3170

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                  | B | C                    | D                    |
|----------|--------------------|---|----------------------|----------------------|
| S-5      | 2880-1 597 (600-1) |   | 2880-1½ 597 (600-1½) | 2880-1¾ 597 (600-1¾) |
| CIRCLING | 2880-1 596 (600-1) |   | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2)   |

JOHNSTOWN, PENNSYLVANIA  
Amdt 6 16FEB06

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
40°19'N-78°50'W

# VOR RWY 5

|                                       |                        |                             |                                           |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC JST<br><b>113.0</b><br>Chan 77 | APP CRS<br><b>146°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7003</b><br><b>2276</b><br><b>2284</b> |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|

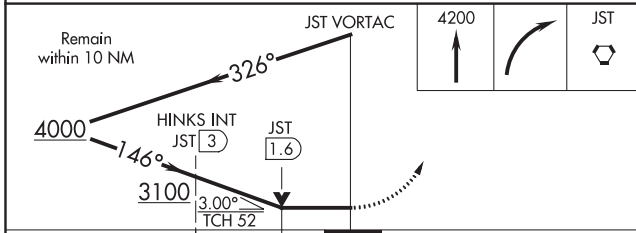
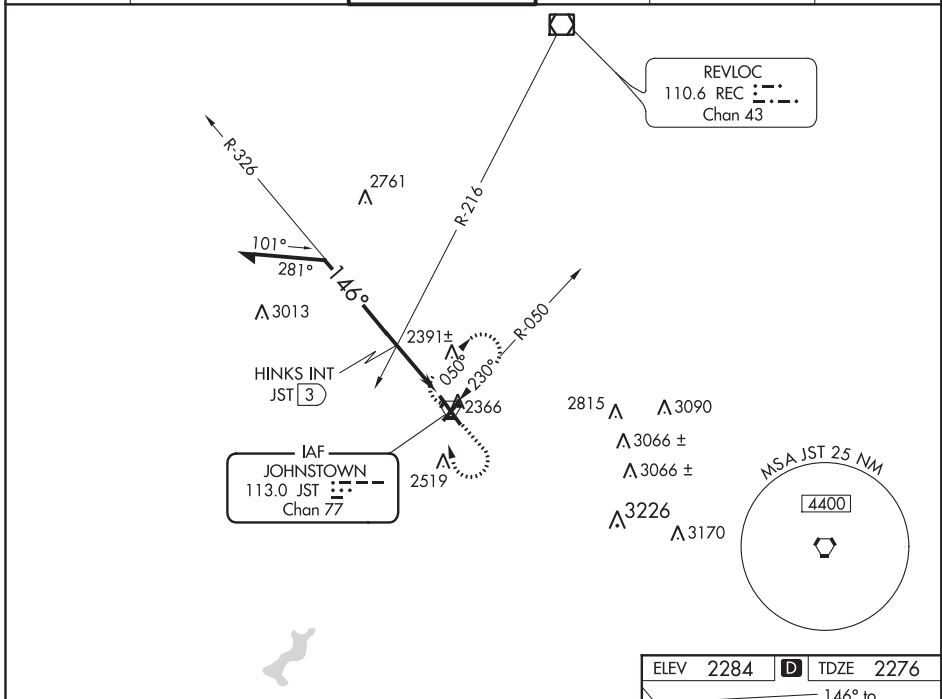
# VOR RWY 15

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

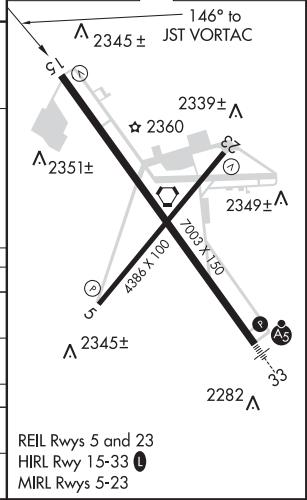
**▽**  
**▲**

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | JOHNSTOWN TOWER *<br><b>125.75 (CTAF) 0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 2284 | <b>D</b> | TDZE 2276 |
|-----------|----------|-----------|



| CATEGORY           | A                     | B                       | C                       | D                       |
|--------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-15               | 3100-1<br>824 (900-1) | 3100-1¼<br>824 (900-1¼) | 3100-2½<br>824 (900-2½) | 3100-2¾<br>824 (900-2¾) |
| CIRCLING           | 3100-1<br>816 (900-1) | 3100-1¼<br>816 (900-1¼) | 3100-2½<br>816 (900-2½) | 3100-2¾<br>816 (900-2¾) |
| HINKS FIX MINIMUMS |                       |                         |                         |                         |
| S-15               | 2660-1 384 (400-1)    |                         | 2660-1¼<br>384 (400-1¼) |                         |
| CIRCLING           | 2660-1<br>376 (400-1) | 2740-1<br>456 (500-1)   | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2)   |

REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

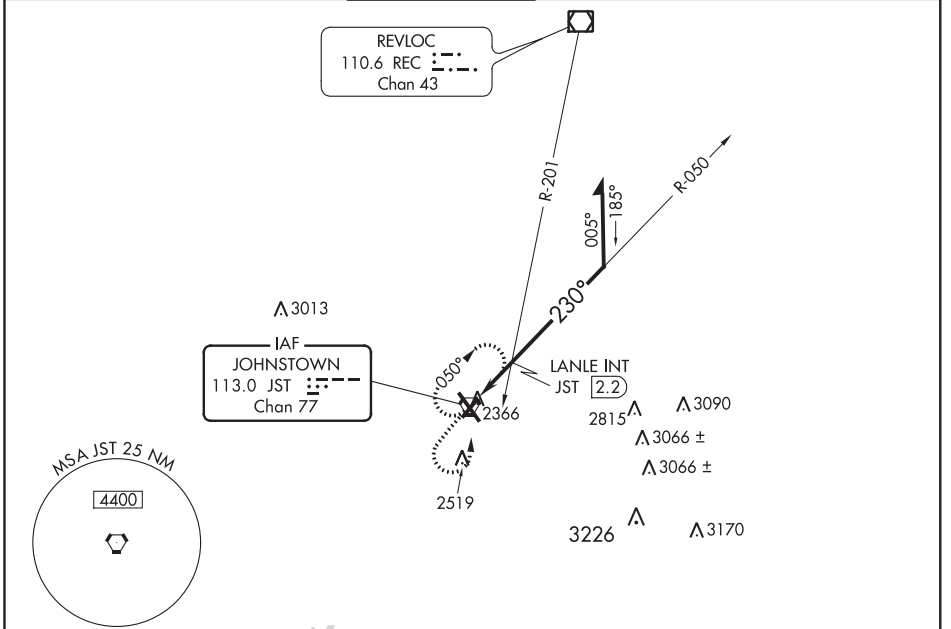
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|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC JST<br><b>113.0</b><br>Chan 77 | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4386</b><br><b>2284</b><br><b>2284</b> |
|---------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# VOR RWY 23

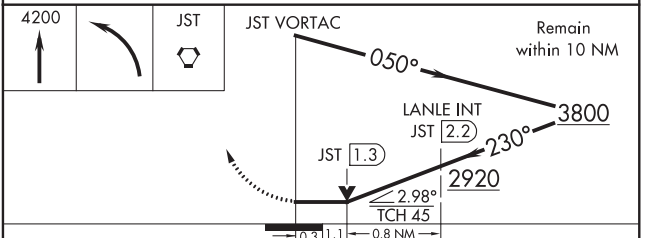
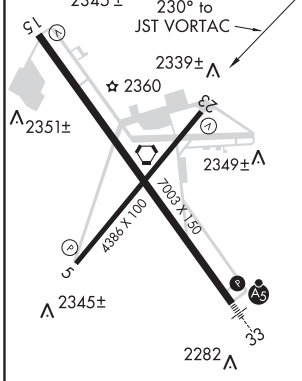
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

|                        |                                           |                                             |                         |                                   |                         |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>118.325</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | JOHNSTOWN TOWER ★<br><b>125.75 (CTAF)</b> 0 | GND CON<br><b>121.6</b> | CLNC DEL<br><b>126.85 235.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------|-------------------------|-----------------------------------|-------------------------|



|           |   |           |
|-----------|---|-----------|
| ELEV 2284 | D | TDZE 2284 |
|-----------|---|-----------|



| CATEGORY                  | A                     | B                     | C                                                                              | D                                                                              |
|---------------------------|-----------------------|-----------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| S-23                      | 2920-1                | 636 (700-1)           | 2920-1 <sup>3</sup> / <sub>4</sub><br>636 (700-1 <sup>3</sup> / <sub>4</sub> ) | 2920-2<br>636 (700-2)                                                          |
| CIRCLING                  | 2920-1                | 636 (700-1)           | 2920-1 <sup>3</sup> / <sub>4</sub><br>636 (700-1 <sup>3</sup> / <sub>4</sub> ) | 2920-2<br>636 (700-2)                                                          |
| <b>LANLE FIX MINIMUMS</b> |                       |                       |                                                                                |                                                                                |
| S-23                      | 2660-1 376 (400-1)    |                       |                                                                                | 2660-1 <sup>1</sup> / <sub>4</sub><br>376 (400-1 <sup>1</sup> / <sub>4</sub> ) |
| CIRCLING                  | 2660-1<br>376 (400-1) | 2740-1<br>456 (500-1) | 2880-1 <sup>1</sup> / <sub>2</sub><br>596 (600-1 <sup>1</sup> / <sub>2</sub> ) | 2880-2<br>596 (600-2)                                                          |

REIL Rws 5 and 23  
HIRL Rwy 15-33  
MIRL Rws 5-23

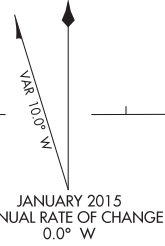
# VOR RWY 23

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

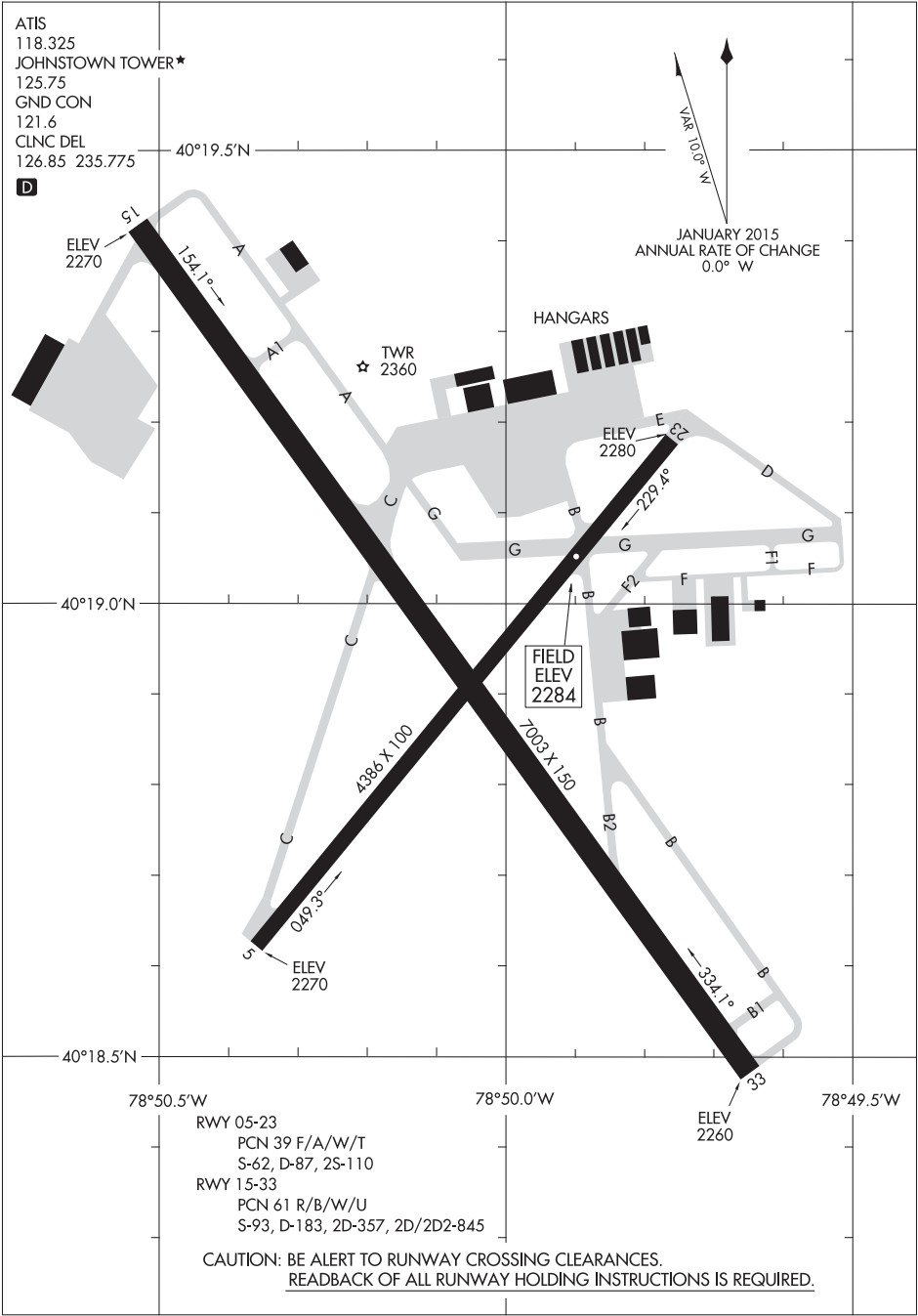
ATIS  
118.325  
JOHNSTOWN TOWER★  
125.75  
GND CON  
121.6  
CLNC DEL  
126.85 235.775

**D**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



RWY 05-23  
PCN 39 F/A/W/T  
S-62, D-87, 2S-110  
RWY 15-33  
PCN 61 R/B/W/U  
S-93, D-183, 2D-357, 2D/2D2-845

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



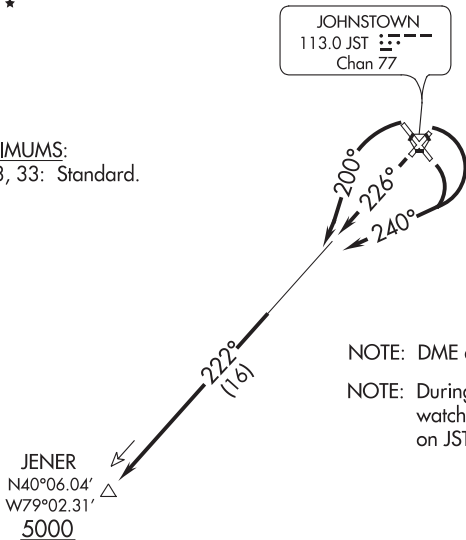
(JENER4.JENER) 16203

# JENER FOUR DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS 118.325  
CLNC DEL  
126.85 235.775  
GND CON  
121.6  
JOHNSTOWN TOWER ★  
125.75 (CTAF)  
JOHNSTOWN DEP CON ★  
121.2 299.2

TAKEOFF MINIMUMS:  
Rwys 5, 15, 23, 33: Standard.



NOTE: DME and radar required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKEOFF OBSTACLES:

Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.

Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.

Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.

Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.

Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5 and 15: Turn right heading 240° to intercept JST R-222, Thence....

TAKEOFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence....

TAKEOFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence....

....via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

# JENER FOUR DEPARTURE

(JENER4.JENER) 21JUL16

(LILLI4.LILLI) 16203

# LILLI FOUR DEPARTURE

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
SL-898 (FAA) JOHNSTOWN, PENNSYLVANIA

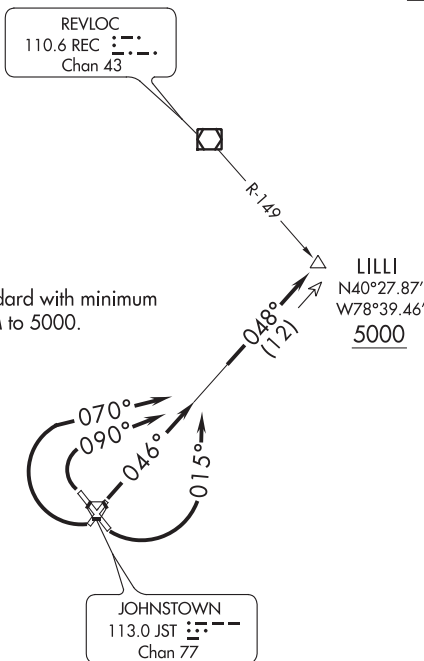
ATIS 118.325  
CLNC DEL  
126.85 235.775  
GND CON  
121.6  
JOHNSTOWN TOWER ★  
125.75 (CTAF)  
JOHNSTOWN DEP CON ★  
121.2 299.2

**TOP ALTITUDE:  
ASSIGNED BY ATC**

### TAKEOFF MINIMUMS:

Rwys 5, 15, 23, 33: Standard with minimum  
ATC climb of 235' per NM to 5000.

LILLI  
N40°27.87'  
W78°39.46'  
5000



NOTE: During VFR conditions  
watch for opposing traffic  
on JST R-048.

### TAKEOFF OBSTACLES:

- Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.  
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
- Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.  
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
- Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence....  
TAKEOFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence....  
TAKEOFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence....  
TAKEOFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence....  
 ....via JST R-048 to cross LILLI INT at or above 5000 thence via (assigned route).

# LILLI FOUR DEPARTURE

(LILLI4.LILLI) 21JUL16

JOHNSTOWN, PENNSYLVANIA  
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017





|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>42723</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4102</b><br><b>402</b><br><b>403</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

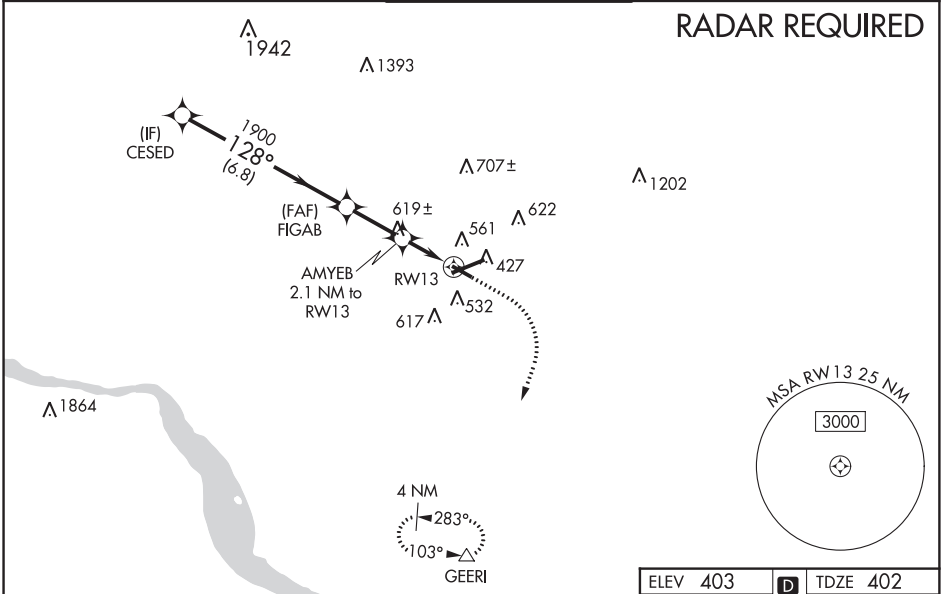
# RNAV (GPS) RWY 13

LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats 1/8, and LNAV and Circling Cats C and D 1/4.

**MISSED APPROACH:**  
Climb to 900 then climbing right turn to 3000 direct GEERI and hold

|                        |                                             |                                                       |                         |                         |
|------------------------|---------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | <b>LANCASTER TOWER *</b><br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                                                  |       |             |                 |                 |             |
|------------------------------------------------------------------|-------|-------------|-----------------|-----------------|-------------|
| ELEV 403                                                         |       | D           |                 | TDZE 402        |             |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40). |       |             |                 |                 |             |
| CESED                                                            |       | FIGAB       |                 | RW13            |             |
| 3000                                                             |       | 1900        |                 | *1140           |             |
| GP 3.10°                                                         |       | 128°        |                 | 128° to RW13    |             |
| TCH 60                                                           |       | 6.8 NM      |                 | 2.3 NM          |             |
|                                                                  |       | 2.1 NM      |                 |                 |             |
|                                                                  |       | *INAV only  |                 |                 |             |
|                                                                  |       | 900         |                 | 3000            |             |
|                                                                  |       | GEERI       |                 |                 |             |
|                                                                  |       |             |                 |                 |             |
| CATEGORY                                                         | A     | B           | C               | D               |             |
| LPV DA                                                           |       | 687-1       | 285 (300-1)     |                 |             |
| LNAV/VNAV DA                                                     |       | 894-1 1/8   | 492 (500-1 1/8) |                 |             |
| LNAV MDA                                                         | 880-1 | 478 (500-1) | 880-1 3/8       | 478 (500-1 3/8) |             |
| CIRCLING                                                         | 940-1 | 537 (600-1) | 940-1 1/2       | 1060-2          | 657 (700-2) |

REIL Rwy 31  
HIRL Rwy 8-26  
MIRL Rwy 13-31

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>78123</b><br><b>W26A</b> | APP CRS<br><b>257°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6117</b><br><b>384</b><br><b>403</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 26

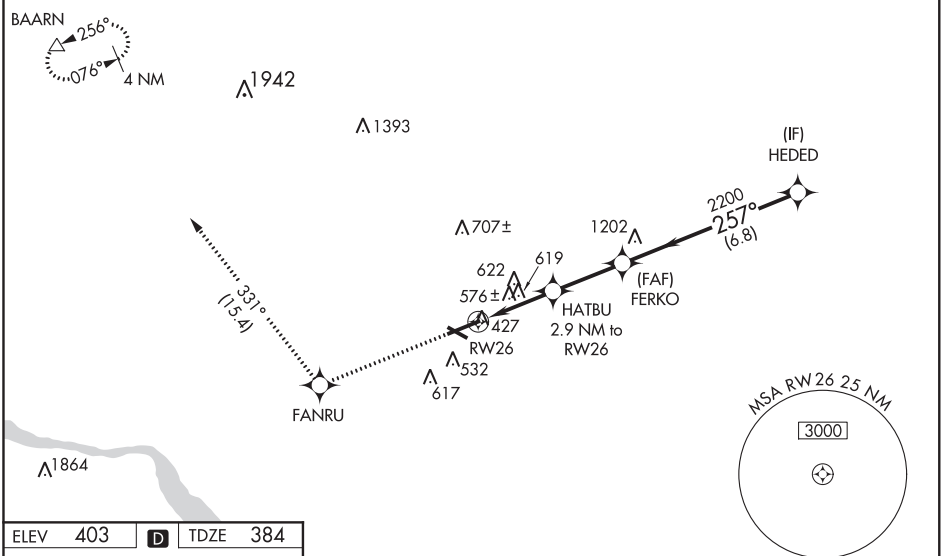
LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats and LNAV and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct FANRU and on track 331° to BAARN and hold.

|                        |                                             |                                                  |                         |                         |
|------------------------|---------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER *<br><b>120.9 (CTAF) 0 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|

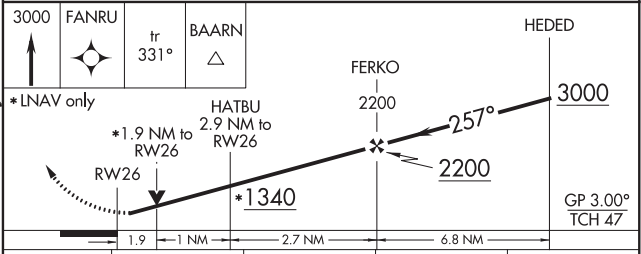
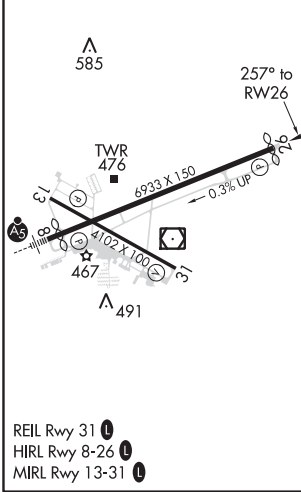
## RADAR REQUIRED



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>403</b> | <b>D</b> | TDZE <b>384</b> |
|-----------------|----------|-----------------|



| CATEGORY     | A      | B                                 | C                                        | D                                        |
|--------------|--------|-----------------------------------|------------------------------------------|------------------------------------------|
| LPV DA       |        | 634- <sup>3</sup> / <sub>4</sub>  | 250 (300- <sup>3</sup> / <sub>4</sub> )  |                                          |
| LNAV/VNAV DA |        | 905-1 <sup>3</sup> / <sub>4</sub> | 521 (500-1 <sup>3</sup> / <sub>4</sub> ) |                                          |
| LNAV MDA     | 1020-1 | 636 (700-1)                       | 1020-1 <sup>7</sup> / <sub>8</sub>       | 636 (700-1 <sup>7</sup> / <sub>8</sub> ) |
| CIRCLING     | 1020-1 | 617 (700-1)                       | 1020-1 <sup>7</sup> / <sub>8</sub>       | 1060-2                                   |
|              |        |                                   | 617 (700-1 <sup>7</sup> / <sub>8</sub> ) | 657 (700-2)                              |

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>48823</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg <b>4102</b><br>TDZE <b>403</b><br>Apt Elev <b>403</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

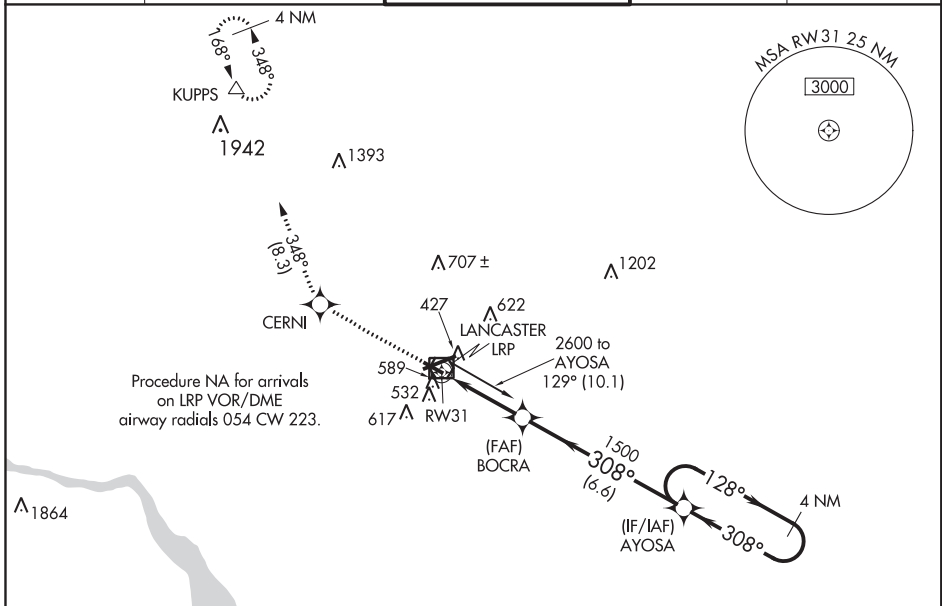
# RNAV (GPS) RWY 31

LANCASTER (LNS)

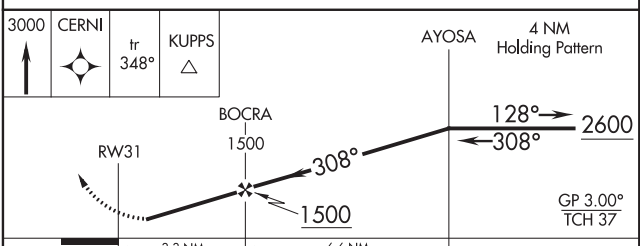
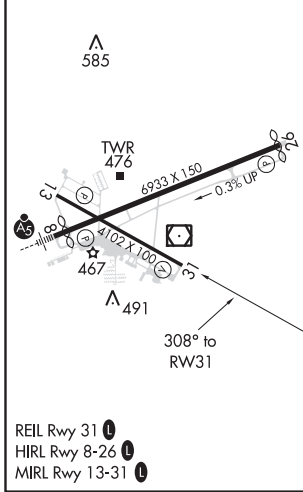
**⚠** Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats and LNAV and Circling Cat C/D visibility ¼. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct CERNI and on track 348° to KUPPS and hold.

|                        |                                             |                                                |                         |                         |
|------------------------|---------------------------------------------|------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER ★<br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|------------------------------------------------|-------------------------|-------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>403</b> | <b>D</b> | TDZE <b>403</b> |
|-----------------|----------|-----------------|



| CATEGORY     | A      | B           | C            | D                     |
|--------------|--------|-------------|--------------|-----------------------|
| LPV DA       | 653-1  |             | 250 (300-1)  |                       |
| LNAV/VNAV DA | 774-1¼ |             | 371 (400-1¼) |                       |
| LNAV MDA     | 840-1  | 437 (500-1) | 840-1⅓       | 437 (500-1⅓)          |
| CIRCLING     | 940-1  | 537 (600-1) | 940-1½       | 1060-2<br>657 (700-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

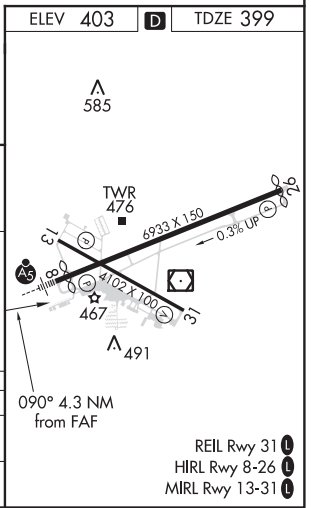
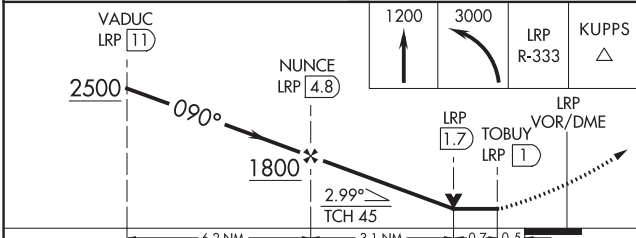
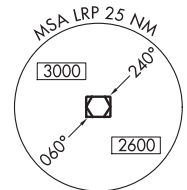
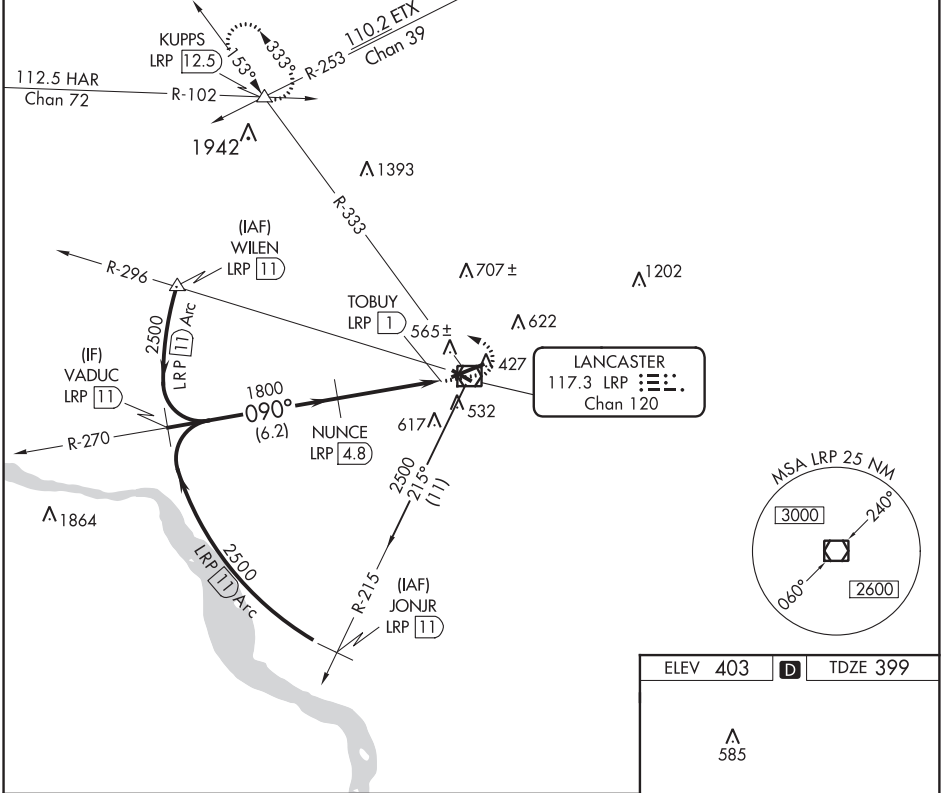
|                                                |                        |                                                                        |
|------------------------------------------------|------------------------|------------------------------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>090°</b> | Rwy Idg<br><b>6117</b><br>TDZE<br><b>399</b><br>Apt Elev<br><b>403</b> |
|------------------------------------------------|------------------------|------------------------------------------------------------------------|

# VOR/DME RWY 8

LANCASTER (LNS)

|                                                                                                                                                                                                                                                            |                    |                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <p><b>⚠</b> Night landing: Rwy 13, 31 NA. Inop table does not apply.<br/> <b>⚠</b> When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, and S-8 and Circling Cats C and D visibility ¼ mile.</p> | <p>MALSR<br/> </p> | <p>MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------|

|                        |                                             |                                               |                         |                         |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER*<br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|



| CATEGORY | A                 | B | C                   | D                  |
|----------|-------------------|---|---------------------|--------------------|
| S-8      | 820-1 421 (500-1) |   | 820-1¼ 421 (500-1¼) |                    |
| CIRCLING | 940-1 537 (600-1) |   | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

- REIL Rwy 31
- HIRL Rwy 8-26
- MIRL Rwy 13-31

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



LANCASTER, PENNSYLVANIA

AL-927 (FAA)

16259

|                                                |                        |                                                               |
|------------------------------------------------|------------------------|---------------------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>247°</b> | Rwy Idg <b>6117</b><br>TDZE <b>384</b><br>Apt Elev <b>403</b> |
|------------------------------------------------|------------------------|---------------------------------------------------------------|

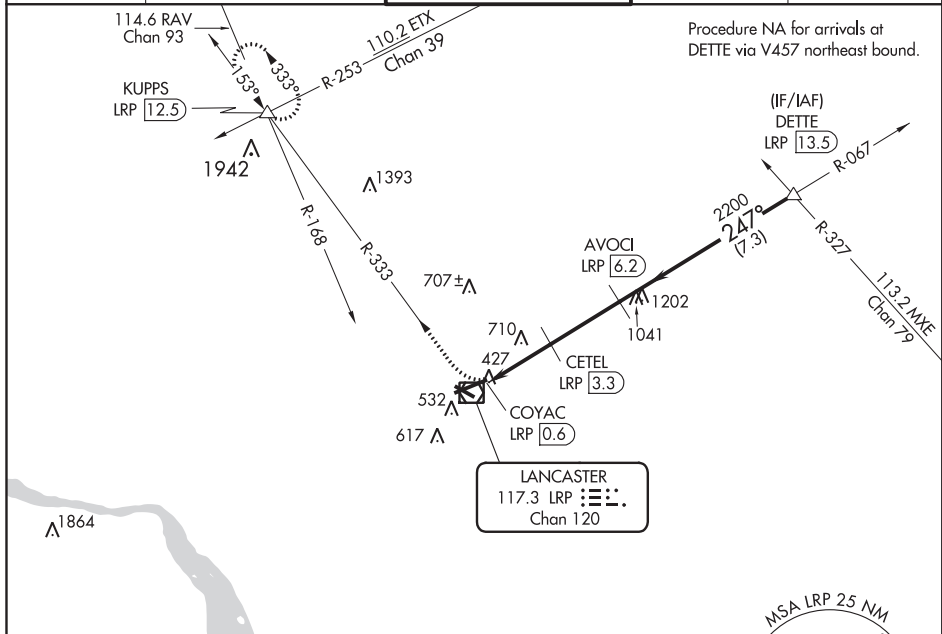
# VOR/DME RWY 26

LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**⚠** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climbing right turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

|                        |                                             |                                               |                         |                         |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER★<br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|

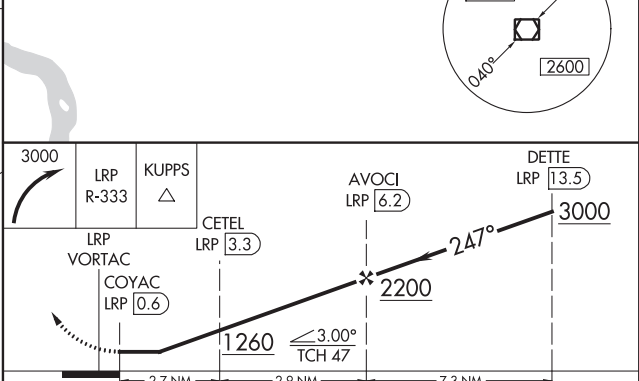
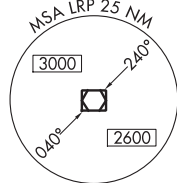
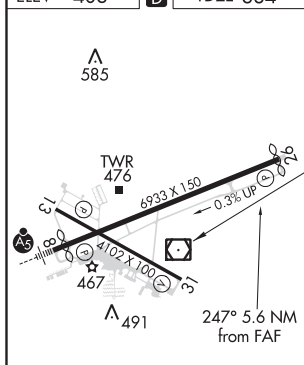


Procedure NA for arrivals at DETTE via V457 northeast bound.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>403</b> | <b>D</b> | TDZE <b>384</b> |
|-----------------|----------|-----------------|



| CATEGORY | A      | B           | C                                                  | D                                                  |
|----------|--------|-------------|----------------------------------------------------|----------------------------------------------------|
| S-26     | 1020-1 | 636 (700-1) | 1020-1 $\frac{3}{4}$<br>636 (700-1 $\frac{3}{4}$ ) | 1020-2<br>636 (700-2)                              |
| CIRCLING | 1020-1 | 617 (700-1) | 1020-1 $\frac{3}{4}$<br>617 (700-1 $\frac{3}{4}$ ) | 1080-2 $\frac{1}{4}$<br>677 (700-2 $\frac{1}{4}$ ) |

- REIL Rwy 31 **Ⓛ**
- HIRL Rwy 8-26 **Ⓛ**
- MIRL Rwy 13-31 **Ⓛ**

LANCASTER, PENNSYLVANIA  
Amdt 10B 15SEP16

40°07'N-76°18'W

# LANCASTER (LNS) VOR/DME RWY 26

|                                                |                        |                                                               |
|------------------------------------------------|------------------------|---------------------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>319°</b> | Rwy Idg <b>4102</b><br>TDZE <b>403</b><br>Apt Elev <b>403</b> |
|------------------------------------------------|------------------------|---------------------------------------------------------------|

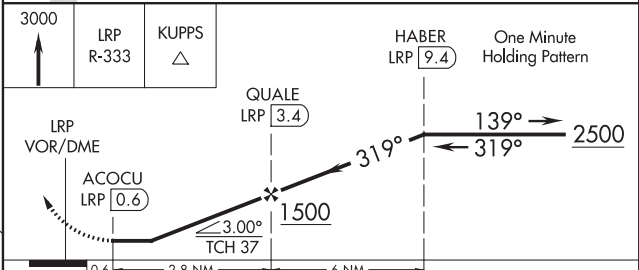
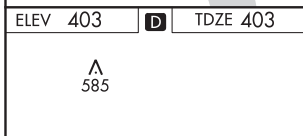
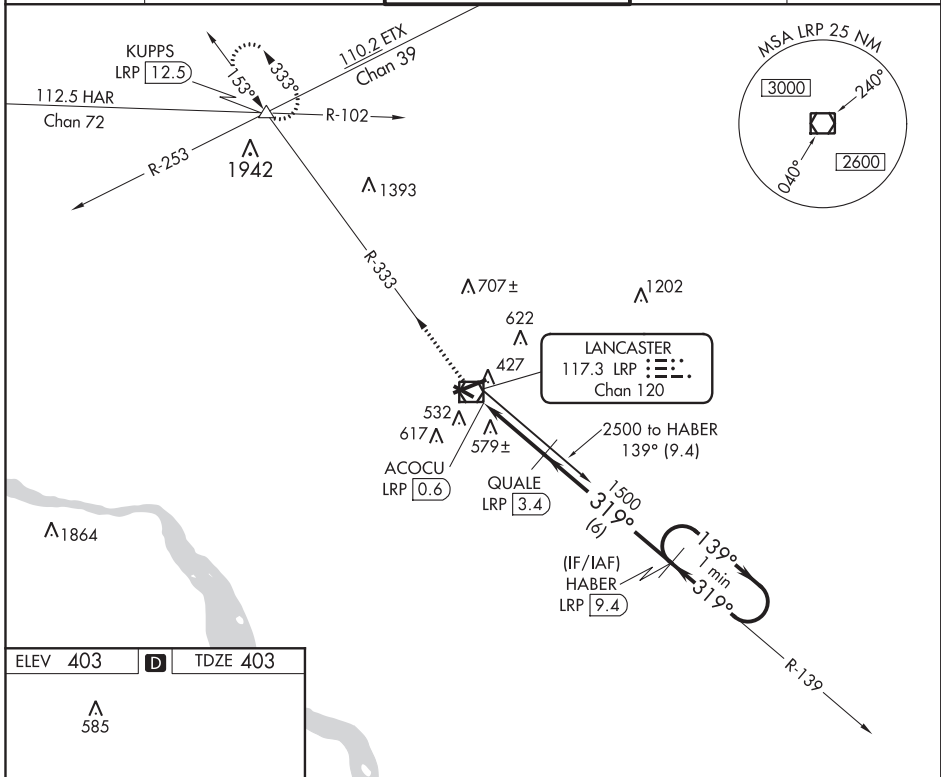
# VOR/DME RWY 31

LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase Cat C/D visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

|                        |                                             |                                               |                         |                         |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER★<br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|



| CATEGORY | A     | B           | C                      | D                       |
|----------|-------|-------------|------------------------|-------------------------|
| S-31     | 840-1 | 437 (500-1) | 840-1¼<br>437 (500-1¼) | 840-1½<br>437 (500-1½)  |
| CIRCLING | 940-1 | 537 (600-1) | 940-1½<br>537 (600-1½) | 1080-2¼<br>677 (700-2¼) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                                |                        |                                                               |
|------------------------------------------------|------------------------|---------------------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>090°</b> | Rwy Idg <b>6117</b><br>TDZE <b>399</b><br>Apt Elev <b>403</b> |
|------------------------------------------------|------------------------|---------------------------------------------------------------|

# VOR RWY 8

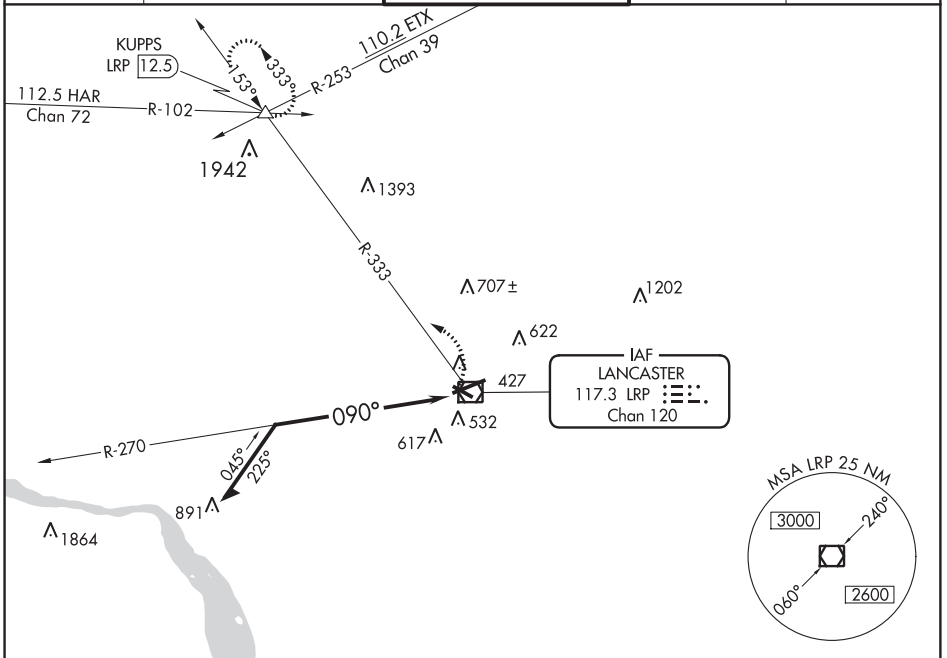
LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. Inop table does not apply.  
**⚠** When local altimeter setting not received, use Harrisburg  
 Init altimeter setting and increase all MDA 80 feet.

MALSR 

MISSED APPROACH: Climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

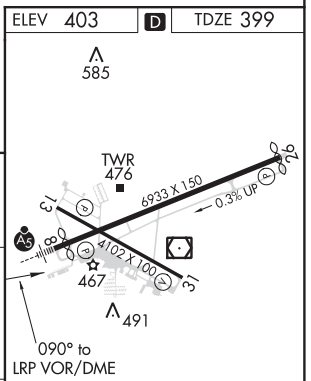
|                        |                                             |                                                       |                         |                         |
|------------------------|---------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER ★<br><b>120.9</b> (CTAF) <b>251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 403 | <b>D</b> | TDZE 399 |
|----------|----------|----------|



| CATEGORY | A                         | B                         | C      | D             |
|----------|---------------------------|---------------------------|--------|---------------|
| S-8      | 1400-1¼<br>1001 (1000-1¼) | 1400-1½<br>1001 (1000-1½) | 1400-3 | 1001 (1000-3) |
| CIRCLING | 1400-1¼<br>997 (1000-1¼)  | 1400-1½<br>997 (1000-1½)  | 1400-3 | 997 (1000-3)  |

REIL Rwy 31 **1**  
 HIRL Rwy 8-26 **1**  
 MIRL Rwy 13-31 **1**

|                                                |                        |                                                               |
|------------------------------------------------|------------------------|---------------------------------------------------------------|
| VOR/DME LRP<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>319°</b> | Rwy Idg <b>4102</b><br>TDZE <b>403</b><br>Apt Elev <b>403</b> |
|------------------------------------------------|------------------------|---------------------------------------------------------------|

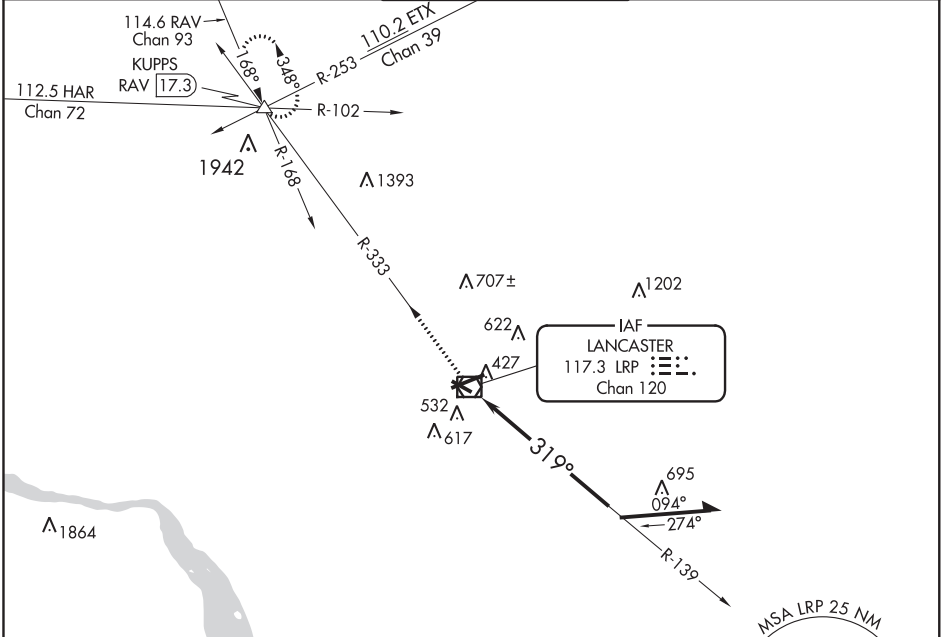
# VOR RWY 31

LANCASTER (LNS)

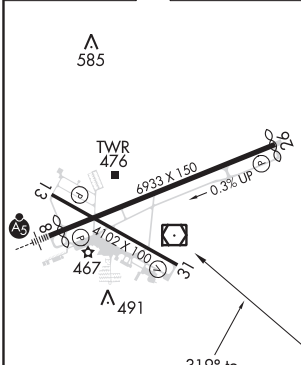
**⚠** Night landing: Rwy 13, 31 NA.  
**⚠** Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS Int/RAV 17.3 DME and hold.

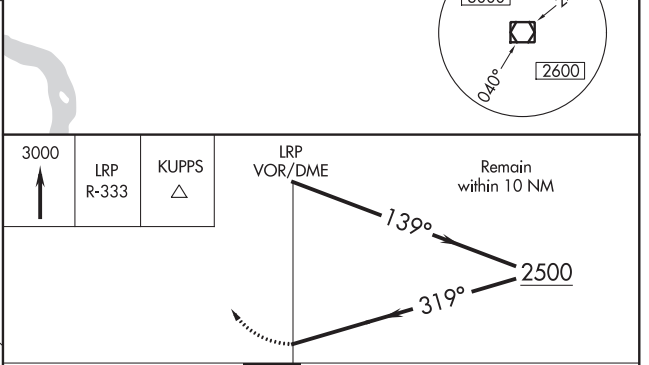
|                        |                                             |                                               |                         |                         |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER★<br><b>120.9 (CTAF) 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|-----------------------------------------------|-------------------------|-------------------------|



ELEV 403 **D** TDZE 403



REIL Rwy 31 **Ⓛ**  
 HIRL Rwy 8-26 **Ⓛ**  
 MIRL Rwy 13-31 **Ⓛ**



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-31     | 1060-1 | 657 (700-1) | 1060-1¾<br>657 (700-1¾) | 1060-2<br>657 (700-2)   |
| CIRCLING | 1060-1 | 657 (700-1) | 1060-1¾<br>657 (700-1¾) | 1080-2¼<br>677 (700-2¼) |

NE-4, 10 NOV 2016 to 05 JAN 2017

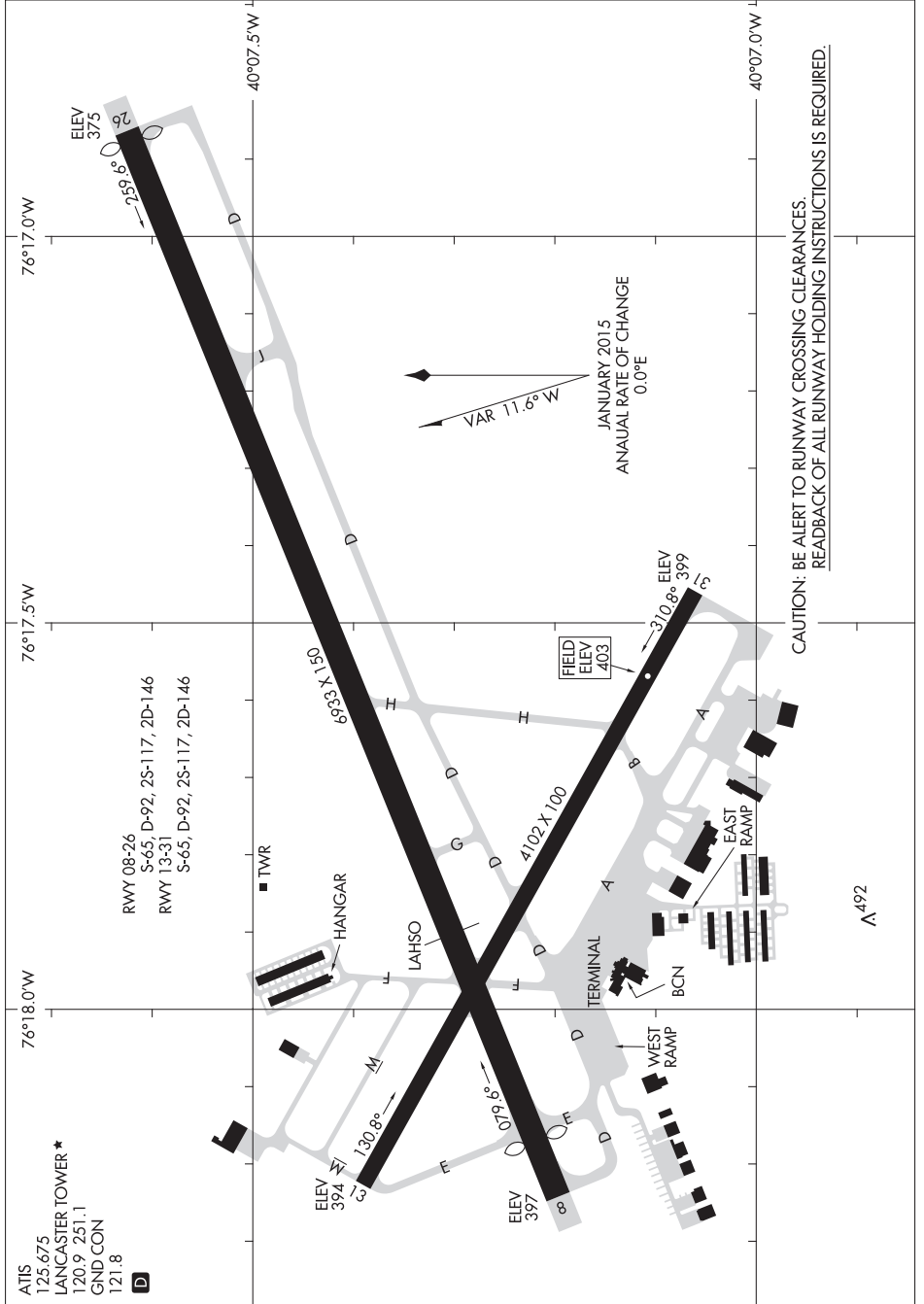
NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)  
LANCASTER, PENNSYLVANIA

NE-4, 10 NOV 2016 to 05 JAN 2017



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# AIRPORT DIAGRAM

LANCASTER, PENNSYLVANIA  
LANCASTER (LNS)

|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC H/LBE    | APP CRS     | Rwy Idg  | <b>7372</b> |
| <b>110.9</b> | <b>233°</b> | TDZE     | <b>1145</b> |
|              |             | Apt Elev | <b>1199</b> |

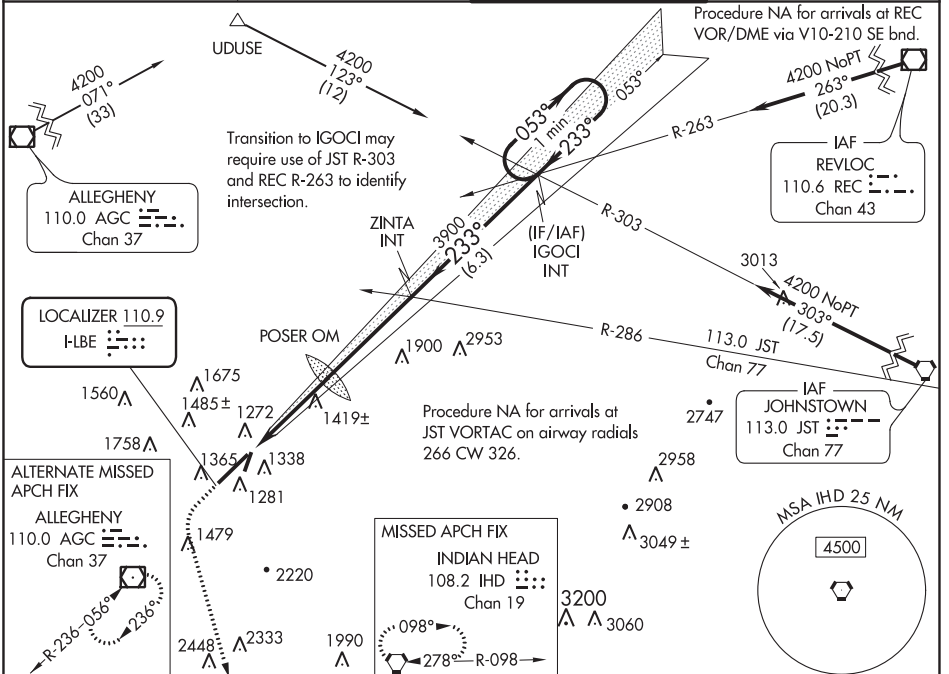
# ILS or LOC RWY 23

ARNOLD PALMER RGNL (LBE)

**⚠** Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409 feet, and all MDAs 80 feet. Circling to Rwy 3 NA at night.

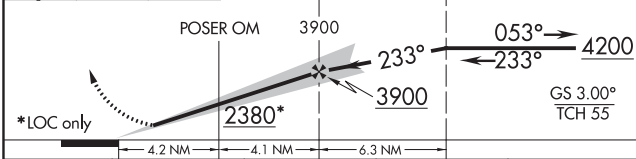
**MALSR** MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

|                        |                                          |                                      |                         |
|------------------------|------------------------------------------|--------------------------------------|-------------------------|
| ATIS<br><b>118.375</b> | JOHNSTOWN APP CON*<br><b>121.2 299.2</b> | PALMER TOWER*<br><b>125.0 (CTAF)</b> | GND CON<br><b>121.8</b> |
|------------------------|------------------------------------------|--------------------------------------|-------------------------|



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| CATEGORY          | A                         | B                         | C                       | D                       |
|-------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-ILS 23          | 1345-½ 200 (200-½)        |                           |                         |                         |
| S-LOC 23          | 2380-1¼                   | 1235 (1200-1¼)            | 2380-2½                 | 1235 (1200-2½)          |
| CIRCLING          | 2380-1¼<br>1181 (1200-1¼) | 2380-1½<br>1181 (1200-1½) | 2380-3                  | 1181 (1200-3)           |
| POSER OM MINIMUMS |                           |                           |                         |                         |
| S-LOC 23          | 1680-½                    | 535 (500-½)               | 1680-1<br>535 (500-1)   | 1680-1¼<br>535 (500-1¼) |
| CIRCLING          | 1720-1                    | 521 (600-1)               | 1780-1½<br>581 (600-1½) | 1800-2<br>601 (700-2)   |

|                      |      |           |      |      |      |
|----------------------|------|-----------|------|------|------|
| ELEV 1199            |      | TDZE 1145 |      |      |      |
| 233° 8.3 NM from FAF |      |           |      |      |      |
|                      |      |           |      |      |      |
| FAF to MAP 8.3 NM    |      |           |      |      |      |
| Knots                | 60   | 90        | 120  | 150  | 180  |
| Min:Seq              | 8:18 | 5:32      | 4:09 | 3:19 | 2:46 |



|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>70499</b><br><b>W23A</b> | APP CRS<br><b>233°</b> | Rwy Idg <b>7372</b><br>TDZE <b>1145</b><br>Apt Elev <b>1199</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

# RNAV (GPS) RWY 23

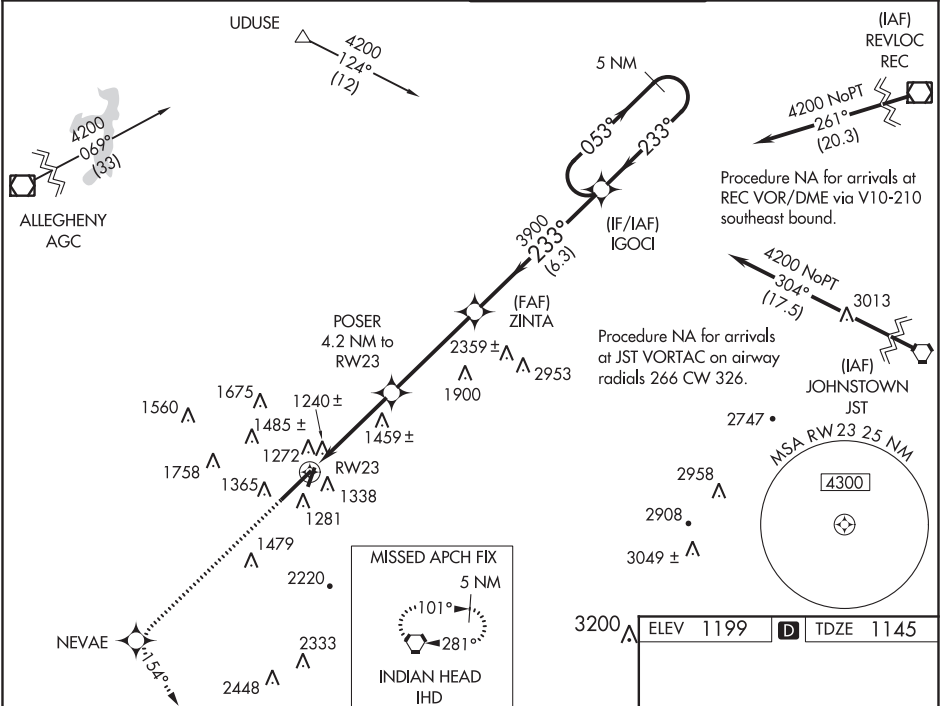
ARNOLD PALMER RGNL (L.B.E.)

**⚠** DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484 feet, LNAV/VNAV DA to 1608 feet, and all MDAs 80 feet. Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

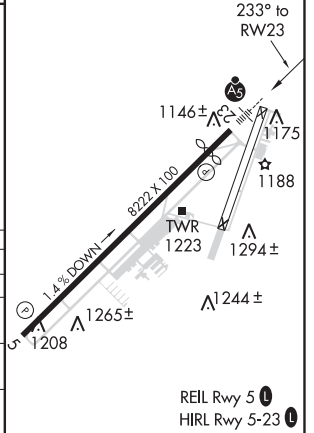
**MALSR**

**MISSED APPROACH:** Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

|                        |                                          |                                      |                         |
|------------------------|------------------------------------------|--------------------------------------|-------------------------|
| ATIS<br><b>118.375</b> | JOHNSTOWN APP CON*<br><b>121.2 299.2</b> | PALMER TOWER*<br><b>125.0 (CTAF)</b> | GND CON<br><b>121.8</b> |
|------------------------|------------------------------------------|--------------------------------------|-------------------------|



|              |                      |               |                 |                      |
|--------------|----------------------|---------------|-----------------|----------------------|
| 5000         | NEVAE                | IHD           | IGOCI           | 5 NM Holding Pattern |
| ↑            | ✧                    | tr 154°       | ⬠               |                      |
| * LNAV only. |                      |               |                 |                      |
| RW23         | POSER 4.2 NM to RW23 | ZINTA         | IGOCI           | 4200                 |
|              | * 1.7 NM to RW23     |               |                 | 053° → 233° ←        |
|              |                      |               |                 | GP 3.00° TCH 55      |
| CATEGORY     | A                    | B             | C               | D                    |
| LPV DA       |                      | 1420 - 1/2    | 275 (300-1/2)   |                      |
| LNAV/VNAV DA |                      | 1544 - 1      | 399 (400-1)     |                      |
| LNAV MDA     | 1720 - 1/2           | 575 (600-1/2) | 1720 - 1        | 1720 - 1 1/4         |
|              |                      |               | 575 (600-1)     | 575 (600-1 1/4)      |
| CIRCLING     | 1720 - 1             | 521 (600-1)   | 1780 - 1 1/2    | 1800 - 2             |
|              |                      |               | 581 (600-1 1/2) | 601 (700-2)          |



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NE-4, 10 NOV 2016 to 05 JAN 2017

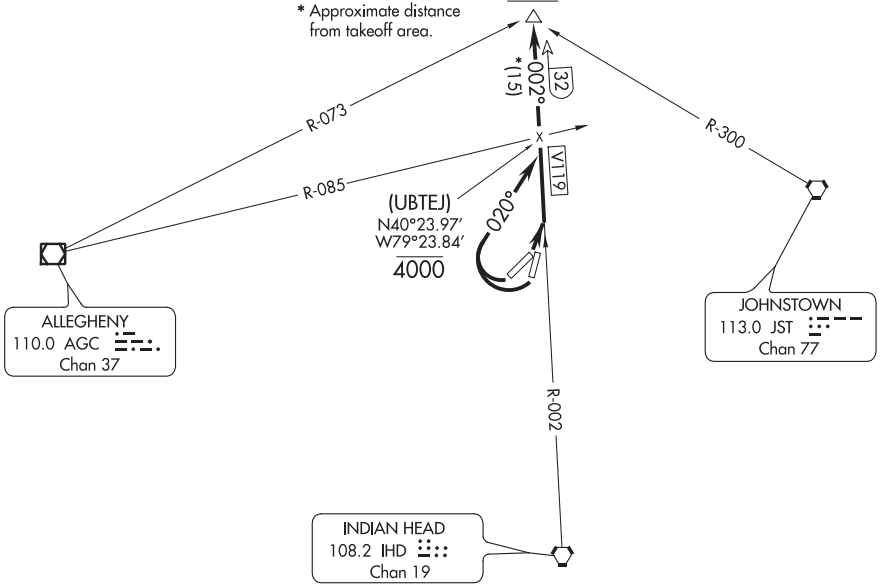




ATIS  
118.375  
JOHNSTOWN APP CON ★  
135.975 244.875  
PALMER TOWER ★  
125.0 (CTAF)  
GND CON  
121.8

HOMEE  
N40°30.61'  
W79°24.21'  
L-29  
5000

\* Approximate distance  
from takeoff area.



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

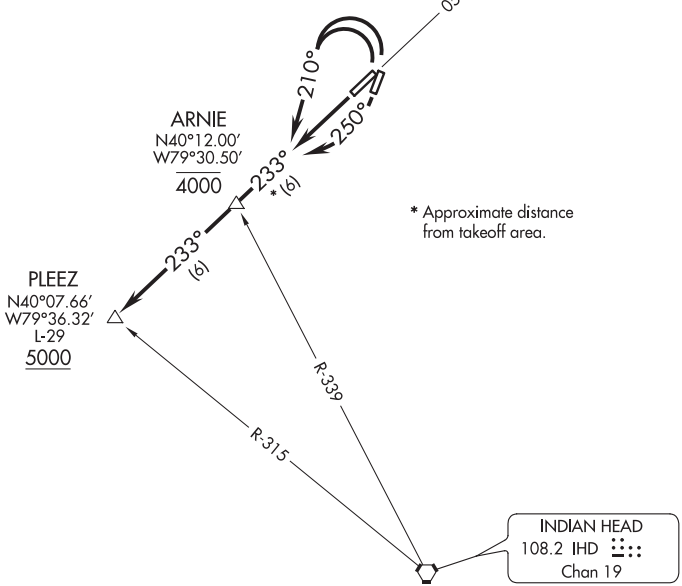


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002.  
Thence . . . .  
TAKEOFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002.  
Thence . . . .  
. . . . Via V119 to HOMEE INT. Thence via (assigned route).

ATIS  
 118.375  
 JOHNSTOWN APP CON ★  
 135.975 244.875  
 PALMER TOWER ★  
 125.0 (CTAF)  
 GND CON  
 121.8

BENJE  
 382 BHU



NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .

TAKEOFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .

TAKEOFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .

. . . . Via BHU 233° bearing to PLEEZ INT. Thence via (assigned route).

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|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>068°</b> | Rwy Idg<br><b>1991</b> |
|                        | THRE<br><b>547</b>     |
|                        | Apt Elev<br><b>550</b> |

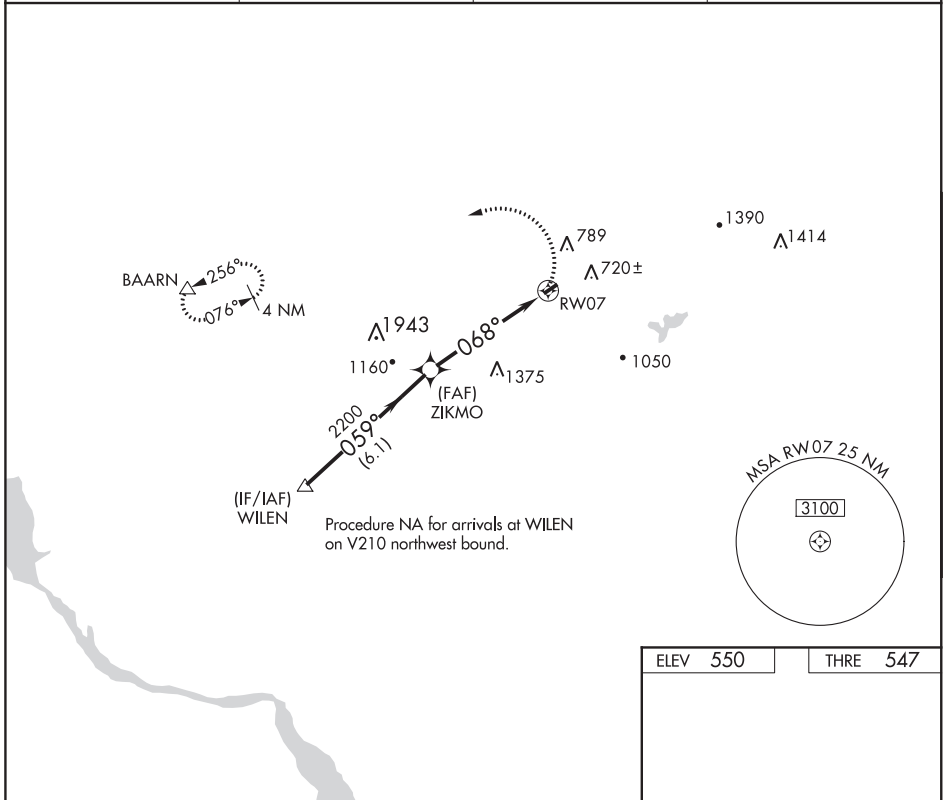
# RNAV (GPS) RWY 7

LEBANON/KELLER BROTHERS (Ø8N)

**▽** Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA.  
**▲** NA Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct BAARN and hold.

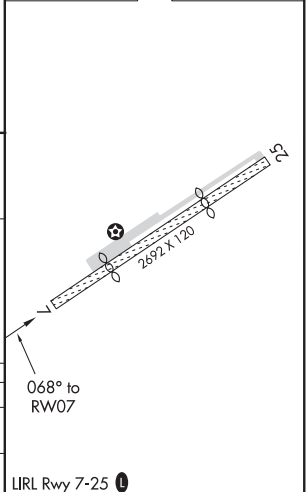
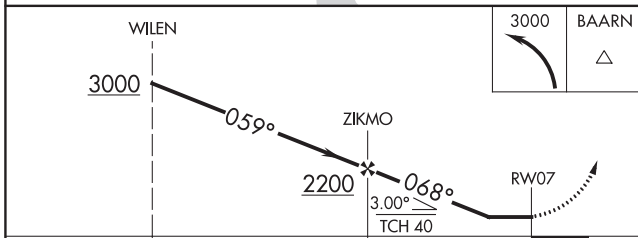
|                                  |                                             |                      |                       |
|----------------------------------|---------------------------------------------|----------------------|-----------------------|
| LANCASTER ASOS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | CTAF<br><b>122.9</b> | <b>121.9</b> <b>0</b> |
|----------------------------------|---------------------------------------------|----------------------|-----------------------|



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|          |          |
|----------|----------|
| ELEV 550 | THRE 547 |
|----------|----------|



| CATEGORY | A                         | B                         | C  | D |
|----------|---------------------------|---------------------------|----|---|
| LNVA MDA | 1640-1¼<br>1093 (1100-1¼) | 1640-1½<br>1093 (1100-1½) | NA |   |
| CIRCLING | 1640-1¼<br>1090 (1100-1¼) | 1640-1½<br>1090 (1100-1½) | NA |   |

LEBANON, PENNSYLVANIA

AL-10642 (FAA)

121.52

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>1899</b> |
| <b>248°</b> | THRE     | <b>537</b>  |
|             | Apt Elev | <b>550</b>  |

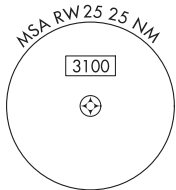
# RNAV (GPS) RWY 25

LEBANON/ KELLER BROTHERS (Ø8N)

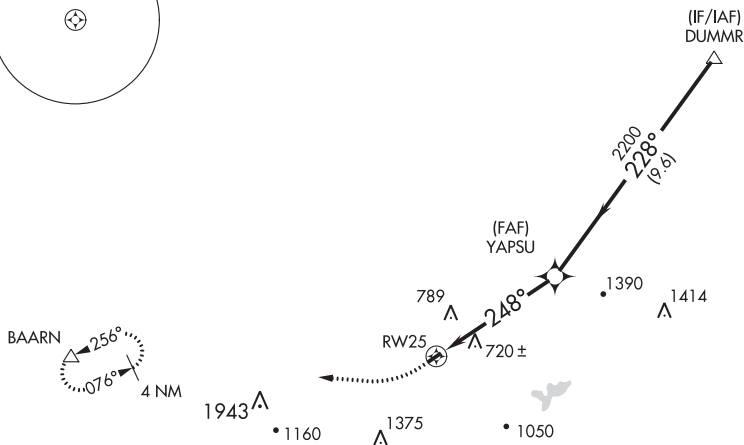
**▽** Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and Circling Cat B visibility ¼ mile.  
**△NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

|                                  |                                             |                      |                |
|----------------------------------|---------------------------------------------|----------------------|----------------|
| LANCASTER ASOS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | CTAF<br><b>122.9</b> | <b>121.9 0</b> |
|----------------------------------|---------------------------------------------|----------------------|----------------|



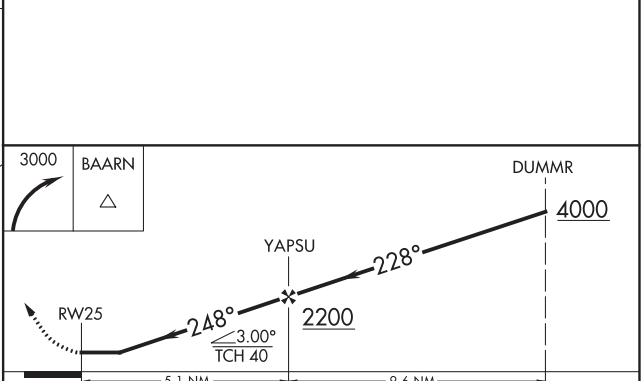
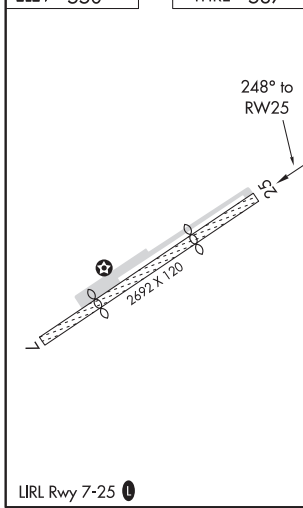
Procedure NA for arrivals at DUMMR on V93 northeast bound, V162 eastbound and V276 southeast bound.



NE-4, 10 NOV 2016 to 05 JAN 2017

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|          |          |
|----------|----------|
| ELEV 550 | THRE 537 |
|----------|----------|



| CATEGORY | A                         | B                          | C  | D |
|----------|---------------------------|----------------------------|----|---|
| RNAV MDA | 1320-1<br>783 (800-1)     | 1320-1 ¼<br>783 (800-1 ¼)  | NA |   |
| CIRCLING | 1440-1 ¼<br>890 (900-1 ¼) | 1480-1 ¼<br>930 (1000-1 ¼) | NA |   |

LEBANON, PENNSYLVANIA  
Orig 31MAY12

40°17'N-76°20'W

# LEBANON/ KELLER BROTHERS (Ø8N) RNAV (GPS) RWY 25



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>53421</b><br><b>W26A</b> | APP CRS<br><b>261°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>3000</b><br><b>534</b><br><b>534</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

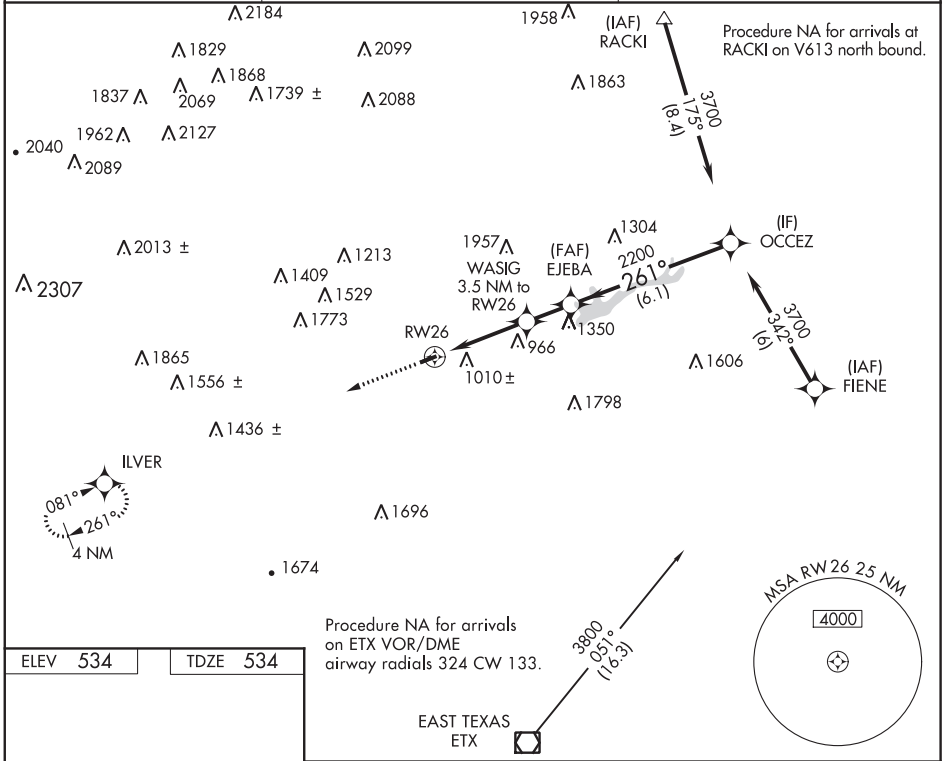
# RNAV (GPS) RWY 26

JAKE ARNER MEMORIAL (22N)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting and increase all MDA 60 feet and LP and LNAV Cat A visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

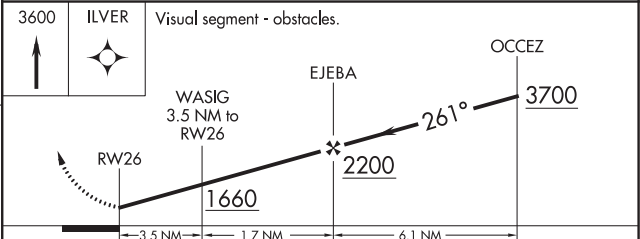
**MISSED APPROACH:** Climb to 3600 direct ILVER and hold.

|                            |                                                 |                                         |
|----------------------------|-------------------------------------------------|-----------------------------------------|
| AWOS-3PT<br><b>119.350</b> | ALLENTOWN APP CON<br><b>119.65 124.45 397.9</b> | UNICOM<br><b>123.05 (CTAF)</b> <b>①</b> |
|----------------------------|-------------------------------------------------|-----------------------------------------|



|          |          |
|----------|----------|
| ELEV 534 | TDZE 534 |
|----------|----------|

MIRL Rwy 8-26 **①**  
REIL Rwy 8 and 26 **①**



| CATEGORY | A                        | B                        | C | D  |
|----------|--------------------------|--------------------------|---|----|
| LP MDA   | 1380-1<br>846 (900-1)    | 1380-1¼<br>846 (900-1¼)  |   | NA |
| LNAV MDA | 1380-1<br>846 (900-1)    | 1380-1¼<br>846 (900-1¼)  |   | NA |
| CIRCLING | 1460-1¼<br>926 (1000-1¼) | 1520-1½<br>986 (1000-1½) |   | NA |

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                            |                        |                         |
|----------------------------|------------------------|-------------------------|
| LOC I-LWB<br><b>110.35</b> | APP CRS<br><b>045°</b> | Rwy Idg<br><b>7003</b>  |
|                            |                        | THRE<br><b>2287</b>     |
|                            |                        | Apt Elev<br><b>2301</b> |

# ILS or LOC RWY 4

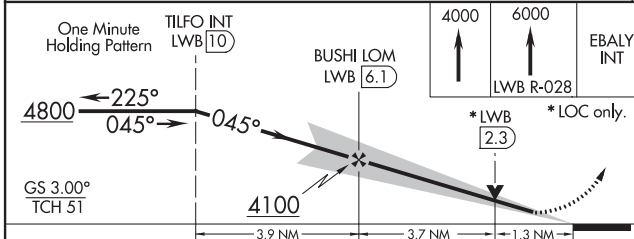
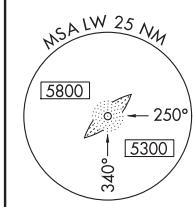
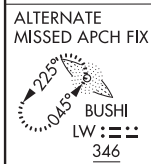
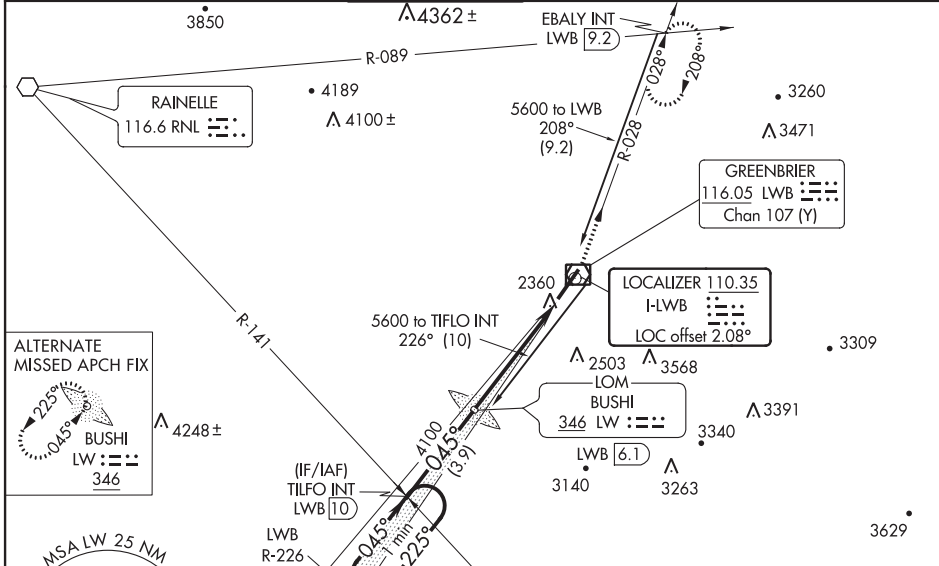
GREENBRIER VALLEY (LWB)

**⚠** When local altimeter setting not received, use Beckley altimeter setting and increase DA to 2666 feet and all MDA 120 feet, increase S-LOC 4 Cats C, D visibility ¼ mile and Circling Cat B visibility ¼ mile. For inoperative MALSRL, increase S-ILS 4 all Cats visibility to ½ mile, increase S-LOC 4 Cats A and B to 1 mile. Autopilot coupled approach NA below 2700. VDP NA with Beckley altimeter setting. For inoperative MALSRL, when using Beckley altimeter setting, increase S-ILS 4 to 1 ½ mile, increase S-LOC 4 Cats A and B to 1 mile.

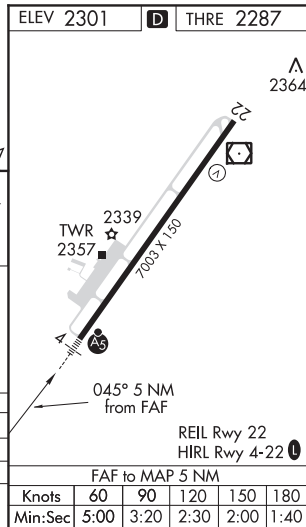


**MALSRL**  
MISSED APPROACH: Climb to 4000, then climb to 6000 on LWB VOR/DME R-028 to EBALY INT/LWB 9.2 DME and hold, continue climb-in-hold to 6000.

|                        |                                         |                                           |                         |                                                  |                         |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|
| AWOS-3<br><b>121.4</b> | WASHINGTON CENTER<br><b>134.4 353.9</b> | LEWISBURG TOWER*<br><b>118.9 (CTAF) 0</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>120.85</b><br>(When lower closed) | UNICOM<br><b>122.95</b> |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|



|          |                       |                       |                        |                         |
|----------|-----------------------|-----------------------|------------------------|-------------------------|
| CATEGORY | A                     | B                     | C                      | D                       |
| S-ILS 4  |                       | 2557-¾                | 270 (300-¾)            |                         |
| S-LOC 4  | 2740-¾                | 453 (500-¾)           | 2740-⅞                 | 453 (500-⅞)             |
| CIRCLING | 2840-1<br>539 (600-1) | 3040-1<br>739 (800-1) | 3280-3<br>979 (1000-3) | 3700-3<br>1399 (1400-3) |



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NE-4, 10 NOV 2016 to 05 JAN 2017

|  |         |      |      |      |      |      |
|--|---------|------|------|------|------|------|
|  | Knots   | 60   | 90   | 120  | 150  | 180  |
|  | Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



LEWISBURG, WEST VIRGINIA

AL-5601 (FAA)

# RNAV (GPS) RWY 4

GREENBRIER VALLEY (LWB)

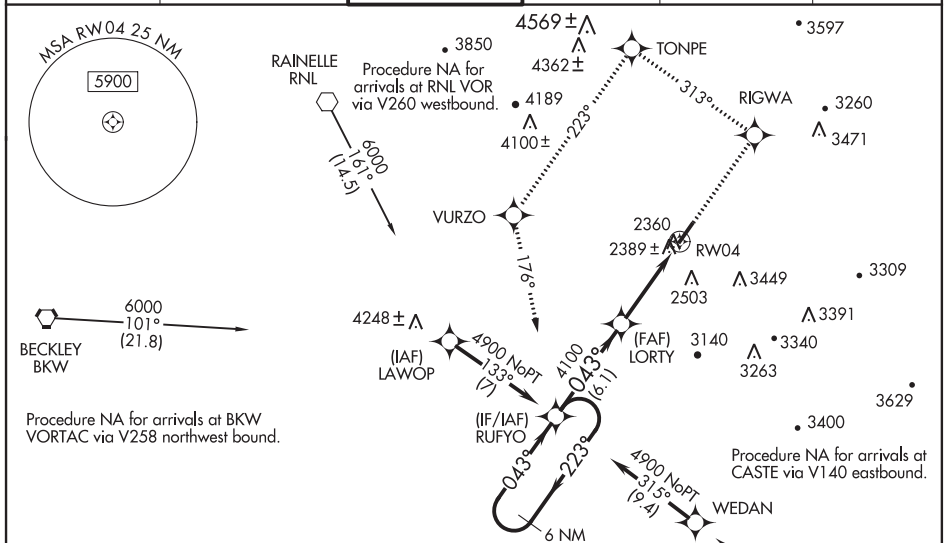
|                                 |                        |                             |                                           |
|---------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>42613</b><br>W04A | APP CRS<br><b>043°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7003</b><br><b>2288</b><br><b>2302</b> |
|---------------------------------|------------------------|-----------------------------|-------------------------------------------|

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 109 feet and all MDA 120 feet; Increase LPV all Cats, LNAV Cats C and D visibility ½ mile, Circling Cat C, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR, when using Beckley altimeter setting, increase LPV all Cats visibility ½ mile and LNAV Cats A and B ½ mile. VDP and Baro-VNAV NA when using Beckley altimeter setting.



**MISSED APPROACH:** 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.

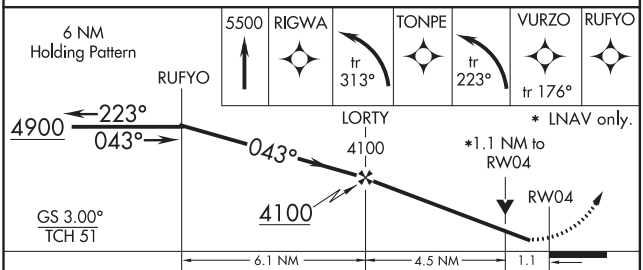
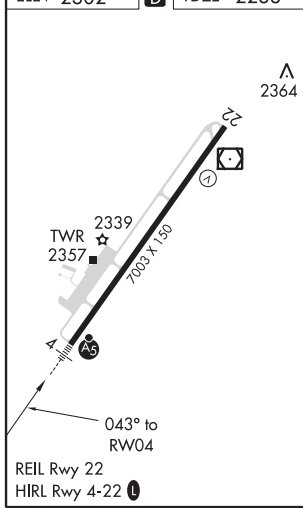
|                        |                                         |                                           |                         |                                                  |                         |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|
| AWOS-3<br><b>121.4</b> | WASHINGTON CENTER<br><b>134.4 353.9</b> | LEWISBURG TOWER*<br><b>118.9 (CTAF) 0</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>120.85</b><br>(When tower closed) | UNICOM<br><b>122.95</b> |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 2302 | <b>D</b> | TDZE 2288 |
|-----------|----------|-----------|



| CATEGORY     | A                     | B                     | C                       | D                      |
|--------------|-----------------------|-----------------------|-------------------------|------------------------|
| LPV DA       |                       | 2589-¾                | 301 (300-¾)             |                        |
| LNAV/VNAV DA |                       | 2786-1¼               | 498 (500-1¼)            |                        |
| LNAV MDA     |                       | 2680-¾                | 392 (400-¾)             | 2680-1<br>392 (400-1)  |
| CIRCLING     | 2820-1<br>518 (600-1) | 2900-1<br>598 (600-1) | 3080-2¼<br>778 (800-2¼) | 3280-3<br>978 (1000-3) |

LEWISBURG, WEST VIRGINIA  
Orig 14205

37°52'N-80°24'W

# GREENBRIER VALLEY (LWB)

## RNAV (GPS) RWY 4

# RNAV (GPS) RWY 22

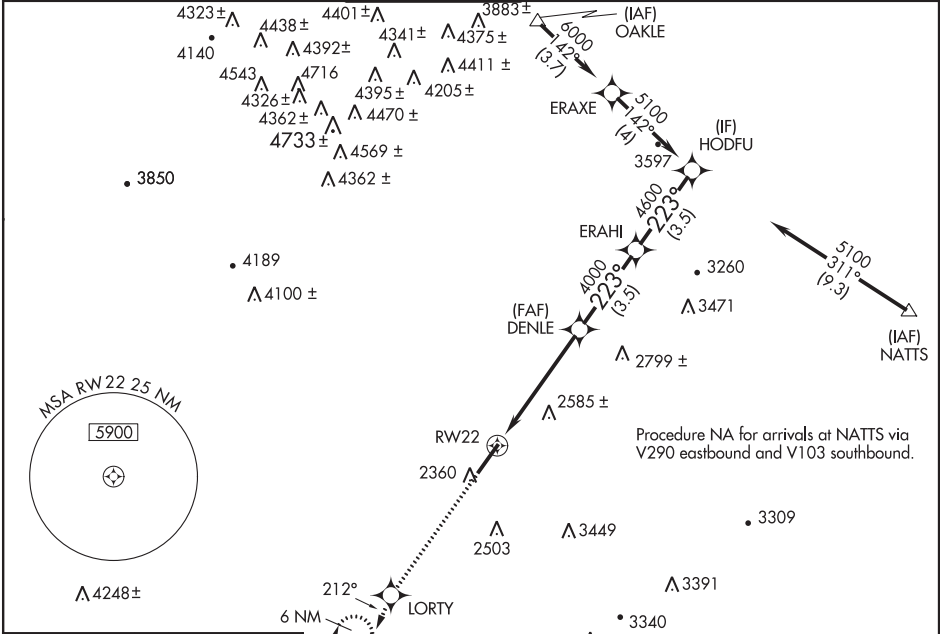
GREENBRIER VALLEY (LWB)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>7003</b> |
| <b>223°</b> | TDZE     | <b>2302</b> |
|             | Apt Elev | <b>2302</b> |

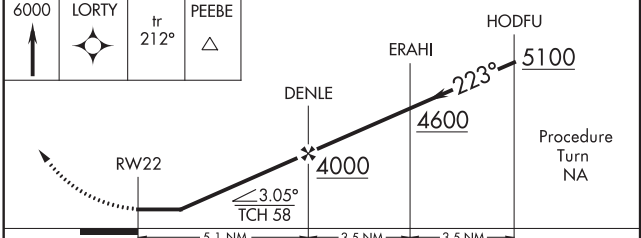
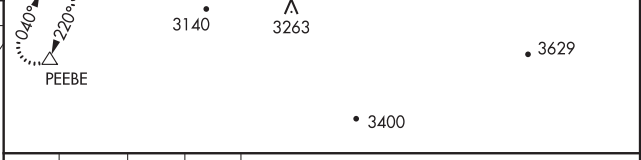
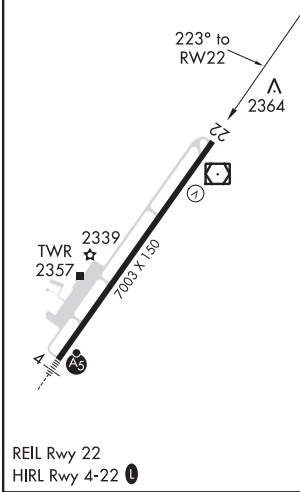
**⚠** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, LNAV Cat C and Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 6000 direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000.

|                        |                                         |                                                  |                         |                                                  |                         |
|------------------------|-----------------------------------------|--------------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|
| AWOS-3<br><b>121.4</b> | WASHINGTON CENTER<br><b>134.4 353.9</b> | <b>LEWISBURG TOWER*</b><br><b>118.9 (CTAF) 0</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>120.85</b><br>(When tower closed) | UNICOM<br><b>122.95</b> |
|------------------------|-----------------------------------------|--------------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 2302 | <b>D</b> | TDZE 2302 |
|-----------|----------|-----------|



| CATEGORY | A                  | B                  | C                    | D                    |
|----------|--------------------|--------------------|----------------------|----------------------|
| LNAV MDA | 2760-1 458 (500-1) |                    | 2760-1¼ 458 (500-1¼) | 2760-1½ 458 (500-1½) |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3)  |

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NE-4, 10 NOV 2016 to 05 JAN 2017

LEWISBURG, WEST VIRGINIA

AL-5601 (FAA)

|                                                     |                        |                             |                                           |
|-----------------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VOR/DME LWB<br><b>116.05</b><br>Chan <b>107 (Y)</b> | APP CRS<br><b>208°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7003</b><br><b>2302</b><br><b>2302</b> |
|-----------------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

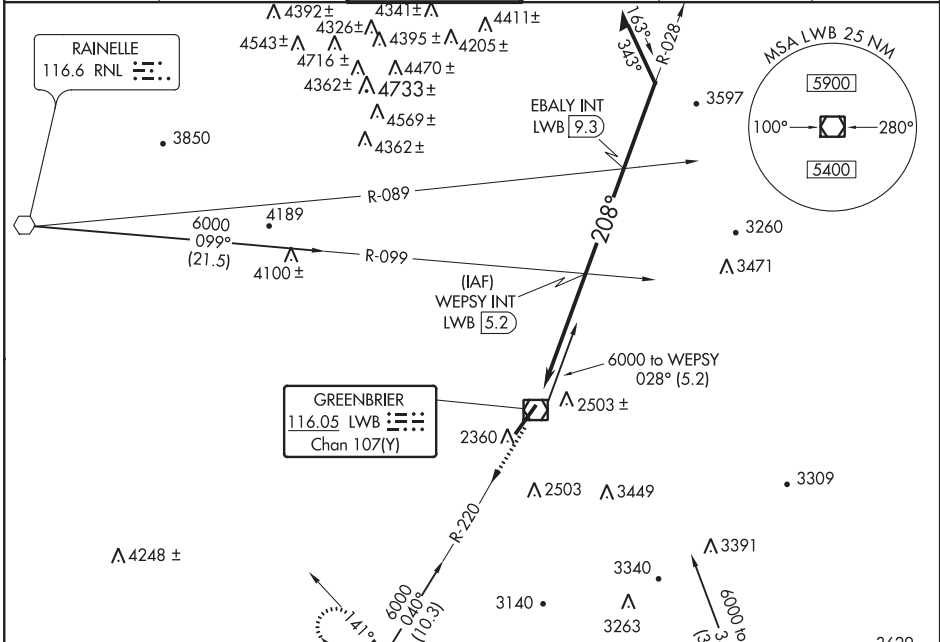
# VOR RWY 22

GREENBRIER VALLEY (LWB)

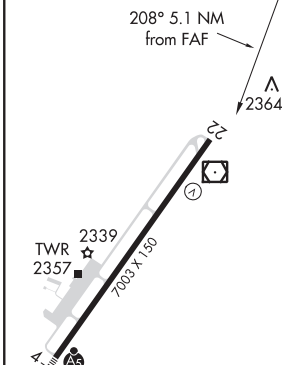
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-22 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 6000 via LWB VOR/DME R-220 to PEEBE INT/ROA 30.6 DME and hold, continue climb-in-hold to 6000.

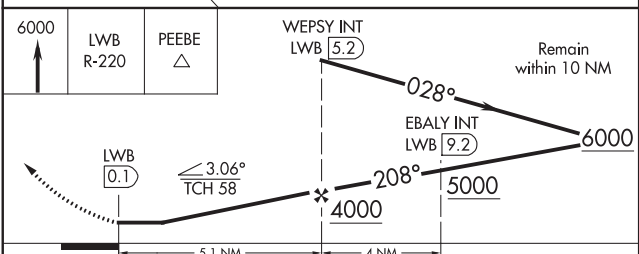
|                        |                                         |                                           |                         |                                                  |                         |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|
| AWOS-3<br><b>121.4</b> | WASHINGTON CENTER<br><b>134.4 353.9</b> | LEWISBURG TOWER*<br><b>118.9 (CTAF) 0</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>120.85</b><br>(When tower closed) | UNICOM<br><b>122.95</b> |
|------------------------|-----------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------|-------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 2302 | <b>D</b> | TDZE 2302 |
|-----------|----------|-----------|



|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.1 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



| CATEGORY | A                  | B                  | C                    | D                    |
|----------|--------------------|--------------------|----------------------|----------------------|
| S-22     | 2760-1 458 (500-1) |                    | 2760-1¼ 458 (500-1¼) | 2760-1½ 458 (500-1½) |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3)  |

LEWISBURG, WEST VIRGINIA  
Amdt 1 14205

37°52'N-80°24'W

# GREENBRIER VALLEY (LWB)

## VOR RWY 22

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5601 (FAA)

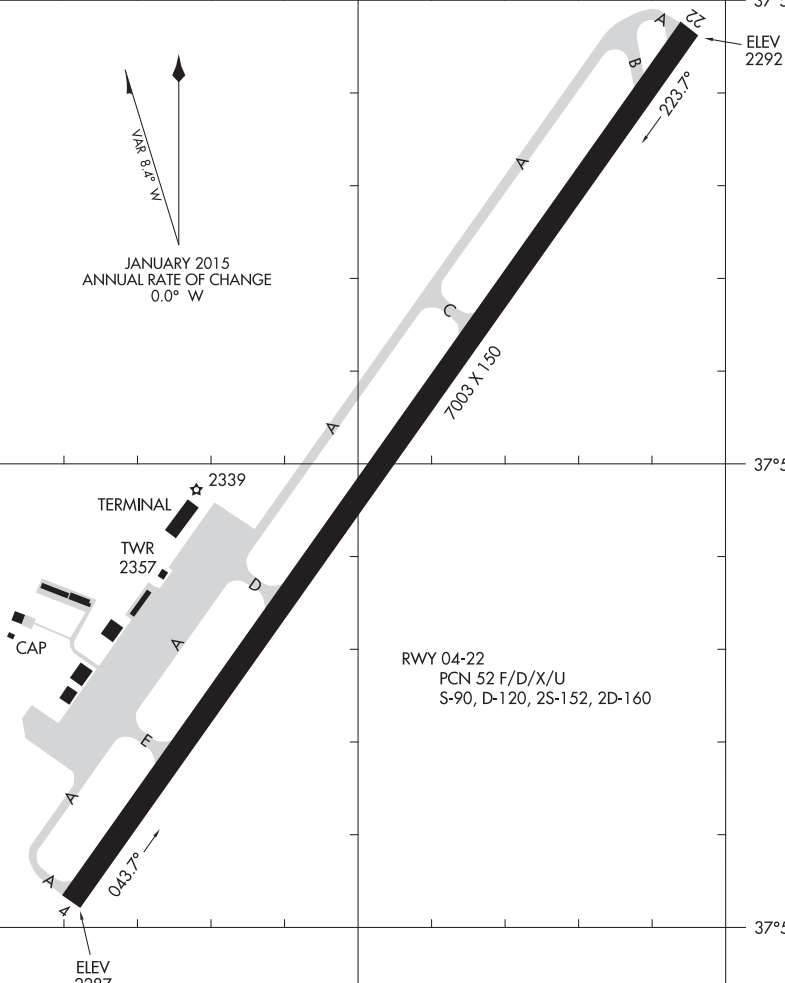
GREENBRIER VALLEY (LWB)  
LEWISBURG, WEST VIRGINIA

AWOS-3  
 121.4  
 LEWISBURG TOWER ★  
 118.9  
 GND CON  
 121.9  
 CLNC DEL  
 120.85 (When tower closed)

FIELD  
 ELEV  
 2301

D

VAR 8.4° W  
 JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W



37°52.0'N

ELEV 2292

37°51.5'N

37°51.0'N

RWY 04-22  
 PCN 52 F/D/X/U  
 S-90, D-120, 2S-152, 2D-160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°24.5'W

80°24.0'W

80°23.5'W

# AIRPORT DIAGRAM

LEWISBURG, WEST VIRGINIA  
GREENBRIER VALLEY (LWB)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>259°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>556</b> |
|------------------------|-----------------------------|----------------------------------------|

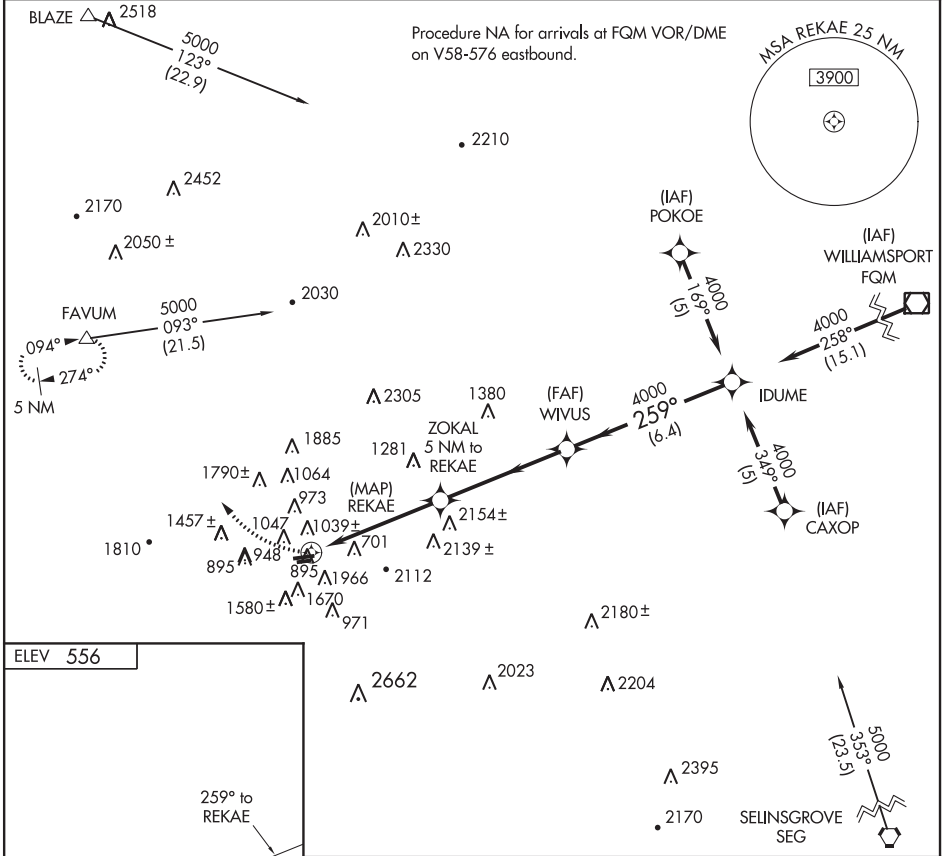
# RNAV (GPS)-A

WILLIAM T PIPER MEMORIAL (LHV)

Use Williamsport Rgnl altimeter setting.  
 Circling NA south of Rwy 09-27. Procedure NA at night.  
 DME/DME RNP-0.3 NA.

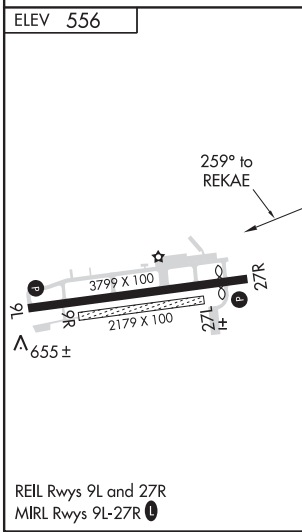
MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

|                                     |                                       |                                 |
|-------------------------------------|---------------------------------------|---------------------------------|
| WILLIAMSPORT ASOS<br><b>125.225</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------------|---------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                           |                           |                         |               |                   |
|----------|---------------------------|---------------------------|-------------------------|---------------|-------------------|
|          | FAVUM<br>5000             | ZOKAL<br>5 NM to REKAE    | WIVUS<br>4000           | IDUME<br>4000 |                   |
|          |                           | REKAE<br>2920             |                         |               | Procedure Turn NA |
|          |                           | 5 NM                      | 4.9 NM                  | 6.4 NM        |                   |
| CATEGORY | A                         | B                         | C                       | D             |                   |
| CIRCLING | 2440-1¼<br>1884 (1900-1¼) | 2440-1½<br>1884 (1900-1½) | 2440-3<br>1884 (1900-3) | NA            |                   |

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3605</b> |
| <b>065°</b> | TDZE     | <b>1665</b> |
|             | Apt Elev | <b>1666</b> |

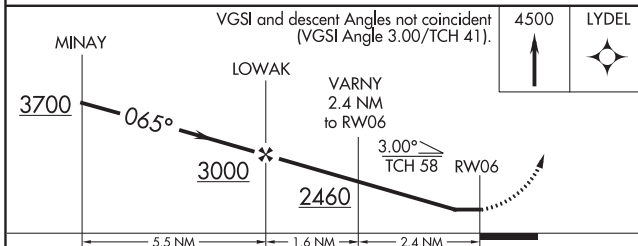
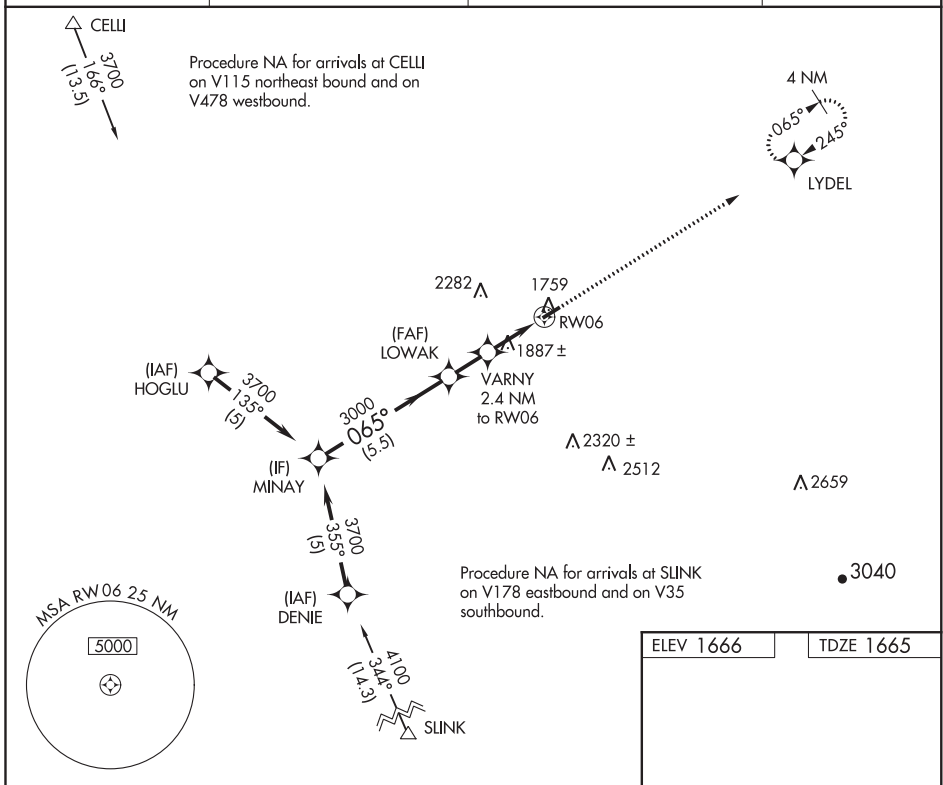
# RNAV (GPS) RWY 6

LOGAN COUNTY (6L4)

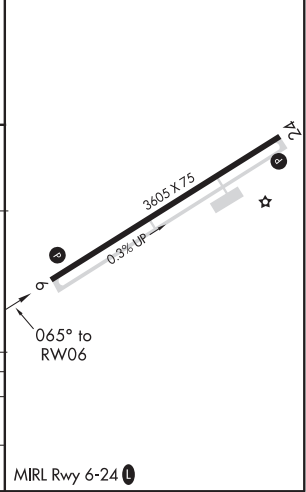
**NA** Use Pineville altimeter setting; when not received, use Charleston altimeter setting and increase all MDA 120 feet, and increase LNAV Cat C visibility  $\frac{3}{8}$  mile and Circling Cat C  $\frac{1}{4}$  mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1SM not authorized. Night landing: Rwy 6 NA.

**MISSED APPROACH:** Climb to 4500 direct LYDEL and hold, continue climb-in-hold to 4500.

|                            |                                    |                                            |                   |
|----------------------------|------------------------------------|--------------------------------------------|-------------------|
| AWOS-3PT<br><b>119.375</b> | PINEVILLE AWOS-3<br><b>120.625</b> | CHARLESTON APP CON<br><b>119.2 269.125</b> | CTAF <b>122.9</b> |
|----------------------------|------------------------------------|--------------------------------------------|-------------------|



|           |           |
|-----------|-----------|
| ELEV 1666 | TDZE 1665 |
|-----------|-----------|



| CATEGORY | A                     | B                                                  | C                                                  | D  |
|----------|-----------------------|----------------------------------------------------|----------------------------------------------------|----|
| LNAV MDA | 2220-1                | 555 (600-1)                                        | 2220-1 $\frac{5}{8}$<br>555 (600-1 $\frac{5}{8}$ ) | NA |
| CIRCLING | 2440-1<br>774 (800-1) | 2480-1 $\frac{1}{4}$<br>814 (900-1 $\frac{1}{4}$ ) | 2480-2 $\frac{1}{2}$<br>814 (900-2 $\frac{1}{2}$ ) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>70431</b><br><b>W24A</b> | APP CRS<br><b>245°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3605</b><br><b>1666</b><br><b>1666</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

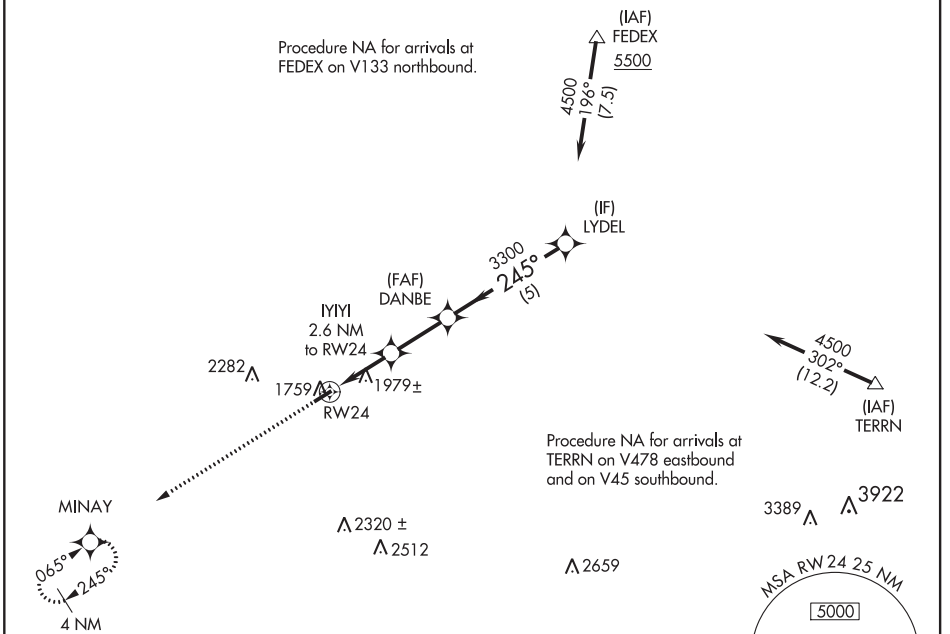
# RNAV (GPS) RWY 24

LOGAN COUNTY (6L4)

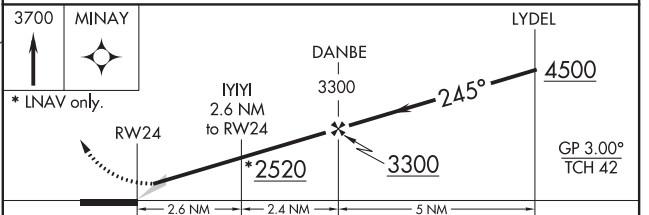
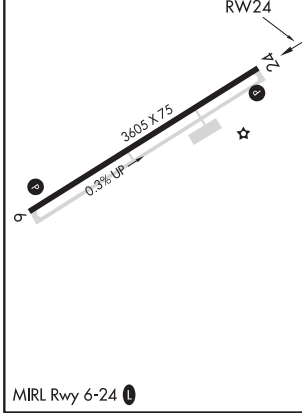
**Baro-VNAV NA.** Use Pineville altimeter setting; when not received, use Charleston altimeter setting increase all DA 107 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile; LNAV Cat C and Circling Cats B and C visibility ¼ mile. Night landing: Rwy 6 NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3700 direct MINAY and hold.

|                            |                                    |                                            |                   |
|----------------------------|------------------------------------|--------------------------------------------|-------------------|
| AWOS-3PT<br><b>119.375</b> | PINEVILLE AWOS-3<br><b>120.625</b> | CHARLESTON APP CON<br><b>119.2 269.125</b> | CTAF <b>122.9</b> |
|----------------------------|------------------------------------|--------------------------------------------|-------------------|



|           |           |
|-----------|-----------|
| ELEV 1666 | TDZE 1666 |
|-----------|-----------|



| CATEGORY      | A                     | B                       | C                       | D  |
|---------------|-----------------------|-------------------------|-------------------------|----|
| LPV DA        | 1985-1                | 319 (400-1)             |                         | NA |
| LNAV/ VNAV DA | 1988-1½               | 322 (400-1½)            |                         | NA |
| LNAV MDA      | 2300-1                | 634 (700-1)             | 2300-1¼<br>634 (700-1¼) | NA |
| CIRCLING      | 2440-1<br>774 (800-1) | 2480-1¼<br>814 (900-1¼) | 2480-2½<br>814 (900-2½) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017


NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                 |             |
|---------------------------|------------------------|-----------------|-------------|
| LOC I-EXW<br><b>108.3</b> | APP CRS<br><b>259°</b> | Rwy Idg<br>7815 | TDZE<br>548 |
|                           |                        | Apt Elev<br>565 |             |

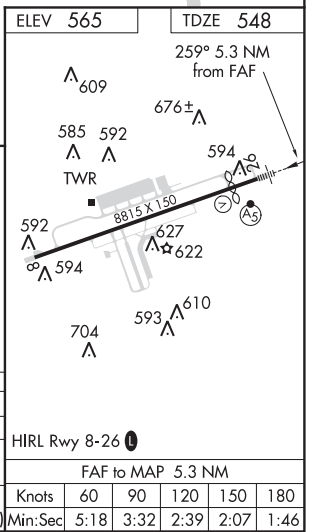
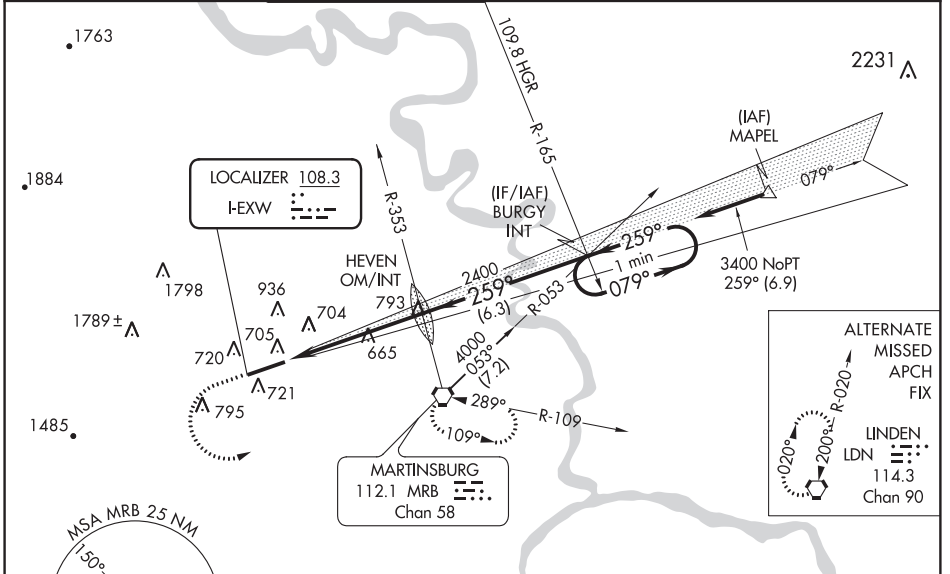
# ILS or LOC RWY 26

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

**⚠** For inoperative MALSR, increase S-ILS 26 Cat E visibility to 3/4 mile and S-LOC 26 Cat E visibility to 1/4 mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase S-LOC 26 Cat C, D, E and Circling Cat C and D visibility 1/4 mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 visibility all Cats to 1 mile and S-LOC 26 Cat E visibility to 1/2 mile.

**MALSR**  
  
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.

|                        |                                           |                                                 |                                |                                                         |                         |
|------------------------|-------------------------------------------|-------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|
| ASOS<br><b>119.925</b> | POTOMAC APP CON<br><b>132.075 269.075</b> | MARTINSBURG TOWER*<br><b>124.3 (CTAF) 233.7</b> | GND CON<br><b>121.8 257.65</b> | CLNC DEL<br><b>121.8 257.65 132.075</b><br>(Twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|-------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|



|          |                       |     |                       |   |   |
|----------|-----------------------|-----|-----------------------|---|---|
| 1100     | 3300                  | MRB |                       |   |   |
|          |                       |     |                       |   |   |
| CATEGORY | A                     | B   | C                     | D | E |
| S-ILS 26 | 748-1/2 200 (200-1/2) |     |                       |   |   |
| S-LOC 26 | 920-1/2 372 (400-1/2) |     | 920-3/4 372 (400-3/4) |   |   |

|                 |                       |                       |                       |                               |                         |
|-----------------|-----------------------|-----------------------|-----------------------|-------------------------------|-------------------------|
| <b>CIRCLING</b> | 1040-1<br>475 (500-1) | 1240-1<br>675 (700-1) | 1240-2<br>675 (700-2) | 1260-2 1/4<br>695 (700-2 1/4) | 2140-3<br>1575 (1600-3) |
|-----------------|-----------------------|-----------------------|-----------------------|-------------------------------|-------------------------|

# ILS or LOC RWY 26

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



MARTINSBURG, WEST VIRGINIA

AL-249 (FAA)

16203

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>Ch <b>99633</b><br><b>W08A</b> | APP CRS<br><b>079°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8815</b><br><b>565</b><br><b>565</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

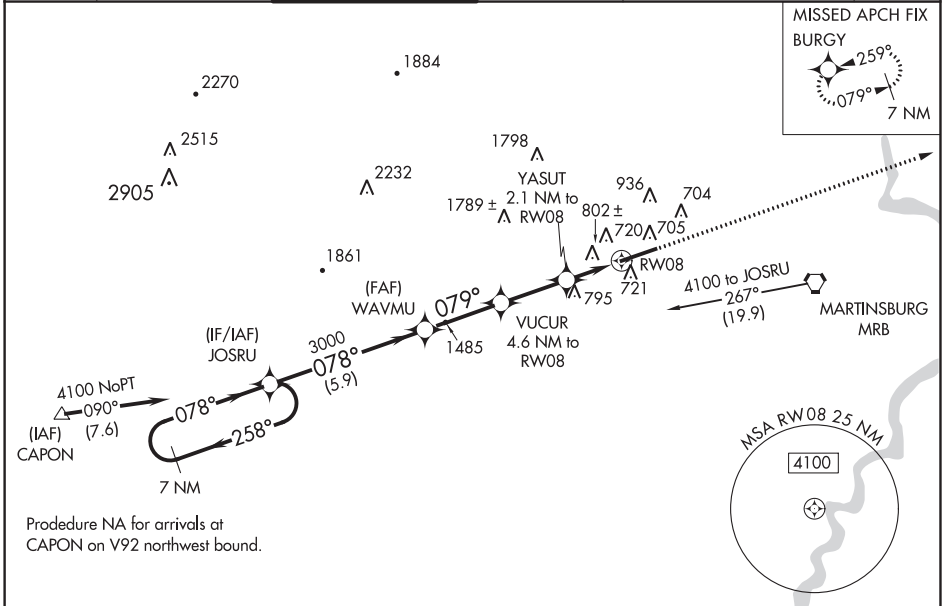
# RNAV (GPS) RWY 8

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

**⚠** Baro-VNAV and VDP NA when using Hagerstown altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase all MDA 80 feet and LNAV Cat C/D/E and Circling Cat C/D visibility 1/4 mile.

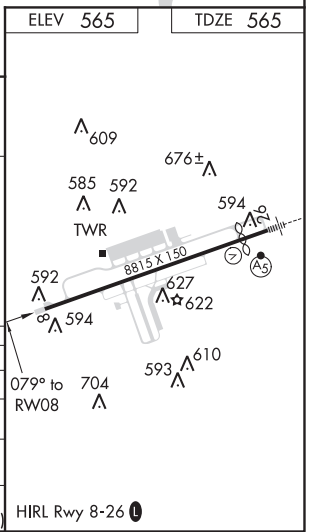
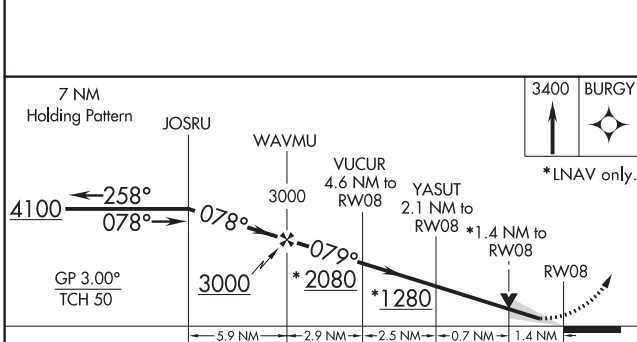
**MISSED APPROACH:** Climb to 3400 direct BURG and hold.

|                        |                                           |                                                         |                                |                                                 |                         |
|------------------------|-------------------------------------------|---------------------------------------------------------|--------------------------------|-------------------------------------------------|-------------------------|
| ASOS<br><b>119.925</b> | POTOMAC APP CON<br><b>132.075 269.075</b> | MARTINSBURG TOWER *<br><b>124.3</b> (CTAF) <b>233.7</b> | GND CON<br><b>121.8 257.65</b> | CLNC DEL<br><b>121.8 257.65</b><br>(Twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------------------|--------------------------------|-------------------------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY          | A                     | B                     | C                     | D                             | E                       |
|-------------------|-----------------------|-----------------------|-----------------------|-------------------------------|-------------------------|
| LPV DA            |                       | 815-3/4               | 250 (300-3/4)         |                               |                         |
| LNAV/DA VNAV      |                       | 998-1 1/4             | 433 (500-1 1/4)       |                               |                         |
| LNAV MDA          | 1060-1                | 495 (500-1)           | 1060-1 3/8            | 495 (500-1 1/8)               |                         |
| <b>C</b> CIRCLING | 1060-1<br>495 (500-1) | 1240-1<br>675 (700-1) | 1240-2<br>675 (700-2) | 1260-2 1/4<br>695 (700-2 1/4) | 2140-3<br>1575 (1600-3) |

MARTINSBURG, WEST VIRGINIA  
Amdt 1A 28MAY15

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)  
39°24'N-77°59'W

# RNAV (GPS) RWY 8


|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>53609</b><br><b>W26A</b> | APP CRS<br><b>259°</b> | Rwy Idg<br>TDZE <b>548</b><br>Apt Elev <b>565</b> | <b>7815</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

# RNAV (GPS) RWY 26

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

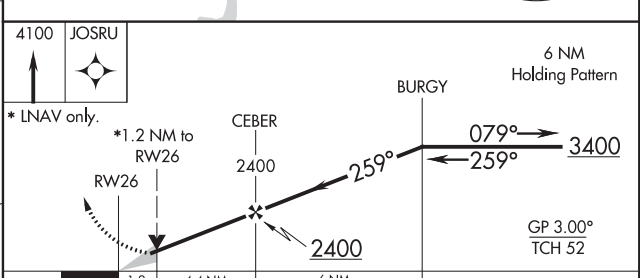
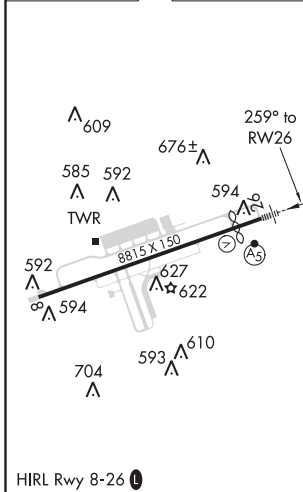
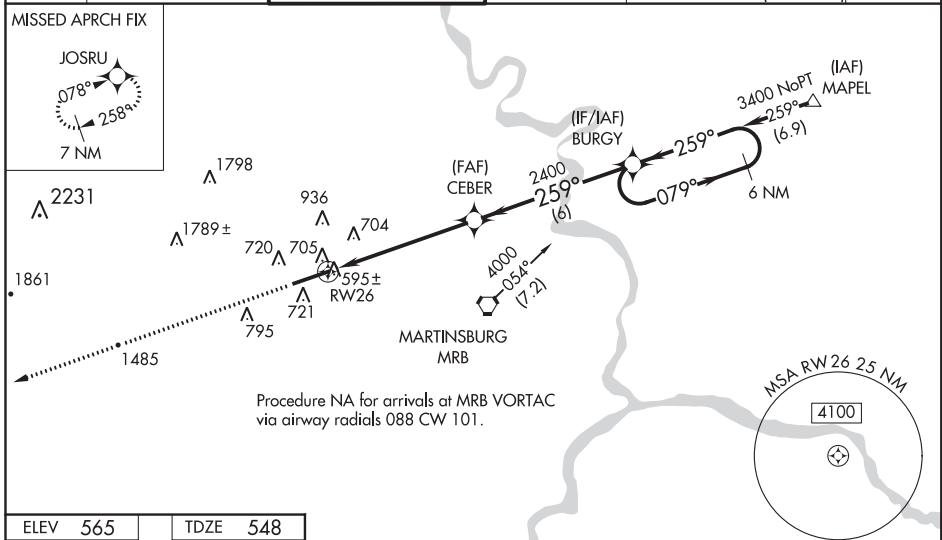
**⚠** Baro-VNAV NA when using Hagerstown altimeter setting. DME/DME RNP-0.3 NA.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP NA when using Hagerstown altimeter setting.  
 When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, LNAV Cats C, D, E and Circling Cat C and D visibility 1/4 mile. For inoperative MALSRL increase LPV Cat E visibility to 3/4 mile, LNAV/VNAV Cat E to 2 1/4 mile, LNAV Cat E to 1 1/2 mile. For inoperative MALSRL when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 1/2 mile and LNAV Cat E visibility to 1 3/4 mile.

MALSRL



MISSED APPROACH:  
Climb to 4100 direct JOSRU and hold, continue climb-in-hold to 4100.

|                        |                                           |                                                          |                                |                                                         |                         |
|------------------------|-------------------------------------------|----------------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|
| ASOS<br><b>119.925</b> | POTOMAC APP CON<br><b>132.075 269.075</b> | MARTINSBURG TOWER*<br><b>124.3</b> (CTAF) <b>0 233.7</b> | GND CON<br><b>121.8 257.65</b> | CLNC DEL<br><b>121.8 257.65 132.075</b><br>(Twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|----------------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|



| CATEGORY          | A                     | B                     | C                        | D                             | E                       |
|-------------------|-----------------------|-----------------------|--------------------------|-------------------------------|-------------------------|
| LPV DA            | 798-1/2               |                       | 250 (300-1/2)            |                               |                         |
| LNAV/VNAV DA      | 1213-1 3/4            |                       | 665 (700-1 3/4)          |                               |                         |
| LNAV MDA          | 980-1/2               | 432 (500-1/2)         | 980-3/4<br>432 (500-3/4) | 980-1                         | 432 (500-1)             |
| <b>C</b> CIRCLING | 1040-1<br>475 (500-1) | 1240-1<br>675 (700-1) | 1240-2<br>675 (700-2)    | 1260-2 1/4<br>695 (700-2 1/4) | 2140-3<br>1575 (1600-3) |

# RNAV (GPS) RWY 26

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

MARTINSBURG, WEST VIRGINIA

AL-249 (FAA)

16203

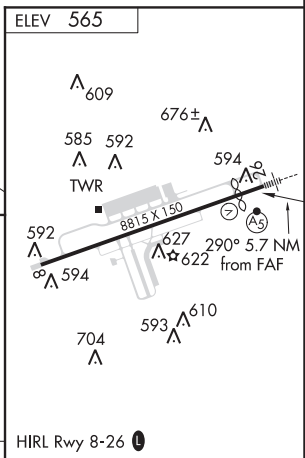
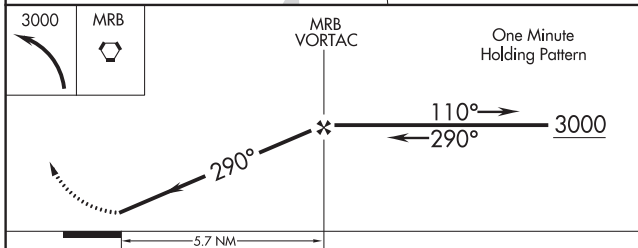
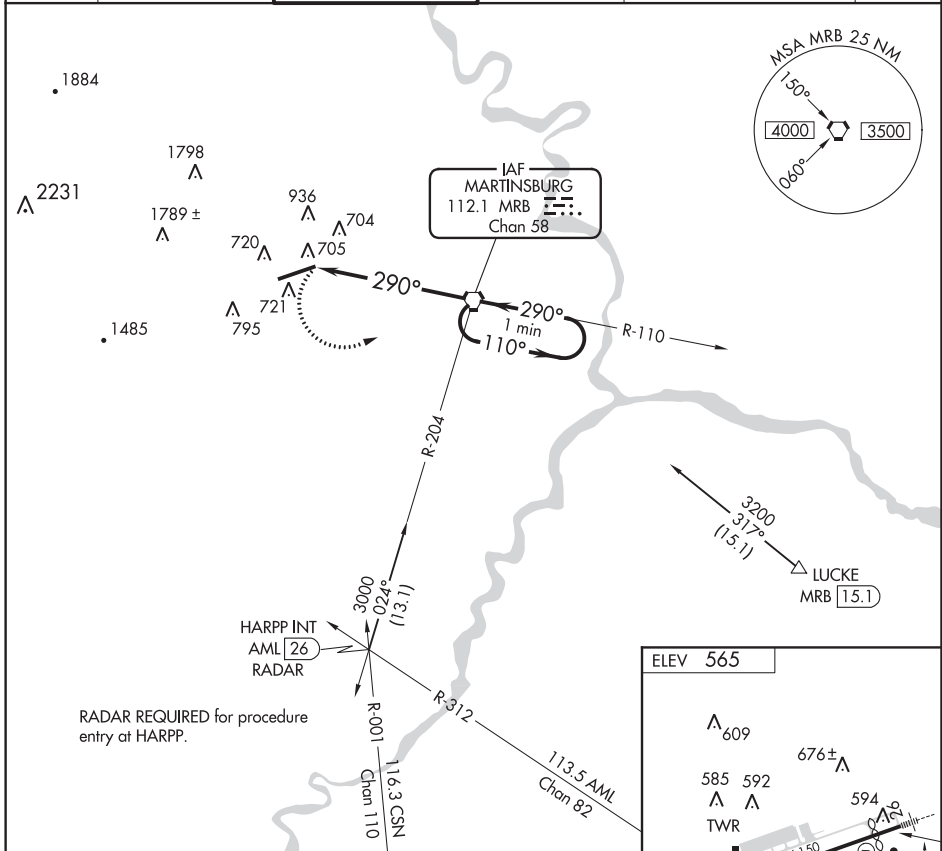
|                                              |                        |                             |                                        |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC MRB<br><b>112.1</b><br>Chan <b>58</b> | APP CRS<br><b>290°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>565</b> |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

|                                                                                                                                                  |                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>⚠</b> When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet and Cat C/D visibility ¼ mile. | MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000. |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|

|                        |                                           |                                                         |                                |                                                         |                         |
|------------------------|-------------------------------------------|---------------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|
| ASOS<br><b>119.925</b> | POTOMAC APP CON<br><b>132.075 269.075</b> | MARTINSBURG TOWER ★<br><b>124.3</b> (CTAF) <b>233.7</b> | GND CON<br><b>121.8 257.65</b> | CLNC DEL<br><b>121.8 257.65 132.075</b><br>(Twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|-------------------------------------------|---------------------------------------------------------|--------------------------------|---------------------------------------------------------|-------------------------|



| CATEGORY          | FAF to MAP 5.7 NM     |                       |                       |                         |                         |
|-------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
|                   | A                     | B                     | C                     | D                       | E                       |
| <b>C</b> CIRCLING | 1080-1<br>515 (600-1) | 1240-1<br>675 (700-1) | 1240-2<br>675 (700-2) | 1260-2¼<br>695 (700-2¼) | 2140-3<br>1575 (1600-3) |
|                   | Knots                 | 60                    | 90                    | 120                     | 150                     |
|                   | Min:Sec               | 5:42                  | 3:48                  | 2:51                    | 2:17                    |
|                   |                       |                       |                       | 1:54                    |                         |

MARTINSBURG, WEST VIRGINIA  
Amdt 10 14NOV13

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)  
39°24'N-77°59'W

**VOR-A**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

16203

# AIRPORT DIAGRAM

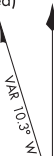
EASTERN WV RGNL/SHEPHERD FLD (M.R.B)

AL-249 (FAA)

MARTINSBURG, WEST VIRGINIA

ASOS  
 119.925  
 MARTINSBURG TOWER ★  
 124.3 233.7  
 GND CON  
 121.8 257.65  
 CLNC DEL  
 121.8 257.65  
 132.075 269.075 (When Tower Closed)

39°25.0'N



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W

39°24.5'N

FIRE STATION

TWR

ELEV 550

8815 X 150

261.0°

39°24.0'N

FIELD  
 ELEV  
 565

080.9°

TERMINAL

FBO

RWY 08-26

PCN 56 R/B/W/T  
 S-75, C5-840, D-172, 2S-175, 2D-323,  
 2D/D1-568, 2D/2D2-830, 2T-585

39°23.5'N

704

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

77°59.5'W

77°59.0'W

77°58.5'W

# AIRPORT DIAGRAM

16203

MARTINSBURG, WEST VIRGINIA

EASTERN WV RGNL/SHEPHERD FLD (M.R.B)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

(CLTCH1 .CLTCH) 16091

# CLTCH ONE DEPARTURE (RNAV)

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

SL-249 (FAA)

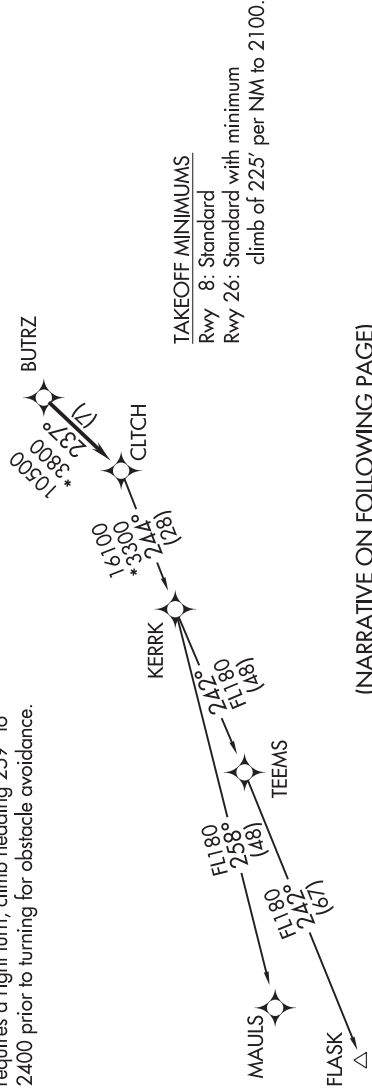
MARTINSBURG, WEST VIRGINIA

**TOP ALTITUDE:**  
**3000**



ASOS 119.925  
CLNC DEL 121.8 257.65 132.075 (Twr Closed)  
GND CON 121.8 257.65  
MARTINSBURG TOWER ★ 124.3 (CTAF) 233.7  
POTOMAC DEP CON 126.825 239.025

- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 079° to 1200 prior to turning for obstacle avoidance.
- NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 259° to 2400 prior to turning for obstacle avoidance.



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# CLTCH ONE DEPARTURE (RNAV)

31MAR16

MARTINSBURG, WEST VIRGINIA

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 237° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH1 .FLASK)

MAULS TRANSITION (CLTCH1 .MAULS)

TAKEOFF OBSTACLE NOTES

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

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

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

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

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

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

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

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

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

(JDUBB1 .JDUBB) 16091

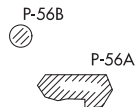
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

JDUBB ONE DEPARTURE (RNAV) SL-249 (FAA)

MARTINSBURG, WEST VIRGINIA

**TOP ALTITUDE:  
3000**

ASOS 119.925  
CLNC DEL  
121.8 257.65 132.075 (Twr Closed)  
GND CON  
121.8 257.65  
MARTINSBURG TOWER\*  
124.3 (CTAF) 233.7  
POTOMAC DEP CON  
126.825 239.025

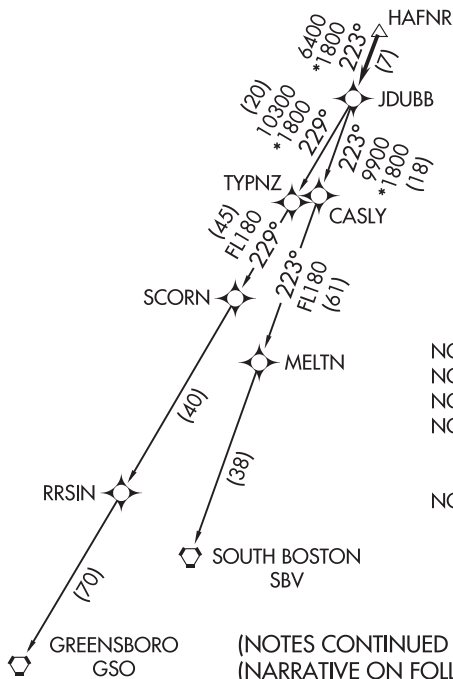


TAKEOFF MINIMUMS

Rwy 8: Standard  
Rwy 26: Standard with minimum  
climb of 225' per NM to 2100.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 079° to 1200 prior to turning for obstacle avoidance.
- NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 259° to 2400 prior to turning for obstacle avoidance.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JDUBB ONE DEPARTURE (RNAV)

MARTINSBURG, WEST VIRGINIA

(JDUBB1 .JDUBB) 31MAR16

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 223° to JDUBB, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

GREENSBORO TRANSITION (JDUBB1.GSO)

SOUTH BOSTON TRANSITION (JDUBB1.SBV)

TAKEOFF OBSTACLE NOTES

- Rwy 8: Tree 704' from DER, 278' right of centerline, 587' MSL.
- Tree 827' from DER, 575' left of centerline, 592' MSL.
- Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.
- Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.
- Tree 1322' from DER, 392' right of centerline, 599' MSL.
- Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.
- Tree 1729' from DER, 503' right of centerline, 603' MSL.
  
- Rwy 26: Terrain 165' from DER, 468' right of centerline, up to 569' MSL.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



TOP ALTITUDE:  
3000

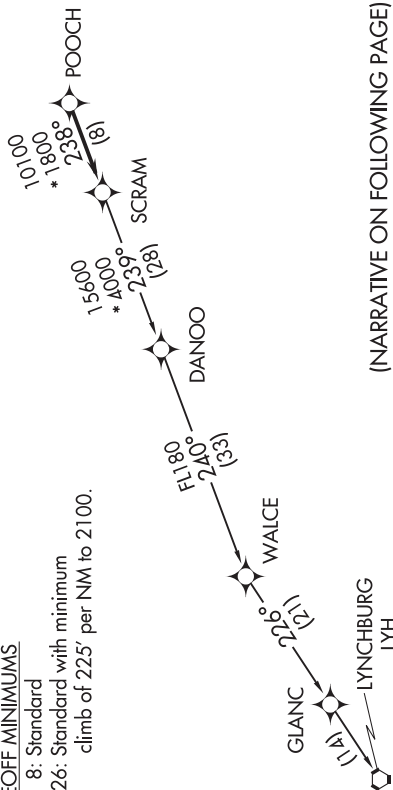


ASOS 119.925  
 CLNC DEL  
 121.8 257.65 132.075 (Twr Closed)  
 GND CON  
 121.8 257.65  
 MARTINSBURG TOWER \*  
 124.3 (CTAF) 233.7  
 POTOMAC DEP CON  
 126.825 239.025

NOTE: RNAV 1.  
 NOTE: RADAR required.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 079° to 1300 prior to turning for obstacle avoidance.  
 NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 259° to 2400 prior to turning for obstacle avoidance.

TAKEOFF MINIMUMS

Rwy 8: Standard  
 Rwy 26: Standard with minimum  
 climb of 225' per NM to 2100.



(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 238° to SCRAM, thence. . . .

. . . . On LYNCHBURG transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

LYNCHBURG TRANSITION (SCRAM3.LYH):

TAKEOFF OBSTACLE NOTES

- Rwy 8: Tree 704' from DER, 278' right of centerline, 587' MSL.
- Tree 827' from DER, 575' left of centerline, 592' MSL.
- Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.
- Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.
- Tree 1322' from DER, 392' right of centerline, 599' MSL.
- Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.
- Tree 1729' from DER, 503' right of centerline, 603' MSL.

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

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

(TRIXY5.TRIXY) 16091

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

# TRIXY FIVE DEPARTURE

SL-249 (FAA)

MARTINSBURG, WEST VIRGINIA

ASOS  
119.925  
CLNC DEL  
121.8 257.65  
GND CON  
121.8 257.65  
MARTINSBURG TOWER\*  
124.3 (CTAF) 233.7  
POTOMAC DEP CON  
126.825 239.025

**TOP ALTITUDE:  
6000**

### TAKEOFF MINIMUMS

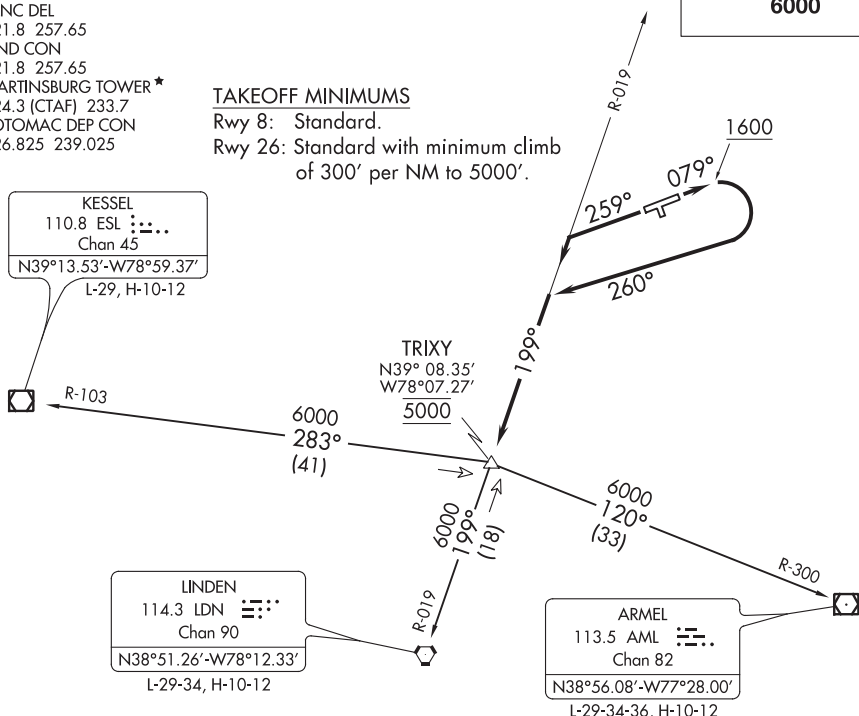
Rwy 8: Standard.  
Rwy 26: Standard with minimum climb  
of 300' per NM to 5000'.

**KESSEL**  
110.8 ESL  
Chan 45  
N39°13.53'-W78°59.37'  
L-29, H-10-12

**TRIXY**  
N39° 08.35'  
W78°07.27'  
5000

**LINDEN**  
114.3 LDN  
Chan 90  
N38°51.26'-W78°12.33'  
L-29-34, H-10-12

**ARMEL**  
113.5 AML  
Chan 82  
N38°56.08'-W77°28.00'  
L-29-34-36, H-10-12



### TAKEOFF OBSTACLE NOTES

Rwy 8: Tree 704' from DER, 278' right of centerline, 587' MSL. Tree 827' from DER, 575' left of centerline, 592' MSL. Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL. Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL. Tree 1322' from DER, 392' right of centerline, 599' MSL. Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL. Tree 1729' from DER, 503' right of centerline, 603' MSL.  
Rwy 26: Terrain 165' from DER, 468' right of centerline, up to 569' MSL.

Note: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 8:** Climb heading 079° to 1600, then climbing right turn heading 260° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .

**TAKEOFF RUNWAY 26:** Climb heading 259° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .  
. . . maintain 6000, expect filed altitude/flight level ten minutes after departure.

**ARMEL TRANSITION (TRIXY5.AML):** From over TRIXY INT on AML R-300 to AML VOR/DME.

**KESSEL TRANSITION (TRIXY5.ESL):** From over TRIXY INT on ESL R-103 to ESL VOR/DME.

**LINDEN TRANSITION (TRIXY5.LDN):** From over TRIXY INT on LDN R-019 to LDN VORTAC.

# TRIXY FIVE DEPARTURE

(TRIXY5.TRIXY) 31MAR16

MARTINSBURG, WEST VIRGINIA

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>53724</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>1399</b><br><b>1399</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

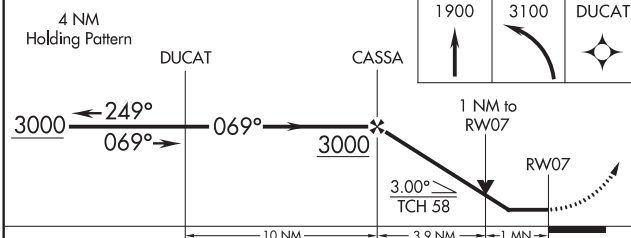
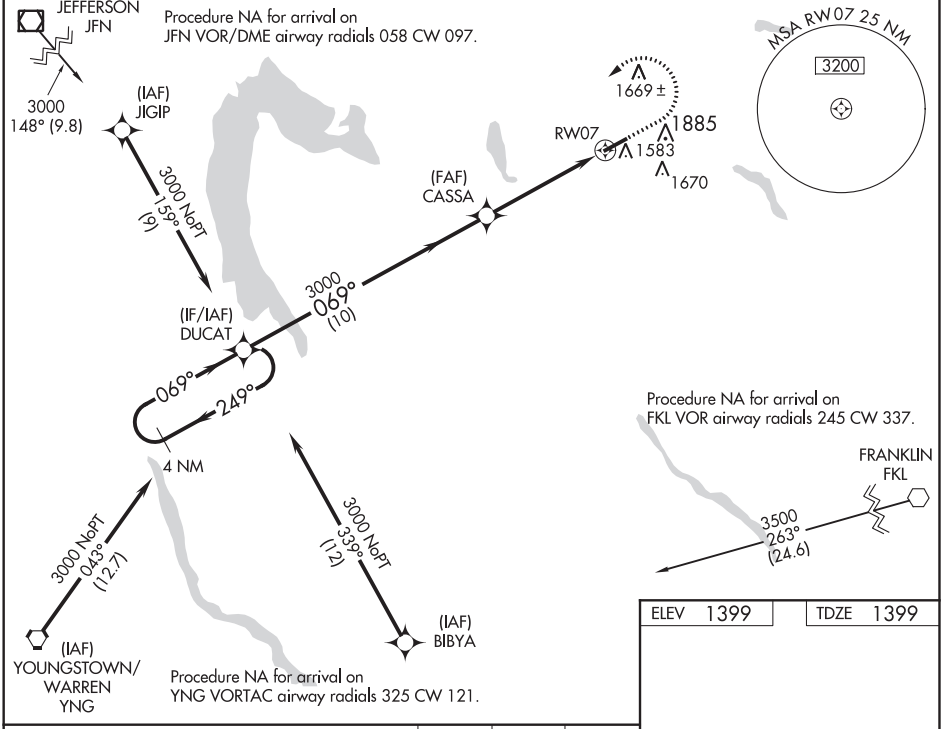
# RNAV (GPS) RWY 7

PORT MEADVILLE (GKJ)

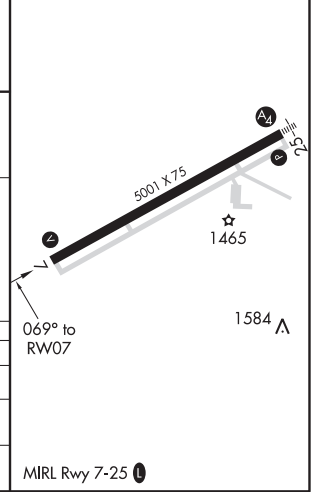
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet, and increase LP Cats C and D visibility 3/8 mile; increase LNAV Cats C and D visibility 1/8 mile, and increase Circling Cats C and D visibility 1/4 mile. VDP NA when using Franklin altimeter setting.

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 3100 direct DUCAT and hold.

|                        |                                             |                           |                                        |
|------------------------|---------------------------------------------|---------------------------|----------------------------------------|
| ASOS<br><b>121.425</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | CLNC DEL<br><b>124.95</b> | UNICOM<br><b>123.0 (CTAF)</b> <b>0</b> |
|------------------------|---------------------------------------------|---------------------------|----------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1399 | TDZE 1399 |
|-----------|-----------|



| CATEGORY | A                     | B                             | C                             | D                             |
|----------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| LP MDA   | 1760-1                |                               | 361 (400-1)                   |                               |
| LNAV MDA | 1820-1                | 421 (500-1)                   | 1820-1 1/4                    | 421 (500-1 1/4)               |
| CIRCLING | 1900-1<br>501 (600-1) | 2240-1 1/4<br>841 (900-1 1/4) | 2240-2 1/2<br>841 (900-2 1/2) | 2240-2 3/4<br>841 (900-2 3/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017


NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>45924</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>1399</b><br><b>1399</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

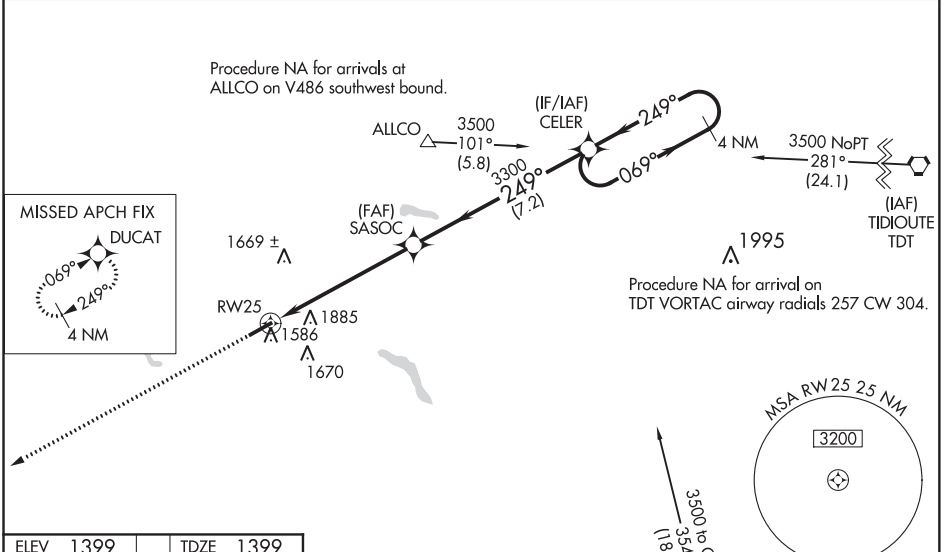
# RNAV (GPS) RWY 25

PORT MEADVILLE (G.K.J)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet; increase LP Cats C and D and Circling Cats A, C, and D visibility ¼ mile, and increase LNAV Cat C and D visibility ½ mile. For inoperative MALs, increase LP Cat D visibility to 1 ¼ and LNAV Cats C and D visibility to 2 miles. For inoperative when using Franklin altimeter setting, increase LP Cat D visibility to 2 miles and LNAV Cats C and D visibility to 2 ½ miles. VDP NA when using Franklin altimeter setting.

**MALS**  MISSED APPROACH: Climb to 3000 direct DUCAT and hold.

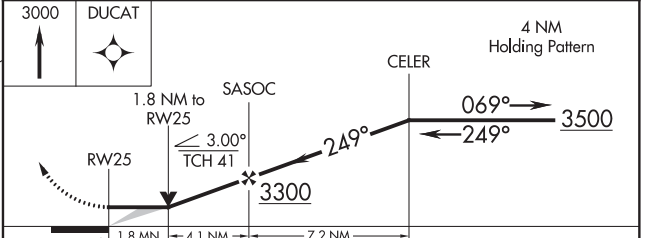
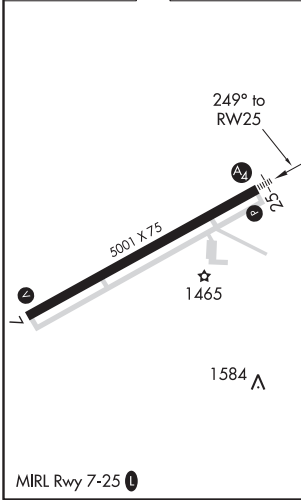
|                        |                                            |                           |                                                                                                                 |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------|
| ASOS<br><b>121.425</b> | YOUNGSTOWN APP CON*<br><b>133.95 322.3</b> | CLNC DEL<br><b>124.95</b> | UNICOM<br><b>123.0</b> (CTAF)  |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1399 | TDZE 1399 |
|-----------|-----------|



| CATEGORY | A                     | B                         | C                         | D                         |
|----------|-----------------------|---------------------------|---------------------------|---------------------------|
| LP MDA   | 2020-1                | 621 (700-1)               | 2020-1 ½                  | 621 (700-1 ½)             |
| LNAV MDA | 2140-1                | 741 (800-1)               | 2140-1 ⅞                  | 741 (800-1 ⅞)             |
| CIRCLING | 2140-1<br>741 (800-1) | 2240-1 ¼<br>841 (900-1 ¼) | 2240-2 ½<br>841 (900-2 ½) | 2240-2 ¾<br>841 (900-2 ¾) |

|                           |                        |                         |                     |
|---------------------------|------------------------|-------------------------|---------------------|
| LOC I-GKJ<br><b>108.5</b> | APP CRS<br><b>249°</b> | Rwy Idg<br><b>5001</b>  | TDZE<br><b>1399</b> |
|                           |                        | Apt Elev<br><b>1399</b> |                     |

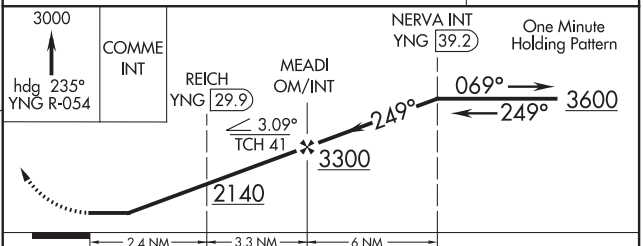
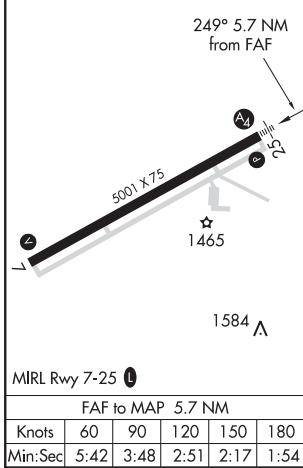
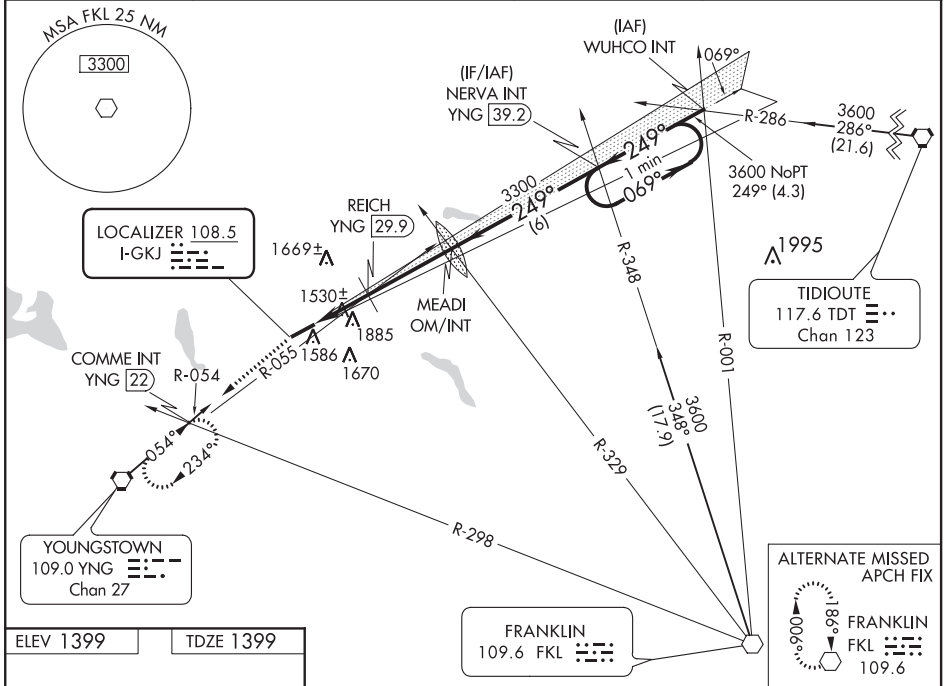
# LOC RWY 25

PORT MEADVILLE (GKJ)

**⚠** When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet; increase S-25 Cats C and D visibility 1/8 mile and Circling Cats A, C, and D visibility 1/4 mile; **⚠** increase Reich fix minimums S-25 Cats C and D, and Circling Cats C and D visibility 1/4 mile. For inoperative MALs, increase S-25 Cats C and D visibility to 2 miles and Reich fix minimums S-25 Cat D visibility to 1 1/8 mile. For inoperative MALs when using Franklin altimeter setting, increase S-25 Cats C and D visibility to 2 1/2 miles and Reich fix minimums S-25 Cat D visibility to 1 1/8 mile.

**MALS**  
Climb to 3000 on heading 235° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

|                        |                                            |                           |                               |
|------------------------|--------------------------------------------|---------------------------|-------------------------------|
| ASOS<br><b>121.425</b> | YOUNGSTOWN APP CON*<br><b>133.95 322.3</b> | CLNC DEL<br><b>124.95</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|--------------------------------------------|---------------------------|-------------------------------|



| CATEGORY                          | A           | B               | C               | D               |
|-----------------------------------|-------------|-----------------|-----------------|-----------------|
| S-25                              | 2140-1      | 741 (800-1)     | 2140-1 7/8      | 741 (800-1 7/8) |
| CIRCLING                          | 2140-1      | 2240-1 1/4      | 2240-2 1/2      | 2240-2 3/4      |
|                                   | 741 (800-1) | 841 (900-1 1/4) | 841 (900-2 1/2) | 841 (900-2 3/4) |
| REICH FIX MINIMUMS (DME REQUIRED) |             |                 |                 |                 |
| S-25                              | 1780-1      | 381 (400-1)     | 1780-1 7/8      | 381 (400-1 7/8) |
| CIRCLING                          | 1900-1      | 2240-1 1/4      | 2240-2 1/2      | 2240-2 3/4      |
|                                   | 501 (600-1) | 841 (900-1 1/4) | 841 (900-2 1/2) | 841 (900-2 3/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                              |                        |                                                                 |
|----------------------------------------------|------------------------|-----------------------------------------------------------------|
| VORTAC YNG<br><b>109.0</b><br>Chan <b>27</b> | APP CRS<br><b>054°</b> | Rwy Idg <b>5001</b><br>TDZE <b>1399</b><br>Apt Elev <b>1399</b> |
|----------------------------------------------|------------------------|-----------------------------------------------------------------|

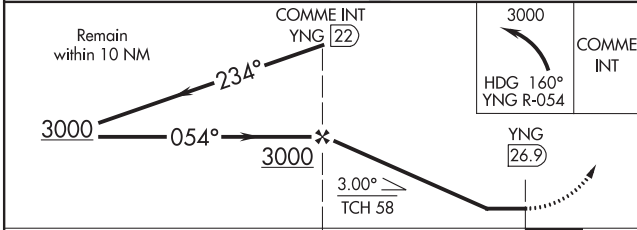
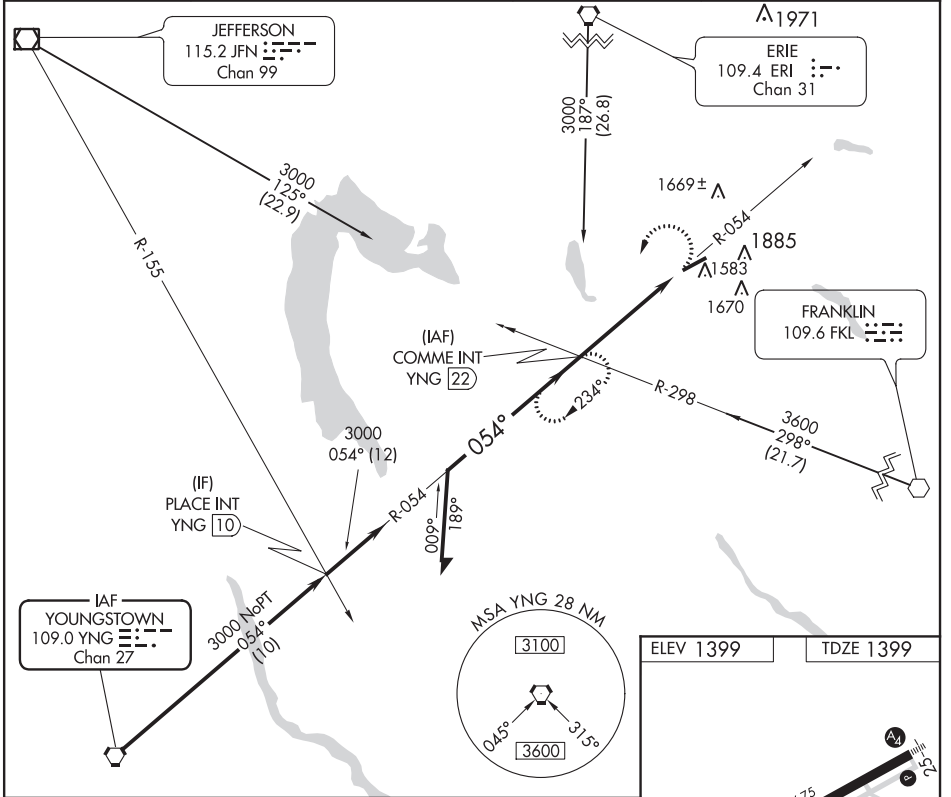
# VOR RWY 7

PORT MEADVILLE (GKJ)

**⚠** When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet, and increase Cats C and D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 7 NA.

**MISSED APPROACH:** Climbing left turn to 3000 on heading 160° and on YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

|                        |                                             |                           |                                 |
|------------------------|---------------------------------------------|---------------------------|---------------------------------|
| ASOS<br><b>121.425</b> | YOUNGSTOWN APP CON ★<br><b>133.95 322.3</b> | CLNC DEL<br><b>124.95</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|---------------------------------------------|---------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1399 | TDZE 1399 |
|-----------|-----------|

MIRL Rwy 7-25 0

FAF to MAP 4.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-7      | 1980-1<br>581 (600-1) | 1980-1¼<br>581 (600-1¼) | 1980-1¾<br>581 (600-1¾) | 581 (600-1¾)            |
| CIRCLING | 1980-1<br>581 (600-1) | 2240-1¼<br>841 (900-1¼) | 2240-2½<br>841 (900-2½) | 2240-2¾<br>841 (900-2¾) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>267°</b> | Rwy Idg<br><b>2627</b> |
|                        | TDZE<br><b>545</b>     |
|                        | Apt Elev<br><b>545</b> |

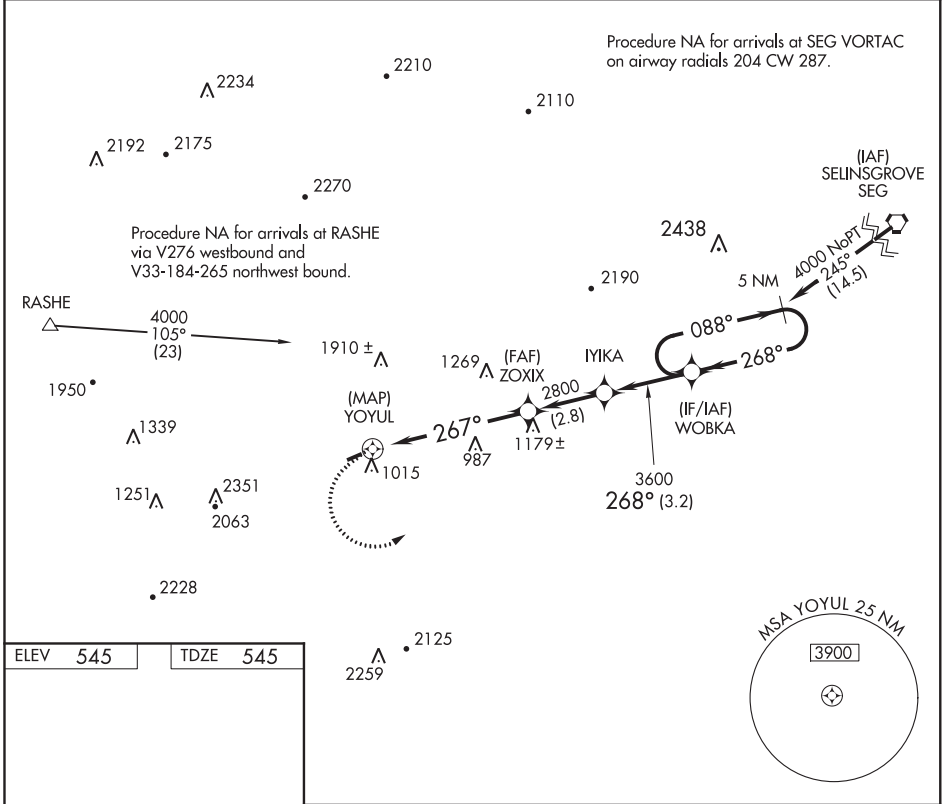
# RNAV (GPS) RWY 26

MIFFLINTOWN (P34)

**Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climbing left turn to 4000 direct WOBKA and hold.

|                                    |                                        |                      |
|------------------------------------|----------------------------------------|----------------------|
| PENN VALLEY ASOS<br><b>119,275</b> | NEW YORK APP CON<br><b>134.8 338.2</b> | CTAF<br><b>122.8</b> |
|------------------------------------|----------------------------------------|----------------------|



|          |          |
|----------|----------|
| ELEV 545 | TDZE 545 |
|----------|----------|

LIRL Rwy 8-26

|             |                           |                           |        |
|-------------|---------------------------|---------------------------|--------|
| 4000 WOBKA  | 5 NM Holding Pattern      |                           |        |
| (MAP) YOYUL | ZOXIX                     | MYKA                      | WOBKA  |
| 267°        | 268°                      | 088°                      | 4000   |
| 2800        | 3600                      | 268°                      |        |
| 0.5         | 5.7 NM                    | 2.8 NM                    | 3.2 NM |
| CATEGORY    | A                         | B                         | C      |
| LNAV MDA    | 1440-1¼                   | 895 (900-1¼)              | NA     |
| CIRCLING    | 1560-1¼<br>1015 (1100-1¼) | 1640-1½<br>1095 (1100-1½) | NA     |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



(WOBKA2.WOBKA) 16203

SL-10300 (FAA)

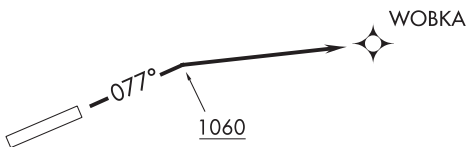
MIFFLINTOWN (P34)

# WOBKA TWO DEPARTURE (RNAV)

MIFFLINTOWN, PENNSYLVANIA

PENN VALLEY ASOS  
119.275  
CTAF  
122.8  
NEW YORK DEP CON  
134.8 338.2

**TOP ALTITUDE:  
4000**



NOTE: GPS Required.  
NOTE: RNAV-1.

### TAKE-OFF OBSTACLES

Rwy 8: Terrain 1333' from DER, 699' left of centerline, 619' MSL.  
Trees 6019' from DER, 356' left of centerline, up to 100' AGL/ 739' MSL.  
Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

### TAKE-OFF MINIMUMS:

Rwy 26: NA - Obstacles.  
Rwy 8: Standard with minimum climb of 265' per NM to 1200.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb on heading 077° to 1060, then climbing right turn direct WOBKA. Maintain 4000 or ATC assigned altitude.

WOBKA TWO DEPARTURE (RNAV)  
(WOBKA2.WOBKA) 21JUL16

MIFFLINTOWN, PENNSYLVANIA  
MIFFLINTOWN (P34)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|             |          |            |
|-------------|----------|------------|
| APP CRS     | Rwy Idg  | N/A        |
| <b>065°</b> | TDZE     | N/A        |
|             | Apt Elev | <b>572</b> |

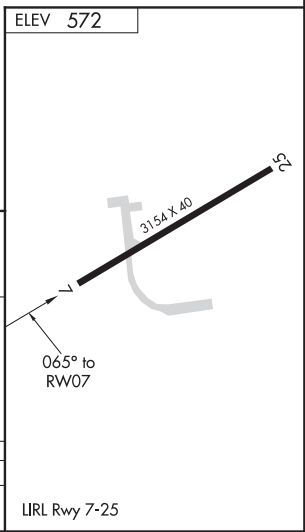
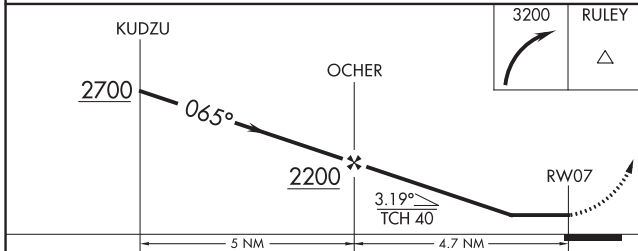
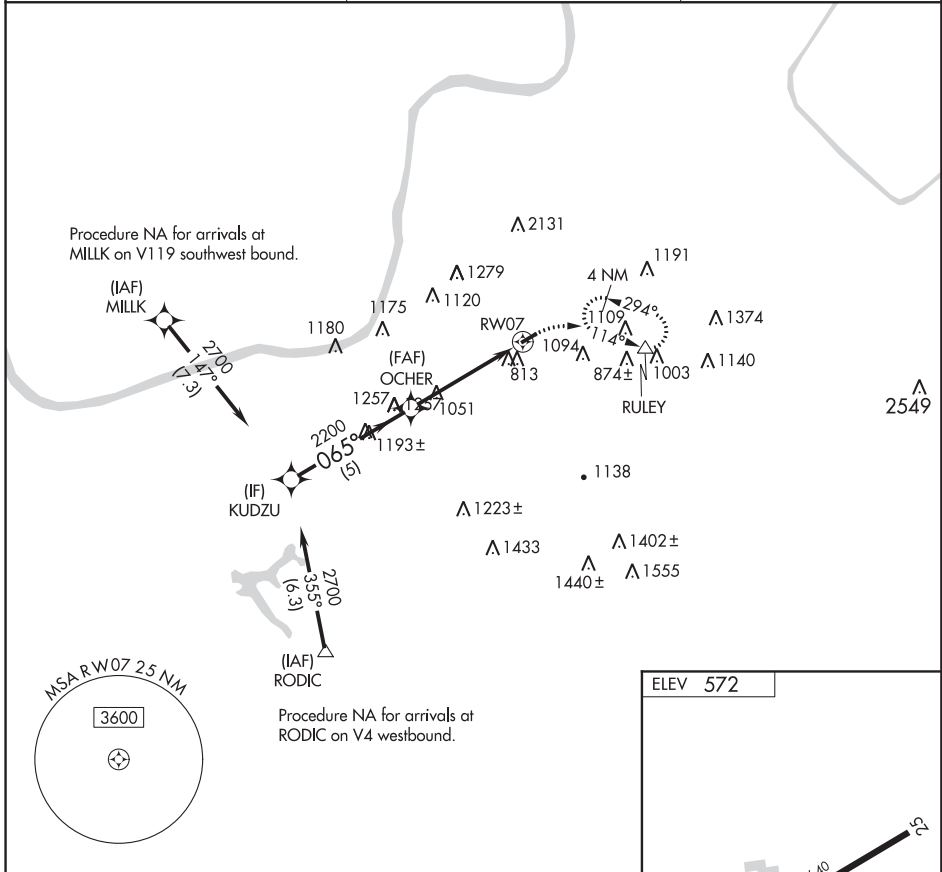
# RNAV (GPS)-A

ONA AIRPARK (12V)

**▽** Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting. Circling NA northwest of Rwy 07-25. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**▲** MISSED APPROACH: Climbing right turn to 3200 direct RULEY and hold, continue climb-in-hold to 3200.

|                                            |                                           |                               |
|--------------------------------------------|-------------------------------------------|-------------------------------|
| CHARLESTON APP CON<br><b>124.1 269.125</b> | HUNTINGTON APP CON<br><b>119.75 270.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------------------------|-------------------------------------------|-------------------------------|



|                   |                           |   |    |   |
|-------------------|---------------------------|---|----|---|
| CATEGORY          | A                         | B | C  | D |
| <b>☐</b> CIRCLING | 1520-11¼<br>948 (1000-1¼) |   | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

MILTON, WEST VIRGINIA

AL-6971 (FAA)

16259

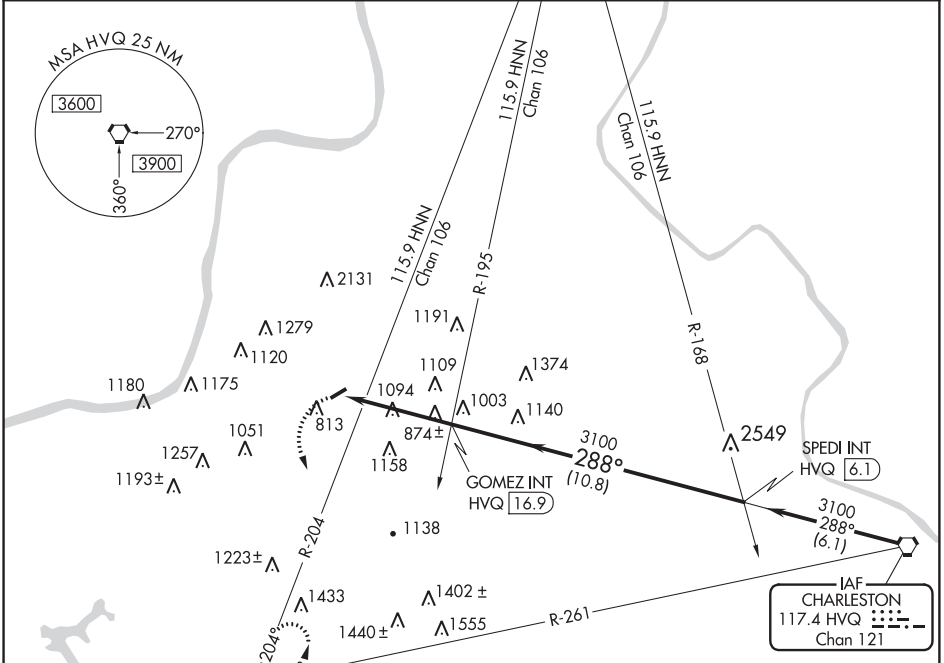
|                                               |                        |                             |                                        |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC HVQ<br><b>117.4</b><br>Chan <b>121</b> | APP CRS<br><b>288°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>572</b> |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
ONA AIRPARK (12V)

**▼** Use Huntington altimeter setting. Circling not authorized Northwest of Rwy 7-25.  
**▲ NA** Procedure not authorized at night.

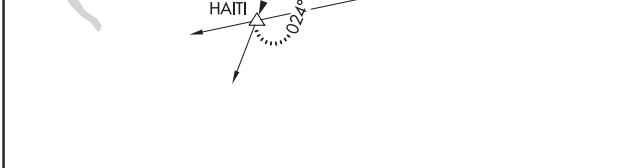
MISSED APPROACH: Climbing left turn to 3100 via HNN R-204 to HAITI Int and hold.

|                                            |                                           |                               |
|--------------------------------------------|-------------------------------------------|-------------------------------|
| CHARLESTON APP CON<br><b>124.1 269.125</b> | HUNTINGTON APP CON<br><b>119.75 270.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------------------------|-------------------------------------------|-------------------------------|

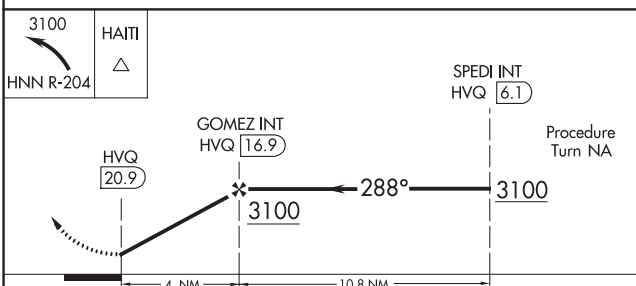
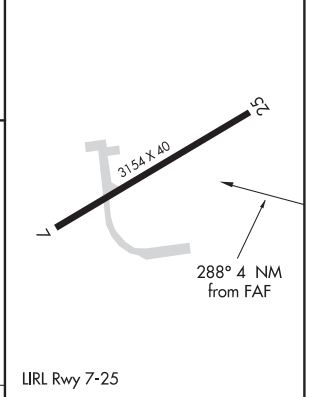


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |
|----------|
| ELEV 572 |
|----------|



|          |                          |   |    |   |                 |      |      |      |      |      |
|----------|--------------------------|---|----|---|-----------------|------|------|------|------|------|
| CATEGORY | A                        | B | C  | D | FAF to MAP 4 NM |      |      |      |      |      |
| CIRCLING | 1500-1¼<br>928 (1000-1¼) |   | NA |   | Knots           | 60   | 90   | 120  | 150  | 180  |
|          |                          |   |    |   | Min:Sec         | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

MILTON, WEST VIRGINIA  
Amdt 2 15JUL99

38°26'N - 82°12'W

ONA AIRPARK (12V)  
**VOR-A**

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4002</b> |
| <b>076°</b> | THRE     | <b>1228</b> |
|             | Apt Elev | <b>1228</b> |

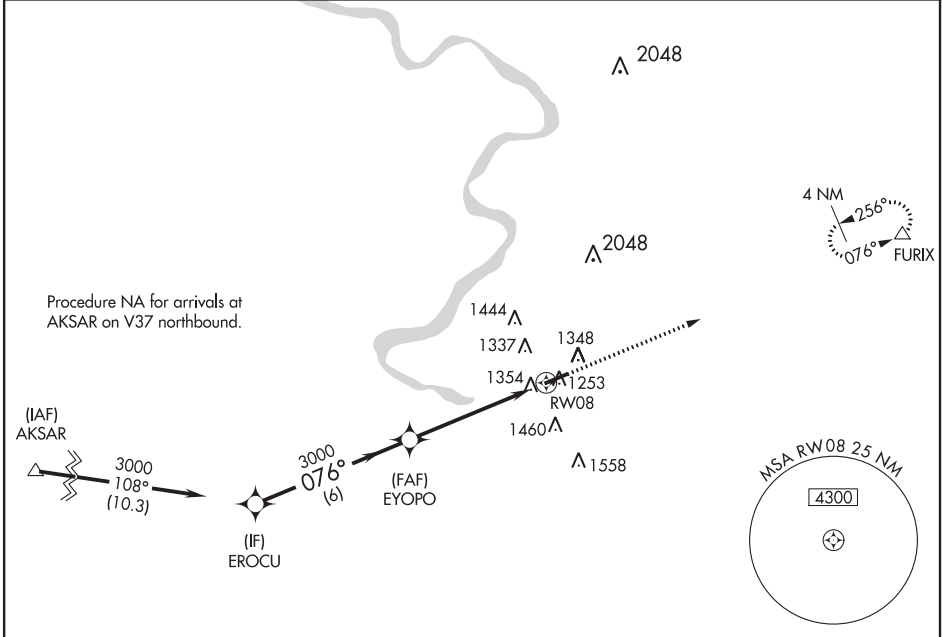
# RNAV (GPS) RWY 8

MONONGAHELA / ROSTRAVER (F'WQ)

**NA** When VGSi inop, Straight-in/Circling Rwy 08 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 3700 direct FURIX and hold.

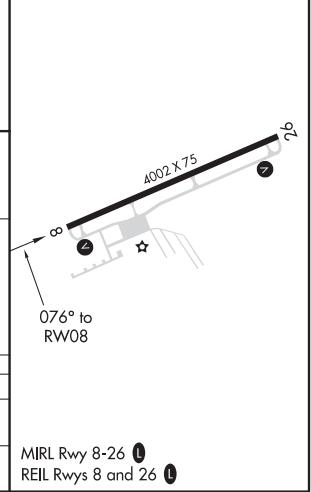
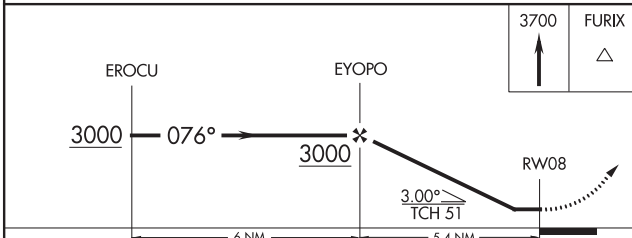
|                          |                                           |                                 |
|--------------------------|-------------------------------------------|---------------------------------|
| AWOS-3<br><b>118.475</b> | PITTSBURGH APP CON<br><b>119.35 337.4</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|-------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1228 | THRE 1228 |
|-----------|-----------|



| CATEGORY | A      | B           | C                                        | D                                        |
|----------|--------|-------------|------------------------------------------|------------------------------------------|
| LNAV MDA | 1720-1 | 492 (500-1) | 1720-1 <sup>3</sup> / <sub>8</sub>       | 492 (500-1 <sup>3</sup> / <sub>8</sub> ) |
| CIRCLING | 1720-1 | 492 (500-1) | 1720-1 <sup>1</sup> / <sub>2</sub>       | 1780-2                                   |
|          |        |             | 492 (500-1 <sup>1</sup> / <sub>2</sub> ) | 552 (600-2)                              |

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>56208</b><br><b>W26A</b> | APP CRS<br><b>257°</b> | Rwy Idg <b>4002</b><br>TDZE <b>1224</b><br>Apt Elev <b>1228</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

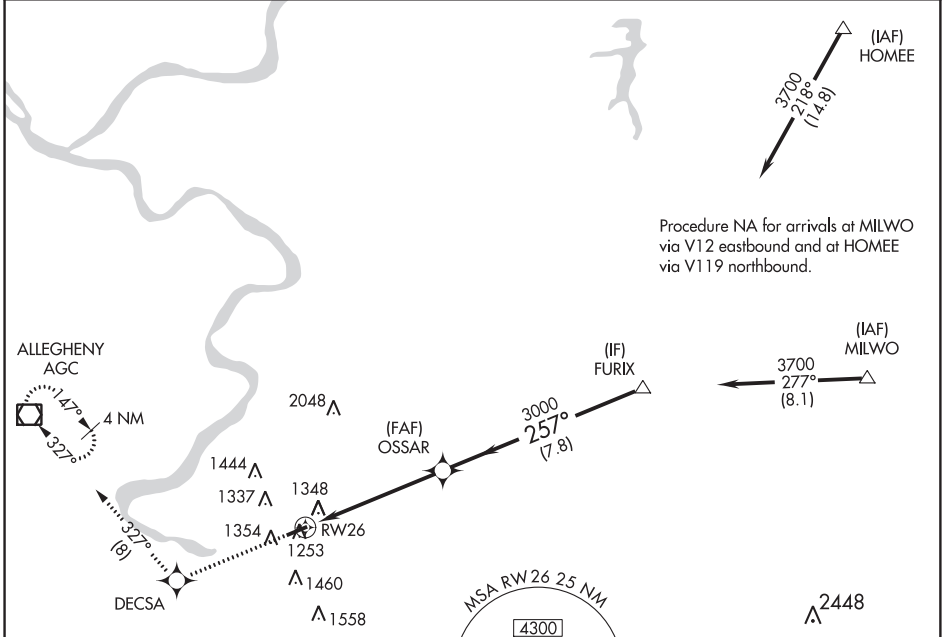
# RNAV (GPS) RWY 26

MONONGAHELA / ROSTRAVER (F'WQ)

**▼** DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet, and increase LNAV Cats C and D visibility to 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

**▲** NA MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

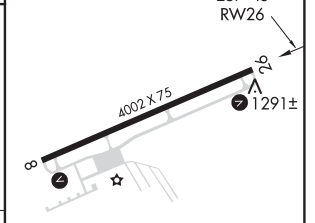
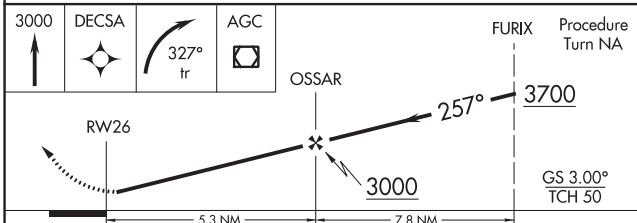
|                          |                                           |                                        |
|--------------------------|-------------------------------------------|----------------------------------------|
| AWOS-3<br><b>118.475</b> | PITTSBURGH APP CON<br><b>119.35 337.4</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------|-------------------------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1228 | TDZE 1224 |
|-----------|-----------|



|              |                    |   |                    |   |
|--------------|--------------------|---|--------------------|---|
| CATEGORY     | A                  | B | C                  | D |
| LPV DA       | 1500-1 276 (300-1) |   |                    |   |
| LNAV/VNAV DA | NA                 |   |                    |   |
| LNAV MDA     | 1600-1 376 (400-1) |   |                    |   |
| CIRCLING     | 1700-1 472 (500-1) |   | 1780-2 552 (600-2) |   |

MIRL Rwy 8-26 **0**  
REIL Rwy 8 and 26 **0**

|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC I-MGW    | APP CRS     | Rwy Idg  | <b>5199</b> |
| <b>108.5</b> | <b>181°</b> | TDZE     | <b>1240</b> |
|              |             | Apt Elev | <b>1248</b> |

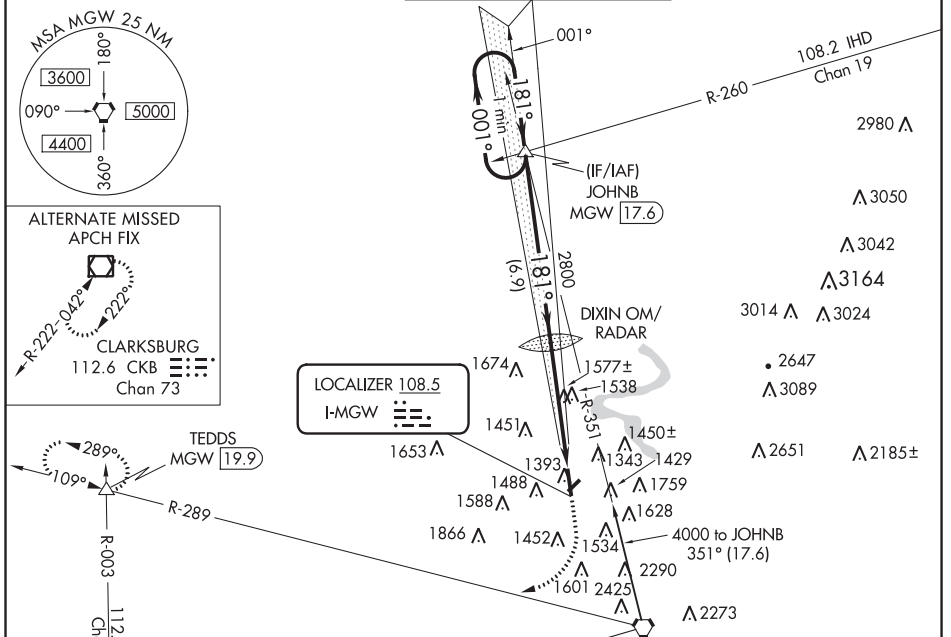
# ILS or LOC RWY 18

MORGANTOWN MUNI-WALTER L BILL HART FIELD (MGW)

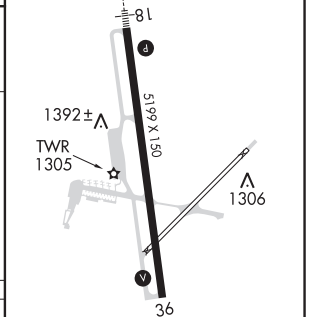
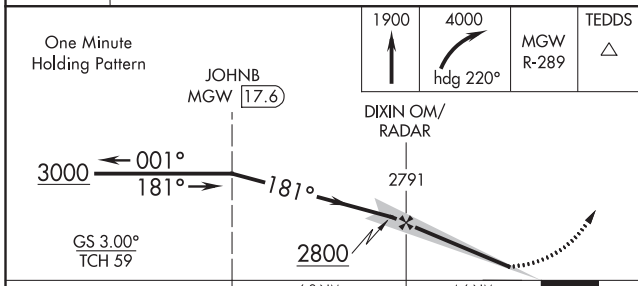
**⚠** When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LOC Cat C, D and Circling Cat C visibility 1/4 mile. For inoperative MALSRS when using Clarksburg altimeter setting increase ILS all Cats visibility 1/2 mile

**MALSRS** MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 220° and MGW R-289 to TEDDS INT/MGW 19.9 DME and hold.

|                |                      |                             |              |               |
|----------------|----------------------|-----------------------------|--------------|---------------|
| ASOS           | CLARKSBURG APP CON * | MORGANTOWN TOWER *          | GND CON      | UNICOM        |
| <b>120.675</b> | <b>121.15 284.65</b> | <b>125.1 (CTAF) 0 257.8</b> | <b>121.7</b> | <b>122.95</b> |



|      |      |      |                      |
|------|------|------|----------------------|
| ELEV | 1248 | TDZE | 1240                 |
|      |      |      | 181° 4.6 NM from FAF |



| CATEGORY | A                      | B                          | C                          | D                          |
|----------|------------------------|----------------------------|----------------------------|----------------------------|
| S-ILS 18 | 1446-1/2 206 (200-1/2) |                            |                            |                            |
| S-LOC 18 | 1840-1/2 600 (600-1/2) | 1840-1 600 (600-1)         | 1840-1 1/4 600 (600-1 1/4) | 1840-1 1/2 600 (600-1 1/2) |
| CIRCLING | 1840-1 592 (600-1)     | 1840-1 1/2 592 (600-1 1/2) | 1840-1 1/4 852 (900-2 3/4) | 1840-1 1/2 852 (900-2 3/4) |

|                   |                          |
|-------------------|--------------------------|
| REIL Rwy 36       |                          |
| HIRL Rwy 18-36    |                          |
| FAF to MAP 4.6 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 4:36 3:04 2:18 1:50 1:32 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>016°</b> | Rwy Idg<br><b>5199</b>  |
|                        | TDZE<br><b>1244</b>     |
|                        | Apt Elev<br><b>1248</b> |

# RNAV (GPS) RWY 36

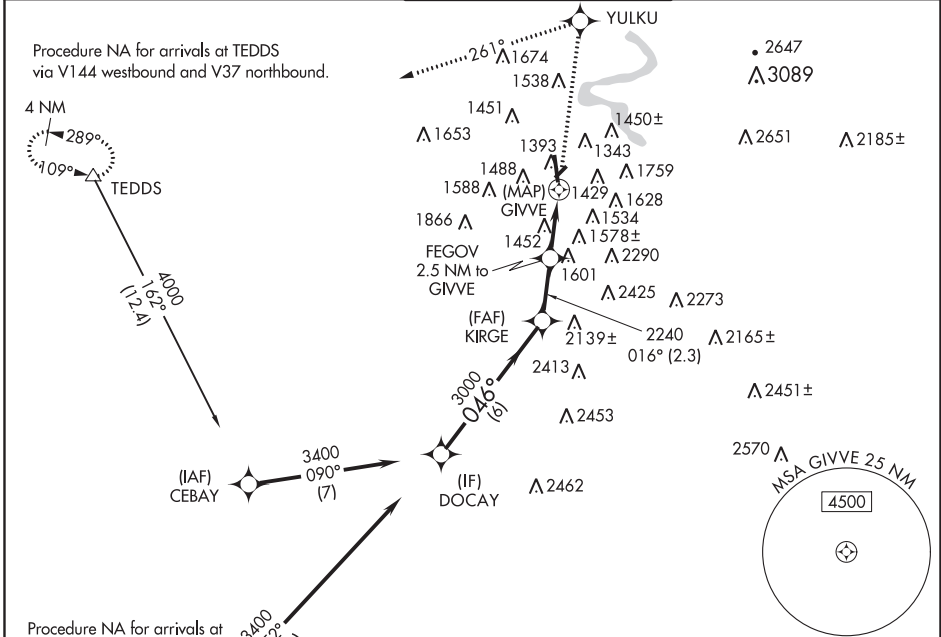
MORGANTOWN MUNI-WALTER L BILL HART FIELD (MGW)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 3/4 SM NA.

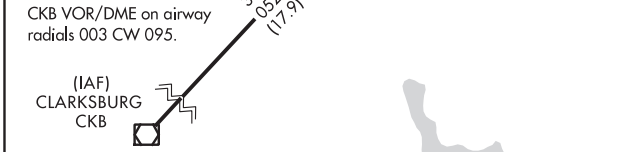
MISSED APPROACH: Climb to 4000 direct YULKU and left turn via 261° track to TEDDS and hold.

|                        |                                              |                                                   |                         |                         |
|------------------------|----------------------------------------------|---------------------------------------------------|-------------------------|-------------------------|
| ASOS<br><b>120.675</b> | CLARKSBURG APP CON *<br><b>121.15 284.65</b> | MORGANTOWN TOWER *<br><b>125.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|---------------------------------------------------|-------------------------|-------------------------|

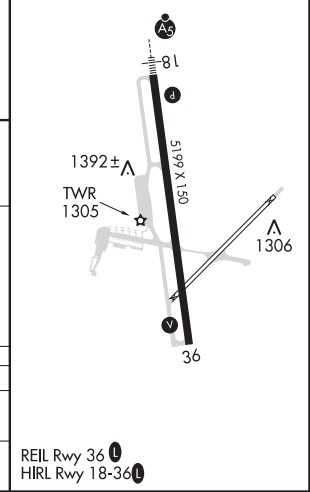


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|      |      |   |      |      |
|------|------|---|------|------|
| ELEV | 1248 | D | TDZE | 1244 |
|------|------|---|------|------|



| CATEGORY | DOCA   |             | YULKU                   |                         |
|----------|--------|-------------|-------------------------|-------------------------|
|          | A      | B           | C                       | D                       |
| LNVA MDA | 1760-1 | 516 (600-1) | 1760-1½<br>516 (600-1½) | 1760-1¾<br>516 (600-1¾) |
| CIRCLING | 1800-1 | 552 (600-1) | 1800-1½<br>552 (600-1½) | 2100-2¾<br>852 (900-2¾) |

# RNAV (GPS) RWY 36

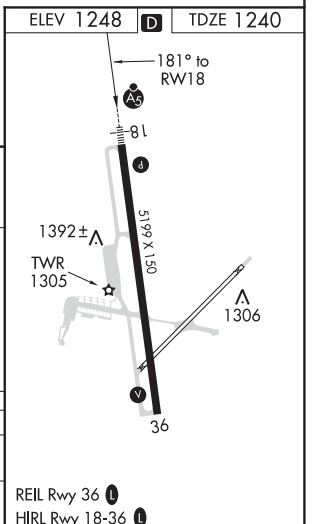
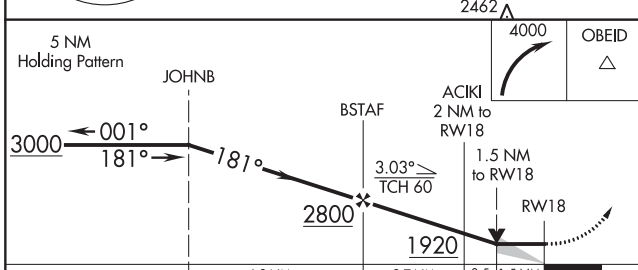
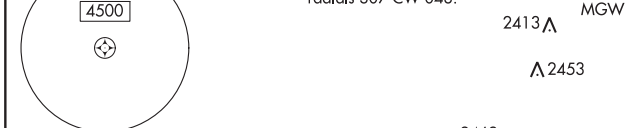
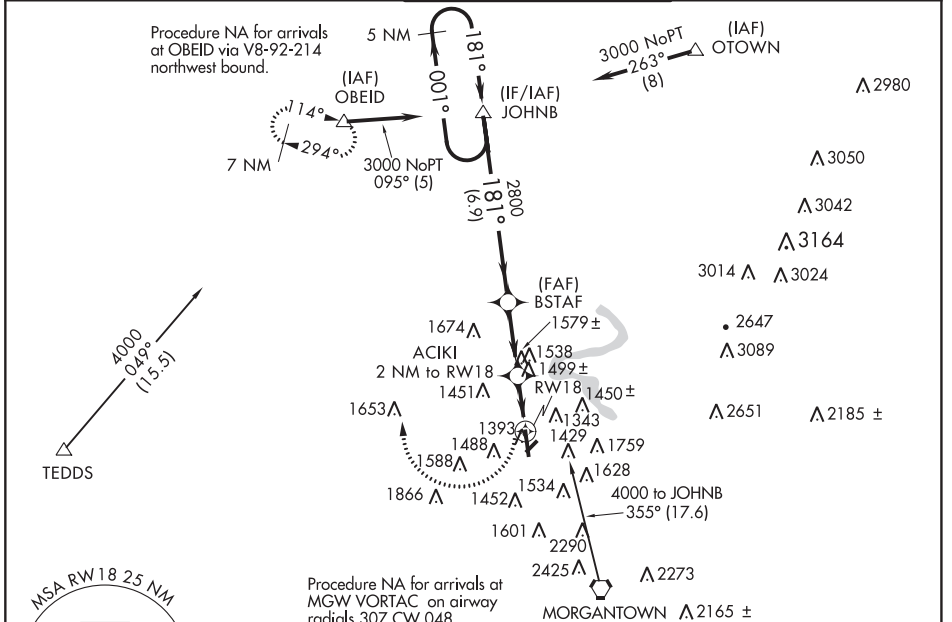
|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>181°</b> | Rwy Idg<br><b>5199</b>  |
|                        | TDZE<br><b>1240</b>     |
|                        | Apt Elev<br><b>1248</b> |

# RNAV (GPS) Y RWY 18

MORGANTOWN MUNI-WALTER L BILL HART FIELD (MGW)

|  |  |                                                                     |
|--|--|---------------------------------------------------------------------|
|  |  | MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold. |
|  |  |                                                                     |

|                        |                                              |                                                 |                         |                         |
|------------------------|----------------------------------------------|-------------------------------------------------|-------------------------|-------------------------|
| ASOS<br><b>120.675</b> | CLARKSBURG APP CON *<br><b>121.15 284.65</b> | MORGANTOWN TOWER *<br><b>125.1 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|-------------------------------------------------|-------------------------|-------------------------|



| CATEGORY | A        | B             | C                             | D                             |
|----------|----------|---------------|-------------------------------|-------------------------------|
| LNVA MDA | 1760-1/2 | 520 (600-1/2) | 1760-1<br>520 (600-1)         | 1760-1 1/4<br>520 (600-1 1/4) |
| CIRCLING | 1800-1   | 552 (600-1)   | 1800-1 1/2<br>552 (600-1 1/2) | 2100-2 3/4<br>852 (900-2 3/4) |

NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>50412</b><br><b>W18A</b> | APP CRS<br><b>181°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5199</b><br><b>1240</b><br><b>1248</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

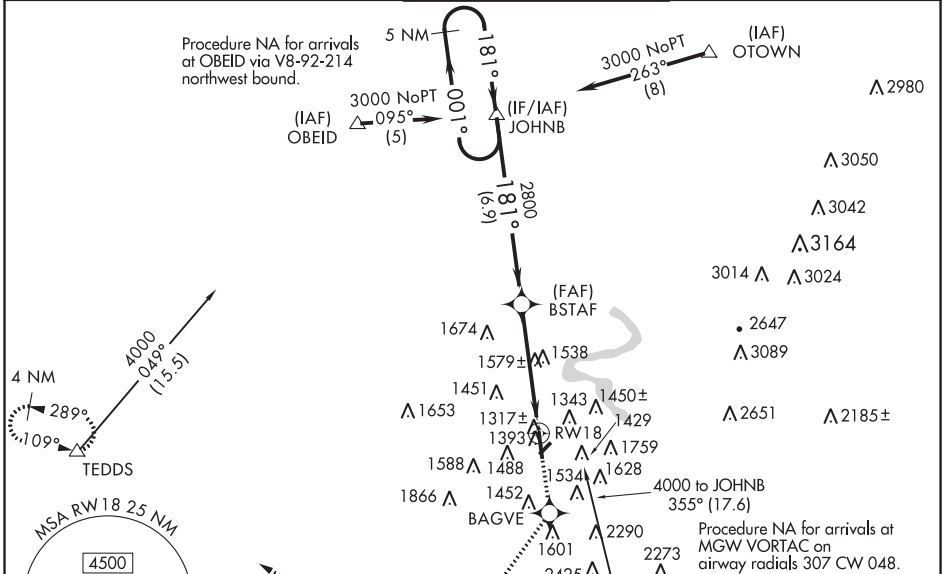
# RNAV (GPS) Z RWY 18

MORGANTOWN MUNI-WALTER L BILL HART FIELD (MGW)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°C). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LVAV/VNAV all Cats, LNAV and Circling Cats C/D visibility ¼ mile. For inoperative MALSRR when using Clarksburg altimeter setting increase visibility LPV ¼ mile all Cats. Baro-VNAV and VDP NA when using Clarksburg altimeter setting.

MALSRR  MISSED APPROACH: Climb to 4000 direct BAGVE and right turn via 225° track to AFXAD and right turn via 310° track to TEDDS and hold.

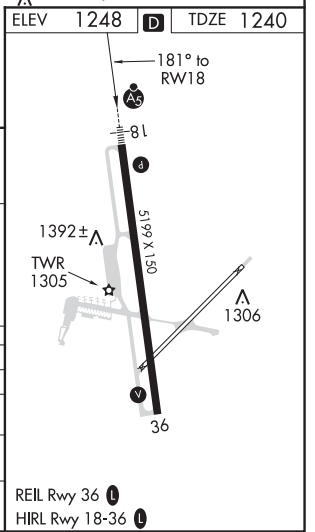
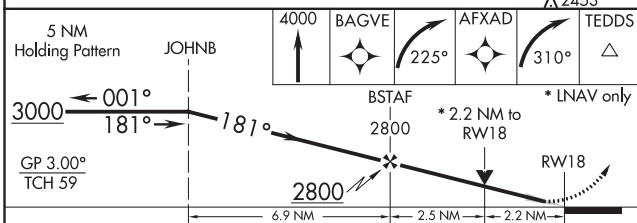
|                        |                                              |                                                 |                         |                         |
|------------------------|----------------------------------------------|-------------------------------------------------|-------------------------|-------------------------|
| ASOS<br><b>120.675</b> | CLARKSBURG APP CON *<br><b>121.15 284.65</b> | MORGANTOWN TOWER *<br><b>125.1 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|-------------------------------------------------|-------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|      |      |      |      |
|------|------|------|------|
| ELEV | 1248 | TDZE | 1240 |
|------|------|------|------|



| CATEGORY     | A                     | B                       | C                       | D                       |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA       |                       | 1446-½                  | 206 (200-½)             |                         |
| LNAV/VNAV DA |                       | 1869-¾                  | 629 (700-1¾)            |                         |
| LNAV MDA     | 2000-½<br>760 (800-½) | 2000-¾<br>760 (800-¾)   | 2000-1¾<br>760 (800-1¾) | 2000-2<br>760 (800-2)   |
| CIRCLING     | 2000-1<br>752 (800-1) | 2000-1¼<br>752 (800-1¼) | 2000-2¼<br>752 (800-2¼) | 2100-2¾<br>852 (900-2¾) |



15288

# AIRPORT DIAGRAM

## MORGANTOWN MUNI-WALTER L BILL HART FLD (MGW) AL-479 (FAA) MORGANTOWN, WEST VIRGINIA

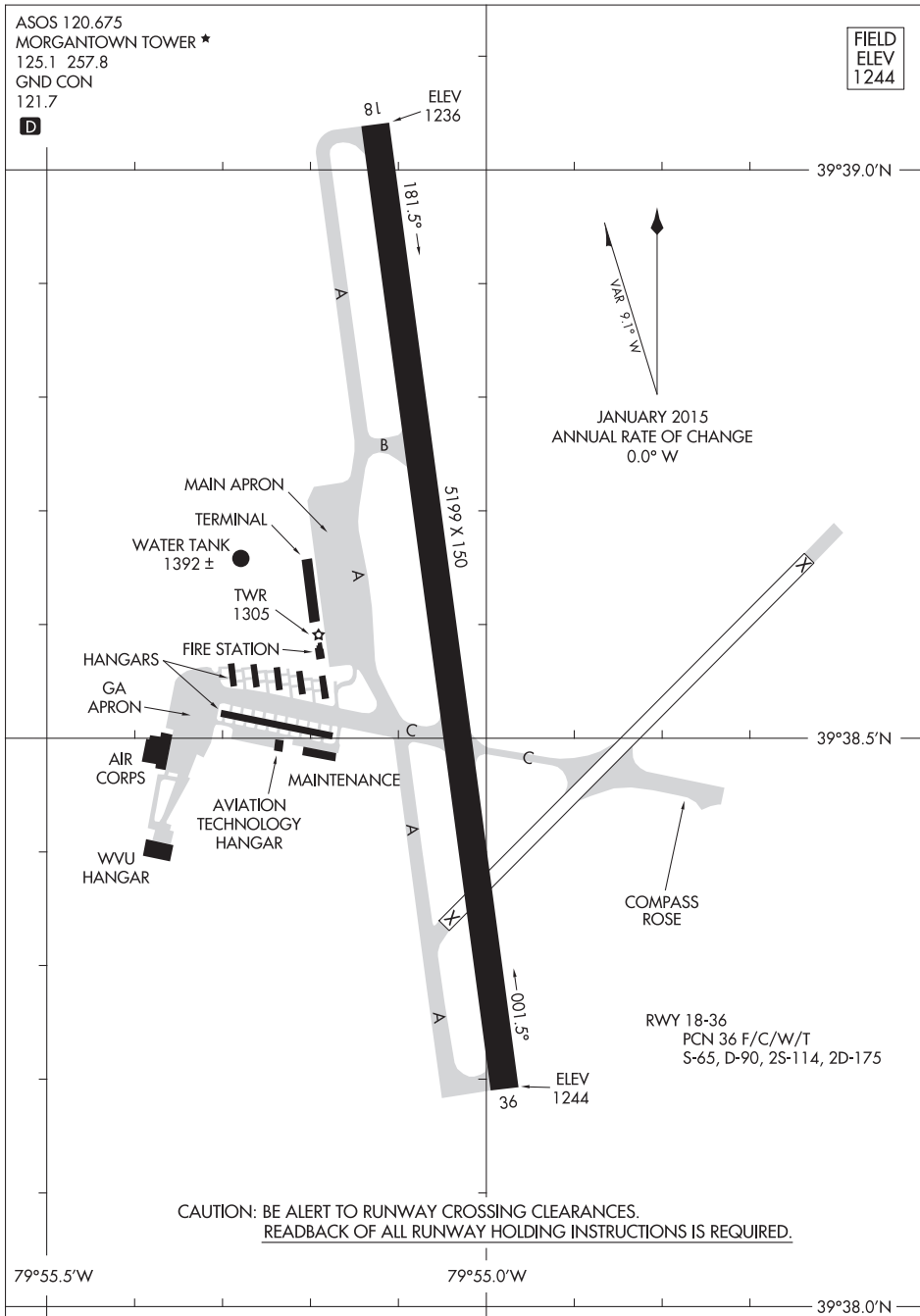
ASOS 120.675  
MORGANTOWN TOWER ★  
125.1 257.8  
GND CON  
121.7

FIELD  
ELEV  
1244

D

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

# AIRPORT DIAGRAM

15288

## MORGANTOWN MUNI-WALTER L BILL HART FLD (MGW) MORGANTOWN, WEST VIRGINIA

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3301</b> |
| <b>060°</b> | TDZE     | <b>1214</b> |
|             | Apt Elev | <b>1214</b> |

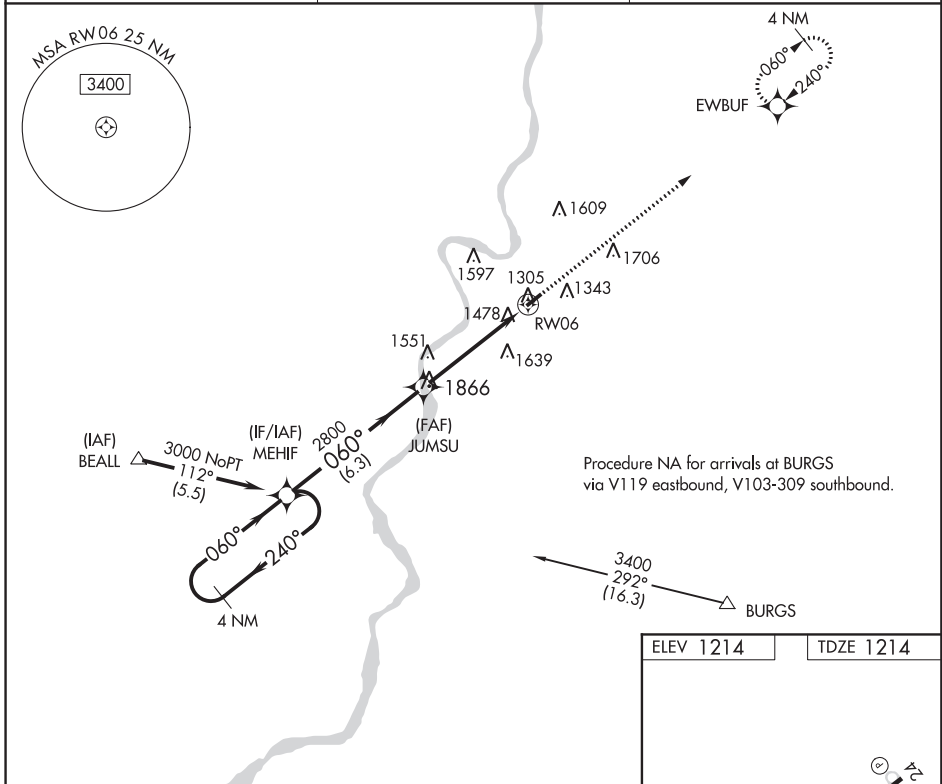
# RNAV (GPS) RWY 6

MARSHALL COUNTY (MPG)

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

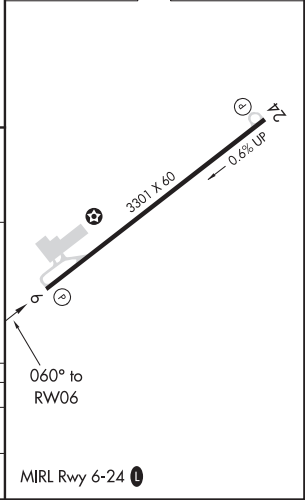
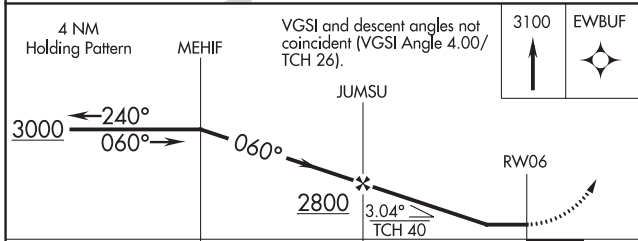
|                         |                                          |                               |
|-------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>119.05</b> | CLEVELAND CENTER<br><b>126.95 239.30</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|-------------------------|------------------------------------------|-------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1214 | TDZE 1214 |
|-----------|-----------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1860-1 | 646 (700-1) | 1860-1¾<br>646 (700-1¾) | NA |
| CIRCLING | 1860-1 | 646 (700-1) | 1860-1¾<br>646 (700-1¾) | NA |

MOUNDSVILLE, WEST VIRGINIA

AL-6834 (FAA)

16259

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>240°</b> | Rwy Idg<br><b>3301</b>  |
|                        | TDZE<br><b>1213</b>     |
|                        | Apt Elev<br><b>1214</b> |

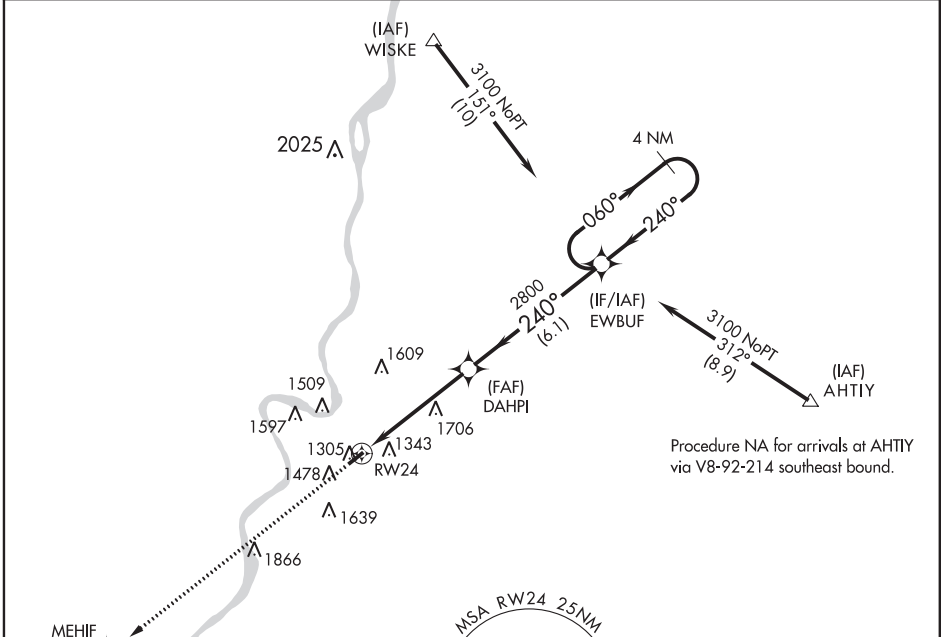
# RNAV (GPS) RWY 24

MOUNDSVILLE/MARSHALL COUNTY (MPG)

**⚠** DME/DME RNP-0,3 NA. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**⚠** NA MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

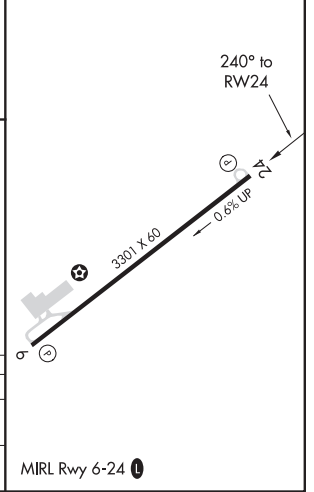
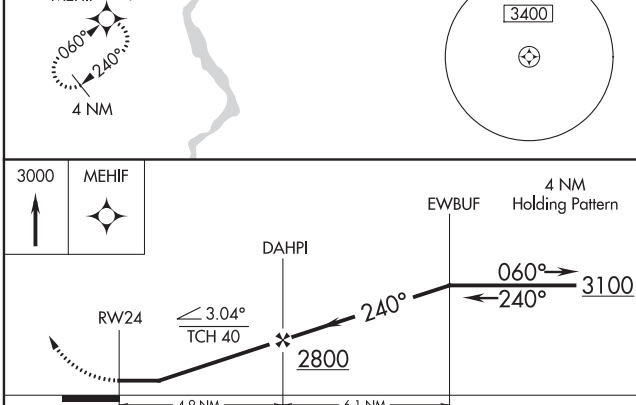
|                         |                                          |                                 |
|-------------------------|------------------------------------------|---------------------------------|
| AWOS-3<br><b>119.05</b> | CLEVELAND CENTER<br><b>126.95 239.30</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|-------------------------|------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1214 | TDZE 1213 |
|-----------|-----------|



| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| LNVA MDA | 1960-1<br>747 (800-1) | 1960-1½<br>747 (800-1½) | 1960-2¼<br>747 (800-2¼) | NA |
| CIRCLING | 1960-1<br>746 (800-1) | 1960-1½<br>746 (800-1½) | 1960-2¼<br>746 (800-2¼) | NA |

MOUNDSVILLE, WEST VIRGINIA  
Orig-A 10DEC15

39°53'N-80°44'W

MOUNDSVILLE/MARSHALL COUNTY (MPG)  
**RNAV (GPS) RWY 24**

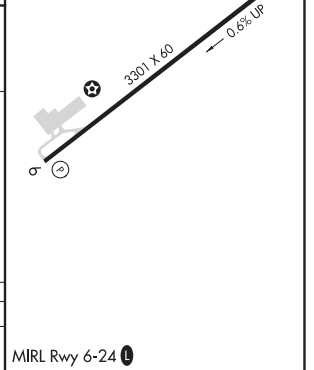
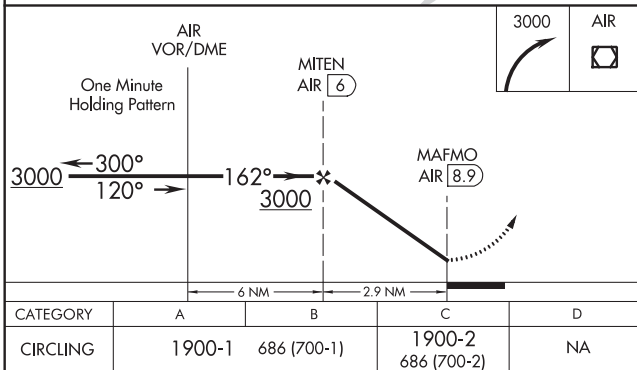
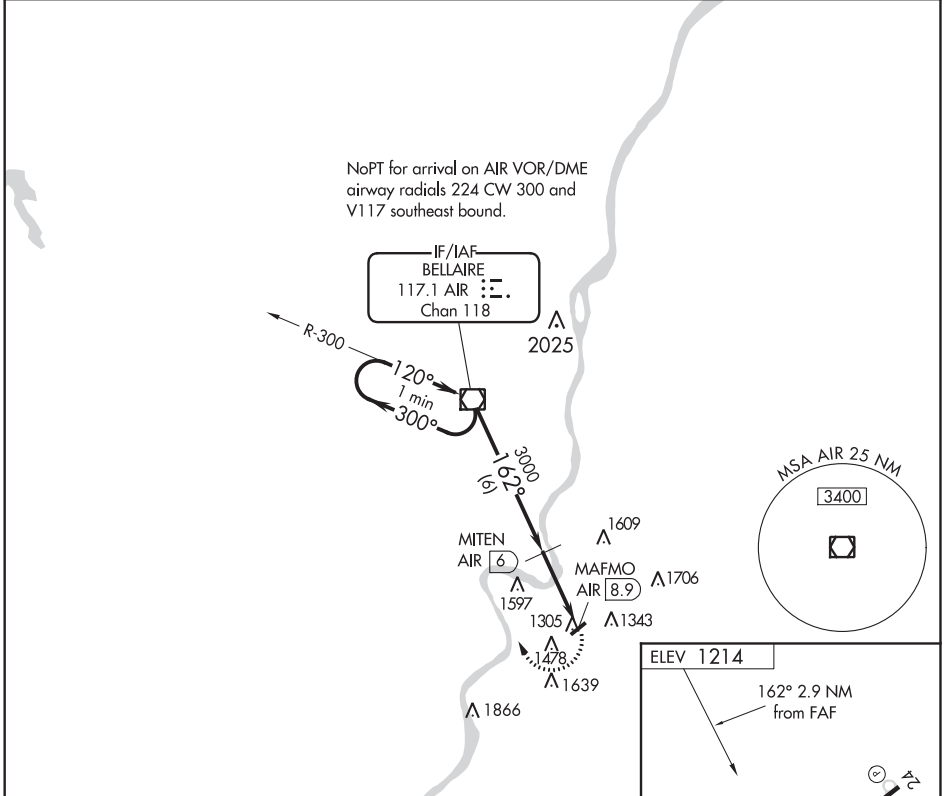
|                                                |                        |                             |                                         |
|------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VOR/DME AIR<br><b>117.1</b><br>Chan <b>118</b> | APP CRS<br><b>162°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1214</b> |
|------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

**VOR/DME-A**  
MARSHALL COUNTY (MPG)

**NA** When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat B/C visibilities 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct AIR VOR/DME and hold.

|                         |                                          |                               |
|-------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>119.05</b> | CLEVELAND CENTER<br><b>126.95 239.30</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|-------------------------|------------------------------------------|-------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>274°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3250</b><br><b>458</b><br><b>458</b> |
|------------------------|-----------------------------|-----------------------------------------|

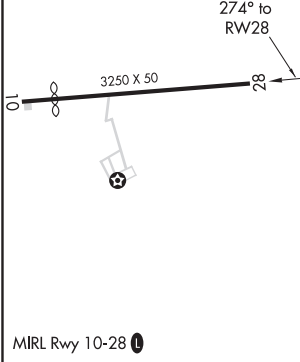
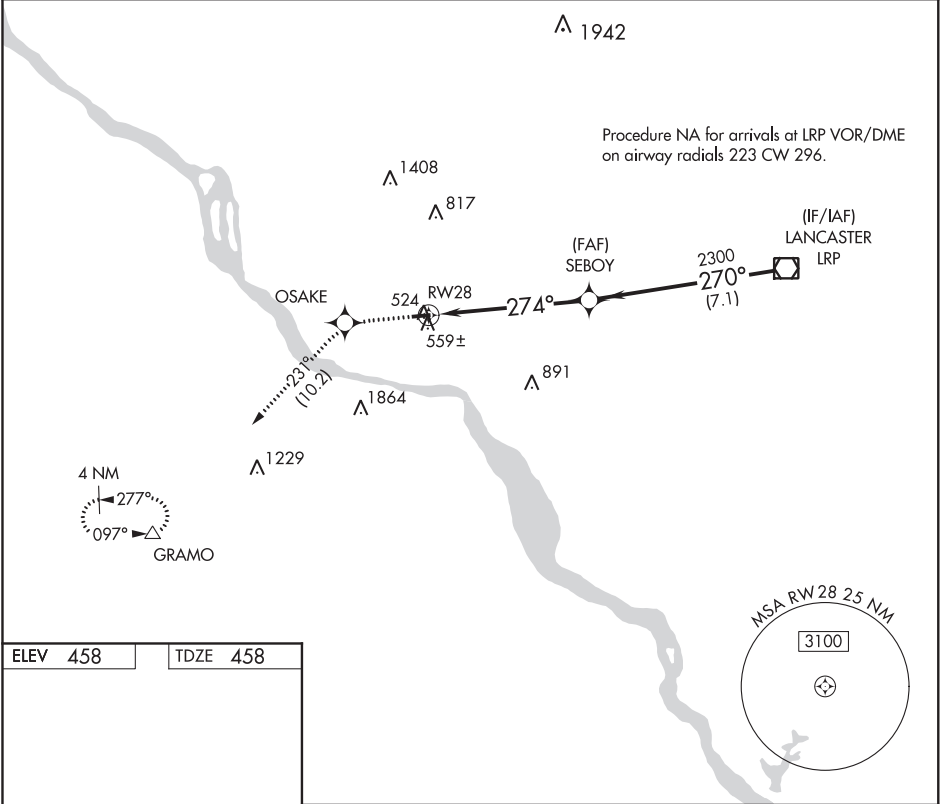
# RNAV (GPS) RWY 28

DONEGAL SPRINGS AIRPARK (N71)

**▽** DME/DME RNP-0.3 NA. Use Harrisburg Inlt altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

**▲** NA MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

|                                             |                                      |                                 |
|---------------------------------------------|--------------------------------------|---------------------------------|
| HARRISBURG APP CON<br><b>126.45 281.525</b> | HARRISBURG CLNC DEL<br><b>127.05</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------------------------|--------------------------------------|---------------------------------|



|          |          |                |    |         |                   |
|----------|----------|----------------|----|---------|-------------------|
| ELEV 458 | TDZE 458 | 3000 OSAKE     |    | GRAMO   | LRP VOR/DME       |
|          |          | ↑              | ✧  | fr 231° | △                 |
|          |          | SEBOY          |    | 2300    | 2600              |
|          |          | RW28           |    | 274°    | 270°              |
|          |          | 5.8 NM         |    | 7.1 NM  | Procedure Turn NA |
|          |          | ≤ 3.05° TCH 40 |    |         |                   |
| CATEGORY | A        | B              | C  | D       |                   |
| LNAV MDA | 1380-1¼  | 922 (1000-1¼)  | NA |         |                   |
| CIRCLING | 1380-1¼  | 922 (1000-1¼)  | NA |         |                   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017





|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>50311</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3999</b><br><b>1906</b><br><b>1915</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

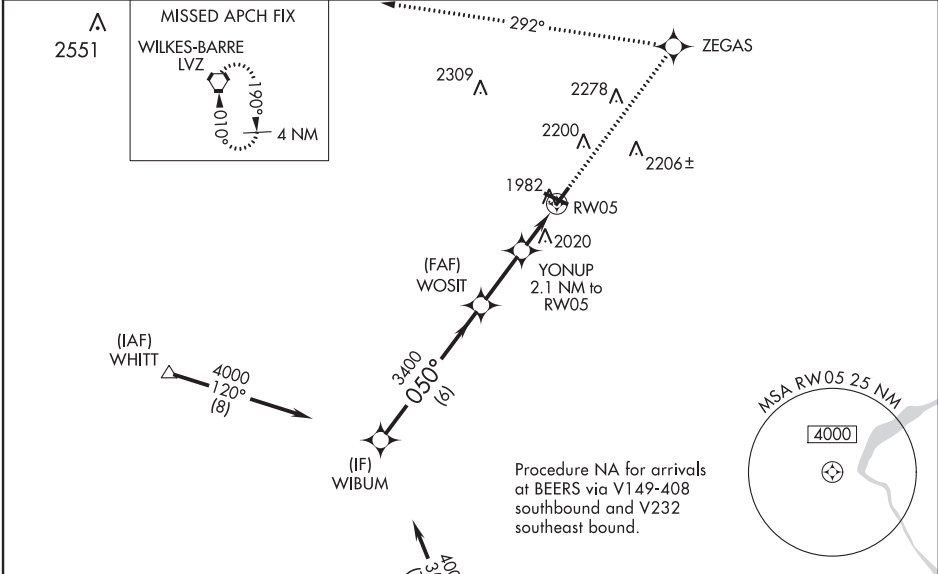
# RNAV (GPS) RWY 5

POCONO MOUNTAINS MUNI (MPO)

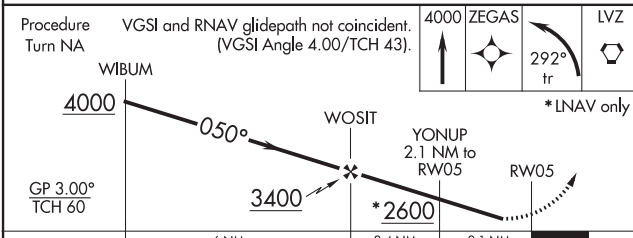
**▽** Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.  
**⚠** Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. Circling Rwy 23 NA at night.

**MISSED APPROACH:**  
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

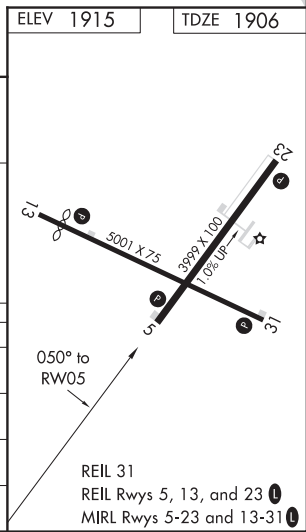
|                        |                                            |                          |                                 |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|
| ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1915 | TDZE 1906 |
|-----------|-----------|



| CATEGORY     | A                     | B                     | C                       | D                     |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA       | 2160-1                |                       | 254 (300-1)             |                       |
| LNAV/VNAV DA | 2252-1¼               |                       | 346 (400-1¼)            |                       |
| LNAV MDA     | 2320-1                | 414 (500-1)           | 2320-1¼                 | 414 (500-1¼)          |
| CIRCLING     | 2480-1<br>565 (600-1) | 2500-1<br>585 (600-1) | 2500-1½<br>585 (600-1½) | 2540-2<br>625 (700-2) |



NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>48911</b><br><b>W13A</b> | APP CRS<br><b>128°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1885</b><br><b>1915</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

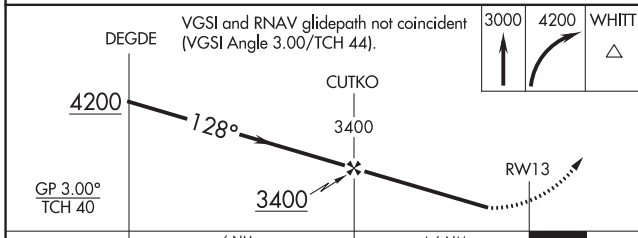
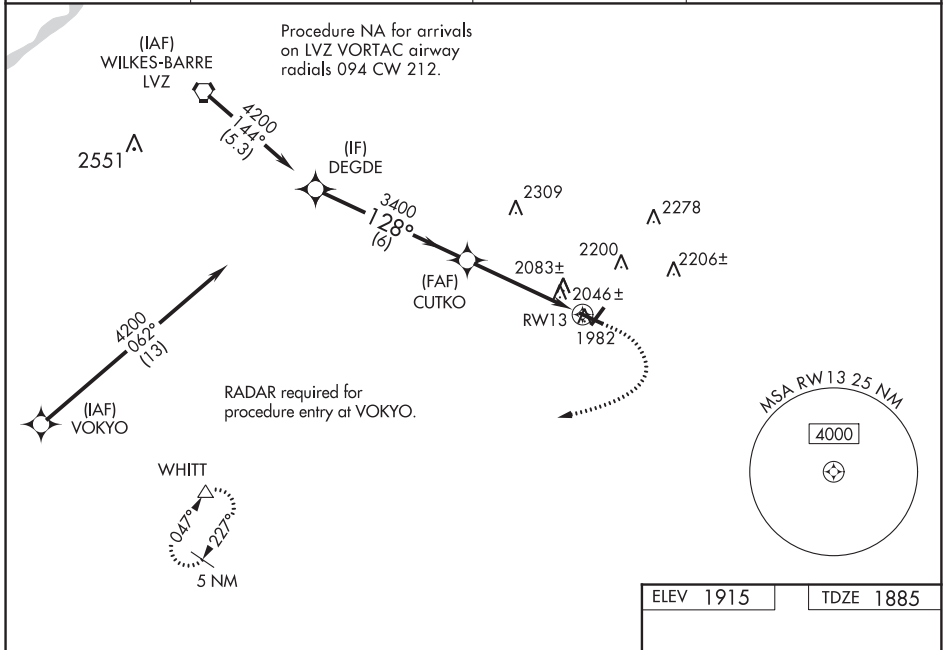
# RNAV (GPS) RWY 13

POCONO MOUNTAINS MUNI (MPO)

**⚠** Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**⚠** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat C/D ⅓ mile and Circling Cat C visibility ¾ mile and Cat D visibility ½ mile. Rwy 13 Straight-in and Circling and Circling to Rwy 23 NA at night.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

|                        |                                            |                          |                                 |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|
| ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|



|                           |           |
|---------------------------|-----------|
| ELEV 1915                 | TDZE 1885 |
|                           |           |
| REIL 31                   |           |
| REIL Rwy 5, 13, and 23 0  |           |
| MIRL Rwy 5-23 and 13-31 0 |           |

| CATEGORY     | A                     | B                     | C                       | D                     |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA       | 2271-1¼               |                       | 386 (400-1¼)            |                       |
| LNAV/VNAV DA | 2334-1½               |                       | 449 (500-1½)            |                       |
| LNAV MDA     | 2340-1                | 455 (500-1)           | 2340-1⅓                 | 455 (500-1⅓)          |
| CIRCLING     | 2420-1<br>505 (600-1) | 2440-1<br>525 (600-1) | 2500-1½<br>585 (600-1½) | 2540-2<br>625 (700-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>58016</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>1878</b><br><b>1915</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

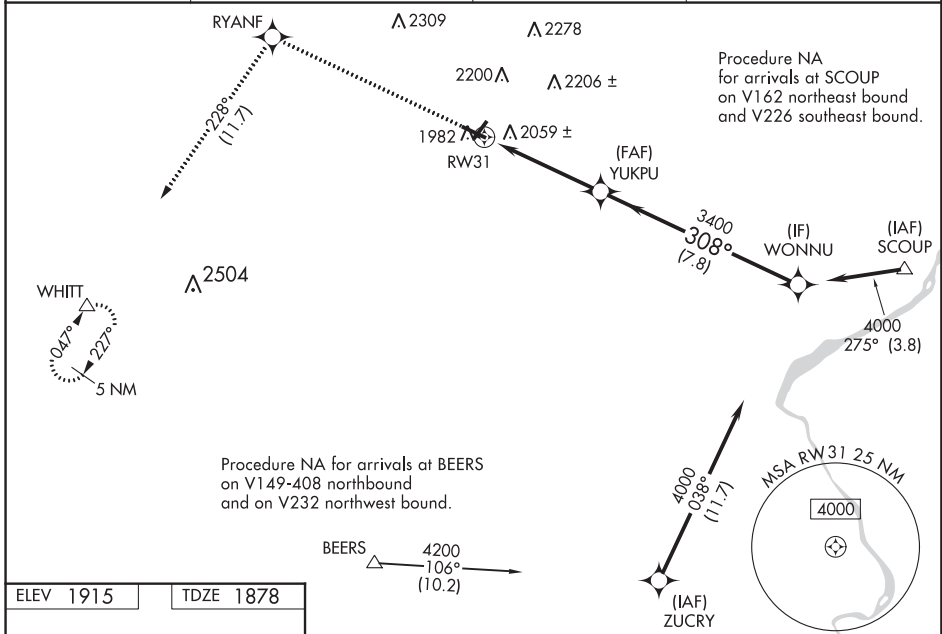
# RNAV (GPS) RWY 31

POCONO MOUNTAINS MUNI (MPO)

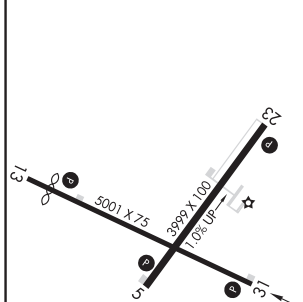
**⚠** Night Landing: Rwy 13, 23 NA. Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV and LNAV/VNAV all Cats visibility ¾ mile. Increase LNAV Cats C and D ¾ mile and Circling Cat C visibility ¾ mile and Circling Cat D visibility ½ mile.

**MISSED APPROACH:** Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

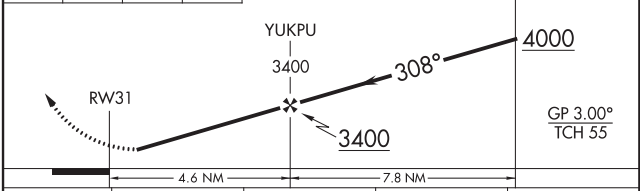
|                        |                                            |                          |                                 |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|
| ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--------------------------------------------|--------------------------|---------------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1915</b> | TDZE <b>1878</b> |
|------------------|------------------|



|      |       |         |                                                                  |
|------|-------|---------|------------------------------------------------------------------|
| 4200 | RYANF | WHITT   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40). |
| ↑    | ✧     | tr 228° |                                                                  |



| CATEGORY     | A                     | B                     | C                       | D                     |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA       | 2217-1½ 339 (400-1½)  |                       |                         |                       |
| LNAV/VNAV DA | 2260-1¼ 382 (400-1¼)  |                       |                         |                       |
| LNAV MDA     | 2320-1                | 442 (500-1)           | 2320-1¾                 | 442 (500-1¾)          |
| CIRCLING     | 2420-1<br>505 (600-1) | 2440-1<br>525 (600-1) | 2500-1½<br>585 (600-1½) | 2540-2<br>625 (700-2) |

REIL Rwy 31  
REIL Rws 5, 13, and 23  
MIRL Rws 5-23 and 13-31

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                              |                        |                             |                                           |
|----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| VORTAC LVZ<br><b>111.6</b><br>Chan <b>53</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4500</b><br><b>1885</b><br><b>1915</b> |
|----------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

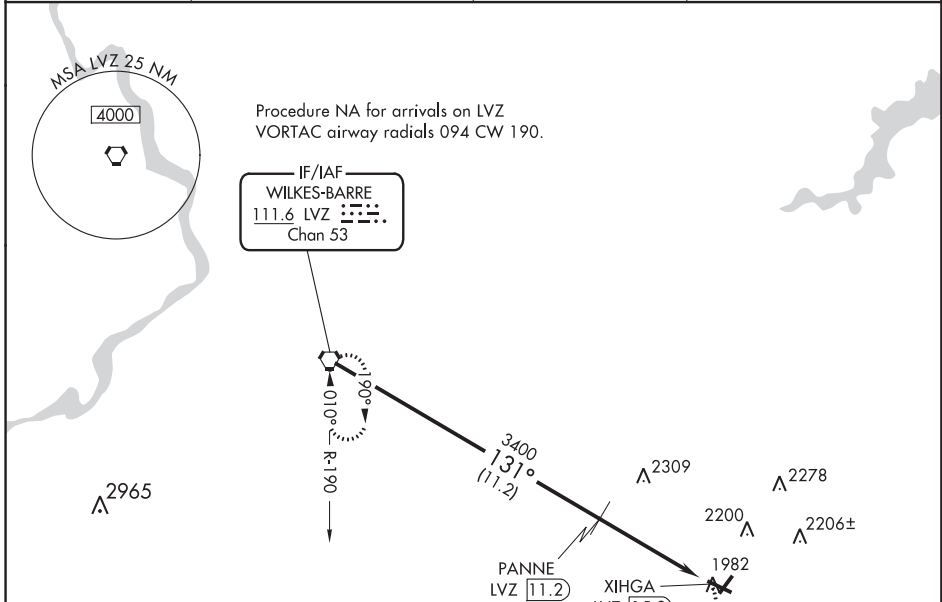
# VOR/DME RWY 13

POCONO MOUNTAINS MUNI (MPO)

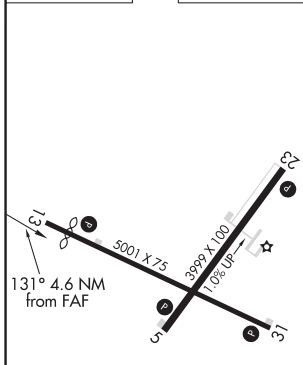
**⚠** Circling Rwy 23 NA at night. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 180 feet; increase S-13 Cat B and Circling Cat B visibility 1/4 mile, S-13 Cats C/D visibility 3/4 mile, and Circling Cats C/D visibility 1/2 mile.

**⚠** MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

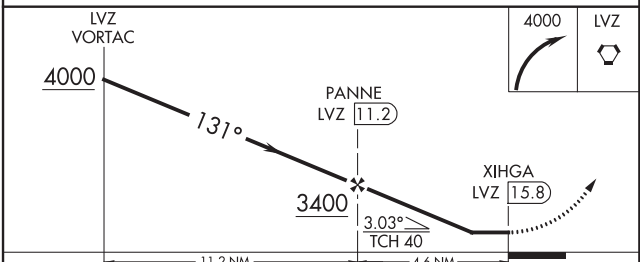
|                        |                                            |                          |                                        |
|------------------------|--------------------------------------------|--------------------------|----------------------------------------|
| ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.7</b> (CTAF) <b>0</b> |
|------------------------|--------------------------------------------|--------------------------|----------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1915 | TDZE 1885 |
|-----------|-----------|



|             |                                 |                                  |
|-------------|---------------------------------|----------------------------------|
| REIL Rwy 31 | REIL Rws 5, 13, and 23 <b>0</b> | MIRL Rws 5-23 and 13-31 <b>0</b> |
|-------------|---------------------------------|----------------------------------|



| CATEGORY          | A      | B           | C                     | D                             |
|-------------------|--------|-------------|-----------------------|-------------------------------|
| S-13              | 2500-1 | 615 (600-1) | 2500-1 3/4            | 615 (600-1 3/4)               |
| <b>0</b> CIRCLING | 2500-1 | 585 (600-1) | 2600-2<br>685 (700-2) | 2660-2 1/2<br>745 (800-2 1/2) |

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NE-4, 10 NOV 2016 to 05 JAN 2017

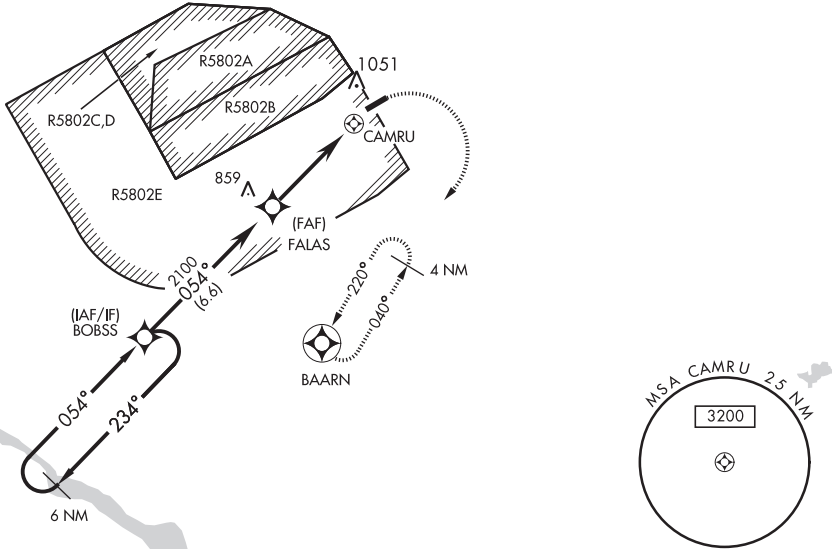
FORT INDIANTOWN GAP, PENNSYLVANIA

# RNAV (GPS)-B

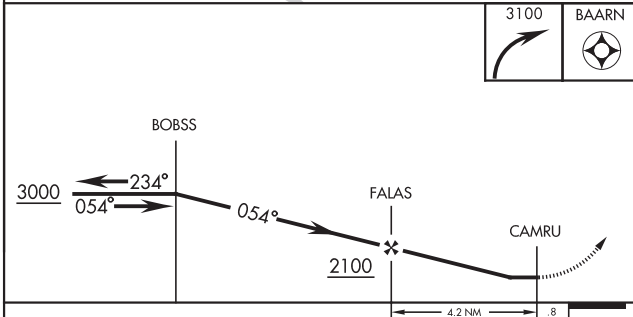
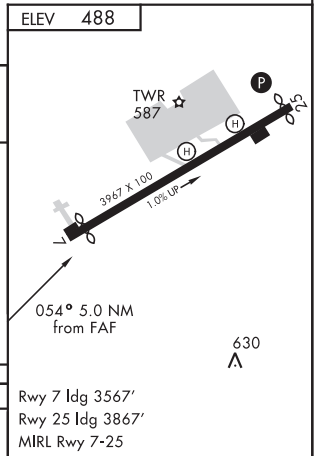
|                                                                                                                                                                 |                                                                         |                                                                            |                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------|
| APCH CRS<br><b>054°</b>                                                                                                                                         | Rwy Idg<br>TDZE<br>Arprt Elev<br><b>N/A</b><br><b>N/A</b><br><b>488</b> | AL-6422 [USA]                                                              | MUIR AAF (KMUI)                   |
| <p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. Circling N of Rwy 7-25 not authorized.</p> <p><b>▲</b> Helicopter visibility reduction below 1 SM NA</p> |                                                                         | <p>MISSED APPROACH: Climbing right turn to 3100 direct BAARN and hold.</p> |                                   |
| ASOS<br><b>124.175</b>                                                                                                                                          | HARRISBURG APP CON<br><b>118.25 269.45</b>                              | MUIR TOWER *<br><b>126.2 (CTAF) 0 290.5</b>                                | GND CON<br><b>121.625 269.525</b> |

When local altimeter setting not received, use Harrisburg Intl altimeter setting: increase all MDA 80 feet and vis CAT B and C ¼ SM.

NA When local weather not available



NoPT for arrivals at BOBSS on V12-V162 eastbound.



|                   |         |               |                          |    |
|-------------------|---------|---------------|--------------------------|----|
| CATEGORY          | A       | B             | C                        | D  |
| <b>C</b> CIRCLING | 1420-1¼ | 932 (1000-1¼) | 1420-2¾<br>932 (1000-2¾) | NA |

FORT INDIANTOWN GAP, PENNSYLVANIA 40° 26' N - 76° 34' W MUIR AAF (KMUI)

Amdt 2 13OCT16

# RNAV (GPS)-B

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NE-4, 10 NOV 2016 to 05 JAN 2017

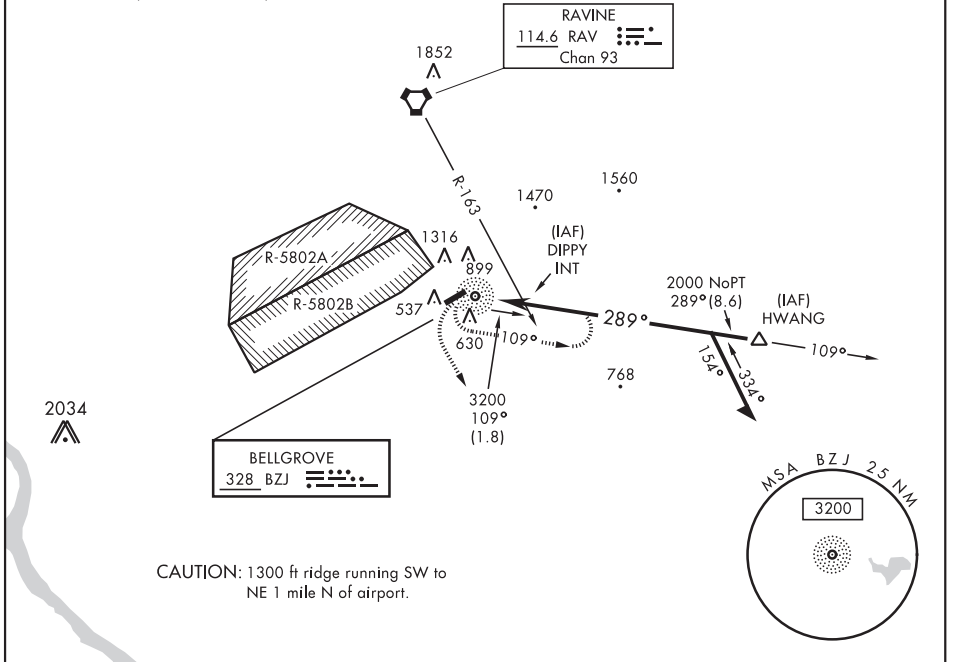
|                       |                         |                                                        |               |                 |
|-----------------------|-------------------------|--------------------------------------------------------|---------------|-----------------|
| NDB BZJ<br><b>328</b> | APCH CRS<br><b>289°</b> | Rwy ldg TDZE<br>Arprt Elev<br><b>N/A</b><br><b>488</b> | AL-6422 [USA] | MUIR AAF (KMUI) |
|-----------------------|-------------------------|--------------------------------------------------------|---------------|-----------------|

**⚠** \* Circling N of Rwy 7-25 not authorized.  
**⚠** When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

|                        |                                            |                                             |                                   |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|
| ASOS<br><b>124.175</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | MUIR TOWER *<br><b>126.2 (CTAF) 0 290.5</b> | GND CON<br><b>121.625 269.525</b> |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|

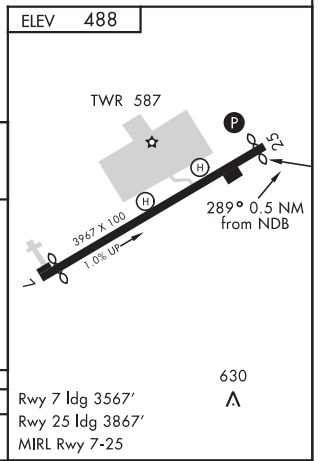
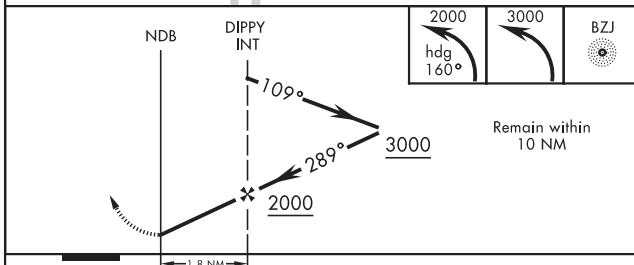
Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.



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|          |
|----------|
| ELEV 488 |
|----------|



|            |         |               |                |   |
|------------|---------|---------------|----------------|---|
| CATEGORY   | A       | B             | C              | D |
| CIRCLING * | 1420-1¼ | 932 (1000-1¼) | NOT AUTHORIZED |   |

FORT INDIANTOWN GAP, PENNSYLVANIA

# COPTER RNAV (GPS) RWY 25

AL-6422 [USA]

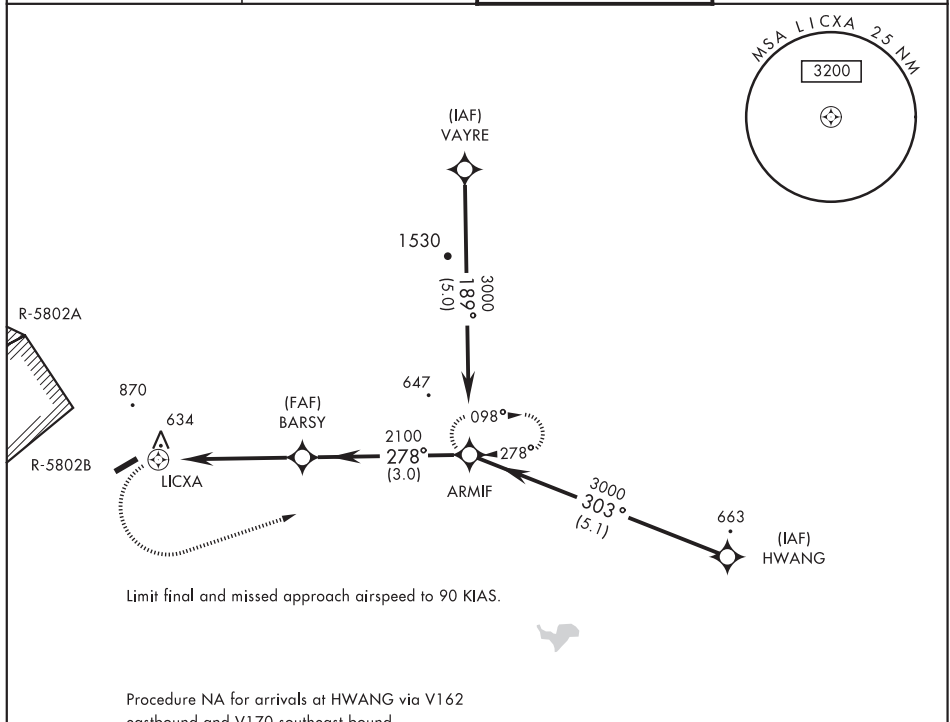
MUIR AAF (KMUI)

|                         |                         |
|-------------------------|-------------------------|
| APCH CRS<br><b>278°</b> | Rwy Idg<br><b>3867</b>  |
|                         | TDZE<br><b>488</b>      |
|                         | Arpt Elev<br><b>488</b> |

**▼** When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.  
**▲** DME/DME RNP-0.3 NA.

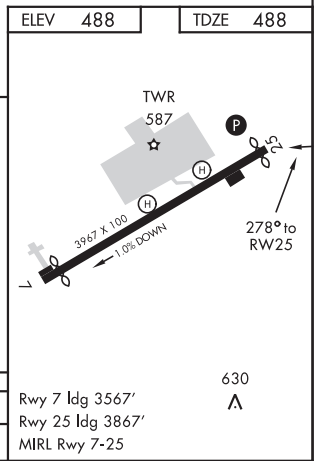
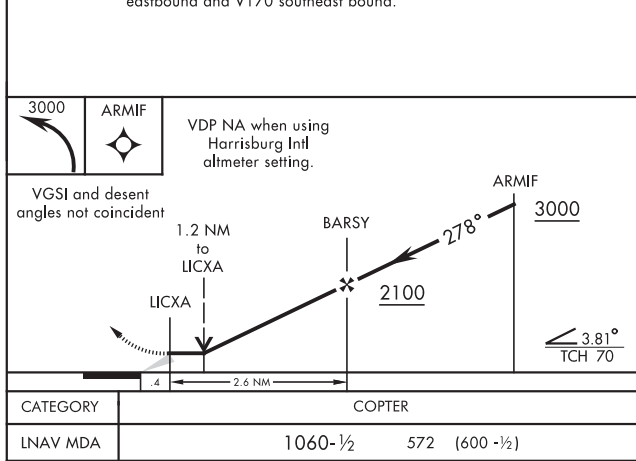
**MISSED APPROACH:** Climbing left turn to 3000 direct ARMIF WPT and hold.

|                        |                                            |                                             |                                   |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|
| ASOS<br><b>124.175</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | MUIR TOWER ★<br><b>126.2 (CTAF) 0 290.5</b> | GND CON<br><b>121.625 269.525</b> |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017



|          |        |             |
|----------|--------|-------------|
| CATEGORY | COPTER |             |
| LNAV MDA | 1060-½ | 572 (600-½) |

FORT INDIANTOWN GAP, PENNSYLVANIA  
Amdt 1 27JUN13

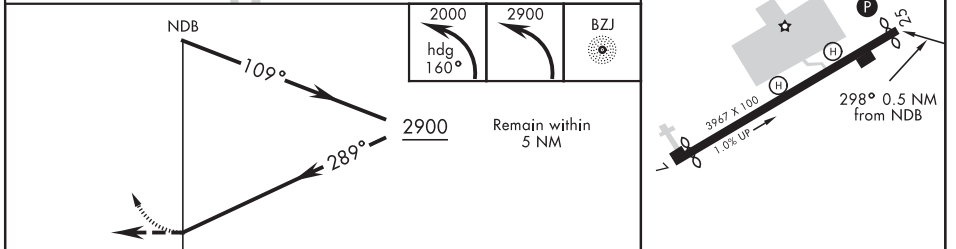
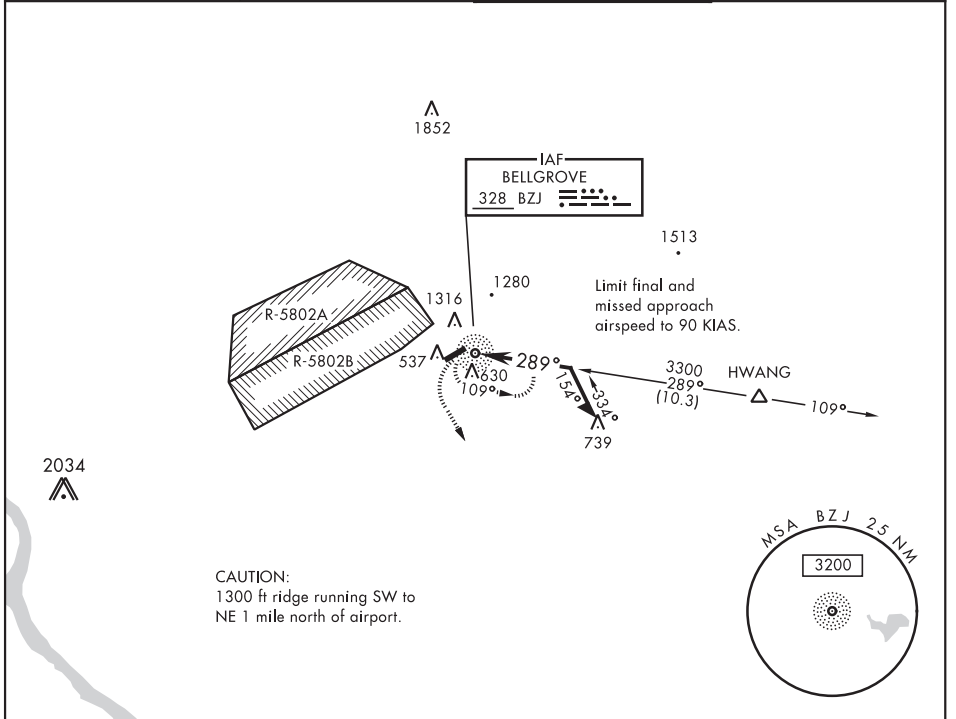
40° 26' N - 76° 34' W

MUIR AAF (KMUI)

## COPTER RNAV (GPS) RWY 25

|                                                                                                                                                                                               |                         |                                                       |                                                                                                                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------|
| NDB BZJ<br><b>328</b>                                                                                                                                                                         | APCH CRS<br><b>289°</b> | Rwy ldg TDZE<br>Arpt Elev<br><b>N/A</b><br><b>488</b> | AL-6422 [USA]                                                                                                   | MUIR AAF (KMUI) |
| <p>▼ When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft.</p> <p>▲ Proceed VFR from BZJ NDB or conduct the specified missed approach.</p> |                         |                                                       | <p>MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.</p> |                 |

|                        |                                            |                                             |                                   |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|
| ASOS<br><b>124.175</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | MUIR TOWER ★<br><b>126.2 (CTAF) 0 290.5</b> | GND CON<br><b>121.625 269.525</b> |
|------------------------|--------------------------------------------|---------------------------------------------|-----------------------------------|



|                                                      |        |     |         |
|------------------------------------------------------|--------|-----|---------|
| CATEGORY                                             | COPTER |     |         |
| H-289°                                               | 1040-¾ | 501 | (600-¾) |
| Rwy 7 ldg 3567'<br>Rwy 25 ldg 3867'<br>MIRL Rwy 7-25 |        |     |         |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



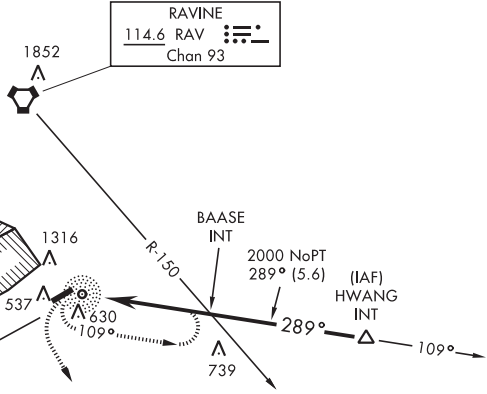
FORT INDIANTOWN GAP, PENNSYLVANIA

# COPTER NDB Z-289°

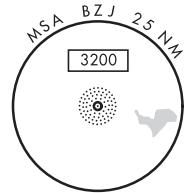
|                                                                                                                                                                                 |                                            |                                                                                                                 |                                   |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------|
| NDB BZJ<br><b>328</b>                                                                                                                                                           | APCH CRS<br><b>289°</b>                    | Rwy ldg TDZE<br>Arprt Elev<br><b>N/A</b><br><b>488</b>                                                          | AL-6422 [USA]                     | MUIR AAF (KMUI) |
| <p>▼ VOR receiver required for this approach.<br/>                 When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft.</p> |                                            | <p>MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.</p> |                                   |                 |
| ASOS<br><b>124.175</b>                                                                                                                                                          | HARRISBURG APP CON<br><b>118.25 269.45</b> | MUIR TOWER ★<br><b>126.2 (CTAF) 0 290.5</b>                                                                     | GND CON<br><b>121.625 269.525</b> |                 |

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

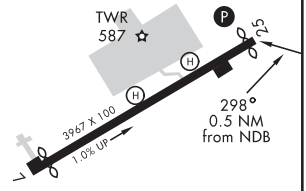
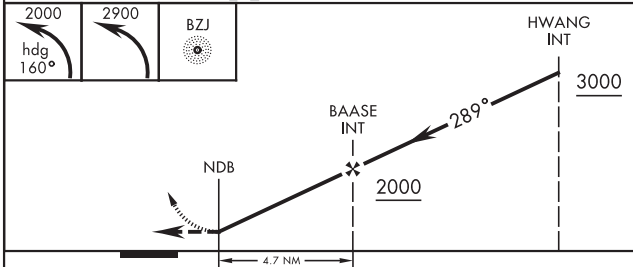
Proceed VFR from BZJ NDB or conduct the specified missed approach.



CAUTION:  
1300 ft ridge running SW to NE 1 mile N of airport.



ELEV 488



|          |        |             |
|----------|--------|-------------|
| CATEGORY | COPTER |             |
| H-289°   | 1000-¾ | 461 (500-¾) |

Rwy 7 ldg 3567'  
Rwy 25 ldg 3867'  
MIRL Rwy 7-25

FORT INDIANTOWN GAP, PENNSYLVANIA

40°26'N-76°34'W

MUIR AAF (KMUI)

Amdt 2 15232

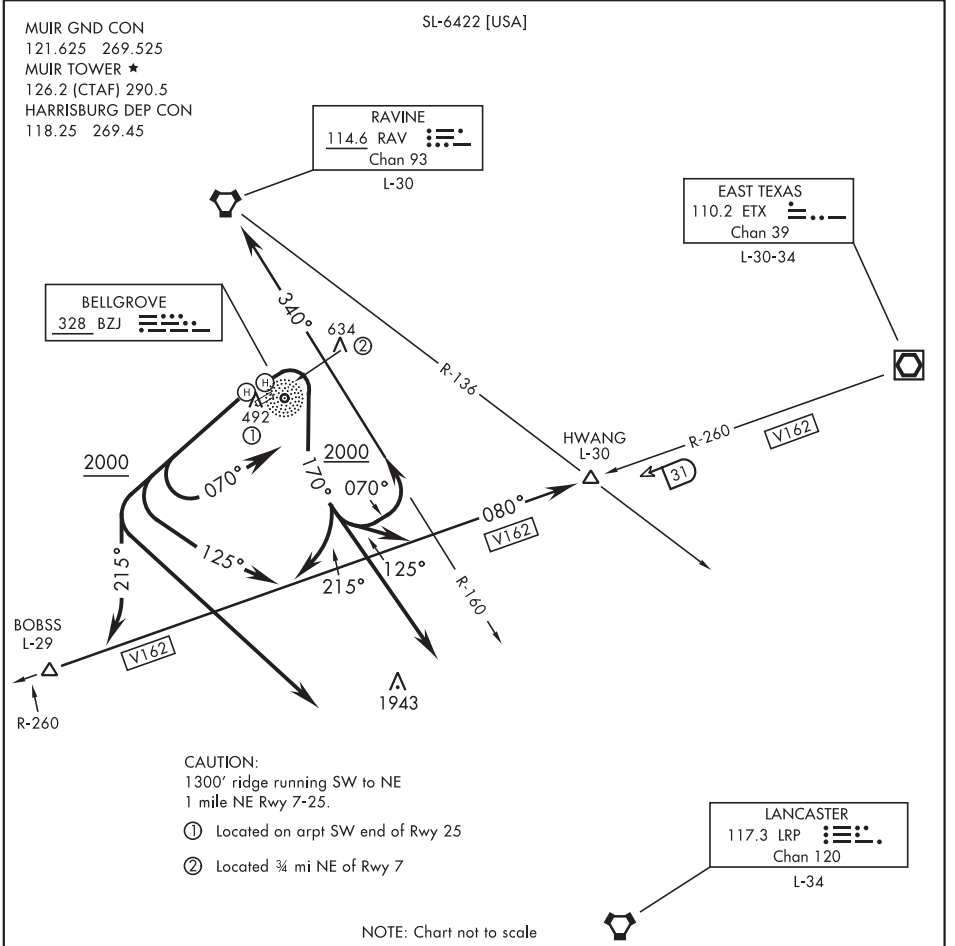
# COPTER NDB Z-289°

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NE-4, 10 NOV 2016 to 05 JAN 2017

# MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)

FORT INDIANTOWN GAP, PENNSYLVANIA



## DEPARTURE ROUTE DESCRIPTION

**DEPARTURE EAST PAD:** Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

**DEPARTURE WEST PAD:** Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

**BOBSS TRANSITION (MUI3.BOBSS):** Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

**HWANG TRANSITION (MUI3.HWANG):** Fly heading 125° to intercept V162 to HWANG INTERSECTION.

**LANCASTER TRANSITION (MUI3.LRP):** Proceed direct to LRP VORTAC.

**RAVINE TRANSITION (MUI3.RAV):** Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

# MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)

FORT INDIANTOWN GAP, PENNSYLVANIA

MUIR AAF (KMUI)

MYERSTOWN, PENNSYLVANIA

AL-9093 (FAA)

13206

|                                 |                        |                             |                                         |
|---------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>73001</b><br>W19A | APP CRS<br><b>183°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3599</b><br><b>523</b><br><b>523</b> |
|---------------------------------|------------------------|-----------------------------|-----------------------------------------|

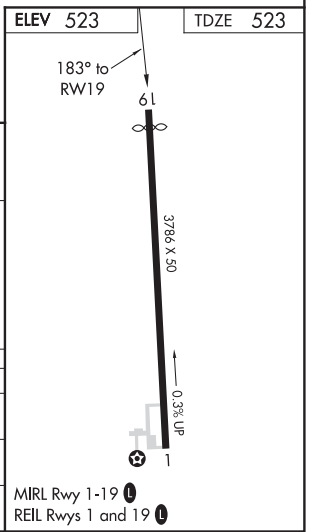
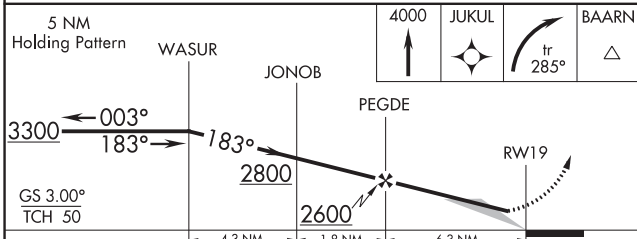
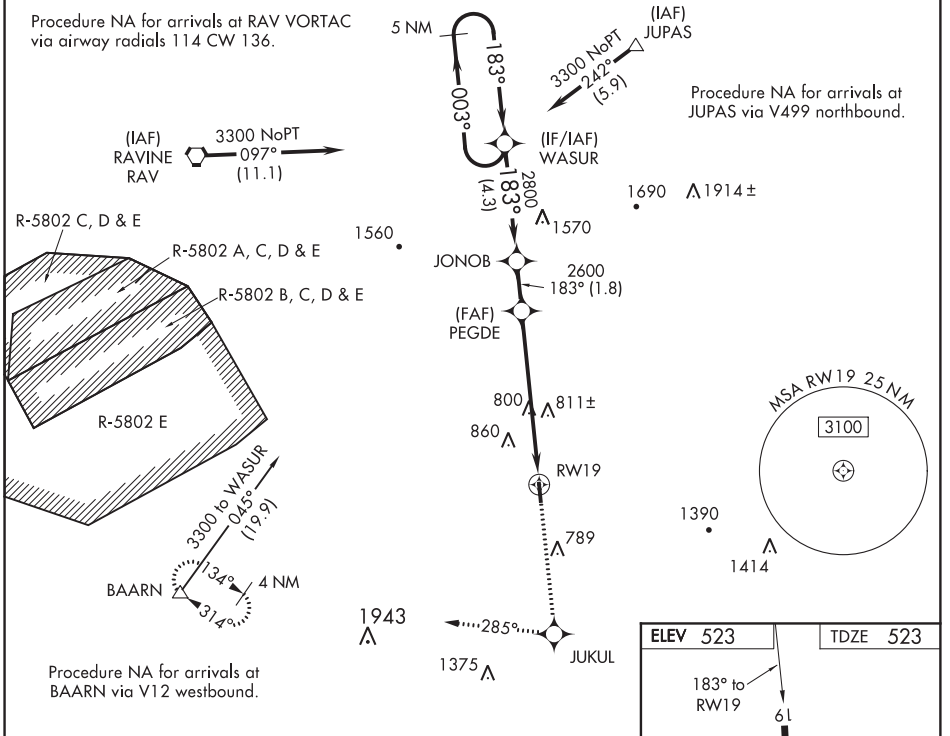
# RNAV (GPS) RWY 19

MYERSTOWN/ DECK (9D4)

**NA** DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, when not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn on track 285° to BAARN and hold.

|                              |                                            |                               |
|------------------------------|--------------------------------------------|-------------------------------|
| READING ASOS<br><b>127.1</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------|--------------------------------------------|-------------------------------|



| CATEGORY | A                     | B                     | C                        | D  |
|----------|-----------------------|-----------------------|--------------------------|----|
| LPV DA   | 837-1 314 (400-1)     |                       |                          | NA |
| LNVA MDA | 1200-1                | 677 (700-1)           | 1200-2<br>677 (700-2)    | NA |
| CIRCLING | 1200-1<br>677 (700-1) | 1240-1<br>717 (800-1) | 1240-2 ¼<br>717 (800-2¼) | NA |

MYERSTOWN, PENNSYLVANIA  
Orig-B 25JUL13

40°21'N-76°20'W

# RNAV (GPS) RWY 19

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NE-4, 10 NOV 2016 to 05 JAN 2017

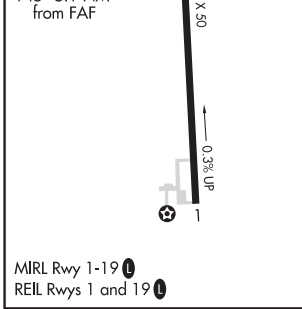
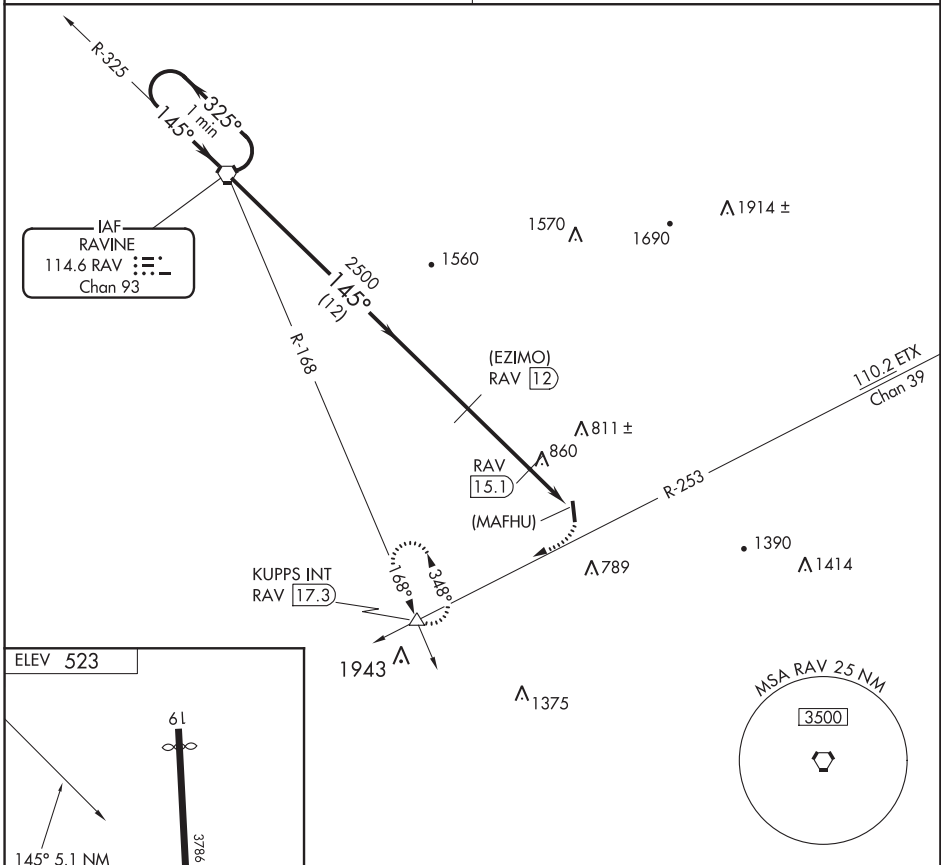
|                                              |                        |                                                                       |
|----------------------------------------------|------------------------|-----------------------------------------------------------------------|
| VORTAC RAV<br><b>114.6</b><br>Chan <b>93</b> | APP CRS<br><b>145°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>523</b> |
|----------------------------------------------|------------------------|-----------------------------------------------------------------------|

# VOR/DME or GPS-A

MYERSTOWN/ DECK (9D4)

|                                                                                                                      |                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| <p><b>V</b> Use Harrisburg Intl, PA altimeter setting.<br/> <b>NA</b> If not received, procedure not authorized.</p> | <p>MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|

|                                                    |                                       |
|----------------------------------------------------|---------------------------------------|
| <p>HARRISBURG APP CON<br/><b>118.25 269.45</b></p> | <p>UNICOM<br/><b>122.8 (CTAF)</b></p> |
|----------------------------------------------------|---------------------------------------|



|                            |        |             |                         |            |
|----------------------------|--------|-------------|-------------------------|------------|
| One Minute Holding Pattern | VORTAC |             | 3000<br>ETX R-253       | KUPPS<br>△ |
| 3500                       | ← 325° | → 145°      | 145°                    | 2500       |
| 12 NM                      |        | 3.1 NM      | 2 NM                    |            |
| CATEGORY                   | A      | B           | C                       | D          |
| CIRCLING                   | 1140-1 | 617 (700-1) | 1140-1¾<br>617 (700-1¾) | NA         |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>78005</b><br><b>W05A</b> | APP CRS<br><b>049°</b> | Rwy Idg<br>TDZE <b>1027</b><br>Apt Elev <b>1070</b> | <b>3995</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

# RNAV (GPS) RWY 5

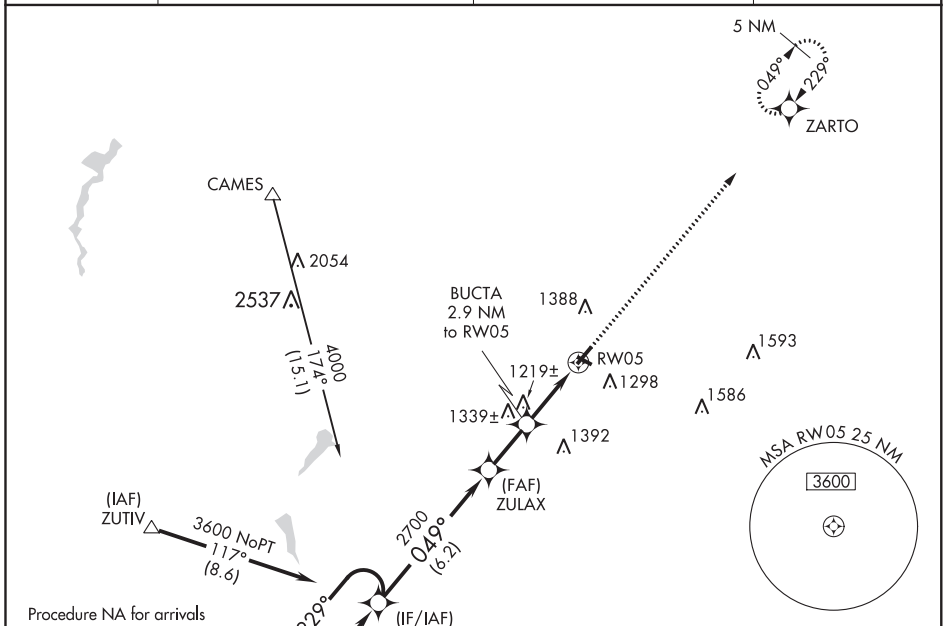
NEW CASTLE MUNI (UCP)

**▼** When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV/Cat C and Circling Cat C visibilities ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**▲ NA**

MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

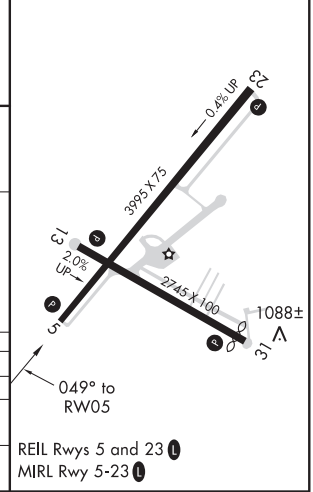
|                            |                                          |                                             |                                 |
|----------------------------|------------------------------------------|---------------------------------------------|---------------------------------|
| AWOS-3PT<br><b>124.175</b> | YOUNGSTOWN/WARREN ASOS<br><b>123.750</b> | YOUNGSTOWN APP CON ★<br><b>133.95 322.3</b> | UNICOM<br><b>123.0 (CTAF) ▲</b> |
|----------------------------|------------------------------------------|---------------------------------------------|---------------------------------|



Procedure NA for arrivals at ZUTIV via V337 northwest bound.

|           |           |
|-----------|-----------|
| ELEV 1070 | TDZE 1027 |
|-----------|-----------|

|          |             |  |             |  |                         |  |    |
|----------|-------------|--|-------------|--|-------------------------|--|----|
| CATEGORY | A           |  | B           |  | C                       |  | D  |
|          | 1307-1      |  | 280 (300-1) |  | 1480-1¼<br>453 (500-1¼) |  | NA |
| LPV DA   | 1480-1      |  | 453 (500-1) |  | 1480-1¼<br>453 (500-1¼) |  | NA |
| LNAV MDA | 1580-1      |  | 1700-1      |  | 1700-1¾<br>630 (700-1¾) |  | NA |
| CIRCLING | 510 (600-1) |  | 630 (700-1) |  | 630 (700-1¾)            |  | NA |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>45605</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3995</b><br><b>1027</b><br><b>1070</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

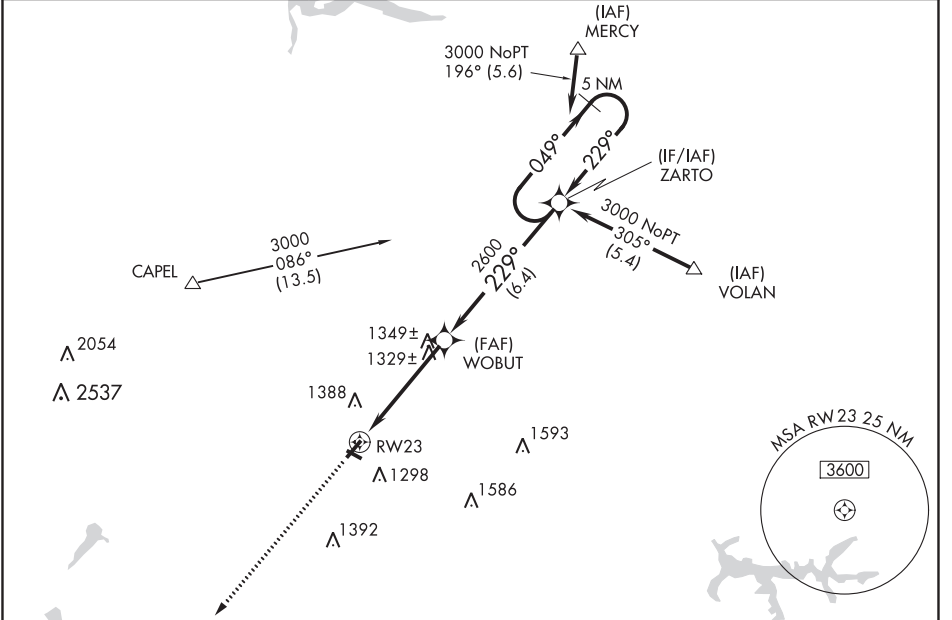
# RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

**▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile.

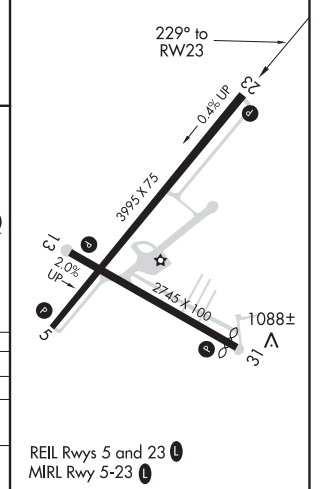
**MISSED APPROACH:**  
Climb to 3600 direct FIVEG and hold.

|                            |                                          |                                             |                               |
|----------------------------|------------------------------------------|---------------------------------------------|-------------------------------|
| AWOS-3PT<br><b>124.175</b> | YOUNGSTOWN/WARREN ASOS<br><b>123.750</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|----------------------------|------------------------------------------|---------------------------------------------|-------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1070 | TDZE 1027 |
|-----------|-----------|

|          |                       |                       |                         |
|----------|-----------------------|-----------------------|-------------------------|
| 3600     | FIVEG                 | ZARTO                 | 5 NM Holding Pattern    |
| ↑        | ✦                     | WOBUT                 |                         |
|          |                       | RWY 23                |                         |
|          |                       | 229°                  | 049° → 3000             |
|          |                       | 2600                  | ← 229°                  |
|          |                       | 4.8 NM                | 6.4 NM                  |
| CATEGORY | A                     | B                     | C                       |
| LPV DA   | 1288-1                |                       | 261 (300-1)             |
| LNAV MDA | 1580-1                | 553 (600-1)           | 1580-1½<br>553 (600-1½) |
| CIRCLING | 1580-1<br>510 (600-1) | 1700-1<br>630 (700-1) | 1700-1¾<br>630 (700-1¾) |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                       |                        |                             |                                           |
|-----------------------|------------------------|-----------------------------|-------------------------------------------|
| NDB UCP<br><b>272</b> | APP CRS<br><b>225°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3995</b><br><b>1027</b><br><b>1070</b> |
|-----------------------|------------------------|-----------------------------|-------------------------------------------|

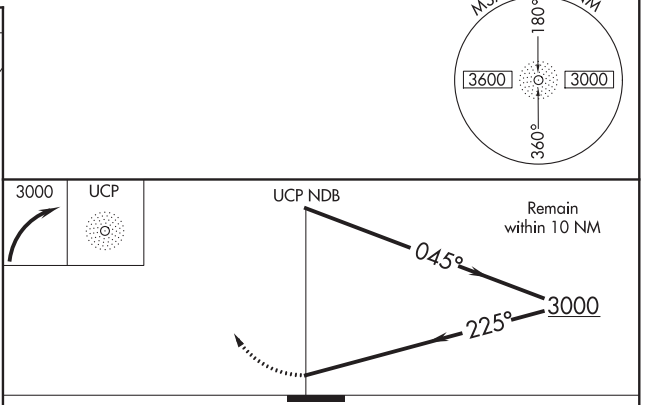
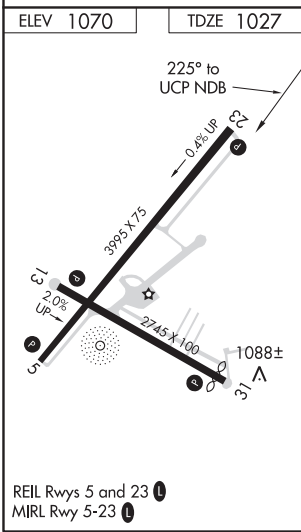
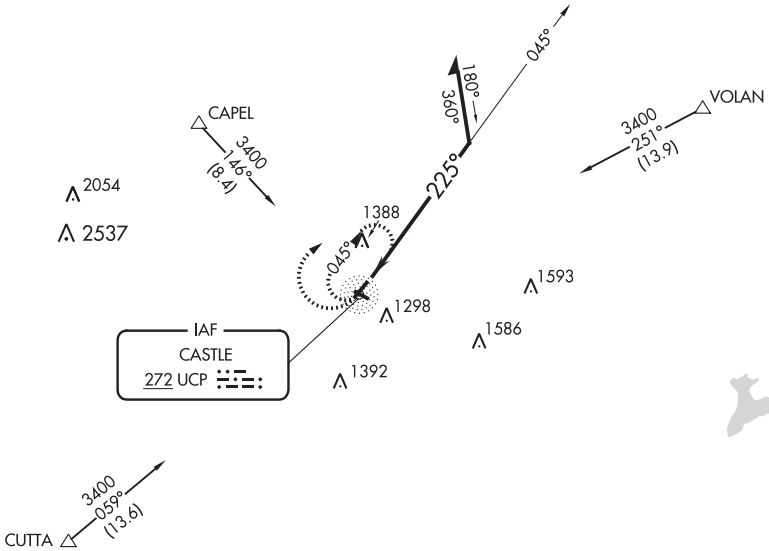
# NDB RWY 23

NEW CASTLE MUNI (UCP)

|                                                                                                                        |                                          |                                                                                     |                                 |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------|
| <p><b>▽</b> When local altimeter setting not received, use Youngstown/Warren altimeter setting.</p> <p><b>▲ NA</b></p> |                                          | <p>MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.</p> |                                 |
| AWOS-3PT<br><b>124.175</b>                                                                                             | YOUNGSTOWN/WARREN ASOS<br><b>123.750</b> | YOUNGSTOWN APP CON ★<br><b>133.95 322.3</b>                                         | UNICOM<br><b>123.0 (CTAF) ①</b> |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                        | B                        | C                      | D  |
|----------|--------------------------|--------------------------|------------------------|----|
| S-23     | 2000-1¼<br>973 (1000-1¼) | 2000-1½<br>973 (1000-1½) | 2000-3<br>973 (1000-3) | NA |
| CIRCLING | 2000-1¼<br>930 (1000-1¼) | 2000-1½<br>930 (1000-1½) | 2000-3<br>930 (1000-3) | NA |

|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>360°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>489</b> |
|------------------------|-----------------------------|----------------------------------------|

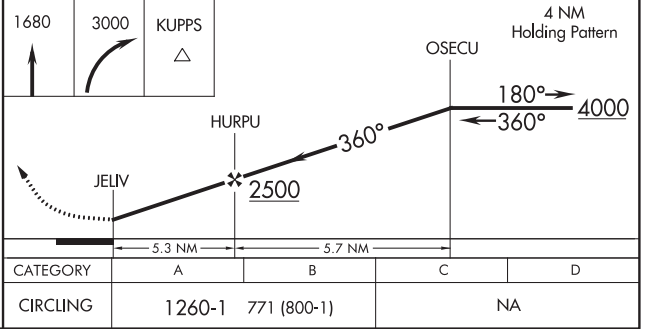
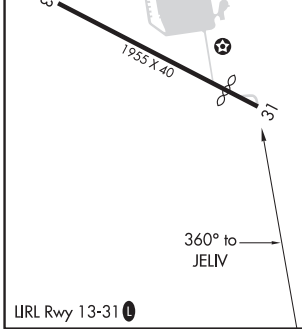
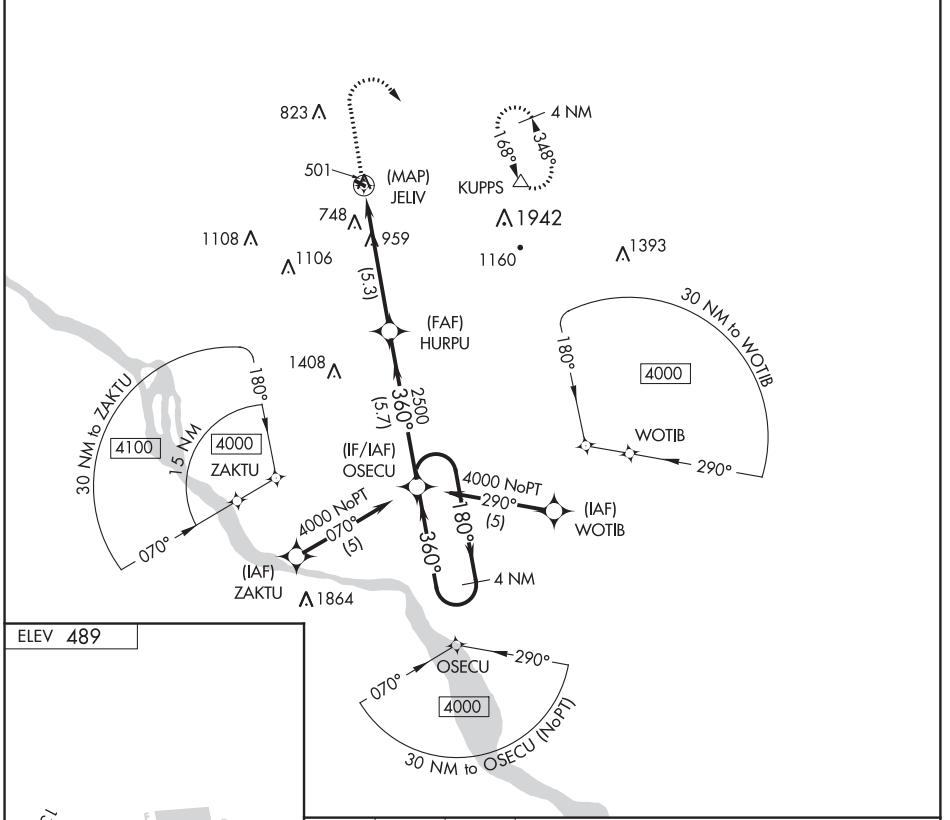
# RNAV (GPS)-A

REIGLE FIELD (58N)

**NA** Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Harrisburg Intl altimeter setting, when not received, use Fort Indiantown Gap altimeter setting.

**MISSED APPROACH:** Climb to 1680 then climbing right turn to 3000 direct KUPPS and hold.

|                                                                                                                                        |  |                                        |
|----------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------|
| <b>HARRISBURG APP CON</b><br><b>118.25 269.45</b> (001°-079°)<br><b>126.45 281.525</b> (080°-210°)<br><b>124.1 273.525</b> (211°-360°) |  | <b>UNICOM</b><br><b>122.8 (CTAF) 0</b> |
|----------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



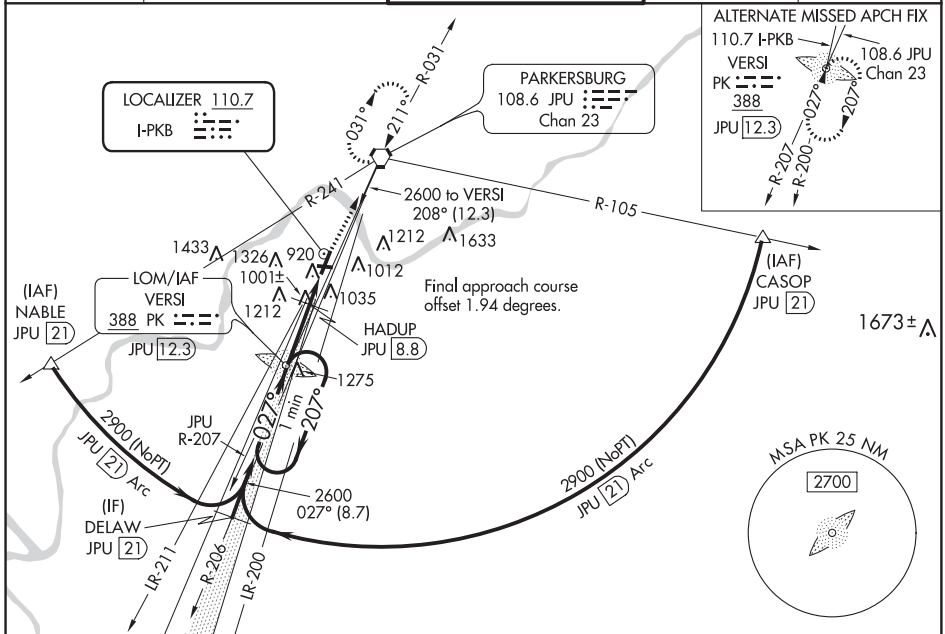
|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-PKB<br><b>110.7</b> | APP CRS<br><b>027°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6781</b><br><b>831</b><br><b>859</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

**ILS or LOC RWY 3**  
MID-OHIO VALLEY RGNL (PKB)

**NA** When local altimeter setting not received, use Athens/Albany altimeter setting and increase all DA/MDA 100 feet. Increase S-ILS 3 all Cats visibility to RVR 4000. Increase S-LOC 3 Cats C/D visibility to 1½, and increase Circling Cat C visibility to 1%. Increase HADUP FIX minimums S-LOC 3 Cats C/D visibility to RVR 6000.

**MALSR** MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VORTAC and hold.

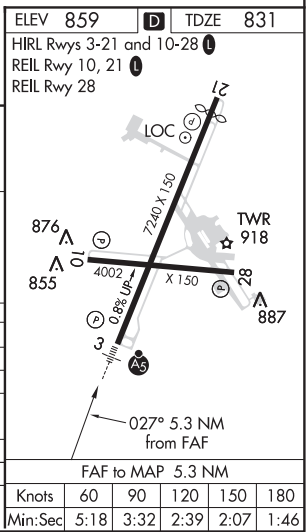
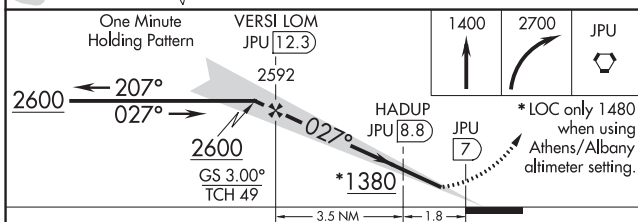
|                       |                                            |                                                  |                         |                         |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>124.35</b> | INDIANAPOLIS CENTER<br><b>125.55 398.9</b> | PARKERSBURG TOWER *<br><b>123.7 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                         |                 |
|-------------------------|-----------------|
| ELEV 859                | TDZE 831        |
| HIRL Rwy 3-21 and 10-28 | REIL Rwy 10, 21 |
| REIL Rwy 28             |                 |



| CATEGORY                          | A                     | B                     | C                       | D                       |
|-----------------------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-ILS 3                           | 1081/24 250 (200-½)   |                       |                         |                         |
| S-LOC 3                           | 1380/24               | 549 (600-½)           | 1380/1¼                 | 549 (600-1¼)            |
| CIRCLING                          | 1380-1                | 521 (600-1)           | 521 (600-1%)            | 561 (600-2)             |
| HADUP FIX MINIMUMS (DME REQUIRED) |                       |                       |                         |                         |
| S-LOC 3                           | 1260/24               | 429 (500-½)           | 1260/45                 | 429 (500-¾)             |
| CIRCLING                          | 1320-1<br>461 (500-1) | 1340-1<br>481 (500-1) | 1340-1½<br>481 (500-1½) | 1420-1½<br>561 (600-1½) |

|                   |         |      |      |      |      |      |
|-------------------|---------|------|------|------|------|------|
| FAF to MAP 5.3 NM | Knots   | 60   | 90   | 120  | 150  | 180  |
|                   | Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |


|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>77906</b><br><b>W03A</b> | APP CRS<br><b>030°</b> | Rwy Idg <b>6781</b><br>TDZE <b>831</b><br>Apt Elev <b>859</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

# RNAV (GPS) RWY 3

MID-OHIO VALLEY RGNL (PKB)

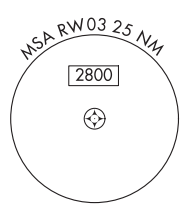
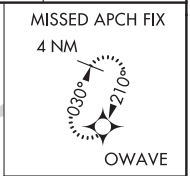
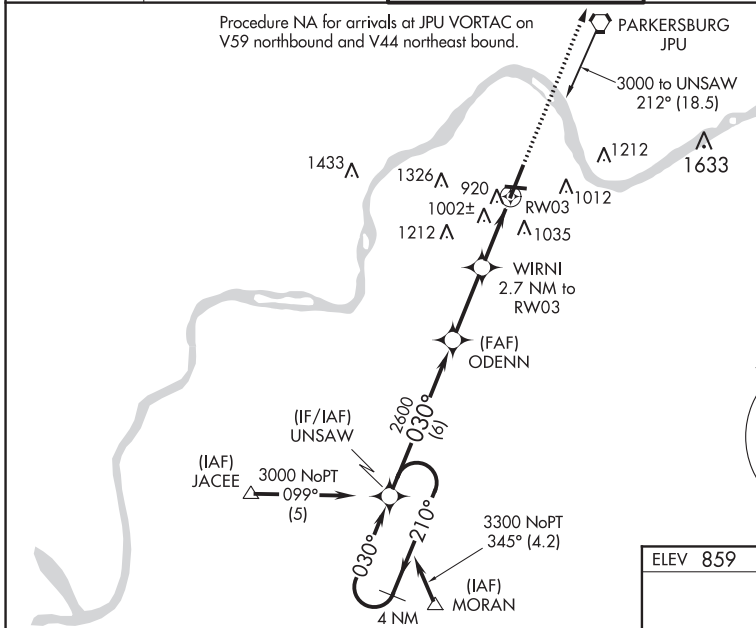
**⚠** Baro-VNAV and VDP NA when using Athens/Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 38°C (100°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all DA and all MDA 100 feet. Increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½, LNAV Cats C/D visibility to RVR 6000 and Circling Cat C visibility to 1½. For inoperative MALS when using Athens/Albany altimeter setting, increase LPV all Cats visibility to RVR 6000, and LNAV/VNAV all Cats visibility to 2¼.

MALS

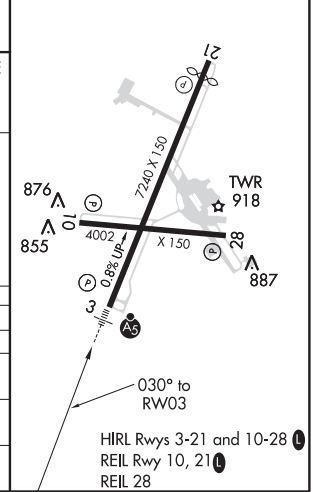
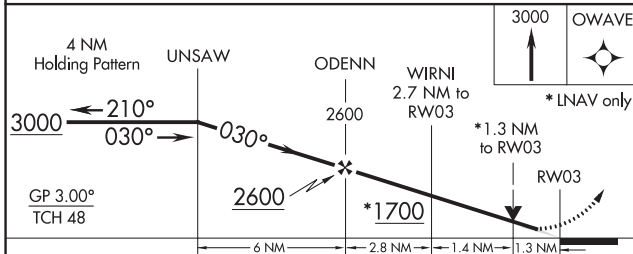


MISSED APPROACH:  
Climb to 3000 direct  
OWAVE and hold.

|                       |                                            |                                                  |                         |                         |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>124.35</b> | INDIANAPOLIS CENTER<br><b>125.55 398.9</b> | PARKERSBURG TOWER *<br><b>123.7 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|



|          |                   |
|----------|-------------------|
| ELEV 859 | <b>D</b> TDZE 831 |
|----------|-------------------|



| CATEGORY     | A                     | B                     | C                      | D                     |
|--------------|-----------------------|-----------------------|------------------------|-----------------------|
| LPV DA       |                       | 1081/24               | 250 (200-½)            |                       |
| LNAV/VNAV DA |                       | 1336/60               | 505 (500-1¼)           |                       |
| LNAV MDA     | 1260/24               | 429 (500-½)           | 1260/40                | 429 (500-¾)           |
| CIRCLING     | 1320-1<br>461 (500-1) | 1340-1<br>481 (500-1) | 1340-1½<br>481 (500-½) | 1420-2<br>561 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

16035

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>97627</b><br><b>W10A</b> | APP CRS<br><b>103°</b> | Rwy Idg <b>4002</b><br>TDZE <b>831</b><br>Apt Elev <b>859</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

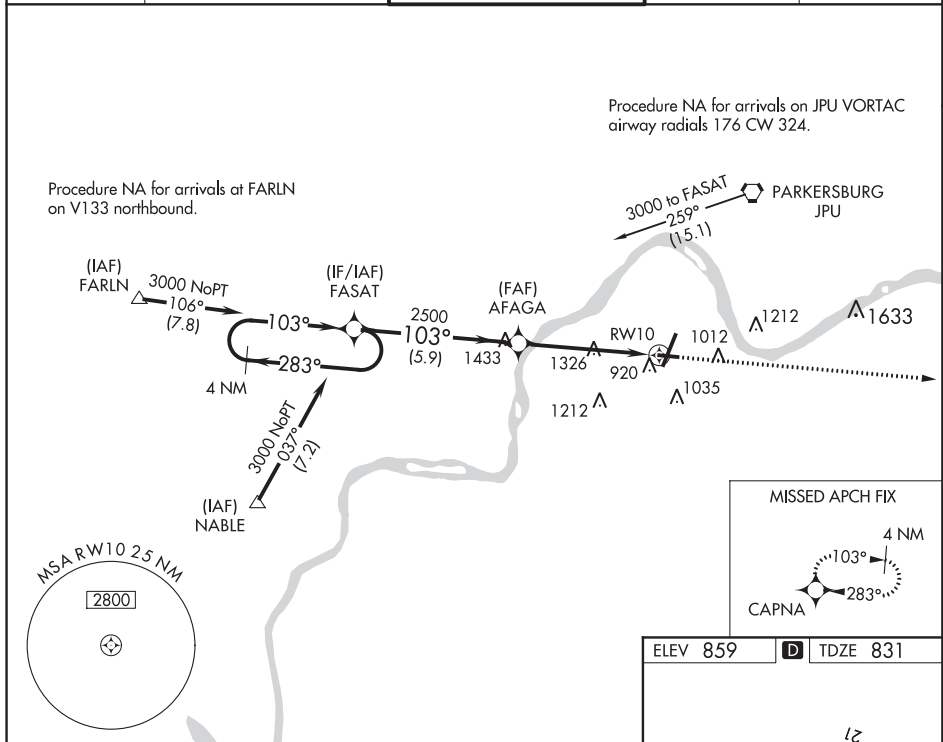
# RNAV (GPS) RWY 10

MID-OHIO VALLEY RGNL (PKB)

**⚠** When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDAs 100 feet, increase LP, LNAV and Circling Cat C/D visibility ½ mile.  
**⚠** Increase Circling Cat A visibility ¼ mile. DME/DME RNP-0.3 NA.  
 VDP NA with Athens/Albany altimeter setting.

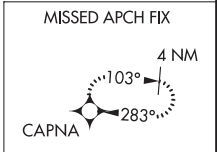
MISSED APPROACH:  
 Climb to 3000 direct CAPNA and hold.

|                       |                                            |                                                  |                         |                         |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>124.35</b> | INDIANAPOLIS CENTER<br><b>125.55 398.9</b> | PARKERSBURG TOWER *<br><b>123.7 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|

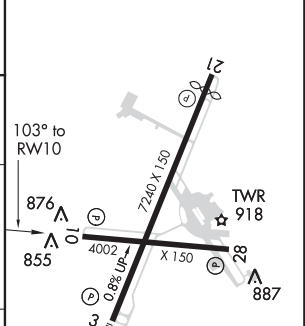
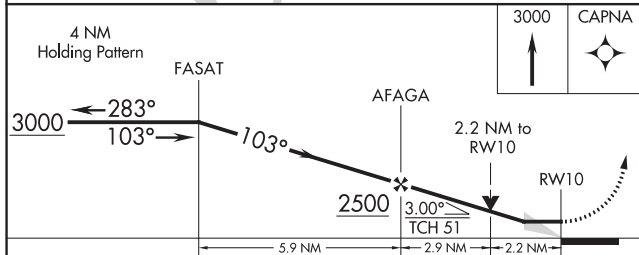


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                   |
|----------|-------------------|
| ELEV 859 | <b>D</b> TDZE 831 |
|----------|-------------------|



| CATEGORY | A                     | B                       | C       | D            |
|----------|-----------------------|-------------------------|---------|--------------|
| LP MDA   | 1580-1<br>749 (800-1) | 1580-1½<br>749 (800-1¼) | 1580-2  | 749 (800-2)  |
| LNAV MDA | 1600-1<br>769 (800-1) | 1600-1½<br>769 (800-1¼) | 1600-2½ | 769 (800-2½) |
| CIRCLING | 1600-1<br>741 (800-1) | 1600-1½<br>741 (800-1¼) | 1600-2½ | 741 (800-2½) |

HIRL Rwy 3-21 and 10-28 **Ⓛ**  
 REIL Rwy 10 and 21 **Ⓛ**  
 REIL Rwy 28

PARKERSBURG, WEST VIRGINIA  
 Orig-A 18SEP14

39°21'N-81°26'W

# RNAV (GPS) RWY 10

MID-OHIO VALLEY RGNL (PKB)

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86727</b><br><b>W21A</b> | APP CRS<br><b>210°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6781</b><br><b>857</b><br><b>859</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

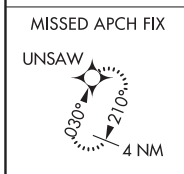
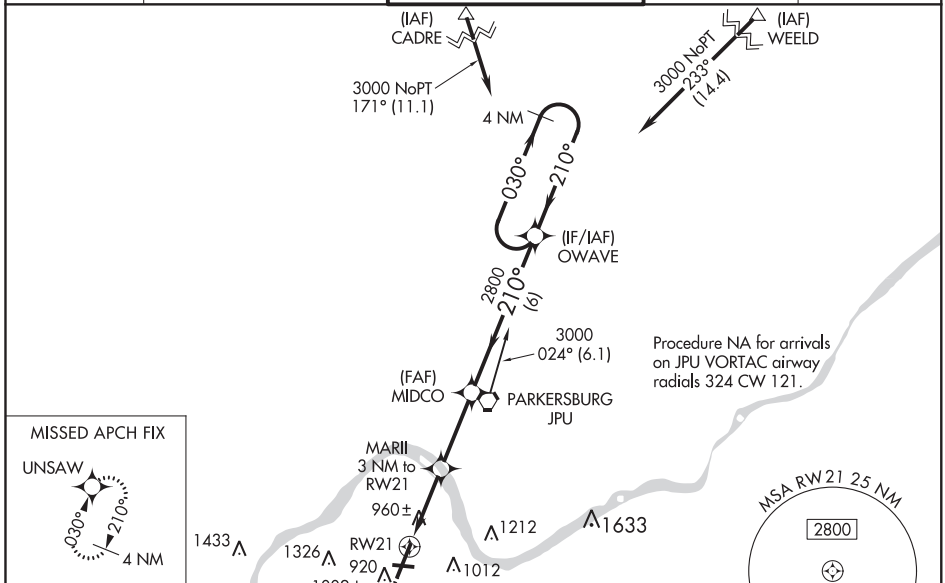
# RNAV (GPS) RWY 21

MID-OHIO VALLEY RGNL (PKB)

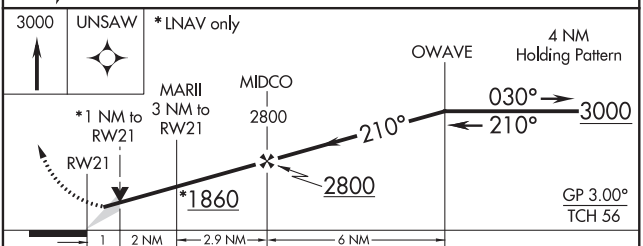
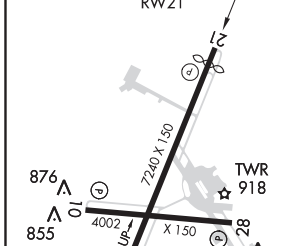
**⚠** Baro-VNAV NA when using Athens/Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase LPV DA to 1207, LNAV/VNAV DA to 1237 all MDA 100 feet. Increase LPV all Cats visibility to 1½, LNAV/VNAV all Cats visibility to 1¾ and LNAV Cats C/D visibilities to 1¾. VDP NA with Athens/Albany altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct UNSAW and hold.

|                       |                                            |                                                    |                         |                         |
|-----------------------|--------------------------------------------|----------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>124.35</b> | INDIANAPOLIS CENTER<br><b>125.55 398.9</b> | PARKERSBURG TOWER *<br><b>123.7 (CTAF) 0 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|----------------------------------------------------|-------------------------|-------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>859</b> | <b>D</b> | TDZE <b>857</b> |
|-----------------|----------|-----------------|



| CATEGORY     | A                     | B                     | C                       | D                     |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA       |                       | 1107-¾                | 250 (300-¾)             |                       |
| LNAV/VNAV DA |                       | 1137-⅞                | 280 (300-⅞)             |                       |
| LNAV MDA     |                       | 1220-1                | 363 (400-1)             |                       |
| CIRCLING     | 1320-1<br>461 (500-1) | 1340-1<br>481 (500-1) | 1340-1½<br>481 (500-1½) | 1420-2<br>561 (600-2) |

REIL Rwy 28  
REIL Rwy 10, 21  
HIRL Rwy 3-21 and 10-28

NE-4, 10 NOV 2016 to 05 JAN 2017

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PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

16035

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>61227</b><br><b>W28A</b> | APP CRS<br><b>283°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4002</b><br><b>839</b><br><b>859</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 28

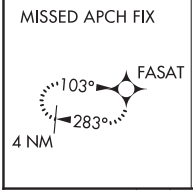
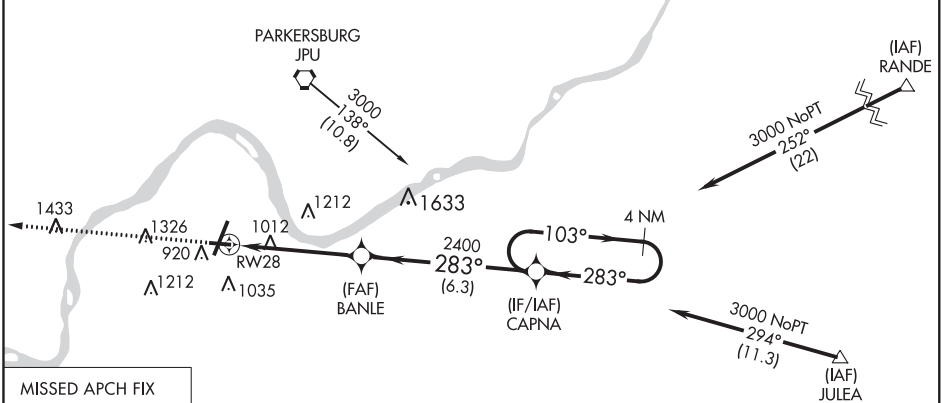
MID-OHIO VALLEY RGNL (PKB)

**⚠** When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase LP/LNAV Cats C/D and Circling Cat C visibility to 1½. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Athens/Albany altimeter setting.

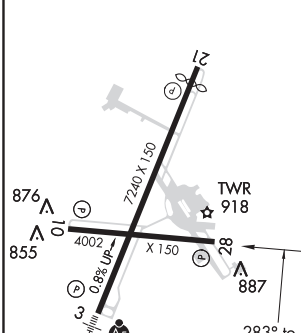
**MISSED APPROACH:**  
Climb to 3000 direct FASAT and hold.

|                       |                                            |                                                  |                         |                         |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>124.35</b> | INDIANAPOLIS CENTER<br><b>125.55 398.9</b> | PARKERSBURG TOWER ★<br><b>123.7 (CTAF) 257.8</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|

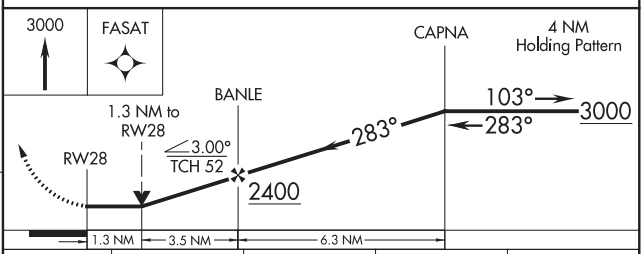
Procedure NA for arrivals on JPU VORTAC airway radials 070 CW 220.



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>859</b> | <b>D</b> | TDZE <b>839</b> |
|-----------------|----------|-----------------|



|             |                          |                 |
|-------------|--------------------------|-----------------|
| REIL Rwy 28 | HIRL Rwys 3-21 and 10-28 | REIL Rwy 10, 21 |
|-------------|--------------------------|-----------------|



| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LP MDA   | 1300-1                | 461 (500-1)           | 1300-1½                 | 461 (500-1½)          |
| LNAV MDA | 1320-1                | 481 (500-1)           | 1320-1½                 | 481 (500-1½)          |
| CIRCLING | 1320-1<br>461 (500-1) | 1340-1<br>481 (500-1) | 1340-1½<br>481 (500-1½) | 1420-2<br>561 (600-2) |

PARKERSBURG, WEST VIRGINIA  
Orig-A 18SEP14

39°21'N-81°26'W

# RNAV (GPS) RWY 28

MID-OHIO VALLEY RGNL (PKB)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

AL-646 (FAA)

MID-OHIO VALLEY RGNL (PKB)  
PARKERSBURG, WEST VIRGINIA

ATIS  
 124.35  
 PARKERSBURG TOWER ★  
 123.7 257.8  
 GND CON  
 121.7

FIELD  
 ELEV  
 859

D

WEST VIRGINIA NATIONAL GUARD

81°26.5'W

ELEV 859

81°26.0'W

39°21.0'N



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W

NE-4, 10 NOV 2016 to 05 JAN 2017

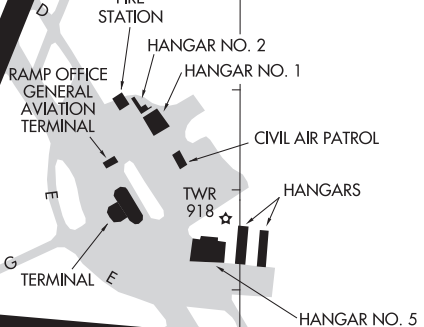
NE-4, 10 NOV 2016 to 05 JAN 2017

ELEV 831

10

103.0°

7240 X 150



39°20.5'N

4002 X 150

283.0°

ELEV 838

030.0°

0.8% UP

ELEV 803

3

RWY 03-21  
 S-85, D-100, 2S-127, 2D-175  
 RWY 10-28  
 S-50, D-75, 2S-95, 2D-135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

PARKERSBURG, WEST VIRGINIA  
MID-OHIO VALLEY RGNL (PKB)

# RNAV (GPS) RWY 8

PENNRIDGE (CKZ)

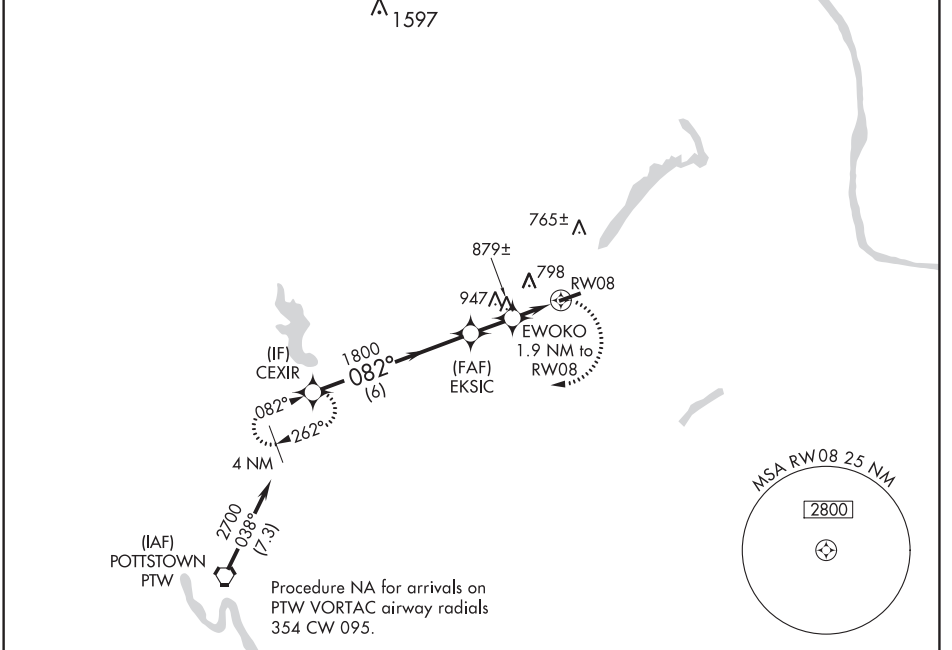
|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>082°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3945</b><br><b>557</b><br><b>568</b> |
|------------------------|-----------------------------|-----------------------------------------|

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile. Procedure NA at night.

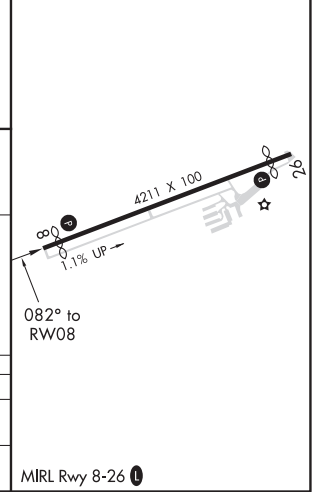
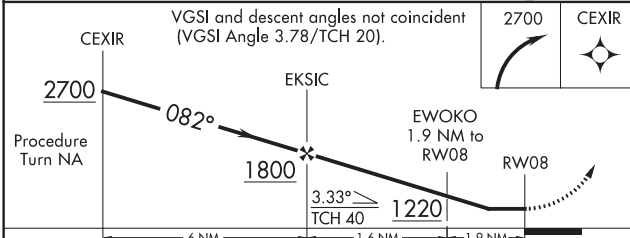
**△** NA

**MISSED APPROACH:**  
Climbing right turn to 2700 direct CEXIR and hold.

|                          |                                            |                           |                                 |
|--------------------------|--------------------------------------------|---------------------------|---------------------------------|
| AWOS-3<br><b>126.325</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------|---------------------------------|



|          |          |
|----------|----------|
| ELEV 568 | TDZE 557 |
|----------|----------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1140-1 | 583 (600-1) | 1140-1½<br>583 (600-1½) | NA |
| CIRCLING | 1260-1 | 692 (700-1) | 1260-2<br>692 (700-2)   | NA |

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|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>262°</b> | Rwy Idg<br><b>3860</b> |
|                        | TDZE<br><b>564</b>     |
|                        | Apt Elev<br><b>568</b> |

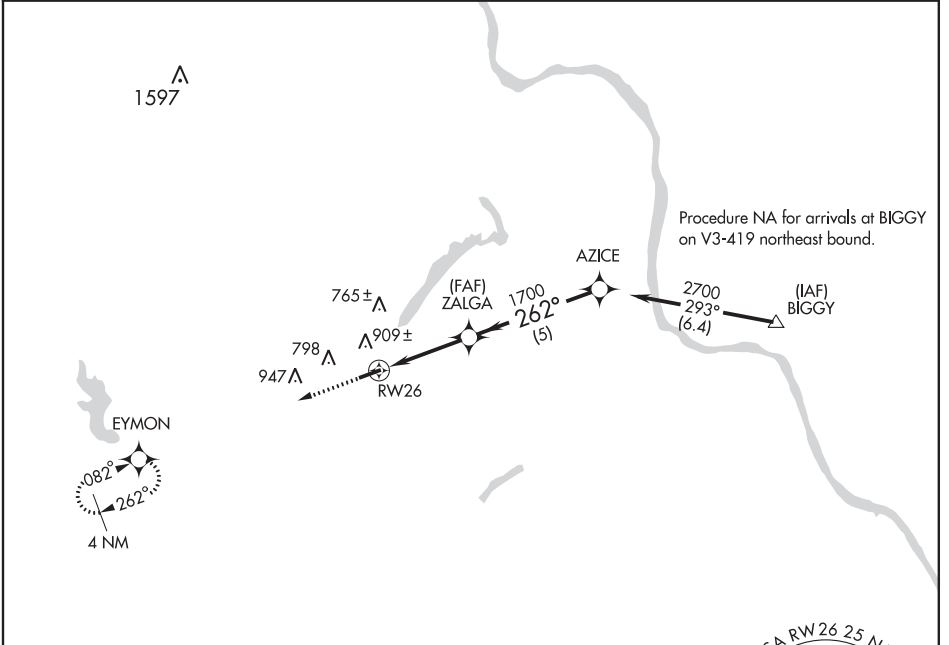
# RNAV (GPS) RWY 26

PENNRIDGE (CKZ)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2700 via 262° course to EYMON WP and hold.

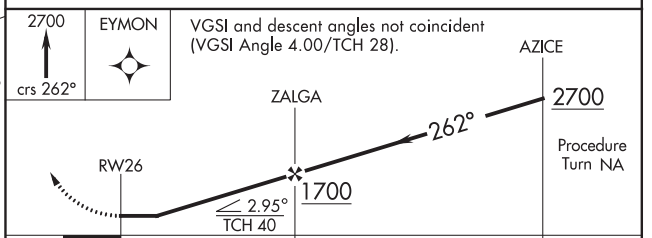
|                          |                                            |                           |                                 |
|--------------------------|--------------------------------------------|---------------------------|---------------------------------|
| AWOS-3<br><b>126.325</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 568 | TDZE 564 |
|----------|----------|



|          |        |             |                       |    |
|----------|--------|-------------|-----------------------|----|
| CATEGORY | A      | B           | C                     | D  |
| LNAV MDA | 960-1  | 396 (400-1) |                       | NA |
| CIRCLING | 1260-1 | 692 (700-1) | 1260-2<br>692 (700-2) | NA |

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>58131</b><br><b>W31A</b> | APP CRS<br><b>295°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>957</b><br><b>963</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

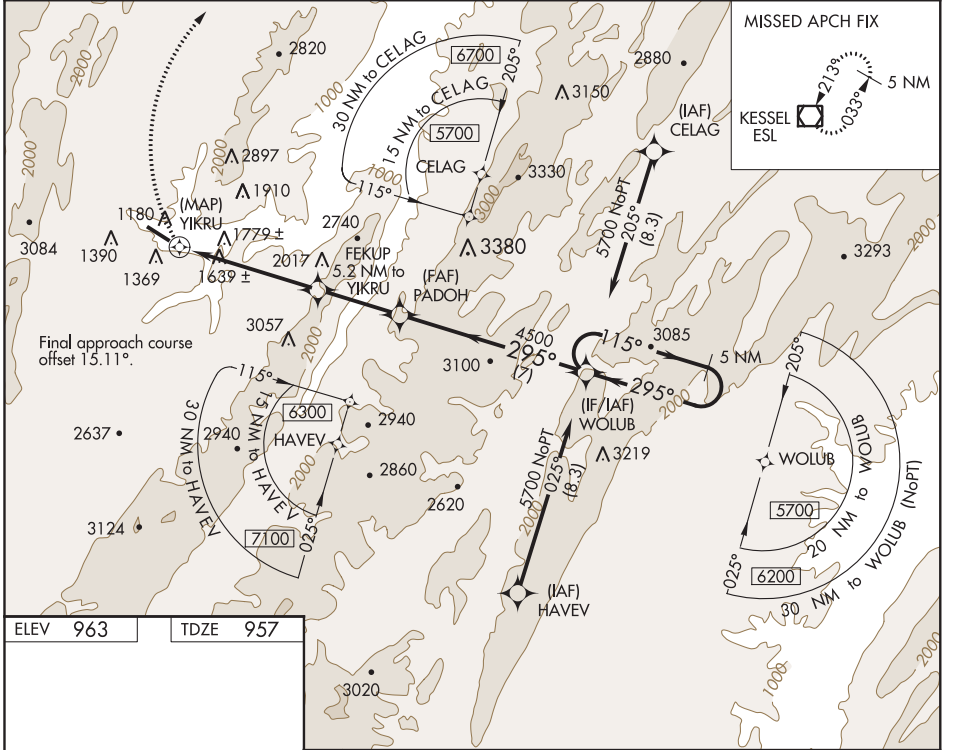
# RNAV (GPS) Y RWY 31

GRANT COUNTY (W99)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night.  
Helicopter visibility reduction below 1 SM NA.

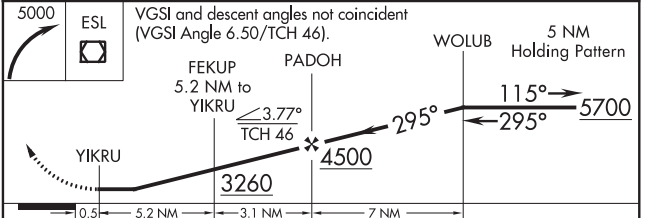
MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

|                          |                                          |                               |
|--------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>124.475</b> | WASHINGTON CENTER<br><b>133.65 285.6</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|------------------------------------------|-------------------------------|



|          |          |
|----------|----------|
| ELEV 963 | TDZE 957 |
|----------|----------|

REIL Rws 13 and 31  
MIRL Rwy 13-31



| CATEGORY          | A                         | B                         | C                       | D  |
|-------------------|---------------------------|---------------------------|-------------------------|----|
| LP MDA            | 2620-1¼<br>1663 (1700-1¼) | 2620-1½<br>1663 (1700-1½) | 2620-3<br>1663 (1700-3) | NA |
| LNAV MDA          | 2740-1¼<br>1783 (1800-1¼) | 2740-1½<br>1783 (1800-1½) | 2740-3<br>1783 (1800-3) | NA |
| <b>C</b> CIRCLING | 2740-1¼<br>1777 (1800-1¼) | 2740-1½<br>1777 (1800-1½) | 2880-3<br>1917 (2000-3) | NA |

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NE-4, 10 NOV 2016 to 05 JAN 2017



|         |          |     |
|---------|----------|-----|
| APP CRS | Rwy Idg  | N/A |
| 145°    | TDZE     | N/A |
|         | Apt Elev | 963 |

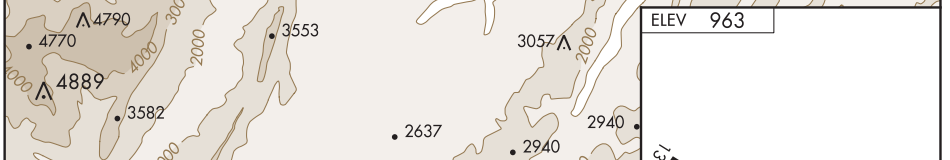
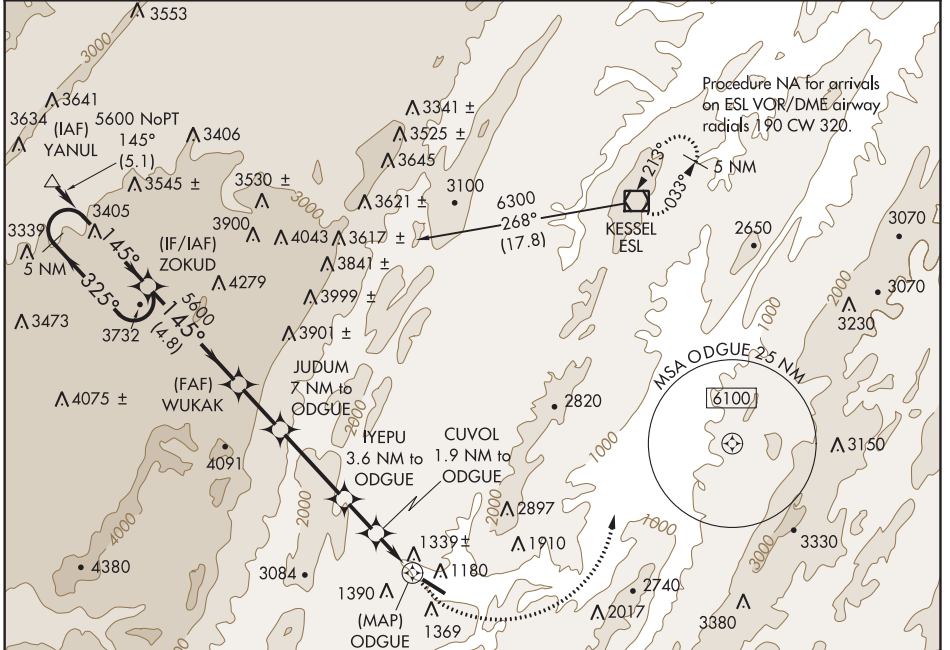
# RNAV (GPS)-C

GRANT COUNTY (W99)

**Procedure NA at night. DME/DME RNP-0.3 NA.**  
 Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2900 then climbing left turn to 5000 direct ESL VOR/DME and hold.

|                          |                                          |                               |
|--------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>124.475</b> | WASHINGTON CENTER<br><b>133.65 285.6</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|------------------------------------------|-------------------------------|



|                      |         |         |                        |                          |                          |       |
|----------------------|---------|---------|------------------------|--------------------------|--------------------------|-------|
| 5 NM Holding Pattern | ZOKUD   | WUKAK   | JUDUM<br>7 NM to ODGUE | IYEPU<br>3.6 NM to ODGUE | CUVOL<br>1.9 NM to ODGUE | ODGUE |
| 5600                 | 4800    | 3600    | 3040                   | 3040                     | 2940                     | 963   |
| ←325°<br>145°→       |         |         |                        |                          |                          |       |
| ←4.8 NM              | ←2.2 NM | ←3.4 NM | 1.7 NM                 | 1.9 NM                   | 0.5 NM                   |       |

|          |                           |                           |                         |    |
|----------|---------------------------|---------------------------|-------------------------|----|
| CATEGORY | A                         | B                         | C                       | D  |
| CIRCLING | 2400-1¼<br>1437 (1500-1¼) | 2400-1½<br>1437 (1500-1½) | 2880-3<br>1917 (2000-3) | NA |

MIRL Rwy 13-31  
 REIL Rwy 13 and 31

NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                               |                        |                                           |                                        |
|-----------------------------------------------|------------------------|-------------------------------------------|----------------------------------------|
| VOR/DME ESL<br><b>110.8</b><br>Chan <b>45</b> | APP CRS<br><b>213°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>963</b> | <b>N/A</b><br><b>N/A</b><br><b>963</b> |
|-----------------------------------------------|------------------------|-------------------------------------------|----------------------------------------|

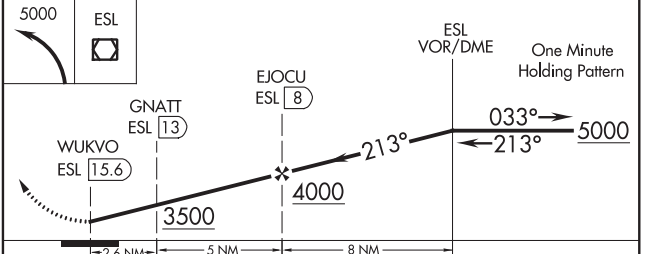
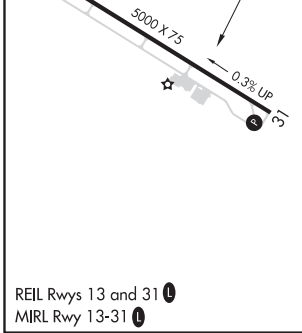
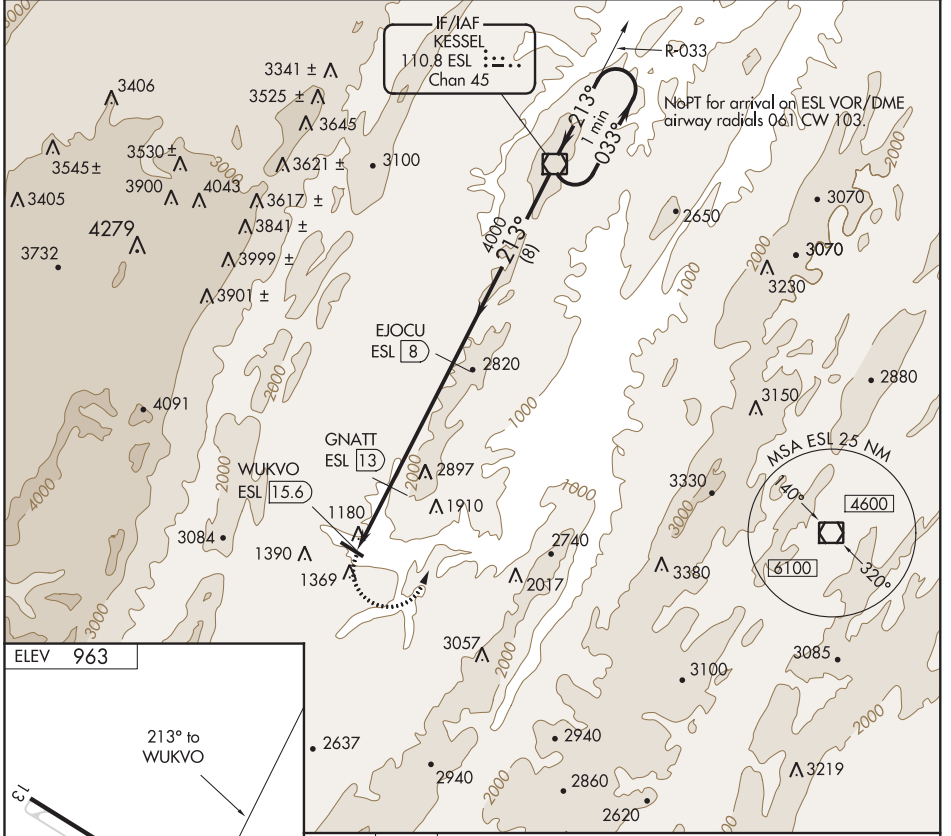
# VOR/DME-A

GRANT COUNTY (W99)

**NA** Procedure NA at night.  
Helicopter visibility reduction 1 SM NA.

MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.

|                          |                                          |                               |
|--------------------------|------------------------------------------|-------------------------------|
| AWOS-3<br><b>124.475</b> | WASHINGTON CENTER<br><b>133.65 285.6</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|------------------------------------------|-------------------------------|



| CATEGORY          | A                         | B                         | C                       | D  |
|-------------------|---------------------------|---------------------------|-------------------------|----|
| <b>C</b> CIRCLING | 3100-1¼<br>2137 (2200-1¼) | 3100-1½<br>2137 (2200-1½) | 3100-3<br>2137 (2200-3) | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-PNE<br><b>111.1</b> | APP CRS<br><b>240°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>116</b><br><b>121</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

**ILS or LOC RWY 24**  
NORtheast PHILADELPHIA (PNE)

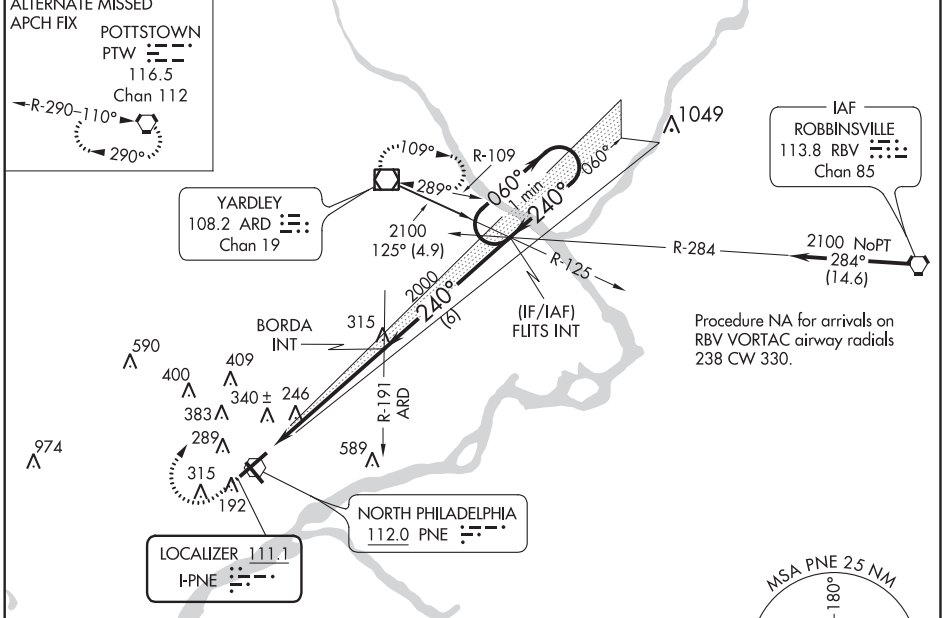
**⚠** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat C visibility ¼ mile. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.



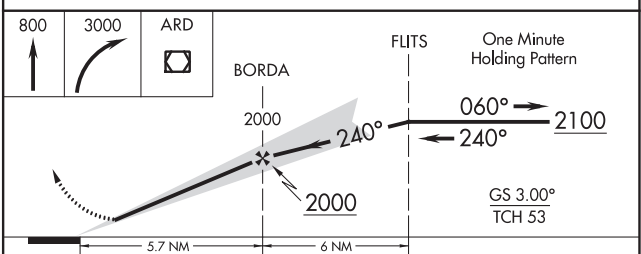
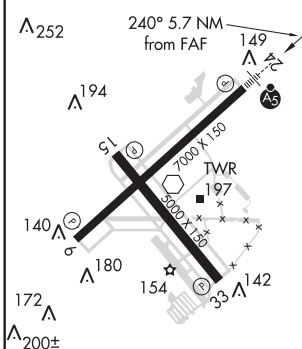
**MISSED APPROACH:**  
Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

|                       |                                            |                                                               |                         |                           |                         |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.15</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORtheast PHILADELPHIA TOWER *<br><b>126.9 (CTAF) 0 278.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|

ALTERNATE MISSED APCH FIX  
POTTSTOWN  
PTW  
116.5  
Chan 112  
R-290-110°  
290°



|          |          |
|----------|----------|
| ELEV 121 | TDZE 116 |
|----------|----------|



| CATEGORY | A                 | B           | C                      | D                    |
|----------|-------------------|-------------|------------------------|----------------------|
| S-ILS 24 | 316-½ 200 (200-½) |             |                        |                      |
| S-LOC 24 | 560-½             | 444 (500-½) | 560-¾<br>444 (500-¾)   | 560-1<br>444 (500-1) |
| CIRCLING | 640-1             | 519 (600-1) | 640-1½<br>519 (600-1½) | 700-2<br>579 (600-2) |

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|                                 |                        |                             |                                         |
|---------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>65622</b><br>W06A | APP CRS<br><b>060°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>116</b><br><b>120</b> |
|---------------------------------|------------------------|-----------------------------|-----------------------------------------|

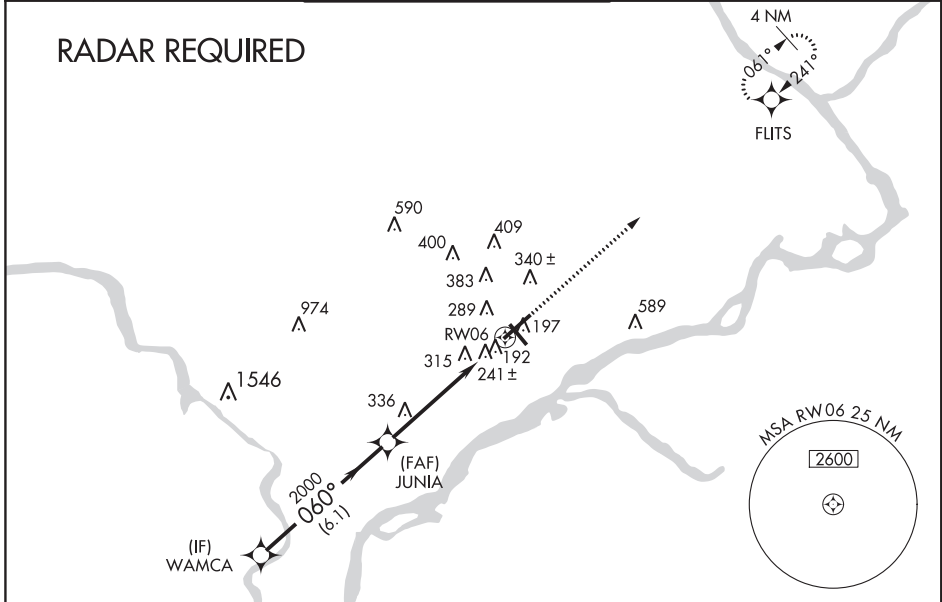
# RNAV (GPS) RWY 6

## NORTHEAST PHILADELPHIA (PNE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting.

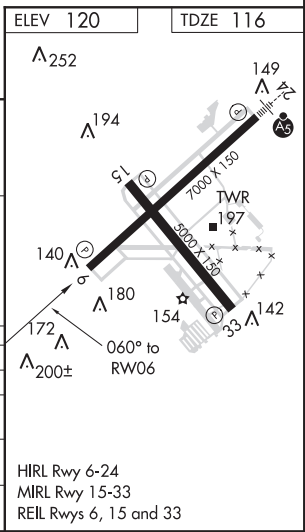
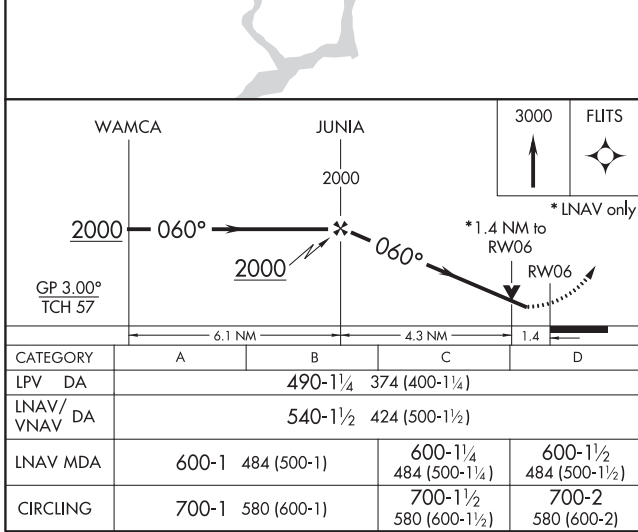
**MISSED APPROACH:**  
Climb to 3000 direct FLITS and hold.

|                       |                                            |                                                               |                         |                           |                         |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.15</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORTHEAST PHILADELPHIA TOWER *<br><b>126.9 (CTAF) 0 278.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017



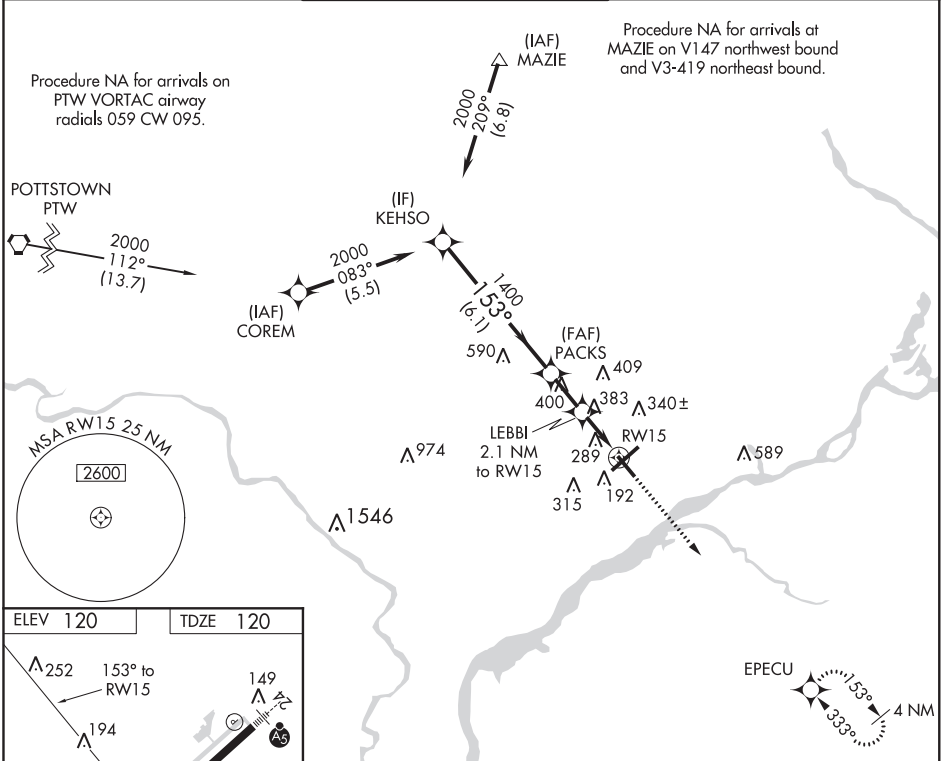


|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5000</b> |
| <b>153°</b> | TDZE     | <b>120</b>  |
|             | Apt Elev | <b>120</b>  |

# RNAV (GPS) RWY 15

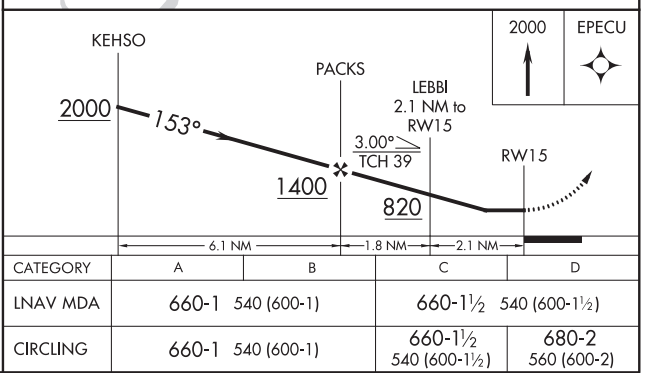
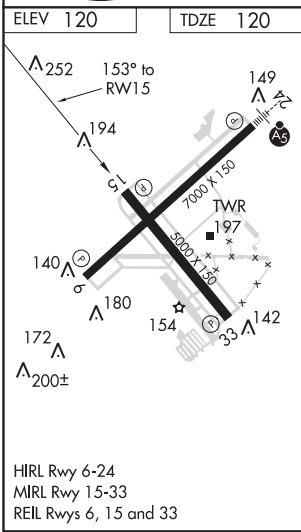
NORtheast PHILADELPHIA (PNE)

|                                                                                                                                                                                                                  |                                                    |                                                                     |                                 |                                   |                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------|---------------------------------|-----------------------------------|---------------------------------|
| <p><b>⚠</b> When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA.</p> |                                                    | <p>MISSED APPROACH: Climb to 2000 direct EPECU and hold.</p>        |                                 |                                   |                                 |
| <p>ATIS<br/><b>121.15</b></p>                                                                                                                                                                                    | <p>PHILADELPHIA APP CON<br/><b>123.8 291.7</b></p> | <p>NORtheast PHILADELPHIA TOWER *<br/><b>126.9 (CTAF) 278.8</b></p> | <p>GND CON<br/><b>121.7</b></p> | <p>CLNC DEL<br/><b>127.25</b></p> | <p>UNICOM<br/><b>122.95</b></p> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>Ch <b>45504</b><br><b>W24A</b> | APP CRS<br><b>240°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>116</b><br><b>121</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

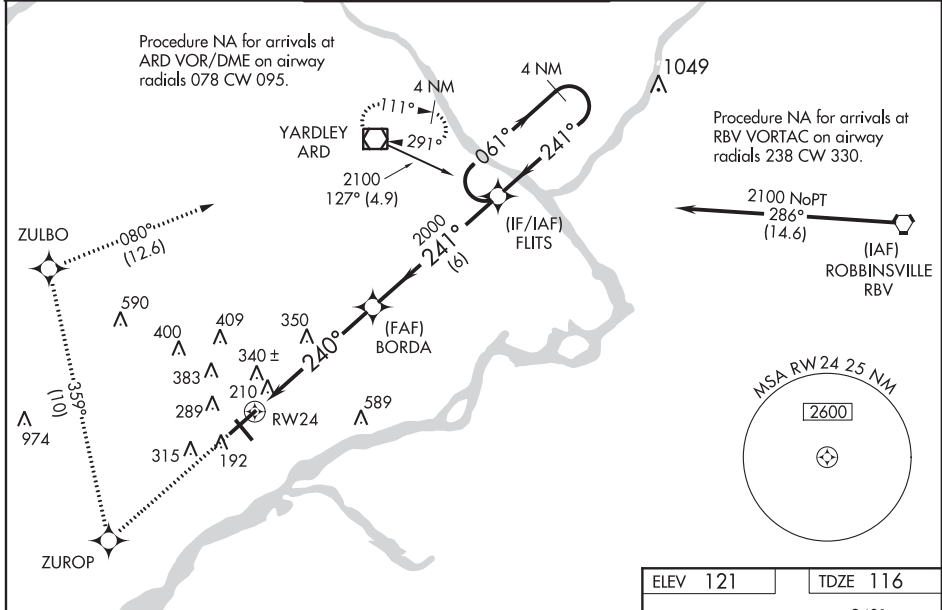
# RNAV (GPS) RWY 24

NORtheast PHILADELPHIA (PNE)

**⚠** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1½. For inoperative MALSR, increase LPV visibility all Cats to 1.

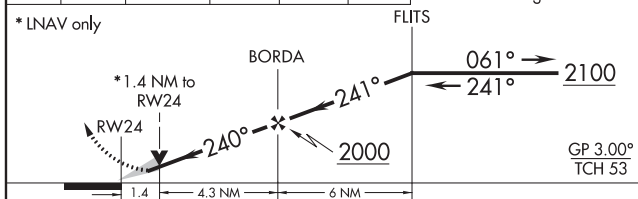
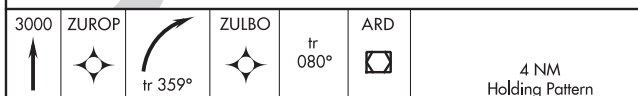
**MISSED APPROACH:** Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

|                       |                                            |                                                               |                         |                           |                         |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.15</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORtheast PHILADELPHIA TOWER *<br><b>126.9 (CTAF) 0 278.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|

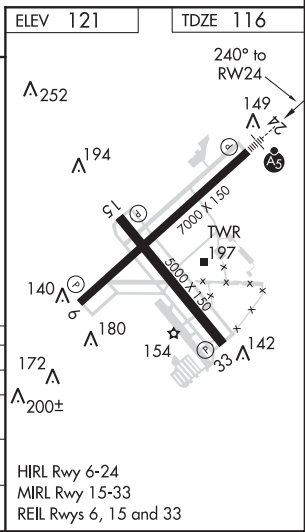


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY     | A                   | B                   | C | D                 |
|--------------|---------------------|---------------------|---|-------------------|
| LPV DA       | 430-½ 314 (400-½)   |                     |   |                   |
| LNAV/VNAV DA | 620-1¼ 504 (500-1½) |                     |   |                   |
| LNAV MDA     | 600-½ 484 (500-½)   | 600-¾ 484 (500-¾)   |   | 600-1 484 (500-1) |
| CIRCLING     | 640-1 519 (600-1)   | 640-1½ 519 (600-1½) |   | 700-2 579 (600-2) |



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>69327</b><br><b>W33A</b> | APP CRS<br><b>333°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>108</b><br><b>120</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

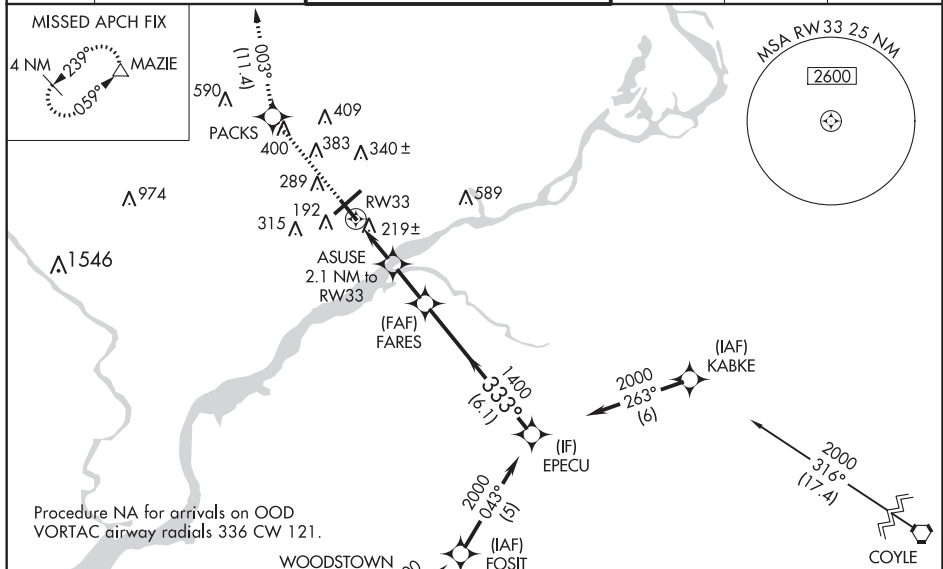
# RNAV (GPS) RWY 33

NORtheast PHILADELPHIA (PNE)

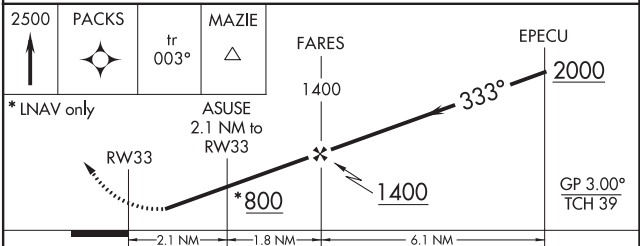
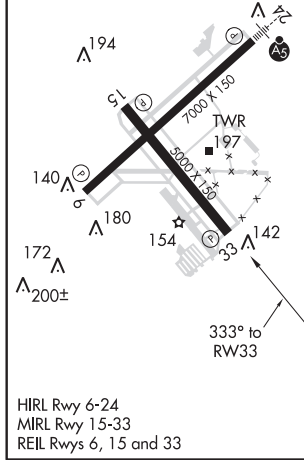
**⚠** Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 2500 direct PACKS and on track 003° to MAZIE and hold.

|                       |                                            |                                                               |                         |                           |                         |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.15</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORtheast PHILADELPHIA TOWER *<br><b>126.9 (CTAF) 0 278.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------|---------------------------|-------------------------|



|          |          |
|----------|----------|
| ELEV 120 | TDZE 108 |
|----------|----------|



| CATEGORY     | A     | B           | C                      | D                    |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA       |       | 380-1       | 272 (300-1)            |                      |
| LNAV/VNAV DA |       | 400-1       | 292 (300-1)            |                      |
| LNAV MDA     |       | 480-1       | 372 (400-1)            |                      |
| CIRCLING     | 640-1 | 520 (600-1) | 640-1½<br>520 (600-1½) | 680-2<br>560 (600-2) |

NE-4, 10 NOV 2016 to 05 JAN 2017

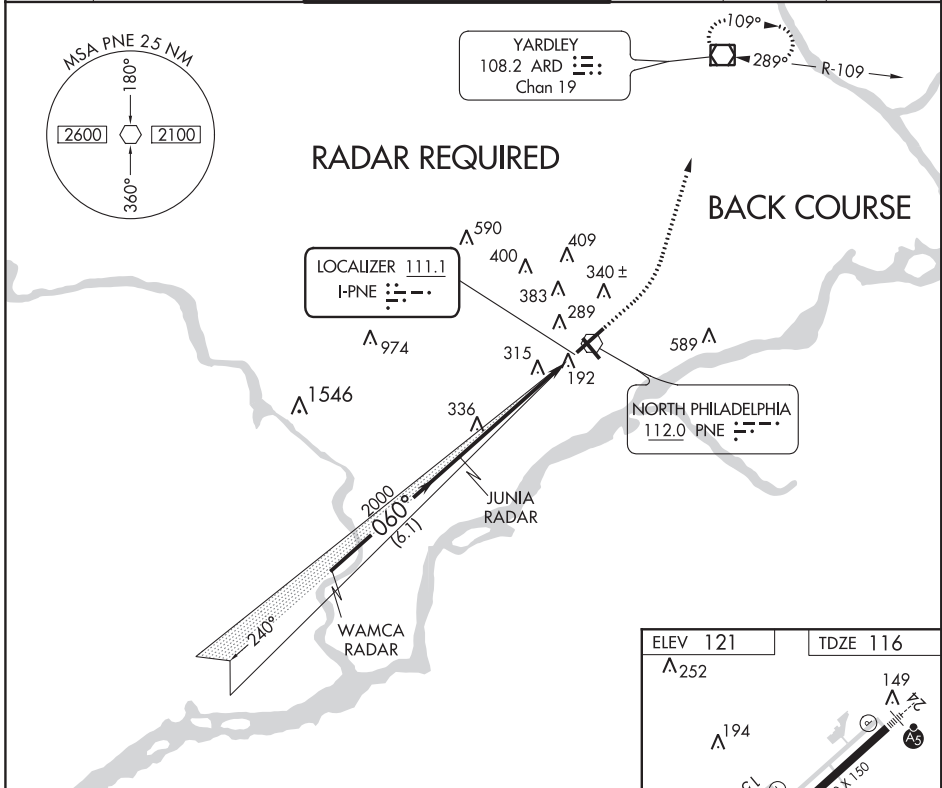
NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                             |                                         |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-PNE<br><b>111.1</b> | APP CRS<br><b>060°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>116</b><br><b>121</b> |
|---------------------------|------------------------|-----------------------------|-----------------------------------------|

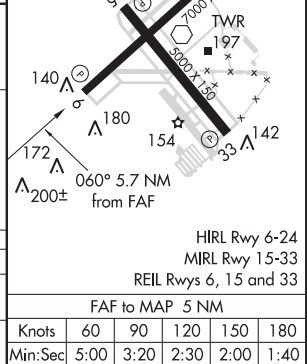
# LOC BC RWY 6

NORTHEAST PHILADELPHIA (P'NE)

|                                                                                                                                                                                     |                                            |                                                                                                     |                         |                           |                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| <p><b>⚠</b> When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats C/D visibility ¼ mile. Radar Required.</p> |                                            | <p>MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.</p> |                         |                           |                         |
| ATIS<br><b>121.15</b>                                                                                                                                                               | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORTHEAST PHILADELPHIA TOWER ★<br><b>126.9 (CTAF) 0 278.8</b>                                       | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |



|          |                           |             |                        |                        |     |
|----------|---------------------------|-------------|------------------------|------------------------|-----|
|          | WAMCA RADAR               | JUNIA RADAR | 1000                   | 3000                   | ARD |
|          | <p>2000 — 060° — 2000</p> |             | <p>3.05° TCH 57</p>    |                        |     |
|          | 6.1 NM                    |             | 5 NM                   |                        |     |
| CATEGORY | A                         | B           | C                      | D                      |     |
| S-6      | 600-1                     | 484 (500-1) | 600-1½<br>484 (500-1½) | 600-1½<br>484 (500-1½) |     |
| CIRCLING | 640-1                     | 519 (600-1) | 640-1½<br>519 (600-1½) | 700-2<br>579 (600-2)   |     |



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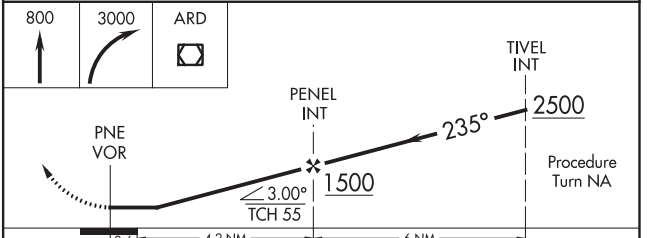
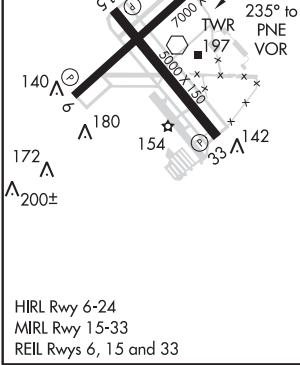
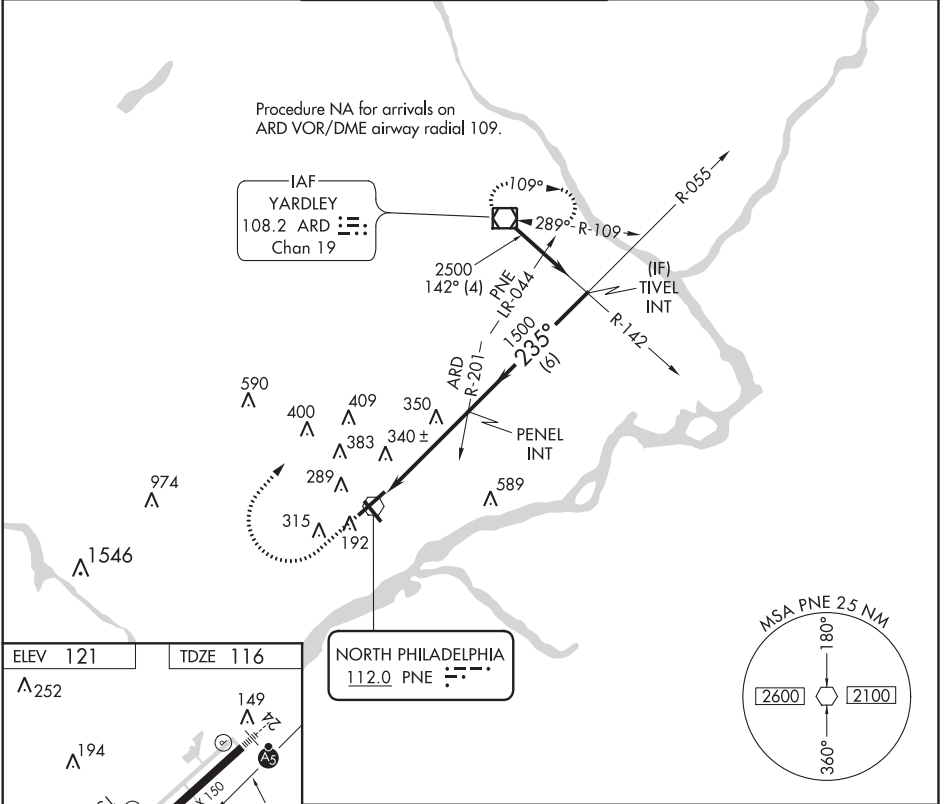
|                         |                        |                             |                                         |
|-------------------------|------------------------|-----------------------------|-----------------------------------------|
| VOR PNE<br><b>112.0</b> | APP CRS<br><b>235°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>116</b><br><b>121</b> |
|-------------------------|------------------------|-----------------------------|-----------------------------------------|

# VOR RWY 24

NORTHEAST PHILADELPHIA (PNE)

|                                                                                                                                                                |           |                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------|
| <b>⚠</b> When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. | MALSR<br> | MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------|

|                       |                                            |                                                             |                         |                           |                         |
|-----------------------|--------------------------------------------|-------------------------------------------------------------|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.15</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | NORTHEAST PHILADELPHIA TOWER ★<br><b>126.9 (CTAF) 278.8</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>127.25</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--------------------------------------------|-------------------------------------------------------------|-------------------------|---------------------------|-------------------------|



| CATEGORY | A                 | B                   | C                 | D                 |
|----------|-------------------|---------------------|-------------------|-------------------|
| S-24     | 600-½ 484 (500-½) | 600-¾ 484 (500-¾)   | 600-1 484 (500-1) | 600-1 484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | 640-1½ 519 (600-1½) | 700-2 579 (600-2) | 700-2 579 (600-2) |

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# AIRPORT DIAGRAM

AL-528 (FAA)

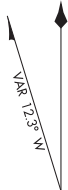
NORTHEAST PHILADELPHIA (PNE)  
PHILADELPHIA, PENNSYLVANIA

ATIS  
121.15  
NORTHEAST PHILADELPHIA TOWER \*  
126.9 278.8  
GND CON  
121.7  
CLNC DEL  
127.25

40°05.5'N

JET CENTER

240.7°  
ELEV 114



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° E

FIELD  
ELEV  
120

S1

153.0°

7000 X 150

40°05.0'N

LAHSO

TWR  
197

HANGAR

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NE-4, 10 NOV 2016 to 05 JAN 2017

060.7°

ELEV 111

HANGAR

LAHSO

LAHSO

5000 X 150

40°04.5'N

RWY 06-24  
S-60, D-90, 2S-114  
RWY 15-33  
S-40, D-55

HANGAR

A1

A2

A3

A4

A5

A6

A7

A8

A9

A10

A11

A12

A13

A14

A15

A16

333.0°

ELEV 108

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°01.0'W

75°00.5'W

75°00.0'W

# AIRPORT DIAGRAM

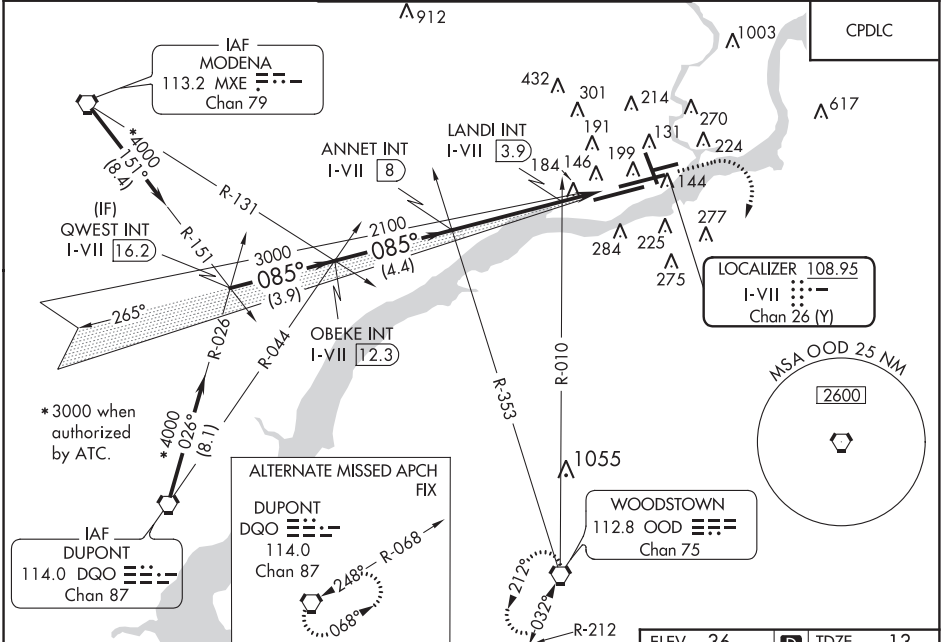
PHILADELPHIA, PENNSYLVANIA  
NORTHEAST PHILADELPHIA (PNE)

|                                |                        |                             |                                       |
|--------------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-VII<br><b>108.95</b> | APP CRS<br><b>085°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9500</b><br><b>13</b><br><b>36</b> |
| Chan <b>26 (Y)</b>             |                        |                             |                                       |

# ILS or LOC RWY 9L

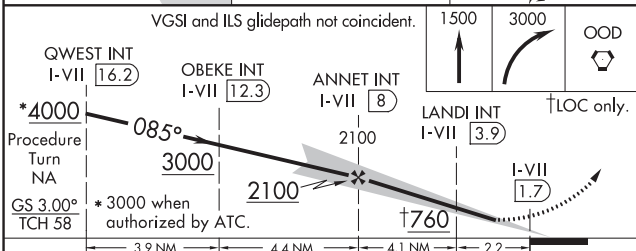
PHILADELPHIA INTL (PHL)

|                                                                                |                                              |                                                                                                             |                                                                                              |                                 |
|--------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|---------------------------------|
| <b>▼</b> ** RVR 1800 authorized with use of FD or AP or HUD to DA.<br><b>▲</b> |                                              | MALSR<br>                                                                                                   | MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold. |                                 |
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b>                                 | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) |                                                                                              | GND CON<br><b>121.9 348.6</b>   |
|                                                                                |                                              |                                                                                                             |                                                                                              | CLNC DEL<br><b>118.85 348.6</b> |



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| ELEV 36                                                                                                                                   | <b>D</b> TDZE 13                                                                                                                                                                                                                                                                                                                                                                                                                                  |                        |                        |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------|--------|-------------|-----------|-------------|-------|-------|-----------------------|-----------------------|------------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--|--|
| Procedure Turn NA<br>GS 3.00°<br>TCH 58<br>* 3000 when authorized by ATC.                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |                        |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| CATEGORY<br>S-ILS 9L<br>S-LOC 9L<br>CIRCLING                                                                                              | <table border="1"> <tr> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>** 213/24</td> <td>200 (200-½)</td> <td></td> <td></td> </tr> <tr> <td>760/24<br/>747 (800-½)</td> <td>760/40<br/>747 (800-¾)</td> <td>760-1¾<br/>747 (800-1¾)</td> <td>760-2<br/>747 (800-2)</td> </tr> <tr> <td>760-1<br/>724 (800-1)</td> <td>760-1¼<br/>724 (800-1¼)</td> <td>760-2¼<br/>724 (800-2¼)</td> <td>760-2½<br/>724 (800-2½)</td> </tr> </table> | A                      | B                      | C      | D           | ** 213/24 | 200 (200-½) |       |       | 760/24<br>747 (800-½) | 760/40<br>747 (800-¾) | 760-1¾<br>747 (800-1¾) | 760-2<br>747 (800-2) | 760-1<br>724 (800-1) | 760-1¼<br>724 (800-1¼) | 760-2¼<br>724 (800-2¼) | 760-2½<br>724 (800-2½) |  |  |
| A                                                                                                                                         | B                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C                      | D                      |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| ** 213/24                                                                                                                                 | 200 (200-½)                                                                                                                                                                                                                                                                                                                                                                                                                                       |                        |                        |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| 760/24<br>747 (800-½)                                                                                                                     | 760/40<br>747 (800-¾)                                                                                                                                                                                                                                                                                                                                                                                                                             | 760-1¾<br>747 (800-1¾) | 760-2<br>747 (800-2)   |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| 760-1<br>724 (800-1)                                                                                                                      | 760-1¼<br>724 (800-1¼)                                                                                                                                                                                                                                                                                                                                                                                                                            | 760-2¼<br>724 (800-2¼) | 760-2½<br>724 (800-2½) |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| LANDI FIX MINIMUMS                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |                        |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| S-LOC 9L<br>CIRCLING                                                                                                                      | <table border="1"> <tr> <td>440/24</td> <td>427 (500-½)</td> <td>440/40</td> <td>427 (500-¾)</td> <td>440/50</td> <td>427 (500-1)</td> </tr> <tr> <td>540-1</td> <td>640-1</td> <td>640-1¼</td> <td>640-1¾</td> <td>640-2</td> <td></td> </tr> <tr> <td>504 (600-1)</td> <td>604 (700-1)</td> <td>604 (700-1¾)</td> <td>604 (700-2)</td> <td></td> <td></td> </tr> </table>                                                                       | 440/24                 | 427 (500-½)            | 440/40 | 427 (500-¾) | 440/50    | 427 (500-1) | 540-1 | 640-1 | 640-1¼                | 640-1¾                | 640-2                  |                      | 504 (600-1)          | 604 (700-1)            | 604 (700-1¾)           | 604 (700-2)            |  |  |
| 440/24                                                                                                                                    | 427 (500-½)                                                                                                                                                                                                                                                                                                                                                                                                                                       | 440/40                 | 427 (500-¾)            | 440/50 | 427 (500-1) |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| 540-1                                                                                                                                     | 640-1                                                                                                                                                                                                                                                                                                                                                                                                                                             | 640-1¼                 | 640-1¾                 | 640-2  |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| 504 (600-1)                                                                                                                               | 604 (700-1)                                                                                                                                                                                                                                                                                                                                                                                                                                       | 604 (700-1¾)           | 604 (700-2)            |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |
| REIL Rwys 9L and 35<br>TDZ/CL Rwy 9R<br>HIRL all Rwys<br>FAF to MAP 6.3 NM<br>Knots 60 90 120 150 180<br>Min:Sec 6:18 4:12 3:09 2:31 2:06 |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |                        |        |             |           |             |       |       |                       |                       |                        |                      |                      |                        |                        |                        |  |  |

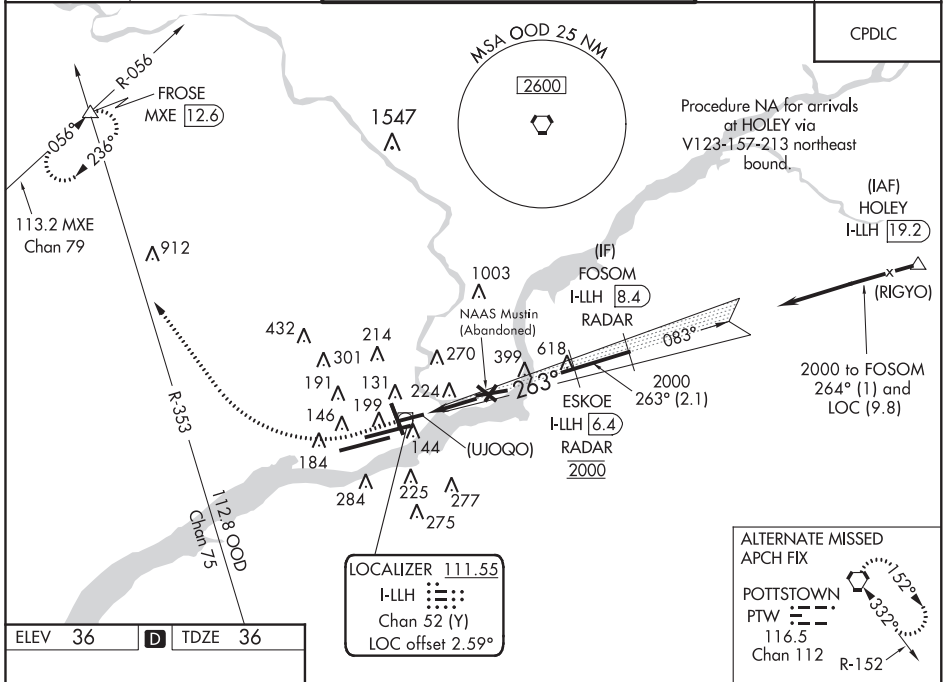


|                                               |                        |                             |                                       |
|-----------------------------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-LLH<br><b>111.55</b><br>Chan 52 (Y) | APP CRS<br><b>263°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>36</b><br><b>36</b> |
|-----------------------------------------------|------------------------|-----------------------------|---------------------------------------|

# ILS or LOC RWY 26

PHILADELPHIA INTL (PHL)

|  |  |                                                                                                                                                 |                                                |                                              |
|--|--|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------|
|  |  | MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 310° and OOD VORTAC R-353 to FROSE INT/ MXE VORTAC 12.6 DME and hold. |                                                |                                              |
|  |  |                                                                                                                                                 | ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> |



|                                                       |          |         |      |      |      |
|-------------------------------------------------------|----------|---------|------|------|------|
| ELEV 36                                               | <b>D</b> | TDZE 36 |      |      |      |
|                                                       |          |         |      |      |      |
| REIL Rwys 9L and 35<br>TDZ/CL Rwy 9R<br>HIRL all Rwys |          |         |      |      |      |
| FAF to MAP 5.7 NM                                     |          |         |      |      |      |
| Knots                                                 | 60       | 90      | 120  | 150  | 180  |
| Min:Sec                                               | 5:42     | 3:48    | 2:51 | 2:17 | 1:54 |

|            |                    |             |                        |    |
|------------|--------------------|-------------|------------------------|----|
| 800        | 3000               | OOD R-353   | FROSE △                |    |
| *LOC only. |                    |             |                        |    |
|            |                    |             |                        |    |
| CATEGORY   | A                  | B           | C                      | D  |
| S-ILS 26   | 299/40 263 (300-¾) |             |                        | NA |
| S-LOC 26   | 700/40             | 664 (700-¾) | 700-1½<br>664 (700-1½) | NA |
| CIRCLING   | 700-1              | 664 (700-1) | 700-1⅞<br>664 (700-1⅞) | NA |

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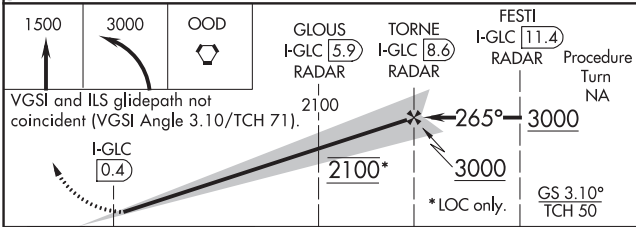
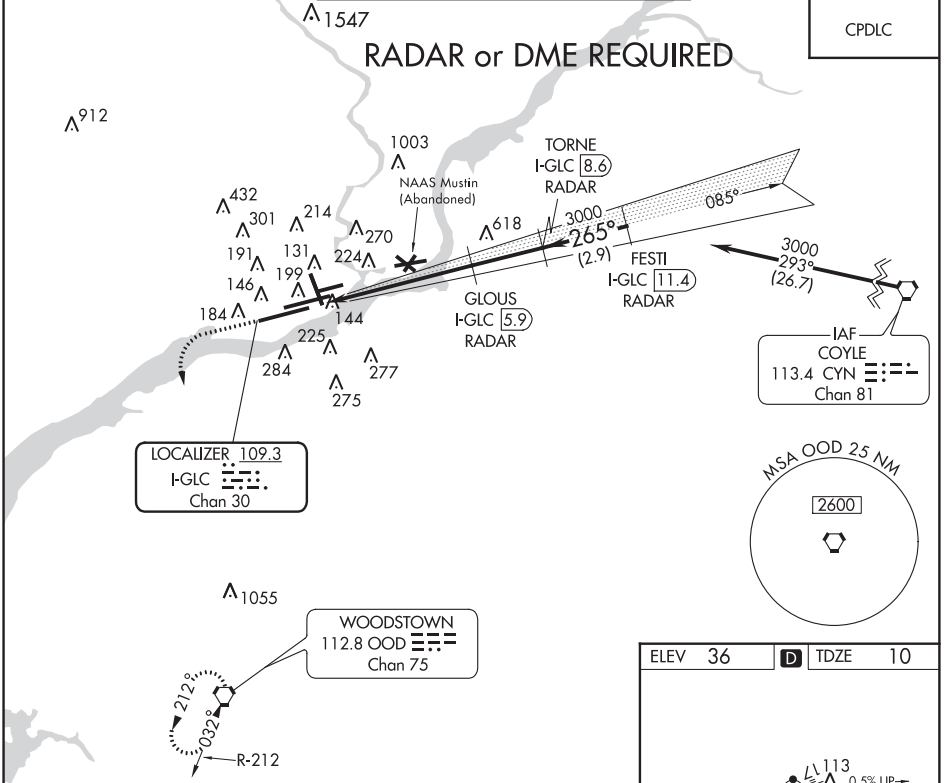
|                                                 |                        |                                                              |
|-------------------------------------------------|------------------------|--------------------------------------------------------------|
| LOC/DME I-GLC<br><b>109.3</b><br>Chan <b>30</b> | APP CRS<br><b>265°</b> | Rwy Idg <b>10331</b><br>TDZE <b>10</b><br>Apt Elev <b>36</b> |
|-------------------------------------------------|------------------------|--------------------------------------------------------------|

# ILS or LOC RWY 27L

PHILADELPHIA INTL (PHL)

|                                                                                                         |              |                                                                                                    |  |
|---------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------|--|
| <p>ILS unusable from .60 NM inbound to threshold.<br/>Simultaneous approach authorized with Rwy 26.</p> | <p>MALSR</p> | <p>MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.</p> |  |
|                                                                                                         |              | <p>CPDLC</p>                                                                                       |  |

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|



|                                                                |                          |
|----------------------------------------------------------------|--------------------------|
| ELEV 36                                                        | <b>D</b> TDZE 10         |
|                                                                |                          |
| <p>REIL Rwys 9L and 35<br/>TDZ/CL Rwy 9R<br/>HIRL all Rwys</p> |                          |
| <p>FAF to MAP 8.1 NM</p>                                       |                          |
| Knots                                                          | 60 90 120 150 180        |
| Min:Sec                                                        | 8:06 5:24 4:03 3:14 2:42 |

|           |                    |                     |                     |   |
|-----------|--------------------|---------------------|---------------------|---|
| CATEGORY  | A                  | B                   | C                   | D |
| S-ILS 27L | 257/24 247 (300-½) |                     |                     |   |
| S-LOC 27L | 660/24 650 (700-½) | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |   |
| CIRCLING  | 660-1 624 (700-1)  | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2)   |   |

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|                                               |                        |                                                 |             |
|-----------------------------------------------|------------------------|-------------------------------------------------|-------------|
| LOC/DME I-MYY<br><b>108.75</b><br>Chan 24 (Y) | APP CRS<br><b>169°</b> | Rwy Idg<br>TDZE <b>10</b><br>Apt Elev <b>36</b> | <b>6501</b> |
|-----------------------------------------------|------------------------|-------------------------------------------------|-------------|

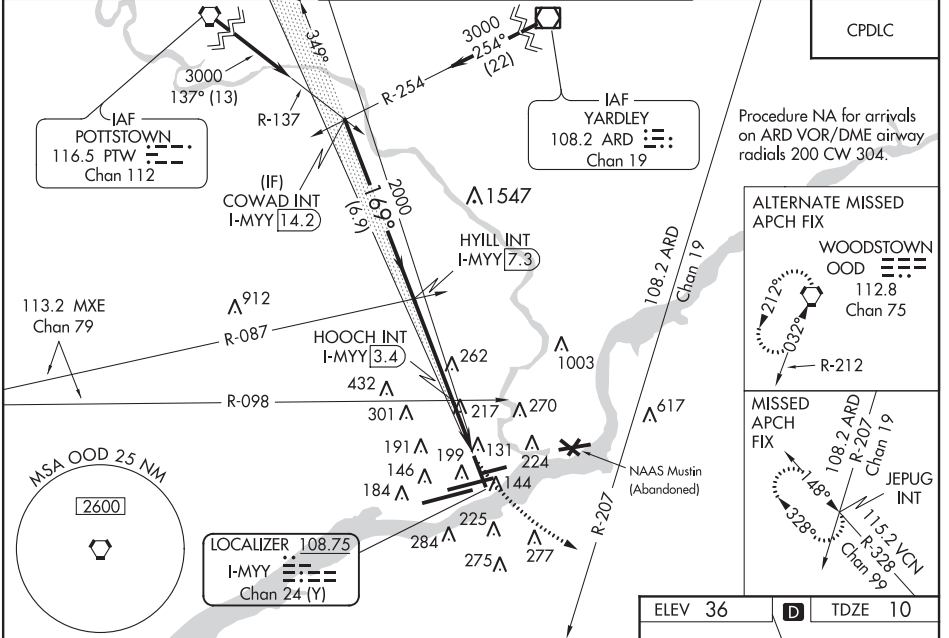
# ILS Z or LOC RWY 17

PHILADELPHIA INTL (PHL)

**⚠** Circling to Rwy 35 NA at night. Inoperative table does not apply. When VGSI inoperative, Straight-in/Circling Rwy 17 and Circling Rwy 9L procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSF, increase S-LOC 17 Cat B visibility to 1¼ miles and Cat C and D to 2 miles. HOOCH Fix Minimums: For inoperative MALSF, increase S-LOC 17 Cat C and D visibility to 1½ miles.

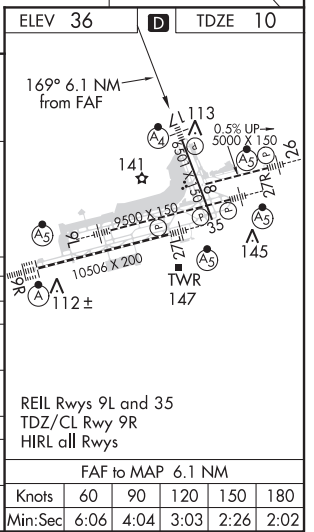
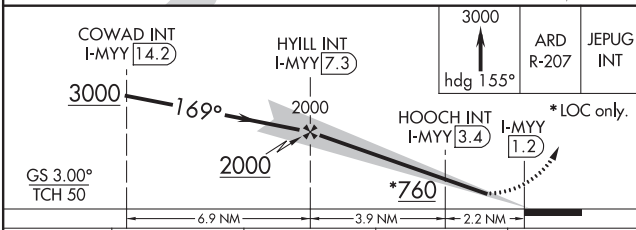
**MALSF** MISSED APPROACH: Climb to 3000 on heading 155° and ARD VOR/DME R-207 to JEPUG INT and hold.

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|



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| CATEGORY           | A                     | B                      | C                      | D                      |
|--------------------|-----------------------|------------------------|------------------------|------------------------|
| S-ILS 17           | 260/50 250 (300-1)    |                        |                        |                        |
| S-LOC 17           | 760/50<br>750 (800-1) | 760/55<br>750 (800-1¼) | 760-1⅞<br>750 (800-1⅞) | 760-2¼<br>750 (800-2¼) |
| CIRCLING           | 760-1<br>724 (800-1)  | 760-1¼<br>724 (800-1¼) | 760-2<br>724 (800-2)   | 760-2¼<br>724 (800-2¼) |
| HOOCH FIX MINIMUMS |                       |                        |                        |                        |
| S-LOC 17           | 480/50                | 470 (500-1)            | 480/60                 | 470 (500-1¼)           |
| CIRCLING           | 540-1<br>504 (600-1)  | 640-1<br>604 (700-1)   | 640-1¼<br>604 (700-1¼) | 640-2<br>604 (700-2)   |

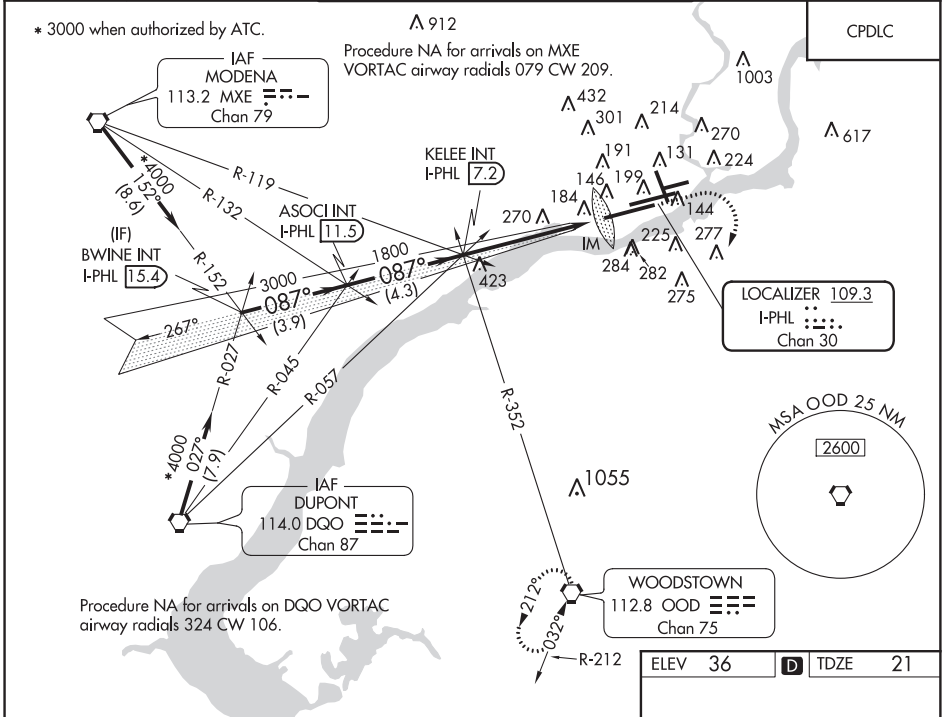


|                       |             |          |              |
|-----------------------|-------------|----------|--------------|
| LOC/DME I- <b>PHL</b> | APP CRS     | Rwy Idg  | <b>10506</b> |
| <b>109.3</b>          | <b>087°</b> | TDZE     | <b>21</b>    |
| Chan <b>30</b>        |             | Apt Elev | <b>36</b>    |

# ILS Z RWY 9R (CAT II & III)

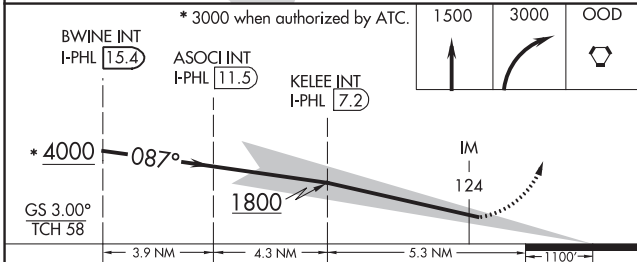
PHILADELPHIA INTL (PHL)

|                    |                  |                                              |                                                                         |                                                                                              |                               |                                 |
|--------------------|------------------|----------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
|                    | ATIS             | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER                                                      | MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold. | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|                    | ARR <b>133.4</b> |                                              | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)<br>135.1 327.05 (Rwy 9R/27L) |                                                                                              |                               |                                 |
| DEP <b>135.925</b> |                  |                                              |                                                                         |                                                                                              |                               |                                 |

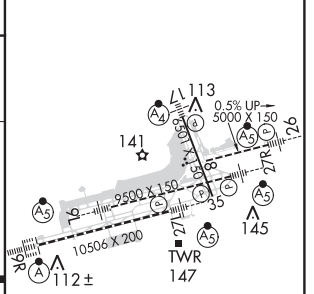


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|         |                  |
|---------|------------------|
| ELEV 36 | <b>D</b> TDZE 21 |
|---------|------------------|



|                                                 |                        |                                                              |
|-------------------------------------------------|------------------------|--------------------------------------------------------------|
| LOC/DME I-PHL<br><b>109.3</b><br>Chan <b>30</b> | APP CRS<br><b>087°</b> | Rwy Idg <b>10506</b><br>TDZE <b>21</b><br>Apt Elev <b>36</b> |
|-------------------------------------------------|------------------------|--------------------------------------------------------------|

# ILS V RWY 9R (CONVERGING)

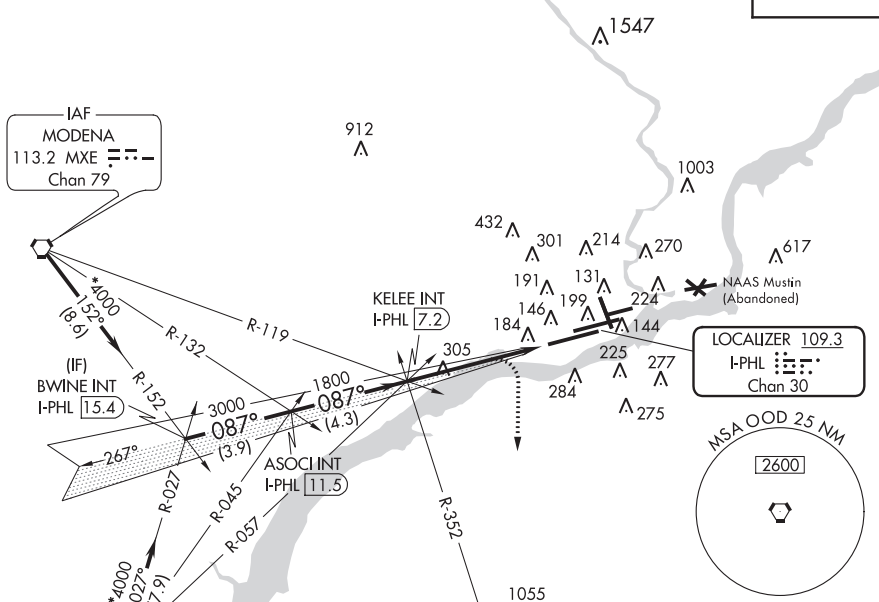
PHILADELPHIA INTL (PHL)

|           |                                                                  |         |                                                                          |
|-----------|------------------------------------------------------------------|---------|--------------------------------------------------------------------------|
| <b>NA</b> | Simultaneous approach authorized with ILS V Rwy 17 (Converging). | ALSIF-2 | MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold. |
|-----------|------------------------------------------------------------------|---------|--------------------------------------------------------------------------|

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|

\* 3000 when authorized by ATC.

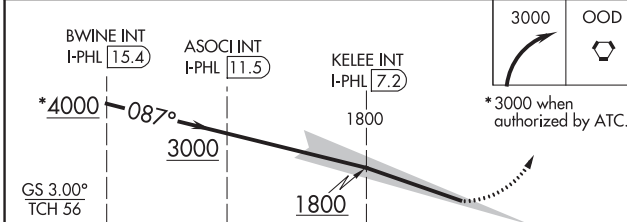
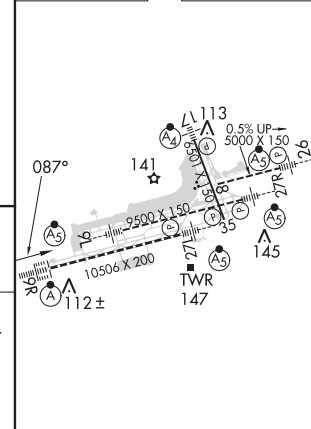
CPDLC



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|         |                  |
|---------|------------------|
| ELEV 36 | <b>D</b> TDZE 21 |
|---------|------------------|



|           |   |           |                 |   |
|-----------|---|-----------|-----------------|---|
| CATEGORY  | A | B         | C               | D |
| S- ILS 9R |   | 620-1 1/2 | 599 (600-1 1/2) |   |

PHILADELPHIA, PENNSYLVANIA 39°52'N-75°14'W PHILADELPHIA INTL (PHL)

Amdt 4B 24JUL14

# ILS V RWY 9R (CONVERGING)



|                                               |                        |                             |                                       |
|-----------------------------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-MYY<br><b>108.75</b><br>Chan 24 (Y) | APP CRS<br><b>169°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6501</b><br><b>10</b><br><b>36</b> |
|-----------------------------------------------|------------------------|-----------------------------|---------------------------------------|

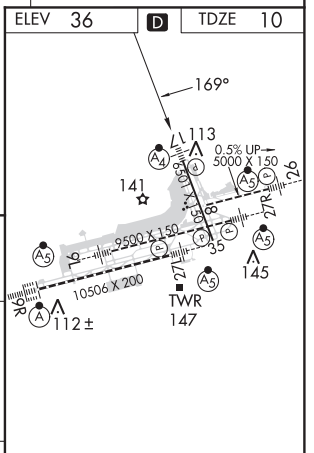
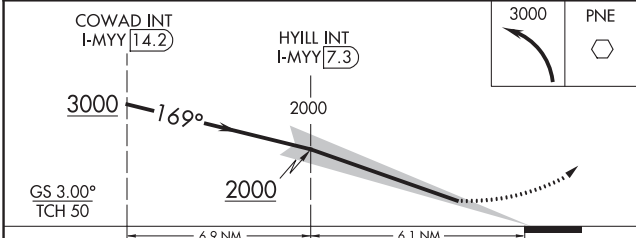
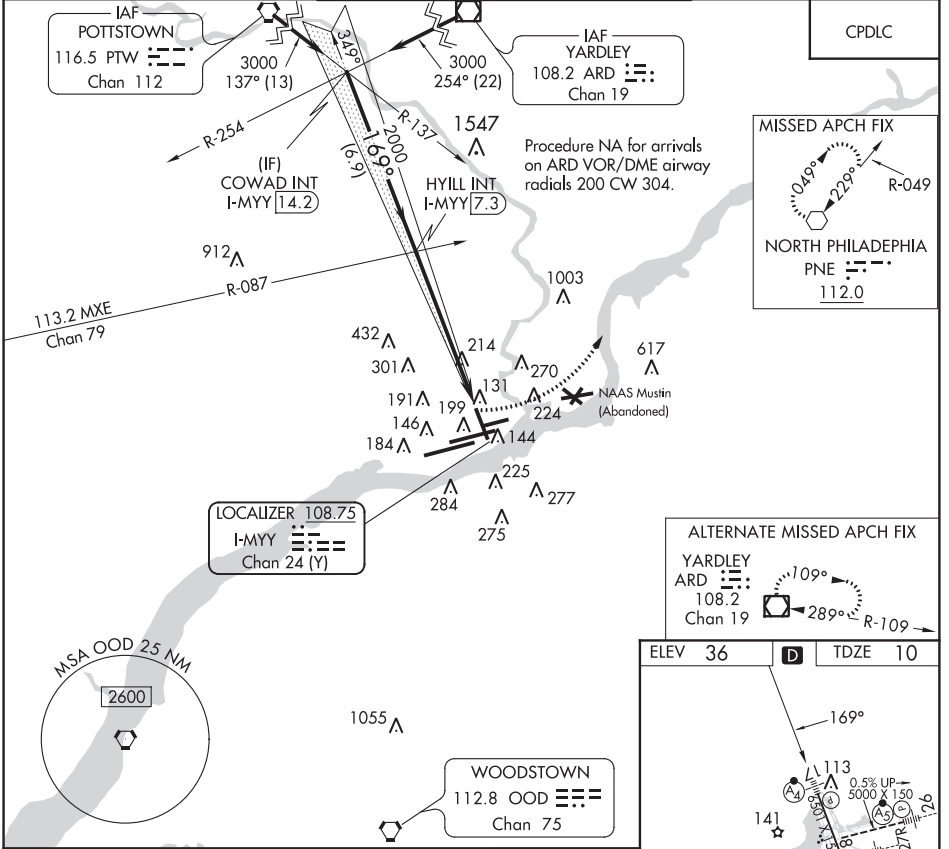
# ILS V RWY 17 (CONVERGING)

PHILADELPHIA INTL (PHL)

**NA** When VGSI inop, procedure NA at night. For inoperative MALSF, increase S-ILS 17 all Cats visibility to 2 1/4 miles. Radar required. Simultaneous approach authorized with ILS V Rwy 9R (Converging). Helicopter visibility reduction below 1 SM NA.

**MALSF** **MISSED APPROACH:** Climbing left turn to 3000 direct PNE VOR and hold.

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|



| CATEGORY | A         | B               | C | D                    |
|----------|-----------|-----------------|---|----------------------|
| S-ILS 17 | 632-1 7/8 | 622 (600-1 7/8) |   | 672-2<br>662 (700-2) |

REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

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|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>9500</b> |
| <b>085°</b> | TDZE     | <b>13</b>   |
|             | Apt Elev | <b>36</b>   |

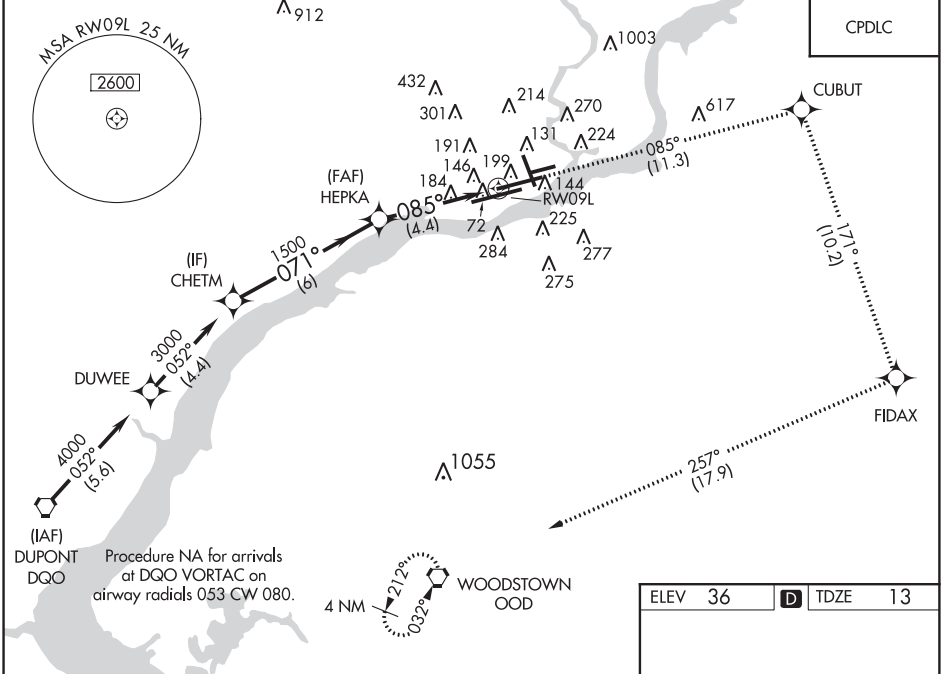
# RNAV (RNP) Z RWY 9L

PHILADELPHIA INTL (PHL)

**GPS required.**  
 For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F).  
 For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1%.  
**MALSR**  


**MISSED APPROACH:** Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

|                    |                      |                                                   |                    |                     |
|--------------------|----------------------|---------------------------------------------------|--------------------|---------------------|
| ATIS               | PHILADELPHIA APP CON | PHILADELPHIA TOWER                                | GND CON            | CLNC DEL            |
| ARR <b>133.4</b>   | <b>124.35 319.15</b> | <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) | <b>121.9 348.6</b> | <b>118.85 348.6</b> |
| DEP <b>135.925</b> |                      | <b>135.1 327.05</b> (Rwy 9R/27L)                  |                    |                     |



|                   |       |      |         |       |         |       |                                         |     |
|-------------------|-------|------|---------|-------|---------|-------|-----------------------------------------|-----|
| Procedure Turn NA | CHETM | 3000 | tr 085° | CUBUT | tr 171° | FIDAX | tr 257°                                 | OOD |
| GP 3.00° TCH 58   | 3000  | 071° | HEPKA   | 1500  | 085°    | RW09L | VGS1 and RNAV glidepath not coincident. |     |
|                   |       | 6 NM |         |       | 4.4 NM  |       |                                         |     |

|             |   |        |             |   |
|-------------|---|--------|-------------|---|
| CATEGORY    | A | B      | C           | D |
| RNP 0.11 DA |   | 382/35 | 369 (400-¾) |   |
| RNP 0.30 DA |   | 434/46 | 421 (400-1) |   |

**AUTHORIZATION REQUIRED**

|         |          |         |
|---------|----------|---------|
| ELEV 36 | <b>D</b> | TDZE 13 |
|---------|----------|---------|

085° to RW09L  
 1113  
 141  
 0.5% UP - 150  
 5000 X 150  
 126  
 120  
 112±  
 10506 X 200  
 145  
 147  
 TWR  
 112±

REIL Rwys 9L and 35  
 TDZ/CL Rwy 9R  
 HIRL all Rwys

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|             |          |              |
|-------------|----------|--------------|
| APP CRS     | Rwy Idg  | <b>10506</b> |
| <b>085°</b> | TDZE     | <b>21</b>    |
|             | Apt Elev | <b>36</b>    |

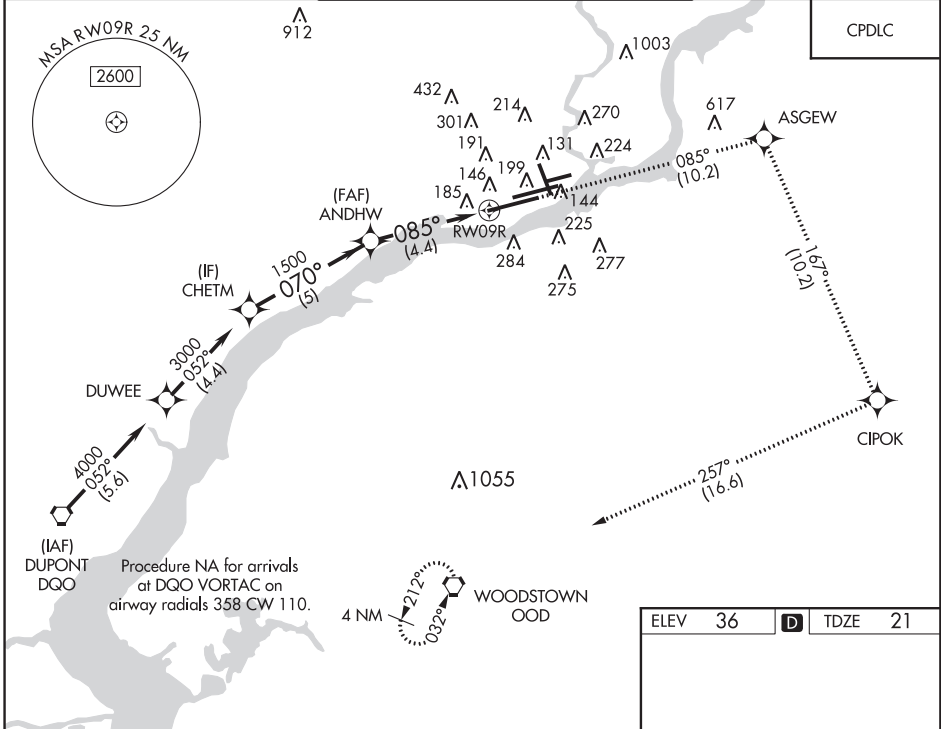
# RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ mile.

ALSF-2 MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

|                    |                      |                                                   |                    |                     |
|--------------------|----------------------|---------------------------------------------------|--------------------|---------------------|
| ATIS               | PHILADELPHIA APP CON | PHILADELPHIA TOWER                                | GND CON            | CLNC DEL            |
| ARR <b>133.4</b>   | <b>124.35 319.15</b> | <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) | <b>121.9 348.6</b> | <b>118.85 348.6</b> |
| DEP <b>135.925</b> |                      | <b>135.1 327.05</b> (Rwy 9R/27L)                  |                    |                     |

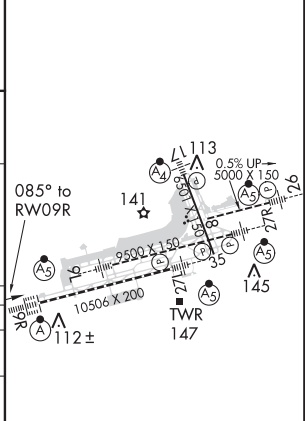


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|                   |      |         |             |         |       |         |     |
|-------------------|------|---------|-------------|---------|-------|---------|-----|
| Procedure Turn NA | 3000 | tr 085° | ASGEW       | tr 167° | CIPOK | tr 257° | OOD |
|                   | 3000 | 070°    | ANDHW       | 1500    | 085°  | RW09R   |     |
| GP 3.00° TCH 58   | 5 NM |         | 4.4 NM      |         |       |         |     |
| CATEGORY          | A    | B       | C           | D       |       |         |     |
| RNP 0.16 DA       |      | 284/40  | 263 (300-¾) |         |       |         |     |
| RNP 0.30 DA       |      | 460/50  | 439 (500-1) |         |       |         |     |

|      |    |      |    |
|------|----|------|----|
| ELEV | 36 | TDZE | 21 |
|------|----|------|----|



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys



|                                        |                        |                                                 |             |
|----------------------------------------|------------------------|-------------------------------------------------|-------------|
| WAAS<br>CH <b>78117</b><br><b>W26A</b> | APP CRS<br><b>266°</b> | Rwy Idg<br>TDZE <b>36</b><br>Apt Elev <b>36</b> | <b>5000</b> |
|----------------------------------------|------------------------|-------------------------------------------------|-------------|

# RNAV (GPS) RWY 26

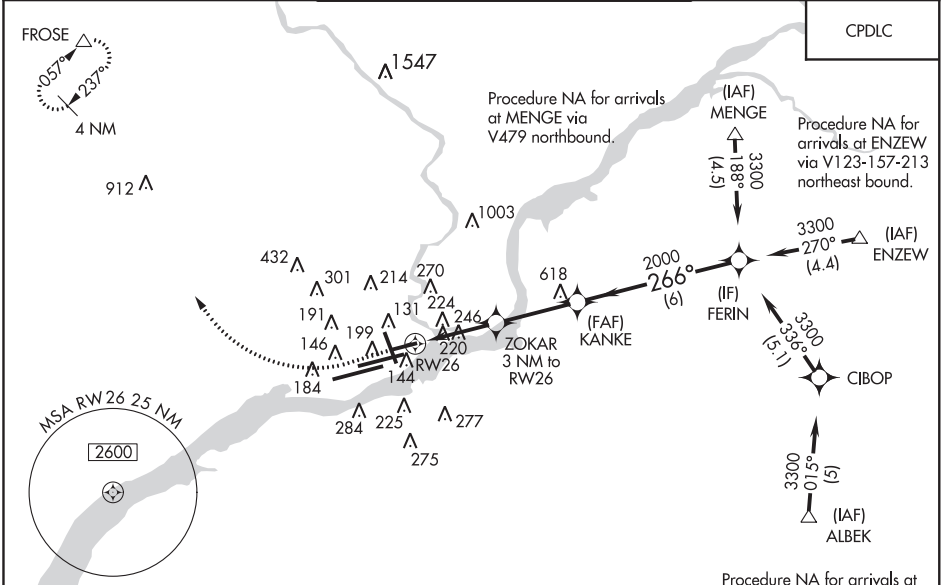
PHILADELPHIA INTL (PHL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase LPV all Cats visibility 3/8 mile, increase LNAV Cats A and B visibility to RVR 5000. Simultaneous approach authorized with Rwy 27L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

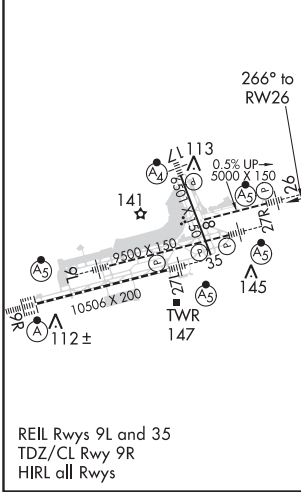
**MALS**  
AS

**MISSED APPROACH:**  
Climb to 800 then climbing right turn to 3000 direct FROSE and hold.

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|



|         |          |         |
|---------|----------|---------|
| ELEV 36 | <b>D</b> | TDZE 36 |
|---------|----------|---------|



|                    |                      |                      |                        |                      |
|--------------------|----------------------|----------------------|------------------------|----------------------|
| 1055               | 800                  | 3000                 | FROSE                  | △                    |
| * LNAV only.       |                      |                      |                        |                      |
| ZOKAR 3 NM to RW26 |                      |                      |                        |                      |
| KANKE 2000         |                      |                      |                        |                      |
| FERIN 3300         |                      |                      |                        |                      |
| GP 3.00° TCH 50    |                      |                      |                        |                      |
| CATEGORY           | A                    | B                    | C                      | D                    |
| LPV DA             | DA                   | 513/60               | 477 (500-1¼)           |                      |
| LNAV/VNAV DA       | DA                   | 573-1⅜               | 537 (600-1⅝)           |                      |
| LNAV MDA           | 500/40               | 464 (500-¾)          | 500/50                 | 464 (500-1)          |
| CIRCLING           | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2) |

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|                                        |                        |                             |                                        |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|
| WAAS<br>CH <b>97322</b><br><b>W27A</b> | APP CRS<br><b>266°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>10331</b><br><b>10</b><br><b>36</b> |
|----------------------------------------|------------------------|-----------------------------|----------------------------------------|

# RNAV (GPS) RWY 27L

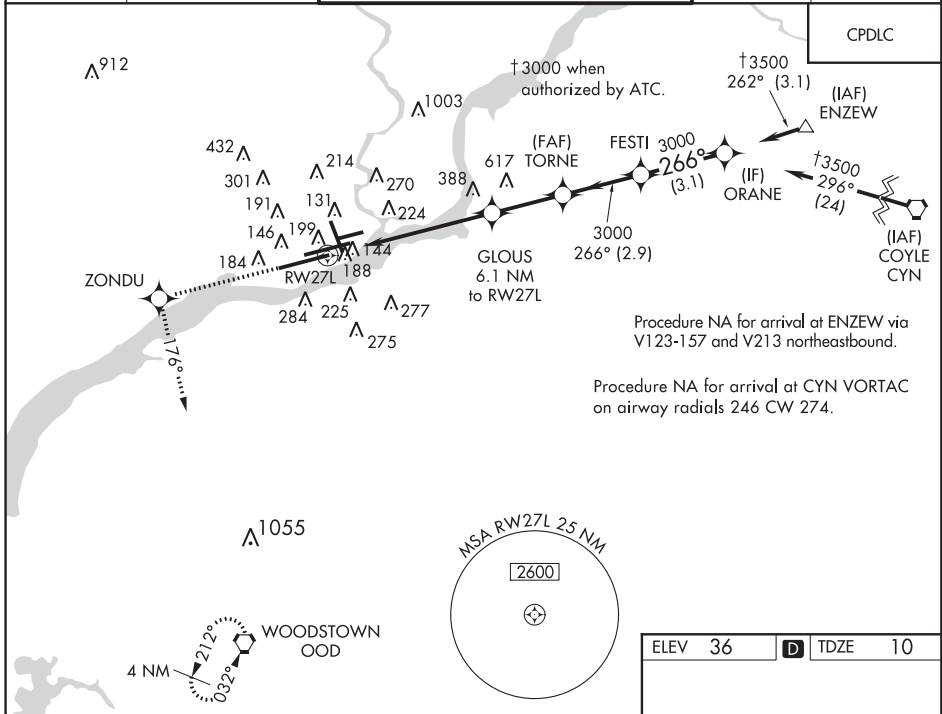
PHILADELPHIA INTL (PHL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 26. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

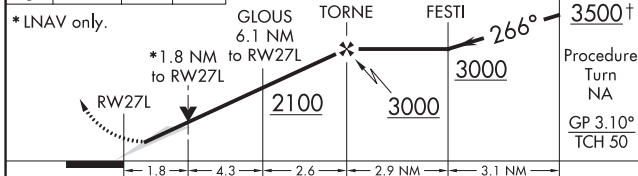


**MISSED APPROACH:** Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|

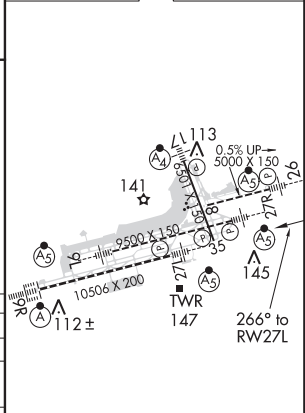


3000 ZONDU tr 176° OOD VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 71). †3000 when authorized by ATC.



|              |        |             |                        |                        |
|--------------|--------|-------------|------------------------|------------------------|
| CATEGORY     | A      | B           | C                      | D                      |
| LPV DA       |        | 260/24      | 250 (300-½)            |                        |
| LNAV/DA VNAV |        | 458/50      | 448 (500-1)            |                        |
| LNAV MDA     | 660/24 | 650 (700-½) | 660/60<br>650 (700-1¼) | 660-1½<br>650 (700-1½) |
| CIRCLING     | 660-1  | 624 (700-1) | 660-1¾<br>624 (700-1¾) | 660-2<br>624 (700-2)   |

|         |          |         |
|---------|----------|---------|
| ELEV 36 | <b>D</b> | TDZE 10 |
|---------|----------|---------|



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

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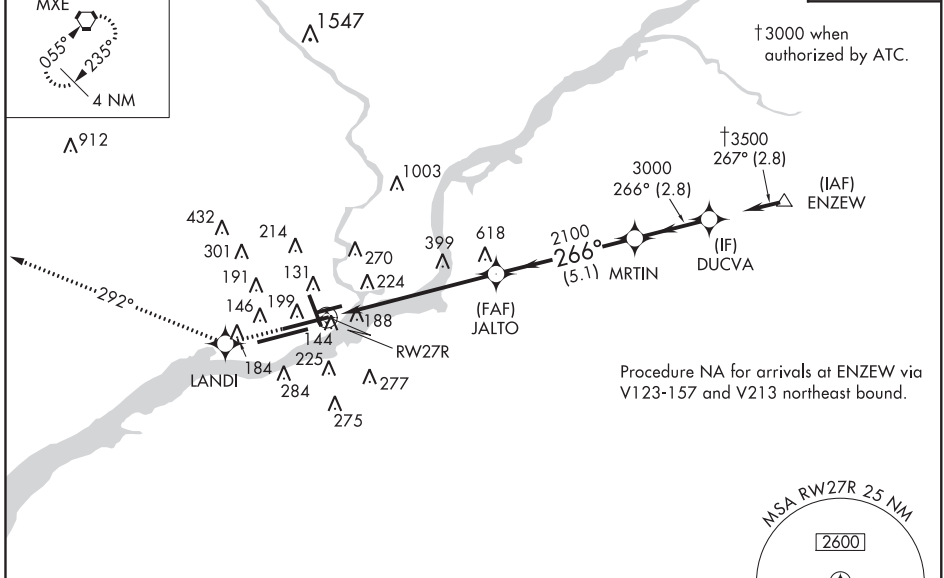
|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>90122</b><br><b>W27B</b> | APP CRS<br><b>266°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8864</b><br><b>11</b><br><b>36</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

|                                                                                                                    |  |                                                                                        |                                              |                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F).<br>DME/DME RNP-0.3 NA. |  | MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold. |                                              |                                                                                                             |
|                                                                                                                    |  | ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b>                                         | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) |

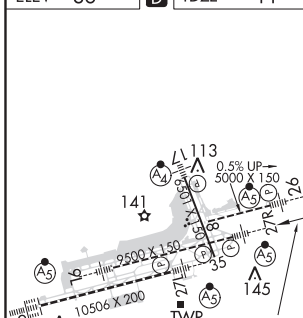
|                                  |       |
|----------------------------------|-------|
| MISSED APCH FIX<br>MODENA<br>MXE | CPDLC |
|----------------------------------|-------|



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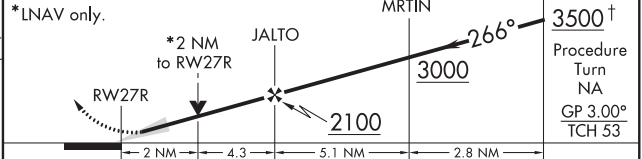
NE-4, 10 NOV 2016 to 05 JAN 2017

|         |          |         |
|---------|----------|---------|
| ELEV 36 | <b>D</b> | TDZE 11 |
|---------|----------|---------|



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

|      |       |         |     |                                                                  |                                |
|------|-------|---------|-----|------------------------------------------------------------------|--------------------------------|
| 3000 | LANDI | tr 292° | MXE | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81). | † 3000 when authorized by ATC. |
|------|-------|---------|-----|------------------------------------------------------------------|--------------------------------|



| CATEGORY     | A      | B           | C                      | D                      |
|--------------|--------|-------------|------------------------|------------------------|
| LPV DA       |        | 267/24      | 256 (300-½)            |                        |
| LNAV/VNAV DA |        | 520/60      | 509 (500-1¼)           |                        |
| LNAV MDA     | 720/24 | 709 (700-½) | 720-1½<br>709 (700-1½) | 720-1¾<br>709 (700-1¾) |
| CIRCLING     | 720-1  | 684 (700-1) | 720-2<br>684 (700-2)   | 720-2¼<br>684 (700-2¼) |

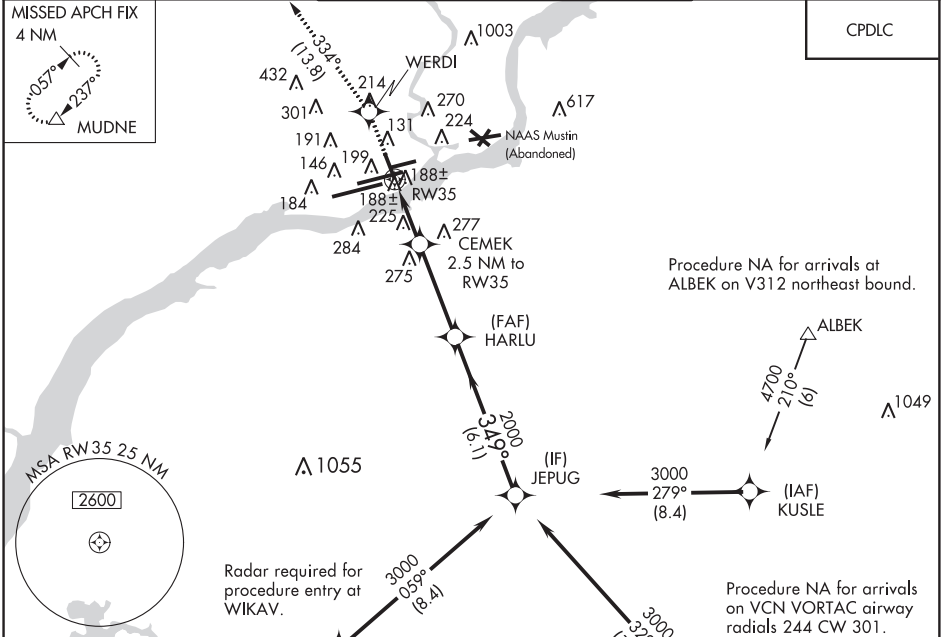
|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>99721</b><br><b>W35A</b> | APP CRS<br><b>349°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6501</b><br><b>14</b><br><b>36</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) RWY 35

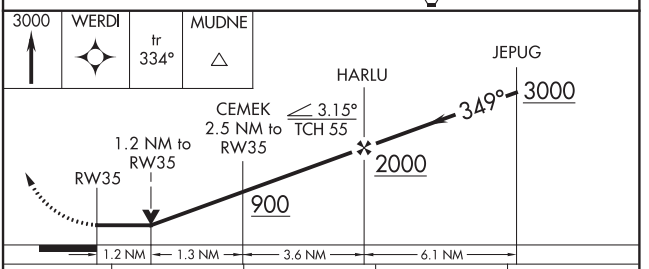
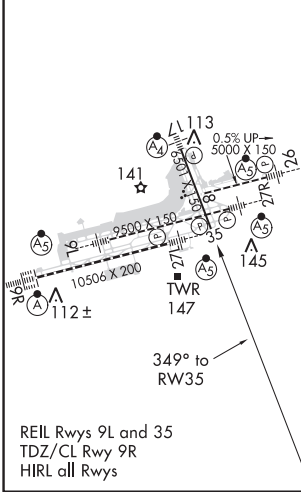
PHILADELPHIA INTL (PHL)

**W** DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below 3/4 SM NA. **MISSED APPROACH:** Climb to 3000 direct WERDI and on track 334° to MUDNE and hold.

|                                                |                                              |                                                                                                             |                               |                                 |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|
| ATIS<br>ARR <b>133.4</b><br>DEP <b>135.925</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | PHILADELPHIA TOWER<br><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br><b>135.1 327.05</b> (Rwy 9R/27L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.85 348.6</b> |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------|



|         |          |         |
|---------|----------|---------|
| ELEV 36 | <b>D</b> | TDZE 14 |
|---------|----------|---------|



| CATEGORY          | A                    | B                    | C                      | D                      |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| LP MDA            | 460/55               | 446 (500-1½)         | 460-1⅓                 | 446 (500-1½)           |
| LNAV MDA          | 480/55               | 466 (500-1½)         | 480-1⅓                 | 466 (500-1½)           |
| <b>C</b> CIRCLING | 540-1<br>504 (600-1) | 600-1<br>564 (600-1) | 620-1½<br>584 (600-1½) | 720-2¼<br>684 (700-2¼) |

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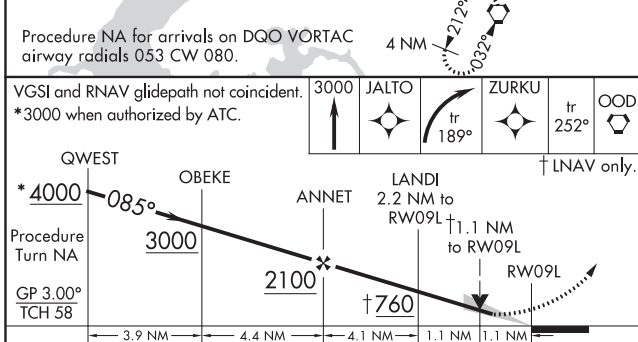
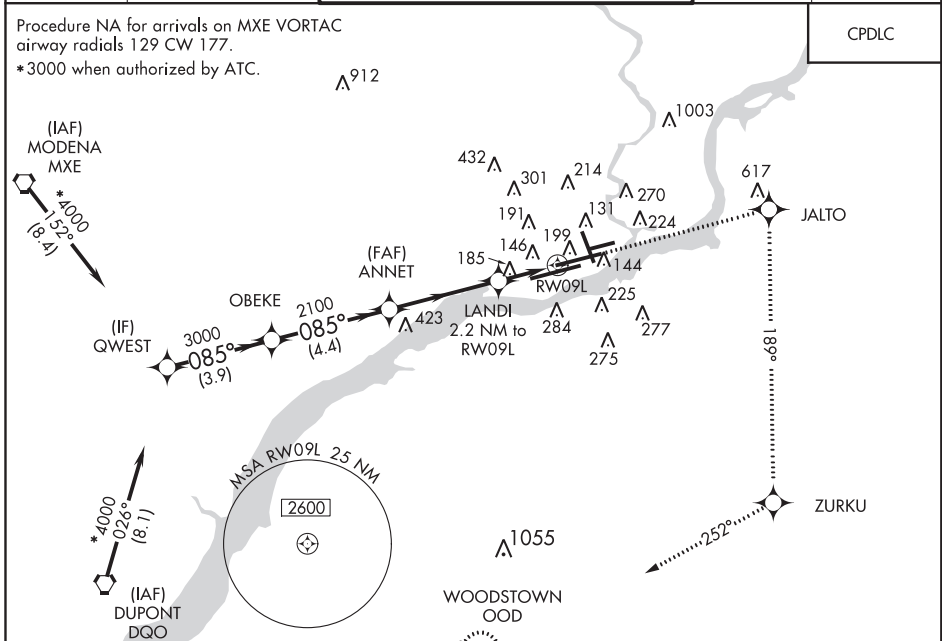
|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>45523</b><br><b>W09B</b> | APP CRS<br><b>085°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9500</b><br><b>13</b><br><b>36</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) Y RWY 9L

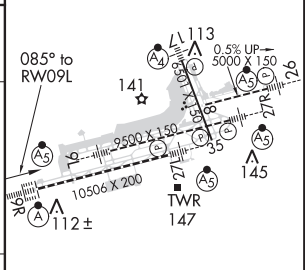
PHILADELPHIA INTL (PHL)

|                                                                                                                             |              |                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).<br/>DME/DME RNP-0.3 NA.</p> | <p>MALSR</p> | <p>MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.</p> |
|-----------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|

|                                                         |                                                      |                                                                                                                      |                                       |                                         |
|---------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|
| <p>ATIS<br/>ARR <b>133.4</b><br/>DEP <b>135.925</b></p> | <p>PHILADELPHIA APP CON<br/><b>124.35 319.15</b></p> | <p>PHILADELPHIA TOWER<br/><b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)<br/><b>135.1 327.05</b> (Rwy 9R/27L)</p> | <p>GND CON<br/><b>121.9 348.6</b></p> | <p>CLNC DEL<br/><b>118.85 348.6</b></p> |
|---------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|



|         |   |         |
|---------|---|---------|
| ELEV 36 | D | TDZE 13 |
|---------|---|---------|



|              |                      |                      |                        |                       |
|--------------|----------------------|----------------------|------------------------|-----------------------|
| CATEGORY     | A                    | B                    | C                      | D                     |
| LPV DA       |                      | 263/24               | 250 (300-½)            |                       |
| LNAV/VNAV DA |                      | 471/50               | 458 (500-1)            |                       |
| LNAV MDA     | 440/24               | 427 (500-½)          | 440/40<br>427 (500-¾)  | 440/50<br>427 (500-1) |
| CIRCLING     | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2)  |

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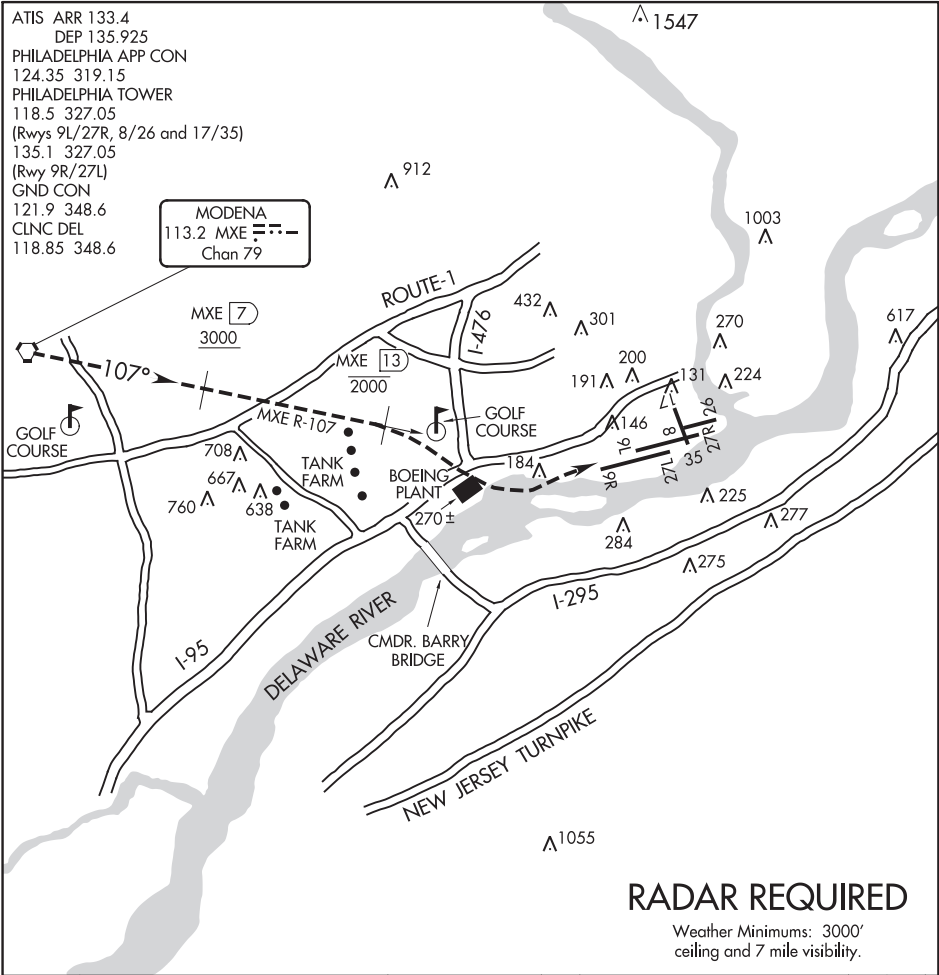
NE-4, 10 NOV 2016 to 05 JAN 2017





ATIS ARR 133.4  
 DEP 135.925  
 PHILADELPHIA APP CON  
 124.35 319.15  
 PHILADELPHIA TOWER  
 118.5 327.05  
 (Rwys 9L/27R, 8/26 and 17/35)  
 135.1 327.05  
 (Rwy 9R/27L)  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 118.85 348.6

**MODENA**  
 113.2 MXE ---  
 Chan 79



**RADAR REQUIRED**

Weather Minimums: 3000' ceiling and 7 mile visibility.

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

**FREEDOM VISUAL RWY 9L**

- Expect radar vectors to the MXE R-107.
- Proceed Southeast on the MXE R-107 inbound for Rwy 9L.
- Report the airport in sight to final controller.
- Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.
- Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

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NE-4, 10 NOV 2016 to 05 JAN 2017



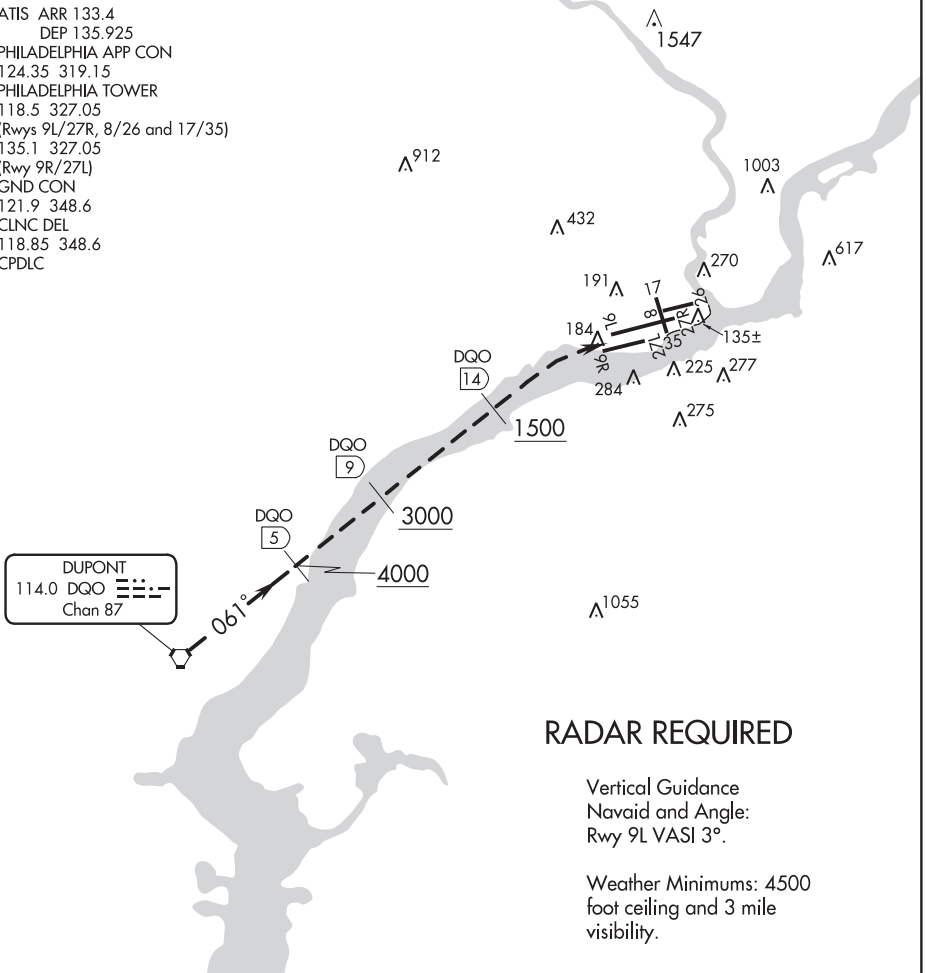
16147

# RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)  
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4  
 DEP 135.925  
 PHILADELPHIA APP CON  
 124.35 319.15  
 PHILADELPHIA TOWER  
 118.5 327.05  
 (Rwys 9L/27R, 8/26 and 17/35)  
 135.1 327.05  
 (Rwy 9R/27L)  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 118.85 348.6  
 CPDLC



DUPONT  
 114.0 DGO  
 Chan 87

## RADAR REQUIRED

Vertical Guidance  
 Navaid and Angle:  
 Rwy 9L VASI 3°.

Weather Minimums: 4500  
 foot ceiling and 3 mile  
 visibility.

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

### RIVER VISUAL RWY 9L/R

Expect radar vectors to the DGO R-061.1.  
 Aircraft may proceed to the DGO R-061/5.0 DME, then descend  
 from 4000 feet over the Delaware River and follow the river to  
 the airport.

# RIVER VISUAL RWY 9L/R

Orig 05MAR92

39°52'N-75°14'W

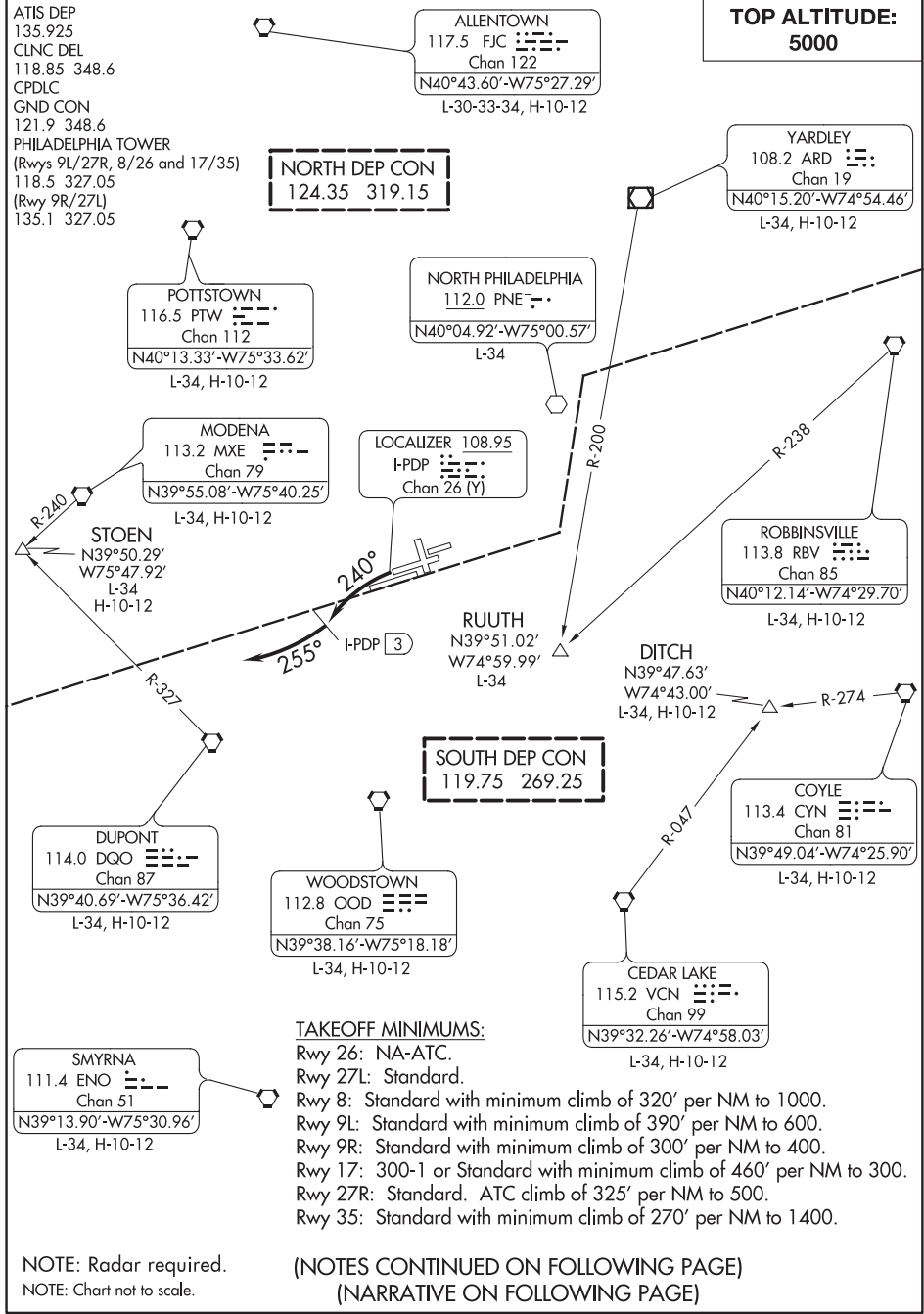
PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL (PHL)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



# PHILADELPHIA ONE DEPARTURE



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# PHILADELPHIA ONE DEPARTURE





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 9L, 9R, 17, 27L, 27R, 35: Climb heading assigned by ATC, thence. . . .

EXCEPTION: TAKEOFF RWY 27R (2200L-0600L): DME required. Climbing left turn heading 240°, at I-PDP 3 DME turn right heading 255°, thence. . . .

. . . . expect radar vectors to first navaid/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME, PNE VOR: departure control frequency 124.35.

All aircraft routed via OOD VORTAC, DITCH, DGO VORTAC, RUUTH, RBV VORTAC: departure control frequency 119.75.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.

Rwy 9L: Trees 593' from DER, 633' left of centerline, up to 12' AGL/26' MSL.

Rwy 9R: Towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

Rwy 17: Light poles and trees beginning 711' from DER, 244' left of centerline, up to 56' AGL/65' MSL.

Trees beginning 1096' from DER, 126' right of centerline, up to 43' AGL/52' MSL.

Ship in channel 3096' from DER, 86' left of centerline, up to 188' AGL/188' MSL.

Rwy 27L: Trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

Rwy 35: Fences, signs, light poles, transmission poles, and trees beginning 115' from DER, 360' left of centerline, up to 114' AGL/128' MSL.

Fence, sign, flagpole, building, light poles, transmission poles, trees, and transmission tower beginning 444' from DER, 2' right of centerline, up to 120' AGL/130' MSL.

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>42719</b><br><b>W06A</b> | APP CRS<br><b>065°</b> | Rwy Idg <b>3523</b><br>TDZE <b>301</b><br>Apt Elev <b>302</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

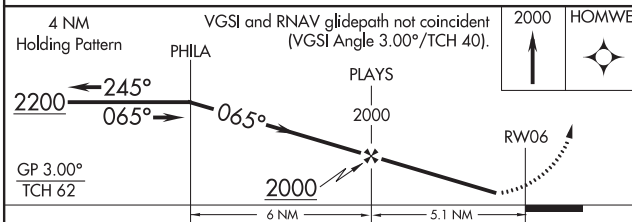
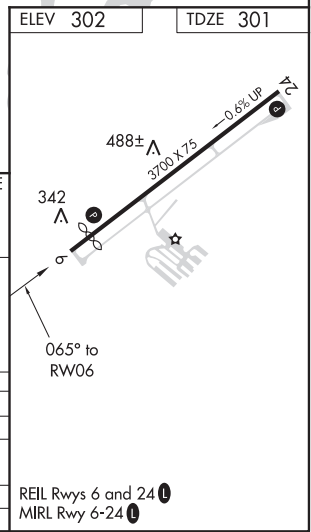
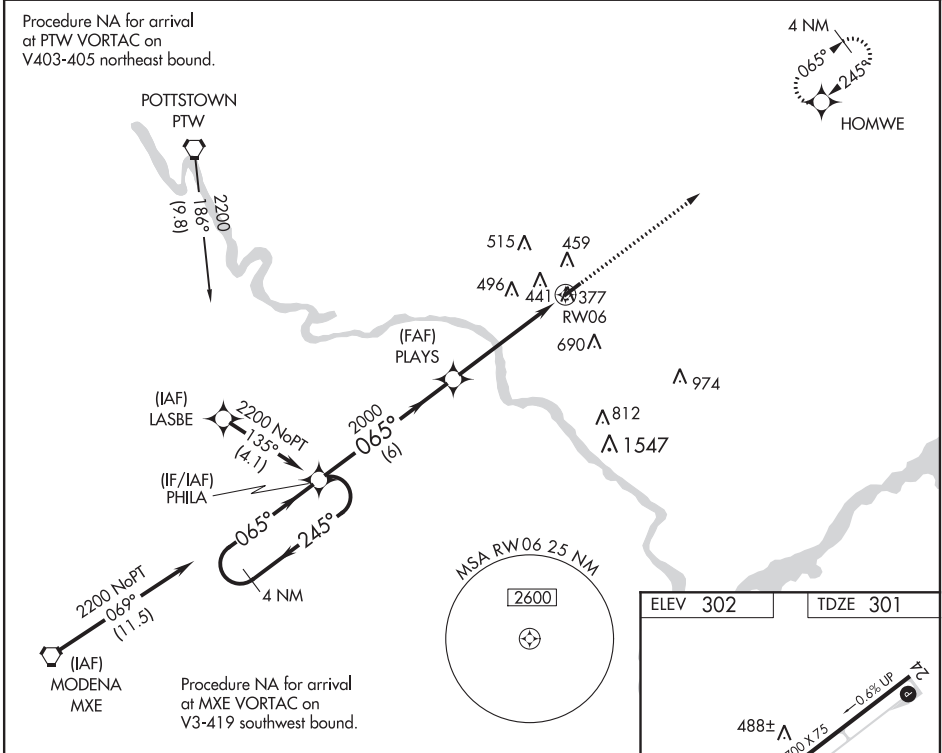
# RNAV (GPS) RWY 6

WINGS FIELD (LOM)

**⚠** Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¼ mile. Night landing: Rwy 6 NA.

MISSED APPROACH: Climb to 2000 direct HOMWE and hold.

|                          |                                               |                           |                               |
|--------------------------|-----------------------------------------------|---------------------------|-------------------------------|
| AWOS-3<br><b>118.925</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|-----------------------------------------------|---------------------------|-------------------------------|



| CATEGORY     | A      | B            | C | D  |
|--------------|--------|--------------|---|----|
| LPV DA       | 614-1  | 313 (400-1)  |   | NA |
| LNAV/VNAV DA | 788-1¾ | 487 (500-1¾) |   | NA |
| LNAV MDA     | 720-1  | 419 (500-1)  |   | NA |
| CIRCLING     | 780-1  | 478 (500-1)  |   | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>90419</b><br><b>W24A</b> | APP CRS<br><b>245°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3700</b><br><b>295</b><br><b>302</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

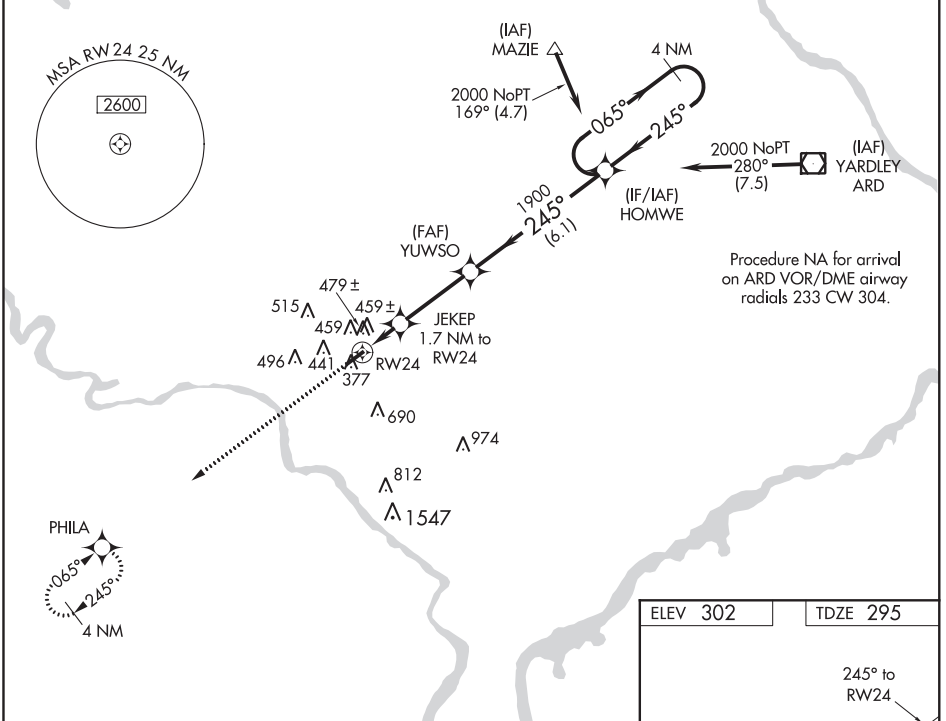
# RNAV (GPS) RWY 24

WINGS FIELD (LOM)

**⚠** Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet. Night landing: Rwy 6 NA.

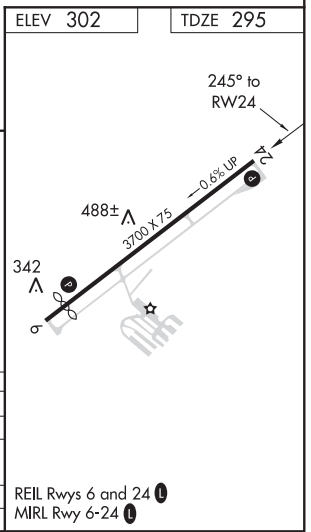
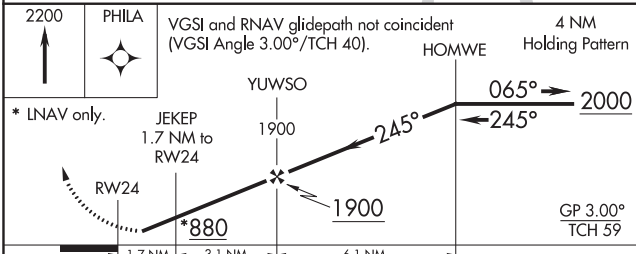
**⚠** MISSED APPROACH: Climb to 2200 direct PHILA and hold.

|                          |                                               |                           |                                 |
|--------------------------|-----------------------------------------------|---------------------------|---------------------------------|
| AWOS-3<br><b>118.925</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|-----------------------------------------------|---------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY     | A       | B             | C | D  |
|--------------|---------|---------------|---|----|
| LPV DA       | 567-1   | 272 (300-1)   |   | NA |
| LNAV/VNAV DA | 775-1 ¾ | 480 (500-1 ¾) |   | NA |
| LNAV MDA     | 740-1   | 445 (500-1)   |   | NA |
| CIRCLING     | 780-1   | 478 (500-1)   |   | NA |

REIL Rwy 6 and 24 0  
MIRL Rwy 6-24 0

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>249°</b> | Rwy Idg<br><b>3050</b>  |
|                        | TDZE<br><b>1755</b>     |
|                        | Apt Elev<br><b>1755</b> |

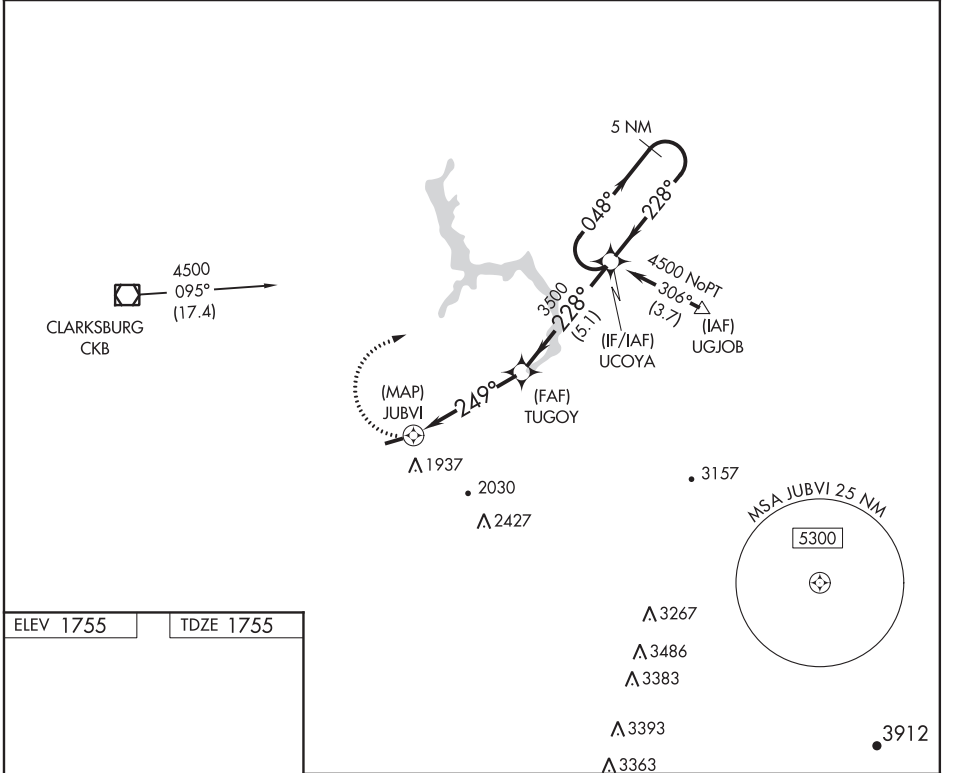
# RNAV (GPS) RWY 26

PHILIPPI/BARBOUR COUNTY RGNL (79D)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.  
 Visibility reduction by helicopters NA.  
▲ NA Use Clarksburg altimeter setting, when not received,  
 use Buckhannon altimeter setting.

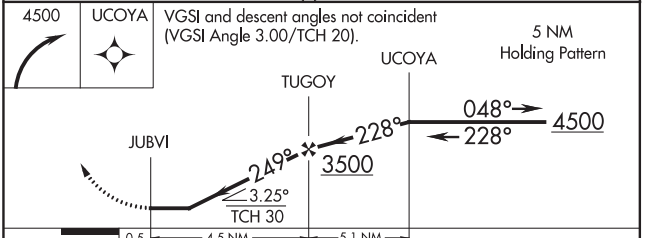
MISSED APPROACH: Climbing right turn to 4500 direct UCOYA and hold.

|                                              |                      |
|----------------------------------------------|----------------------|
| CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>122.9</b> |
|----------------------------------------------|----------------------|



|           |           |
|-----------|-----------|
| ELEV 1755 | TDZE 1755 |
|-----------|-----------|

REIL Rwy 8  
MIRL Rwy 8-26



| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| LNAV MDA | 2460-1                | 705 (800-1)             | NA |   |
| CIRCLING | 2520-1<br>765 (800-1) | 2520-1¼<br>765 (800-1¼) | NA |   |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>97521</b><br><b>W16A</b> | APP CRS<br><b>167°</b> | Rwy Idg <b>5711</b><br>TDZE <b>1948</b><br>Apt Elev <b>1948</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

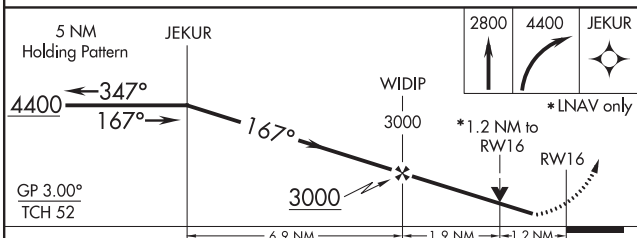
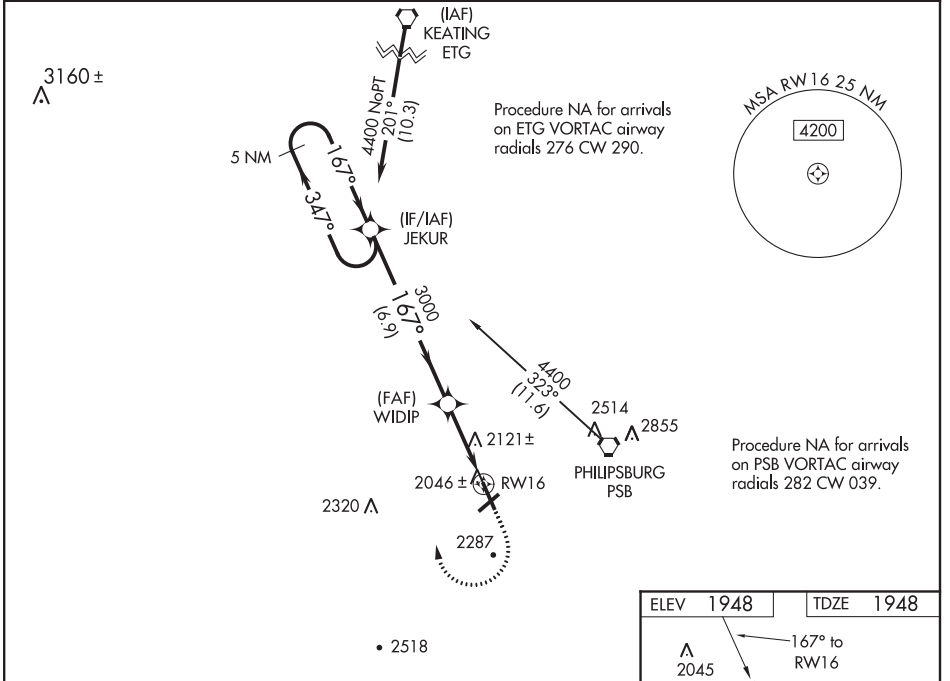
# RNAV (GPS) RWY 16

MID-STATE (PSB)

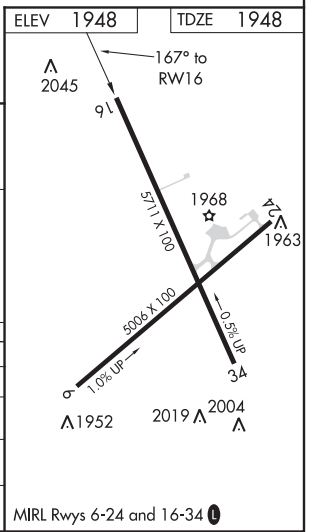
**▼** Night Landing: Rwy 6, 24, 34 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use University Park altimeter setting and increase LPV DA to 2323, LNAV/VNAV DA to 2332, and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV all Cats, and Circling Cats C/D visibility 1/2 mile. Baro-VNAV and VDP NA when using University Park altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4400 direct JEKUR and hold.

|                          |                                       |                      |
|--------------------------|---------------------------------------|----------------------|
| AWOS-3<br><b>127.525</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CTAF<br><b>122.9</b> |
|--------------------------|---------------------------------------|----------------------|



| CATEGORY     | A                     | B                     | C                     | D                             |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------------|
| LPV DA       |                       | 2198-3/4              | 250 (300-3/4)         |                               |
| LNAV/VNAV DA |                       | 2207-3/4              | 259 (300-3/4)         |                               |
| LNAV MDA     | 2380-1                | 432 (500-1)           | 2380-1 1/4            | 432 (500-1 1/4)               |
| CIRCLING     | 2500-1<br>552 (600-1) | 2540-1<br>592 (600-1) | 2620-2<br>672 (700-2) | 2640-2 1/4<br>692 (700-2 1/4) |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                               |                        |                                                                          |
|-----------------------------------------------|------------------------|--------------------------------------------------------------------------|
| VORTAC PSB<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>256°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5006</b><br><b>1917</b><br><b>1948</b> |
|-----------------------------------------------|------------------------|--------------------------------------------------------------------------|

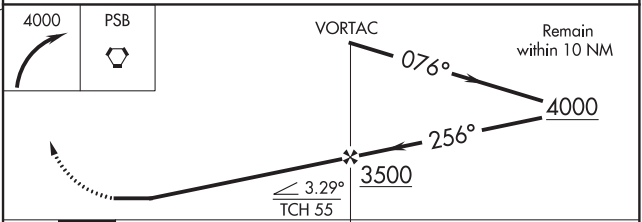
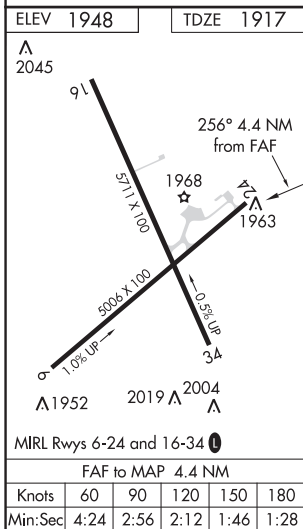
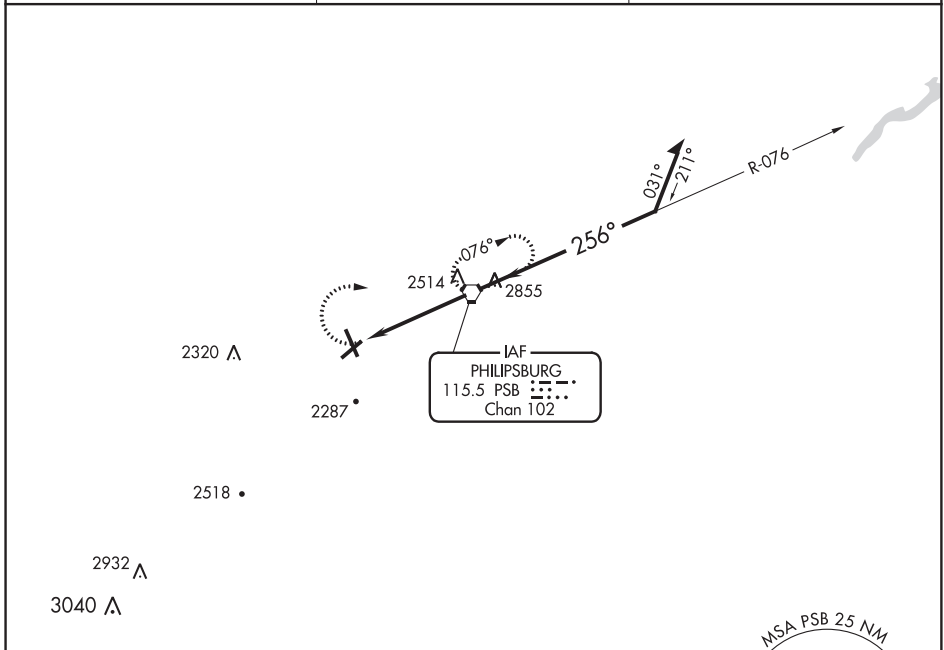
# VOR RWY 24

MID-STATE (PSB)

**NA** When local altimeter setting not received use University Park altimeter setting and increase all MDA 140 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 4000 direct PSB VORTAC and hold.

|                          |                                       |                      |
|--------------------------|---------------------------------------|----------------------|
| AWOS-3<br><b>127.525</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | CTAF<br><b>122.9</b> |
|--------------------------|---------------------------------------|----------------------|



| CATEGORY | A                        | B                        | C      | D            |
|----------|--------------------------|--------------------------|--------|--------------|
| S-24     | 2900-1¼<br>983 (1000-1¼) | 2900-1½<br>983 (1000-1½) | 2900-3 | 983 (1000-3) |
| CIRCLING | 2900-1¼<br>952 (1000-1¼) | 2900-1½<br>952 (1000-1½) | 2900-3 | 952 (1000-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

PINEVILLE, WEST VIRGINIA

AL-6411 (FAA)

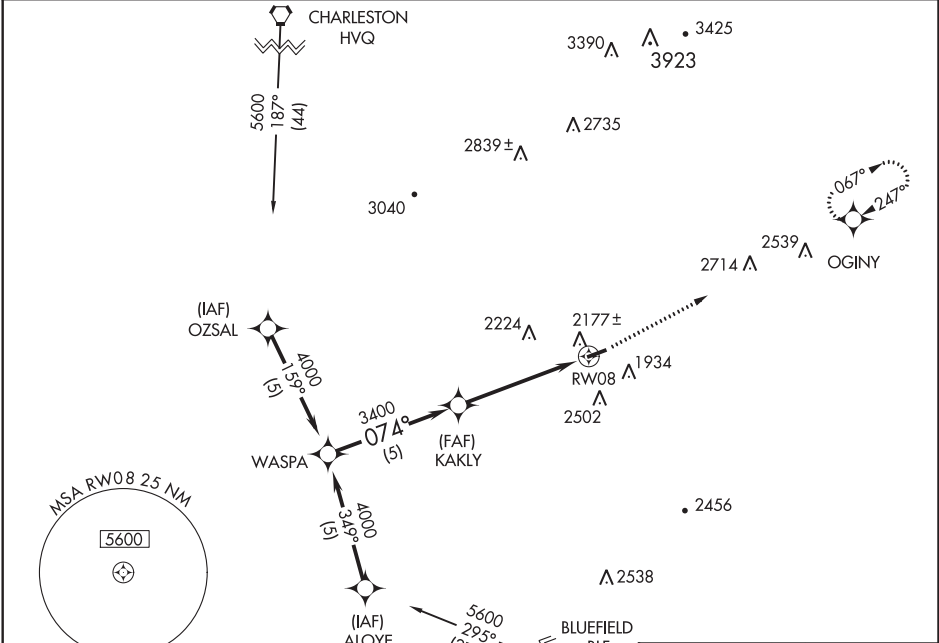
# GPS RWY 8

KEE FIELD (I16)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>074°</b> | Rwy Idg<br><b>3701</b>  |
|                        | TDZE<br><b>1770</b>     |
|                        | Apt Elev<br><b>1783</b> |

|                                                                                                                                                     |                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <p><b>▼</b> Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting.</p> <p><b>▲ NA</b> Procedure NA at night.</p> | <p>MISSED APPROACH: Climb to 5000 direct OGINY WP and hold.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|

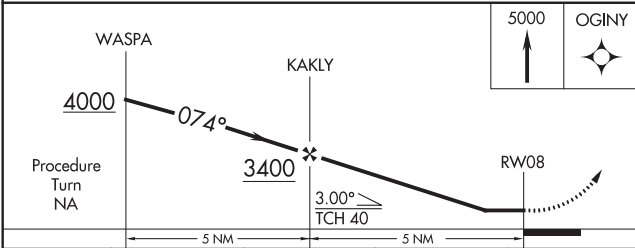
|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>120.625</b> | CHARLESTON APP CON<br><b>125.4 269.125</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1783 | TDZE 1770 |
|-----------|-----------|



| CATEGORY                           | A                          | B                          | C                         | D  |
|------------------------------------|----------------------------|----------------------------|---------------------------|----|
| S-8                                | 2460-1                     | 690 (700-1)                | 2460-2                    | NA |
| CIRCLING                           | 2620-1<br>837 (900-1)      | 2620-1 ¼<br>837 (900-1 ¼)  | 2620-2 ½<br>837 (900-2 ½) | NA |
| BECKLEY ALTIMETER SETTING MINIMUMS |                            |                            |                           |    |
| S-8                                | 2620-1<br>850 (900-1)      | 2620-1 ¼<br>850 (900-1 ¼)  | 2620-2 ½<br>850 (900-2 ½) | NA |
| CIRCLING                           | 2760-1 ¼<br>977 (1000-1 ¼) | 2760-1 ½<br>977 (1000-1 ½) | 2780-3<br>997 (1000-3)    | NA |

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

PINEVILLE, WEST VIRGINIA  
Orig-B 13290

37°36'N - 81°34'W

# GPS RWY 8

PINEVILLE, WEST VIRGINIA

AL-6411 (FAA)

# GPS RWY 26

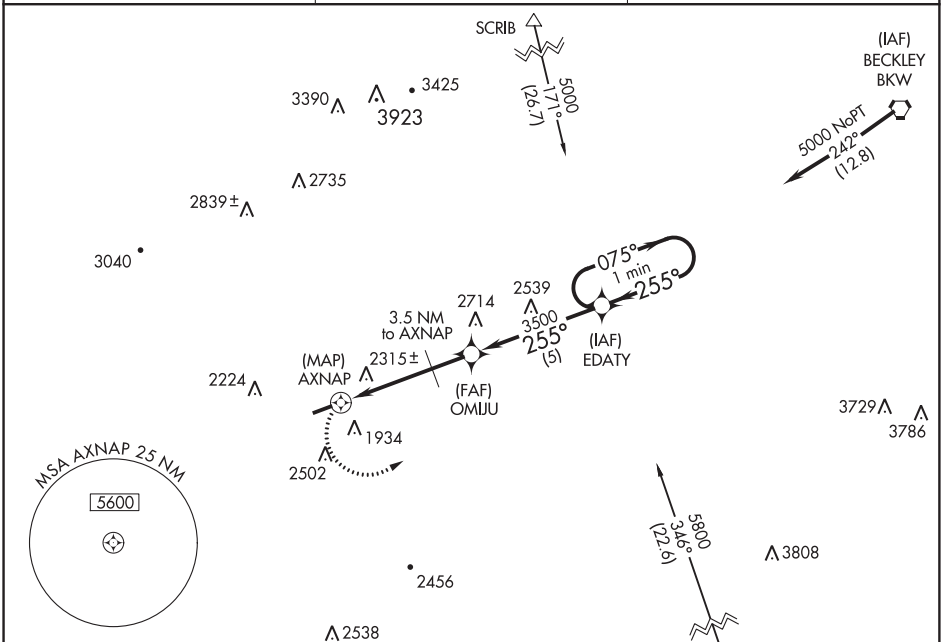
KEE FIELD (I16)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>255°</b> | Rwy Idg<br><b>3111</b>  |
|                        | TDZE<br><b>1771</b>     |
|                        | Apt Elev<br><b>1783</b> |

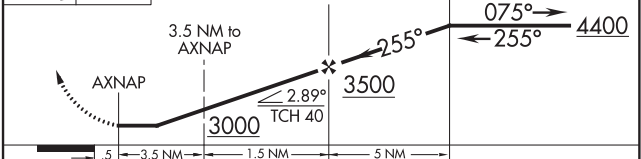
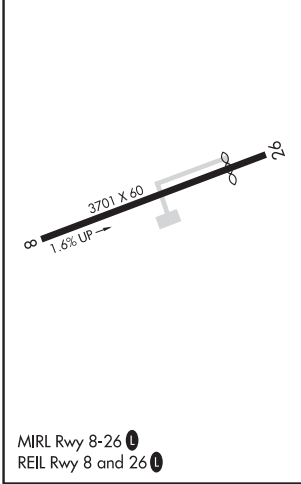
**⚠** Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting.  
**⚠ NA** Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 4400 direct EDATY WP and hold.

|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>120.625</b> | CHARLESTON APP CON<br><b>125.4 269.125</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1783 | TDZE 1771 |
|-----------|-----------|



| CATEGORY                           | A                        | B                        | C                       | D  |
|------------------------------------|--------------------------|--------------------------|-------------------------|----|
| S-26                               | 2580-1<br>809 (800-1)    | 2580-1¼<br>809 (800-1¼)  | 2580-2¼<br>809 (800-2¼) | NA |
| CIRCLING                           | 2620-1<br>837 (900-1)    | 2620-1¼<br>837 (900-1¼)  | 2620-2½<br>837 (900-2½) | NA |
| BECKLEY ALTIMETER SETTING MINIMUMS |                          |                          |                         |    |
| S-26                               | 2740-1¼<br>969 (1000-1¼) | 2740-1½<br>969 (1000-1½) | 2740-3<br>969 (1000-3)  | NA |
| CIRCLING                           | 2760-1¼<br>977 (1000-1¼) | 2760-1½<br>977 (1000-1½) | 2780-3<br>997 (1000-3)  | NA |

PINEVILLE, WEST VIRGINIA  
 Orig-B 13290

37°36'N - 81°34'W  
 307

# KEE FIELD (I16)

## GPS RWY 26

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

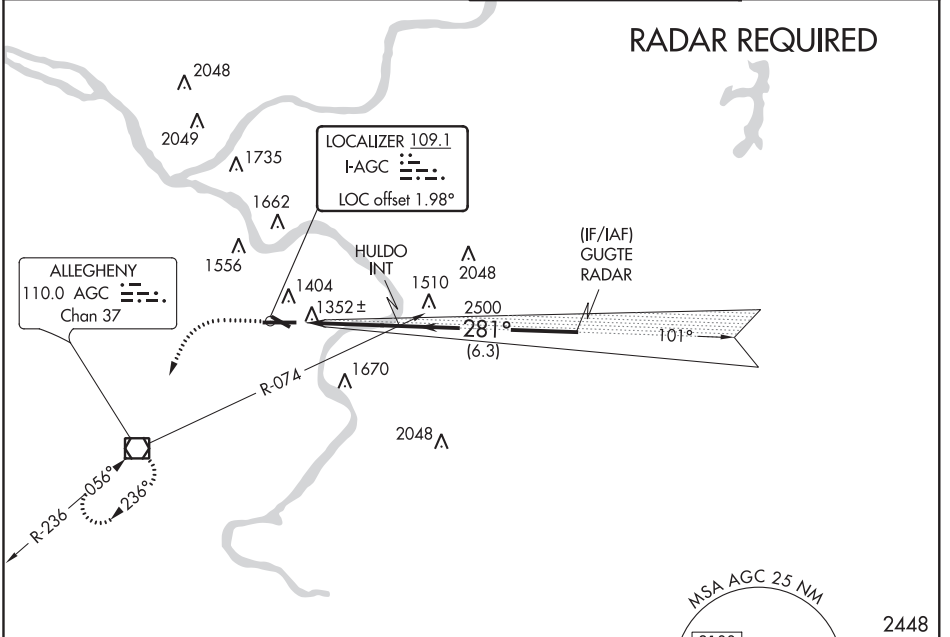


|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-AGC<br><b>109.1</b> | APP CRS<br><b>281°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>6501</b><br><b>1251</b><br><b>1252</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

**ILS or LOC RWY 28**  
ALLEGHENY COUNTY (AGC)

|                                                                           |  |          |                                                                                             |
|---------------------------------------------------------------------------|--|----------|---------------------------------------------------------------------------------------------|
| For inoperative MALS, increase S-LOC Cats C and D visibility to RVR 6000. |  | MALS<br> | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGC VOR/DME and hold. |
|---------------------------------------------------------------------------|--|----------|---------------------------------------------------------------------------------------------|

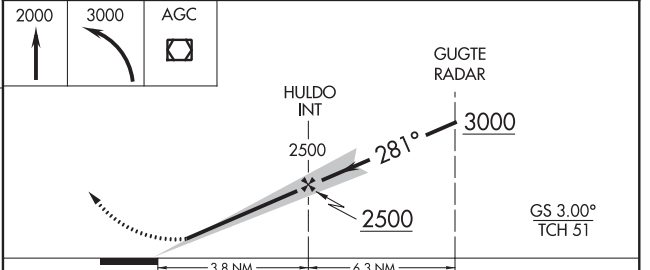
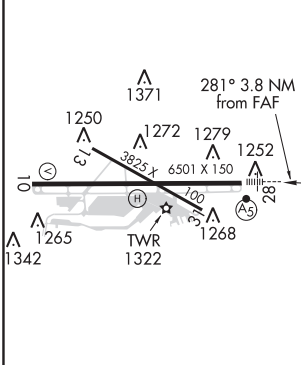
|                       |                                             |                                       |                         |
|-----------------------|---------------------------------------------|---------------------------------------|-------------------------|
| ATIS<br><b>120.55</b> | PITTSBURGH APP CON<br><b>119.35 285.575</b> | ALLEGHENY TOWER<br><b>121.1 239.0</b> | GND CON<br><b>121.7</b> |
|-----------------------|---------------------------------------------|---------------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1252 | TDZE 1251 |
|-----------|-----------|



|          |                     |             |                         |                       |
|----------|---------------------|-------------|-------------------------|-----------------------|
| CATEGORY | A                   | B           | C                       | D                     |
| S-ILS 28 | 1501/24 250 (300-½) |             |                         |                       |
| S-LOC 28 | 1660/24             | 409 (500-½) | 1660/40                 | 409 (500-¾)           |
| CIRCLING | 1740-1              | 488 (500-1) | 1740-1½<br>488 (500-1½) | 1820-2<br>568 (600-2) |



|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>97325</b><br><b>W10A</b> | APP CRS<br><b>099°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6501</b><br><b>1251</b><br><b>1252</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

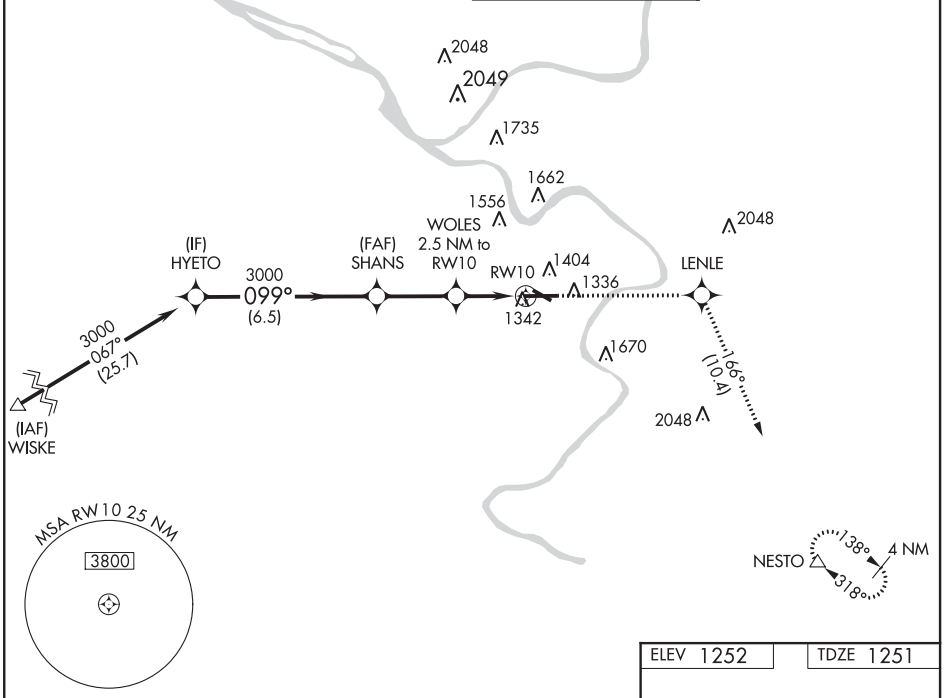
# RNAV (GPS) RWY 10

ALLEGHENY COUNTY (AGC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct LENLE and on track 166° to NESTO and hold.

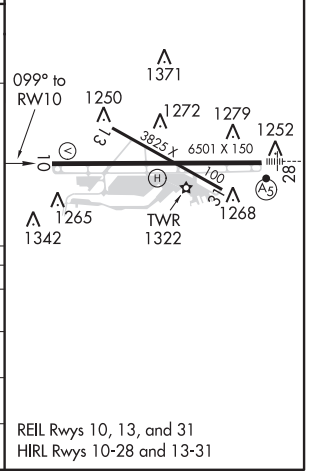
|                       |                                             |                                       |                         |
|-----------------------|---------------------------------------------|---------------------------------------|-------------------------|
| ATIS<br><b>120.55</b> | PITTSBURGH APP CON<br><b>119.35 285.575</b> | ALLEGHENY TOWER<br><b>121.1 239.0</b> | GND CON<br><b>121.7</b> |
|-----------------------|---------------------------------------------|---------------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|              |                    |  |                                               |  |
|--------------|--------------------|--|-----------------------------------------------|--|
|              | ELEV 1252          |  | TDZE 1251                                     |  |
|              | HYETO              |  | SHANS                                         |  |
|              | 3000               |  | 3000                                          |  |
|              | 099°               |  | *2080                                         |  |
|              | GP 3.00°           |  | *1.1 NM to RWY 10                             |  |
|              | TCH 47             |  | *LNAV only.                                   |  |
|              | 6.5 NM             |  | 2.8 NM                                        |  |
|              | A                  |  | B                                             |  |
| CATEGORY     | A                  |  | B                                             |  |
| LPV DA       | 1451-3/4           |  | 200 (200-3/4)                                 |  |
| LNAV/VNAV DA | 1554-1             |  | 303 (400-1)                                   |  |
| LNAV MDA     | 1660-1 409 (500-1) |  | 1660-1 1/8 409 (500-1 1/8)                    |  |
| CIRCLING     | 1740-1 488 (500-1) |  | 1740-1 1/2 488 (500-1 1/2) 1820-2 568 (600-2) |  |

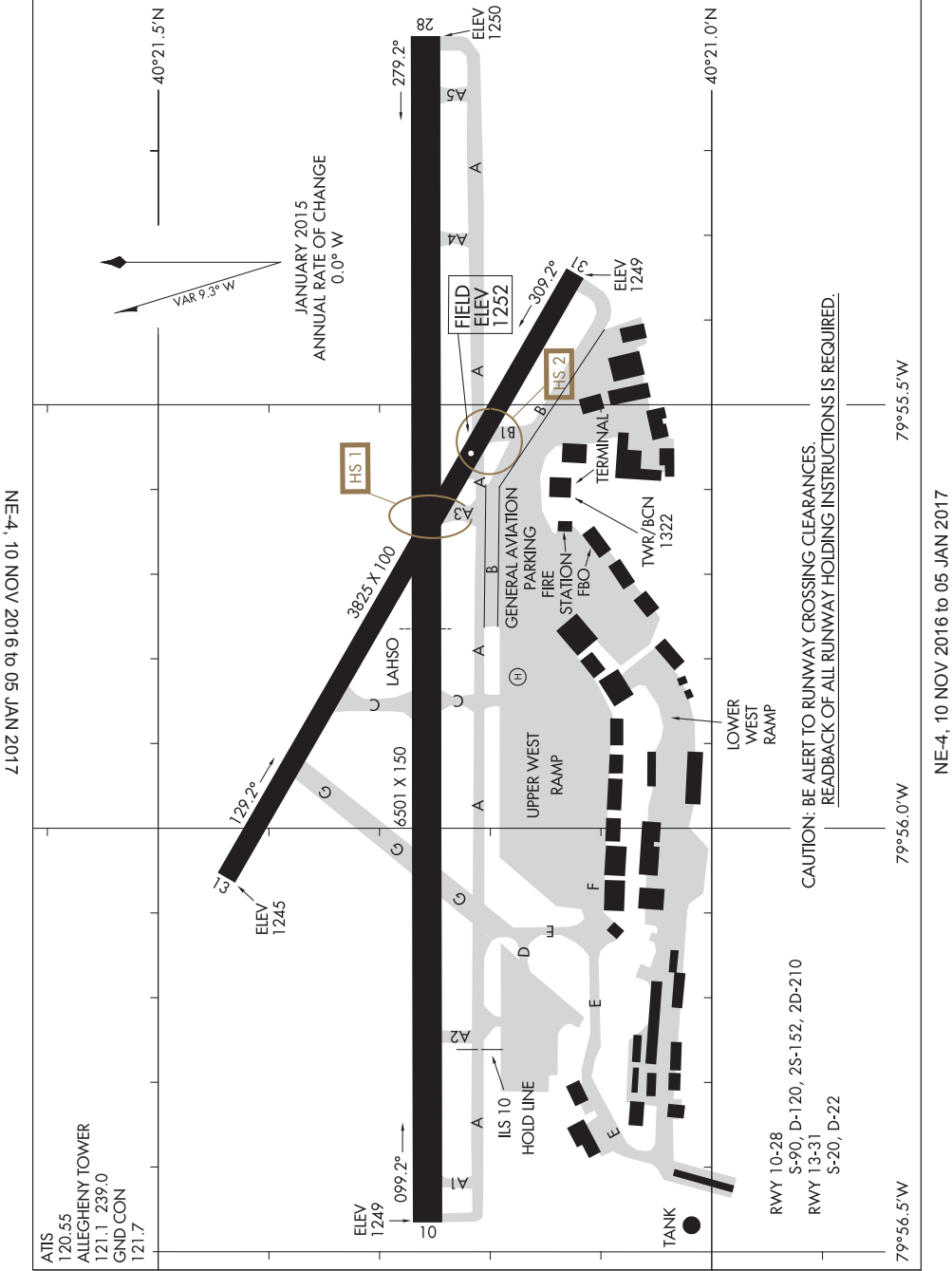


REIL Rwy 10, 13, and 31  
HIRL Rwy 10-28 and 13-31



# AIRPORT DIAGRAM

ALLEGHENY COUNTY (AGC)  
PITTSBURGH, PENNSYLVANIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

PITTSBURGH, PENNSYLVANIA  
ALLEGHENY COUNTY (AGC)

RWY 10-28  
S-90, D-120, 2S-152, 2D-210  
RWY 13-31  
S-20, D-22

# ALLEGHENY SEVEN DEPARTURE

**TOP ALTITUDE:  
3000**

ATIS  
120.55  
GND CON  
121.7  
ALLEGHENY TOWER  
121.1 239.0  
PITTSBURGH DEP CON  
119.35 285.575 337.4

ERIE  
109.4 ERI  
Chan 31  
N42°01.04'-W80°17.56'  
L-30, H-10

CLARION  
112.9 CIP  
Chan 76  
N41°08.78'-W79°27.48'  
L-30, H-10-12

YOUNGSTOWN  
109.0 YNG  
Chan 27  
N41°19.86'-W80°40.48'  
L-30, H-10

FRANKLIN  
109.6 FKL  
N41°26.31'  
W79°51.40'  
L-30, H-10

BRIGGS  
112.4 BSV  
Chan 71  
N40°44.44'-W81°25.93'  
L-29, H-10

AKRON  
114.4 ACO  
Chan 91  
N41°06.47'  
W81°12.09'  
L-30, H-10

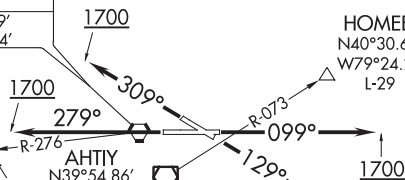
ELLWOOD CITY  
115.8 EWC  
Chan 105  
N40°49.50'-W80°12.69'  
L-29, H-10

MONTOUR  
112.0 MMJ  
Chan 57  
N40°29.29'  
W80°11.64'  
L-29

HOMEE  
N40°30.61'  
W79°24.21'  
L-29

TIVERTON  
116.5 TVT  
Chan 112  
N40°27.48'-W82°07.61'  
L-29

DILNE  
N40°28.08'  
W80°52.54'  
L-29



REVLOC  
110.6 REC  
Chan 43  
N40°32.79'  
W78°44.82'  
L-29

WHEELING  
112.2 HLG  
Chan 59  
N40°15.59'  
W80°34.12'  
L-29

NEWCOMERTOWN  
111.8 CTW  
Chan 55  
N40°13.75'-W81°28.59'  
L-29, H-10

BELLAIRE  
117.1 AIR  
Chan 118  
N40°01.02'  
W80°49.03'  
L-29, H-10-12

BURGS  
N39°41.91'  
W80°35.18'  
L-29, H-10-12

ALLEGHENY  
110.0 AGC  
Chan 37  
N40°16.72'  
W80°02.45'  
L-29

JOHNSTOWN  
113.0 JST  
Chan 77  
N40°19.00'  
W78°50.05'  
L-29, H-10-12

PARKERSBURG  
108.6 JPU  
Chan 23  
N39°26.47'-W81°22.49'  
L-29, H-10-12

CLARKSBURG  
112.6 CKB  
Chan 73  
N39°15.19'  
W80°16.07'  
L-29

KEMAN  
N39°51.63'  
W80°02.50'  
H-10-12

MORGANTOWN  
111.6 MGW  
Chan 53  
N39°33.40'-W79°51.62'  
L-29, H-10-12

ELKINS  
114.2 EKN  
Chan 89  
N38°54.87'-W80°05.96'  
L-29, H-10-12

**TAKEOFF MINIMUMS:**  
Rwys 10, 13, 28, 31: Standard.

NOTE: Radar required.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# ALLEGHENY SEVEN DEPARTURE

## ALLEGHENY SEVEN DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb heading 099° until 1700, thence....

TAKEOFF RUNWAY 13: Climb heading 129° until 1700, thence....

TAKEOFF RUNWAY 28: Climb heading 279° until 1700, thence....

TAKEOFF RUNWAY 31: Climb heading 309° until 1700, thence....

....expect radar vectors to assigned route/fix. Maintain 3000. Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 10: Vertical Point 2' from DER, 75' right of centerline, 1' AGL/1251' MSL.

Tree 3525' from DER, 744' left of centerline, 85' AGL/1341' MSL.

Tree 3750' from DER, 576' left of centerline, 67' AGL/1350' MSL

Tree 3786' from DER, 516' left of centerline, 72' AGL/1353' MSL.

Rwy 13: Pole 175' from DER, 335' right of centerline, 26' AGL/1264' MSL.

Tree 362' from DER, 295' right of centerline, 53' AGL/1288' MSL.

Vertical Point 460' from DER, 588' right of centerline, 60' AGL/1296' MSL.

Tree 912' from DER, 528' right of centerline, 73' AGL/1312' MSL.

Rwy 31: Light 10' from DER, 87' right of centerline, 4' AGL/1246' MSL.

Poles beginning 264' from DER, 298' right of centerline, up to 38' AGL/  
1263' MSL.

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                                                                                                                 |
|---------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------|
| LOC I-GUT<br><b>108.9</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>10R <b>11492</b> 10C <b>9707</b><br>TDZE <b>1135</b> <b>1141</b><br>Apt Elev <b>1203</b> <b>1203</b> |
|---------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------|

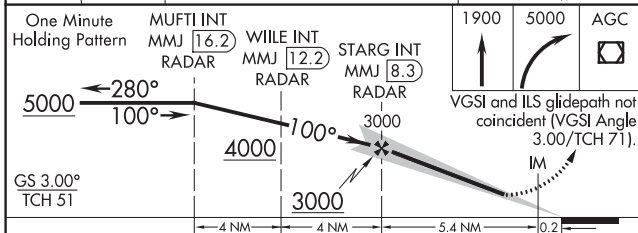
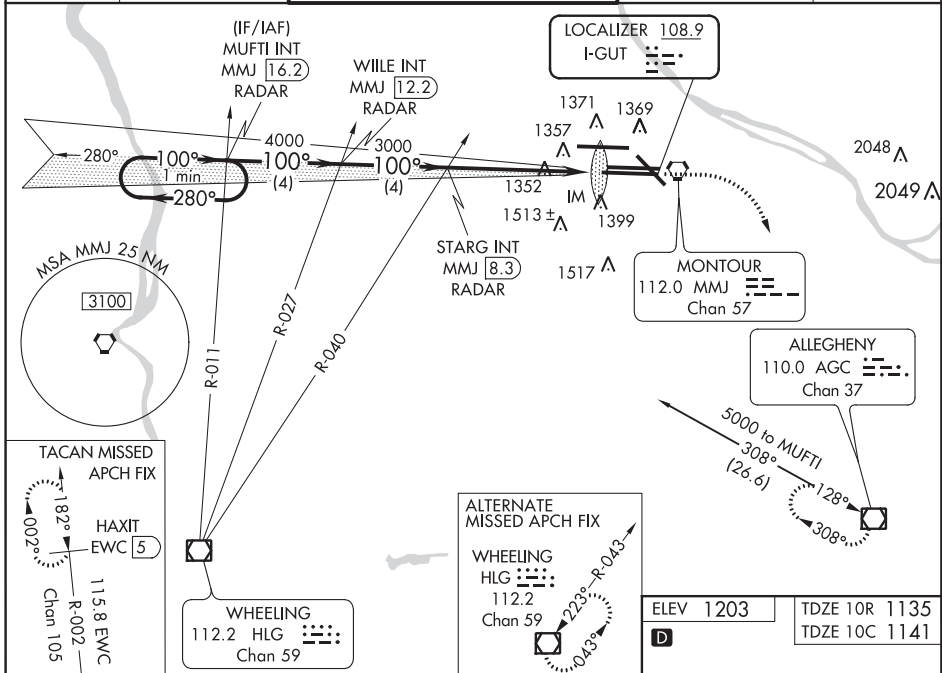
# ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

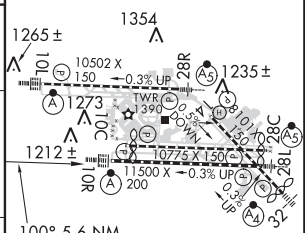
Simultaneous approach authorized with Rwy 10L.  
 Tacan aircraft: Simultaneous approach NA.  
 For inop ALS, increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 10R Cat C, D, E visibility to 1/2 SM.

ALS F-2  
 MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, north right turn, 182° inbound.)

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|                  |                                              |
|------------------|----------------------------------------------|
| ELEV <b>1203</b> | TDZE 10R <b>1135</b><br>TDZE 10C <b>1141</b> |
|------------------|----------------------------------------------|



| CATEGORY     | A       | B             | C                           | D                     | E                             |
|--------------|---------|---------------|-----------------------------|-----------------------|-------------------------------|
| S-ILS 10R    | 1335/18 |               | 200 (200-1/2)               |                       | 1335/24<br>200 (200-1/2)      |
| S-LOC 10R    | 1620/24 | 485 (500-1/2) | 1620/50 485 (500-1)         |                       | 1620/60<br>485 (500-1/4)      |
| SIDESTEP 10C | 1620/50 | 479 (500-1)   | 1620-1 1/2<br>479 (500-1/2) | 1620-2<br>479 (500-2) | 1620-2 1/4<br>479 (500-2 1/4) |
| CIRCLING     | 1700-1  | 497 (500-1)   | 1700-1 1/2<br>497 (500-1/2) | 1760-2<br>557 (600-2) | 1860-2 1/4<br>657 (700-2 1/4) |

|                                                                              |                          |
|------------------------------------------------------------------------------|--------------------------|
| REIL Rwy 10C<br>HIRL all Rwys<br>TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 | FAF to MAP 5.6 NM        |
| Knots                                                                        | 60 90 120 150 180        |
| Min:Sec                                                                      | 5:36 3:44 2:48 2:14 1:52 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017




# ILS or LOC RWY 28L

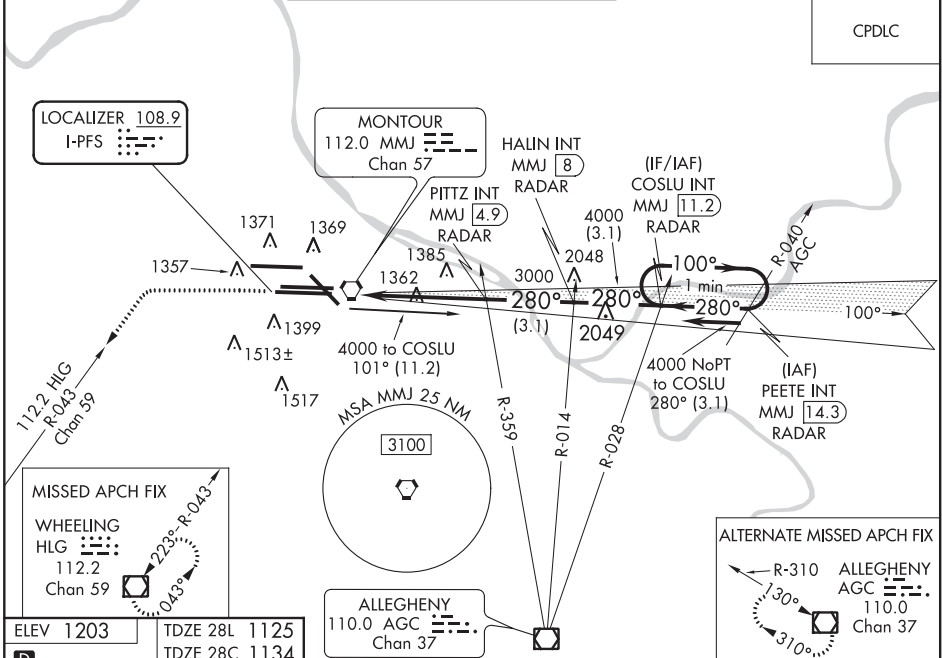
PITTSBURGH INTL (PIT)

|                           |                        |                              |     |     |
|---------------------------|------------------------|------------------------------|-----|-----|
| LOC I-PFS<br><b>108.9</b> | APP CRS<br><b>280°</b> | Rwy Idg<br><b>11500 9708</b> | 28L | 28C |
|                           |                        | TDZE<br><b>1125 1134</b>     |     |     |
|                           |                        | Apt Elev<br><b>1203 1203</b> |     |     |




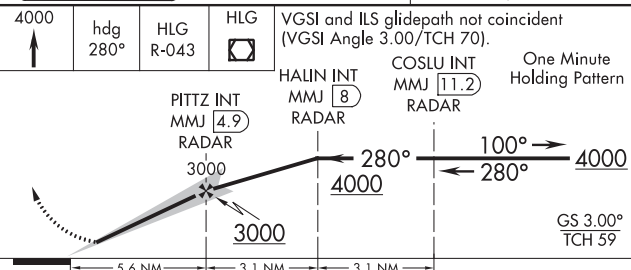
**⚠** For inoperative MALSr, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1/4.  
**⚠** Simultaneous approach authorized with ILS or LOC Rwy 28R, ILS Rwy 28R (Cat II).

**MALSr**   
**MISSED APPROACH:** Climb to 4000 on heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN aircraft...RADAR REQUIRED.)

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



**D**

| 4000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | hdg 280° | HLG R-043     | HLG  | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).                                              |                 |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------|----|----|-----|-----|-----|-----------|---------|------|------|------|---------------|-----------|---------|---------------|---------|---------|---------|--------------|--------|-------------|------------|--------|------------|----------|--------|-------------|------------|--------|------------|--|--|--|-----------------|-------------|-----------------|
| 3000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |               |                                                                                         | HALIN INT MMJ  8 RADAR    |                 |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| 3000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |               |                                                                                         | COSLU INT MMJ  11.2 RADAR |                 |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| 4000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |               |                                                                                         | One Minute Holding Pattern                                                                                   |                 |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          |               |                                                                                         |                                                                                                              |                 |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| <table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>S-ILS 28L</td> <td colspan="4">1325/18</td> <td>200 (200-1/2)</td> </tr> <tr> <td>S-LOC 28L</td> <td>1620/24</td> <td>495 (500-1/2)</td> <td>1620/40</td> <td>1620/50</td> <td>1620/60</td> </tr> <tr> <td>SIDESTEP 28C</td> <td>1640-1</td> <td>506 (500-1)</td> <td>1640-1 1/2</td> <td>1640-2</td> <td>1640-2 1/4</td> </tr> <tr> <td>CIRCLING</td> <td>1700-1</td> <td>497 (500-1)</td> <td>1700-1 1/2</td> <td>1760-2</td> <td>1860-2 1/4</td> </tr> <tr> <td></td> <td></td> <td></td> <td>497 (500-1 1/2)</td> <td>557 (600-2)</td> <td>657 (700-2 1/4)</td> </tr> </tbody> </table> |          |               |                                                                                         |                                                                                                              | CATEGORY        | A  | B  | C   | D   | E   | S-ILS 28L | 1325/18 |      |      |      | 200 (200-1/2) | S-LOC 28L | 1620/24 | 495 (500-1/2) | 1620/40 | 1620/50 | 1620/60 | SIDESTEP 28C | 1640-1 | 506 (500-1) | 1640-1 1/2 | 1640-2 | 1640-2 1/4 | CIRCLING | 1700-1 | 497 (500-1) | 1700-1 1/2 | 1760-2 | 1860-2 1/4 |  |  |  | 497 (500-1 1/2) | 557 (600-2) | 657 (700-2 1/4) |
| CATEGORY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | A        | B             | C                                                                                       | D                                                                                                            | E               |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| S-ILS 28L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1325/18  |               |                                                                                         |                                                                                                              | 200 (200-1/2)   |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| S-LOC 28L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1620/24  | 495 (500-1/2) | 1620/40                                                                                 | 1620/50                                                                                                      | 1620/60         |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| SIDESTEP 28C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1640-1   | 506 (500-1)   | 1640-1 1/2                                                                              | 1640-2                                                                                                       | 1640-2 1/4      |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| CIRCLING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1700-1   | 497 (500-1)   | 1700-1 1/2                                                                              | 1760-2                                                                                                       | 1860-2 1/4      |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |               | 497 (500-1 1/2)                                                                         | 557 (600-2)                                                                                                  | 657 (700-2 1/4) |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:36</td> <td>3:44</td> <td>2:48</td> <td>2:14</td> <td>1:52</td> </tr> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |          |               |                                                                                         |                                                                                                              | Knots           | 60 | 90 | 120 | 150 | 180 | Min:Sec   | 5:36    | 3:44 | 2:48 | 2:14 | 1:52          |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| Knots                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 60       | 90            | 120                                                                                     | 150                                                                                                          | 180             |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |
| Min:Sec                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 5:36     | 3:44          | 2:48                                                                                    | 2:14                                                                                                         | 1:52            |    |    |     |     |     |           |         |      |      |      |               |           |         |               |         |         |         |              |        |             |            |        |            |          |        |             |            |        |            |  |  |  |                 |             |                 |

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# ILS or LOC RWY 28R

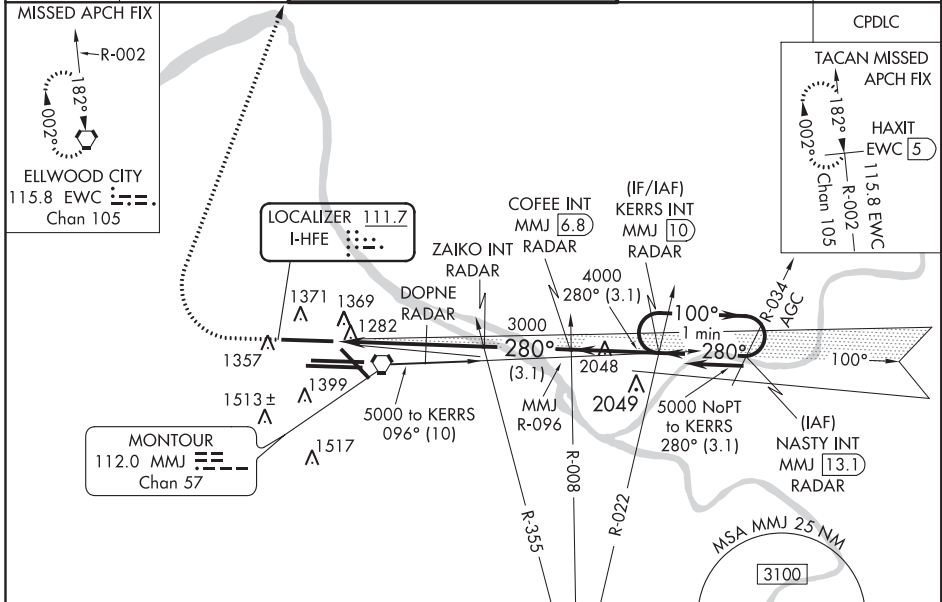
PITTSBURGH INTL (PIT)

|                           |                        |                                                                  |
|---------------------------|------------------------|------------------------------------------------------------------|
| LOC I-HFE<br><b>111.7</b> | APP CRS<br><b>280°</b> | Rwy ldg <b>10102</b><br>TDZE <b>1174</b><br>Apt Elev <b>1203</b> |
|---------------------------|------------------------|------------------------------------------------------------------|

**⚠** For inoperative MALS, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000.  
**⚠** Simultaneous approach authorized with Rwy 28C/L. Radar Required for LOC minimums.

**MALS** MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold north, right turn, 182° inbound.)

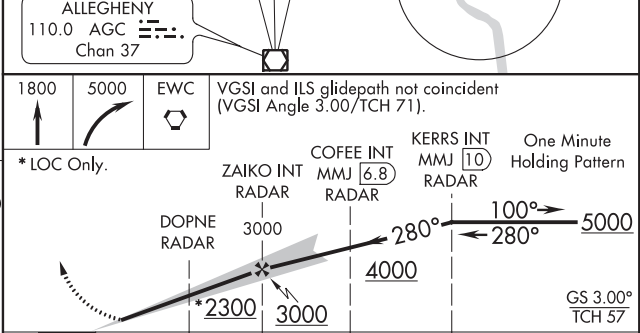
|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1174</b> |
|------------------|----------|------------------|

280° 5.5 NM from FAF

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R, and 32



| CATEGORY  | A                   | B           | C                       | D                     | E                       |
|-----------|---------------------|-------------|-------------------------|-----------------------|-------------------------|
| S-ILS 28R | 1374/18 200 (200-½) |             |                         |                       | 1374/24 200 (200-½)     |
| S-LOC 28R | 1540/24             | 366 (400-½) | 1540/40                 |                       | 366 (400-¾)             |
| CIRCLING  | 1700-1              | 497 (500-1) | 1700-1½<br>497 (500-1½) | 1760-2<br>557 (600-2) | 1860-2¼<br>657 (700-2¼) |

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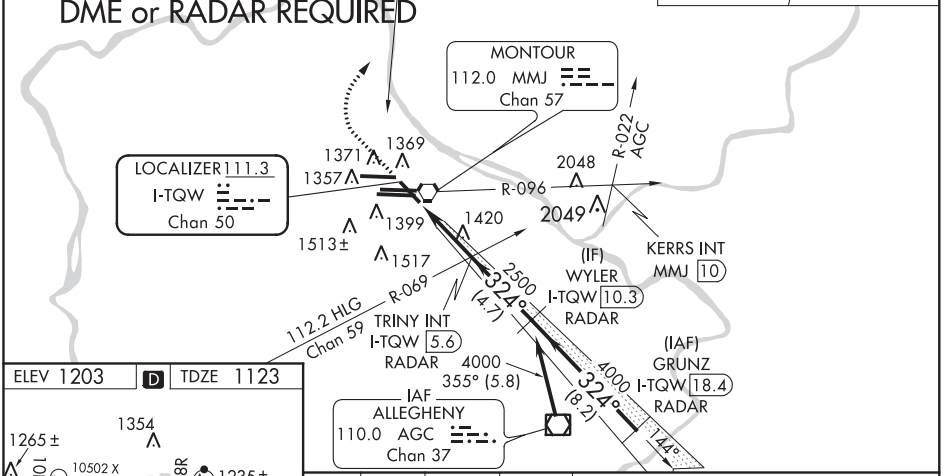
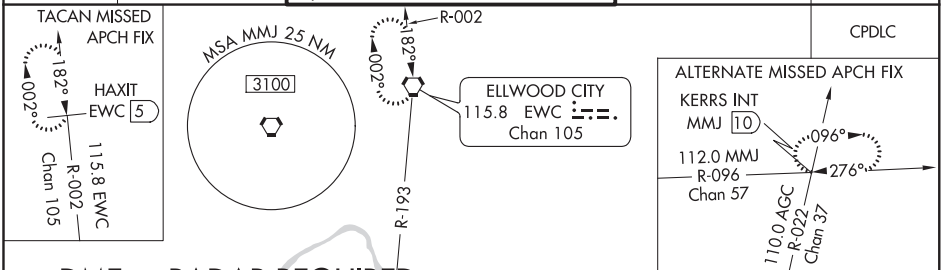
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|                                      |                        |                             |                                           |
|--------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-TQW<br><b>111.3</b><br>Chan 50 | APP CRS<br><b>324°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>7466</b><br><b>1123</b><br><b>1203</b> |
|--------------------------------------|------------------------|-----------------------------|-------------------------------------------|

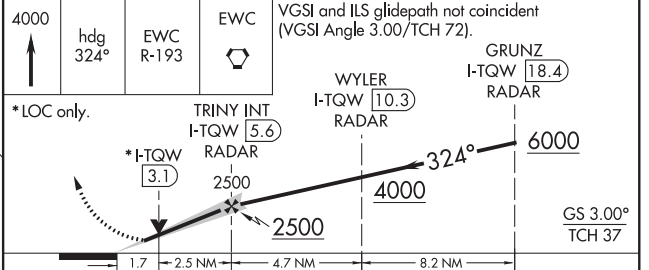
# ILS or LOC RWY 32

PITTSBURGH INTL (PIT)

|                                                              |                   |                                                                                                                                                                                             |                                           |                                                                                                                                       |
|--------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| <b>⚠</b> Inoperative table does not apply to S-LOC 32 Cat C. | <b>⚠</b> MALS<br> | MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold north, right turn, 182° inbound). |                                           |                                                                                                                                       |
|                                                              |                   | ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b>                                                                                                                                               | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> |



|                                                                              |      |           |      |      |      |
|------------------------------------------------------------------------------|------|-----------|------|------|------|
| ELEV 1203                                                                    | D    | TDZE 1123 |      |      |      |
| REIL Rwy 10C<br>HIRL all Rwys<br>TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 |      |           |      |      |      |
| FAF to MAP 4.2 NM                                                            |      |           |      |      |      |
| Knots                                                                        | 60   | 90        | 120  | 150  | 180  |
| Min:Sec                                                                      | 4:12 | 2:48      | 2:06 | 1:41 | 1:24 |



| CATEGORY | A                     | B             | C                             | D                             | E                             |
|----------|-----------------------|---------------|-------------------------------|-------------------------------|-------------------------------|
| S-ILS 32 | 1323/40 200 (200-3/4) |               |                               |                               |                               |
| S-LOC 32 | 1720/40               | 597 (600-3/4) | 1720-1 1/2<br>597 (600-1 1/2) | 1720-1 3/4<br>597 (600-1 3/4) | 1720-2<br>597 (600-2)         |
| CIRCLING | 1720-1                | 517 (600-1)   | 1720-1 1/2<br>517 (600-1 1/2) | 1760-2<br>557 (600-2)         | 1860-2 1/4<br>657 (700-2 1/4) |

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# ILS or LOC RWY 10L

PITTSBURGH INTL (PIT)

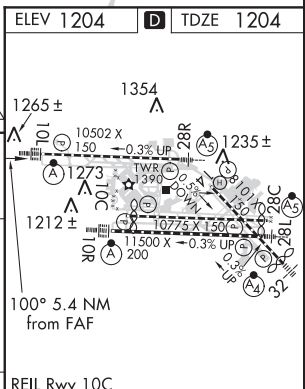
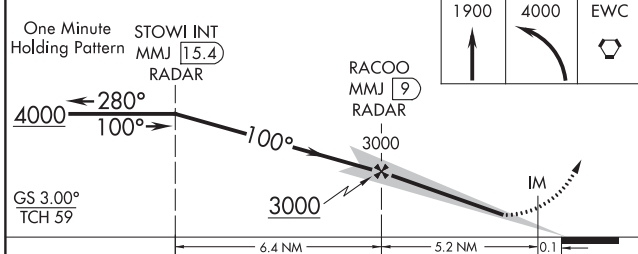
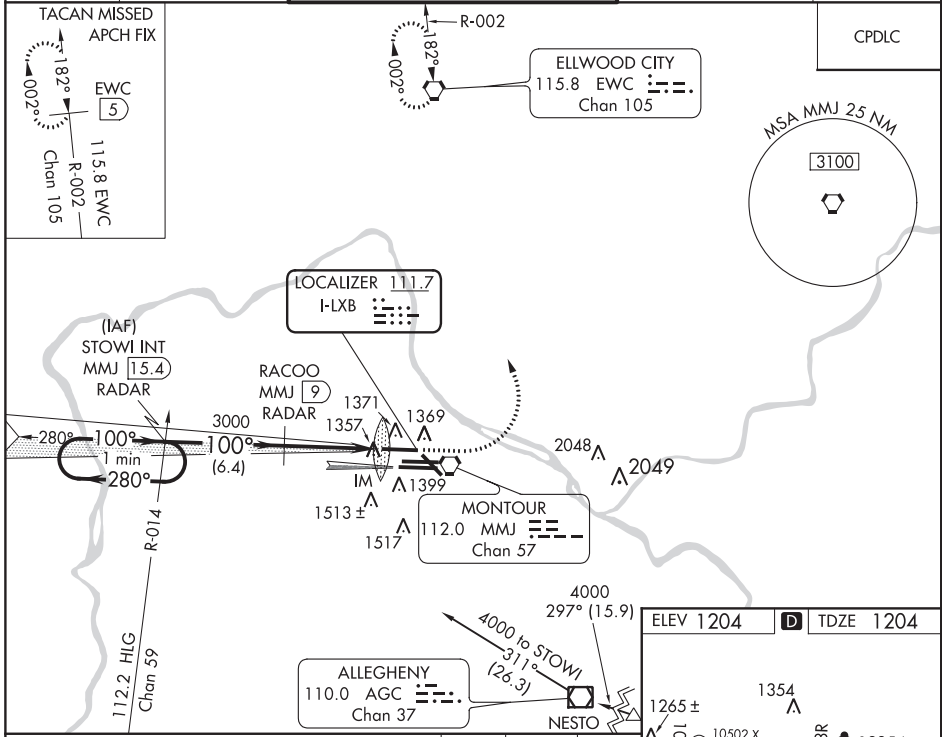
|                           |                        |                                                                  |
|---------------------------|------------------------|------------------------------------------------------------------|
| LOC I-LXB<br><b>111.7</b> | APP CRS<br><b>100°</b> | Rwy ldg <b>10502</b><br>TDZE <b>1204</b><br>Apt Elev <b>1204</b> |
|---------------------------|------------------------|------------------------------------------------------------------|

**⚠ Simultaneous approach authorized with Rwy 10R.**  
 For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.  
 DME or RADAR REQUIRED for LOC minimums.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold.  
 (TACAN equipped aircraft continue to EWC R-002/5 DME and hold north, right turn, 182° inbound.)

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|           |                     |                      |                     |                      |                                                             |                                                                              |
|-----------|---------------------|----------------------|---------------------|----------------------|-------------------------------------------------------------|------------------------------------------------------------------------------|
| CATEGORY  | A                   | B                    | C                   | D                    | E                                                           | REIL Rwy 10C<br>HIRL all Rwys<br>TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 |
| S-ILS 10L | 1404/18 200 (200-½) |                      |                     |                      | 1404/24 200 (200-½)                                         | FAF to MAP 5.4 NM                                                            |
| S-LOC 10L | 1580/24 376 (400-½) |                      | 1580/40 376 (400-¾) |                      |                                                             |                                                                              |
| CIRCLING  | 1700-1 496 (500-1)  | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2)  | 1860-2¼ 656 (700-2¼) | Knots 60 90 120 150 180<br>Min:Sec 5:24 3:36 2:42 2:10 1:48 |                                                                              |

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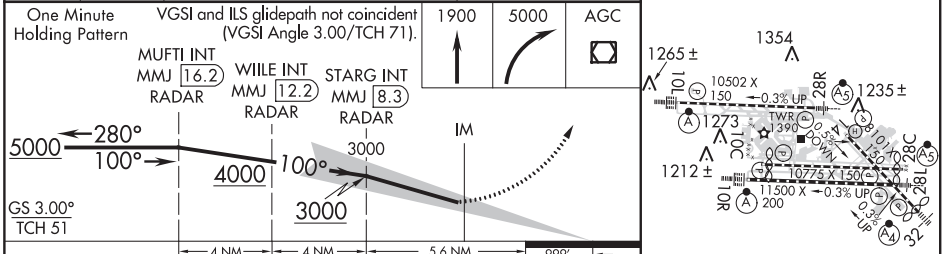
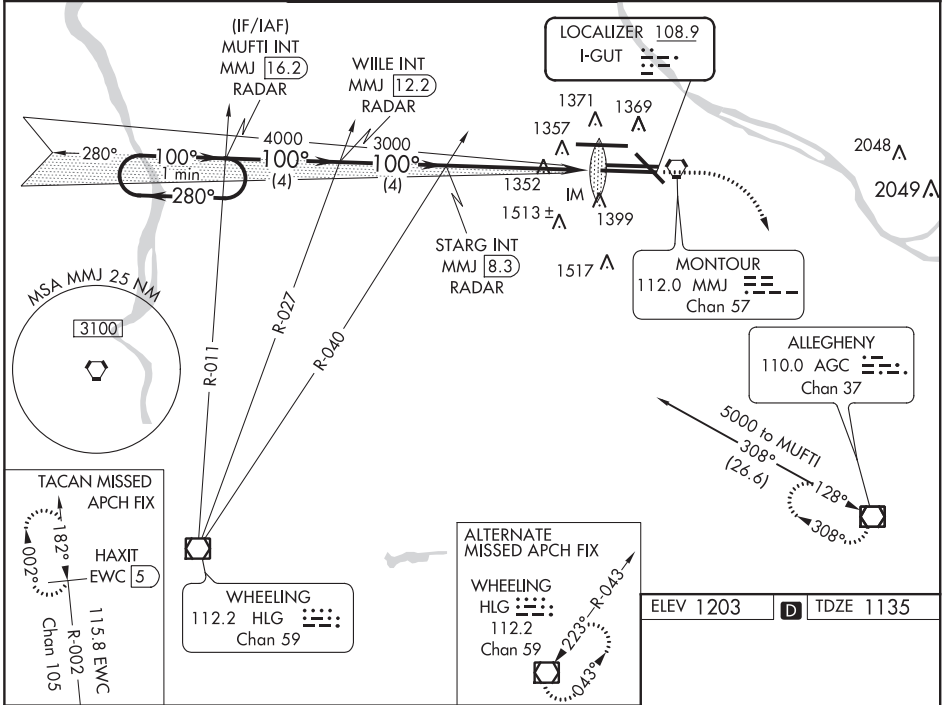
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|              |             |          |              |
|--------------|-------------|----------|--------------|
| LOC I-GUT    | APP CRS     | Rwy Idg  | <b>11492</b> |
| <b>108.9</b> | <b>100°</b> | TDZE     | <b>1135</b>  |
|              |             | Apt Elev | <b>1203</b>  |

# ILS RWY 10R (SA CAT I)

PITTSBURGH INTL (PIT)

|                                                                                                                                                                          |                   |                                                                                                                                                                                                                                                                                                   |                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>⚠</b> Simultaneous approach authorized with Rwy 10L. Tacan aircraft: Simultaneous approach NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. | <b>ALSF-2</b><br> | <b>MISSED APPROACH:</b> Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, north right turn, 182° inbound.) |                                                                                                                                                |
|                                                                                                                                                                          |                   | <b>ATIS</b><br>ARR <b>127.25</b><br>DEP <b>135.9</b>                                                                                                                                                                                                                                              | <b>PITTSBURGH APP CON</b><br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> |



|           |                       |   |   |   |
|-----------|-----------------------|---|---|---|
| CATEGORY  | A                     | B | C | D |
| S-ILS 10R | RA 150/14 150 DA 1285 |   |   |   |

**SA CAT I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10C  
 HIRL all Rwys  
 TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                                                                  |
|---------------------------|------------------------|------------------------------------------------------------------|
| LOC I-HFE<br><b>111.7</b> | APP CRS<br><b>280°</b> | Rwy ldg <b>10102</b><br>TDZE <b>1174</b><br>Apt Elev <b>1203</b> |
|---------------------------|------------------------|------------------------------------------------------------------|

# ILS RWY 28R (CAT II)

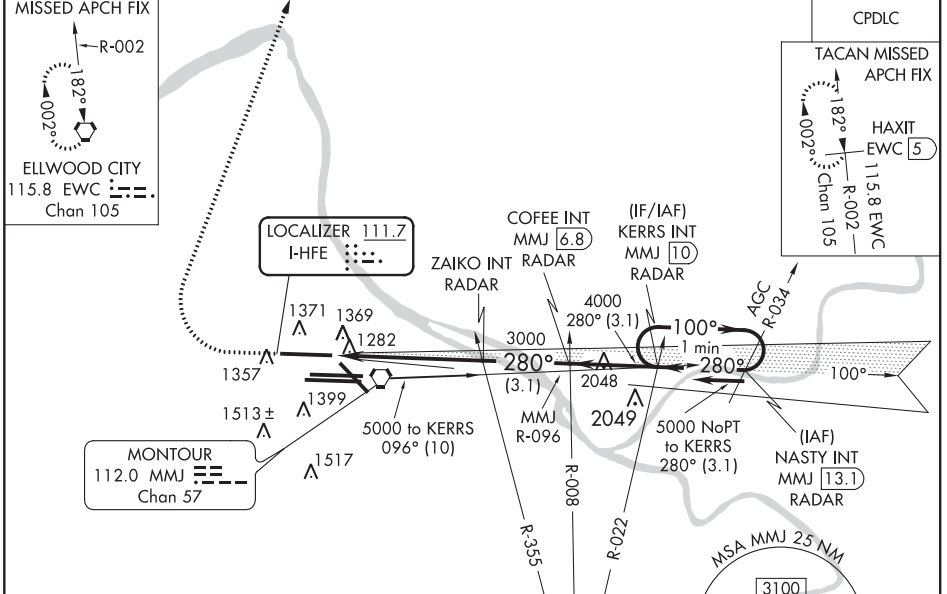
PITTSBURGH INTL (PIT)

**⚠** Simultaneous approach authorized with Rwy 28C/L.  
**⚠** Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

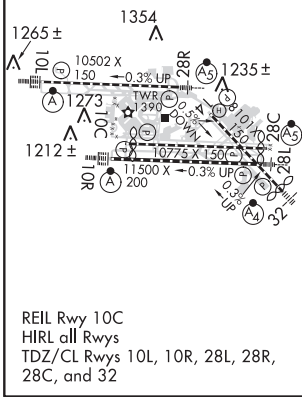
**MALS**

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT /5 DME and hold north, right turn, 182° inbound.)

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1174</b> |
|------------------|----------|------------------|



|           |                       |        |                                                                 |   |
|-----------|-----------------------|--------|-----------------------------------------------------------------|---|
| 1800      | 5000                  | EWC    | VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71). |   |
| 3000      | 4000                  | 5000   | One Minute Holding Pattern                                      |   |
| 1110°     | 5.5 NM                | 3.1 NM | 3.1 NM                                                          |   |
| CATEGORY  | A                     | B      | C                                                               | D |
| S-ILS 28R | RA 146/12 100 DA 1274 |        |                                                                 |   |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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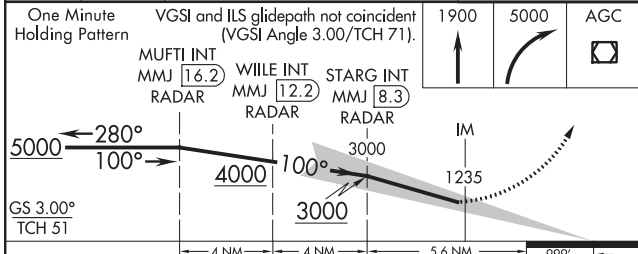
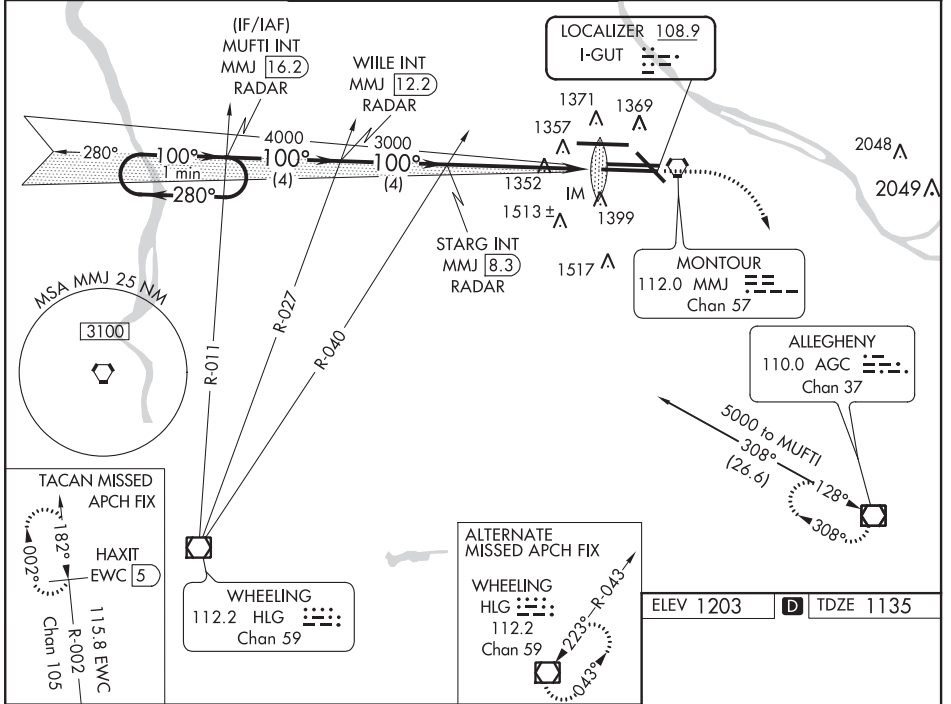


|              |             |          |              |
|--------------|-------------|----------|--------------|
| LOC I-GUT    | APP CRS     | Rwy Idg  | <b>11492</b> |
| <b>108.9</b> | <b>100°</b> | TDZE     | <b>1135</b>  |
|              |             | Apt Elev | <b>1203</b>  |

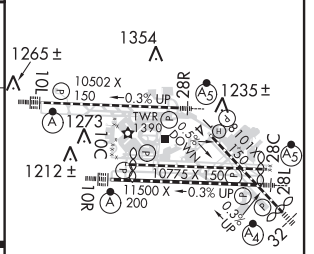
# ILS RWY 10R (CAT II & III)

PITTSBURGH INTL (PIT)

|                                                                                                   |                   |                                                                                                                                                                                                                                                                                                   |                                                                                                                                                |
|---------------------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>⚠</b> Simultaneous approach authorized with Rwy 10L. Tacan aircraft: Simultaneous approach NA. | <b>ALSF-2</b><br> | <b>MISSED APPROACH:</b> Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, north right turn, 182° inbound.) |                                                                                                                                                |
|                                                                                                   |                   | <b>ATIS</b><br>ARR <b>127.25</b><br>DEP <b>135.9</b>                                                                                                                                                                                                                                              | <b>PITTSBURGH APP CON</b><br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> |



|                            |                                                                  |      |      |        |
|----------------------------|------------------------------------------------------------------|------|------|--------|
| One Minute Holding Pattern | VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71'). | 1900 | 5000 | AGC    |
|                            |                                                                  | ↑    | ↷    |        |
| GS 3.00°                   | TCH 51'                                                          | 4 NM | 4 NM | 5.6 NM |
| CATEGORY                   | A                                                                | B    | C    | D      |
| S-ILS 10R                  | CAT II RA 100/12 100 DA 1235                                     |      |      |        |
| S-ILS 10R                  | CAT III RVR 07                                                   |      |      |        |



**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10C  
 HIRL all Rwys  
 TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

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PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

16259

# RNAV (RNP) Z RWY 10C

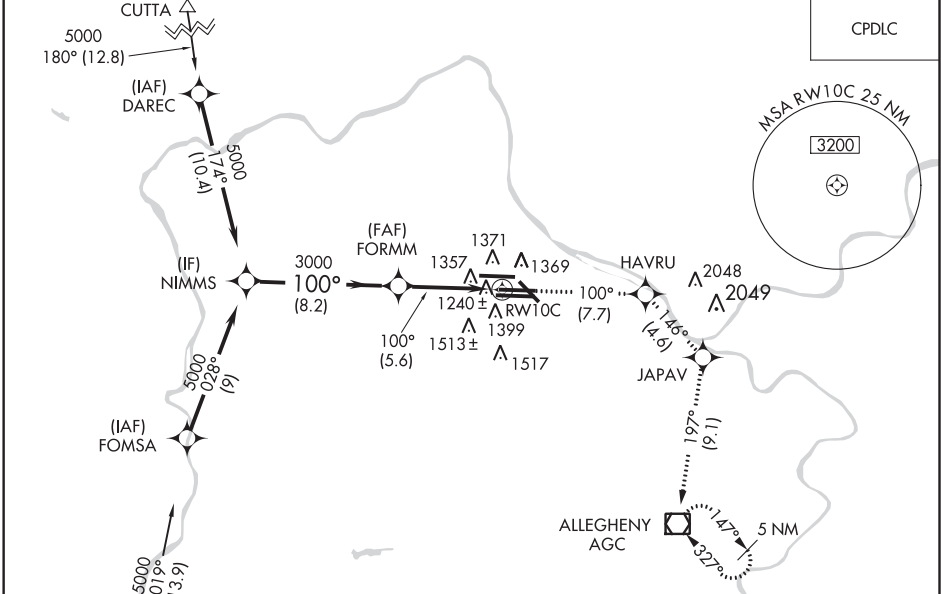
PITTSBURGH INTL (PIT)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>9707</b> |
| <b>100°</b> | TDZE     | <b>1141</b> |
|             | Apt Elev | <b>1203</b> |

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

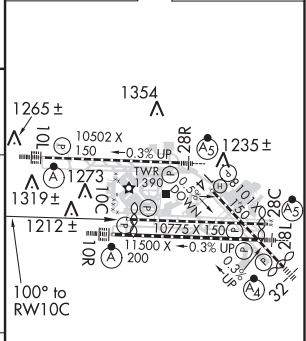
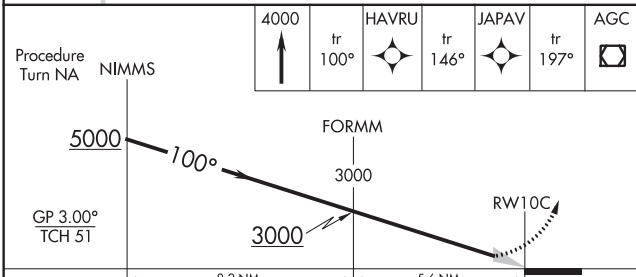
|                   |                     |                                            |                          |                     |
|-------------------|---------------------|--------------------------------------------|--------------------------|---------------------|
| ATIS              | PITTSBURGH TOWER    |                                            | GND CON                  | CLNC DEL            |
| ARR <b>127.25</b> | PITTSBURGH APP CON  | Rwys 10L-28R <b>128.3 291.7</b>            | SOUTH <b>121.9 348.6</b> |                     |
| DEP <b>135.9</b>  | <b>123.95 360.8</b> | Rwys 10C-28C, 14-32 <b>135.025 270.325</b> | NORTH <b>127.8 348.6</b> | <b>126.75 353.7</b> |
|                   |                     | Rwy 10R-28L <b>119.1 270.325</b>           |                          |                     |



NE-4, 10 NOV 2016 to 05 JAN 2017

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|      |      |   |      |      |
|------|------|---|------|------|
| ELEV | 1203 | D | TDZE | 1141 |
|------|------|---|------|------|



| CATEGORY    | A | B       | C            | D |
|-------------|---|---------|--------------|---|
| RNP 0.11 DA |   | 1540-1½ | 399 (400-1½) |   |
| RNP 0.20 DA |   | 1566-1½ | 425 (400-1½) |   |
| RNP 0.30 DA |   | 1669-1¾ | 528 (500-1¾) |   |

## AUTHORIZATION REQUIRED

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

PITTSBURGH, PENNSYLVANIA  
Orig-C 05APR12

40°29'N-80°14'W

PITTSBURGH INTL (PIT)  
**RNAV (RNP) Z RWY 10C**

|             |          |              |
|-------------|----------|--------------|
| APP CRS     | Rwy Idg  | <b>11492</b> |
| <b>100°</b> | TDZE     | <b>1135</b>  |
|             | Apt Elev | <b>1203</b>  |

# RNAV (RNP) Z RWY 10R

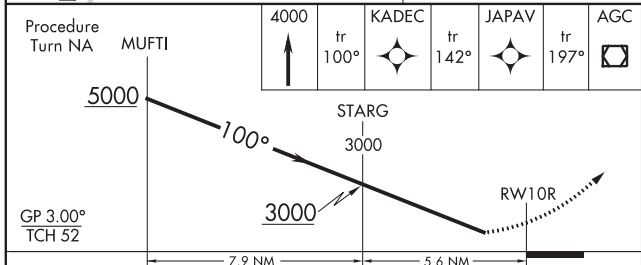
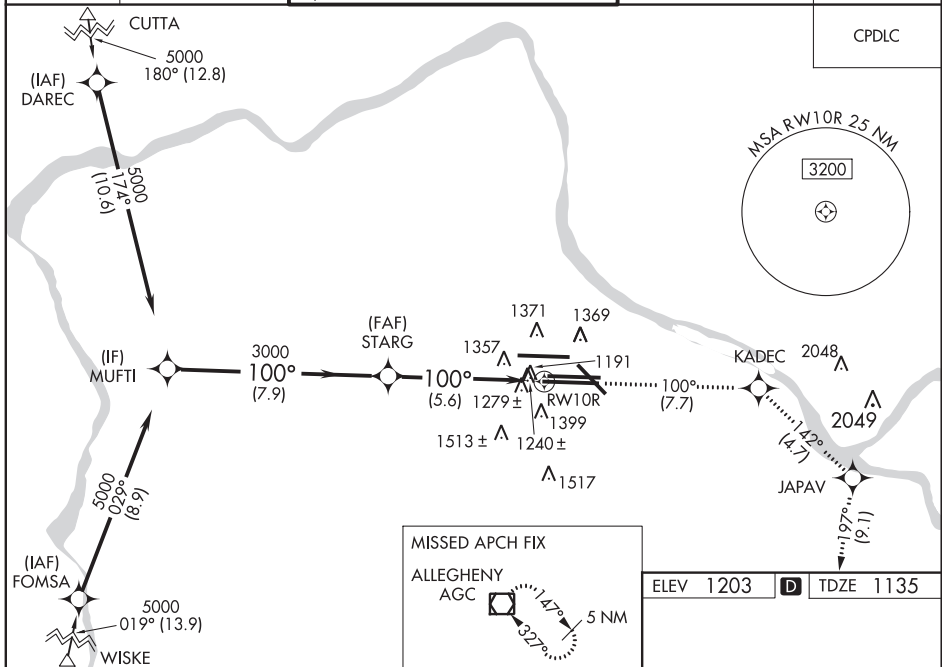
PITTSBURGH INTL (PIT)

▼ GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

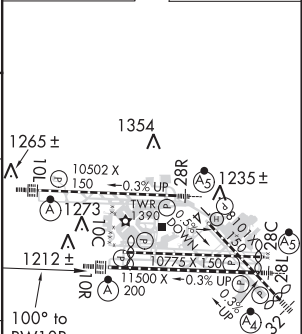


**MISSED APPROACH:**  
Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

|                   |                     |                                            |                          |                     |
|-------------------|---------------------|--------------------------------------------|--------------------------|---------------------|
| ATIS              | PITTSBURGH TOWER    |                                            | GND CON                  | CLNC DEL            |
| ARR <b>127.25</b> | PITTSBURGH APP CON  | Rwys 10L-28R <b>128.3 291.7</b>            | SOUTH <b>121.9 348.6</b> | <b>126.75 353.7</b> |
| DEP <b>135.9</b>  | <b>123.95 360.8</b> | Rwys 10C-28C, 14-32 <b>135.025 270.325</b> | NORTH <b>127.8 348.6</b> |                     |
|                   |                     | Rwy 10R-28L <b>119.1 270.325</b>           |                          |                     |



|           |          |           |
|-----------|----------|-----------|
| ELEV 1203 | <b>D</b> | TDZE 1135 |
|-----------|----------|-----------|



|             |   |         |              |   |
|-------------|---|---------|--------------|---|
| CATEGORY    | A | B       | C            | D |
| RNP 0.14 DA |   | 1511/40 | 376 (400-¾)  |   |
| RNP 0.20 DA |   | 1558/50 | 423 (400-1)  |   |
| RNP 0.30 DA |   | 1745-1¾ | 610 (600-1¾) |   |

**AUTHORIZATION REQUIRED**

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

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# RNAV (RNP) Z RWY 28L

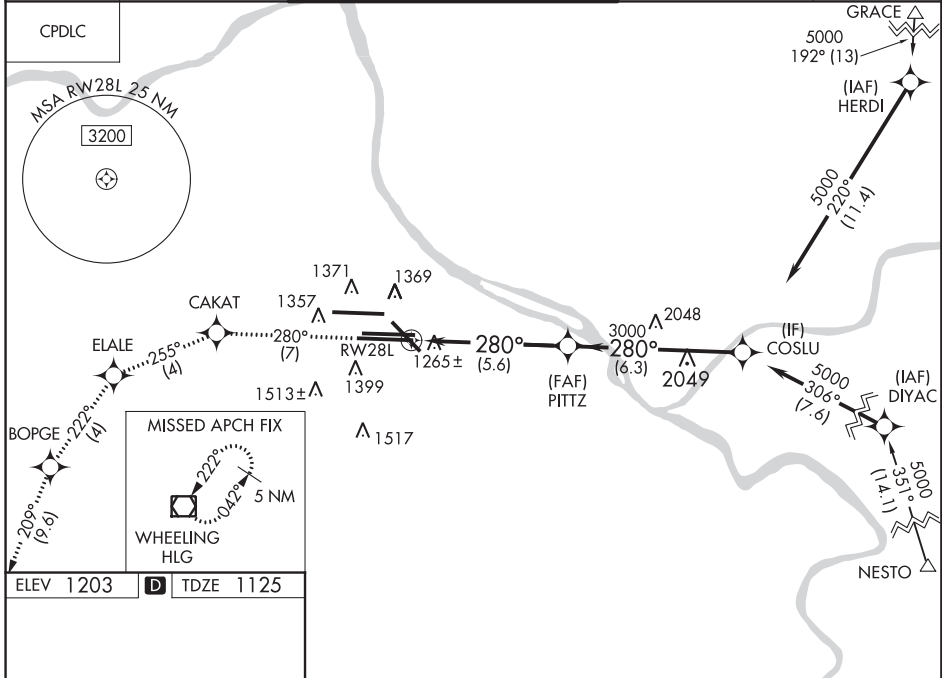
PITTSBURGH INTL (PIT)

|             |          |              |
|-------------|----------|--------------|
| APP CRS     | Rwy Idg  | <b>11500</b> |
| <b>280°</b> | TDZE     | <b>1125</b>  |
|             | Apt Elev | <b>1203</b>  |

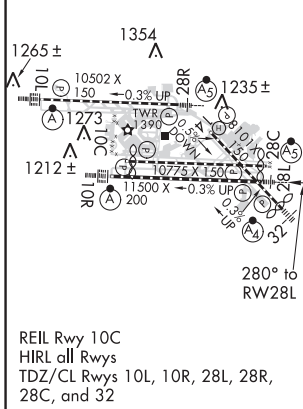
▼ For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALS, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA. Simultaneous approach authorized with ILS or LOC Rwy 28R, ILS Rwy 28R (Cat II). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS  MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

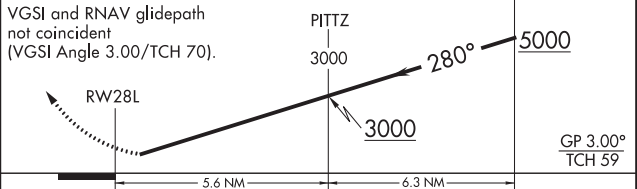
|                   |                     |                                            |                          |                     |
|-------------------|---------------------|--------------------------------------------|--------------------------|---------------------|
| ATIS              | PITTSBURGH APP CON  | PITTSBURGH TOWER                           | GND CON                  | CLNC DEL            |
| ARR <b>127.25</b> | <b>123.95 360.8</b> | Rwys 10L-28R <b>128.3 291.7</b>            | SOUTH <b>121.9 348.6</b> |                     |
| DEP <b>135.9</b>  |                     | Rwys 10C-28C, 14-32 <b>135.025 270.325</b> | NORTH <b>127.8 348.6</b> | <b>126.75 353.7</b> |
|                   |                     | Rwy 10R-28L <b>119.1 270.325</b>           |                          |                     |



|           |          |           |
|-----------|----------|-----------|
| ELEV 1203 | <b>D</b> | TDZE 1125 |
|-----------|----------|-----------|



|      |         |       |         |       |         |       |         |     |                   |
|------|---------|-------|---------|-------|---------|-------|---------|-----|-------------------|
| 4000 | tr 280° | CAKAT | tr 255° | ELALE | tr 222° | BOPGE | tr 209° | HLG | Procedure Turn NA |
|------|---------|-------|---------|-------|---------|-------|---------|-----|-------------------|



|             |   |         |             |   |
|-------------|---|---------|-------------|---|
| CATEGORY    | A | B       | C           | D |
| RNP 0.13 DA |   | 1524/50 | 399 (400-1) |   |
| RNP 0.30 DA |   | 1569/50 | 444 (400-1) |   |

**AUTHORIZATION REQUIRED**

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PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

16259

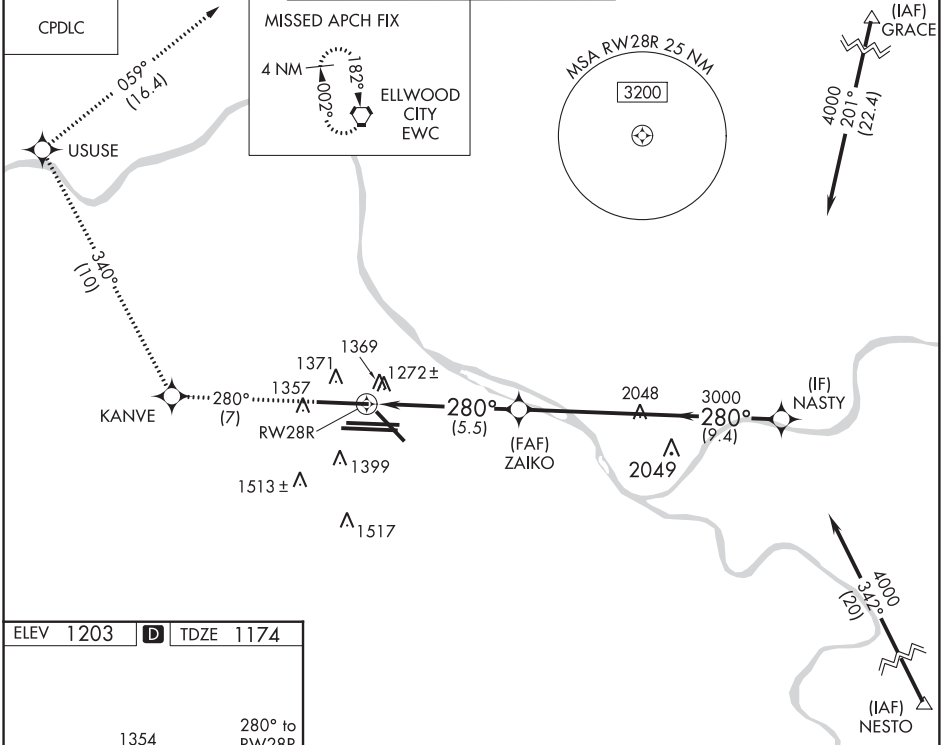
|                        |                             |                                            |
|------------------------|-----------------------------|--------------------------------------------|
| APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>10102</b><br><b>1174</b><br><b>1203</b> |
|------------------------|-----------------------------|--------------------------------------------|

# RNAV (RNP) Z RWY 28R

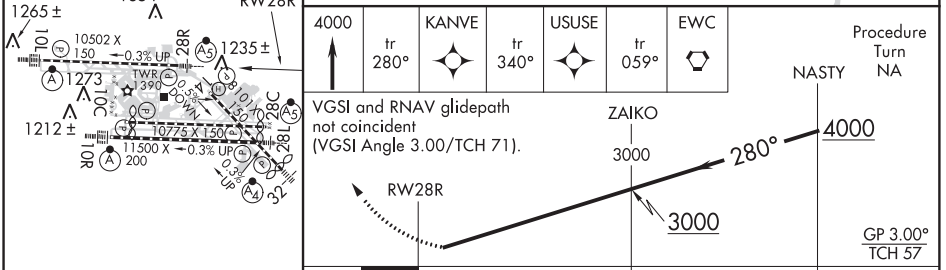
PITTSBURGH INTL (PIT)

|                                                                                                                                                                                                   |              |                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>▼</b> For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 54°C (130°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2 miles.</p> | <p>MALSR</p> | <p>MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------|

|                                                        |                                                   |                                                                                                                                                     |                                                                          |                                         |
|--------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------|
| <p>ATIS<br/>ARR <b>127.25</b><br/>DEP <b>135.9</b></p> | <p>PITTSBURGH APP CON<br/><b>123.95 360.8</b></p> | <p>PITTSBURGH TOWER<br/><b>128.3 291.7</b><br/>Rwys 10L-28R<br/>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br/>Rwy 10R-28L <b>119.1 270.325</b></p> | <p>GND CON<br/>SOUTH <b>121.9 348.6</b><br/>NORTH <b>127.8 348.6</b></p> | <p>CLNC DEL<br/><b>126.75 353.7</b></p> |
|--------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------|



|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1174</b> |
|------------------|----------|------------------|



|             |   |         |              |   |
|-------------|---|---------|--------------|---|
| CATEGORY    | A | B       | C            | D |
| RNP 0.30 DA |   | 1673-1½ | 499 (500-1½) |   |

**AUTHORIZATION REQUIRED**

PITTSBURGH, PENNSYLVANIA  
Orig-C 30MAY13

40°29'N-80°14'W

PITTSBURGH INTL (PIT)  
**RNAV (RNP) Z RWY 28R**

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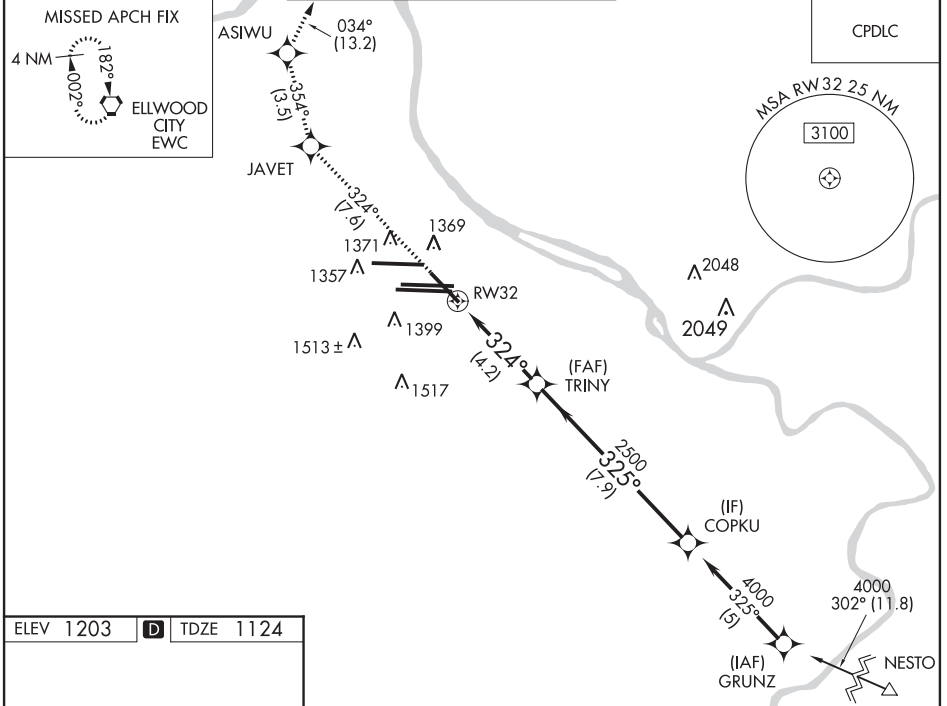
NE-4, 10 NOV 2016 to 05 JAN 2017

|                         |                        |
|-------------------------|------------------------|
| APP CRS<br><b>324°</b>  | Rwy Idg<br><b>7466</b> |
| TDZE<br><b>1124</b>     |                        |
| Apt Elev<br><b>1203</b> |                        |

# RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT')

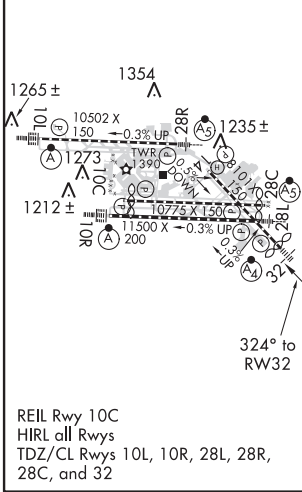
|                                                                                                                                                                                                                                       |                                                                                                                                                                   |                                                                                                               |                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>▽</b> For inoperative MALSF, increase RNP 0.11 visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS Required.</p> |                                                                                                                                                                   | <p><b>MALS</b></p>                                                                                            | <p><b>MISSED APPROACH:</b> Climb to 4000 on track 324° to JAVET and on track 354° to ASIWU and on track 034° to EWC VORTAC and hold.</p> |
| <p><b>ATIS</b></p> <p>ARR <b>127.25</b></p> <p>DEP <b>135.9</b></p>                                                                                                                                                                   | <p><b>PITTSBURGH APP CON</b></p> <p>Rwys 10L-28R <b>128.3 291.7</b></p> <p>Rwys 10C-28C, 14-32 <b>135.025 270.325</b></p> <p>Rwy 10R-28L <b>119.1 270.325</b></p> | <p><b>PITTSBURGH TOWER</b></p> <p>GND CON</p> <p>SOUTH <b>121.9 348.6</b></p> <p>NORTH <b>127.8 348.6</b></p> | <p><b>CLNC DEL</b></p> <p><b>126.75 353.7</b></p>                                                                                        |



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|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1124</b> |
|------------------|----------|------------------|



|                                                                                                                                                                                                        |         |       |              |       |         |     |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|--------------|-------|---------|-----|-------|
| 4000                                                                                                                                                                                                   | tr 324° | JAVET | tr 354°      | ASIWU | tr 034° | EWC | COPKU |
| <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).</p> <p>TRINY 2500</p> <p>RW32 324°</p> <p>2500</p> <p>325°</p> <p>4000</p> <p>GP 3.00° TCH 37</p> <p>Distances: 4.2 NM, 7.9 NM</p> |         |       |              |       |         |     |       |
| CATEGORY                                                                                                                                                                                               | A       | B     | C            | D     |         |     |       |
| RNP 0.11 DA                                                                                                                                                                                            | 1457/50 |       | 333 (300-1)  |       |         |     |       |
| RNP 0.30 DA                                                                                                                                                                                            | 1507/60 |       | 383 (400-1¼) |       |         |     |       |
| <b>AUTHORIZATION REQUIRED</b>                                                                                                                                                                          |         |       |              |       |         |     |       |

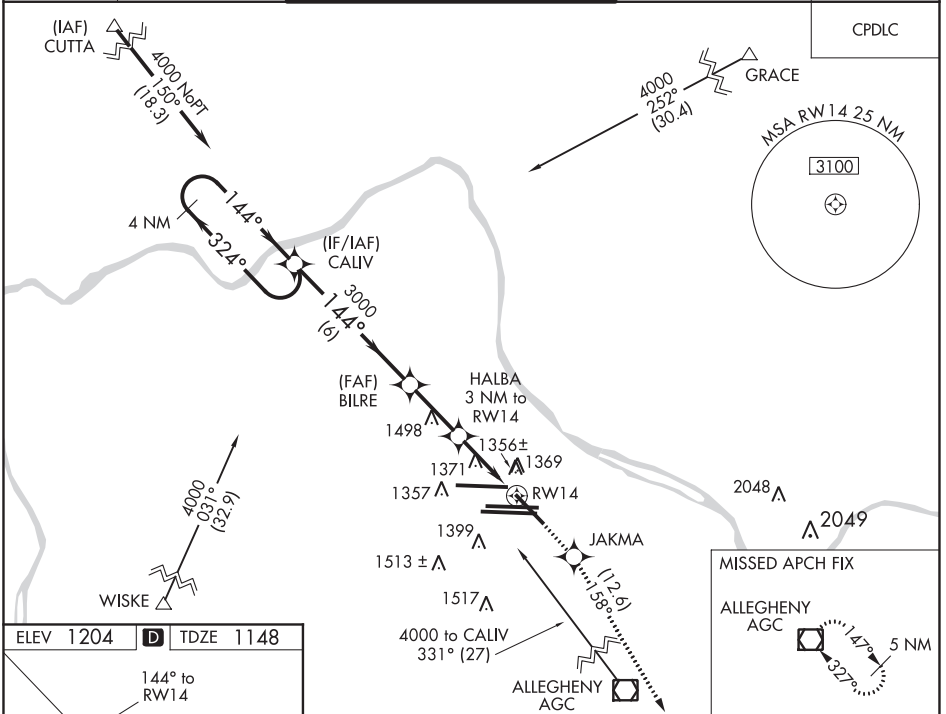


|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>77526</b><br><b>W14A</b> | APP CRS<br><b>144°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7366</b><br><b>1148</b><br><b>1204</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

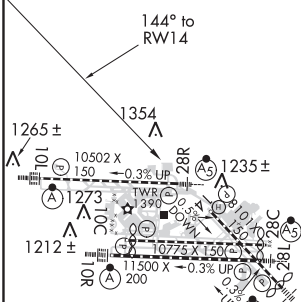
# RNAV (GPS) RWY 14

PITTSBURGH INTL (PIT)

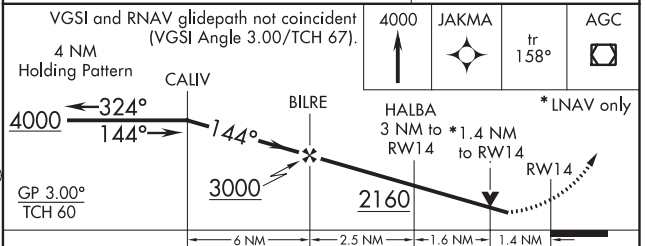
|                                                                                                                                                                            |                                                   |                                                                                                                                                 |                                                                          |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------|
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (1°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA.</p> |                                                   | <p>MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.</p>                                                  |                                                                          |                                         |
| <p>ATIS<br/>ARR <b>127.25</b><br/>DEP <b>135.9</b></p>                                                                                                                     | <p>PITTSBURGH APP CON<br/><b>123.95 360.8</b></p> | <p>PITTSBURGH TOWER<br/>Rwys 10L-28R <b>128.3 291.7</b><br/>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br/>Rwy 10R-28L <b>119.1 270.325</b></p> | <p>GND CON<br/>SOUTH <b>121.9 348.6</b><br/>NORTH <b>127.8 348.6</b></p> | <p>CLNC DEL<br/><b>126.75 353.7</b></p> |



|           |          |           |
|-----------|----------|-----------|
| ELEV 1204 | <b>D</b> | TDZE 1148 |
|-----------|----------|-----------|



|              |               |                                             |
|--------------|---------------|---------------------------------------------|
| REIL Rwy 10C | HIRL all Rwys | TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 |
|--------------|---------------|---------------------------------------------|



|              |         |                                    |                                                                                |                                                                                |
|--------------|---------|------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| CATEGORY     | A       | B                                  | C                                                                              | D                                                                              |
| LPV DA       |         | 1636-1 <sup>3</sup> / <sub>4</sub> | 488 (500-1 <sup>3</sup> / <sub>4</sub> )                                       |                                                                                |
| LNAV/VNAV DA |         | 1654-1 <sup>3</sup> / <sub>4</sub> | 506 (600-1 <sup>3</sup> / <sub>4</sub> )                                       |                                                                                |
| LNAV MDA     | 1640/50 | 492 (500-1)                        | 1640/60<br>492 (500-1 <sup>1</sup> / <sub>4</sub> )                            | 1640-1 <sup>1</sup> / <sub>2</sub><br>492 (500-1 <sup>1</sup> / <sub>2</sub> ) |
| CIRCLING     | 1700-1  | 496 (500-1)                        | 1700-1 <sup>1</sup> / <sub>2</sub><br>496 (500-1 <sup>1</sup> / <sub>2</sub> ) | 1760-2<br>556 (600-2)                                                          |

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NE-4, 10 NOV 2016 to 05 JAN 2017



|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>90126</b><br><b>W10A</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9707</b><br><b>1141</b><br><b>1203</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

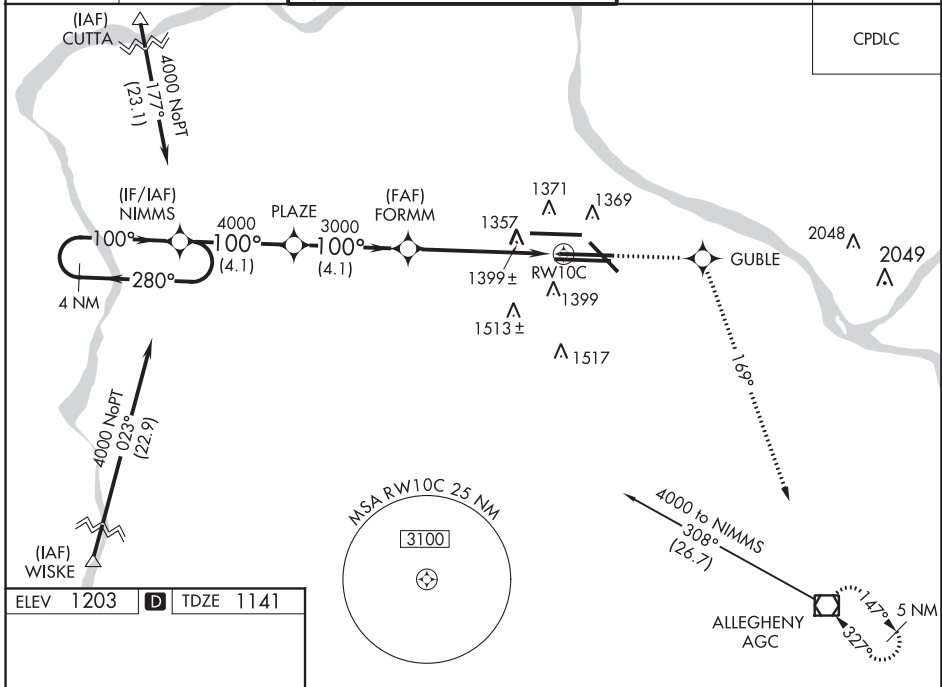
# RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:**  
Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

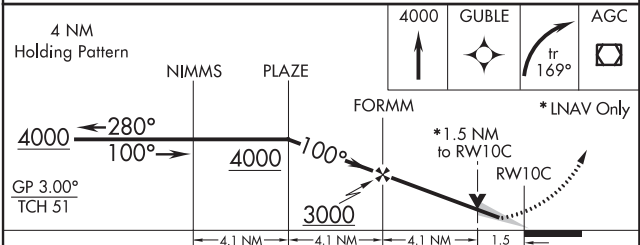
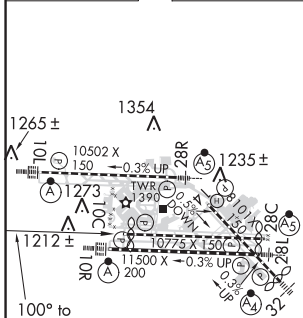
|                                               |                                           |                                                                                                                                              |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | <b>PITTSBURGH TOWER</b><br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |          |           |
|-----------|----------|-----------|
| ELEV 1203 | <b>D</b> | TDZE 1141 |
|-----------|----------|-----------|



|              |         |             |                         |                         |
|--------------|---------|-------------|-------------------------|-------------------------|
| CATEGORY     | A       | B           | C                       | D                       |
| LPV DA       |         | 1438/50     | 297 (300-1)             |                         |
| LNAV/VNAV DA |         | 1634-1¾     | 493 (500-1¾)            |                         |
| LNAV MDA     | 1660/50 | 519 (500-1) | 1660-1½<br>519 (500-1½) | 1660-1¾<br>519 (500-1¾) |
| CIRCLING     | 1700-1  | 497 (500-1) | 1700-1½<br>497 (500-1½) | 1760-2<br>557 (600-2)   |

# RNAV (GPS) Y RWY 10R

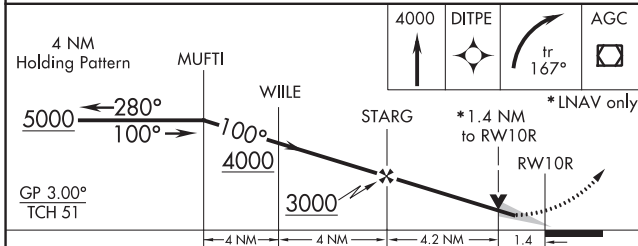
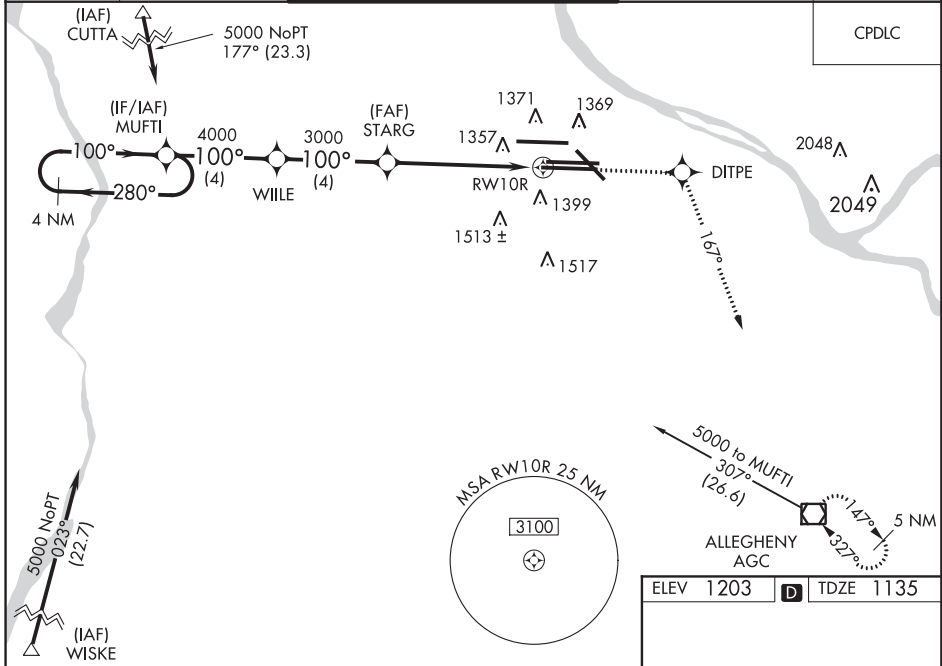
PITTSBURGH INTL (PIT)

|                                        |                        |                             |                                            |
|----------------------------------------|------------------------|-----------------------------|--------------------------------------------|
| WAAS<br>CH <b>86226</b><br><b>W10D</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>1149Z</b><br><b>1135</b><br><b>1203</b> |
|----------------------------------------|------------------------|-----------------------------|--------------------------------------------|

▼ For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 3000 when authorized by ATC. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat III), ILS Rwy 10L (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

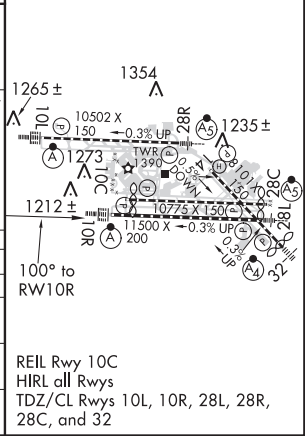
ALSF-2  
MISSED APPROACH:  
Climb to 4000 direct  
DITPE and right turn via  
167° track to AGC  
VOR/DME and hold.

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1203 | TDZE 1135 |
|-----------|-----------|

|            |         |             |                         |                        |
|------------|---------|-------------|-------------------------|------------------------|
| CATEGORY   | A       | B           | C                       | D                      |
| LPV DA     |         | 1443/24     | 308 (400-½)             |                        |
| LNAV/ VNAV |         | 1658/60     | 523 (600-1¼)            |                        |
| LNAV MDA   | 1620/24 | 485 (500-½) | 1620/40<br>485 (500-¾)  | 1620/50<br>485 (500-1) |
| CIRCLING   | 1700-1  | 497 (500-1) | 1700-1½<br>497 (500-1½) | 1760-2<br>557 (600-2)  |



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|                                        |                        |                             |                                            |
|----------------------------------------|------------------------|-----------------------------|--------------------------------------------|
| WAAS<br>CH <b>9732B</b><br><b>W28B</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>11500</b><br><b>1125</b><br><b>1203</b> |
|----------------------------------------|------------------------|-----------------------------|--------------------------------------------|

# RNAV (GPS) Y RWY 28L

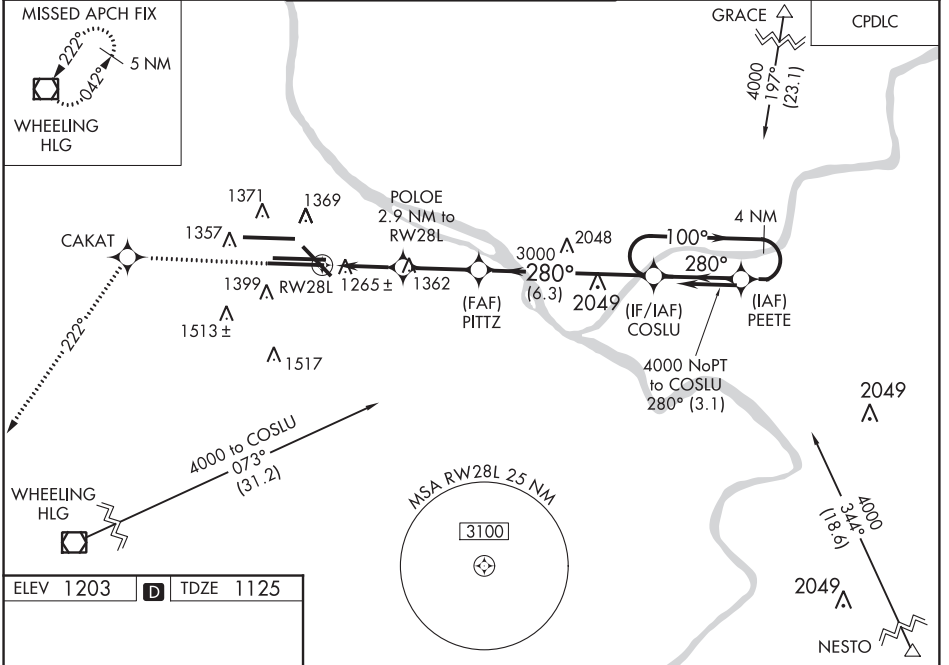
PITTSBURGH INTL (PIT)

**▽** For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 28R, ILS Rwy 28R (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



**MISSED APPROACH:**  
Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

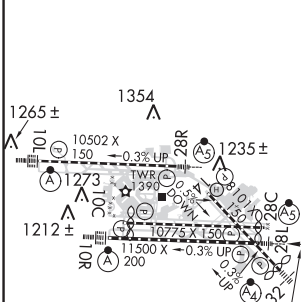
|                   |                     |                                            |  |                          |  |                     |  |
|-------------------|---------------------|--------------------------------------------|--|--------------------------|--|---------------------|--|
| ATIS              |                     | PITTSBURGH TOWER                           |  | GND CON                  |  | CLNC DEL            |  |
| ARR <b>127.25</b> | PITTSBURGH APP CON  | Rwys 10L-28R <b>128.3 291.7</b>            |  | SOUTH <b>121.9 348.6</b> |  | <b>126.75 353.7</b> |  |
| DEP <b>135.9</b>  | <b>123.95 360.8</b> | Rwys 10C-28C, 14-32 <b>135.025 270.325</b> |  | NORTH <b>127.8 348.6</b> |  |                     |  |
|                   |                     | Rwy 10R-28L <b>119.1 270.325</b>           |  |                          |  |                     |  |



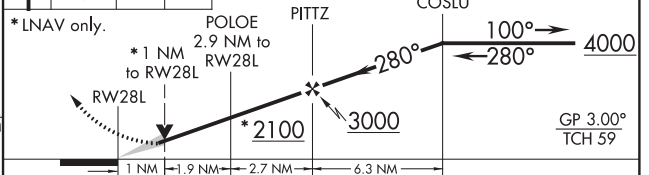
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|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1125</b> |
|------------------|----------|------------------|



4000 CAKAT 222° tr HLG VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70). 4 NM Holding Pattern



|              |   |                    |                         |                        |
|--------------|---|--------------------|-------------------------|------------------------|
| CATEGORY     | A | B                  | C                       | D                      |
| LPV DA       |   | 1514/40            | 389 (400-¾)             |                        |
| LNAV/VNAV DA |   | 1548/50            | 423 (400-1)             |                        |
| LNAV MDA     |   | 1520/24            | 395 (400-½)             | 1520/50<br>395 (400-1) |
| CIRCLING     |   | 1700-1 497 (500-1) | 1700-1½<br>497 (500-1½) | 1760-2<br>557 (600-2)  |

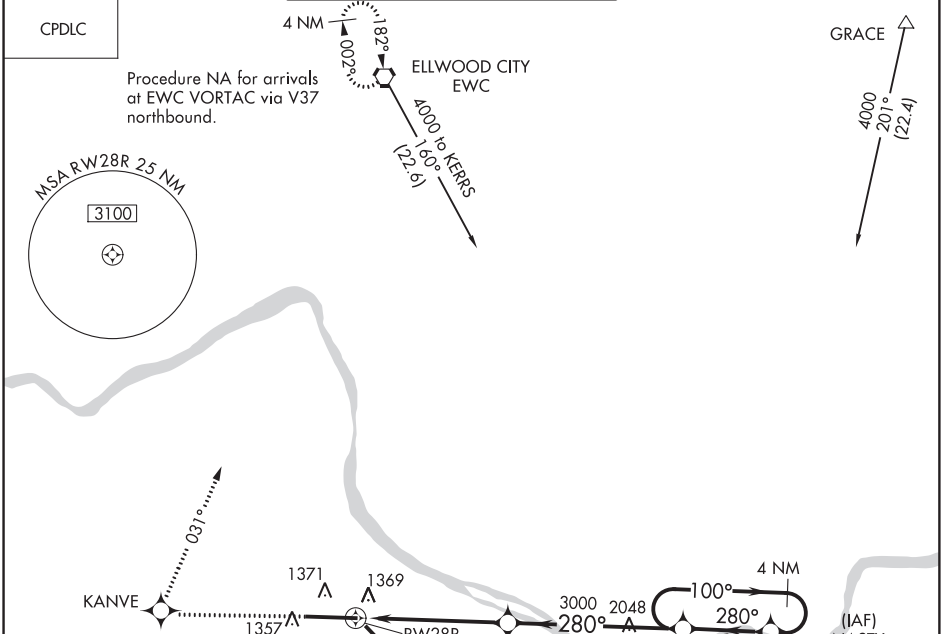
REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32

|                                 |                        |                             |                                            |
|---------------------------------|------------------------|-----------------------------|--------------------------------------------|
| WAAS<br>CH <b>40027</b><br>W28D | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>10102</b><br><b>1174</b><br><b>1203</b> |
|---------------------------------|------------------------|-----------------------------|--------------------------------------------|

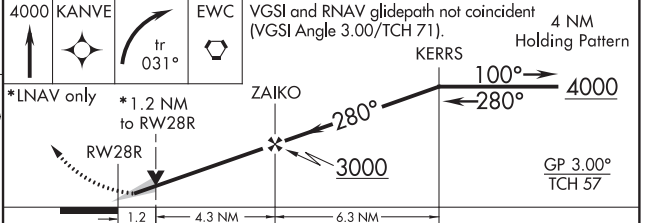
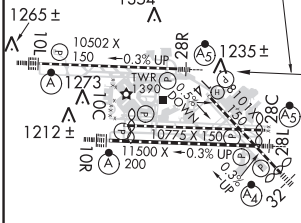
# RNAV (GPS) Y RWY 28R

PITTSBURGH INTL (PIT)

|                                                                                                                                                                                          |                                           |                                                                                                                                       |                                                                                                         |                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------|
| ▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. |                                           | MALSR<br>                                                                                                                             | MISSED APPROACH: Climb to 4000<br>direct KANVE and right turn via 031°<br>track to EWC VORTAC and hold. |                                 |
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b>                                                                                                                                            | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b>                                         | CLNC DEL<br><b>126.75 353.7</b> |



|           |   |           |
|-----------|---|-----------|
| ELEV 1203 | D | TDZE 1174 |
|-----------|---|-----------|



|              |         |               |                               |                        |
|--------------|---------|---------------|-------------------------------|------------------------|
| CATEGORY     | A       | B             | C                             | D                      |
| LPV DA       |         | 1453/24       | 279 (300-1/2)                 |                        |
| LNAV/VNAV DA |         | 1710/60       | 536 (600-1/4)                 |                        |
| LNAV MDA     | 1640/24 | 466 (500-1/2) | 1640/40<br>466 (500-3/4)      | 1640/50<br>466 (500-1) |
| CIRCLING     | 1700-1  | 497 (500-1)   | 1700-1 1/2<br>497 (500-1 1/2) | 1760-2<br>557 (600-2)  |

REIL Rwy 10C  
HIRL all Rwys  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32

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|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>70326</b><br><b>W32A</b> | APP CRS<br><b>324°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7466</b><br><b>1123</b><br><b>1203</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) Y RWY 32

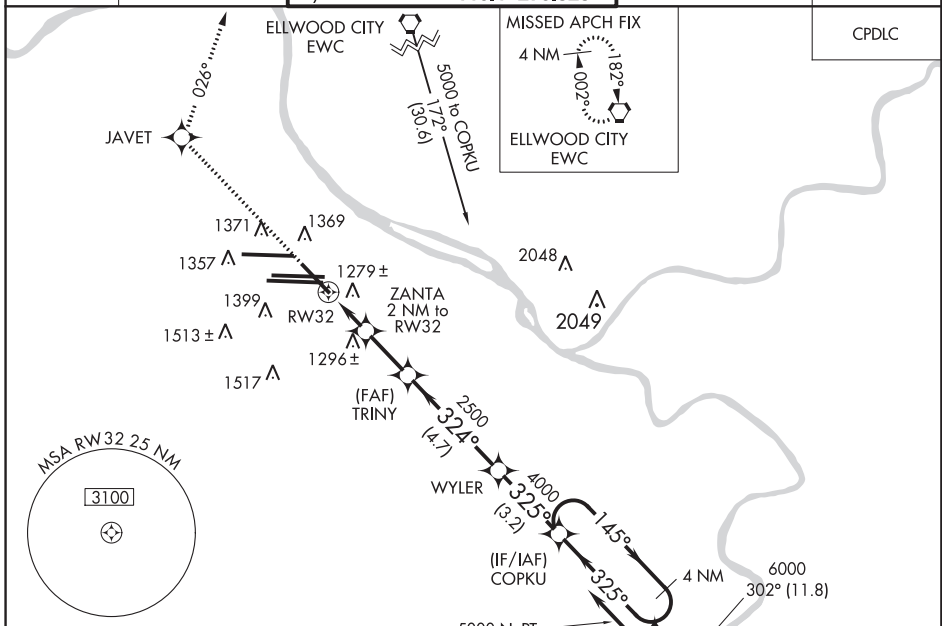
PITTSBURGH INTL (PIT)

**▼** Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

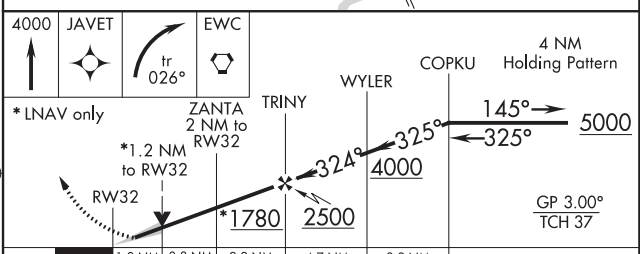
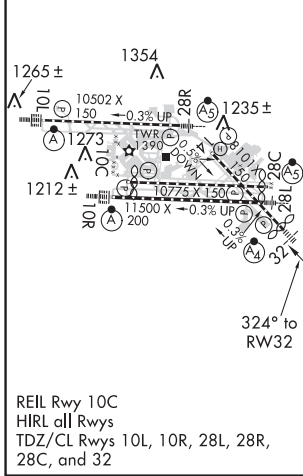
**MALS**

**MISSED APPROACH:** Climb to 4000 direct JAVET and on track 026° to EWC VORTAC and hold.

|                                               |                                           |                                                                                                                                       |                                                                 |                                 |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|
| ATIS<br>ARR <b>127.25</b><br>DEP <b>135.9</b> | PITTSBURGH APP CON<br><b>123.95 360.8</b> | PITTSBURGH TOWER<br>Rwys 10L-28R <b>128.3 291.7</b><br>Rwys 10C-28C, 14-32 <b>135.025 270.325</b><br>Rwy 10R-28L <b>119.1 270.325</b> | GND CON<br>SOUTH <b>121.9 348.6</b><br>NORTH <b>127.8 348.6</b> | CLNC DEL<br><b>126.75 353.7</b> |
|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------|



|                  |          |                  |
|------------------|----------|------------------|
| ELEV <b>1203</b> | <b>D</b> | TDZE <b>1123</b> |
|------------------|----------|------------------|



| CATEGORY     | A       | B           | C                       | D                       |
|--------------|---------|-------------|-------------------------|-------------------------|
| LPV DA       |         | 1323/40     | 200 (200-¾)             |                         |
| LNAV/VNAV DA |         | 1591-1¾     | 468 (400-1¾)            |                         |
| LNAV MDA     | 1560/40 | 437 (400-¾) | 1560/60<br>437 (400-1¼) | 1560-1½<br>437 (400-1½) |
| CIRCLING     | 1700-1  | 497 (500-1) | 1700-1½<br>497 (500-1½) | 1760-2<br>557 (600-2)   |

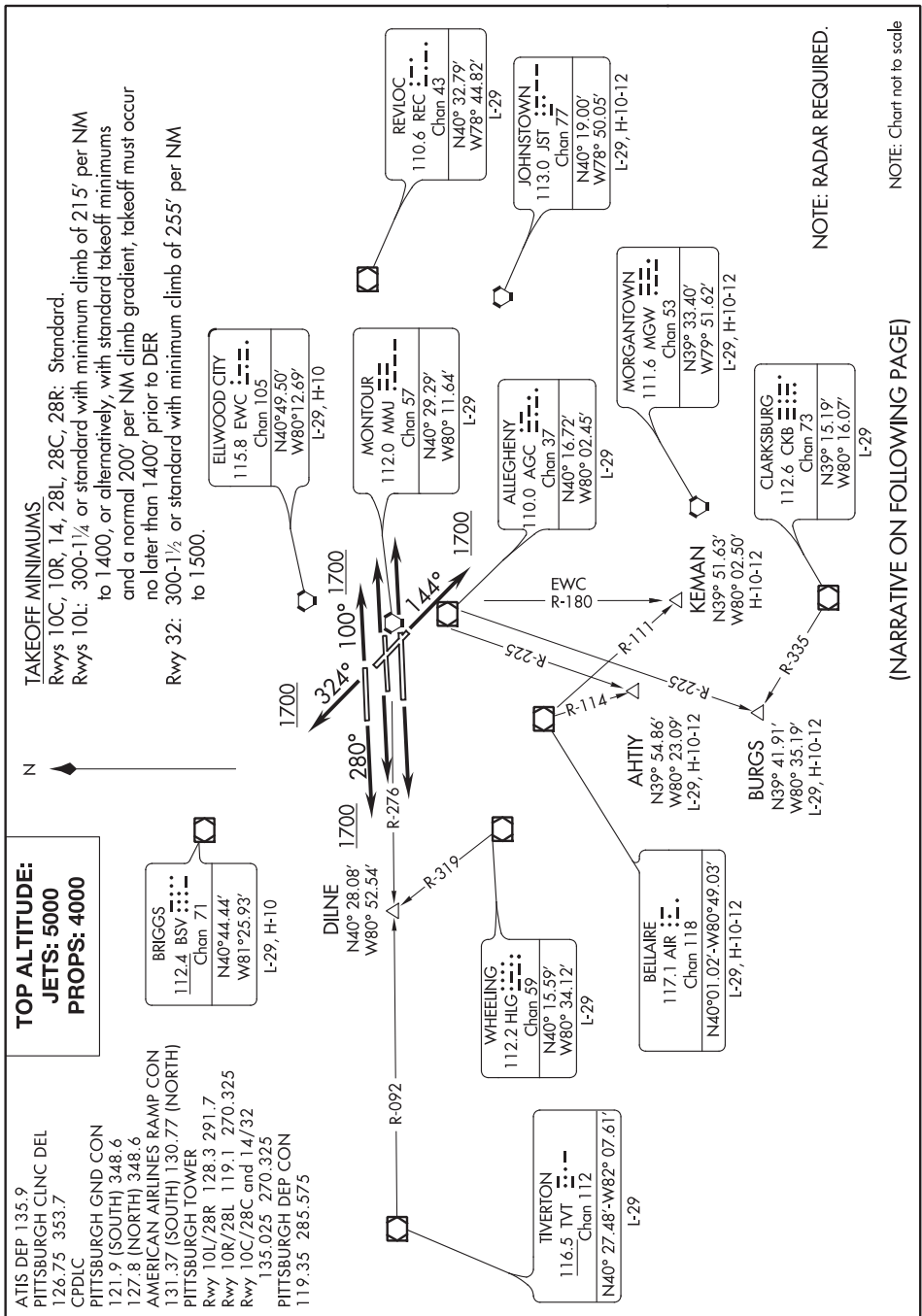
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# PITTSBURGH TWO DEPARTURE

NE-4, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

# PITTSBURGH TWO DEPARTURE

(PIT2.PIT) 15SEP16

PITTSBURGH, PENNSYLVANIA  
PITTSBURGH INTL (PIT)

NE-4, 10 NOV 2016 to 05 JAN 2017



# PITTSBURGH TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 10L, 10C, 10R: Climb heading 100° until leaving 1700 thence. . . .
- TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
- TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
- TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.

JETS: Maintain 5000 or requested altitude if lower.

PROPS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.

### TAKEOFF OBSTACLES

- Rwy 10L: Vertical structures beginning 24' from DER, 5' right of centerline, up to 2' AGL/1175' MSL. Vertical structures beginning 24' from DER, 4' left of centerline, up to 2' AGL/1175' MSL. Aircraft on ramps beginning 199' from DER, 250' right of centerline, up to 64' AGL/1232' MSL. Tree 1380' from DER, 724' left of centerline, 70' AGL/1229' MSL. Trees beginning 1386' from DER, 672' left of centerline, up to 1233' MSL. Tower 4175' from DER, 863' left of centerline, 112' AGL/1282' MSL. Water tower 1.0 NM from DER, 1786' right of centerline, 200' AGL/1340' MSL.
- Rwy 10C: Pole 24' from DER, 300' left of centerline, 3' AGL/1140' MSL. Tree 2605' from DER, 461' left of centerline, 1222' MSL. Tree 3174' from DER, 747' left of centerline, 1255' MSL. Trees beginning 3221' from DER, 911' left of centerline, up to 1263' MSL. Trees beginning 4539' from DER, 1348' right of centerline, up to 52' AGL/1255' MSL. Tree 4700' from DER, 1489' right of centerline, 50' AGL/1257' MSL. Tree 4728' from DER, 1504' right of centerline, 1261' MSL. Tree 4739' from DER, 1629' right of centerline, 68' AGL/1263' MSL. Tree 4918' from DER, 1450' right of centerline, 69' AGL/1264' MSL. Tree 4963' from DER, 1298' right of centerline, 77' AGL/1266' MSL. Tree 4976' from DER, 1363' right of centerline, 74' AGL/1268' MSL.
- Rwy 10R: Vertical structures beginning 9' from DER, 40' right of centerline, up to 2' AGL/1123' MSL. Vertical structures beginning 9' from DER, 40' left of centerline, up to 2' AGL/1124' MSL. Street sign 55' from DER, 307' left of centerline, 3' AGL/1125' MSL. Tree 415' from DER, 586' left of centerline, 10' AGL/1137' MSL. Tree 2905' from DER, 673' left of centerline, 1200' MSL. Trees beginning 4568' from DER, 1146' right of centerline, up to 1252' MSL. Poles beginning 4587' from DER, 1124' left of centerline, up to 49' AGL/1241' MSL. Trees beginning 4595' from DER, 151' right of centerline, up to 70' AGL/1255' MSL. Trees beginning 5041' from DER, 101' right of centerline, up to 50' AGL/1257' MSL. Tree 5069' from DER, 306' right of centerline, 1261' MSL. Trees beginning 5080' from DER, 296' right of centerline, up to 68' AGL/1263' MSL. Tree 5103' from DER, 35' left of centerline, 62' AGL/1251' MSL. Tree 5259' from DER, 252' right of centerline, 69' AGL/1264' MSL. Tree 5304' from DER, 101' right of centerline, 77' AGL/1266' MSL. Tree 5317' from DER, 165' right of centerline, 74' AGL/1268' MSL.

(NOTES CONTINUED ON FOLLOWING PAGE)

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# PITTSBURGH TWO DEPARTURE

# PITTSBURGH TWO DEPARTURE



### TAKEOFF OBSTACLES

- Rwy 28L: Tree 2' from DER, 497' left of centerline, 46' AGL/1137' MSL. Tree 39' from DER, 497' left of centerline, 1144' MSL. Tree 2271' from DER, 1109' left of centerline, 1223' MSL.
- Rwy 28C: Poles beginning 123' from DER, 498' right of centerline, up to 41' AGL/1149' MSL. Aircraft on taxiways beginning 267' from DER, 489' right of centerline, up to 64' AGL/1208' MSL.
- Rwy 28R: Vertical structures beginning 9' from DER, 4' left of centerline, up to 1' AGL/1204' MSL. Vertical structures beginning 9' from DER, on centerline, up to 1' AGL/1204' MSL. Tree 21' from DER, 490' right of centerline, 19' AGL/1214' MSL. Bush 71' from DER, 477' right of centerline, 1215' MSL. Pole 643' from DER, 632' left of centerline, 25' AGL/1223' MSL. Tree 1808' from DER, 912' right of centerline, 1273' MSL.
- Rwy 32: Vertical structures beginning 10' from DER, 54' right of centerline, up to 2' AGL/1149' MSL. Vertical structures beginning 10' from DER, 55' left of centerline, up to 2' AGL/1149' MSL. Tree 80' from DER, 376' left of centerline, 40' AGL/1151' MSL. Pole 453' from DER, 515' right of centerline, 37' AGL/1173' MSL. Aircraft on taxiway 1372' from DER, 8' right of centerline, 64' AGL/1214' MSL. Aircraft on taxiways beginning 1612' from DER, 13' right of centerline, up to 64' AGL/1216' MSL. Aircraft on taxiway 1989' from DER, 190' left of centerline, 64' AGL/1224' MSL. Aircraft on taxiway and tree beginning 2166' from DER, 8' right of centerline, up to 64' AGL/1221' MSL. Aircraft on taxiway 2213' from DER, 352' left of centerline, 64' AGL/1226' MSL. Tree 2575' from DER, 1097' right of centerline, 70' AGL/1229' MSL. Tree 2577' from DER, 1107' right of centerline, 1233' MSL. Aircraft on taxiways beginning 2580' from DER, 425' left of centerline, up to 64' AGL/1233'. Aircraft on taxiway 2942' from DER, 836' left of centerline, 64' AGL/1235' MSL. Tree 2943' from DER, 1213' right of centerline, 73' AGL/1247' MSL. Trees beginning 5831' from DER, 1271' right of centerline, up to 83' AGL/1336' MSL. Tower 1.1 NM from DER, 514' left of centerline, 95' AGL/1341' MSL. Tower 1.1 NM from DER, 436' left of centerline, 106' AGL/1354' MSL. Communication tower 1.1 NM from DER, 436' left of centerline, 102' AGL/1349' MSL.

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# PITTSBURGH TWO DEPARTURE



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>97416</b><br><b>W25A</b> | APP CRS<br><b>252°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>643</b><br><b>643</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

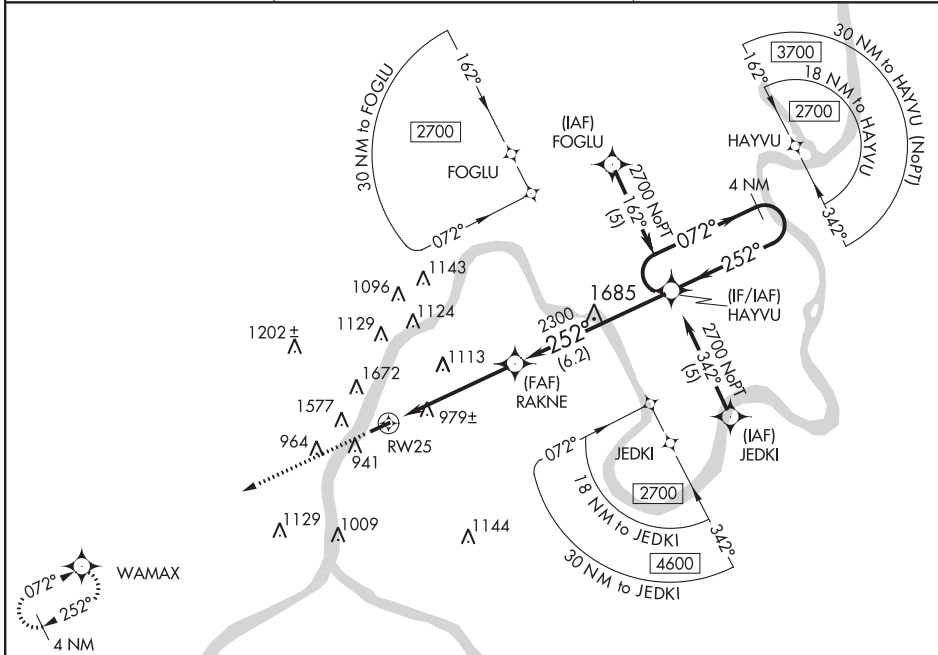
# RNAV (GPS) RWY 25

MASON COUNTY (3I2)

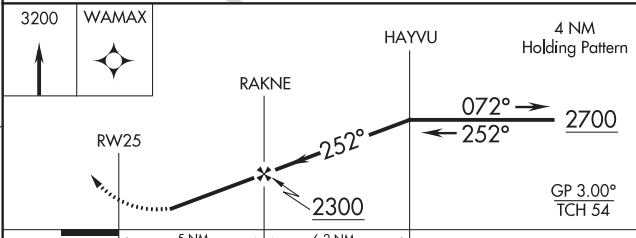
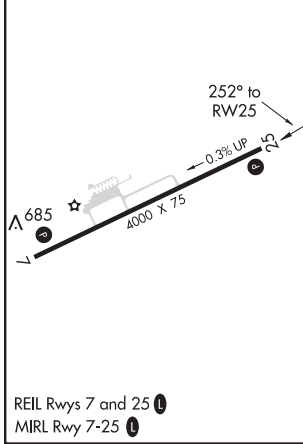
**⚠** Circling NA NW of Rwy 7-25. Baro-VNAV NA when using Athens/Albany, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116°F). DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile and increase LNAV-VNAV all Cats visibility 1 mile.

**⚠** MISSED APPROACH: Climb to 3200 direct WAMAX and hold.

|                          |                                          |                                 |
|--------------------------|------------------------------------------|---------------------------------|
| AWOS-3<br><b>119.675</b> | HUNTINGTON APP CON<br><b>128.4 270.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|------------------------------------------|---------------------------------|



|          |          |
|----------|----------|
| ELEV 643 | TDZE 643 |
|----------|----------|



| CATEGORY     | A                         | B                         | C             | D             |
|--------------|---------------------------|---------------------------|---------------|---------------|
| LPV DA       |                           | 1430-2¾                   | 787 (800-2¾)  |               |
| LNAV/VNAV DA |                           | 1727-4                    | 1084 (1100-4) |               |
| LNAV MDA     | 1700-1¼<br>1057 (1100-1¼) | 1700-1½<br>1057 (1100-1½) | 1700-3        | 1057 (1100-3) |
| CIRCLING     | 1700-1¼<br>1057 (1100-1¼) | 1700-1½<br>1057 (1100-1½) | 1700-3        | 1057 (1100-3) |

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|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>40235</b><br><b>W28A</b> | APP CRS<br><b>276°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3181</b><br><b>308</b><br><b>308</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

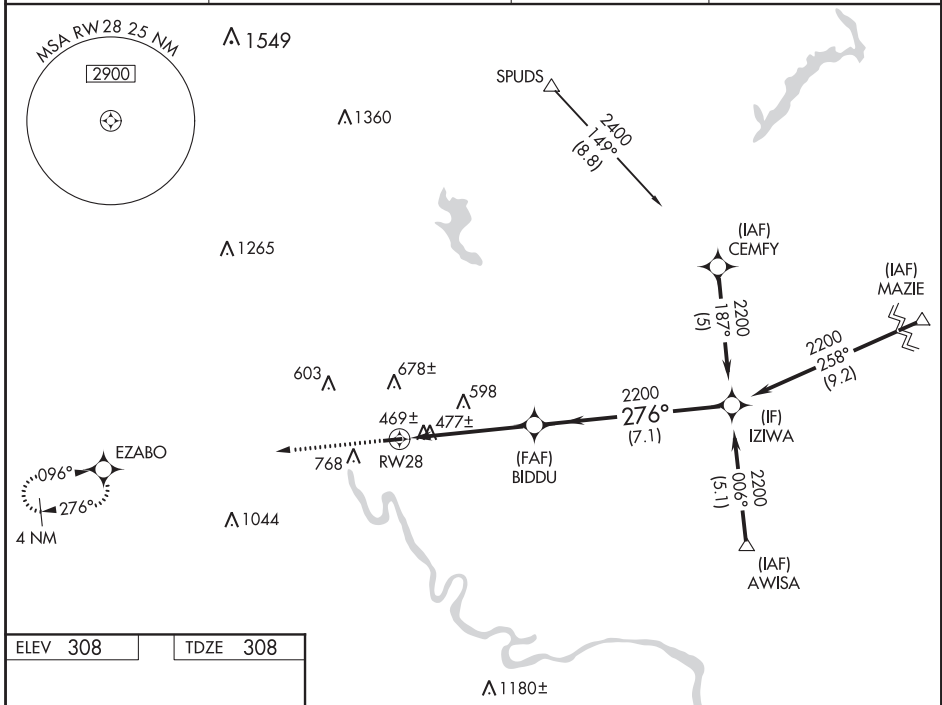
# RNAV (GPS) RWY 28

HERITAGE FIELD (PTW)

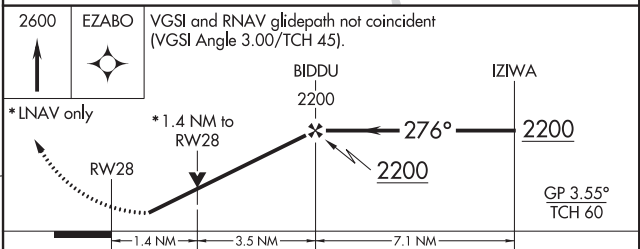
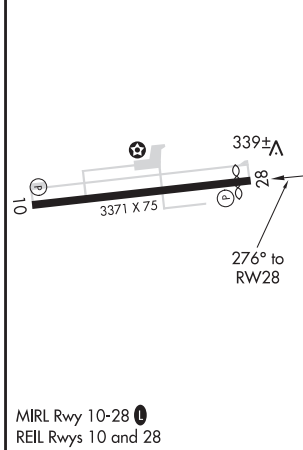
**⚠** Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Wings Field altimeter setting. When local altimeter setting not received, use Wings Field altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**MISSED APPROACH:**  
Climb to 2600 direct EZABO and hold.

|                        |                                               |                           |                                         |
|------------------------|-----------------------------------------------|---------------------------|-----------------------------------------|
| ASOS<br><b>119.425</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM (CTAF) <b>122.7</b> (C) <b>0</b> |
|------------------------|-----------------------------------------------|---------------------------|-----------------------------------------|



|          |          |
|----------|----------|
| ELEV 308 | TDZE 308 |
|----------|----------|



| CATEGORY          | A         | B               | C | D  |
|-------------------|-----------|-----------------|---|----|
| LPV DA            | 652-1     | 344 (400-1)     |   | NA |
| LNAV/VNAV DA      | 779-1 3/8 | 471 (500-1 3/8) |   | NA |
| LNAV MDA          | 820-1     | 512 (600-1)     |   | NA |
| <b>C</b> CIRCLING | 940-1     | 632 (700-1)     |   | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|         |          |     |
|---------|----------|-----|
| APP CRS | Rwy Idg  | N/A |
| 096°    | TDZE     | N/A |
|         | Apt Elev | 308 |

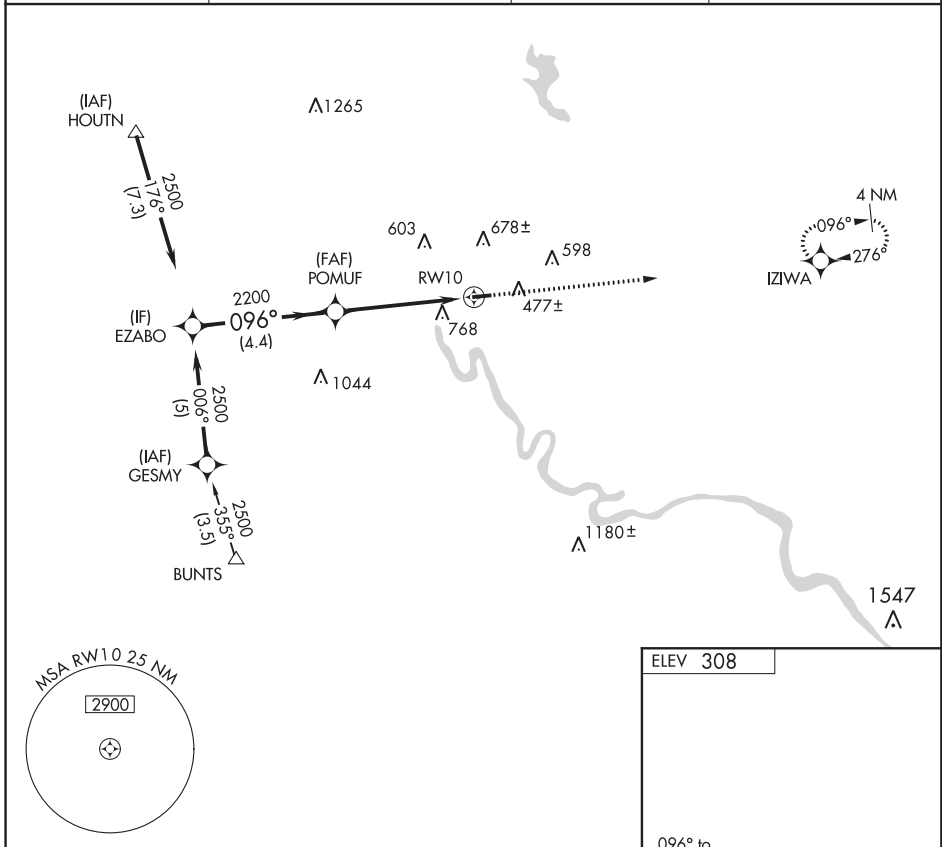
# RNAV (GPS)-A

HERITAGE FIELD (PTW)

**⚠** When local altimeter setting not received, use Wings Field altimeter setting and increase all MDA 40 feet. Circling NA south of Rwy 10-28.  
**⚠** DME/DME RNP-0.3 NA.

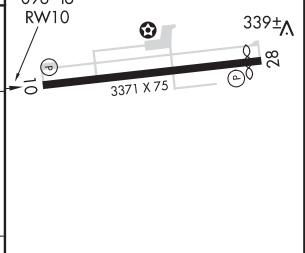
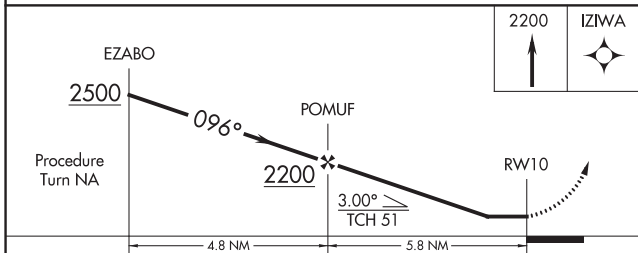
MISSED APPROACH: Climb to 2200 direct IZIWA and hold.

|                        |                                               |                           |                                        |
|------------------------|-----------------------------------------------|---------------------------|----------------------------------------|
| ASOS<br><b>119.425</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.7 (CTAF)</b> <b>📻</b> |
|------------------------|-----------------------------------------------|---------------------------|----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                   |        |             |   |    |
|-------------------|--------|-------------|---|----|
| CATEGORY          | A      | B           | C | D  |
| <b>📻</b> CIRCLING | 1020-1 | 712 (800-1) |   | NA |

MIRL Rwy 10-28 **📻**  
 REIL Rwy 10 and 28

|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC I-PTW    | APP CRS     | Rwy Idg  | <b>3181</b> |
| <b>108.3</b> | <b>276°</b> | THRE     | <b>305</b>  |
|              |             | Apt Elev | <b>308</b>  |

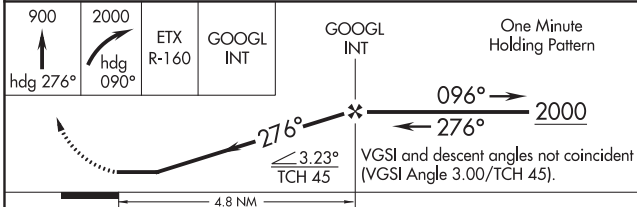
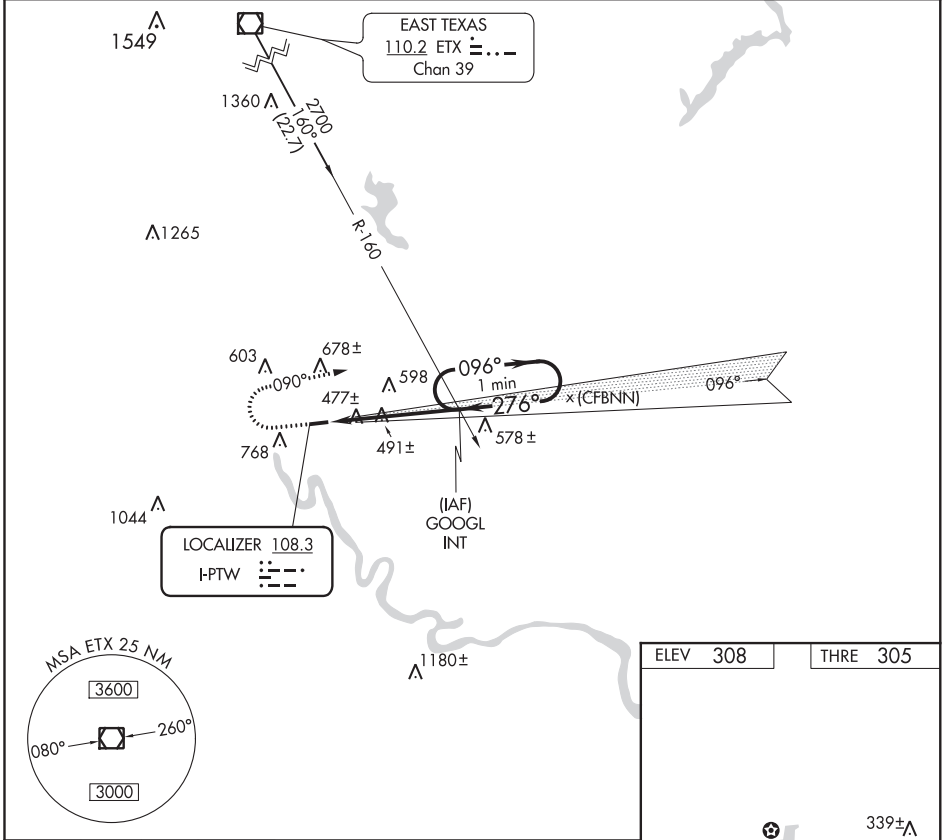
# LOC RWY 28

HERITAGE FIELD (PTW)

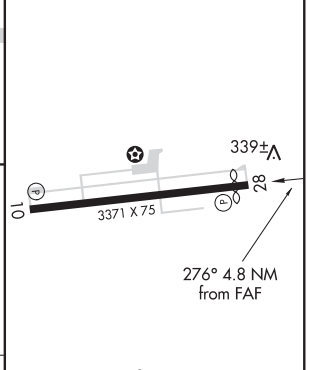
**⚠** Circling NA south of Rwy 10-28. When local altimeter setting not received, use Wings Field altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 900 on heading 276° then climbing right turn to 2000 on heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

|                |                       |               |                       |
|----------------|-----------------------|---------------|-----------------------|
| ASOS           | PHILADELPHIA APP CON  | CLNC DEL      | UNICOM                |
| <b>119.425</b> | <b>126.85 263.125</b> | <b>118.55</b> | <b>122.7 (CTAF) 0</b> |



|      |     |      |     |
|------|-----|------|-----|
| ELEV | 308 | THRE | 305 |
|------|-----|------|-----|



| CATEGORY          | A                 | B | C  | D |
|-------------------|-------------------|---|----|---|
| S-28              | 820-1 515 (600-1) |   | NA |   |
| <b>C</b> CIRCLING | 940-1 632 (700-1) |   | NA |   |

MIRL Rwy 10-28 0  
REIL Rws 10 and 28

FAF to MAP 4.8 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-4, 10 NOV 2016 to 05 JAN 2017

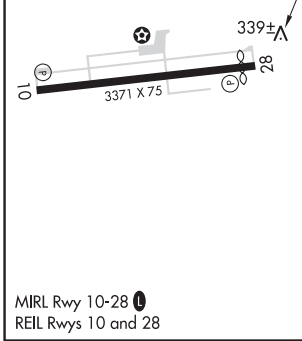
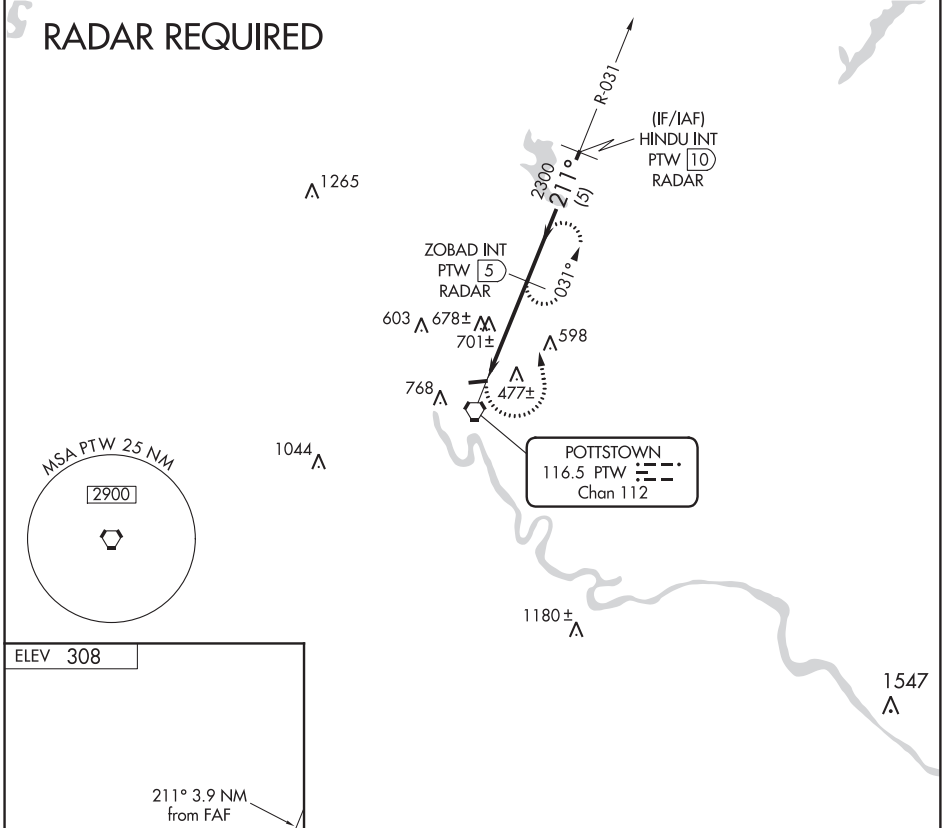
NE-4, 10 NOV 2016 to 05 JAN 2017

|                                               |                        |                                     |                          |
|-----------------------------------------------|------------------------|-------------------------------------|--------------------------|
| VORTAC PTW<br><b>116.5</b><br>Chan <b>112</b> | APP CRS<br><b>211°</b> | Rwy Idg TDZE<br>Apt Elev <b>308</b> | N/A<br>N/A<br><b>308</b> |
|-----------------------------------------------|------------------------|-------------------------------------|--------------------------|

**VOR/DME-A**  
HERITAGE FIELD (PTW)

|                                                                                                                                                                       |                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <p><b>⚠</b> Circling NA south of Rwy 10 and 28 of Rwy. When local altimeter setting not received, use Wings Field altimeter setting and increase all MDA 40 feet.</p> | <p>MISSED APPROACH: Climbing left turn to 2300 via PTW VORTAC R-031 to ZOBAD Int/PTW 5 DME/RADAR and hold.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

|                        |                                               |                           |                                 |
|------------------------|-----------------------------------------------|---------------------------|---------------------------------|
| ASOS<br><b>119.425</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|-----------------------------------------------|---------------------------|---------------------------------|



|                           |                                               |                                               |                                                |
|---------------------------|-----------------------------------------------|-----------------------------------------------|------------------------------------------------|
| <p>2300<br/>PTW R-031</p> | <p>ZOBAD INT<br/>PTW <b>(5)</b><br/>RADAR</p> | <p>ZOBAD INT<br/>PTW <b>(5)</b><br/>RADAR</p> | <p>HINDU INT<br/>PTW <b>(10)</b><br/>RADAR</p> |
| <p>PTW <b>(1.2)</b></p>   |                                               | <p>2300</p>                                   | <p>2700<br/>Procedure Turn NA</p>              |
| <p>3.9 NM</p>             |                                               | <p>5 NM</p>                                   |                                                |
| CATEGORY                  | A                                             | B                                             | C D                                            |
| <b>C</b> CIRCLING         | 960-1                                         | 652 (700-1)                                   | NA                                             |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>259°</b> | Rwy Idg<br><b>2704</b> |
|                        | TDZE<br><b>256</b>     |
|                        | Apt Elev<br><b>256</b> |

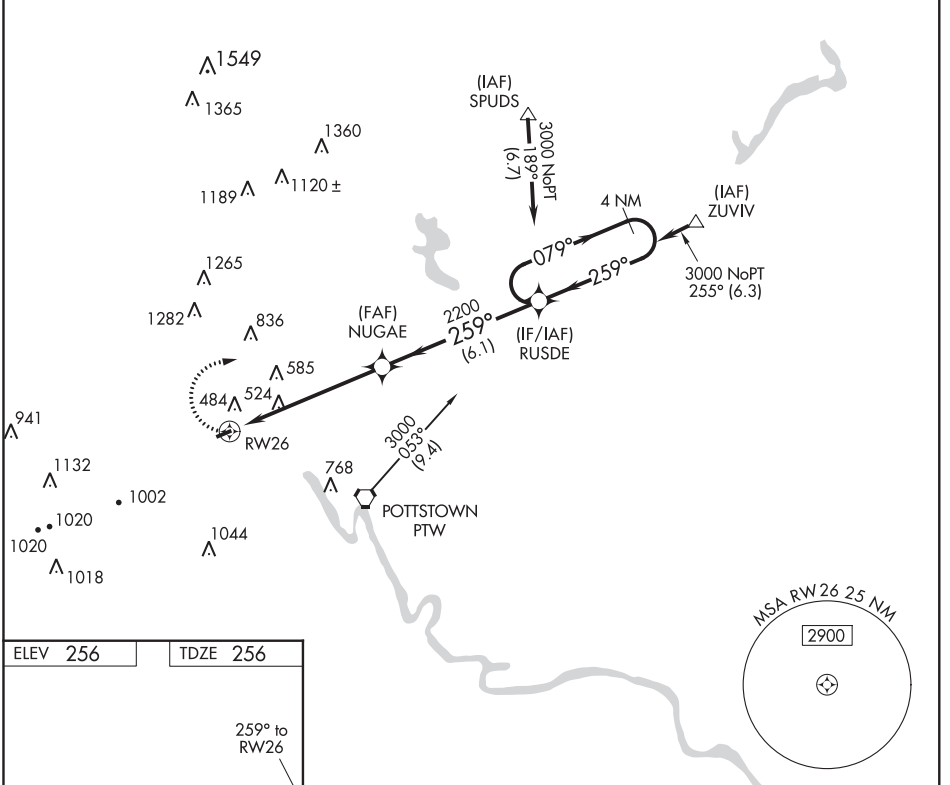
# RNAV (GPS) RWY 26

POTTSTOWN MUNI (N47)

**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

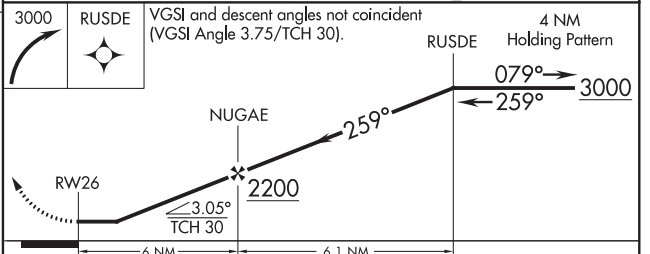
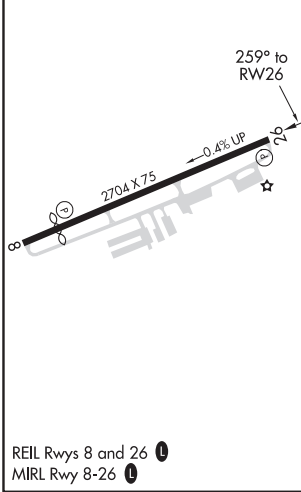
|                                       |                                               |                            |                                 |
|---------------------------------------|-----------------------------------------------|----------------------------|---------------------------------|
| HERITAGE FIELD ASOS<br><b>119.425</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLINC DEL<br><b>118.55</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------------------|-----------------------------------------------|----------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 256 | TDZE 256 |
|----------|----------|



| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1040-2¼<br>784 (800-2¼) | NA |
| CIRCLING | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1080-2½<br>824 (900-2½) | NA |

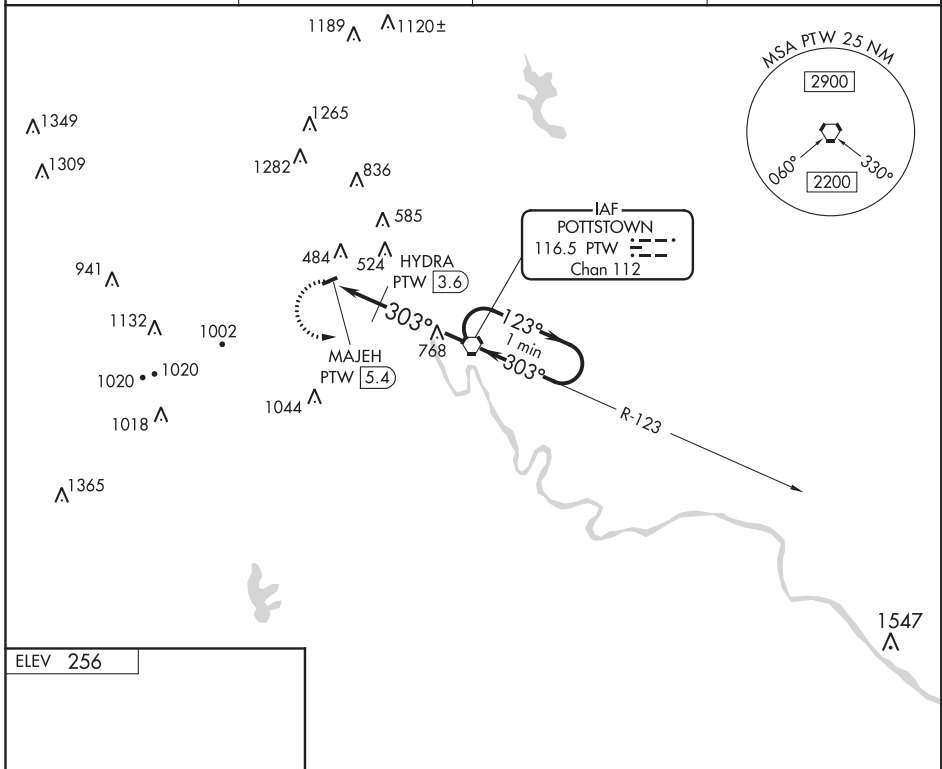
|                                               |                        |                             |                                        |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC PTW<br><b>116.5</b><br>Chan <b>112</b> | APP CRS<br><b>303°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>256</b> |
|-----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-B**  
POTTSTOWN MUNI (N47)

**NA** Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

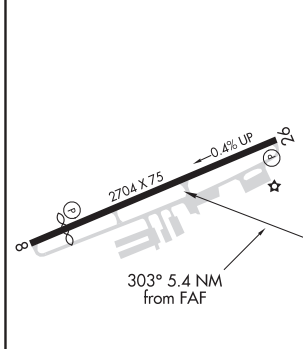
|                                       |                                               |                           |                                        |
|---------------------------------------|-----------------------------------------------|---------------------------|----------------------------------------|
| HERITAGE FIELD ASOS<br><b>119.425</b> | PHILADELPHIA APP CON<br><b>126.85 263.125</b> | CLNC DEL<br><b>118.55</b> | UNICOM<br><b>122.8</b> (CTAF) <b>U</b> |
|---------------------------------------|-----------------------------------------------|---------------------------|----------------------------------------|



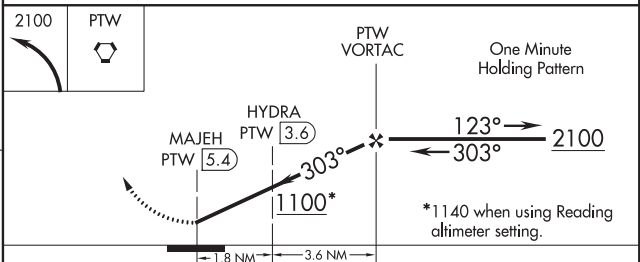
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ELEV 256



|                             |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|
| REIL Rwys 8 and 26 <b>U</b> |      |      |      |      |      |
| MIRL Rwy 8-26 <b>U</b>      |      |      |      |      |      |
| FAF to MAP 5.4 NM           |      |      |      |      |      |
| Knots                       | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                     | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



|                    |                       |                         |                         |    |
|--------------------|-----------------------|-------------------------|-------------------------|----|
| CATEGORY           | A                     | B                       | C                       | D  |
| CIRCLING           | 1100-1<br>844 (900-1) | 1100-1¼<br>844 (900-1¼) | 1100-2½<br>844 (900-2½) | NA |
| HYDRA FIX MINIMUMS |                       |                         |                         |    |
| CIRCLING           | 1020-1<br>764 (800-1) | 1020-1¼<br>764 (800-1¼) | 1080-2¼<br>824 (900-2¼) | NA |

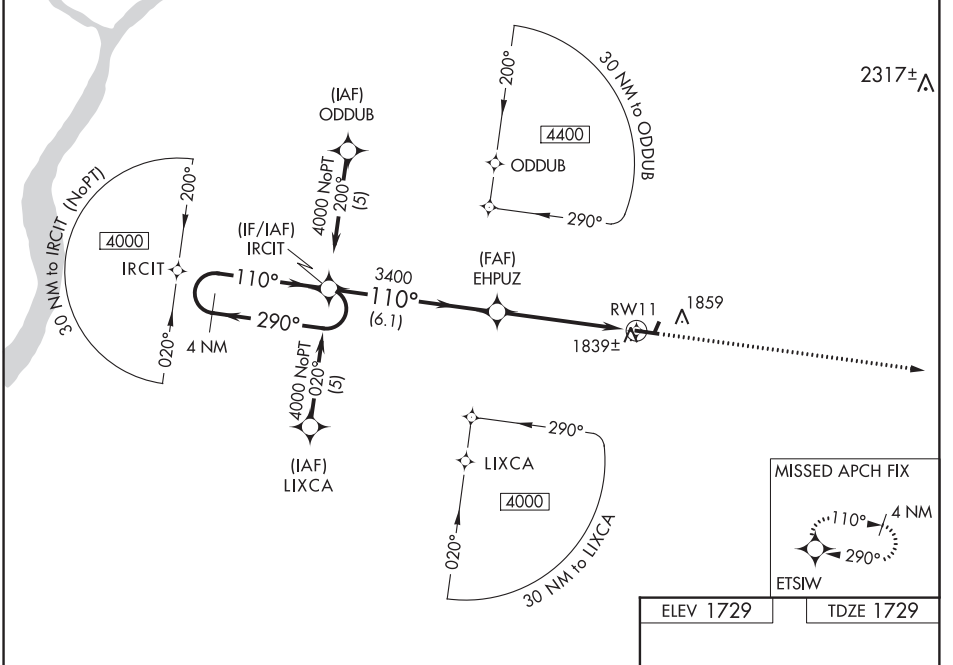
|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>61214</b><br><b>W11A</b> | APP CRS<br><b>110°</b> | Rwy Idg <b>4599</b><br>TDZE <b>1729</b><br>Apt Elev <b>1729</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

**RNAV (GPS) RWY 11**  
SCHUYLKILL COUNTY (JOE ZERBEY) (Z·ER)

**NA** Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat B ¼ mile and Cat C and Cat D 1 mile, and increase circling Cat B ¼ mile and Cat C and Cat D ¾ mile. VDP NA when using Selinsgrove altimeter setting.

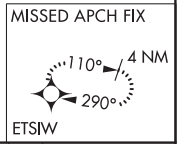
MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

|                         |                                            |                                          |
|-------------------------|--------------------------------------------|------------------------------------------|
| AWOS-3<br><b>127.57</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>123.075</b> (CTAF) <b>1</b> |
|-------------------------|--------------------------------------------|------------------------------------------|

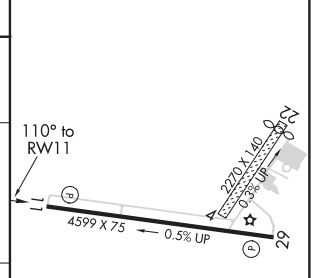
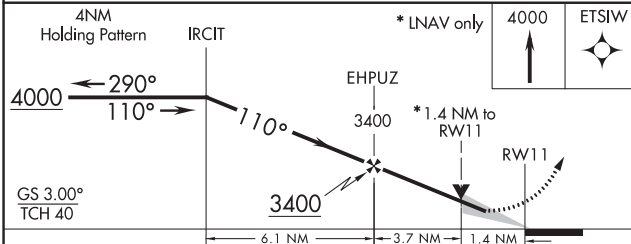


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|           |           |
|-----------|-----------|
| ELEV 1729 | TDZE 1729 |
|-----------|-----------|



| CATEGORY     | A       | B           | C                       | D                       |
|--------------|---------|-------------|-------------------------|-------------------------|
| LPV DA       | 1929-¾  |             | 200 (200-¾)             |                         |
| LNAV/DA VNAV | 2109-1¼ |             | 380 (400-1¼)            |                         |
| LNAV MDA     | 2200-1  | 471 (500-1) | 2200-1¼<br>471 (500-1¼) | 2200-1½<br>471 (500-1½) |
| CIRCLING     | 2200-1  | 471 (500-1) | 2200-1½<br>471 (500-1½) | 2280-2<br>551 (600-2)   |

REIL Rwy 11 and 29 **1**  
MRL Rwy 11-29 **1**

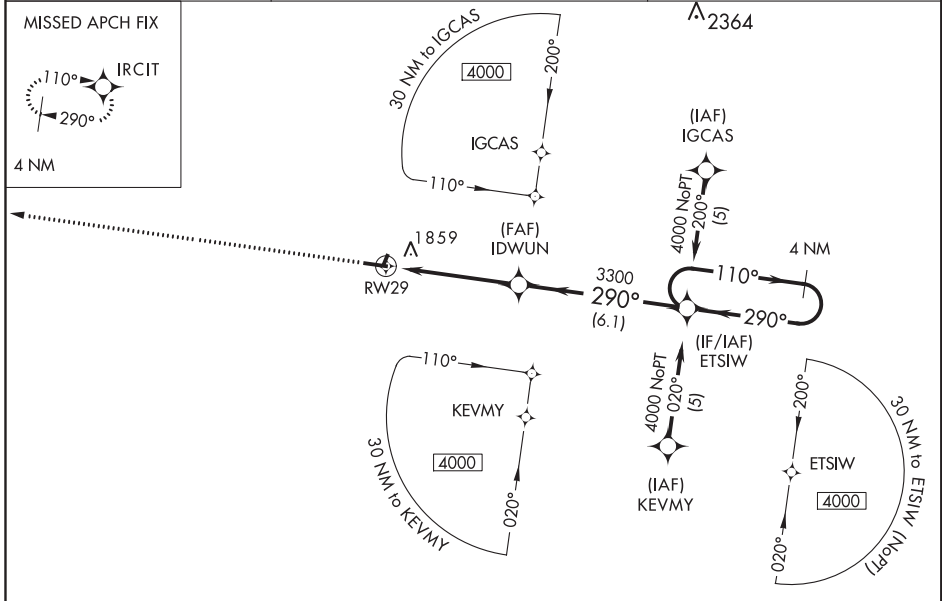
|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>63014</b><br><b>W29A</b> | APP CRS<br><b>290°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4599</b><br><b>1724</b><br><b>1729</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

**RNAV (GPS) RWY 29**  
SCHUYLKILL COUNTY (JOE ZERBEY) (Z.E.R.)

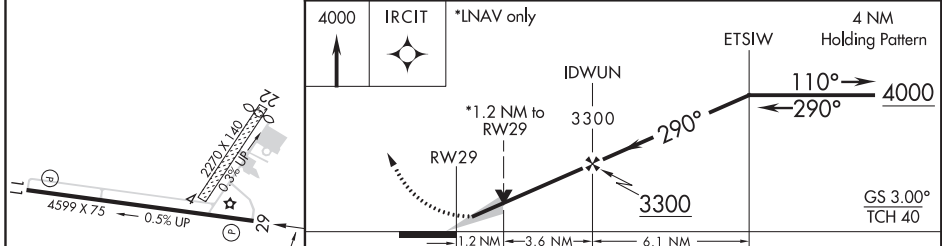
**NA** Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Cat D visibility 1 mile and increase circling Cat C ½ mile and Cat D ¾ mile.

**MISSED APPROACH:** Climb to 4000 direct IRCIT and hold.

|                         |                                            |                                          |
|-------------------------|--------------------------------------------|------------------------------------------|
| AWOS-3<br><b>127.57</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>123.075</b> (CTAF) <b>U</b> |
|-------------------------|--------------------------------------------|------------------------------------------|



|                  |                  |
|------------------|------------------|
| ELEV <b>1729</b> | TDZE <b>1724</b> |
|------------------|------------------|



| CATEGORY     | A                     | B                     | C                       | D                       |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA       |                       | 1924-¾                | 200 (200-¾)             |                         |
| LNAV/VNAV DA |                       | 2144-1½               | 420 (500-1½)            |                         |
| LNAV MDA     |                       | 2120-1                | 396 (400-1)             | 2120-1¼<br>396 (400-1¼) |
| CIRCLING     | 2160-1<br>431 (500-1) | 2180-1<br>451 (500-1) | 2180-1½<br>451 (500-1½) | 2280-2<br>551 (600-2)   |

REIL Rwy 11 and 29 **U**  
MIRL Rwy 11-29 **U**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

POTTSVILLE, PENNSYLVANIA

AL-5436 (FAA)

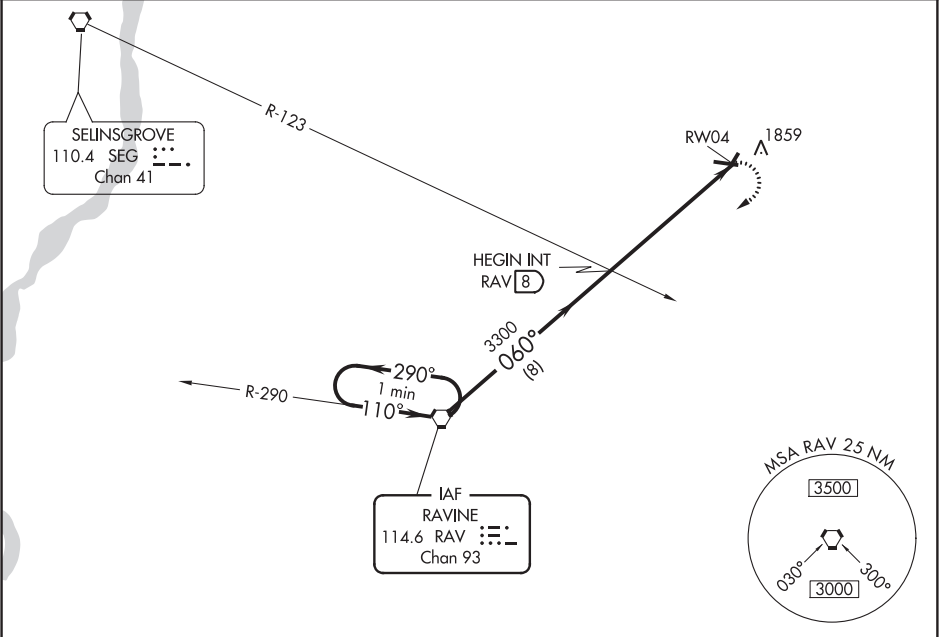
13290

|                                              |                        |                                                                 |
|----------------------------------------------|------------------------|-----------------------------------------------------------------|
| VORTAC RAV<br><b>114.6</b><br>Chan <b>93</b> | APP CRS<br><b>060°</b> | Rwy Idg <b>2270</b><br>TDZE <b>1716</b><br>Apt Elev <b>1734</b> |
|----------------------------------------------|------------------------|-----------------------------------------------------------------|

**VOR or GPS RWY 4**  
SCHUYLKILL COUNTY (JOE ZERBEY) (Z)ER)

|                               |                                                                                 |
|-------------------------------|---------------------------------------------------------------------------------|
| <p>Procedure NA at night.</p> | <p>MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.</p> |
|-------------------------------|---------------------------------------------------------------------------------|

|                         |                                            |                                 |
|-------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>127.57</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>123.075</b> (CTAF) |
|-------------------------|--------------------------------------------|---------------------------------|



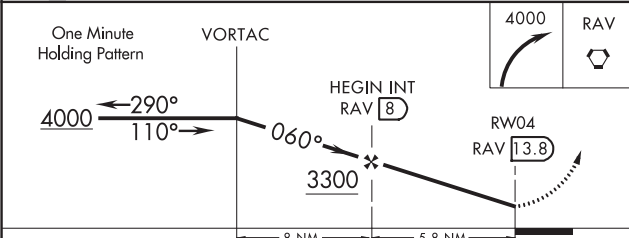
NoPT for arrivals on RAV VORTAC airway radials 290 clockwise 329.

2037

|           |           |
|-----------|-----------|
| ELEV 1734 | TDZE 1716 |
|-----------|-----------|

REIL Rws 11 and 29   
MIRL Rwy 11-29

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.8 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



|          |             |                 |                 |                 |
|----------|-------------|-----------------|-----------------|-----------------|
| CATEGORY | A           | B               | C               | D               |
| S-4      | 2420-1      | 704 (700-1)     | 2420-2          | 2420-2 1/4      |
|          |             |                 | 704 (700-2)     | 704 (700-2 1/4) |
| CIRCLING | 2480-1      | 2480-1 1/4      | 2480-2 1/4      | 2480-2 1/2      |
|          | 746 (800-1) | 746 (800-1 1/4) | 746 (800-2 1/4) | 746 (800-2 1/2) |

POTTSVILLE, PENNSYLVANIA  
Amdt 5B 03JUN10

40°42'N-76°22'W

SCHUYLKILL COUNTY (JOE ZERBEY) (Z)ER)  
**VOR or GPS RWY 4**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

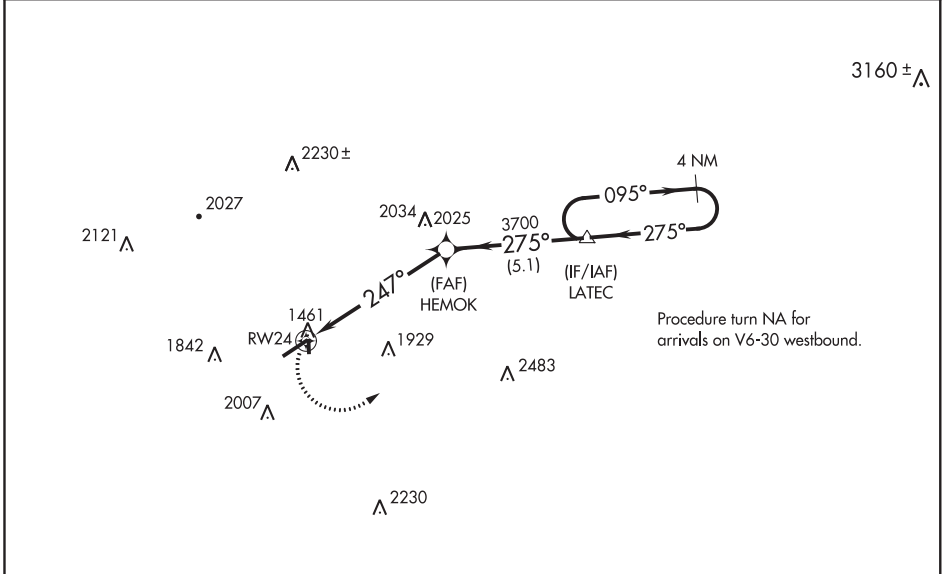
|                        |                             |                                           |
|------------------------|-----------------------------|-------------------------------------------|
| APP CRS<br><b>247°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3003</b><br><b>1439</b><br><b>1439</b> |
|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 24

PUNXSUTAWNEY MUNI (N35)

|                                                                                                                                                   |                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <p>▼ Use Indiana Co-Jimmy Stewart Fld altimeter setting.<br/>DME/DME RNP-0.3 NA.</p> <p>▲ NA Helicopter visibility reduction below 3/4 SM NA.</p> | MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold. |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

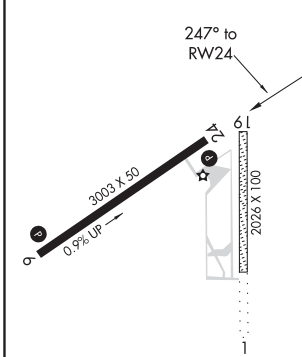
|                                                 |                                          |                               |
|-------------------------------------------------|------------------------------------------|-------------------------------|
| JIMMY STEWART FIELD<br>AWOS-3<br><b>126.625</b> | CLEVELAND CENTER<br><b>126.72 291.65</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|-------------------------------------------------|------------------------------------------|-------------------------------|



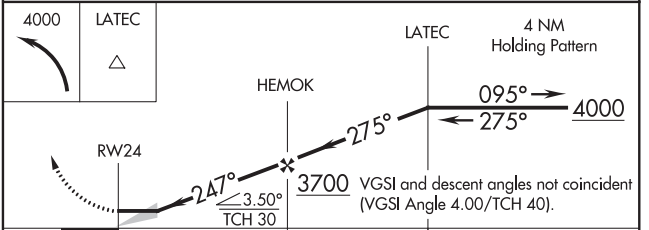
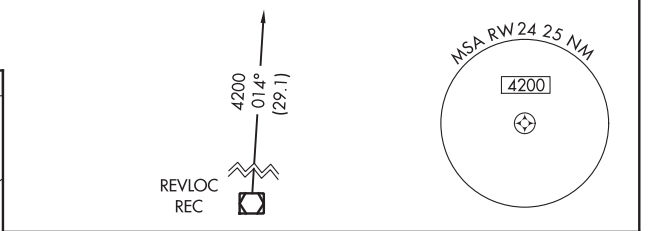
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1439 | TDZE 1439 |
|-----------|-----------|



|                   |                        |
|-------------------|------------------------|
| REIL Rwy 6 and 24 | MIRL Rwy 1-19 and 6-24 |
|-------------------|------------------------|



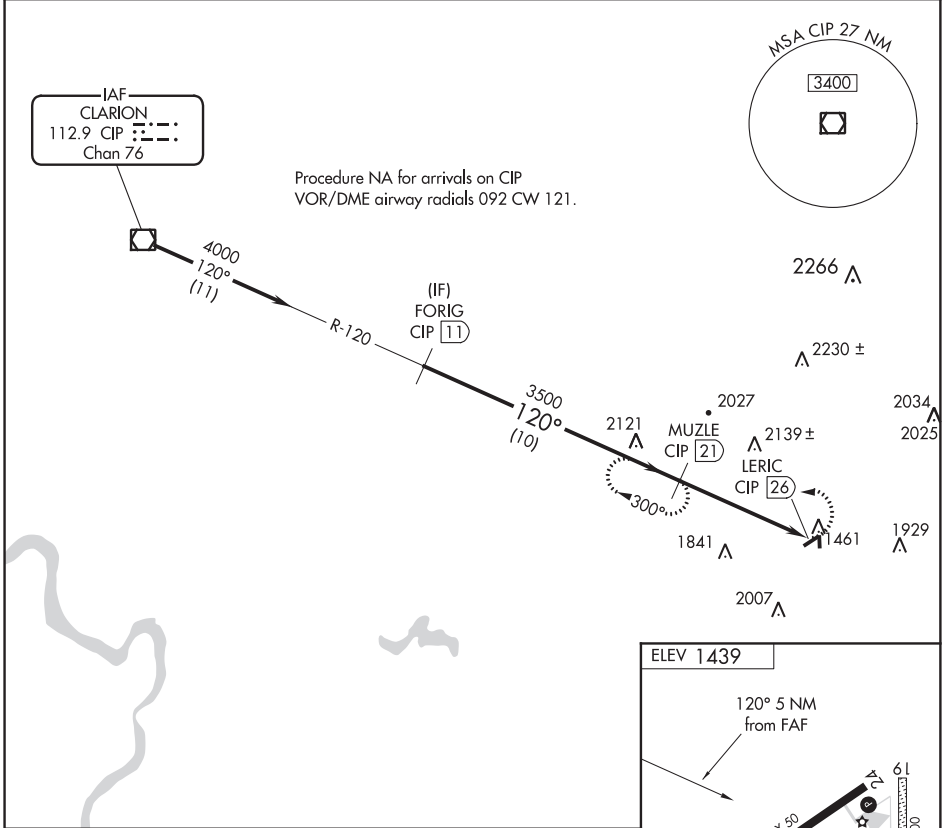
|          |        |             |    |   |
|----------|--------|-------------|----|---|
| CATEGORY | A      | B           | C  | D |
| LNAV MDA | 2160-1 | 721 (800-1) | NA |   |
| CIRCLING | 2160-1 | 721 (800-1) | NA |   |

|                                               |                        |                                                                        |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VOR/DME CIP<br><b>112.9</b><br>Chan <b>76</b> | APP CRS<br><b>120°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1439</b> |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR/DME-A**  
PUNXSUTAWNEY MUNI (N35)

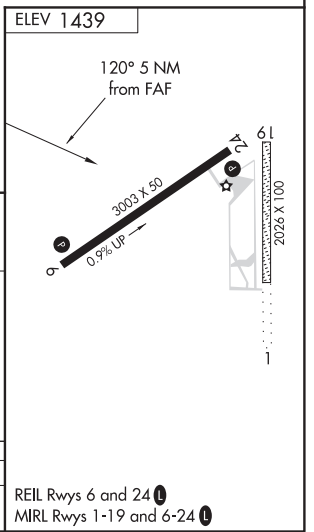
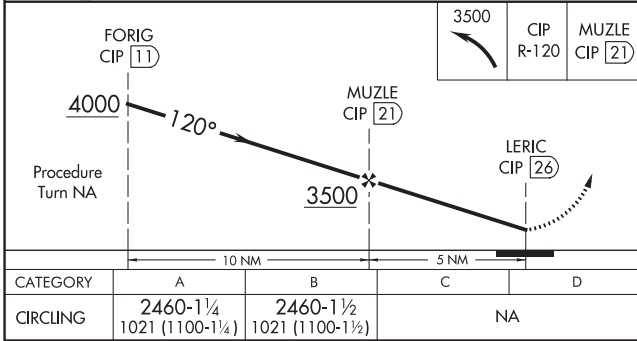
|                                                                                                                                      |                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| <p><b>▼</b> Use Indiana Co-Jimmy Stewart Fld altimeter setting.<br/><b>▲</b> NA Helicopter visibility reduction below 3/4 SM NA.</p> | <p><b>MISSED APPROACH:</b> Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|

|                                                          |                                                  |                                         |
|----------------------------------------------------------|--------------------------------------------------|-----------------------------------------|
| <p>JIMMY STEWART FIELD<br/>AWOS-3<br/><b>126.625</b></p> | <p>CLEVELAND CENTER<br/><b>126.72 291.65</b></p> | <p>UNICOM<br/><b>123.0 (CTAF) 0</b></p> |
|----------------------------------------------------------|--------------------------------------------------|-----------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>72928</b><br><b>W11A</b> | APP CRS<br><b>111°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3210</b><br><b>525</b><br><b>525</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

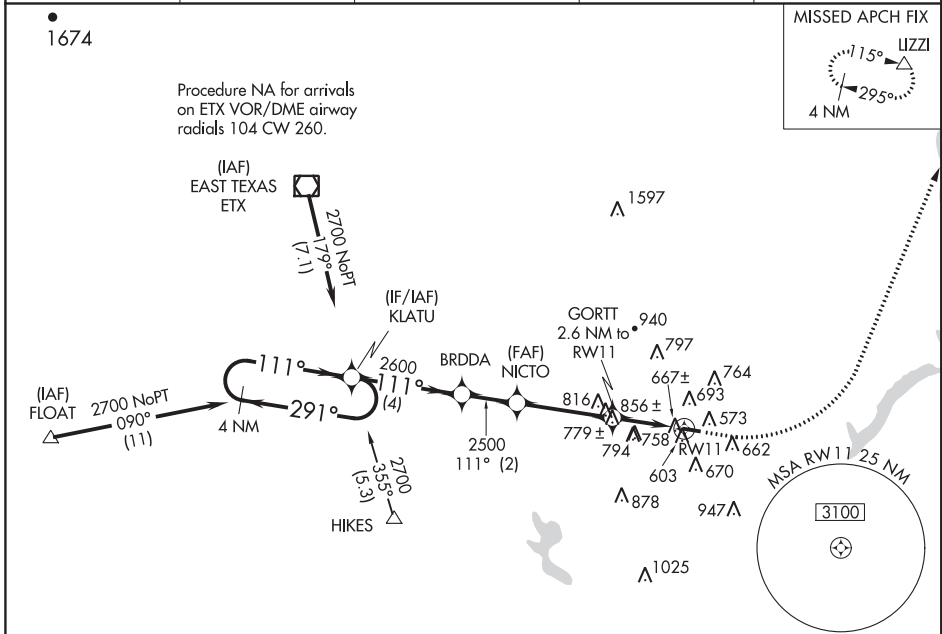
# RNAV (GPS) RWY 11

QUAKERTOWN (UKT)

**⚠** When local altimeter setting not received, use Perkasie altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct LIZZI and hold.

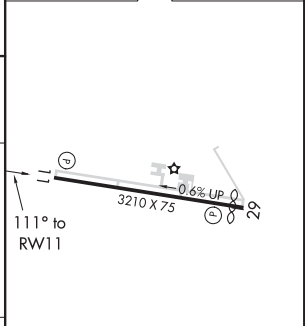
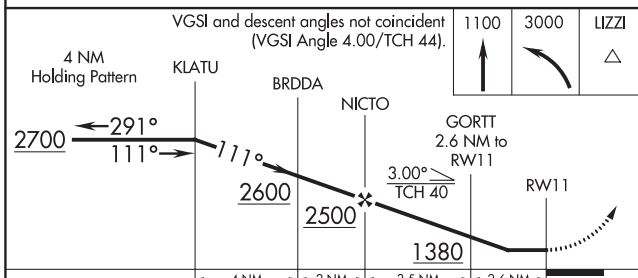
|                                        |                                       |                                            |                           |                                          |
|----------------------------------------|---------------------------------------|--------------------------------------------|---------------------------|------------------------------------------|
| QUAKERTOWN<br>AWOS-3<br><b>119,475</b> | PENNRIDGE<br>AWOS-3<br><b>126,325</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLNC DEL<br><b>118,55</b> | UNICOM<br><b>122,725</b> (CTAF) <b>📻</b> |
|----------------------------------------|---------------------------------------|--------------------------------------------|---------------------------|------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 525 | <b>D</b> | TDZE 525 |
|----------|----------|----------|



| CATEGORY | A      | B           | C                             | D  |
|----------|--------|-------------|-------------------------------|----|
| LP MDA   | 920-1  | 395 (400-1) | 920-1 1/8<br>395 (400-1 1/8)  | NA |
| LNAV MDA | 1020-1 | 495 (500-1) | 1020-1 3/8<br>495 (500-1 3/8) | NA |
| CIRCLING | 1040-1 | 515 (600-1) | 1060-1 1/2<br>535 (600-1 1/2) | NA |

REIL Rwy 11 and 29 **📻**  
MIRL Rwy 11-29 **📻**



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>61228</b><br><b>W29A</b> | APP CRS<br><b>291°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3020</b><br><b>525</b><br><b>525</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

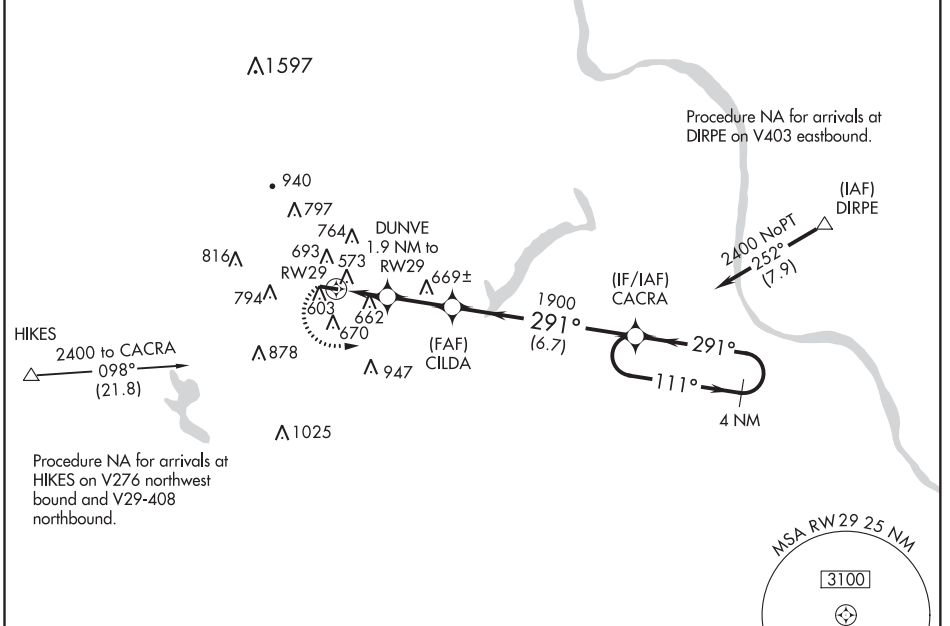
# RNAV (GPS) RWY 29

QUAKERTOWN (UKT)

**⚠** When local altimeter setting not received, use Perkasie altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 2400 direct CACRA and hold.

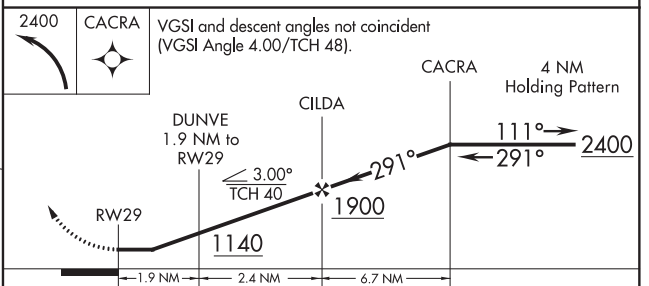
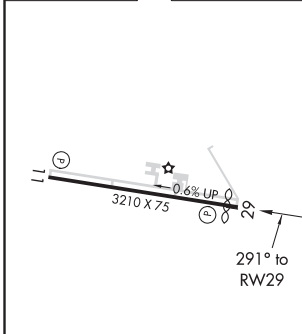
|                                        |                                       |                                            |                            |                                          |
|----------------------------------------|---------------------------------------|--------------------------------------------|----------------------------|------------------------------------------|
| QUAKERTOWN<br>AWOS-3<br><b>119,475</b> | PENNRIDGE<br>AWOS-3<br><b>126,325</b> | PHILADELPHIA APP CON<br><b>123.8 291.7</b> | CLINC DEL<br><b>118.55</b> | UNICOM<br><b>122.725</b> (CTAF) <b>0</b> |
|----------------------------------------|---------------------------------------|--------------------------------------------|----------------------------|------------------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |          |
|----------|----------|----------|
| ELEV 525 | <b>D</b> | TDZE 525 |
|----------|----------|----------|



| CATEGORY | A      | B           | C                             | D  |
|----------|--------|-------------|-------------------------------|----|
| LP MDA   | 920-1  | 395 (400-1) | 920-1 1/8<br>395 (400-1 1/8)  | NA |
| LNAV MDA | 960-1  | 435 (500-1) | 960-1 3/8<br>435 (500-1 3/8)  | NA |
| CIRCLING | 1040-1 | 515 (600-1) | 1060-1 1/2<br>535 (600-1 1/2) | NA |

REIL Rwy 11 and 29 **0**  
MIRL Rwy 11-29 **0**

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>50523</b><br><b>W04A</b> | APP CRS<br><b>037°</b> | Rwy Idg<br>THRE<br>Apt Elev | <b>4000</b><br><b>738</b><br><b>758</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

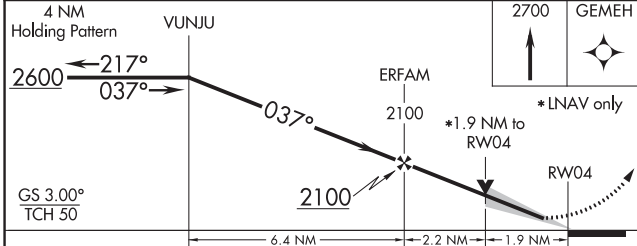
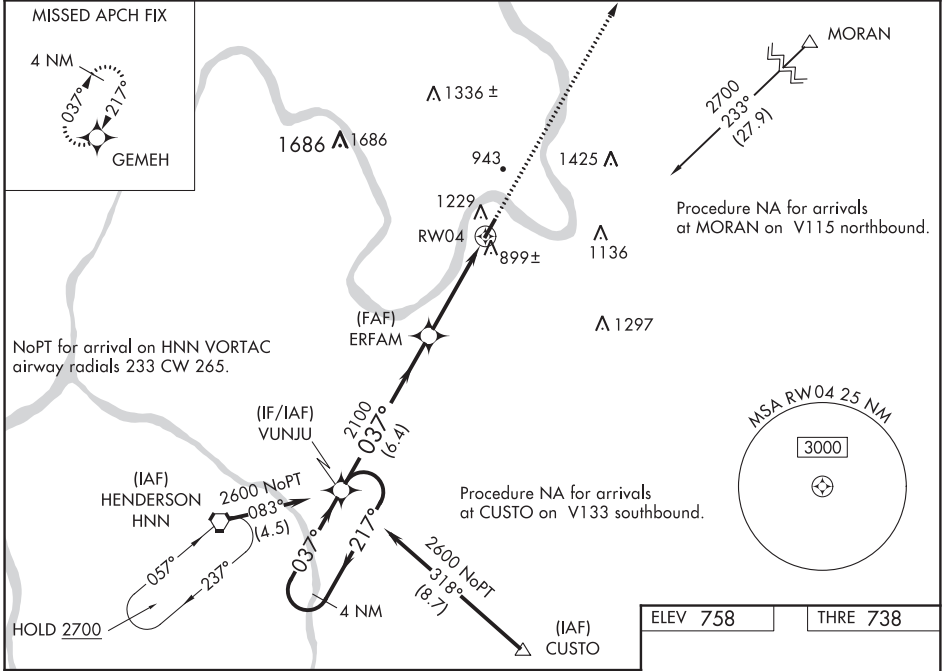
# RNAV (GPS) RWY 4

JACKSON COUNTY (I18)

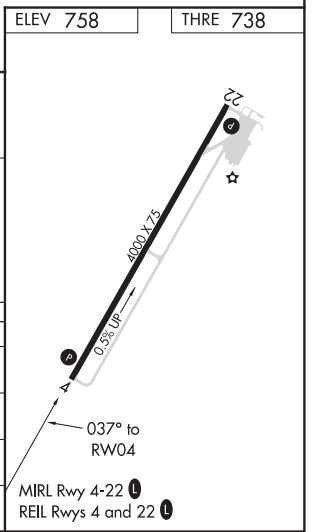
**NA** When VGSI inoperative, Circling Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA with Point Pleasant altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct GEMEH and hold.

|                        |                                          |                                 |
|------------------------|------------------------------------------|---------------------------------|
| AWOS-2<br><b>121.3</b> | HUNTINGTON APP CON<br><b>128.4 270.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|------------------------------------------|---------------------------------|



| CATEGORY     | A                        | B              | C                           | D  |
|--------------|--------------------------|----------------|-----------------------------|----|
| LPV DA       | 938-3/4 200 (200-3/4)    |                |                             | NA |
| LNAV/VNAV DA | 1248-13/4 510 (500-13/4) |                |                             | NA |
| LNAV MDA     | 1400-1                   | 662 (700-1)    | 1400-17/8<br>662 (700-17/8) | NA |
| CIRCLING     | 1600-11/4                | 842 (900-11/4) | 1600-21/2<br>842 (900-21/2) | NA |



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NE-4, 10 NOV 2016 to 05 JAN 2017






# ILS or LOC RWY 36

READING RGNL/CARL A SPAATZ FIELD (RDG)

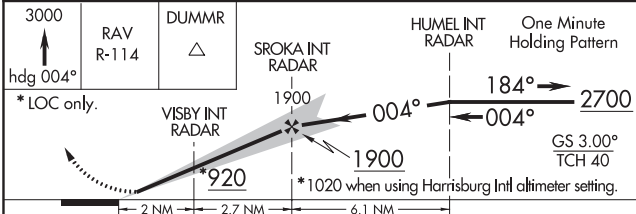
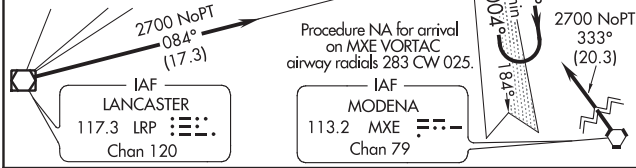
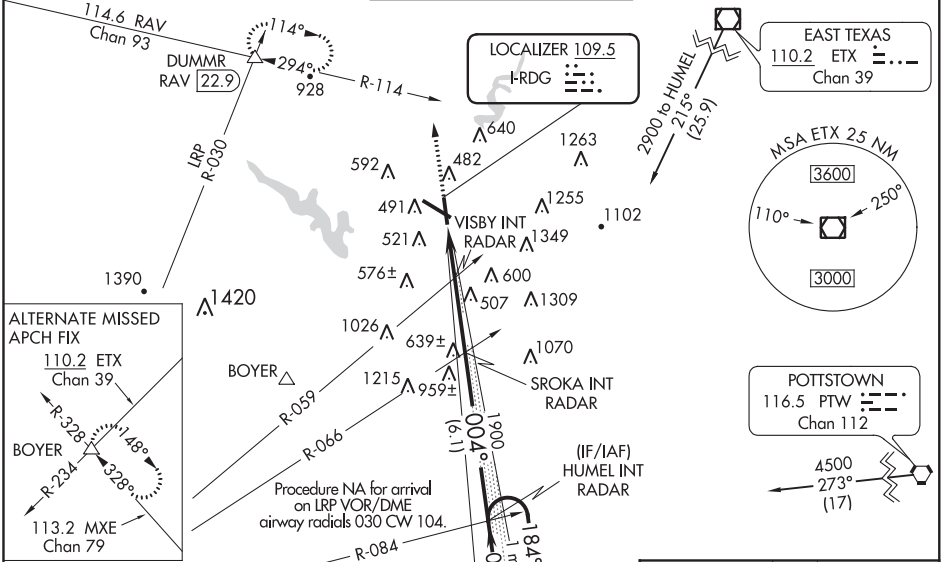
|                           |                        |                                                               |
|---------------------------|------------------------|---------------------------------------------------------------|
| LOC I-RDG<br><b>109.5</b> | APP CRS<br><b>004°</b> | Rwy Idg <b>5151</b><br>TDZE <b>343</b><br>Apt Elev <b>344</b> |
|---------------------------|------------------------|---------------------------------------------------------------|

**⚠** Night Landing: Rwy 18, 31 NA. Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all Cats visibility ¼ mile, and increase all MDA 100 feet, and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and C visibility ¼ mile and Cat D visibility ½ mile.

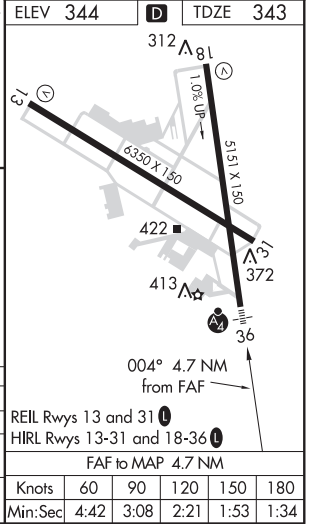
**MALSF** 

**MISSED APPROACH:** Climb to 3000 on heading 004° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

|                      |                                         |                                             |                         |                         |
|----------------------|-----------------------------------------|---------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>127.1</b> | READING APP CON*<br><b>125.15 257.9</b> | READING TOWER*<br><b>119.9 (CTAF) 288.3</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|-----------------------------------------|---------------------------------------------|-------------------------|-------------------------|



| CATEGORY | A                  | B                   | C                    | D |
|----------|--------------------|---------------------|----------------------|---|
| S-ILS 36 | 593-1              | 250 (300-1)         |                      |   |
| S-LOC 36 | 820-1 477 (500-1)  | 820-1¼ 477 (500-1¼) | 820-1½ 477 (500-1½)  |   |
| CIRCLING | 1020-1 676 (700-1) | 1020-2 676 (700-2)  | 1140-2½ 796 (800-2½) |   |



# ILS or LOC RWY 36

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                          |                          |
|--------------------------|--------------------------|
| REIL Rws 13 and 31       | 180                      |
| HIRL Rws 13-31 and 18-36 | 1:34                     |
| FAF to MAP 4.7 NM        |                          |
| Knots                    | 60 90 120 150 180        |
| Min:Sec                  | 4:42 3:08 2:21 1:53 1:34 |

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>45712</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg <b>6350</b><br>TDZE <b>344</b><br>Apr Elev <b>344</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

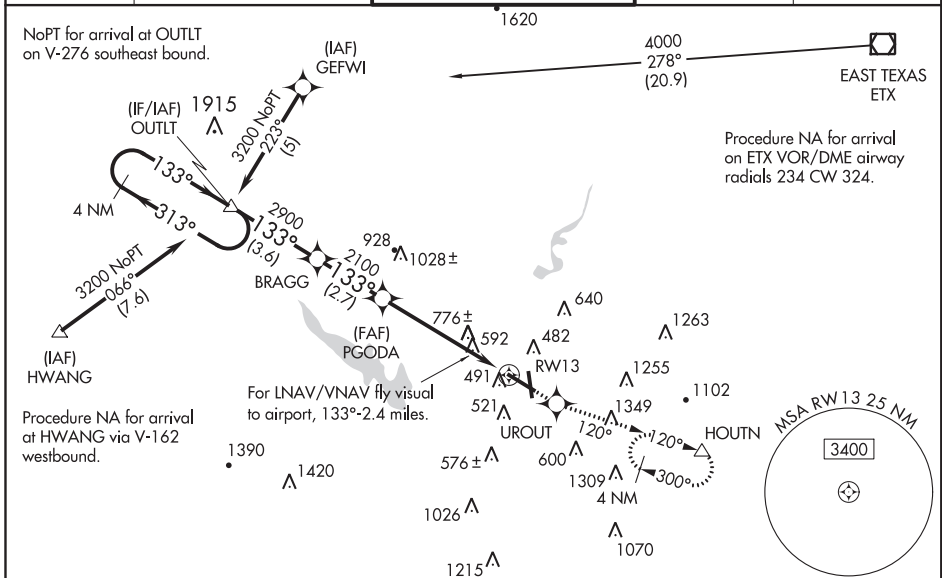
# RNAV (GPS) RWY 13

READING RGNL/CARL A SPAATZ FIELD (RDG)

**▼** Night landing: Rwy 18, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility 1/2 mile all Cats and increase all MDA 100 feet, and increase LNAV Cat B/C/D and Circling Cat B/C visibility 1/2 mile, and Circling Cat D visibility 1/2 mile.

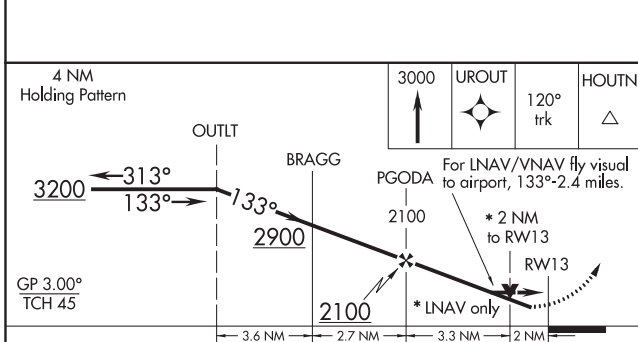
**MISSED APPROACH:** Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

|                      |                                          |                                                |                         |                         |
|----------------------|------------------------------------------|------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>127.1</b> | READING APP CON *<br><b>125.15 257.9</b> | READING TOWER *<br><b>119.9 (CTAF) 0 288.3</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|------------------------------------------|------------------------------------------------|-------------------------|-------------------------|

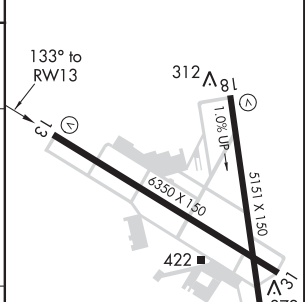


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |          |
|----------|----------|----------|
| ELEV 344 | <b>D</b> | TDZE 344 |
|----------|----------|----------|



| CATEGORY     | A                 | B           | C                             | D                             |
|--------------|-------------------|-------------|-------------------------------|-------------------------------|
| LPV DA       | 926-2 582 (600-2) |             |                               |                               |
| LNAV/VNAV DA | 1170-2            | 826 (900-2) | 1170-2 1/2<br>826 (900-2 1/2) | 1170-2 3/4<br>826 (900-2 3/4) |
| LNAV MDA     | 1040-1            | 696 (700-1) | 1040-2<br>696 (700-2)         | 1040-2 1/4<br>696 (700-2 1/4) |
| CIRCLING     | 1040-1            | 696 (700-1) | 1040-2<br>696 (700-2)         | 1140-2 1/2<br>796 (800-2 1/2) |

REIL Rws 13 and 31 **0**  
HIRL Rws 13-31 and 18-36 **0**

# RNAV (GPS) RWY 13

# RNAV (GPS) RWY 18

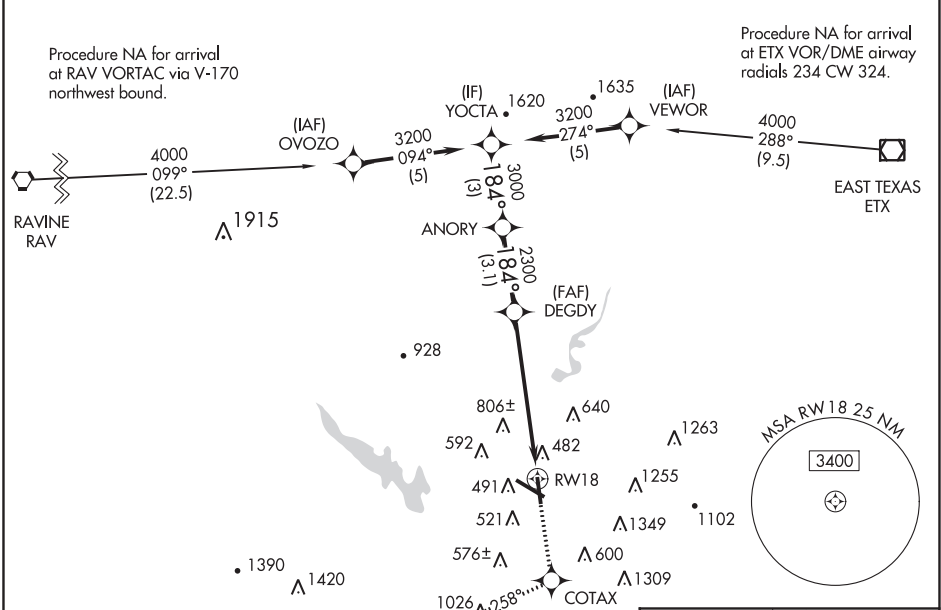
READING RGNL/CARL A SPAATZ FIELD (RDG)

|                        |                        |
|------------------------|------------------------|
| APP CRS<br><b>184°</b> | Rwy Idg<br><b>5151</b> |
|                        | TDZE<br><b>319</b>     |
|                        | Apt Elev<br><b>344</b> |

**⚠** Night landing: Rwy 18, 31 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat B visibility ¼ mile and Cats C and D visibility ½ mile, and increase Circling Cats B and C visibility ¼ mile and Cat D visibility ½ mile.

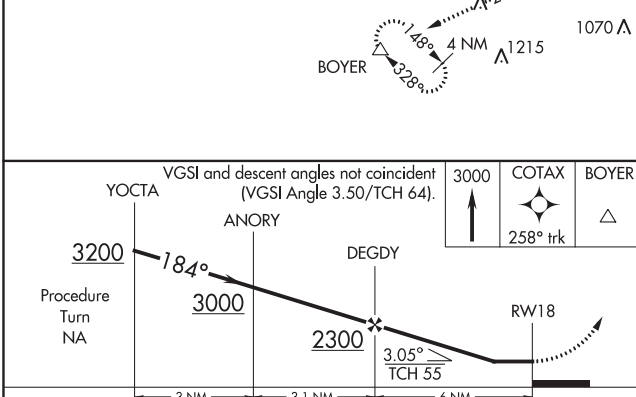
**MISSED APPROACH:** Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

|                      |                                          |                                                       |                         |                         |
|----------------------|------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>127.1</b> | READING APP CON ★<br><b>125.15 257.9</b> | READING TOWER ★<br><b>119.9</b> (CTAF) <b>0 288.3</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|------------------------------------------|-------------------------------------------------------|-------------------------|-------------------------|

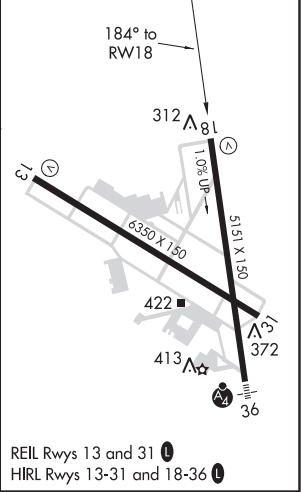


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NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |
|----------|----------|
| ELEV 344 | TDZE 319 |
|----------|----------|



| CATEGORY | A                     | B | C                      | D                       |
|----------|-----------------------|---|------------------------|-------------------------|
| LNAV MDA | 980-1<br>661 (700-1)  |   | 980-1¼<br>661 (700-1¼) | 980-2<br>661 (700-2)    |
| CIRCLING | 1020-1<br>676 (800-1) |   | 1020-2<br>676 (800-2)  | 1140-2½<br>796 (900-2½) |

REIL Rwy 13 and 31  
HIRL Rwy 13-31 and 18-36

# RNAV (GPS) RWY 18

|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>97412</b><br><b>W36A</b> | APP CRS<br><b>004°</b> | Rwy Idg<br>TDZE <b>343</b><br>Apr Elev <b>344</b> | <b>5151</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

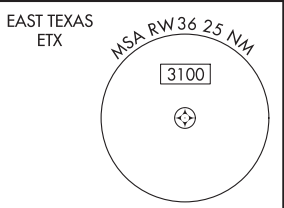
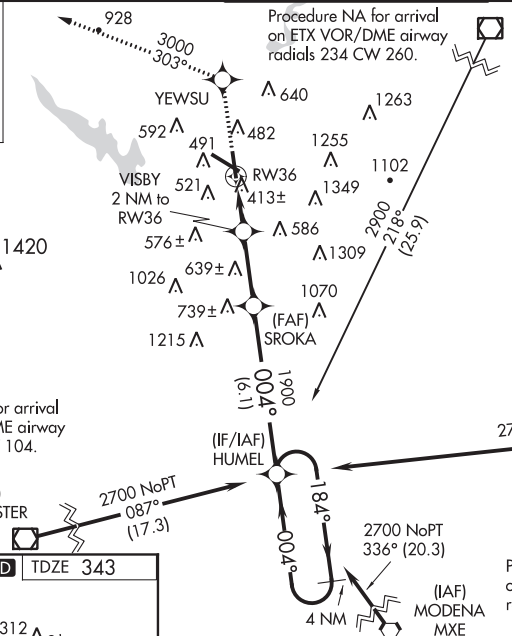
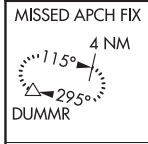
# RNAV (GPS) RWY 36

READING RGNL/CARL A SPAATZ FIELD (RDG)

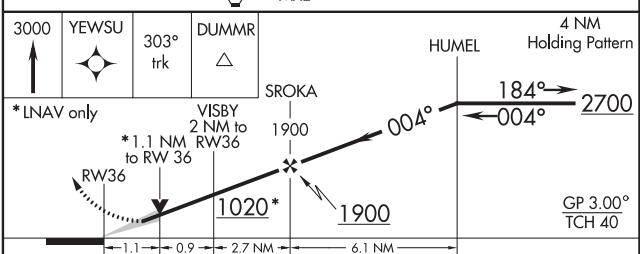
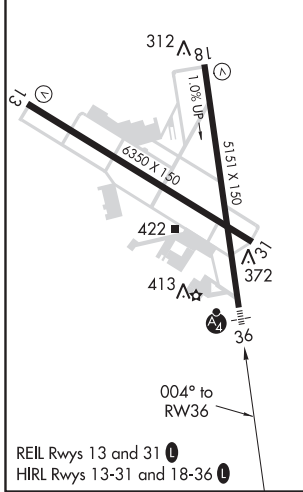
**⚠** Night landing: Rwy 18, 31 NA. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile, increase LNAV/VNAV DA to 928 feet and visibility ¼ mile and increase all MDA 100 feet, and LNAV Cats C and D visibility ¼ mile, and Circling Cats B and C visibility ¼ mile and Cat D visibility ½ mile.

**MALSIF**  
**⚠** MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° to DUMMR and hold, continue climb-in-hold to 3000.

|                      |                                          |                                                |                         |                         |
|----------------------|------------------------------------------|------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>127.1</b> | READING APP CON *<br><b>125.15 257.9</b> | READING TOWER *<br><b>119.9 (CTAF) 0 288.3</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|------------------------------------------|------------------------------------------------|-------------------------|-------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 344 | <b>D</b> | TDZE 343 |
|----------|----------|----------|



| CATEGORY     | A                   | B           | C                     | D                       |
|--------------|---------------------|-------------|-----------------------|-------------------------|
| LPV DA       | 622-1 279 (300-1)   |             |                       |                         |
| LNAV/VNAV DA | 835-1¾ 492 (500-1¾) |             |                       |                         |
| LNAV MDA     | 740-1 397 (400-1)   |             |                       | 740-1½<br>397 (400-1½)  |
| CIRCLING     | 1020-1              | 676 (700-1) | 1020-2<br>676 (700-2) | 1140-2½<br>796 (800-2½) |

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NE-4, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

READING RGNL/CARL A SPAATZ FIELD (RDG)  
AL-627 (FAA) READING, PENNSYLVANIA

ATIS  
127.1  
READING TOWER\*  
119.9 288.3  
GND CON  
121.9

FIELD  
ELEV  
344

RWY 13-31, 18-36  
S-75, D-200, 2S-175, 2D-400

ELEV  
343

133.1°

13

B

C

C

C

C

B

E

F

C

C

C

B

D

C

D

G

D

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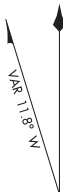
B

B

B

B

B



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HS 2

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ELEV  
291

81

184.0°

1.0% UP

5151 X 150

40°23.0'N

D

D

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NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

READING, PENNSYLVANIA  
READING RGNL/CARL A SPAATZ FIELD (RDG)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5001</b> |
| <b>059°</b> | TDZE     | <b>819</b>  |
|             | Apt Elev | <b>819</b>  |

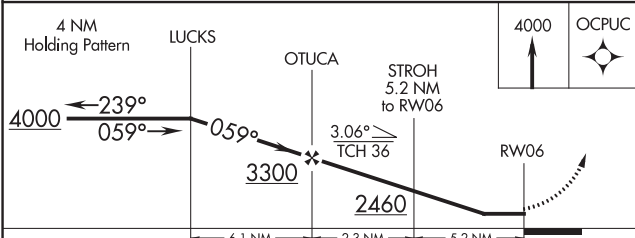
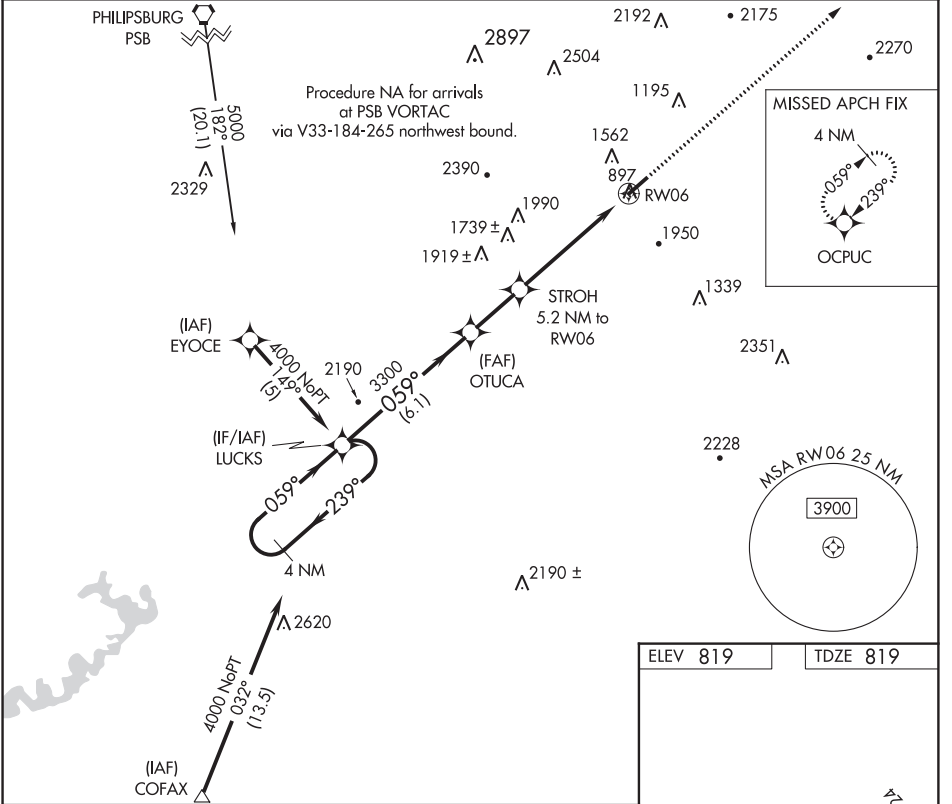
# RNAV (GPS) RWY 6

MIFFLIN COUNTY (R.V.L)

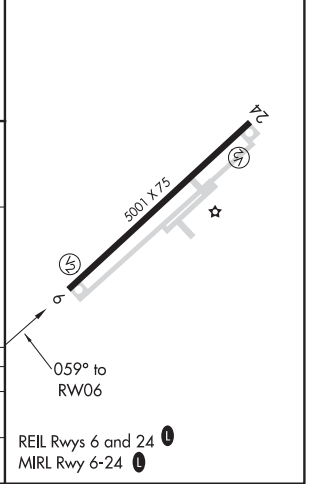
**NA** Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4000 direct OCPUC and hold.

|                         |                                       |                               |
|-------------------------|---------------------------------------|-------------------------------|
| AWOS-3<br><b>123.85</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|-------------------------|---------------------------------------|-------------------------------|



|          |          |
|----------|----------|
| ELEV 819 | TDZE 819 |
|----------|----------|



| CATEGORY | A                        | B                        | C                      | D                       |
|----------|--------------------------|--------------------------|------------------------|-------------------------|
| LNVA MDA | 1800-1¼<br>981 (1000-1¼) | 1800-1½<br>981 (1000-1½) | 1800-3<br>981 (1000-3) | 981 (1000-3)            |
| CIRCLING | 1800-1¼<br>981 (1000-1¼) | 1800-1½<br>981 (1000-1½) | 1800-3<br>981 (1000-3) | 2360-3<br>1541 (1600-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC I-RVL    | APP CRS     | Rwy Idg  | <b>5001</b> |
| <b>109.3</b> | <b>059°</b> | TDZE     | <b>819</b>  |
|              |             | Apt Elev | <b>819</b>  |

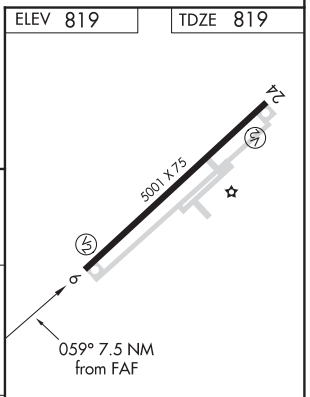
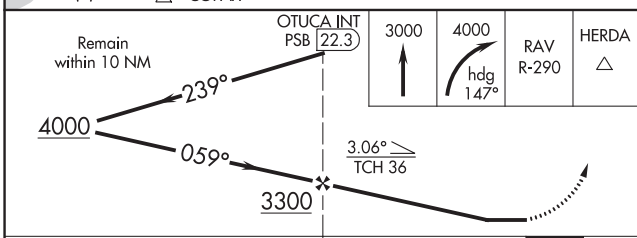
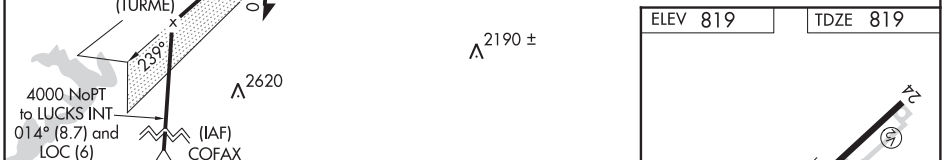
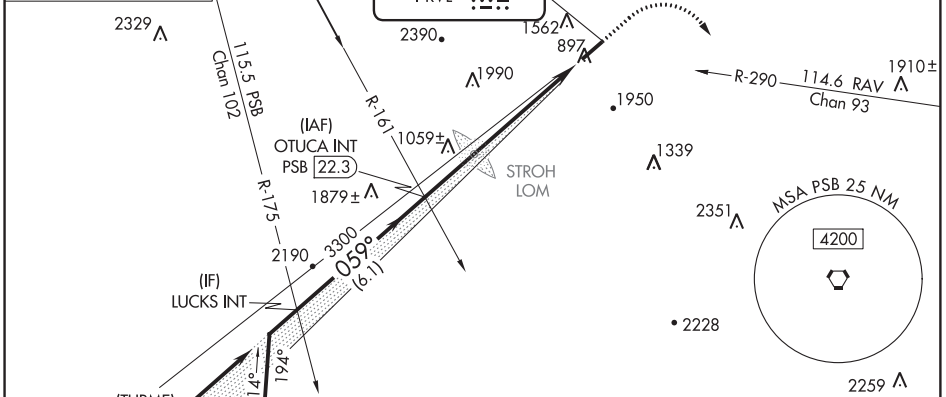
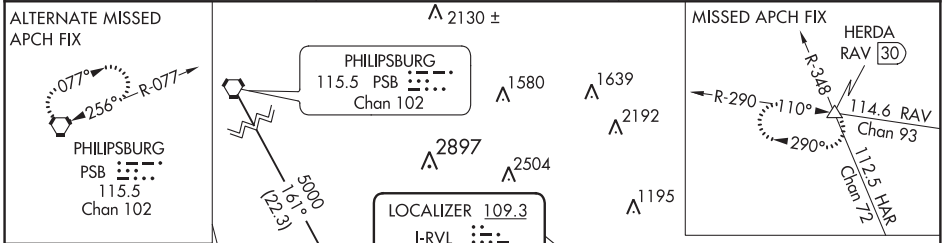
# LOC RWY 6

MIFFLIN COUNTY (R.V.L)

**NA** Circling NA northwest of Rwy 6-24. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use State College altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

|                         |                                       |                               |
|-------------------------|---------------------------------------|-------------------------------|
| AWOS-3<br><b>123.85</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|-------------------------|---------------------------------------|-------------------------------|



| CATEGORY | A                               | B                               | C                       | D                       |
|----------|---------------------------------|---------------------------------|-------------------------|-------------------------|
| S-6      | 1840-1 1/4<br>1021 (1100-1 1/4) | 1840-1 1/2<br>1021 (1100-1 1/2) | 1840-3<br>1021 (1100-3) | 1021 (1100-3)           |
| CIRCLING | 1840-1 1/4<br>1021 (1100-1 1/4) | 1840-1 1/2<br>1021 (1100-1 1/2) | 1840-3<br>1021 (1100-3) | 2360-3<br>1541 (1600-3) |

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| REIL Rwy 6 and 24 |      |      |      |      |      |
| MIRL Rwy 6-24     |      |      |      |      |      |
| FAF to MAP 7.5 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ST. MARYS, PENNSYLVANIA

AL-5500 (FAA)

16231

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>40102</b><br><b>W10A</b> | APP CRS<br><b>101°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4300</b><br><b>1909</b><br><b>1934</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

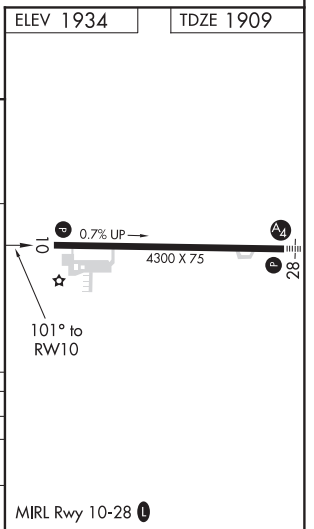
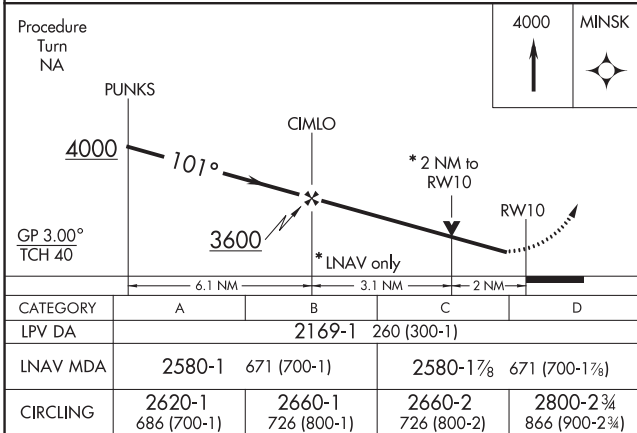
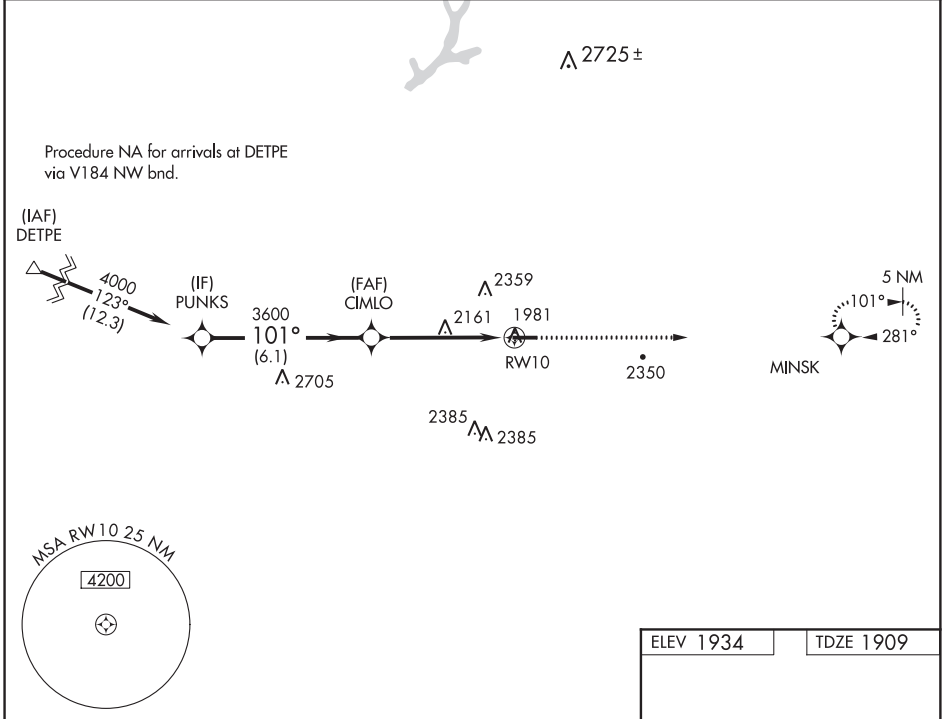
# RNAV (GPS) RWY 10

ST. MARYS MUNI (OYM)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet, and LPV all Cats visibility ¾ mile, LNAV Cat A/B ¼ mile and Cat C/D ⅝ mile, and Circling Cat A/D ¼ mile and Cat B ½ mile and Cat C 1 mile. VDP NA when using Bradford altimeter setting.

**▲ NA** MISSED APPROACH: Climb to 4000 direct MINSK and hold.

|                         |                                           |                                  |                                 |
|-------------------------|-------------------------------------------|----------------------------------|---------------------------------|
| AWOS-3<br><b>118.05</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | ALTOONA CLNC DEL<br><b>121.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|-------------------------|-------------------------------------------|----------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

ST. MARYS, PENNSYLVANIA  
Amdt 1A 18AUG16

41°25'N - 78°30'W

ST. MARYS MUNI (OYM)  
**RNAV (GPS) RWY 10**



|                                          |                        |                             |                                           |
|------------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC/DME I-OYM<br><b>108.9</b><br>Chan 26 | APP CRS<br><b>281°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4300</b><br><b>1934</b><br><b>1934</b> |
|------------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# LOC/DME RWY 28

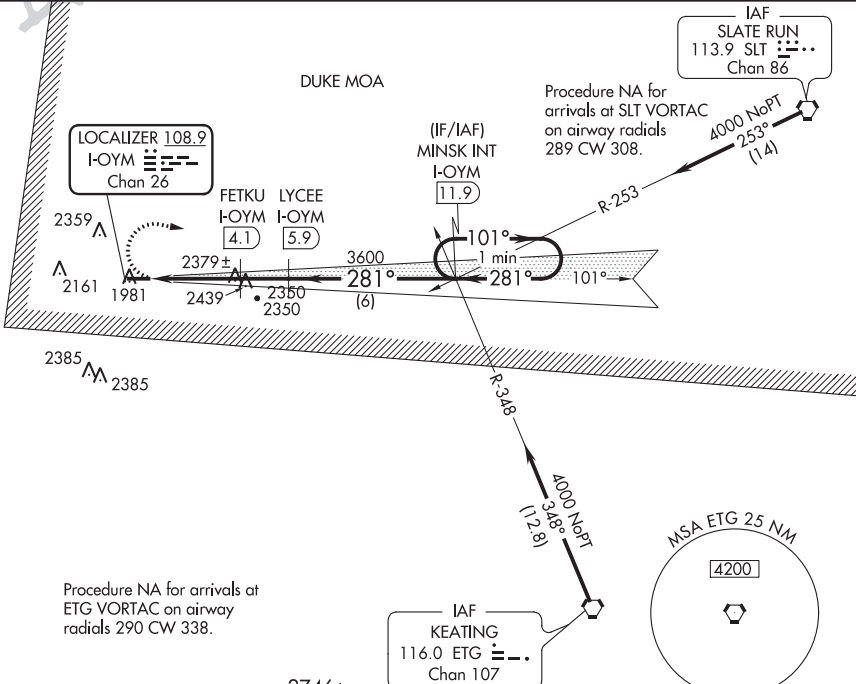
ST. MARYS MUNI (OYM)

When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and S-28 Cat B and Circling Cat A/B/D visibility ¼ mile and S-28 Cat C/D and Circling Cat C ½ mile. Inoperative table does not apply to Cat A.  
 ⚠ NA For inoperative MALS, increase S-28 Cat C/D visibility to 2½ mile. For inoperative MALS when using Bradford altimeter setting, increase S-28 Cat C/D visibility to 3 mile. VDP NA when using Bradford altimeter setting.



**MISSED APPROACH:**  
Climbing right turn to 4000 via I-OYM east course to MINSK INT/ 11.9 DME and hold.

|                         |                                           |                                  |                               |
|-------------------------|-------------------------------------------|----------------------------------|-------------------------------|
| AWOS-3<br><b>118.05</b> | CLEVELAND CENTER<br><b>124.325 353.85</b> | ALTOONA CLNC DEL<br><b>121.3</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|-------------------------|-------------------------------------------|----------------------------------|-------------------------------|

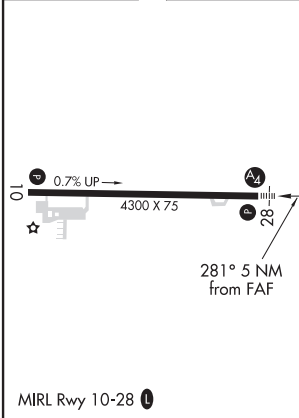


Procedure NA for arrivals at ETG VORTAC on airway radials 290 CW 338.

Procedure NA for arrivals at SLT VORTAC on airway radials 289 CW 308.

|           |           |
|-----------|-----------|
| ELEV 1934 | TDZE 1934 |
|-----------|-----------|

2746±



|          |                       |                         |                         |                         |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A                     | B                       | C                       | D                       |
|          | S-28                  | 2740-1<br>806 (900-1)   | 2740-2<br>806 (900-2)   | 2800-2¾<br>866 (900-2¾) |
| CIRCLING | 2740-1<br>806 (900-1) | 2740-1¼<br>806 (900-1¼) | 2740-2½<br>806 (900-2½) | 2800-2¾<br>866 (900-2¾) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017





|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4372</b> |
| <b>170°</b> | TDZE     | <b>456</b>  |
|             | Apt Elev | <b>450</b>  |

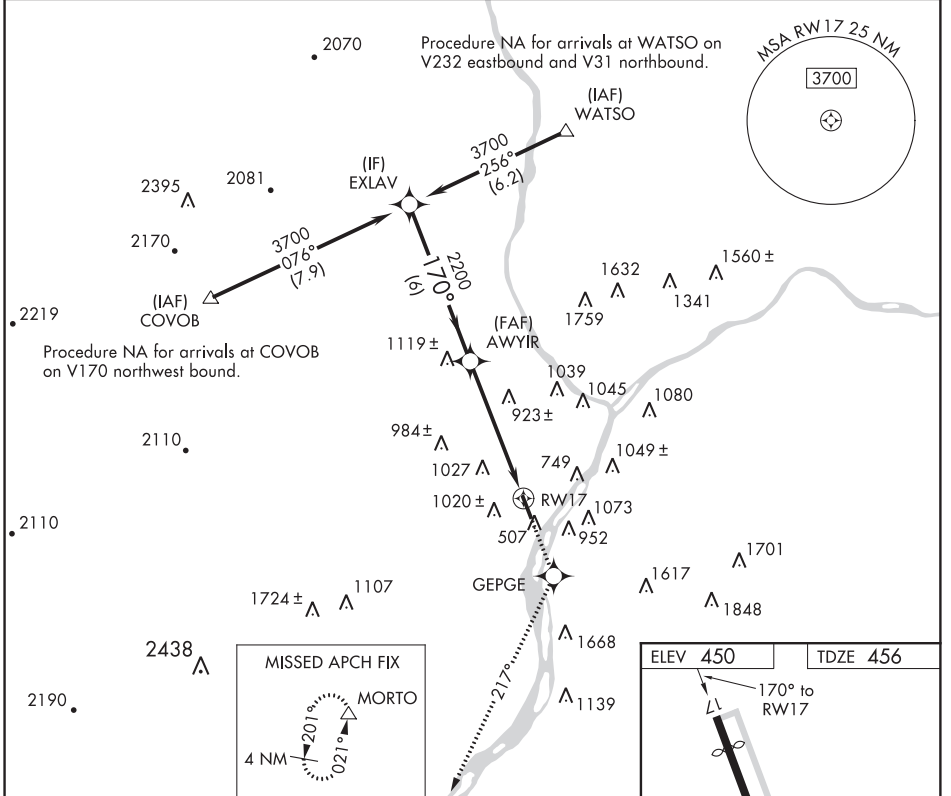
# RNAV (GPS) RWY 17

PENN VALLEY (SE/G)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile. Night Landing: Rwy 17 NA.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

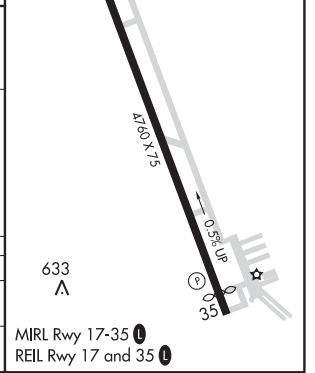
|                        |                                            |                                 |
|------------------------|--------------------------------------------|---------------------------------|
| ASOS<br><b>123.975</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |                          |                          |        |
|----------|--------------------------|--------------------------|--------|
|          | EXLAV                    | AWYIR                    | RWY 17 |
|          | 3700                     | 2200                     |        |
|          | 170°                     | 3.05°                    | TCH 40 |
|          | 6 NM                     | 5.3 NM                   |        |
| CATEGORY | A                        | B                        | C      |
| LNAV MDA | 1340-1¼                  | 884 (900-1¼)             | NA     |
| CIRCLING | 1400-1¼<br>950 (1000-1¼) | 1400-1½<br>950 (1000-1½) | NA     |



|                                              |                        |                             |                                        |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC SEG<br><b>110.4</b><br>Chan <b>41</b> | APP CRS<br><b>034°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>450</b> |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

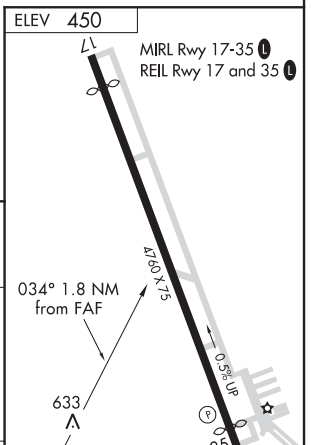
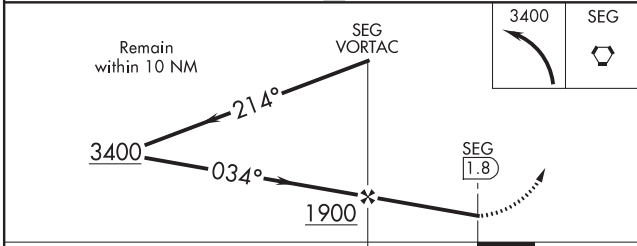
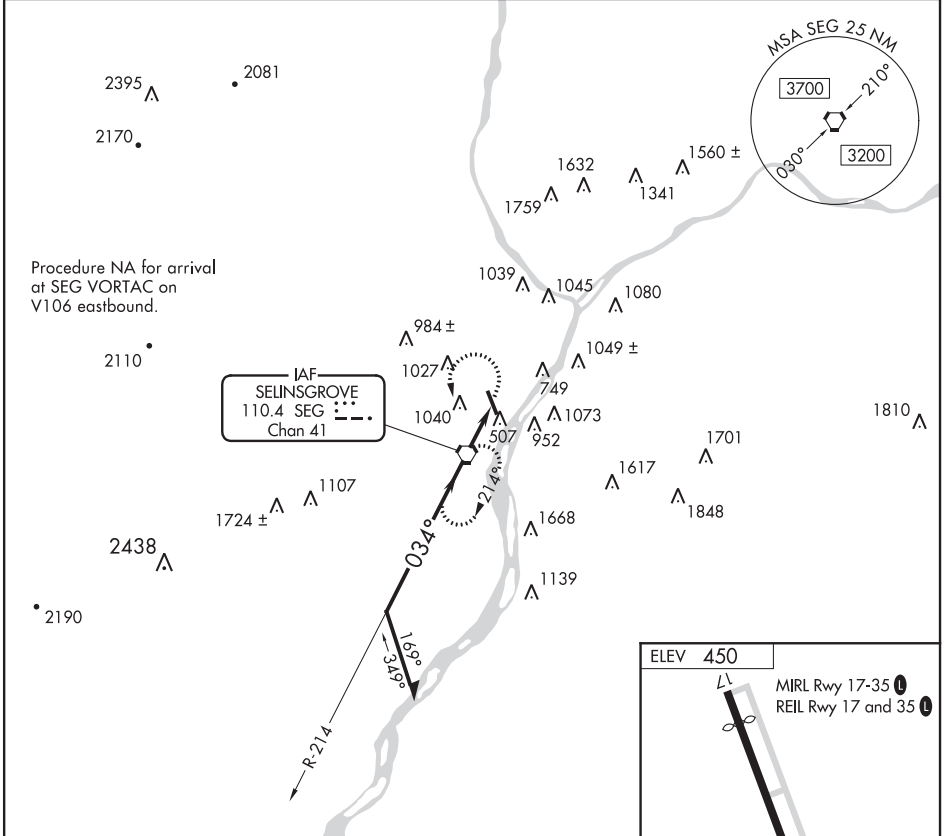
**VOR-A**

PENN VALLEY (SEG)

**⚠** When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile. Night Landing: Rwy 17 NA. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

|                        |                                            |                                 |
|------------------------|--------------------------------------------|---------------------------------|
| ASOS<br><b>123.975</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--------------------------------------------|---------------------------------|



|          |         |               |   |    |                   |      |      |      |      |      |
|----------|---------|---------------|---|----|-------------------|------|------|------|------|------|
| CATEGORY | A       | B             | C | D  | FAF to MAP 1.8 NM |      |      |      |      |      |
| CIRCLING | 1400-1¼ | 950 (1000-1¼) |   | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |         |               |   |    | Min:Sec           | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

SHAMOKIN, PENNSYLVANIA

AL-6421 (FAA)

14345

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>87024</b><br><b>W08A</b> | APP CRS<br><b>083°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3297</b><br><b>879</b><br><b>881</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

**RNAV (GPS) RWY 8**  
NORTHUMBERLAND COUNTY (N79)

**NA** Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Selinsgrove altimeter setting, and increase all DA 94 feet and all MDA 100 feet, use LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats visibility ½ mile; and LNAV Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

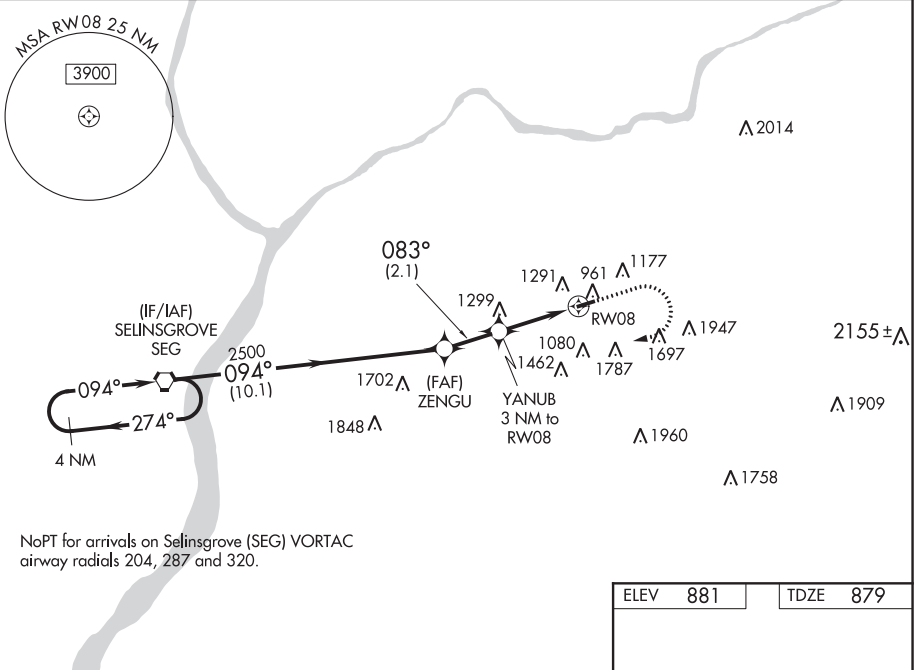
**MISSED APPROACH:**  
Climb to 2300 then climbing right turn to 4000 direct SEG VORTAC and hold.

AWOS-3  
**119.175**

HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8 (CTAF)**

**121.8 0**

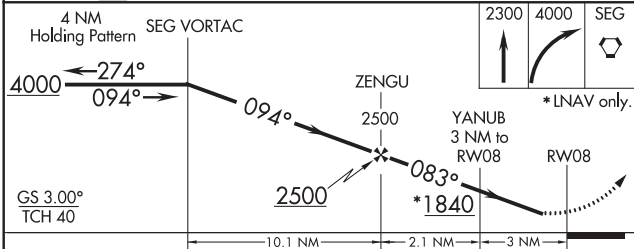


NoPT for arrivals on Selinsgrove (SEG) VORTAC airway radials 204, 287 and 320.

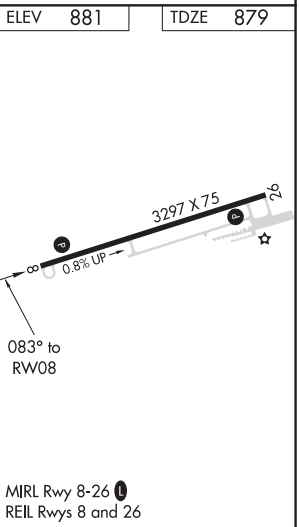
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|      |     |      |     |
|------|-----|------|-----|
| ELEV | 881 | TDZE | 879 |
|------|-----|------|-----|



| CATEGORY     | A                          | B                          | C                         | D  |
|--------------|----------------------------|----------------------------|---------------------------|----|
| LPV DA       | 1146-1                     | 267 (300-1)                |                           | NA |
| LNAV/VNAV DA | 1603-2 ½                   | 724 (800-2 ½)              |                           | NA |
| LNAV MDA     | 1620-1<br>741 (800-1)      | 1620-1 ¼<br>741 (800-1 ¼)  | 1620-2 ½<br>741 (800-2 ½) | NA |
| CIRCLING     | 1820-1 ¼<br>939 (1000-1 ¼) | 1860-1 ½<br>979 (1000-1 ½) | 1880-3<br>999 (1000-3)    | NA |



SHAMOKIN, PENNSYLVANIA  
Orig-C 11DEC14

40°50'N - 76°33'W

**RNAV (GPS) RWY 8**  
NORTHUMBERLAND COUNTY (N79)

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>50424</b><br><b>W26A</b> | APP CRS<br><b>264°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3297</b><br><b>881</b><br><b>881</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

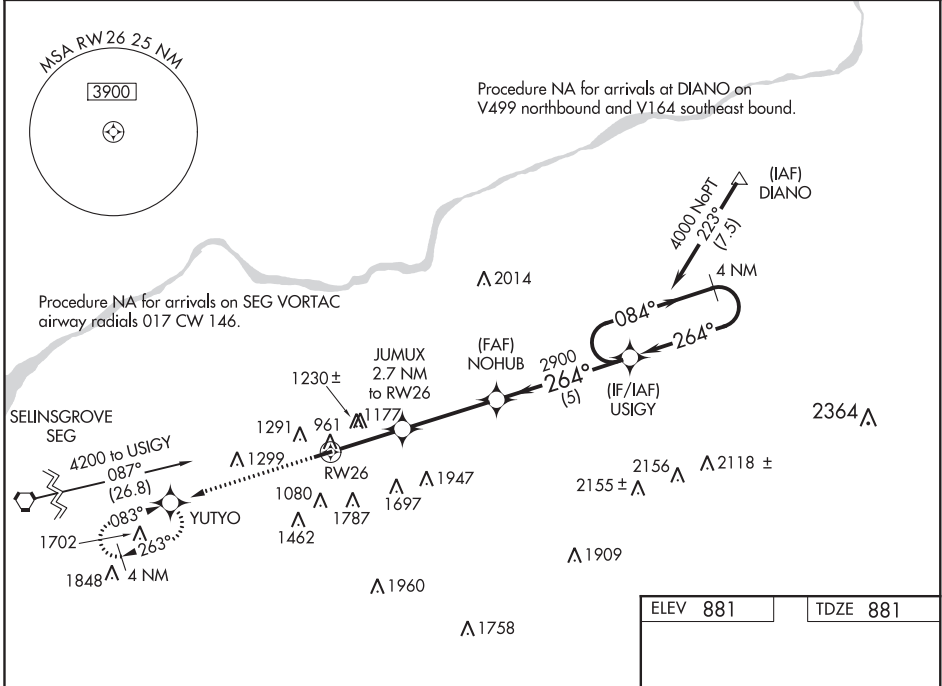
# RNAV (GPS) RWY 26

NORTHUMBERLAND COUNTY (N79)

**▼** Baro-VNAV NA when using Selingsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).  
**▲ NA** When local altimeter setting not received, use Selingsgrove altimeter setting and increase all DA 94 feet and all MDA 100 feet, increase visibility LPV all Cats 3/8 mile. LNAV/VNAV all Cats 1/4 mile and LNAV Cat C 1/4 mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

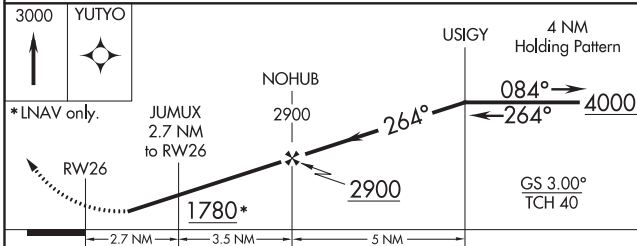
MISSED APPROACH:  
Climb to 3000 direct YUTYO and hold.

|                          |                                            |                               |                       |
|--------------------------|--------------------------------------------|-------------------------------|-----------------------|
| AWOS-3<br><b>119.175</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>122.8</b> (CTAF) | <b>121.8</b> <b>0</b> |
|--------------------------|--------------------------------------------|-------------------------------|-----------------------|



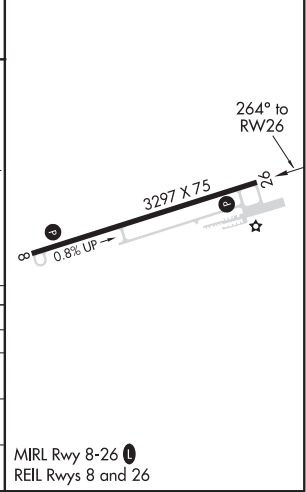
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |          |
|----------|----------|
| ELEV 881 | TDZE 881 |
|----------|----------|

| CATEGORY     | A                              | B                              | C                             | D  |
|--------------|--------------------------------|--------------------------------|-------------------------------|----|
| LPV DA       | 1436-1 7/8                     | 555 (600-1 7/8)                |                               | NA |
| LNAV/VNAV DA | 1559-2 1/2                     | 678 (700-2 1/2)                |                               | NA |
| LNAV MDA     | 1480-1                         | 599 (600-1)                    | 1480-1 3/4<br>599 (600-1 3/4) | NA |
| CIRCLING     | 1820-1 1/4<br>939 (1000-1 1/4) | 1860-1 1/2<br>979 (1000-1 1/2) | 1880-3<br>999 (1000-3)        | NA |



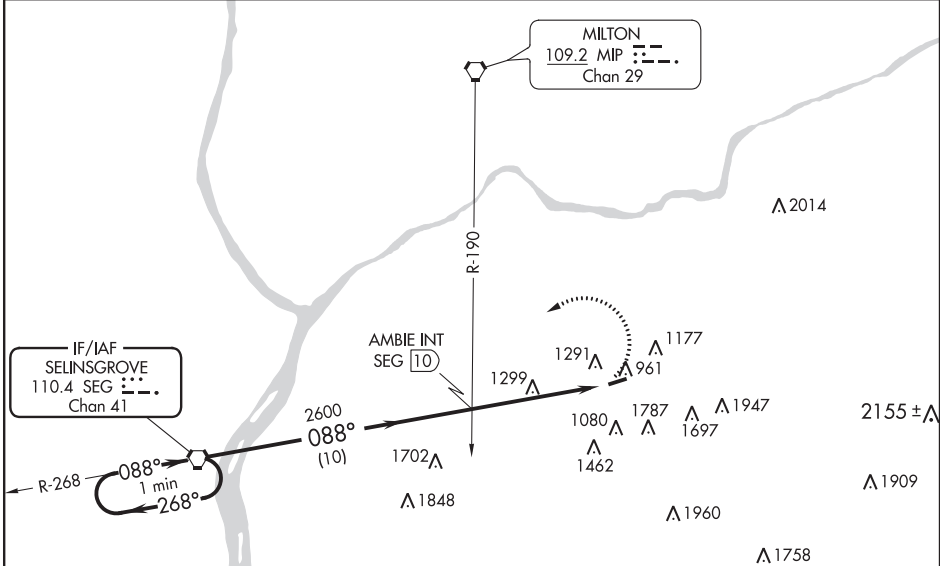
|                                              |                        |                                                                        |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VORTAC SEG<br><b>110.4</b><br>Chan <b>41</b> | APP CRS<br><b>088°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>3297</b><br><b>879</b><br><b>881</b> |
|----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR RWY 8**  
NORTHUMBERLAND COUNTY (N79)

**⚠** When local altimeter setting not received, use Selinsgrove altimeter setting and increase all MDA 100 feet. Procedure NA at night.  
**⚠ NA** Helicopter visibility reduction below 1 SM NA.

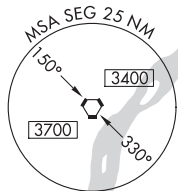
MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

|                          |                                            |                               |                |
|--------------------------|--------------------------------------------|-------------------------------|----------------|
| AWOS-3<br><b>119.175</b> | HARRISBURG APP CON<br><b>118.25 269.45</b> | UNICOM<br><b>122.8</b> (CTAF) | <b>121.8 0</b> |
|--------------------------|--------------------------------------------|-------------------------------|----------------|



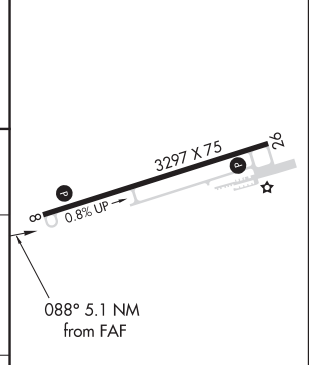
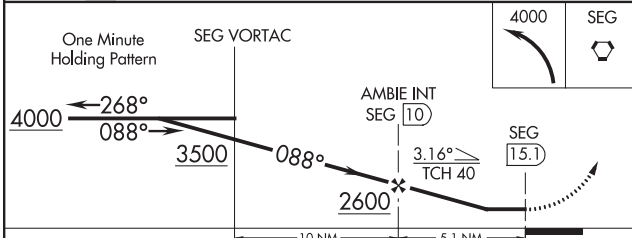
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



NoPT for arrivals on SEG VORTAC airway radials 204 and 287 CW 320.

|          |          |
|----------|----------|
| ELEV 881 | TDZE 879 |
|----------|----------|



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| S-8      | 1980-1¼<br>1101 (1200-1¼) | 1980-1½<br>1101 (1200-1½) | 1980-3<br>1101 (1200-3) | NA |
| CIRCLING | 1980-1¼<br>1099 (1100-1¼) | 1980-1½<br>1099 (1100-1½) | 1980-3<br>1099 (1100-3) | NA |

|                    |                          |
|--------------------|--------------------------|
| MRL Rwy 8-26 0     |                          |
| REIL Rwys 8 and 26 |                          |
| FAF to MAP 5.1 NM  |                          |
| Knots              | 60 90 120 150 180        |
| Min:Sec            | 5:06 3:24 2:33 2:02 1:42 |

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>66005</b><br><b>W07A</b> | APP CRS<br><b>066°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>2275</b><br><b>2275</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

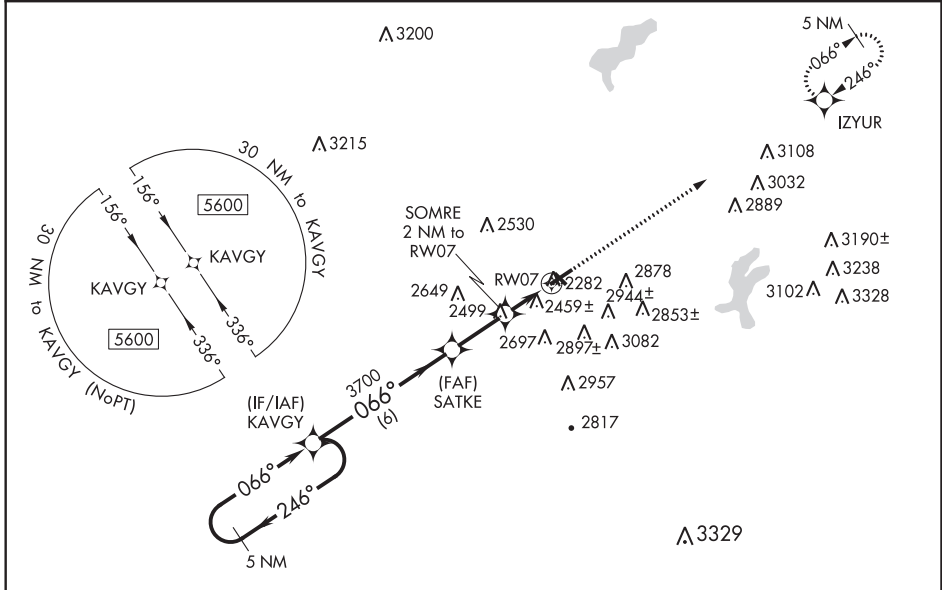
# RNAV (GPS) RWY 7

SOMERSET COUNTY (2G9)

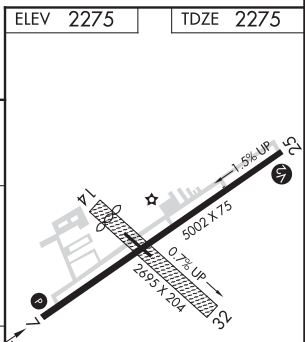
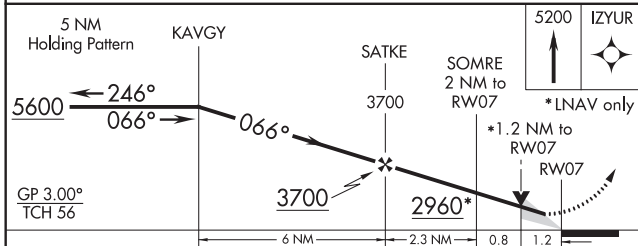
**NA** Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Night landing; Rwy 25 NA. Circling to Rwy 14-32 NA. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 5200 direct IZYUR and hold.

|                         |                                           |                               |
|-------------------------|-------------------------------------------|-------------------------------|
| AWOS-3P<br><b>133.8</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|-------------------------|-------------------------------------------|-------------------------------|



|      |      |      |      |
|------|------|------|------|
| ELEV | 2275 | TDZE | 2275 |
|------|------|------|------|



| CATEGORY        | A                     | B                     | C                       | D                       |
|-----------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA          |                       | 2525-3/4              | 250 (300-3/4)           |                         |
| LNAV/VNAV DA    |                       | 2640-1 1/8            | 365 (400-1 1/8)         |                         |
| LNAV MDA        | 2720-1                | 445 (500-1)           | 2720-1 3/8              | 445 (500-1 1/8)         |
| <b>CIRCLING</b> | 2820-1<br>545 (600-1) | 2920-1<br>645 (700-1) | 3460-3<br>1185 (1200-3) | 3520-3<br>1245 (1300-3) |

MIRL Rwy 7-25  
REIL Rwy 7 and 25

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 25

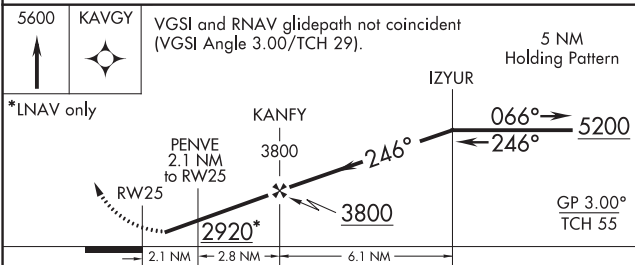
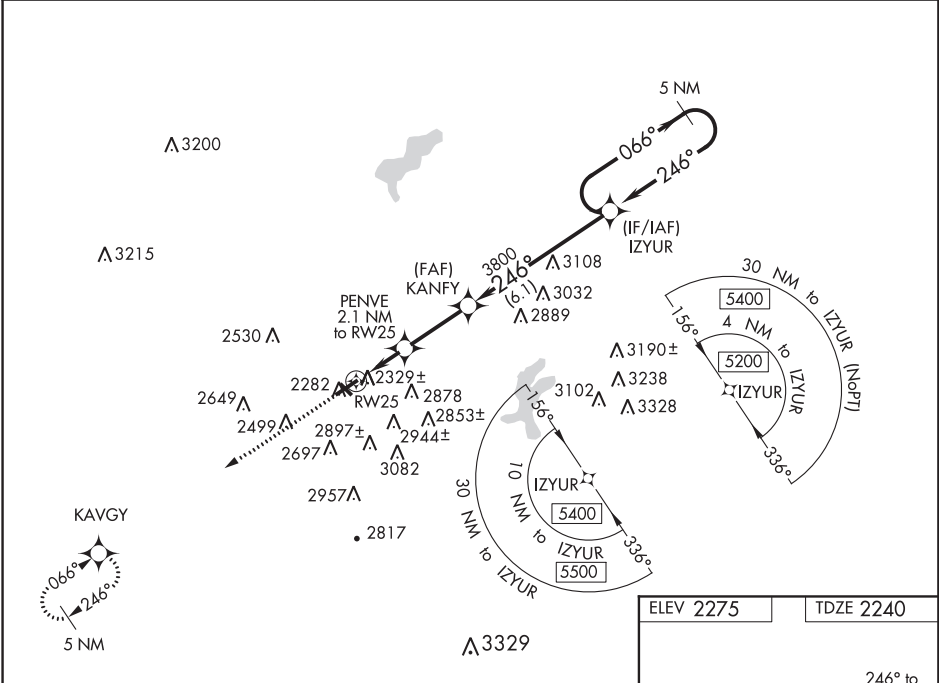
SOMERSET COUNTY (2G9)

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>82205</b><br><b>W25A</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>2240</b><br><b>2275</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

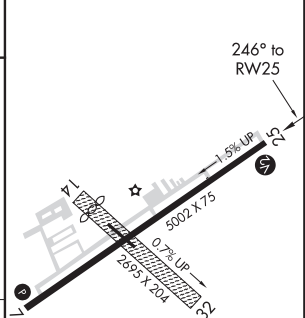
**⚠ NA** Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile and increase LNAV Cat C/D visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 5600 direct KAVGY and hold.

|                         |                                           |                                 |
|-------------------------|-------------------------------------------|---------------------------------|
| AWOS-3P<br><b>133.8</b> | JOHNSTOWN APP CON *<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------|-------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 2275 | TDZE 2240 |
|-----------|-----------|



| CATEGORY     | A           | B           | C             | D             |
|--------------|-------------|-------------|---------------|---------------|
| LPV DA       |             | 2490-1      | 250 (300-1)   |               |
| LNAV/VNAV DA |             | 2583-1¼     | 343 (400-1¼)  |               |
| LNAV MDA     |             | 2580-1      | 340 (400-1)   |               |
| CIRCLING     | 2820-1      | 2920-1      | 3460-3        | 3520-3        |
|              | 545 (600-1) | 645 (700-1) | 1185 (1200-3) | 1245 (1300-3) |

MIRL Rwy 7-25  
REIL Rws 7 and 25

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                             |                                           |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-SOZ<br><b>108.7</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>2240</b><br><b>2275</b> |
|---------------------------|------------------------|-----------------------------|-------------------------------------------|

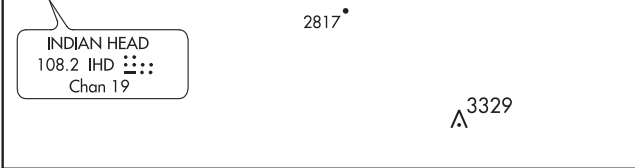
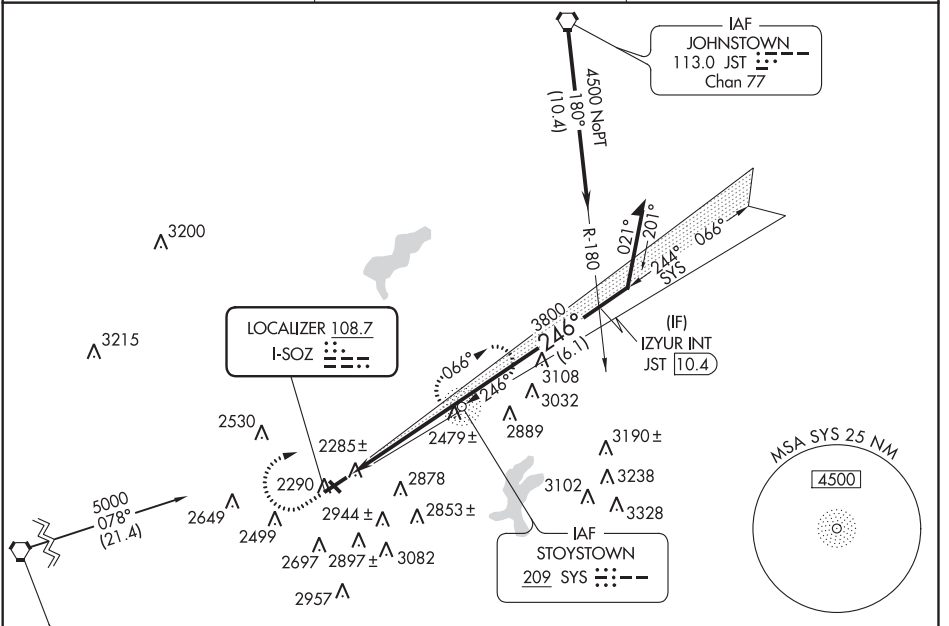
# LOC RWY 25

SOMERSET COUNTY (2G9)

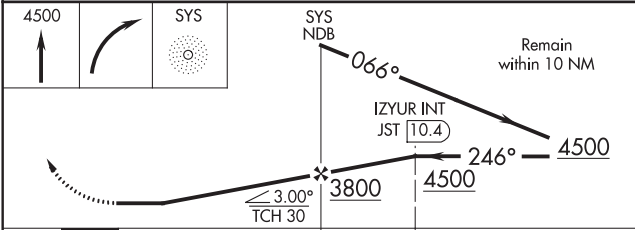
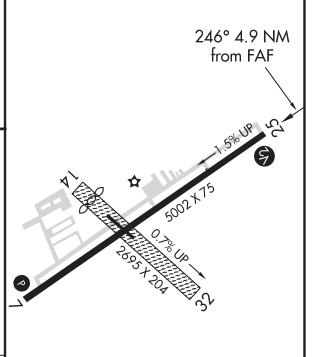
**NA** When local altimeter setting not received, use Johnstown altimeter setting and increase all MDA 60 feet, increase S-25 Cat C and D visibility ¼ mile. Circling to Rwy 14/32 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. ADF required

**MISSED APPROACH:** Climb to 4500 then right turn direct SYS NDB and hold.

|                         |                                           |                               |
|-------------------------|-------------------------------------------|-------------------------------|
| AWOS-3P<br><b>133.8</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|-------------------------|-------------------------------------------|-------------------------------|



|           |           |
|-----------|-----------|
| ELEV 2275 | TDZE 2240 |
|-----------|-----------|



| CATEGORY          | A                     | B                     | C                       | D                       |
|-------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-25              | 2700-1                | 460 (500-1)           | 2700-1¼<br>460 (500-1¼) | 2700-1½<br>460 (500-1½) |
| <b>C</b> CIRCLING | 2820-1<br>545 (600-1) | 2940-1<br>665 (700-1) | 3460-3<br>1185 (1200-3) | 3520-3<br>1245 (1300-3) |

|                    |      |      |      |      |      |
|--------------------|------|------|------|------|------|
| MIRL Rwy 7-25      |      |      |      |      |      |
| REIL Rwys 7 and 25 |      |      |      |      |      |
| FAF to MAP 4.9 NM  |      |      |      |      |      |
| Knots              | 60   | 90   | 120  | 150  | 180  |
| Min:Sec            | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

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NE-4, 10 NOV 2016 to 05 JAN 2017



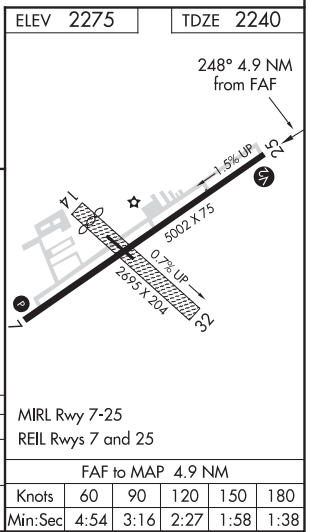
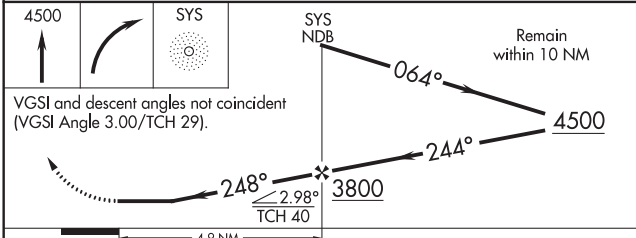
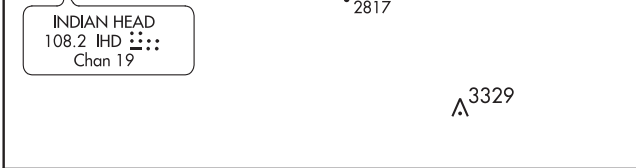
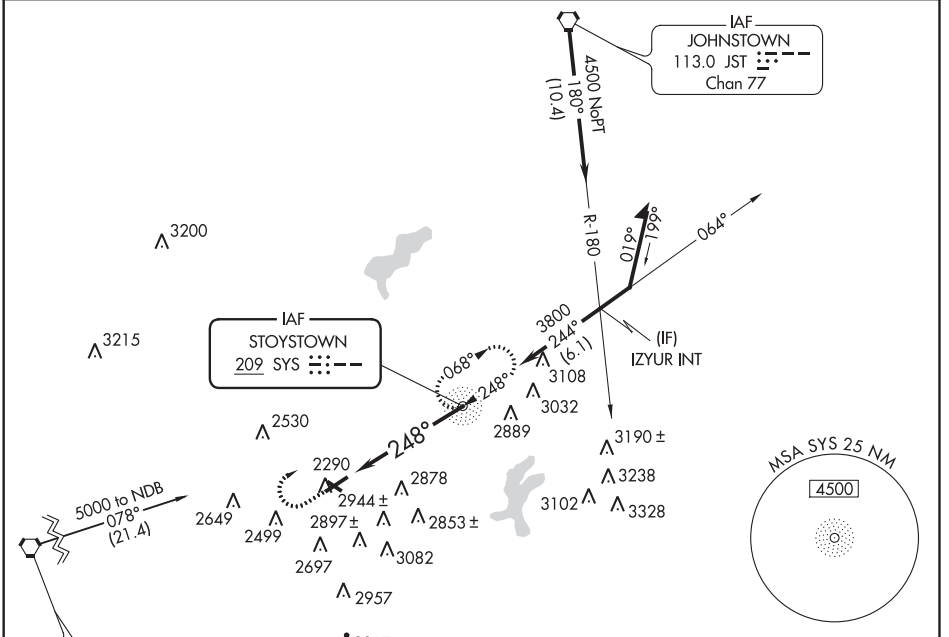
|                       |                        |                             |                                           |
|-----------------------|------------------------|-----------------------------|-------------------------------------------|
| NDB SYS<br><b>209</b> | APP CRS<br><b>248°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>2240</b><br><b>2275</b> |
|-----------------------|------------------------|-----------------------------|-------------------------------------------|

**NDB RWY 25**  
SOMERSET COUNTY (2G9)

**▽** When local altimeter setting not received, use Johnstown altimeter setting and increase all MDA 60 feet. Circling to Rwy 14/32 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**△ NA** MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

|                         |                                           |                                 |
|-------------------------|-------------------------------------------|---------------------------------|
| AWOS-3P<br><b>133.8</b> | JOHNSTOWN APP CON ★<br><b>121.2 299.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------|-------------------------------------------|---------------------------------|



| CATEGORY          | A                         | B                         | C                       | D                       |
|-------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-25              | 3240-1¼<br>1000 (1000-1¼) | 3240-1½<br>1000 (1000-1½) | 3240-3                  | 1000 (1000-3)           |
| <b>C</b> CIRCLING | 3240-1¼<br>965 (1000-1¼)  | 3240-1½<br>965 (1000-1½)  | 3460-3<br>1185 (1200-3) | 3520-3<br>1245 (1300-3) |

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                         |                        |                                                               |
|-----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAAS<br>CH <b>93632</b><br><b>W10A</b> | APP CRS<br><b>100°</b> | Rwy Idg <b>4549</b><br>TDZE <b>928</b><br>Apt Elev <b>928</b> |
|-----------------------------------------|------------------------|---------------------------------------------------------------|

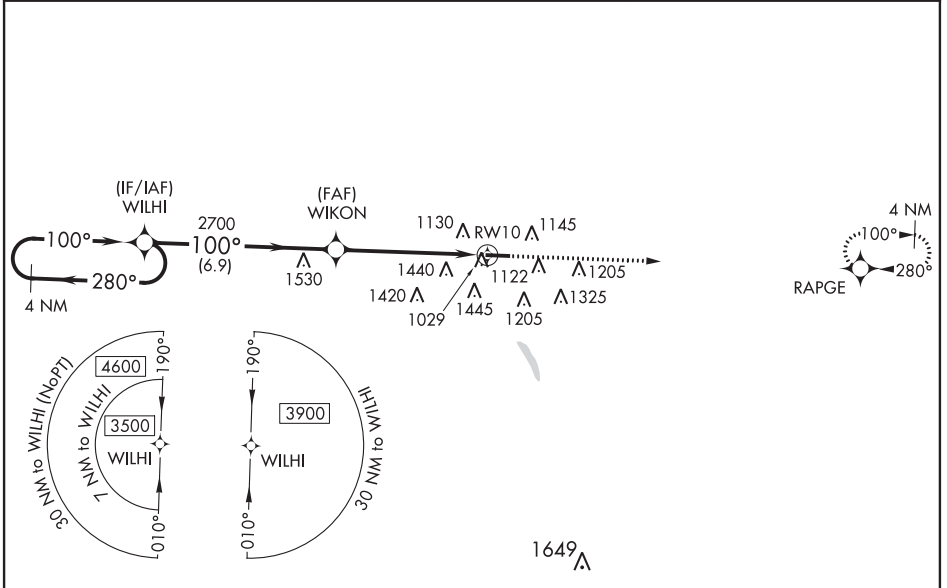
# RNAV (GPS) RWY 10

BOGGS FIELD (USW)

**⚠** Circling to Rwy 28 NA at night. Baro-VNAV NA when using Charleston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°F) or above 54°C (130°F).  
**⚠ NA** When local altimeter setting not received, use Charleston altimeter setting and increase all DA 75 feet and all MDA 80 feet. Increase LPV all Cats visibility 1/8 mile, LNAV Cat B visibility 1/4 mile, Cat C/D visibility 1/2 mile and Circling Cat B/C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Charleston altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 3200 direct RAPGE and hold.

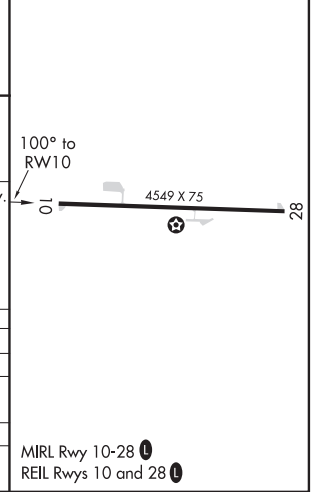
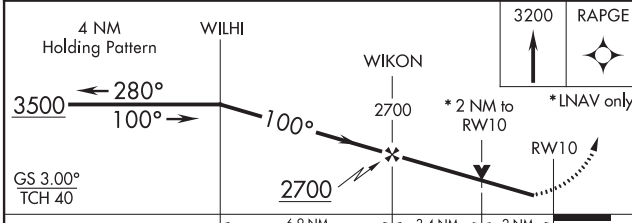
|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>118.575</b> | CHARLESTON APP CON<br><b>124.1 269.125</b> | UNICOM<br><b>122.725 (CTAF)</b> |
|--------------------------|--------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 928 | TDZE 928 |
|----------|----------|



| CATEGORY     | A      | B           | C                             | D                             |
|--------------|--------|-------------|-------------------------------|-------------------------------|
| LPV DA       |        | 1178-1      | 250 (300-1)                   |                               |
| LNAV/VNAV DA |        | 1661-3      | 733 (800-3)                   |                               |
| LNAV MDA     | 1620-1 | 692 (700-1) | 1620-2                        | 692 (700-2)                   |
| CIRCLING     | 1620-1 | 692 (700-1) | 1760-2 1/2<br>832 (900-2 1/2) | 1760-2 3/4<br>832 (900-2 3/4) |

MIRL Rwy 10-28  
REIL Rwy 10 and 28

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

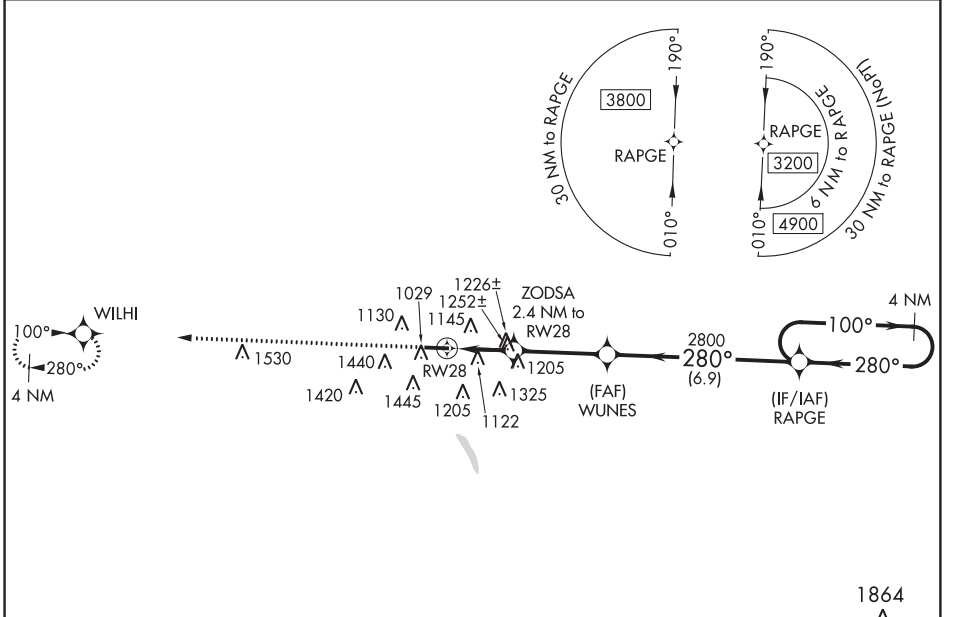
14261

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>62928</b><br><b>W28A</b> | APP CRS<br><b>280°</b> | Rwy Idg <b>4549</b><br>TDZE <b>928</b><br>Apt Elev <b>928</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

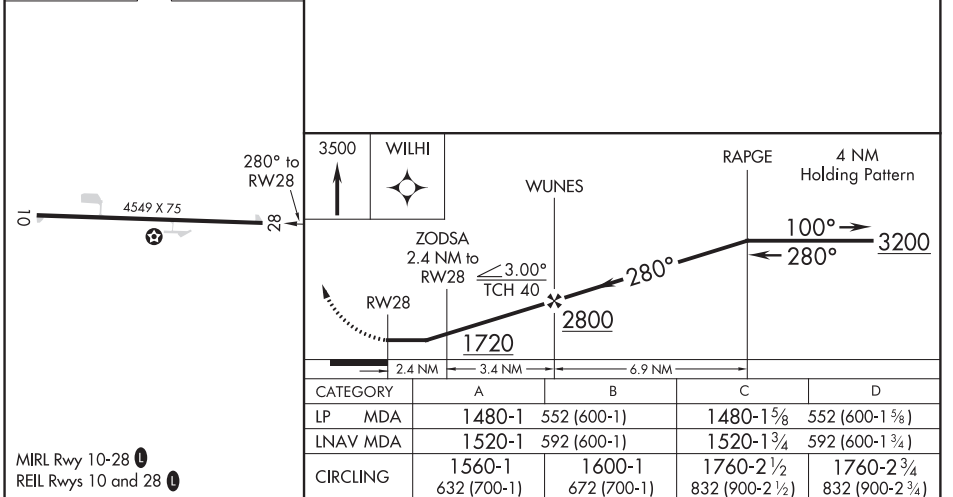
# RNAV (GPS) RWY 28

BOGGS FIELD (USW)

|                                                                                                                                                                                                                                                                                                          |                                                    |                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------|
| <p><b>▼</b> When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet, LP and LNAV Cats C and D visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.</p> |                                                    | <p>MISSED APPROACH: Climb to 3500 direct WILHI and hold.</p> |
| <p>AWOS-3<br/><b>118.575</b></p>                                                                                                                                                                                                                                                                         | <p>CHARLESTON APP CON<br/><b>124.1 269.125</b></p> | <p>UNICOM<br/><b>122.725 (CTAF)</b></p>                      |



|          |          |
|----------|----------|
| ELEV 928 | TDZE 928 |
|----------|----------|



| CATEGORY | A                     | B                     | C                             | D                             |
|----------|-----------------------|-----------------------|-------------------------------|-------------------------------|
| LP MDA   | 1480-1                | 552 (600-1)           | 1480-1 5/8                    | 552 (600-1 5/8)               |
| LNAV MDA | 1520-1                | 592 (600-1)           | 1520-1 3/4                    | 592 (600-1 3/4)               |
| CIRCLING | 1560-1<br>632 (700-1) | 1600-1<br>672 (700-1) | 1760-2 1/2<br>832 (900-2 1/2) | 1760-2 3/4<br>832 (900-2 3/4) |

SPENCER, WEST VIRGINIA  
Amdt 1A 18SEP14

38°49'N-81°21'W

# RNAV (GPS) RWY 28

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                          |                        |                             |                                           |
|--------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC IUNV<br><b>111.7</b> | APP CRS<br><b>244°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6701</b><br><b>1218</b><br><b>1231</b> |
|--------------------------|------------------------|-----------------------------|-------------------------------------------|

# ILS or LOC RWY 24

UNIVERSITY PARK (UNV)

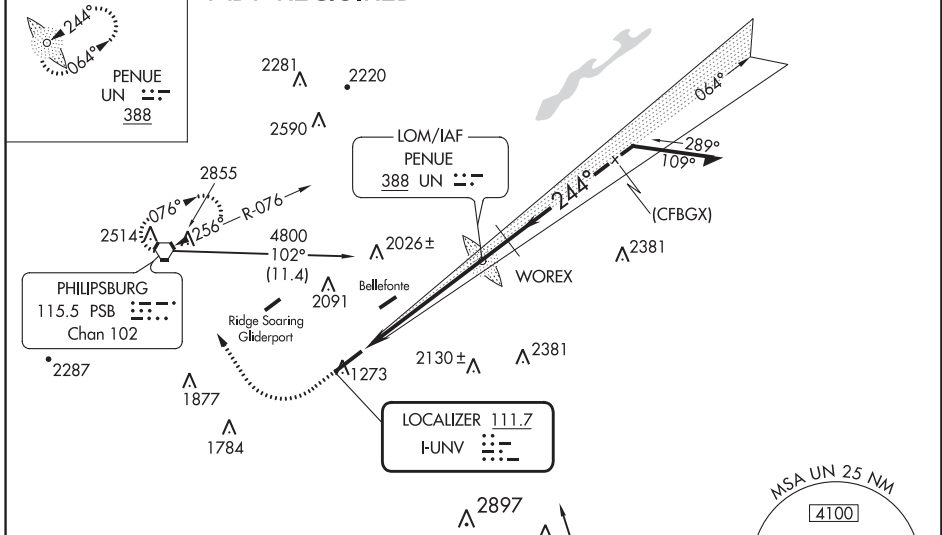
**⚠** Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting: increase S-ILS 24 DA to 1524 feet and all MDA 120 feet; increase S-ILS 24 all Cats visibility  $\frac{1}{8}$  SM and S-LOC 24 Cats C and D visibility  $\frac{3}{8}$  SM and Circling Cat D visibility  $\frac{1}{4}$  SM. For inop ALS when using Clearfield altimeter setting, increase S-ILS 24 all Cats visibility to  $\frac{1}{8}$  SM and S-LOC 24 Cat C/D visibility to  $\frac{1}{8}$  SM. For inop ALS, increase S-LOC 24 Cat C/D visibility to 1 SM.

**MALSR**  
 MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 direct PSB VORTAC and hold.

|                       |                                       |                                                     |                           |                            |                                                           |                         |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|
| ATIS<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNIVERSITY PARK ★<br><b>128.475</b> (CTAF) <b>0</b> | GND CON<br><b>119.625</b> | CLNC DEL<br><b>119.625</b> | NEW YORK CLNC DEL<br><b>118.55</b><br>(When tower closed) | UNICOM<br><b>122.95</b> |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|

ALTERNATE MISSED APCH FIX  
 PENUE UN **388**

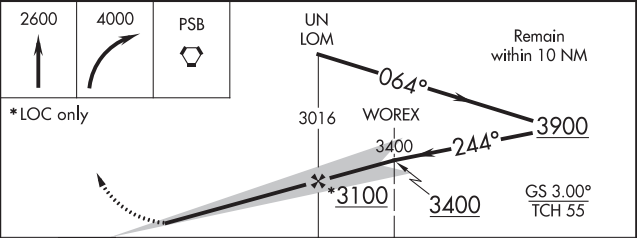
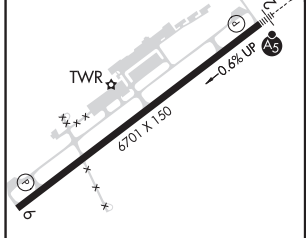
## ADF REQUIRED



|           |          |           |
|-----------|----------|-----------|
| ELEV 1231 | <b>D</b> | TDZE 1218 |
|-----------|----------|-----------|

244° 5.5 NM from FAF

Procedure NA for arrivals at RASHE INT on V106 southwest bound.



|                     |                        |                       |                         |                       |      |
|---------------------|------------------------|-----------------------|-------------------------|-----------------------|------|
| REIL Rwy 6 <b>0</b> | HIRL Rwy 6-24 <b>0</b> | FAF to MAP 5.5 NM     |                         |                       |      |
| Knots               | 60                     | 90                    | 120                     | 150                   | 180  |
| Min:Sec             | 5:30                   | 3:40                  | 2:45                    | 2:12                  | 1:50 |
| <b>C</b> CIRCLING   | 1640-1<br>409 (500-1)  | 1700-1<br>469 (500-1) | 1700-1½<br>469 (500-1½) | 1800-2<br>569 (600-2) |      |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>87109</b><br><b>W06A</b> | APP CRS<br><b>064°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6701</b><br><b>1231</b><br><b>1231</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

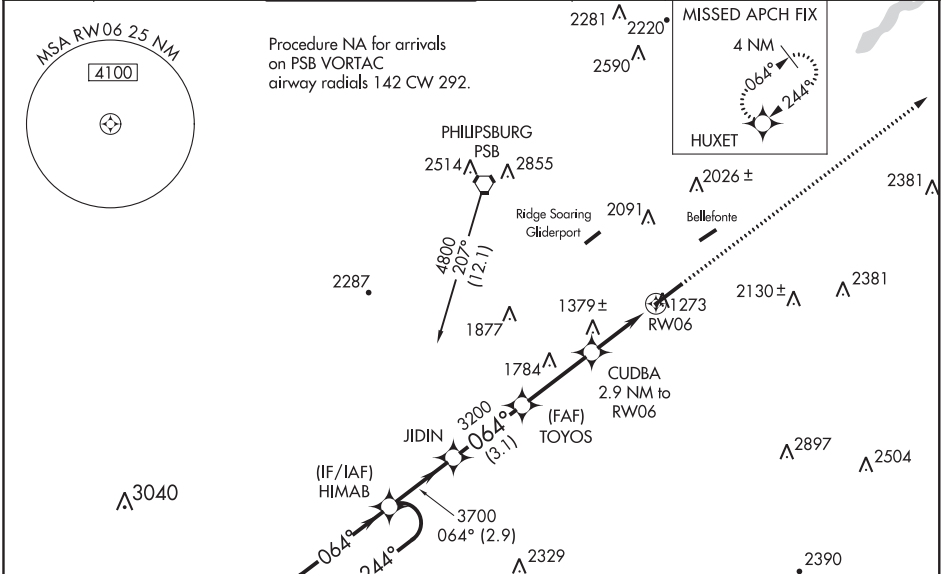
# RNAV (GPS) RWY 6

UNIVERSITY PARK (UNV)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**⚠** Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.  
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting:  
 increase LPV DA to 1537, LNAV/VNAV DA to 1626, and all MDA 120 feet; increase LPV all Cats and  
 Circling Cat D visibility ¼ SM; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅓  
 SM.

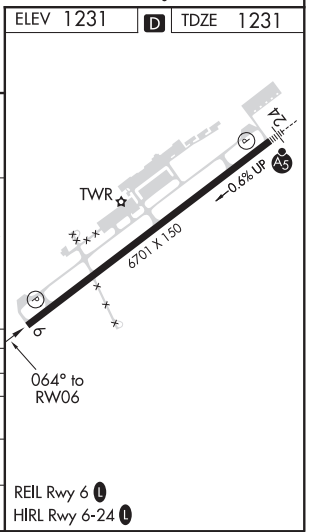
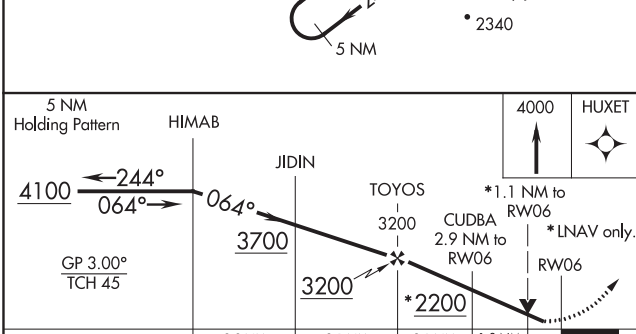
**MISSED APPROACH:**  
 Climb to 4000 direct  
 HUXET and hold.

|                       |                                       |                                                     |                           |                            |                                                           |                         |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|
| ATIS<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | UNIVERSITY PARK ★<br><b>128.475</b> (CTAF) <b>0</b> | GND CON<br><b>119.625</b> | CLNC DEL<br><b>119.625</b> | NEW YORK CLNC DEL<br><b>118.55</b><br>(When tower closed) | UNICOM<br><b>122.95</b> |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY          | A                     | B                     | C                       | D                     |
|-------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA            |                       | 1431-¾                | 200 (200-¾)             |                       |
| LNAV/VNAV DA      |                       | 1520-1                | 289 (300-1)             |                       |
| LNAV MDA          | 1640-1                | 409 (500-1)           | 1640-1⅛                 | 409 (500-1⅛)          |
| <b>C</b> CIRCLING | 1640-1<br>409 (500-1) | 1700-1<br>469 (500-1) | 1700-1½<br>469 (500-1½) | 1800-2<br>569 (600-2) |

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>61309</b><br><b>W24A</b> | APP CRS<br><b>244°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6701</b><br><b>1218</b><br><b>1231</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 24

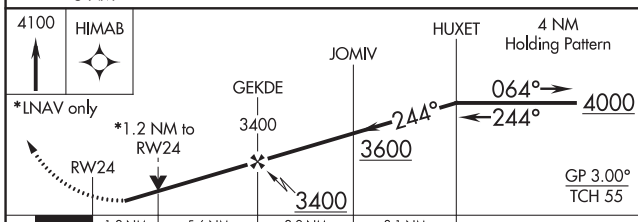
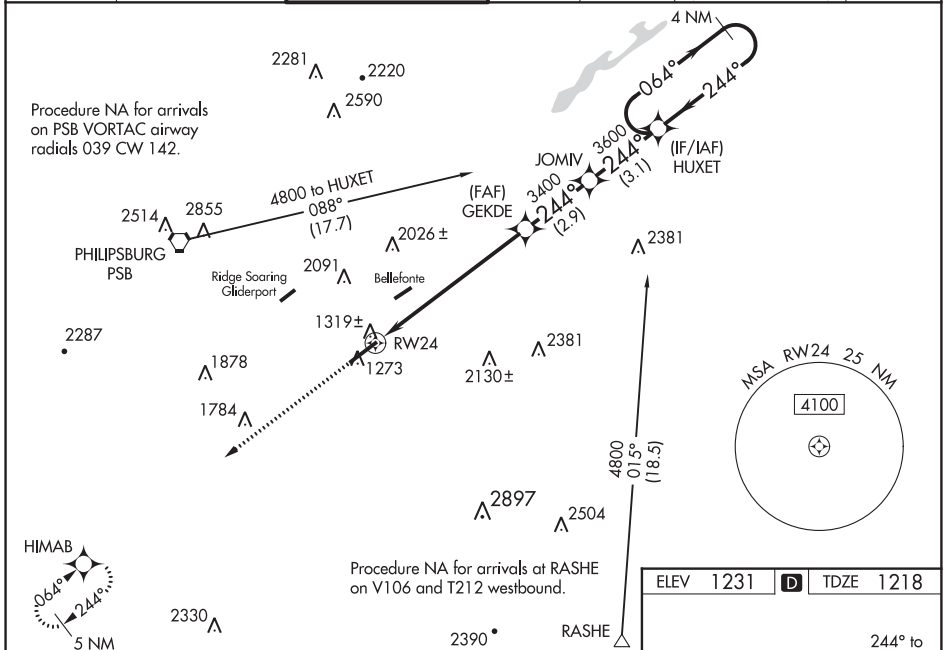
UNIVERSITY PARK (UNV)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Clearfield altimeter setting.  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1524 and LNAV/VNAV DA to 1632 and all MDA 120 feet; increase LPV all Cats visibility and Circling Cat C visibility 1/8 SM, and increase LNAV/VNAV all Cats visibility 3/8 SM, and LNAV Cat C and D and Circling Cat D visibility 1/4 SM.  
 For inop ALS when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 1/8 SM. Circling NA NW of Rwy 6-24. For inop ALS, increase LNAV Cat C/D visibility to 1 1/8 SM.

**MALSR**

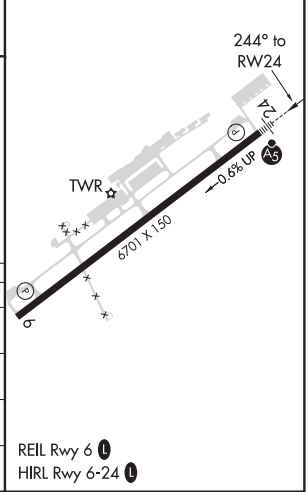
**MISSED APPROACH:**  
Climb to 4100 direct HIMAB and hold.

|                              |                                              |                                                            |                                  |                                   |                                                                  |                                |
|------------------------------|----------------------------------------------|------------------------------------------------------------|----------------------------------|-----------------------------------|------------------------------------------------------------------|--------------------------------|
| <b>ATIS</b><br><b>127.65</b> | <b>NEW YORK CENTER</b><br><b>134.8 338.3</b> | <b>UNIVERSITY PARK *</b><br><b>128.475</b> (CTAF) <b>0</b> | <b>GND CON</b><br><b>119.625</b> | <b>CLNC DEL</b><br><b>119.625</b> | <b>NEW YORK CLNC DEL</b><br><b>118.55</b><br>(When tower closed) | <b>UNICOM</b><br><b>122.95</b> |
|------------------------------|----------------------------------------------|------------------------------------------------------------|----------------------------------|-----------------------------------|------------------------------------------------------------------|--------------------------------|



| CATEGORY          | A                     | B                     | C                             | D                     |
|-------------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA            |                       | 1418-1/2              | 200 (200-1/2)                 |                       |
| LNAV/VNAV DA      |                       | 1526-5/8              | 308 (300-3/8)                 |                       |
| LNAV MDA          | 1620-1/2              | 402 (400-1/2)         | 1620-3/4                      | 402 (400-3/4)         |
| <b>C</b> CIRCLING | 1640-1<br>409 (500-1) | 1700-1<br>469 (500-1) | 1700-1 1/2<br>469 (500-1 1/2) | 1800-2<br>569 (600-2) |

|           |          |           |
|-----------|----------|-----------|
| ELEV 1231 | <b>D</b> | TDZE 1218 |
|-----------|----------|-----------|



REIL Rwy 6 **0**  
HIRL Rwy 6-24 **0**

NE-4, 10 NOV 2016 to 05 JAN 2017

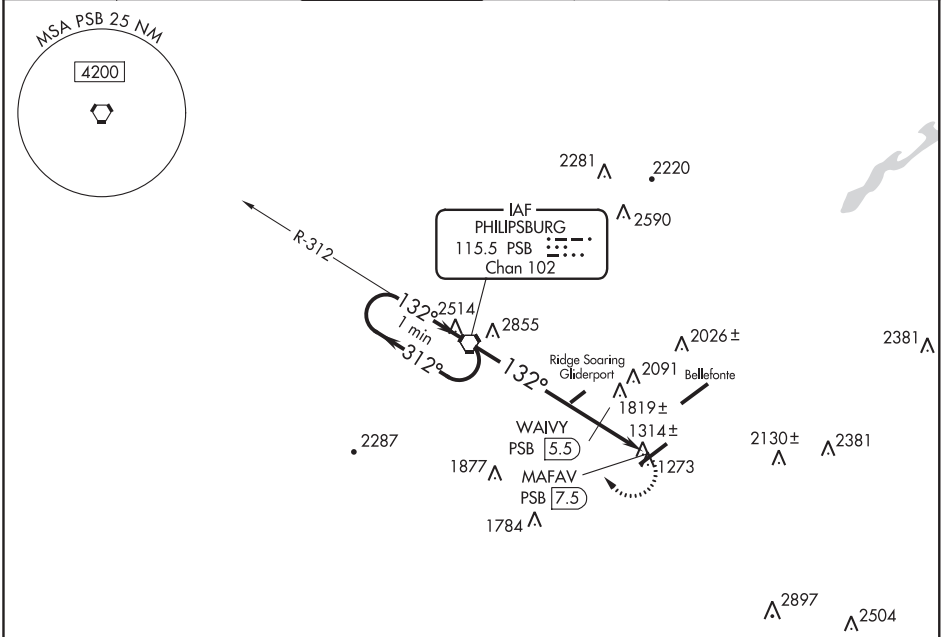
NE-4, 10 NOV 2016 to 05 JAN 2017

|                                               |                        |                             |                                         |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| VORTAC PSB<br><b>115.5</b><br>Chan <b>102</b> | APP CRS<br><b>132°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1239</b> |
|-----------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

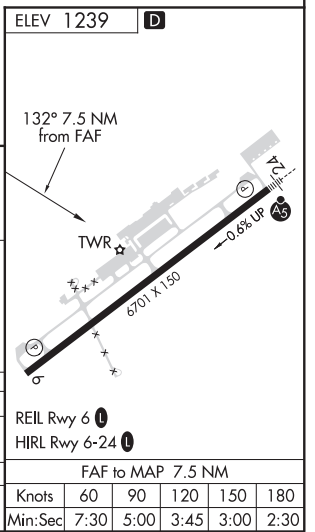
**VOR-B**  
UNIVERSITY PARK (UNV)

|                                                                                                                                                                                                                                                |                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <p><b>⚠</b> Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.</p> | <p><b>MISSED APPROACH:</b><br/>Climbing right turn to 4000 direct PSB VORTAC and hold.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|

|                       |                                       |                                                     |                           |                            |                                                           |                         |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|
| ATIS<br><b>127.65</b> | NEW YORK CENTER<br><b>134.8 338.3</b> | <b>UNIVERSITY PARK ★</b><br><b>128.475 (CTAF) 0</b> | GND CON<br><b>119.625</b> | CLNC DEL<br><b>119.625</b> | NEW YORK CLNC DEL<br><b>118.55</b><br>(When lower closed) | UNICOM<br><b>122.95</b> |
|-----------------------|---------------------------------------|-----------------------------------------------------|---------------------------|----------------------------|-----------------------------------------------------------|-------------------------|



|                                                |                           |                           |        |               |              |
|------------------------------------------------|---------------------------|---------------------------|--------|---------------|--------------|
| One Minute Holding Pattern                     |                           | PSB VORTAC                |        | 4000 PSB      |              |
| 4000 ← 312°                                    |                           | → 132°                    |        | *2680         |              |
| *2800 when using Clearfield altimeter setting. |                           | 5.5 NM                    |        | 2 NM          |              |
| CATEGORY                                       | A                         | B                         | C      | D             |              |
| CIRCLING                                       | 2680-1¼<br>1441 (1500-1¼) | 2680-1½<br>1441 (1500-1½) | 2680-3 | 1441 (1500-3) |              |
| WAIVY FIX MINIMUMS                             |                           |                           |        |               |              |
| CIRCLING                                       | 1960-1                    | 721 (800-1)               | 1960-2 | 1960-2¼       | 721 (800-2¼) |



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# AIRPORT DIAGRAM

AL-5240 (FAA)

UNIVERSITY PARK (UNV)  
STATE COLLEGE, PENNSYLVANIA

ATIS  
 127.65  
 UNIVERSITY PARK ★  
 128.475  
 GND CON  
 119.625  
 CLNC DEL  
 119.625  
 118.55 (When Tower Closed)

**D**

|                       |
|-----------------------|
| FIELD<br>ELEV<br>1231 |
|-----------------------|

40°51.5'N

HANGARS

GA  
TERMINAL

FBO

DE-ICING  
APRON

A  
 -0.6%UP  
 ELEV  
 1192

TWR

TERMINAL

AIR CARRIER  
APRON

6701 X 150

JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W

ELEV  
1231

RWY 06-24  
 PCN 44 F/B/X/U  
 S-50, D-110

40°50.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

77°51.5'W

77°50.5'W

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NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

STATE COLLEGE, PENNSYLVANIA  
UNIVERSITY PARK (UNV)



STERLING, PENNSYLVANIA

AL-9374 (FAA)

13290

|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>232°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1729</b> |
|------------------------|-----------------------------|-----------------------------------------|

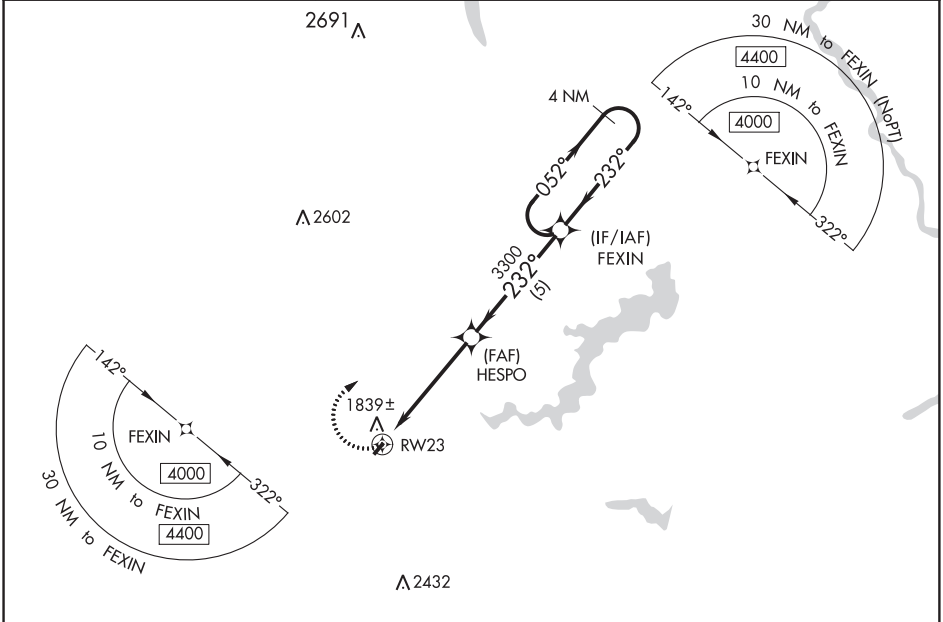
# RNAV (GPS)-A

SPRING HILL (70N)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Use Mount Pocono altimeter setting; when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 100 feet and Cat B visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

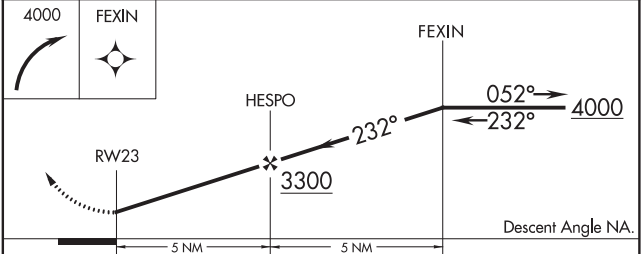
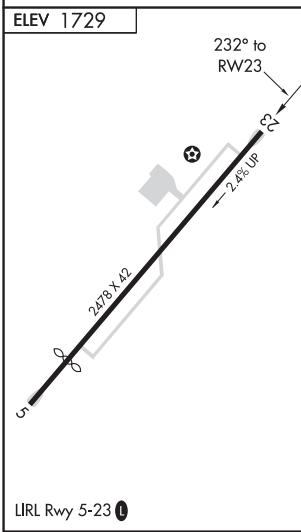
**▲ NA** MISSED APPROACH: Climbing right turn to 4000 direct FEXIN and hold.

|                                     |                                            |                   |
|-------------------------------------|--------------------------------------------|-------------------|
| MOUNT POCONO ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CTAF <b>122.9</b> |
|-------------------------------------|--------------------------------------------|-------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY          | A                       | B                       | C  | D |
|-------------------|-------------------------|-------------------------|----|---|
| <b>C</b> CIRCLING | 2600-1¼<br>871 (900-1¼) | 2620-1¼<br>891 (900-1¼) | NA |   |

STERLING, PENNSYLVANIA  
Amdt 1 17OCT13

41°21'N-75°25'W

SPRING HILL (70N)  
**RNAV (GPS)-A**

|                |             |          |             |
|----------------|-------------|----------|-------------|
| VORTAC LVZ     | APP CRS     | Rwy Idg  | N/A         |
| <b>111.6</b>   | <b>080°</b> | TDZE     | N/A         |
| Chan <b>53</b> |             | Apt Elev | <b>1729</b> |

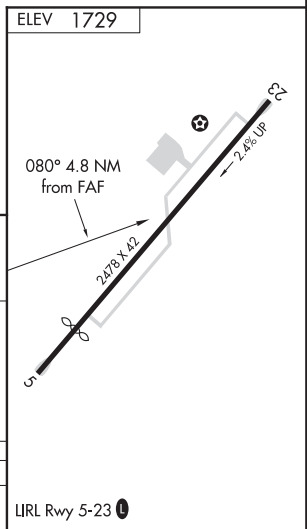
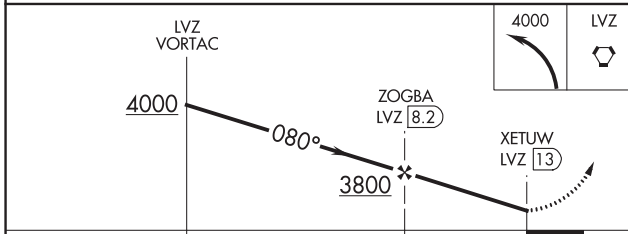
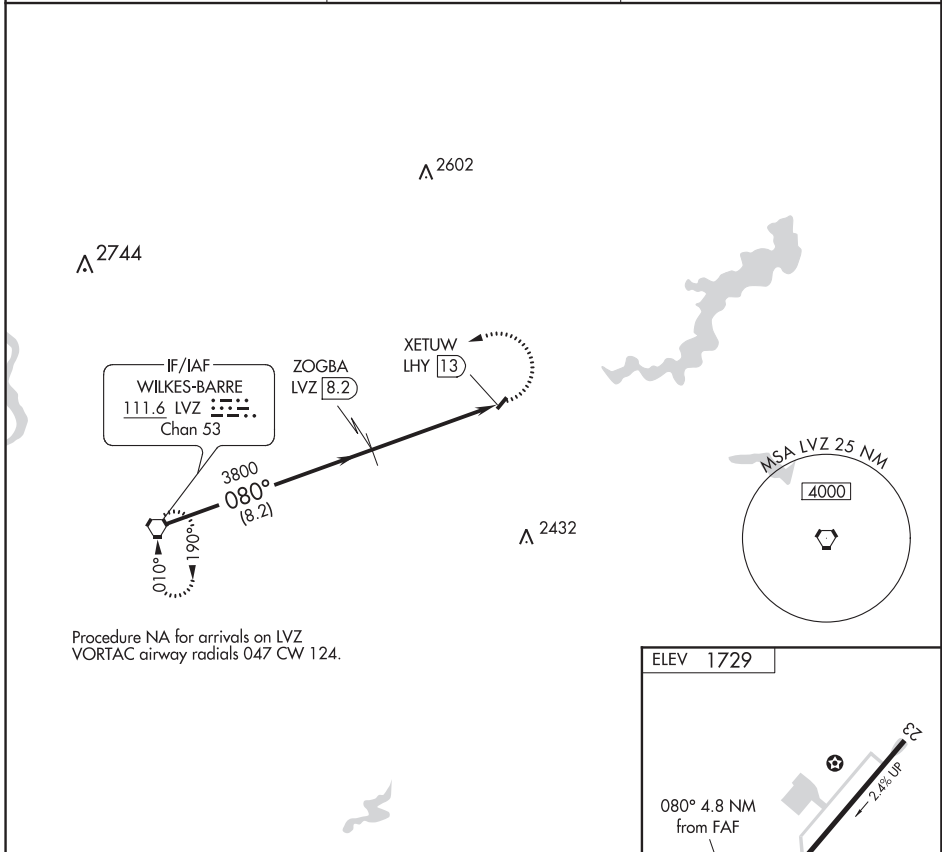
# VOR/DME-B

SPRING HILL (70N)

**⚠** Procedure NA at night. Use Mount Pocono altimeter setting, when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 100 feet and Cat B Circling visibility ½ mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 4000 direct LVZ VORTAC and hold.

|                                     |                                            |                               |
|-------------------------------------|--------------------------------------------|-------------------------------|
| MOUNT POCONO ASOS<br><b>120.275</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | CTAF <b>0</b><br><b>122.9</b> |
|-------------------------------------|--------------------------------------------|-------------------------------|



| CATEGORY          | A                       | B                       | C | D  |
|-------------------|-------------------------|-------------------------|---|----|
| <b>C</b> CIRCLING | 2600-1¼<br>871 (900-1¼) | 2620-1¼<br>891 (900-1¼) |   | NA |

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NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>45826</b><br><b>W04A</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3015</b><br><b>1820</b><br><b>1820</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

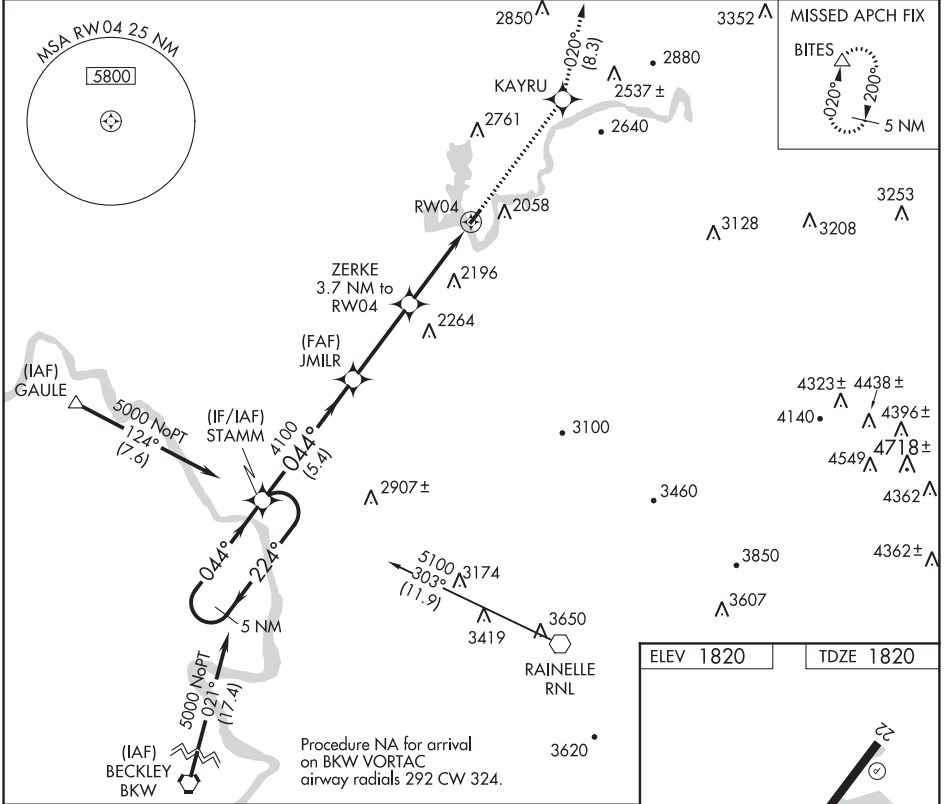
# RNAV (GPS) RWY 4

SUMMERSVILLE (SXL)

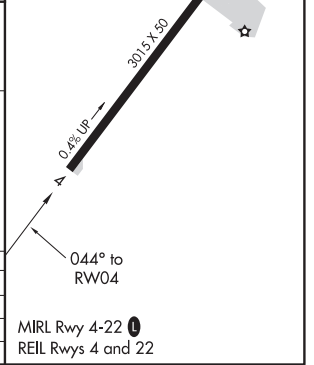
**V** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM  
**NA** NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 200 feet, increase LNAV Cat B and Circling Cats A and B visibility 1/4 mile.

MISSED APPROACH: Climb to 4500 direct KAYRU and on track 020° to BITES and hold.

|                                            |                                        |
|--------------------------------------------|----------------------------------------|
| CHARLESTON APP CON<br><b>119.2 269.125</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------------------------|----------------------------------------|



|                      |        |             |                      |        |         |
|----------------------|--------|-------------|----------------------|--------|---------|
| 5 NM Holding Pattern | STAMM  | JMILR       | ZERKE 3.7 NM to RW04 | RW04   | BITES   |
| 5000                 | 224°   | 044°        | 4100                 | 3020   | tr 020° |
| 5.4 NM               |        | 3.4 NM      |                      | 3.7 NM |         |
| CATEGORY             | A      | B           | C                    | D      |         |
| LP MDA               | 2340-1 | 520 (600-1) |                      |        | NA      |
| LNAV MDA             | 2420-1 | 600 (600-1) |                      |        | NA      |
| CIRCLING             | 2440-1 | 620 (700-1) |                      |        | NA      |



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# RNAV (GPS) RWY 20

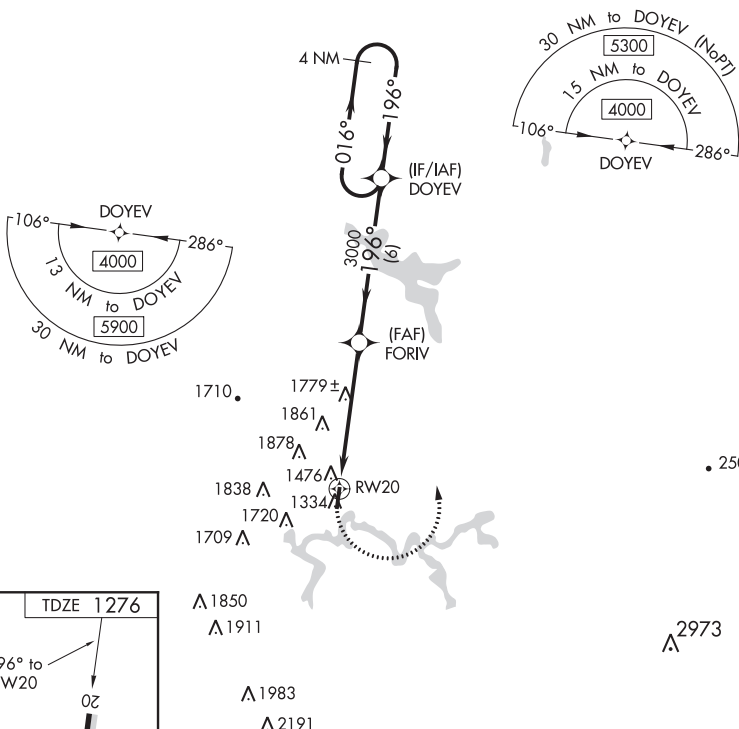
BRAXTON COUNTY (48I)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>196°</b> | Rwy Idg<br><b>3995</b>  |
|                        | TDZE<br><b>1276</b>     |
|                        | Apt Elev<br><b>1276</b> |

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. **⚠** NA When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 4000 direct DOYEV and hold.

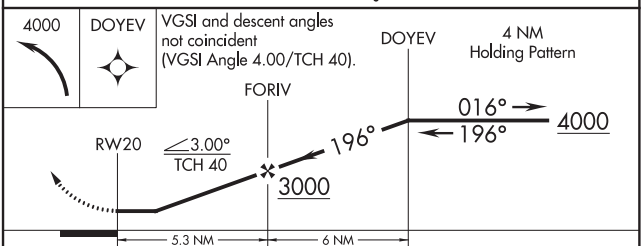
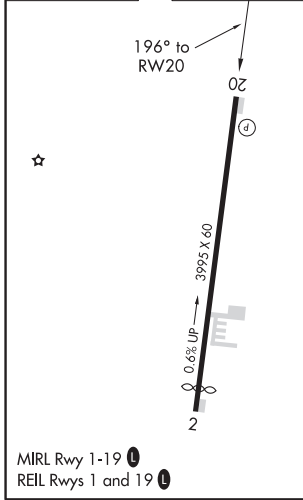
|                           |                                              |                        |
|---------------------------|----------------------------------------------|------------------------|
| AWOS-3P<br><b>118,225</b> | CLARKSBURG APP CON ★<br><b>121.15 284.65</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|----------------------------------------------|------------------------|



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|           |           |
|-----------|-----------|
| ELEV 1276 | TDZE 1276 |
|-----------|-----------|



| CATEGORY          | A                     | B                          | C                         | D  |
|-------------------|-----------------------|----------------------------|---------------------------|----|
| LNAV MDA          | 2060-1<br>784 (800-1) | 2060-1 ¼<br>784 (800-1 ¼)  | 2060-2 ½<br>784 (800-2 ½) | NA |
| <b>C</b> CIRCLING | 2060-1<br>784 (800-1) | 2240-1 ½<br>964 (1000-1 ½) | 2240-3<br>964 (1000-3)    | NA |

# RNAV (GPS) RWY 20

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>45639</b><br><b>W01A</b> | APP CRS<br><b>007°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4902</b><br><b>1571</b><br><b>1600</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 1

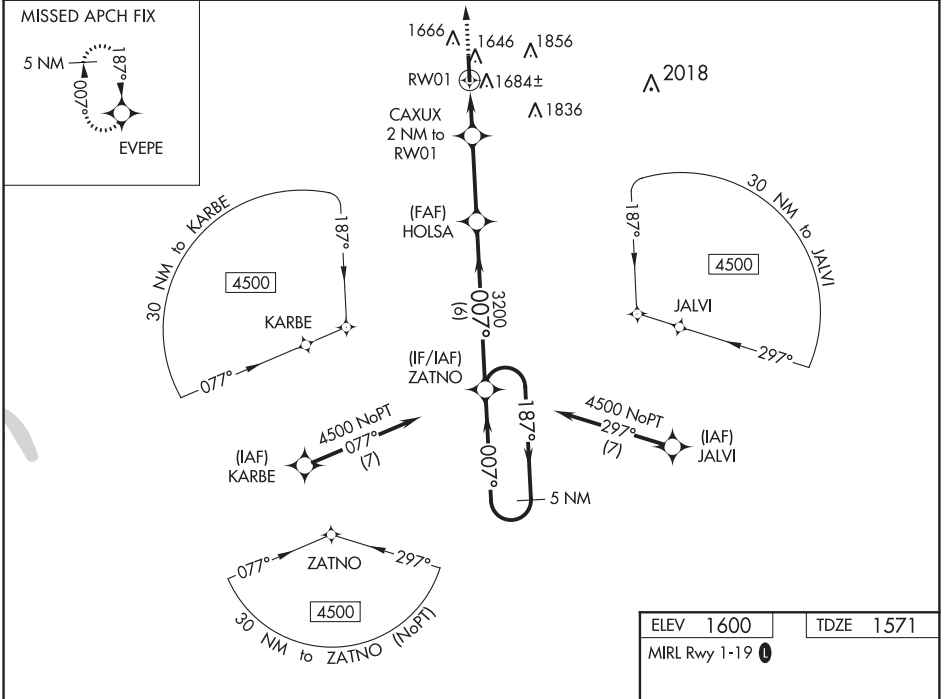
TITUSVILLE (6G1)

**▽** Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 1 NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase LPV DA to 1899, LNAV/VNAV DA to 1961 and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile.

**△** NA

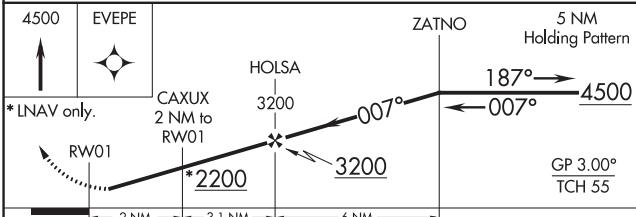
MISSED APPROACH:  
Climb to 4500 direct  
EVEPE and hold, continue  
climb-in-hold to 4500.

|                                   |                                             |                        |
|-----------------------------------|---------------------------------------------|------------------------|
| FRANKLIN AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | CTAF<br><b>122.9 0</b> |
|-----------------------------------|---------------------------------------------|------------------------|

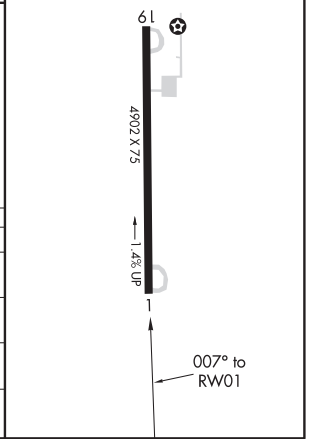


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NE-4, 10 NOV 2016 to 05 JAN 2017



|                 |           |
|-----------------|-----------|
| ELEV 1600       | TDZE 1571 |
| MIRL Rwy 1-19 0 |           |



| CATEGORY          | A      | B           | C                       | D                       |
|-------------------|--------|-------------|-------------------------|-------------------------|
| LPV DA            |        | 1864-1      | 293 (300-1)             |                         |
| LNAV/VNAV DA      |        | 1926-1¼     | 355 (400-1¼)            |                         |
| LNAV MDA          | 1980-1 | 409 (400-1) | 1980-1⅛                 | 409 (400-1⅛)            |
| <b>C</b> CIRCLING | 2100-1 | 500 (500-1) | 2200-1½<br>600 (600-1½) | 2280-2¼<br>680 (700-2¼) |

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>99738</b><br><b>W19A</b> | APP CRS<br><b>187°</b> | Rwy Idg <b>4902</b><br>TDZE <b>1600</b><br>Apt Elev <b>1600</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

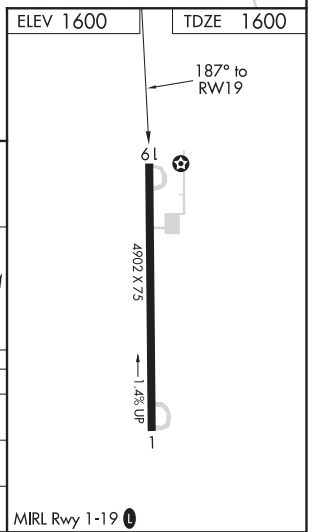
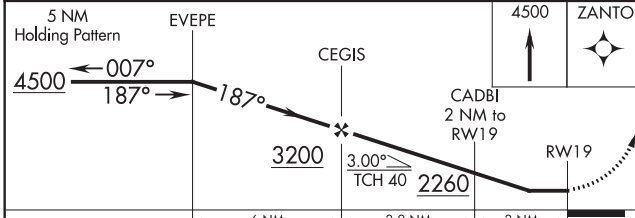
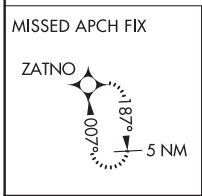
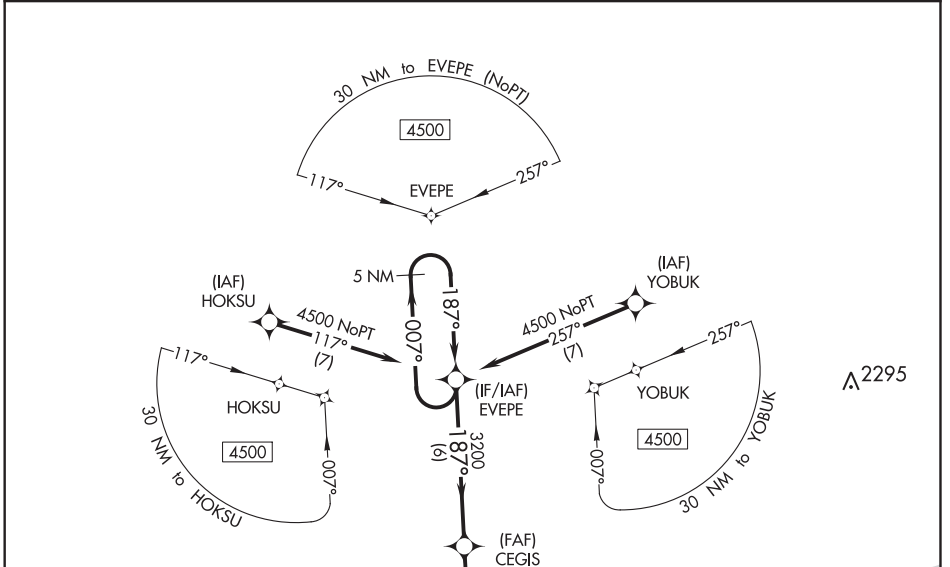
# RNAV (GPS) RWY 19

TITUSVILLE (6G1)

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase all MDA 40 feet; increase LP Cats C/D and Circling Cat C visibility 1/4 mile. Night landing: Rwy 1 NA.

**MISSED APPROACH:** Climb to 4500 direct ZATNO and hold.

|                                   |                                             |                      |
|-----------------------------------|---------------------------------------------|----------------------|
| FRANKLIN AWOS-3<br><b>118.175</b> | YOUNGSTOWN APP CON *<br><b>133.95 322.3</b> | CTAF<br><b>122.9</b> |
|-----------------------------------|---------------------------------------------|----------------------|



| CATEGORY          | A      | B           | C                             | D                             |
|-------------------|--------|-------------|-------------------------------|-------------------------------|
| LP MDA            | 2020-1 | 420 (500-1) | 2020-1 1/8                    | 420 (500-1 1/8)               |
| RNAV MDA          | 2080-1 | 480 (500-1) | 2080-1 3/8                    | 480 (500-1 3/8)               |
| <b>C</b> CIRCLING | 2100-1 | 500 (500-1) | 2200-1 1/2<br>600 (600-1 1/2) | 2280-2 1/4<br>680 (700-2 1/4) |

MIRL Rwy 1-19

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

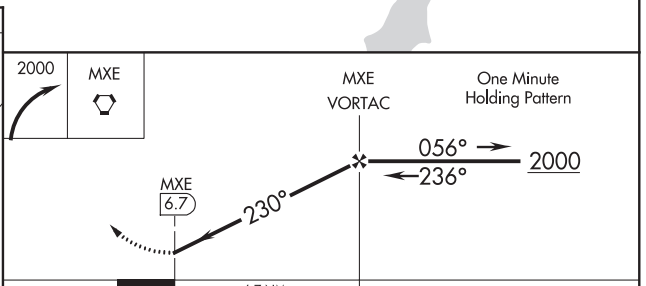
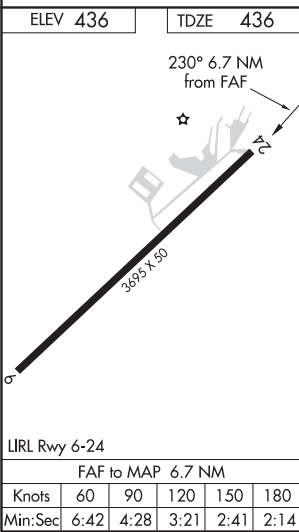
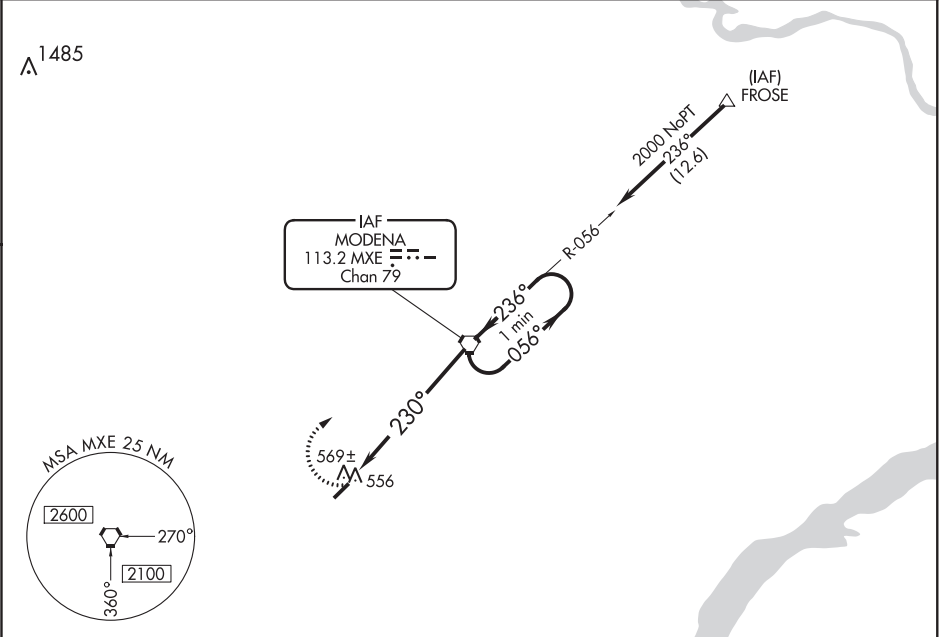
|                                              |                        |                                                               |
|----------------------------------------------|------------------------|---------------------------------------------------------------|
| VORTAC MXE<br><b>113.2</b><br>Chan <b>79</b> | APP CRS<br><b>230°</b> | Rwy Idg <b>3695</b><br>TDZE <b>436</b><br>Apt Elev <b>436</b> |
|----------------------------------------------|------------------------|---------------------------------------------------------------|

# VOR RWY 24

NEW GARDEN (N57)

|                                                                                                                                                                                               |                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| <p><b>▽</b> Obtain local altimeter on CTAF; when not received, use Wilmington altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p><b>▲ NA</b></p> | <p>MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|

|                                              |                          |                                |
|----------------------------------------------|--------------------------|--------------------------------|
| PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>123.05 (CTAF)</b> |
|----------------------------------------------|--------------------------|--------------------------------|



| CATEGORY                              | A      |             | B           |              | C            |              | D            |    |
|---------------------------------------|--------|-------------|-------------|--------------|--------------|--------------|--------------|----|
|                                       | S-24   | 940-1       | 504 (600-1) | 940-1½       | 504 (600-1½) | 940-1½       | 504 (600-1½) | NA |
| CIRCLING                              | 960-1  | 524 (600-1) | 960-1½      | 524 (600-1½) | 960-1½       | 524 (600-1½) | NA           |    |
| WILMINGTON ALTIMETER SETTING MINIMUMS |        |             |             |              |              |              |              |    |
| S-24                                  | 1020-1 | 584 (600-1) | 1020-1½     | 584 (600-1½) | 1020-1½      | 584 (600-1½) | NA           |    |
| CIRCLING                              | 1040-1 | 604 (700-1) | 1040-1¾     | 604 (700-1¾) | 1040-1¾      | 604 (700-1¾) | NA           |    |

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NE-4, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 23

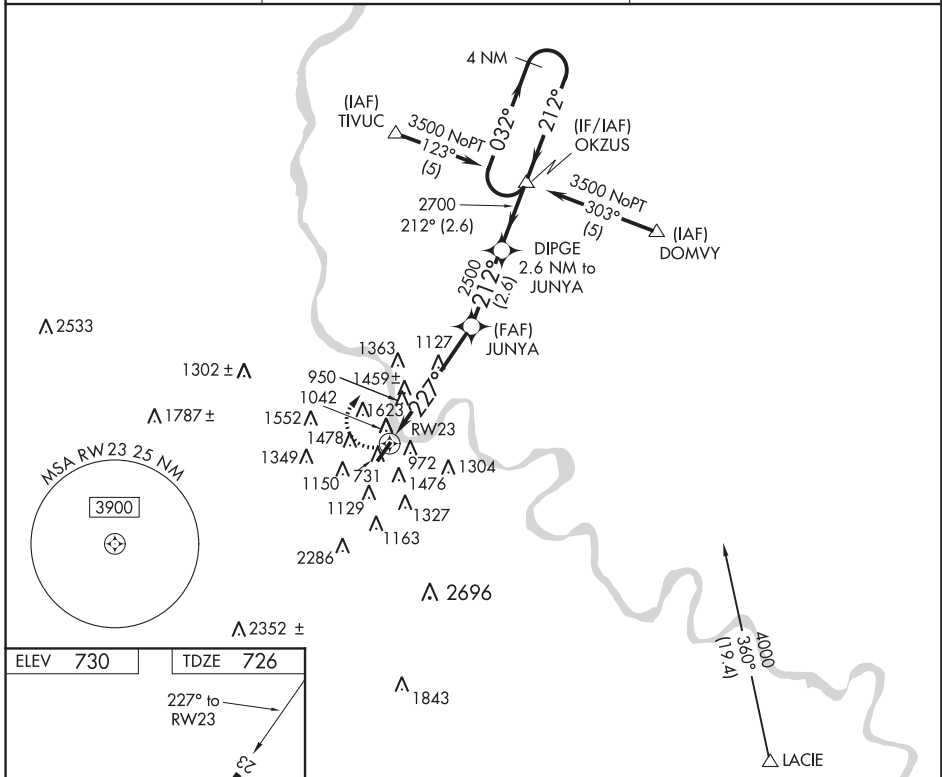
BRADFORD COUNTY (N27)

|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>227°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4300</b><br><b>726</b><br><b>730</b> |
|------------------------|-----------------------------|-----------------------------------------|

Use Tri-Cities, NY altimeter setting GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA. Night landing: RWY 5 NA.  
 Helicopter visibility reduction below 3/4 SM NA.

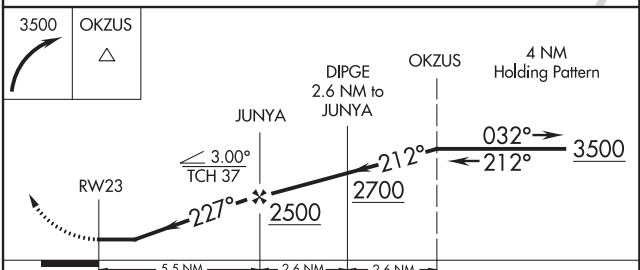
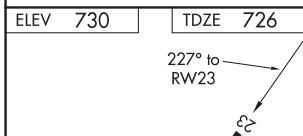
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>119.925</b> | BINGHAMTON APP CON<br><b>118.6 257.625</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                         | B                         | C | D  |
|----------|---------------------------|---------------------------|---|----|
| LNAV MDA | 1800-1¼<br>1074 (1100-1¼) | 1800-1½<br>1074 (1100-1½) |   | NA |
| CIRCLING | 2020-1¼<br>1290 (1300-1¼) | 2020-1½<br>1290 (1300-1½) |   | NA |



|             |          |            |
|-------------|----------|------------|
| APP CRS     | Rwy Idg  | N/A        |
| <b>047°</b> | TDZE     | N/A        |
|             | Apt Elev | <b>730</b> |

# RNAV (GPS)-A

BRADFORD COUNTY (N27)

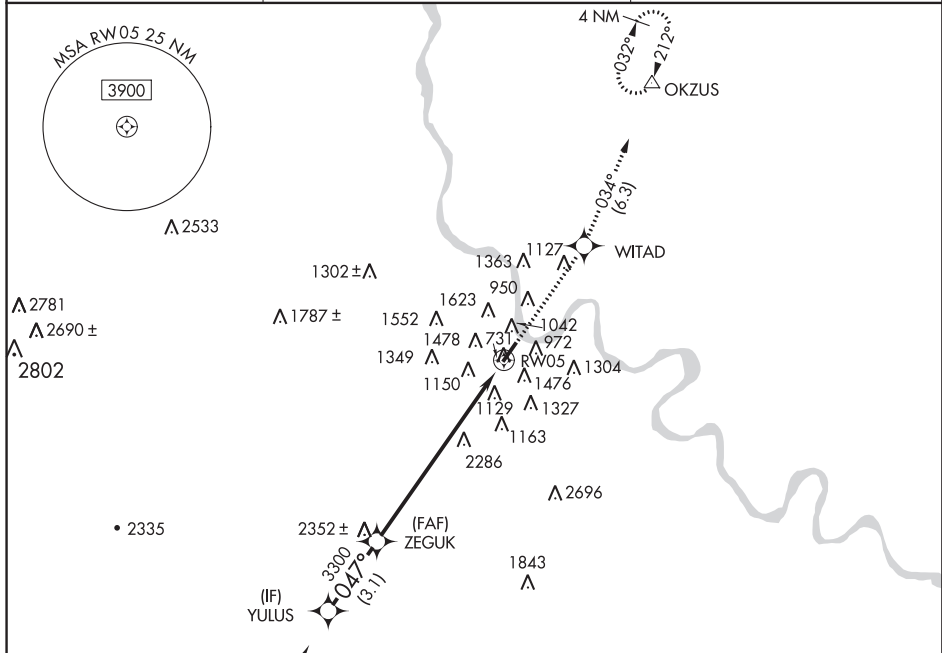
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tri-Cities altimeter setting, when not received, use Elmira/Corning Rgnl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

**▲** NA

**⊗** -24°C/-11°F

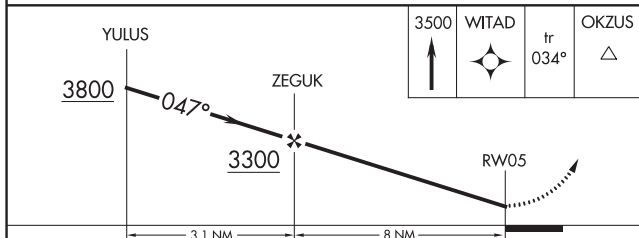
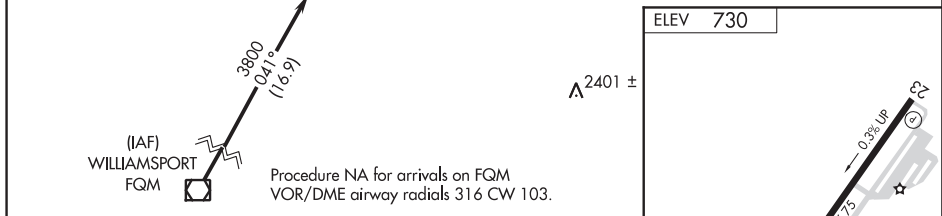
**MISSED APPROACH:** Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>119.925</b> | BINGHAMTON APP CON<br><b>118.6 257.625</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--------------------------------------------|---------------------------------|

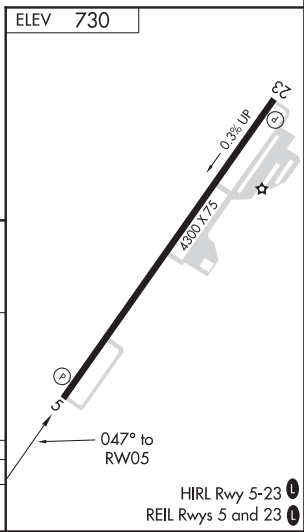


NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|          |                           |                           |    |   |
|----------|---------------------------|---------------------------|----|---|
| CATEGORY | A                         | B                         | C  | D |
| CIRCLING | 2760-1¼<br>2030 (2100-1¼) | 2760-1½<br>2030 (2100-1½) | NA |   |



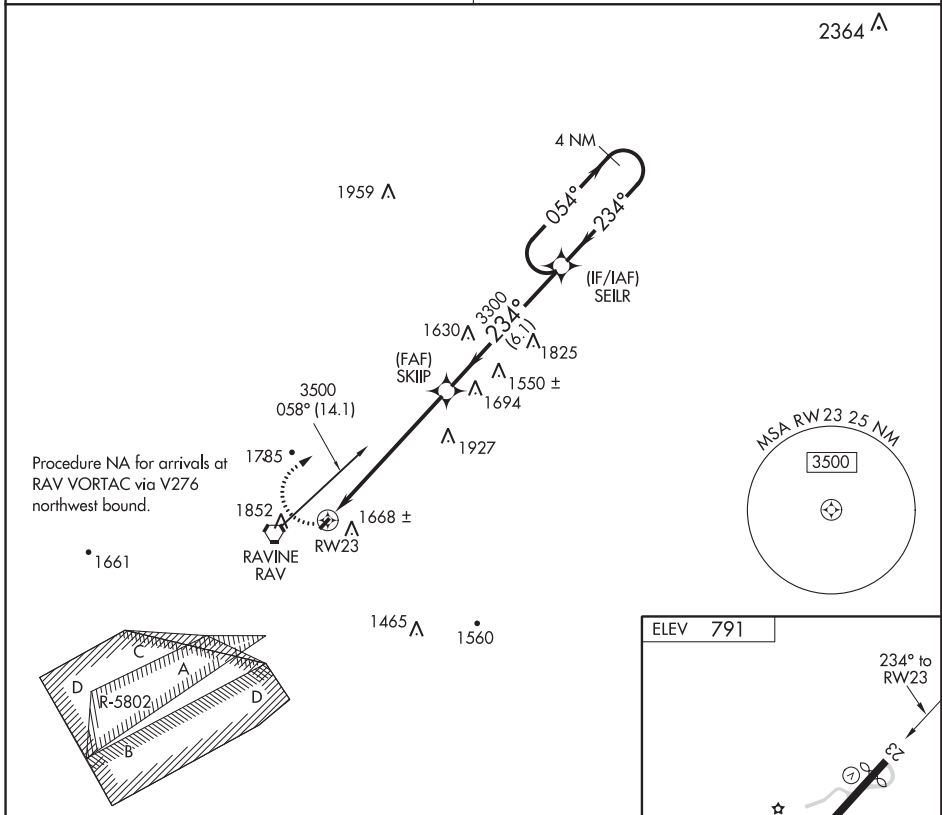
|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>234°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>791</b> |
|------------------------|-----------------------------|----------------------------------------|

# RNAV (GPS)-A

BENDIGO (74N)

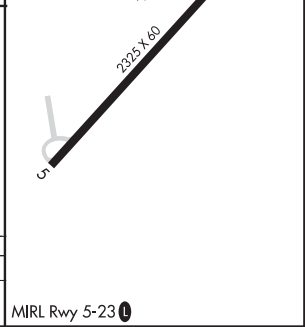
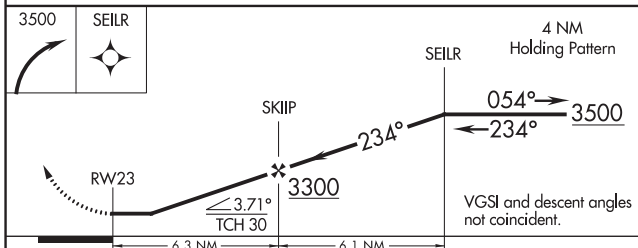
|                                                                                                                                                                                                                |                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <p><b>▽</b> DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.</p> <p><b>△</b> NA When Harrisburg Init altimeter setting not received, use Capital City altimeter setting.</p> | <p>MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|

|                                                       |                                  |
|-------------------------------------------------------|----------------------------------|
| <p>HARRISBURG APP CON</p> <p><b>126.45 269.45</b></p> | <p>CTAF</p> <p><b>122.90</b></p> |
|-------------------------------------------------------|----------------------------------|



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NE-4, 10 NOV 2016 to 05 JAN 2017



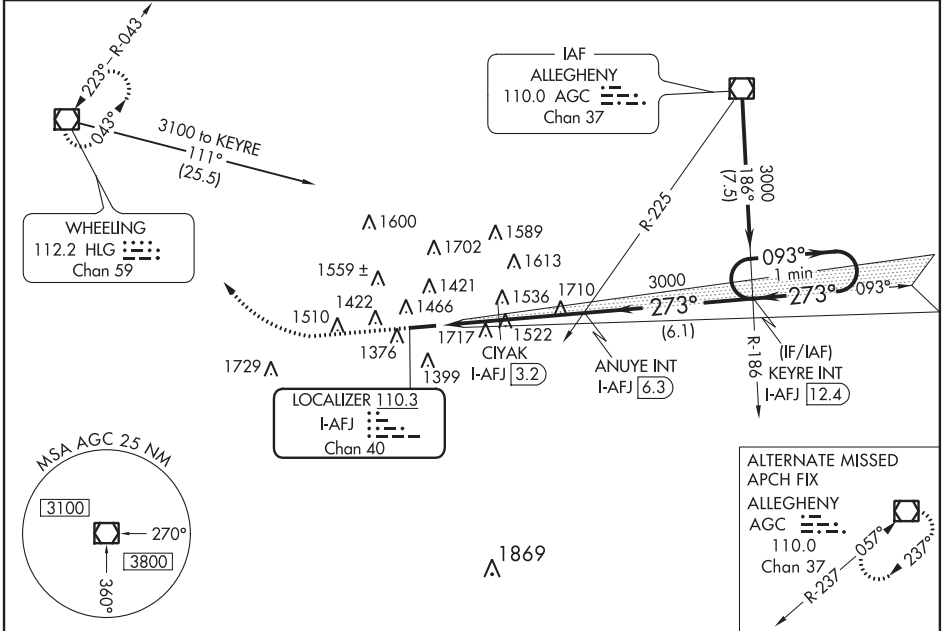
|          |                           |                           |    |   |
|----------|---------------------------|---------------------------|----|---|
| CATEGORY | A                         | B                         | C  | D |
| CIRCLING | 2460-1¼<br>1669 (1700-1¼) | 2460-1½<br>1669 (1700-1½) | NA |   |

|                                          |                        |                                                     |
|------------------------------------------|------------------------|-----------------------------------------------------|
| LOC/DME I-AFJ<br><b>110.3</b><br>Chan 40 | APP CRS<br><b>273°</b> | Rwy Idg<br>TDZE <b>1184</b><br>Apt Elev <b>1184</b> |
|------------------------------------------|------------------------|-----------------------------------------------------|

# ILS or LOC RWY 27

WASHINGTON COUNTY (A.FJ)

|                                                                                                                                                                                                                                                                                                                                                                                                                            |                                             |                                                                                                              |                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------|
| <p><b>▼</b> Night Landing: Rwy 9 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting and increase all DA/MDA 40 feet, increase Circling visibility Cats A and D 1/2 mile; CIYAK fix minimums: increase visibility S-LOC 27 Cats C and D 1/2 mile, Circling Cat C 1/2 mile and Cat D 1/4 mile.</p> |                                             | <p><b>▲</b> MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.</p> |                                   |
| AWOS-3<br><b>119.175</b>                                                                                                                                                                                                                                                                                                                                                                                                   | PITTSBURGH APP CON<br><b>119.35 285.575</b> | CLNC DEL<br><b>127.3</b>                                                                                     | UNICOM<br><b>122.975 (CTAF) 0</b> |



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

| ELEV 1184                                                                                                                                                                                                                                       | TDZE 1184              | 1700                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3300                          | HLG                           | VGSI and ILS glidepath not coincident.<br>(VGSI Angle 3.09/TCH 62). |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------|---------------------------------------------------------------------|----------|-----|---------|------|------|----------|------------------------|------|--|--|----------|-----------------------|-------------------------------|-------------------------------|-----------------|----------|-----------------------|-------------------------------|-------------------------------|-------------------------------|--------------------|--|--|--|--|----------|-----------------------|-------------------------------|-------------------------------|-----------------|----------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| <p>* 2020 when using Wheeling altimeter setting.<br/>* LOC only.</p>                                                                                                                                                                            |                        | <p>ANUYE INT I-AFJ 6.3      KEYRE INT I-AFJ 12.4      One Minute Holding Pattern</p> <p>3000      273°      093°      3000</p> <p>3000      273°      3000</p> <p>GS 3.09° TCH 57</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                               |                               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| <p>1264 ±</p> <p>5004 X 100</p> <p>27°</p> <p>273° 5.4 NM from FAF</p>                                                                                                                                                                          |                        | <p>1.7 NM      0.6 NM      3.1 NM      6.1 NM</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                               |                               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| <p>HIRL Rwy 9-27</p> <p>REIL Rwy 27</p>                                                                                                                                                                                                         |                        | <table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 27</td> <td colspan="4">1384-3/4 200 (200-3/4)</td> </tr> <tr> <td>S-LOC 27</td> <td>1980-1<br/>796 (800-1)</td> <td>1980-1 1/4<br/>796 (800-1 1/4)</td> <td>1980-2 1/2<br/>796 (800-2 1/2)</td> <td>796 (800-2 1/2)</td> </tr> <tr> <td>CIRCLING</td> <td>1980-1<br/>796 (800-1)</td> <td>1980-1 1/4<br/>796 (800-1 1/4)</td> <td>1980-2 1/2<br/>796 (800-2 1/2)</td> <td>2040-2 3/4<br/>856 (900-2 3/4)</td> </tr> <tr> <td colspan="5" style="text-align:center">CIYAK FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 27</td> <td>1780-1<br/>596 (600-1)</td> <td>1780-1 3/4<br/>596 (600-1 3/4)</td> <td>1780-1 3/4<br/>596 (600-1 3/4)</td> <td>596 (600-1 3/4)</td> </tr> <tr> <td>CIRCLING</td> <td>1800-1<br/>616 (700-1)</td> <td>1800-1 3/4<br/>616 (700-1 3/4)</td> <td>1800-1 3/4<br/>616 (700-1 3/4)</td> <td>2040-2 3/4<br/>856 (900-2 3/4)</td> </tr> </tbody> </table> |                               |                               |                                                                     | CATEGORY | A   | B       | C    | D    | S-ILS 27 | 1384-3/4 200 (200-3/4) |      |  |  | S-LOC 27 | 1980-1<br>796 (800-1) | 1980-1 1/4<br>796 (800-1 1/4) | 1980-2 1/2<br>796 (800-2 1/2) | 796 (800-2 1/2) | CIRCLING | 1980-1<br>796 (800-1) | 1980-1 1/4<br>796 (800-1 1/4) | 1980-2 1/2<br>796 (800-2 1/2) | 2040-2 3/4<br>856 (900-2 3/4) | CIYAK FIX MINIMUMS |  |  |  |  | S-LOC 27 | 1780-1<br>596 (600-1) | 1780-1 3/4<br>596 (600-1 3/4) | 1780-1 3/4<br>596 (600-1 3/4) | 596 (600-1 3/4) | CIRCLING | 1800-1<br>616 (700-1) | 1800-1 3/4<br>616 (700-1 3/4) | 1800-1 3/4<br>616 (700-1 3/4) | 2040-2 3/4<br>856 (900-2 3/4) |
| CATEGORY                                                                                                                                                                                                                                        | A                      | B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | C                             | D                             |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| S-ILS 27                                                                                                                                                                                                                                        | 1384-3/4 200 (200-3/4) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                               |                               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| S-LOC 27                                                                                                                                                                                                                                        | 1980-1<br>796 (800-1)  | 1980-1 1/4<br>796 (800-1 1/4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1980-2 1/2<br>796 (800-2 1/2) | 796 (800-2 1/2)               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| CIRCLING                                                                                                                                                                                                                                        | 1980-1<br>796 (800-1)  | 1980-1 1/4<br>796 (800-1 1/4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1980-2 1/2<br>796 (800-2 1/2) | 2040-2 3/4<br>856 (900-2 3/4) |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| CIYAK FIX MINIMUMS                                                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                               |                               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| S-LOC 27                                                                                                                                                                                                                                        | 1780-1<br>596 (600-1)  | 1780-1 3/4<br>596 (600-1 3/4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1780-1 3/4<br>596 (600-1 3/4) | 596 (600-1 3/4)               |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| CIRCLING                                                                                                                                                                                                                                        | 1800-1<br>616 (700-1)  | 1800-1 3/4<br>616 (700-1 3/4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1800-1 3/4<br>616 (700-1 3/4) | 2040-2 3/4<br>856 (900-2 3/4) |                                                                     |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| <p>FAF to MAP 5.4 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:24</td> <td>3:36</td> <td>2:42</td> <td>2:10</td> <td>1:48</td> </tr> </table> |                        | Knots                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 60                            | 90                            | 120                                                                 | 150      | 180 | Min:Sec | 5:24 | 3:36 | 2:42     | 2:10                   | 1:48 |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| Knots                                                                                                                                                                                                                                           | 60                     | 90                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 120                           | 150                           | 180                                                                 |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |
| Min:Sec                                                                                                                                                                                                                                         | 5:24                   | 3:36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2:42                          | 2:10                          | 1:48                                                                |          |     |         |      |      |          |                        |      |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |                    |  |  |  |  |          |                       |                               |                               |                 |          |                       |                               |                               |                               |

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>093°</b> | Rwy Idg<br><b>5004</b>  |
|                        | TDZE<br><b>1184</b>     |
|                        | Apt Elev<br><b>1184</b> |

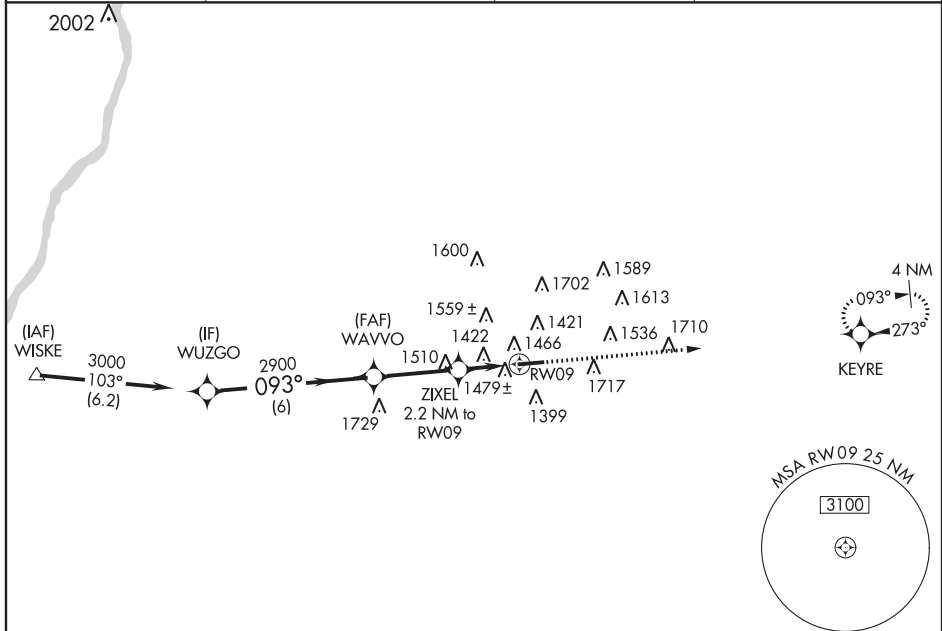
# RNAV (GPS) RWY 9

WASHINGTON COUNTY (A.F.J)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 40 feet, and all Cat C/D visibilities ¼ mile.  
**▲** Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct KEYRE and hold.

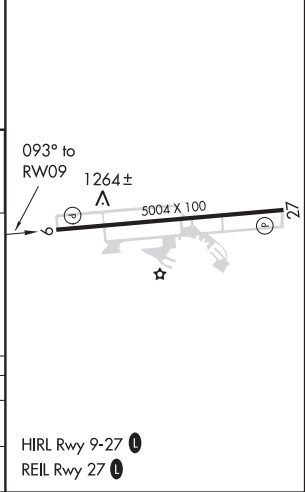
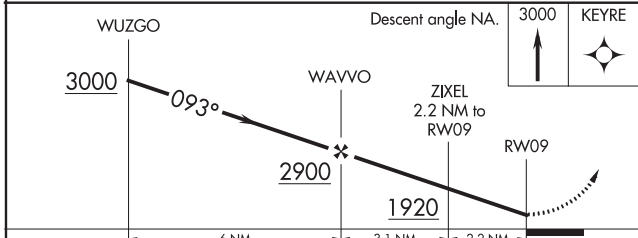
|                          |                                             |                          |                                   |
|--------------------------|---------------------------------------------|--------------------------|-----------------------------------|
| AWOS-3<br><b>119.175</b> | PITTSBURGH APP CON<br><b>119.35 285.575</b> | CLNC DEL<br><b>127.3</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|--------------------------|---------------------------------------------|--------------------------|-----------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|           |           |
|-----------|-----------|
| ELEV 1184 | TDZE 1184 |
|-----------|-----------|



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNVA MDA | 1740-1 | 556 (600-1) | 1740-1½                 | 556 (600-1½)            |
| CIRCLING | 1800-1 | 616 (700-1) | 1800-1¾<br>616 (700-1¾) | 2040-2¾<br>856 (900-2¾) |

HIRL Rwy 9-27 **0**  
 REIL Rwy 27 **0**

WASHINGTON COUNTY (A.F.J)  
**RNAV (GPS) RWY 9**

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>90107</b><br><b>W27A</b> | APP CRS<br><b>273°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5004</b><br><b>1184</b><br><b>1184</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

# RNAV (GPS) RWY 27

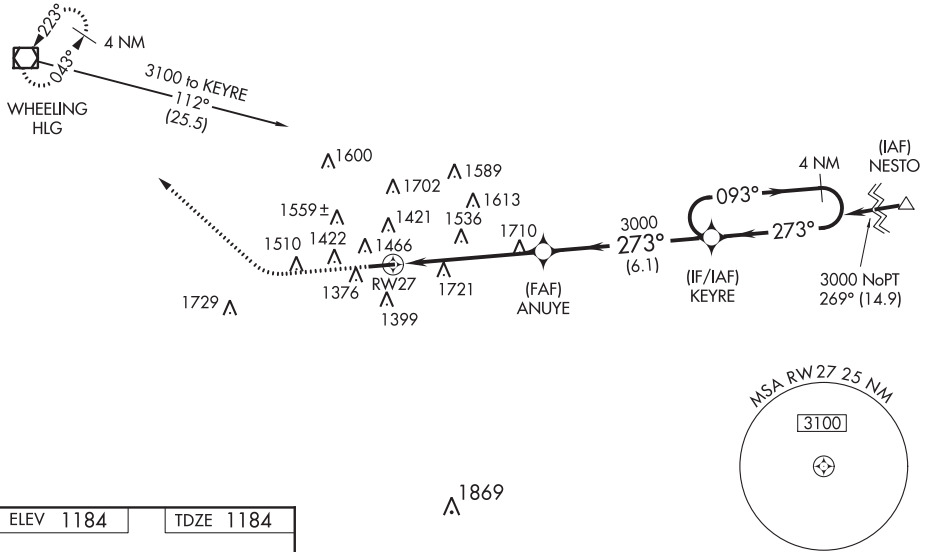
WASHINGTON COUNTY (A.F.J)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 9 NA. VDP and Baro-VNAV NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting and increase all DA/MDA 40 feet, increase Circling Cat A and Cat D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

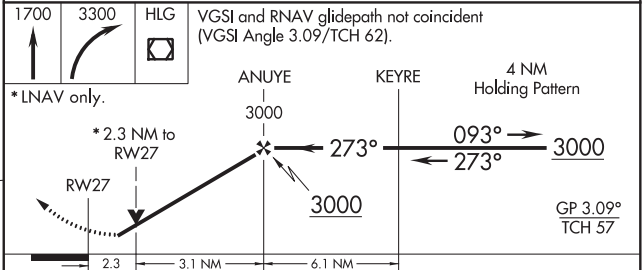
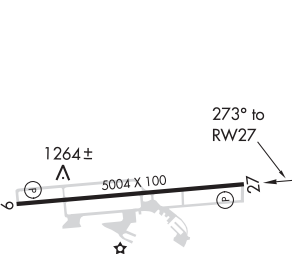
|                          |                                             |                          |                                 |
|--------------------------|---------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>119.175</b> | PITTSBURGH APP CON<br><b>119.35 285.575</b> | CLNC DEL<br><b>127.3</b> | UNICOM<br><b>122.975 (CTAF)</b> |
|--------------------------|---------------------------------------------|--------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                  |                  |
|------------------|------------------|
| ELEV <b>1184</b> | TDZE <b>1184</b> |
|------------------|------------------|



| CATEGORY     | A                     | B                             | C                             | D                             |
|--------------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| LPV DA       |                       | 1386-3/4                      | 202 (300-3/4)                 |                               |
| LNAV/VNAV DA |                       | 2140-4                        | 956 (1000-4)                  |                               |
| LNAV MDA     | 1980-1<br>796 (800-1) | 1980-1 1/4<br>796 (800-1 1/4) | 1980-2 1/2<br>796 (800-2 1/2) | 796 (800-2 1/2)               |
| CIRCLING     | 1980-1<br>796 (800-1) | 1980-1 1/4<br>796 (800-1 1/4) | 1980-2 1/2<br>796 (800-2 1/2) | 2040-2 3/4<br>856 (900-2 3/4) |

HIRL Rwy 9-27  
REIL Rwy 27

# RNAV (GPS) RWY 9

GREENE COUNTY (WAY)

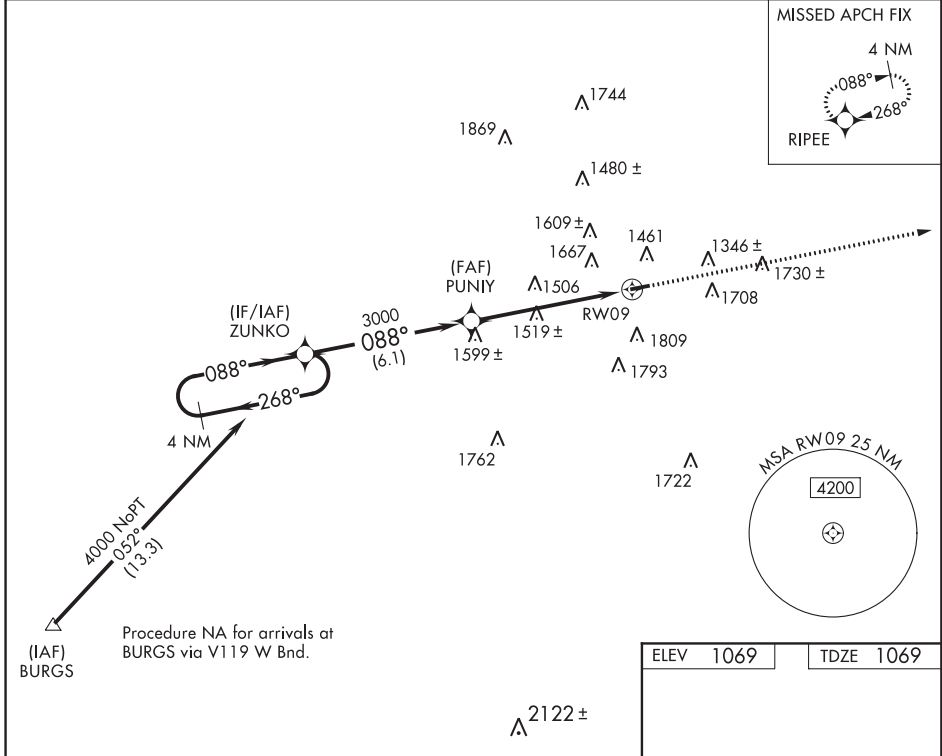
|                                        |                        |                                                     |                                           |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------------------------------------|
| WAAS<br>CH <b>45806</b><br><b>W09A</b> | APP CRS<br><b>088°</b> | Rwy Idg<br>TDZE <b>1069</b><br>Apt Elev <b>1069</b> | <b>3500</b><br><b>1069</b><br><b>1069</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------------------------------------|

**▽** Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet.  
**△ NA** DME/DME RNP-0.3 NA. Procedure NA at night.  
 Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4000 direct RIPEE and hold.

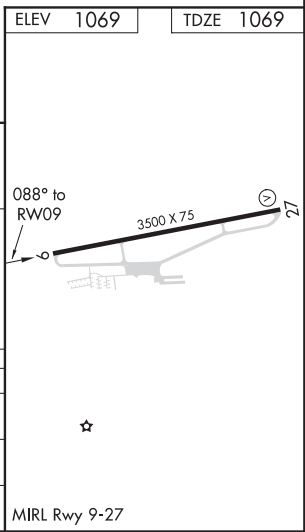
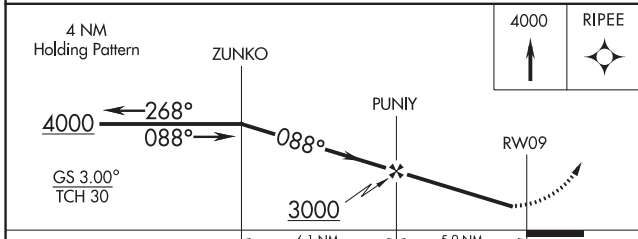
CLEVELAND CENTER  
**126.95 239.3**

UNICOM  
**122.8 (CTAF)**



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A                     | B                        | C                       | D  |
|----------|-----------------------|--------------------------|-------------------------|----|
| LPV DA   | 1492-1½ 423 (500-1½)  |                          |                         | NA |
| LNVA MDA | 1840-1<br>771 (800-1) | 1840-1¼<br>771 (800-1¼)  | 1840-2¼<br>771 (800-2¼) | NA |
| CIRCLING | 1880-1<br>811 (900-1) | 2060-1½<br>991 (1000-1½) | 2060-3<br>991 (1000-3)  | NA |

WAYNESBURG, PENNSYLVANIA

AL-10357 (FAA)

# RNAV (GPS) RWY 27

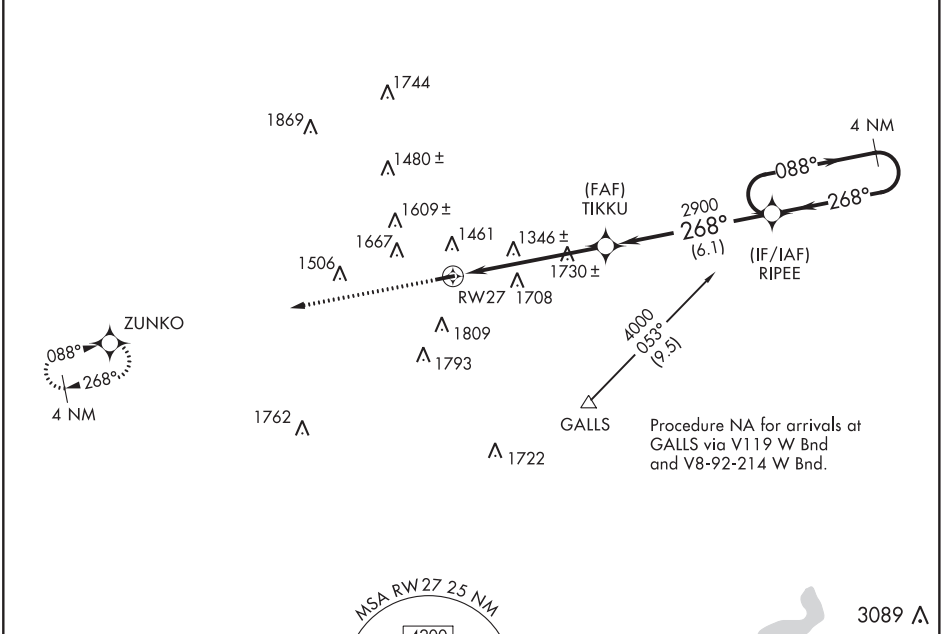
GREENE COUNTY (WAY)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3500</b> |
| <b>268°</b> | TDZE     | <b>1069</b> |
|             | Apt Elev | <b>1069</b> |

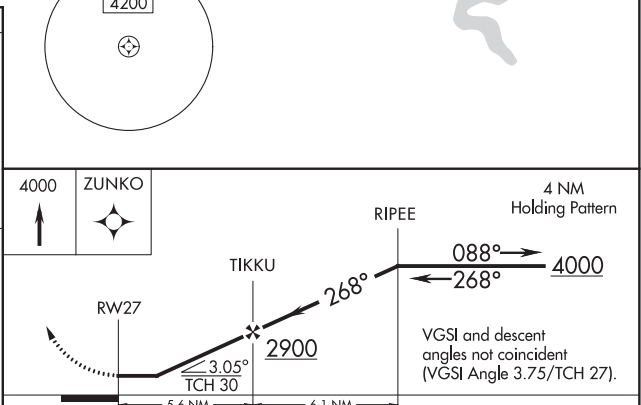
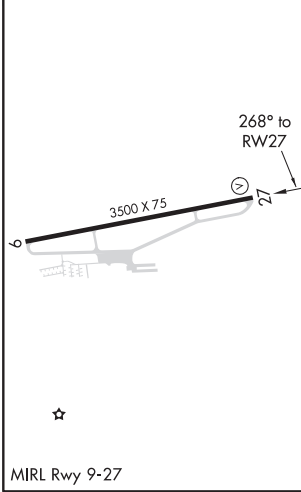
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 4000 direct ZUNKO and hold.

|                                         |                               |
|-----------------------------------------|-------------------------------|
| CLEVELAND CENTER<br><b>126.95 239.3</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|-----------------------------------------|-------------------------------|



|      |      |      |      |
|------|------|------|------|
| ELEV | 1069 | TDZE | 1069 |
|------|------|------|------|



| CATEGORY  | A                         | B                         | C                       | D  |
|-----------|---------------------------|---------------------------|-------------------------|----|
| LNNAV MDA | 2100-1¼<br>1031 (1100-1¼) | 2100-1½<br>1031 (1100-1½) | 2100-3<br>1031 (1100-3) | NA |
| CIRCLING  | 2100-1¼<br>1031 (1100-1¼) | 2100-1½<br>1031 (1100-1½) | 2100-3<br>1031 (1100-3) | NA |

WAYNESBURG, PENNSYLVANIA  
Orig 14037

39°54'N - 80°08'W

# RNAV (GPS) RWY 27

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>58130</b><br><b>W10A</b> | APP CRS<br><b>099°</b> | Rwy Idg<br>TDZE <b>1892</b><br>Apt Elev <b>1892</b> | <b>3597</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

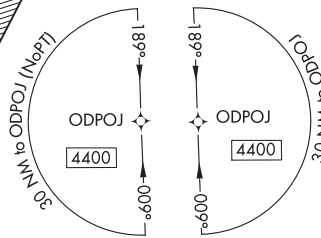
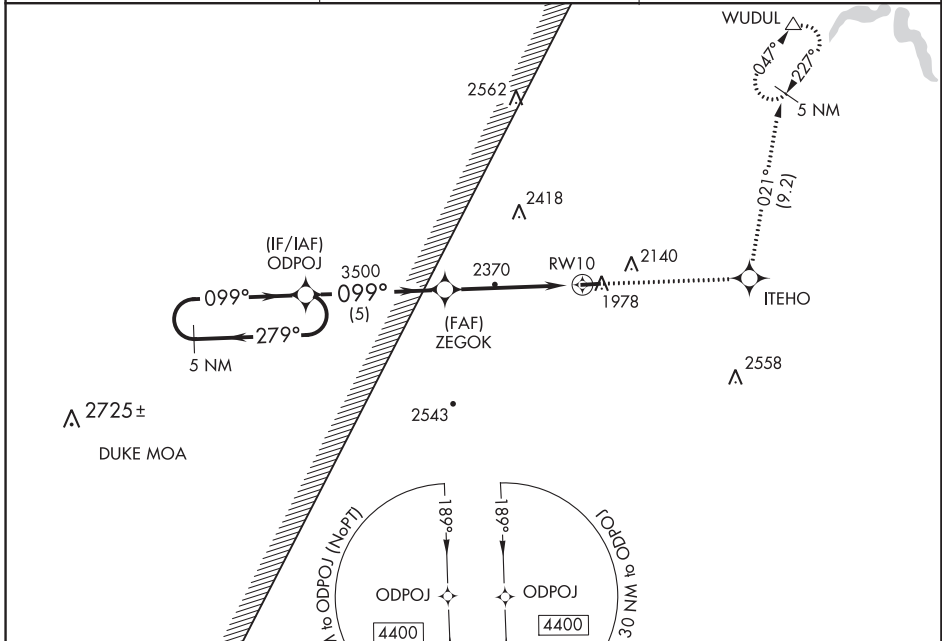
# RNAV (GPS) RWY 10

WELLSBORO JOHNSTON (N38)

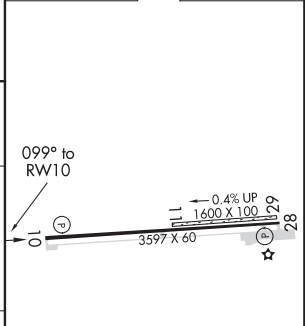
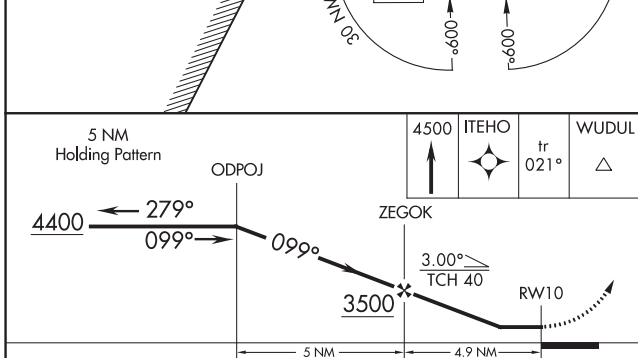
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Elmira/Corning altimeter setting; when not received use Williamsport altimeter setting and increase all MDA 80 feet. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 4500 direct ITEHO and on track 021° to WUDUL and hold.

|                            |                                          |                                        |
|----------------------------|------------------------------------------|----------------------------------------|
| AWOS-3PT<br><b>120.925</b> | ELMIRA APP CON ★<br><b>128.425 257.8</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|----------------------------|------------------------------------------|----------------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1892 | TDZE 1892 |
|-----------|-----------|



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| LP MDA   | 2940-1¼<br>1048 (1100-1¼) | 2940-1½<br>1048 (1100-1½) | 2940-3<br>1048 (1100-3) | NA |
| LNVA MDA | 3000-1¼<br>1108 (1200-1¼) | 3000-1½<br>1108 (1200-1½) | 3000-3<br>1108 (1200-3) | NA |
| CIRCLING | 3000-1¼<br>1108 (1200-1¼) | 3000-1½<br>1108 (1200-1½) | 3000-3<br>1108 (1200-3) | NA |

MIRL Rwy 10-28 **1**  
REIL Rwy 28 **1**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



WELLSBORO, PENNSYLVANIA

AL-5279 (FAA)

15064

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>99530</b><br><b>W28A</b> | APP CRS<br><b>279°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3597</b><br><b>1892</b><br><b>1892</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

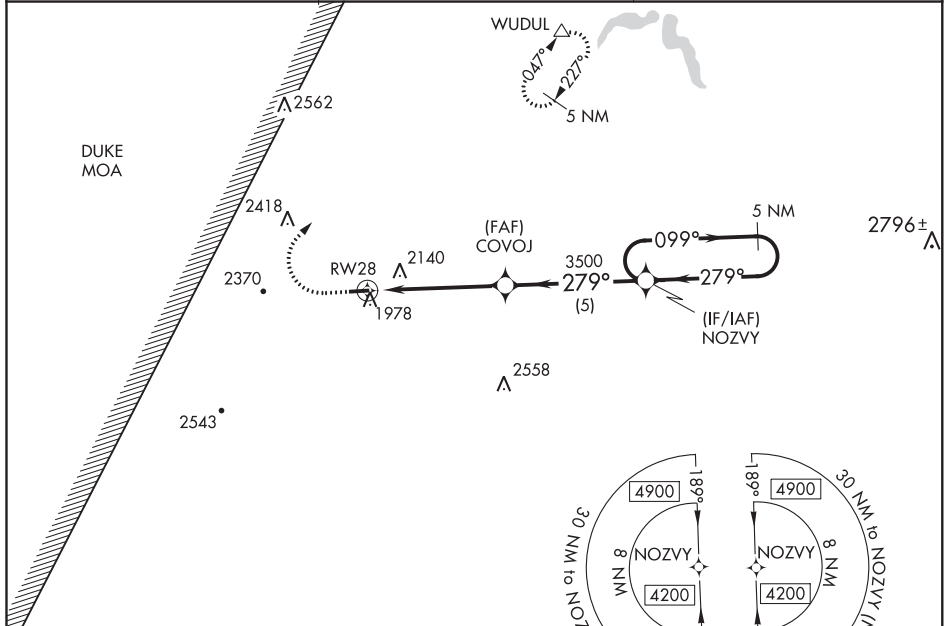
# RNAV (GPS) RWY 28

WELLSBORO JOHNSTON (N38)

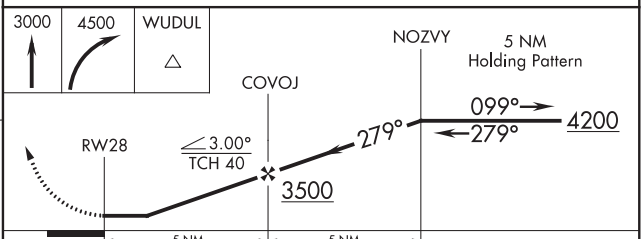
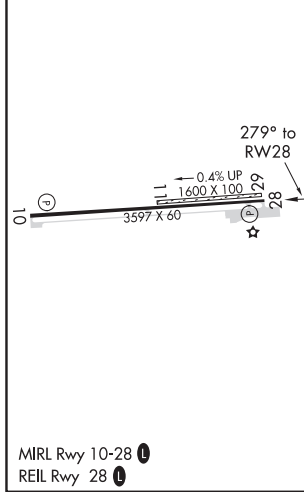
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Elmira/Corning altimeter setting; when not received use Williamsport altimeter setting and increase all MDA 80 feet, increase LP Cat C visibility ¼ mile, increase LNAV Cat A visibility ¼ mile. When VGSI inop, procedure NA at night.

**▲ NA** MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 direct WUDUL and hold.

|                            |                                          |                                 |
|----------------------------|------------------------------------------|---------------------------------|
| AWOS-3PT<br><b>120.925</b> | ELMIRA APP CON ★<br><b>128.425 257.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1892 | TDZE 1892 |
|-----------|-----------|



| CATEGORY | A                         | B                         | C                       | D  |
|----------|---------------------------|---------------------------|-------------------------|----|
| LP MDA   | 2520-1                    | 628 (700-1)               | 2520-1¾<br>628 (700-1¾) | NA |
| LNAV MDA | 2740-1<br>848 (900-1)     | 2740-1¼<br>848 (900-1¼)   | 2740-2½<br>848 (900-2½) | NA |
| CIRCLING | 2940-1¼<br>1048 (1100-1¼) | 2940-1½<br>1048 (1100-1½) | 2940-3<br>1048 (1100-3) | NA |

WELLSBORO, PENNSYLVANIA  
Orig-A 08JAN15

41°44'N - 77°24'W

# WELLSBORO JOHNSTON (N38) RNAV (GPS) RWY 28

NE-4, 10 NOV 2016 to 05 JAN 2017

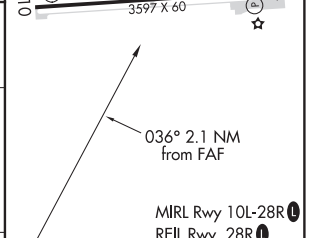
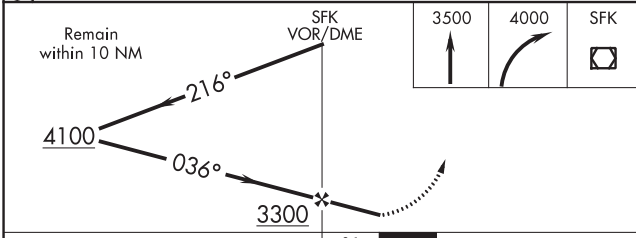
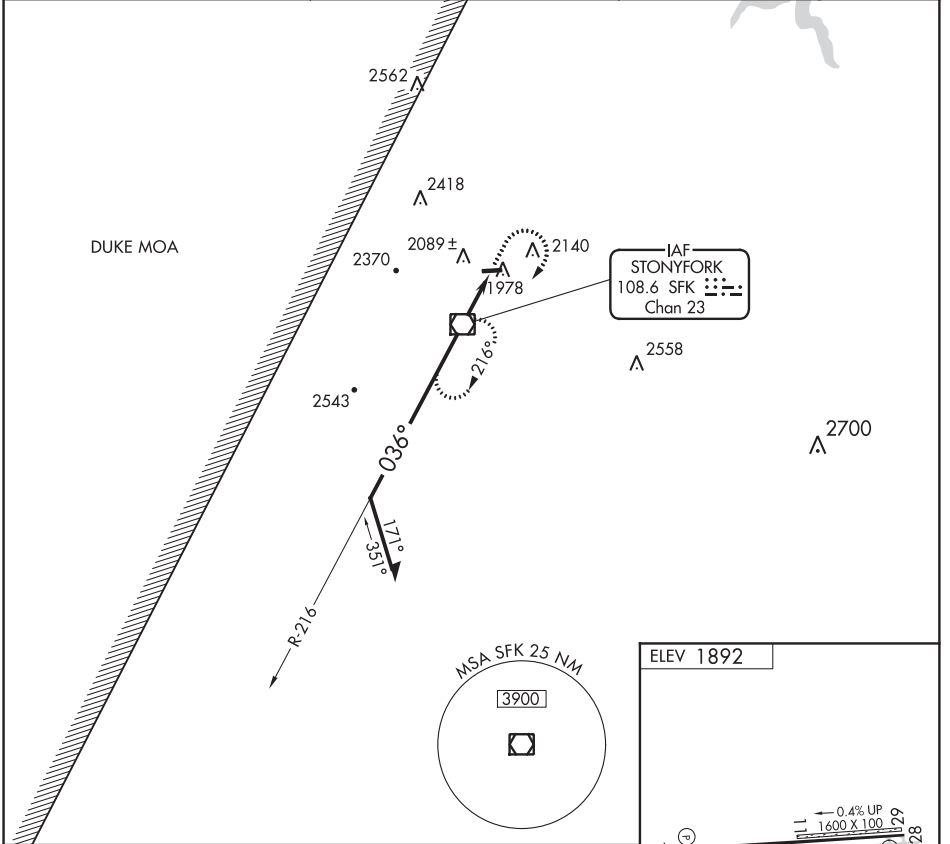
NE-4, 10 NOV 2016 to 05 JAN 2017

|                                               |                        |                                                                        |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|
| VOR/DME SFK<br><b>108.6</b><br>Chan <b>23</b> | APP CRS<br><b>036°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1892</b> |
|-----------------------------------------------|------------------------|------------------------------------------------------------------------|

**VOR-A**  
WELLSBORO JOHNSTON (N38)

**▼** Visibility reduction by helicopters NA. Use Elmira/Corning altimeter setting; when not received use Williamsport altimeter setting and increase all MDA 80 feet. Procedure NA at night.  
**▲** NA MISSED APPROACH: Climb to 3500 then climbing right turn to 4000 direct SFK VOR/DME and hold.

|                            |                                          |                                        |
|----------------------------|------------------------------------------|----------------------------------------|
| AWOS-3PT<br><b>120.925</b> | ELMIRA APP CON ★<br><b>128.425 257.8</b> | UNICOM<br><b>122.8</b> (CTAF) <b>①</b> |
|----------------------------|------------------------------------------|----------------------------------------|



|          |                           |                           |                         |    |                   |      |      |      |      |      |
|----------|---------------------------|---------------------------|-------------------------|----|-------------------|------|------|------|------|------|
| CATEGORY | A                         | B                         | C                       | D  | FAF to MAP 2.1 NM |      |      |      |      |      |
| CIRCLING | 2940-1¼<br>1048 (1100-1¼) | 2940-1½<br>1048 (1100-1½) | 2940-3<br>1048 (1100-3) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |                           |                           |                         |    | Min:Sec           | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

WEST CHESTER, PENNSYLVANIA

AL-6742 (FAA)

16203

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3222</b> |
| <b>088°</b> | TDZE     | <b>463</b>  |
|             | Apt Elev | <b>463</b>  |

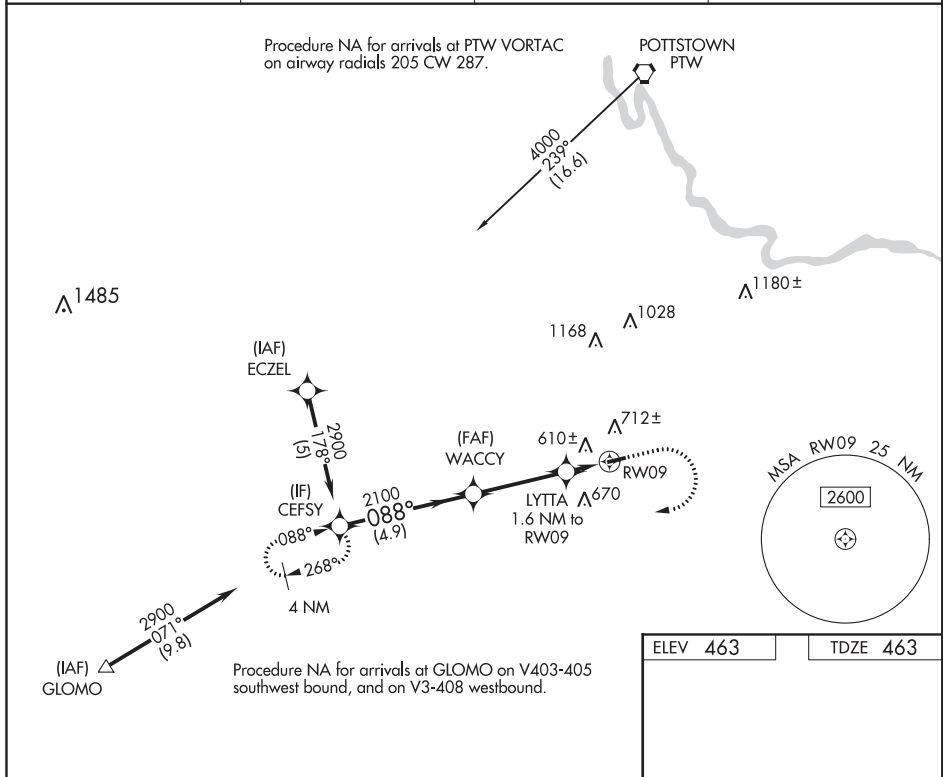
# RNAV (GPS) RWY 9

BRANDYWINE (OQN)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Coatesville/Chester County G.O. Carlson altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 900 then climbing right turn to 2900 direct CEFSY and hold.

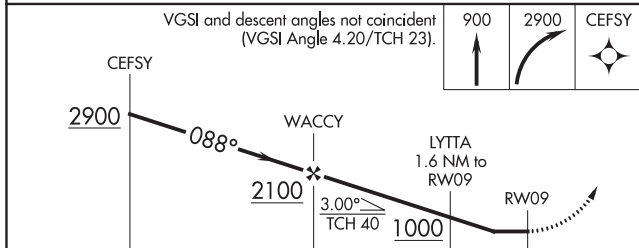
|                        |                                              |                          |                                 |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>121.4</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>123.075</b> (CTAF) |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|



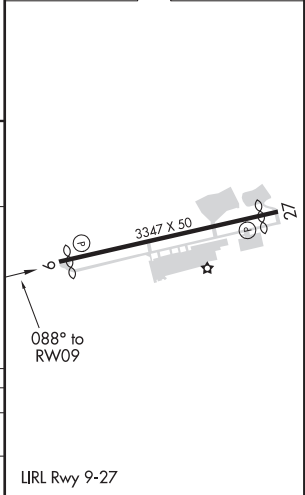
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 463 | TDZE 463 |
|----------|----------|



| CATEGORY          | A      | B           | C | D  |
|-------------------|--------|-------------|---|----|
| LNVA MDA          | 860-1  | 397 (400-1) |   | NA |
| <b>C</b> CIRCLING | 1080-1 | 617 (700-1) |   | NA |



WEST CHESTER, PENNSYLVANIA  
Amdt 1 20AUG15

39°59'N-75°35'W

# RNAV (GPS) RWY 9

BRANDYWINE (OQN)

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86637</b><br><b>W27A</b> | APP CRS<br><b>269°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3097</b><br><b>463</b><br><b>463</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

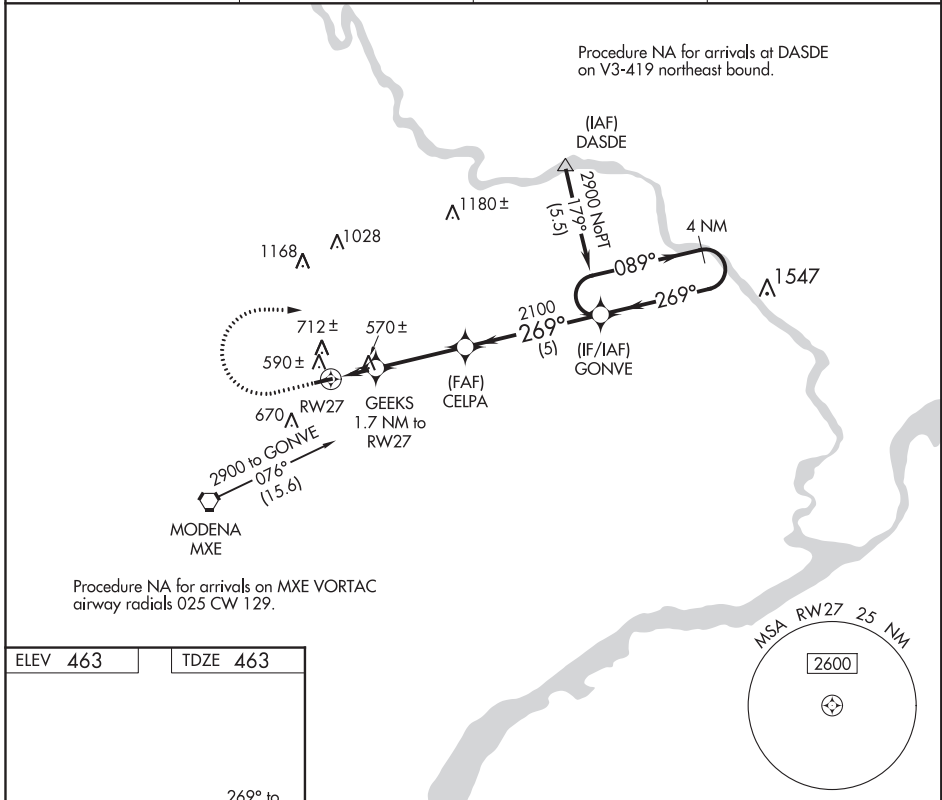
# RNAV (GPS) RWY 27

BRANDYWINE (OQN)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.  
**▲** NA

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2900 direct GONVE and hold.

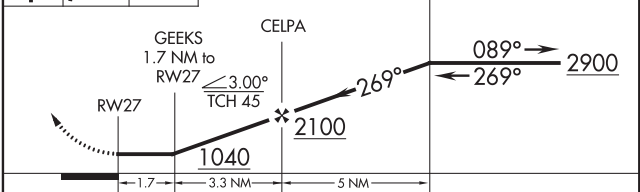
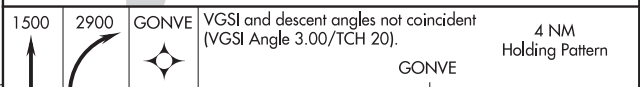
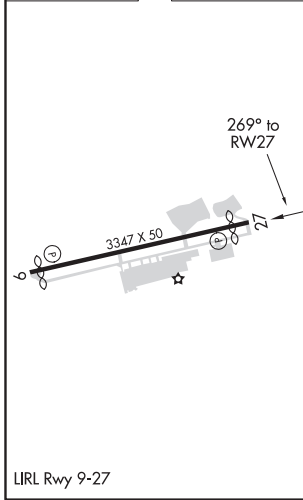
|                        |                                              |                          |                                 |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>121.4</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>123.075</b> (CTAF) |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                 |                 |
|-----------------|-----------------|
| ELEV <b>463</b> | TDZE <b>463</b> |
|-----------------|-----------------|



| CATEGORY          | A      | B           | C | D  |
|-------------------|--------|-------------|---|----|
| LP MDA            | 820-1  | 357 (400-1) |   | NA |
| LNAV MDA          | 840-1  | 377 (400-1) |   | NA |
| <b>C</b> CIRCLING | 1080-1 | 617 (700-1) |   | NA |

WEST CHESTER, PENNSYLVANIA

AL-6742 (FAA)

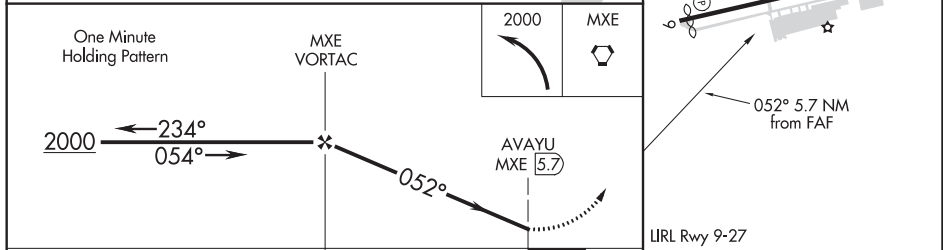
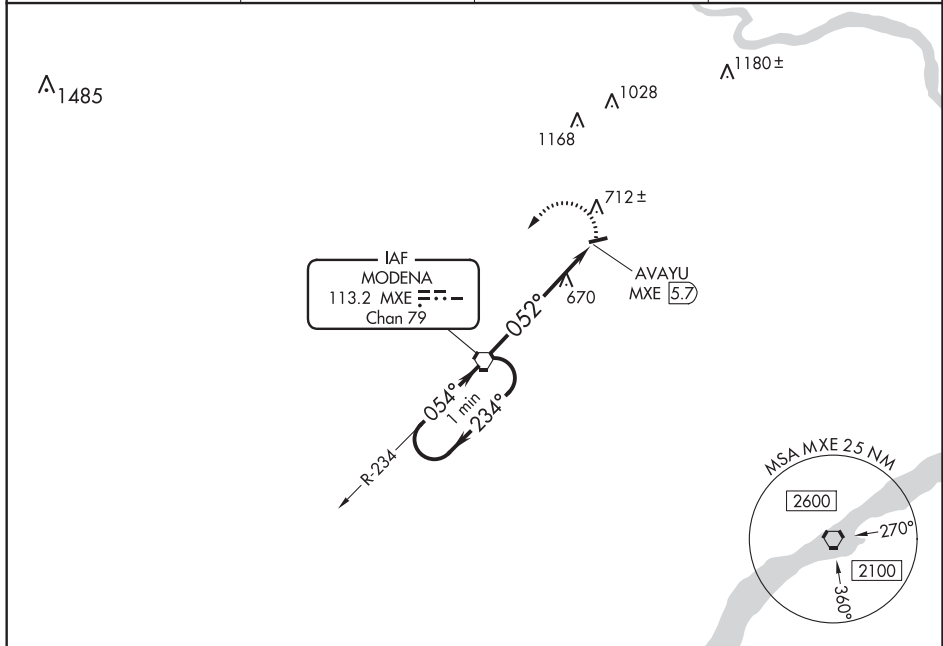
16203

|                                              |                        |                             |                                        |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|
| VORTAC MXE<br><b>113.2</b><br>Chan <b>79</b> | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>463</b> |
|----------------------------------------------|------------------------|-----------------------------|----------------------------------------|

**VOR-A**  
BRANDYWINE (OQN)

|           |                                                                                                                                                                                 |                                                                               |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <b>NA</b> | Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all DA 60 feet. | MISSED APPROACH:<br>Climbing left turn to 2000<br>direct MXE VORTAC and hold. |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

|                        |                                              |                          |                                 |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|
| AWOS-3<br><b>121.4</b> | PHILADELPHIA APP CON<br><b>124.35 319.15</b> | CLNC DEL<br><b>125.6</b> | UNICOM<br><b>123.075</b> (CTAF) |
|------------------------|----------------------------------------------|--------------------------|---------------------------------|



|                 |        |             |   |    |                   |      |      |      |      |      |
|-----------------|--------|-------------|---|----|-------------------|------|------|------|------|------|
| CATEGORY        | A      | B           | C | D  | FAF to MAP 5.7 NM |      |      |      |      |      |
| <b>CIRCLING</b> | 1080-1 | 617 (700-1) |   | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|                 |        |             |   |    | Min:Sec           | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

WEST CHESTER, PENNSYLVANIA

Amtd 4 20AUG15

39°59'N-75°35'W

BRANDYWINE (OQN)

**VOR-A**

NE-4, 10 NOV 2016 to 05 JAN 2017


NE-4, 10 NOV 2016 to 05 JAN 2017

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| LOC I-HLG<br><b>109.7</b> | APP CRS<br><b>033°</b> | Rwy Idg<br><b>5002</b>  |
|                           |                        | TDZE<br><b>1171</b>     |
|                           |                        | Apt Elev<br><b>1195</b> |

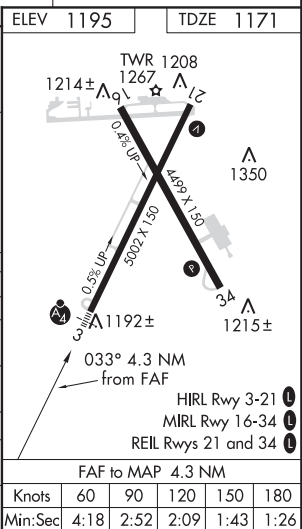
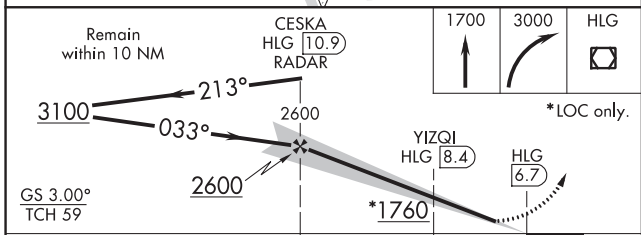
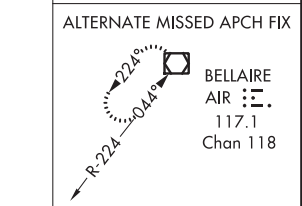
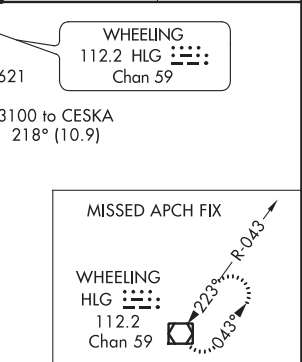
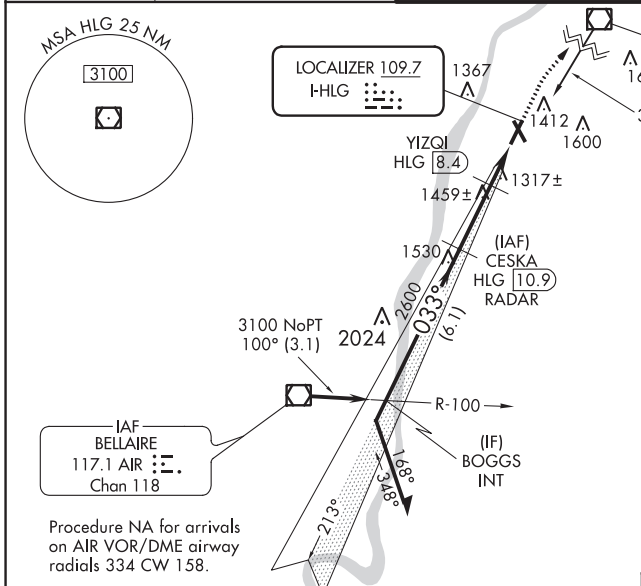
# ILS or LOC RWY 3

WHEELING OHIO COUNTY (HLG)

**⚠** DME or Radar required. Autopilot coupled approach NA below 1401.  
**⚠** Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and S-LOC 3 Cats C/D and Circling Cats C/D and YIZQI Fix Minimums S-LOC 3 Cat D and Circling Cat D visibilities ¼ mile. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC Cat C when using Washington, PA altimeter setting.

**MALSIF**  
  
**MISSED APPROACH:**  
 Climb to 1700 then climbing right turn to 3000 direct HLG VOR/DME and hold.

|                        |                                              |                                                |                          |                         |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|
| ASOS<br><b>127.375</b> | PITTSBURGH APP CON<br><b>125.275 285.575</b> | WHEELING TOWER ★<br><b>118.1 (CTAF) 0257.8</b> | GND CON<br><b>121.75</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|



| CATEGORY           | A      | B           | C                       | D                       |
|--------------------|--------|-------------|-------------------------|-------------------------|
| S-ILS 3            |        | 1371-¾      | 200 (200-¾)             |                         |
| S-LOC 3            | 1760-¾ | 589 (600-¾) | 1760-1½<br>589 (600-1½) | 1760-1¾<br>589 (600-1¾) |
| CIRCLING           | 1760-1 | 565 (600-1) | 1760-1½<br>565 (600-1½) | 1900-2¼<br>705 (800-2¼) |
| YIZQI FIX MINIMUMS |        |             |                         |                         |
| S-LOC 3            | 1580-¾ | 409 (400-¾) | 1580-1¼                 | 409 (400-1¼)            |
| CIRCLING           | 1720-1 | 525 (600-1) | 1740-1½<br>545 (600-1½) | 1900-2¼<br>705 (800-2¼) |

NE-4, 10 NOV 2016 to 05 JAN 2017

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|           |           |
|-----------|-----------|
| ELEV 1195 | TDZE 1171 |
|-----------|-----------|

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

|                                        |                        |                                                     |             |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|
| WAAS<br>CH <b>90513</b><br><b>W03A</b> | APP CRS<br><b>033°</b> | Rwy Idg<br>TDZE <b>1171</b><br>Apt Elev <b>1195</b> | <b>5002</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|-------------|

# RNAV (GPS) RWY 3

WHEELING OHIO COUNTY (HLG)

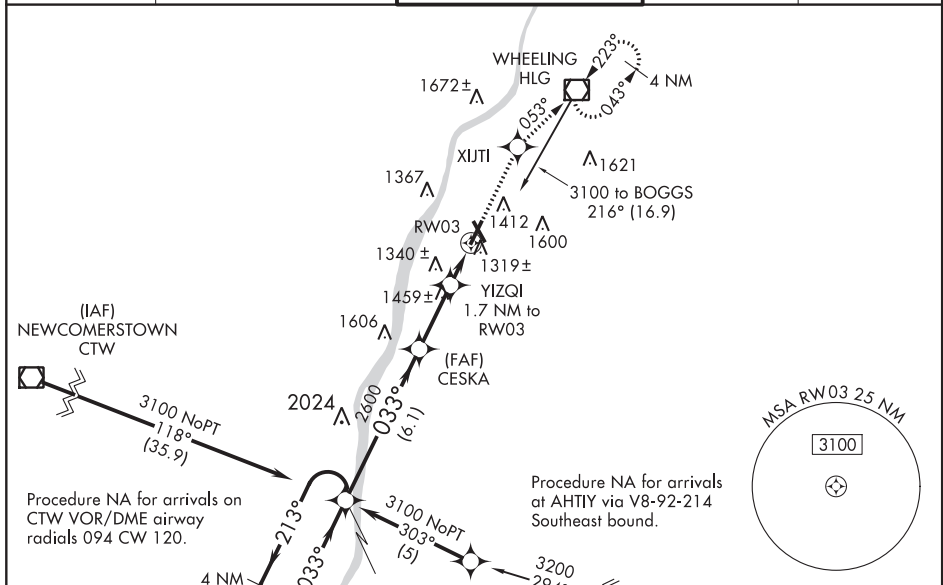
**⚠** Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and Circling Cat D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C when using Washington, PA altimeter setting. VDP and Baro-VNAV NA when using Washington, PA altimeter setting.

MALSF



**MISSED APPROACH:**  
Climb to 3100 direct XIJTI and via track 053° to HLG VOR/DME and hold.

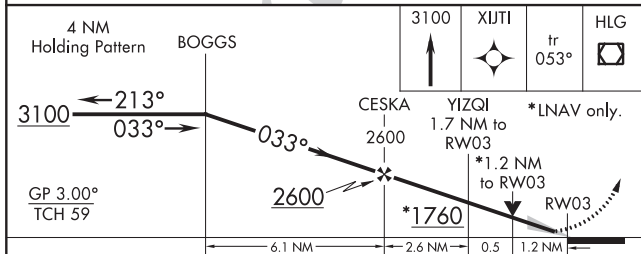
|                        |                                              |                                                |                          |                         |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|
| ASOS<br><b>127.375</b> | PITTSBURGH APP CON<br><b>125.275 285.575</b> | WHEELING TOWER *<br><b>118.1 (CTAF) 0257.8</b> | GND CON<br><b>121.75</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|



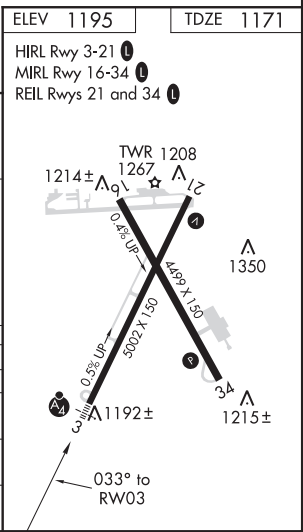
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                    |                |
|--------------------|----------------|
| ELEV 1195          | TDZE 1171      |
| HIRL Rwy 3-21      | MIRL Rwy 16-34 |
| REIL Rwy 21 and 34 |                |



| CATEGORY     | A        | B             | C                             | D                             |
|--------------|----------|---------------|-------------------------------|-------------------------------|
| LPV DA       |          | 1371-3/4      | 200 (200-3/4)                 |                               |
| LNAV/VNAV DA |          | 1646-13/4     | 475 (500-13/4)                |                               |
| LNAV MDA     | 1600-3/4 | 429 (500-3/4) | 1600-1 1/4<br>429 (500-1 1/4) | 1600-1 1/2<br>429 (500-1 1/2) |
| CIRCLING     | 1720-1   | 525 (600-1)   | 1740-1 1/2<br>545 (600-1 1/2) | 1900-2 1/4<br>705 (800-2 1/4) |



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4499</b> |
| <b>158°</b> | TDZE     | <b>1178</b> |
|             | Apt Elev | <b>1195</b> |

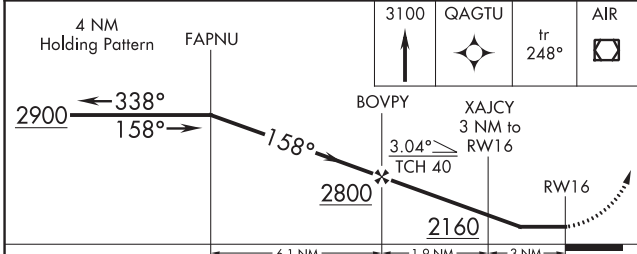
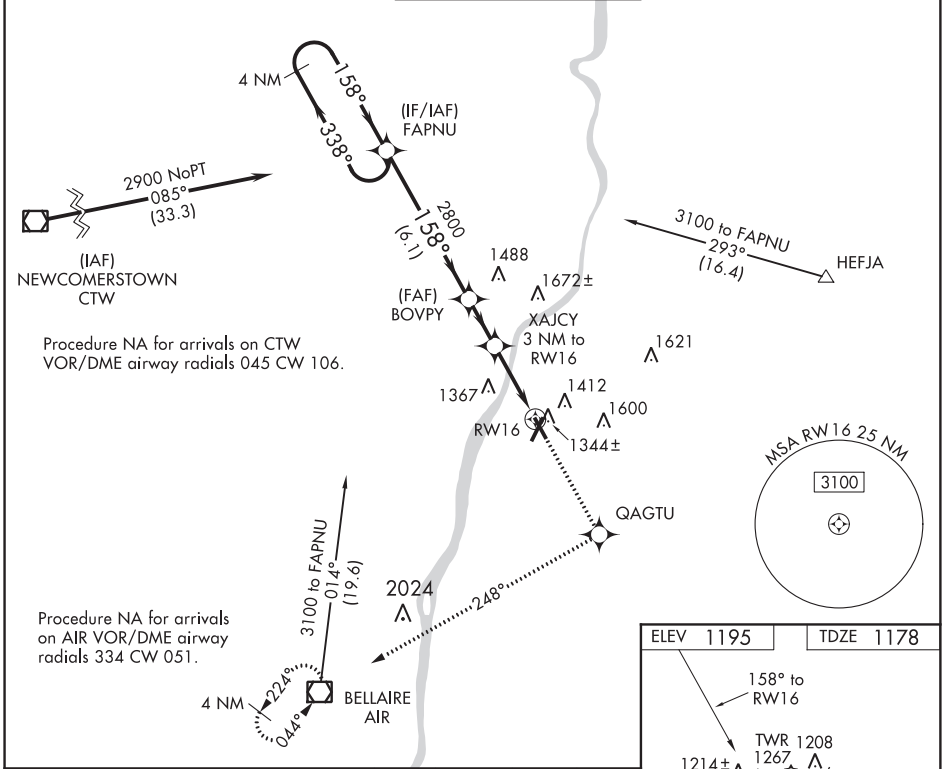
# RNAV (GPS) RWY 16

WHEELING OHIO COUNTY (HLG)

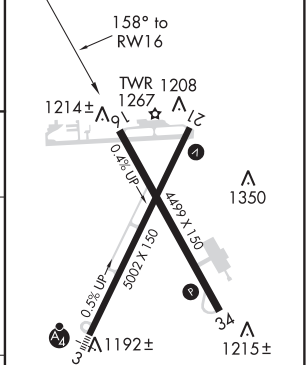
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 16 procedure NA at night. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat D visibilities ¼ mile.

**MISSED APPROACH:** Climb to 3100 direct QAGTU then via track 248° to AIR VOR/DME and hold.

|                        |                                              |                                                       |                          |                         |
|------------------------|----------------------------------------------|-------------------------------------------------------|--------------------------|-------------------------|
| ASOS<br><b>127.375</b> | PITTSBURGH APP CON<br><b>125.275 285.575</b> | <b>WHEELING TOWER *</b><br><b>118.1(CTAF) 0 257.8</b> | GND CON<br><b>121.75</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|-------------------------------------------------------|--------------------------|-------------------------|



|           |           |
|-----------|-----------|
| ELEV 1195 | TDZE 1178 |
|-----------|-----------|



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1680-1 | 502 (500-1) | 1680-1½                 | 502 (500-1½)            |
| CIRCLING | 1720-1 | 525 (600-1) | 1740-1½<br>545 (600-1½) | 1900-2¼<br>705 (800-2¼) |

HIRL Rwy 3-21  
MIRL Rwy 16-34  
REIL Rwy 21 and 34

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|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>213°</b> | Rwy Idg<br><b>5002</b>  |
|                        | TDZE<br><b>1195</b>     |
|                        | Apt Elev<br><b>1195</b> |

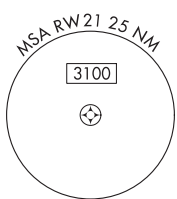
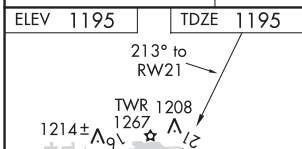
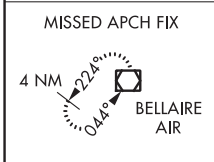
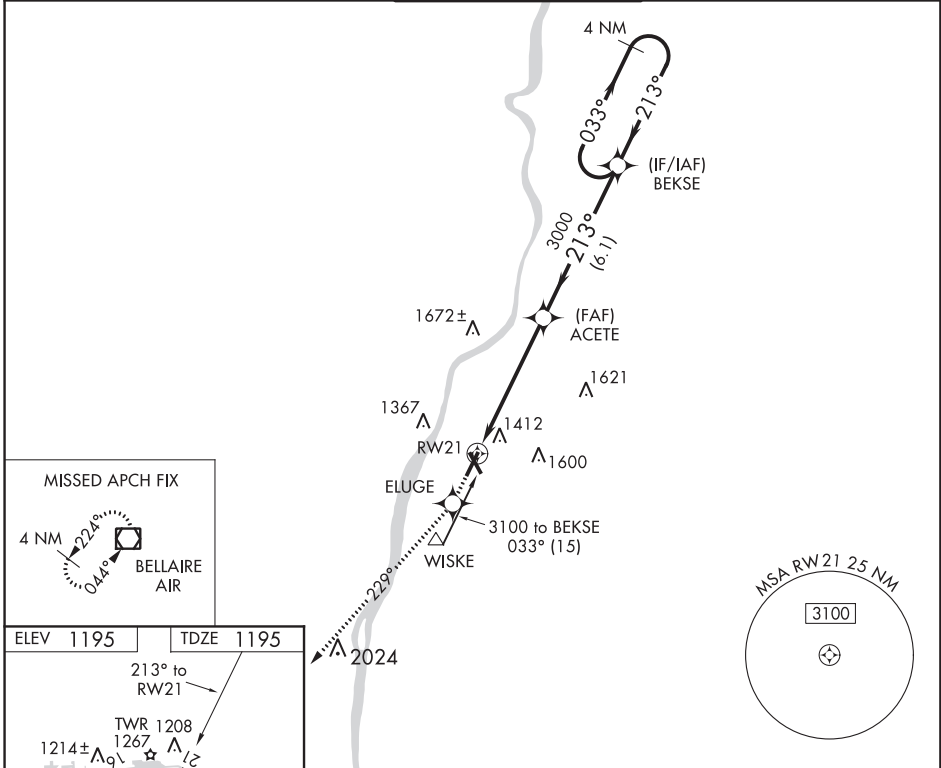
# RNAV (GPS) RWY 21

WHEELING OHIO COUNTY (HLG)

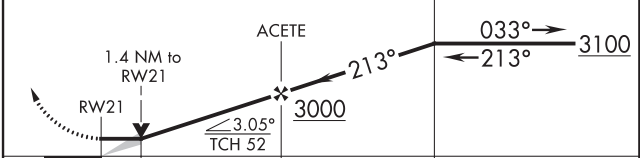
**▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

**▲** MISSED APPROACH: Climb to 3100 direct ELUGE and via track 229° to AIR VOR/DME and hold.

|                        |                                              |                                               |                          |                         |
|------------------------|----------------------------------------------|-----------------------------------------------|--------------------------|-------------------------|
| ASOS<br><b>127.375</b> | PITTSBURGH APP CON<br><b>125.275 285.575</b> | WHEELING TOWER ★<br><b>118.1(CTAF) 0257.8</b> | GND CON<br><b>121.75</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|-----------------------------------------------|--------------------------|-------------------------|



|      |       |         |     |                                                                  |                      |
|------|-------|---------|-----|------------------------------------------------------------------|----------------------|
| 3100 | ELUGE | tr 229° | AIR | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42). | 4 NM Holding Pattern |
|------|-------|---------|-----|------------------------------------------------------------------|----------------------|



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1680-1 | 485 (500-1) | 1680-1¼<br>485 (500-1¼) | 1680-1½<br>485 (500-1½) |
| CIRCLING | 1720-1 | 525 (600-1) | 1740-1½<br>545 (600-1½) | 1900-2¼<br>705 (800-2¼) |

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|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>338°</b> | Rwy Idg<br><b>4499</b>  |
|                        | TDZE<br><b>1191</b>     |
|                        | Apt Elev<br><b>1195</b> |

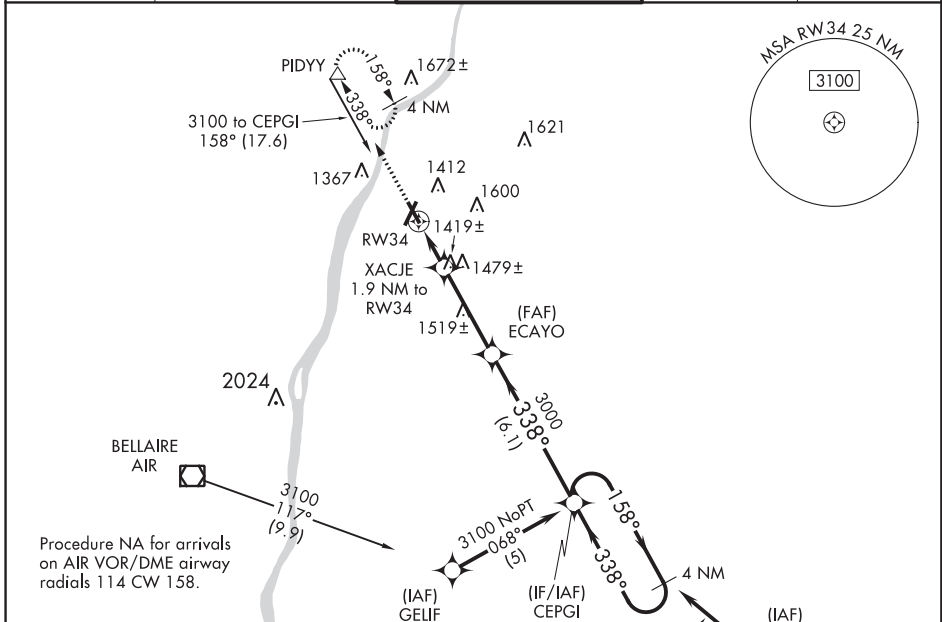
# RNAV (GPS) RWY 34

WHEELING OHIO COUNTY (HLG)

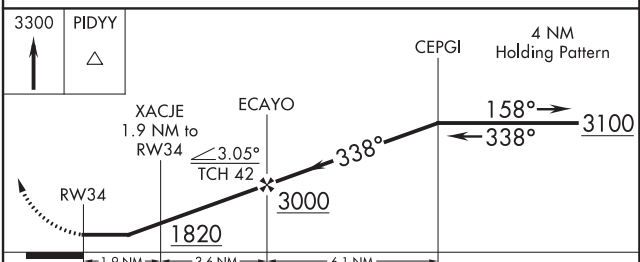
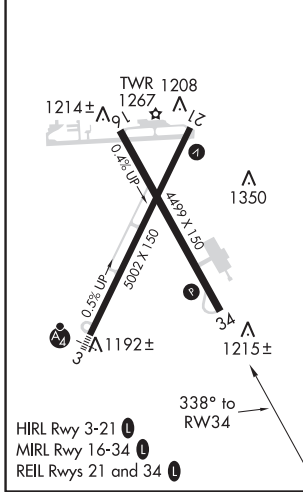
**▼** DME/DME RNP-0.3 NA. Night landing: Rwy 16 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

**▲** MISSED APPROACH: Climb to 3300 direct PIDYY and hold.

|                        |                                              |                                                |                          |                         |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|
| ASOS<br><b>127.375</b> | PITTSBURGH APP CON<br><b>125.275 285.575</b> | WHEELING TOWER ★<br><b>118.1(CTAF) 0 257.8</b> | GND CON<br><b>121.75</b> | UNICOM<br><b>122.95</b> |
|------------------------|----------------------------------------------|------------------------------------------------|--------------------------|-------------------------|



|           |           |
|-----------|-----------|
| ELEV 1195 | TDZE 1191 |
|-----------|-----------|



| CATEGORY | A      | B           | C                                                                              | D                                                                              |
|----------|--------|-------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| LNAV MDA | 1680-1 | 489 (500-1) | 1680-1 <sup>3</sup> / <sub>8</sub>                                             | 489 (500-1 <sup>3</sup> / <sub>8</sub> )                                       |
| CIRCLING | 1720-1 | 525 (600-1) | 1740-1 <sup>1</sup> / <sub>2</sub><br>545 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1900-2 <sup>1</sup> / <sub>4</sub><br>705 (800-2 <sup>1</sup> / <sub>4</sub> ) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



15064

# AIRPORT DIAGRAM

WHEELING OHIO COUNTY (HLG)  
WHEELING, WEST VIRGINIA

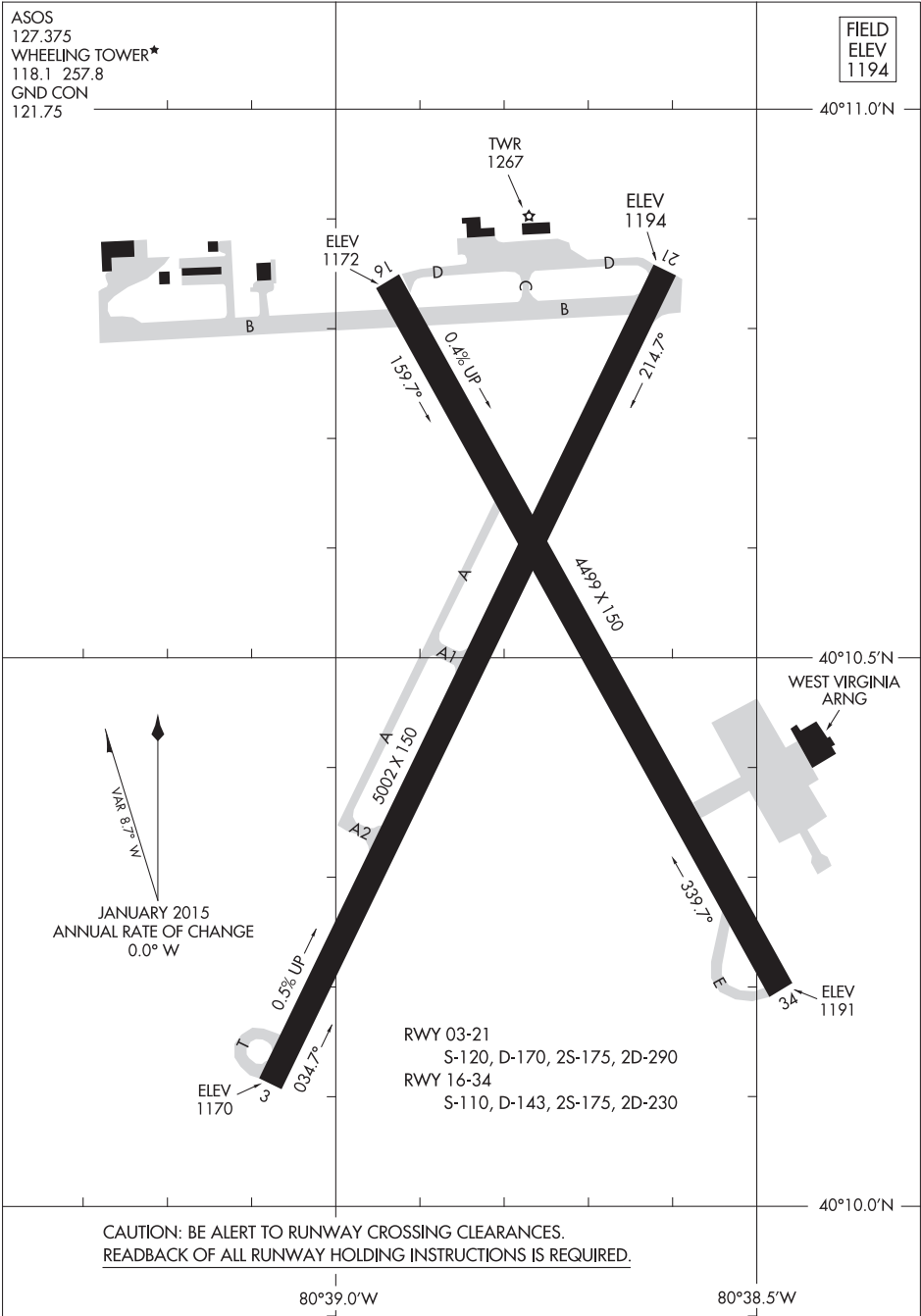
AL-650 (FAA)

ASOS  
127.375  
WHEELING TOWER\*  
118.1 257.8  
GND CON  
121.75

FIELD  
ELEV  
1194

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

15064

WHEELING, WEST VIRGINIA  
WHEELING OHIO COUNTY (HLG)



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>45824</b><br><b>W25A</b> | APP CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3375</b><br><b>543</b><br><b>543</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

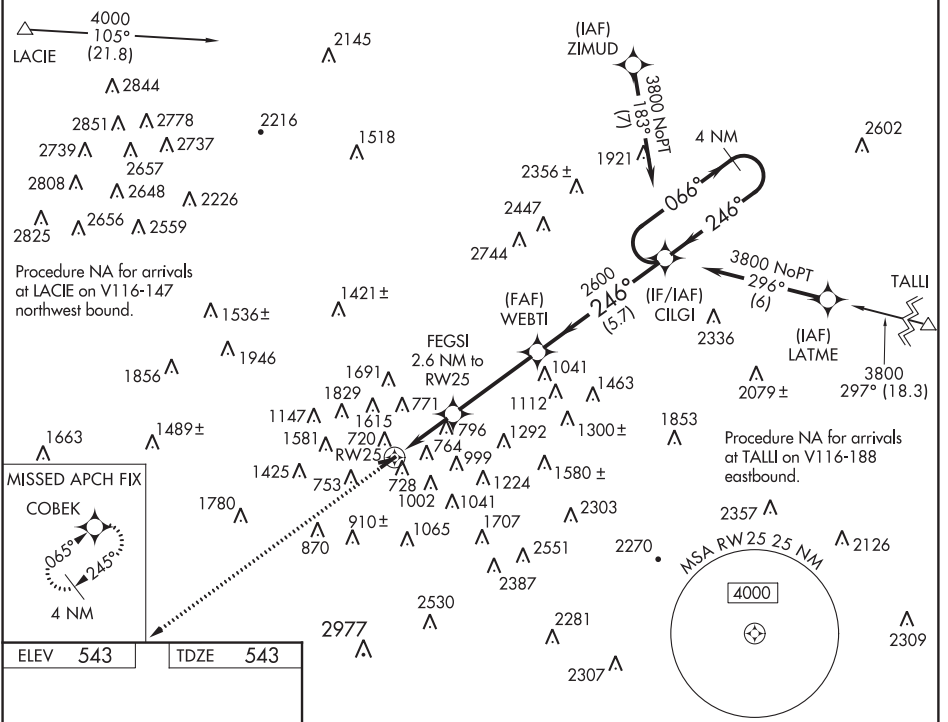
# RNAV (GPS) RWY 25

WILKES-BARRE WYOMING VALLEY (WBW)

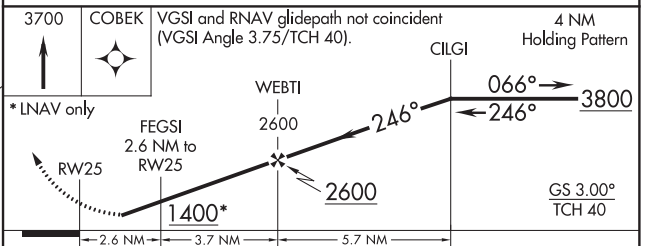
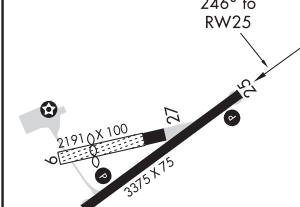
**NA** Baro-VNAV NA. Use Wilkes-Barre/Scranton altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 7 NA at night. Circling NA NW of Rwy 7-25. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 3700 direct COBEK and hold.

|                                            |                                            |                                 |
|--------------------------------------------|--------------------------------------------|---------------------------------|
| WILKES-BARRE/SCRANTON ATIS<br><b>111.6</b> | WILKES-BARRE APP CON<br><b>126.3 256.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------------------------|--------------------------------------------|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>543</b> | TDZE <b>543</b> |
|-----------------|-----------------|



| CATEGORY     | A                     | B                       | C | D  |
|--------------|-----------------------|-------------------------|---|----|
| LPV DA       | 981-1½                | 438 (500-1½)            |   | NA |
| RNAV/VNAV DA | 1184-2¼               | 641 (700-2¼)            |   | NA |
| RNAV MDA     | 1240-1                | 697 (700-1)             |   | NA |
| CIRCLING     | 1280-1<br>737 (800-1) | 1380-1¼<br>837 (900-1¼) |   | NA |

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|                                                 |                        |                             |                                         |
|-------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC/DME I-AVP<br><b>109.9</b><br>Chan <b>36</b> | APP CRS<br><b>045°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7501</b><br><b>962</b><br><b>962</b> |
|-------------------------------------------------|------------------------|-----------------------------|-----------------------------------------|

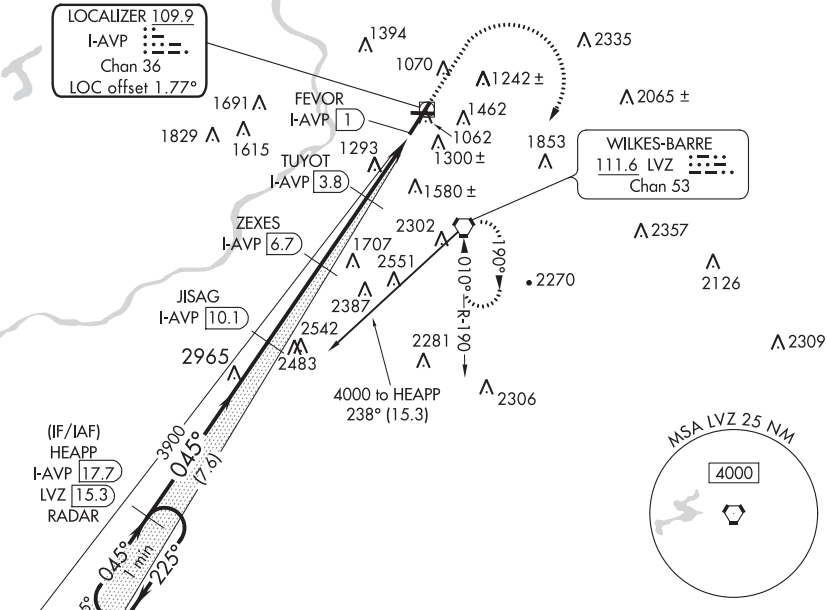
# ILS or LOC/DME RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

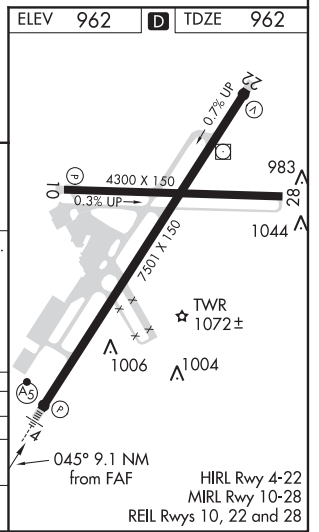
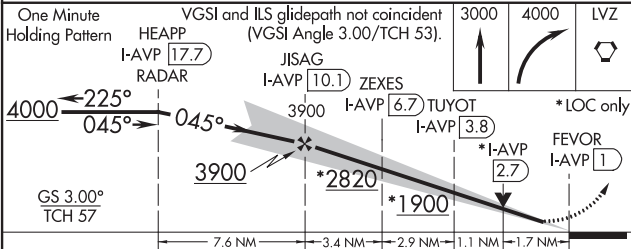
|                                                                                                                                                                                                                                                                                                                                       |                                                                                        |                                                                                                               |                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------|
| <p><b>⚠</b> Circling to Rwy 10 and 28 NA at night. When local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-ILS 4 all Cats visibility to RVR 5000 and S-LOC 4 Cats C/D visibility to 1 1/8 miles. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530.</p> | <p><b>MALSR</b><br/></p>                                                               | <p><b>MISSED APPROACH:</b><br/>Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.</p> |                                 |
| <p>ATIS<br/><b>111.6</b></p>                                                                                                                                                                                                                                                                                                          | <p>WILKES-BARRE APP CON<br/><b>120.95 256.7</b><br/><b>126.3 256.7</b> (101°-279°)</p> | <p>WILKES-BARRE TOWER<br/><b>120.1 257.8</b></p>                                                              | <p>GND CON<br/><b>121.9</b></p> |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



## DME or RADAR REQUIRED



| CATEGORY          | A                             | B                               | C                       | D                       |
|-------------------|-------------------------------|---------------------------------|-------------------------|-------------------------|
| S-ILS 4           | 1262/24                       |                                 | 300 (300-1/2)           |                         |
| S-LOC 4           | 1540/24                       | 578 (600-1/2)                   | 1540-1 1/4              | 578 (600-1 1/4)         |
| <b>C</b> CIRCLING | 1840-1 1/4<br>878 (900-1 1/4) | 1980-1 1/2<br>1018 (1100-1 1/2) | 1980-3<br>1018 (1100-3) | 2280-3<br>1318 (1400-3) |

|                |             |          |             |
|----------------|-------------|----------|-------------|
| LOC/DME I-ZK   | APP CRS     | Rwy Idg  | <b>7501</b> |
| <b>109.9</b>   | <b>225°</b> | TDZE     | <b>933</b>  |
| Chan <b>36</b> |             | Apt Elev | <b>962</b>  |

# ILS or LOC/DME RWY 22

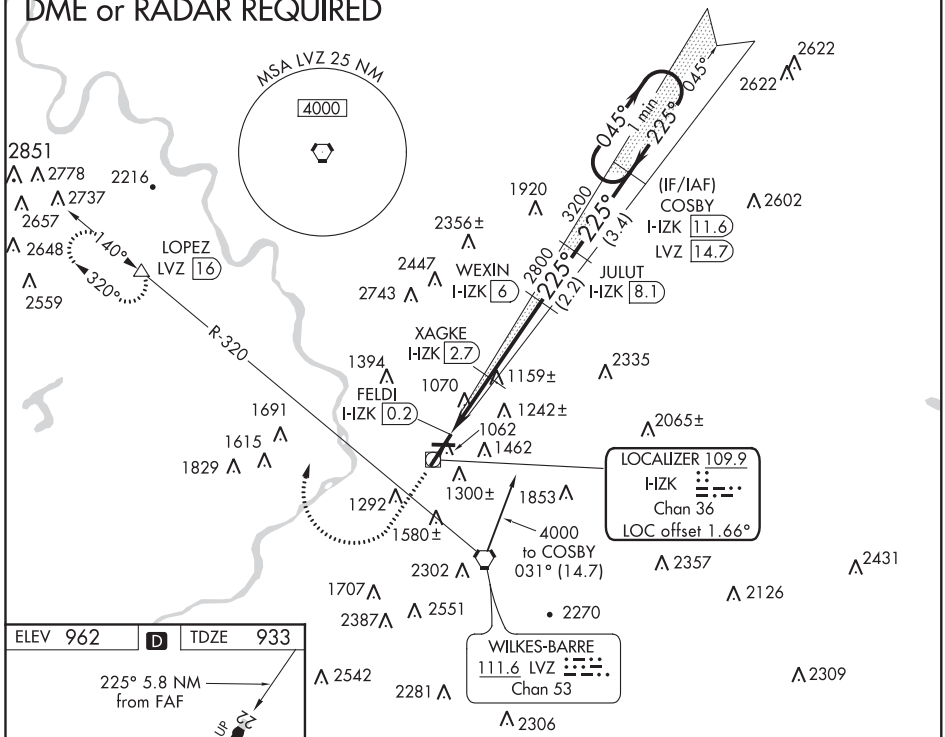
WILKES-BARRE/SCRANTON INTL (AVP)

**⚠** When local altimeter setting not received, procedure NA. Circling NA for Cats C and D southeast of Rwy 4-22.  
**❄** -21°C/-6°F DME required. Night landing: Rwy 10, 28 NA.

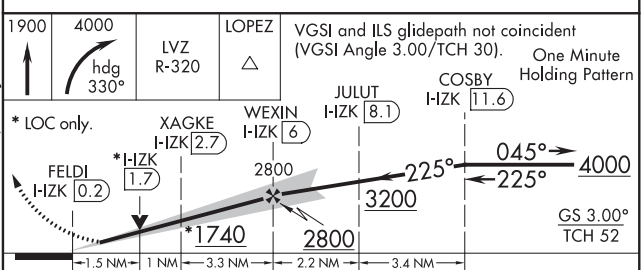
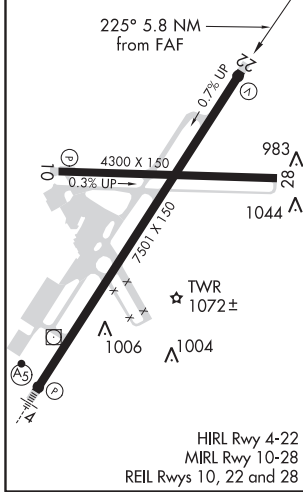
**MISSED APPROACH:** Climb to 1900 then climbing right turn to 4000 on heading 330° and LVZ VORTAC R-320 to LOPEZ/LVZ 16 DME and hold.

|                      |                                                                               |                                          |                         |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|
| ATIS<br><b>111.6</b> | WILKES-BARRE APP CON<br><b>120.95 256.7</b><br><b>126.3 256.7</b> (101°-279°) | WILKES-BARRE TOWER<br><b>120.1 257.8</b> | GND CON<br><b>121.9</b> |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|

## DME or RADAR REQUIRED



|          |          |          |
|----------|----------|----------|
| ELEV 962 | <b>D</b> | TDZE 933 |
|----------|----------|----------|



| CATEGORY          | A                       | B                         | C                       | D                       |
|-------------------|-------------------------|---------------------------|-------------------------|-------------------------|
| S-ILS 22          | 1201/45                 |                           | 268 (300-¾)             |                         |
| S-LOC 22          | 1420/55                 | 487 (500-1¼)              | 1420-1⅓                 | 487 (500-1¼)            |
| <b>C</b> CIRCLING | 1840-1¼<br>878 (900-1¼) | 1980-1½<br>1018 (1100-1½) | 1980-3<br>1018 (1100-3) | 2280-3<br>1318 (1400-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

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|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>62813</b><br><b>W04A</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE <b>962</b><br>Apt Elev <b>962</b> | <b>7501</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

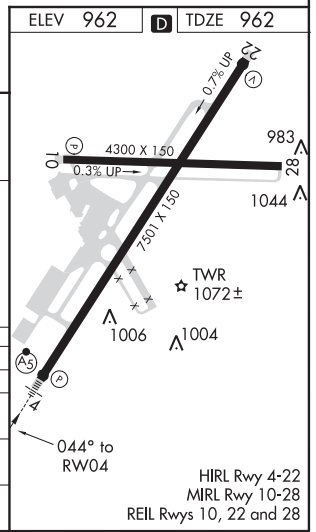
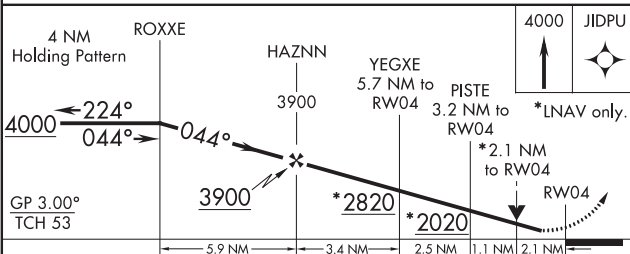
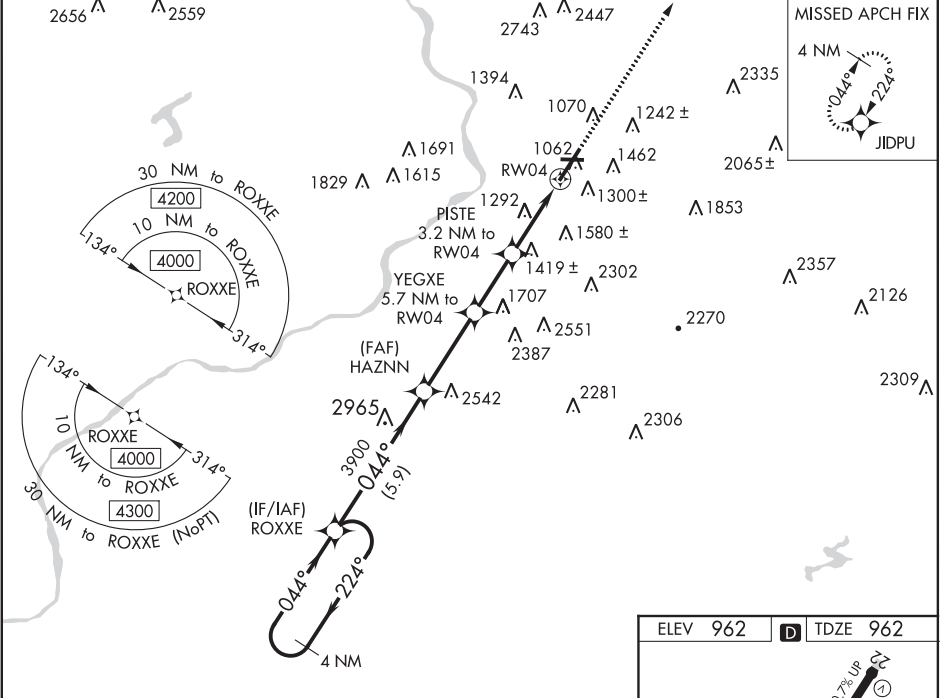
# RNAV (GPS) RWY 4

WILKES-BARRE/SCRANTON INTL (A VP)

**⚠** Circling to Rwy 10 and 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. For inoperative MALSR, increase LNAV Cats C/D visibility to 2 miles. Circling NA for Cats C and D southeast of Rwy 4-22. DME/DME RNP-0.3 NA.

**MALSR**  **MISSED APPROACH:** Climb to 4000 direct JIDPU and hold.

|                      |                                                                               |                                          |                         |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|
| ATIS<br><b>111.6</b> | WILKES-BARRE APP CON<br><b>120.95 256.7</b><br><b>126.3 256.7</b> (101°-279°) | WILKES-BARRE TOWER<br><b>120.1 257.8</b> | GND CON<br><b>121.9</b> |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|



| CATEGORY          | A                       | B                         | C                       | D                       |
|-------------------|-------------------------|---------------------------|-------------------------|-------------------------|
| LPV DA            |                         | 1162/24                   | 200 (200-½)             |                         |
| LNAV/VNAV DA      |                         | 1618-1¾                   | 656 (700-1¾)            |                         |
| LNAV MDA          | 1680/24                 | 718 (800-½)               | 1680-1½                 | 718 (800-1%)            |
| <b>C</b> CIRCLING | 1840-1¼<br>878 (900-1¼) | 1980-1½<br>1018 (1100-1½) | 1980-3<br>1018 (1100-3) | 2280-3<br>1318 (1400-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>69213</b><br><b>W22A</b> | APP CRS<br><b>224°</b> | Rwy Idg <b>7501</b><br>TDZE <b>933</b><br>Apt Elev <b>962</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

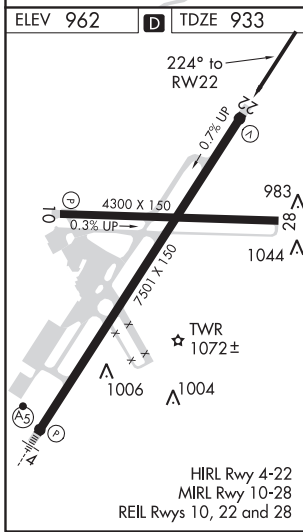
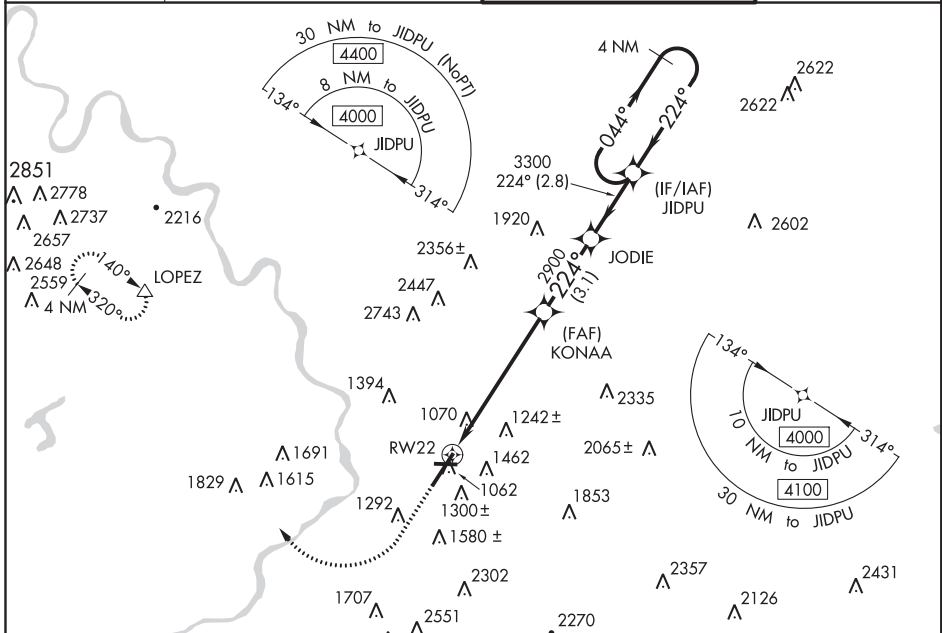
# RNAV (GPS) RWY 22

WILKES-BARRE/SCRANTON INTL (A.V.P)

**⚠** Night landing: Rwy 10, 28 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. Circling NA for Cats C and D southeast of Rwy4-22. DME/DME RNP-0.3 NA.

**⚠** MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct LOPEZ and hold.

|                      |                                                                               |                                          |                         |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|
| ATIS<br><b>111.6</b> | WILKES-BARRE APP CON<br><b>120.95 256.7</b><br><b>126.3 256.7</b> (101°-279°) | WILKES-BARRE TOWER<br><b>120.1 257.8</b> | GND CON<br><b>121.9</b> |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|-------------------------|



|                   |                         |                           |                                                                  |                         |
|-------------------|-------------------------|---------------------------|------------------------------------------------------------------|-------------------------|
| ELEV 962          | <b>D</b>                | TDZE 933                  |                                                                  |                         |
| 1900              | 4000                    | LOPEZ                     | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30). | 4 NM Holding Pattern    |
| *LNAV only.       |                         | KONAAA                    | JODIE                                                            | JIDPU                   |
| *1.8 NM to RW22   |                         | 2900                      | 2900                                                             | 4000                    |
| 1.8 NM            |                         | 4.3 NM                    | 3.1 NM                                                           | 2.8 NM                  |
| GP 3.00°          | TCH 51                  |                           |                                                                  |                         |
| CATEGORY          | A                       | B                         | C                                                                | D                       |
| LPV DA            | 1178/40                 |                           | 245 (200-¾)                                                      |                         |
| LNAV/VNAV DA      | 1392-1½                 |                           | 459 (500-1½)                                                     |                         |
| LNAV MDA          | 1500/55                 | 567 (600-1¼)              | 1500-1¾                                                          | 567 (600-1¾)            |
| <b>C</b> CIRCLING | 1840-1¼<br>878 (900-1¼) | 1980-1½<br>1018 (1100-1½) | 1980-3<br>1018 (1100-3)                                          | 2280-3<br>1318 (1400-3) |

NE-4, 10 NOV 2016 to 05 JAN 2017

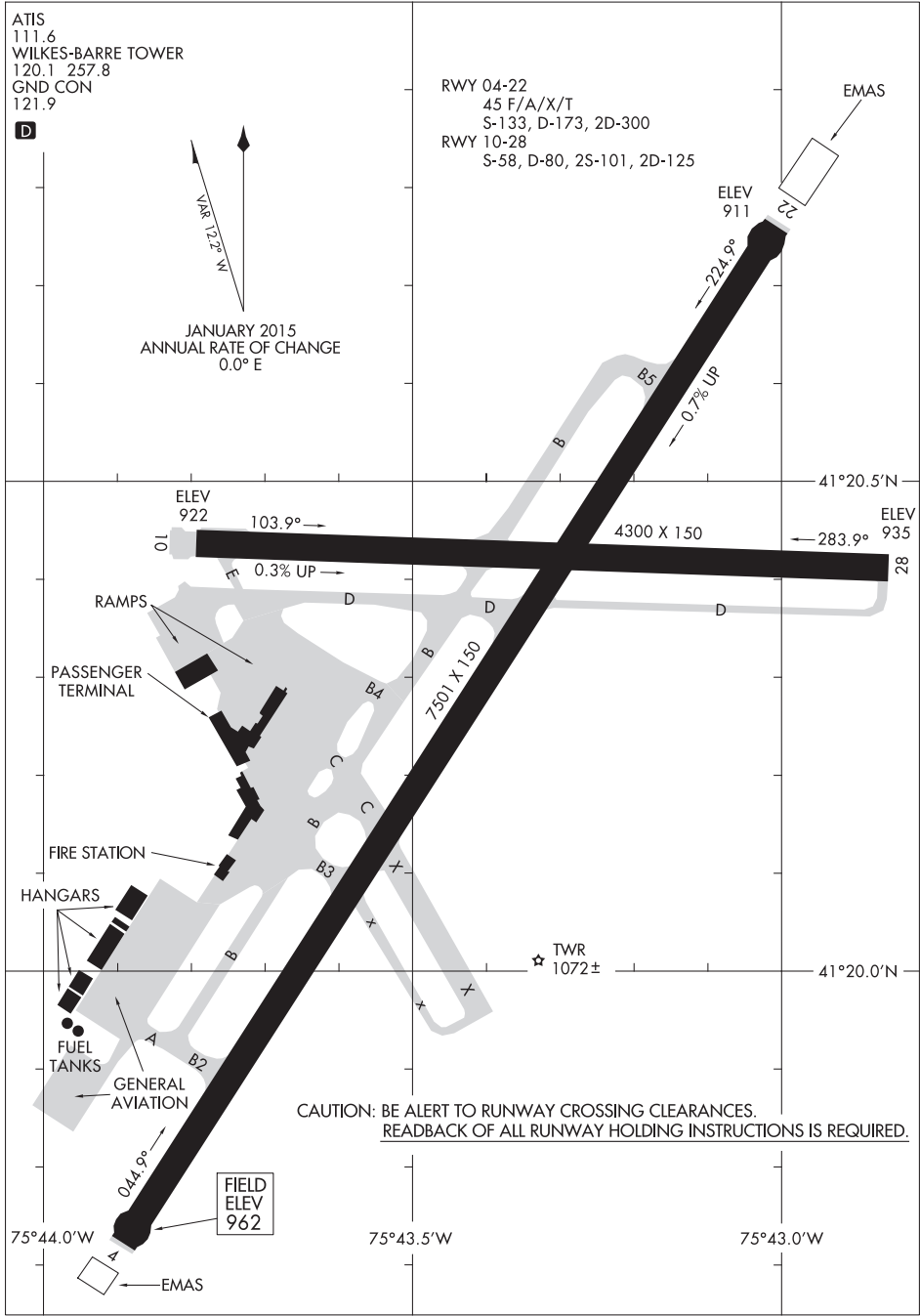
NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON INTL (AVP)

AL-661 (FAA)

WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON, PENNSYLVANIA  
WILKES-BARRE/SCRANTON INTL (AVP)

# SCRANTON SIX DEPARTURE

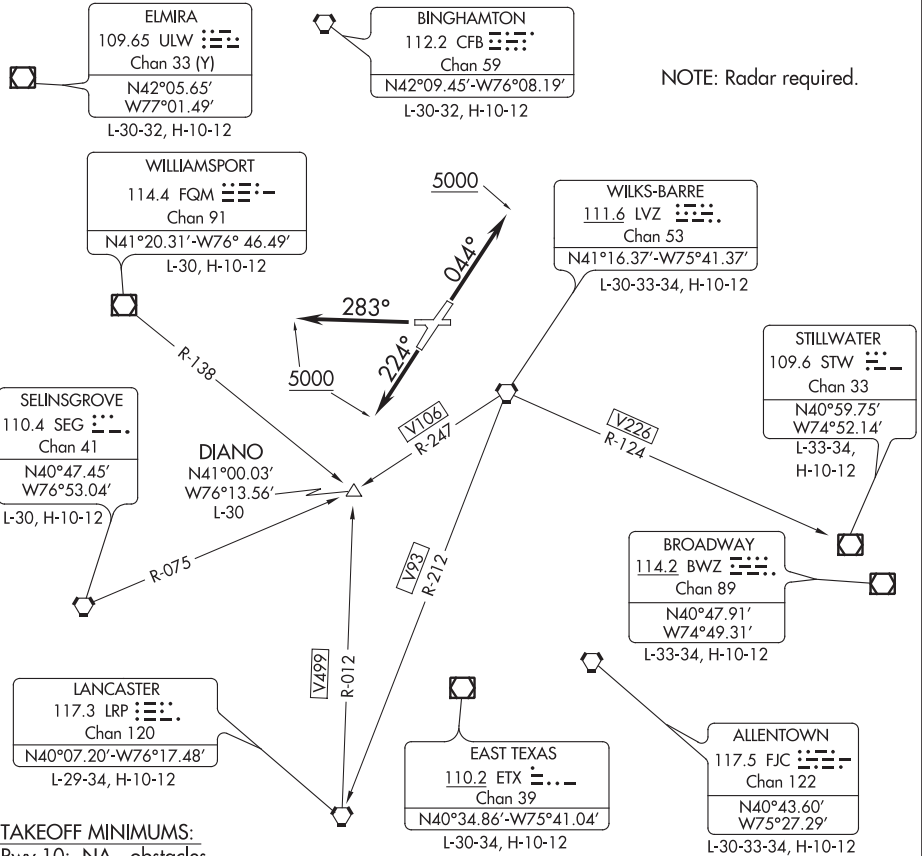
WILKES-BARRE/SCRANTON INTL (AVP)  
WILKES-BARRE/SCRANTON, PENNSYLVANIA

ATIS 111.6  
GND CON 121.9  
WILKES-BARRE TOWER 120.1 257.8  
WILKES-BARRE DEP CON 120.95 256.7 (NORTH)  
126.3 256.7 (SOUTH)

### TAKEOFF OBSTACLES NOTES:

Rwy 4: Trees 5847' from DER, 1632' left of centerline, up to 91' AGL/1070' MSL.  
Rwy 22: Trees 1.4 NM from DER, 2576' left of centerline, up to 100' AGL/1279' MSL. Trees 2.4 NM from DER, 3790' left of centerline, up to 100' AGL/1419' MSL.

**TOP ALTITUDE:**  
**5000**



NOTE: Radar required.

### TAKEOFF MINIMUMS:

Rwy 10: NA - obstacles.  
Rwy 4: Standard with minimum climb of 400' per NM to 2700.  
Rwy 22: Standard with minimum climb of 290' per NM to 3100.  
Rwy 28: Standard with minimum climb of 270' per NM to 2100.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 044° to 5000, Thence. . .  
TAKEOFF RUNWAY 22: Climb heading 224° to 5000, Thence. . .  
TAKEOFF RUNWAY 28: Climb heading 283° to 5000, Thence. . .

. . . expect radar vectors to assigned route/navaid/fix and clearance to filed altitude/flight level within ten (10) minutes after departure.

# SCRANTON SIX DEPARTURE

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>257°</b> | Rwy Idg<br><b>5001</b>  |
|                        | TDZE<br><b>1883</b>     |
|                        | Apt Elev<br><b>1882</b> |

# RNAV (GPS) RWY 26

APPALACHIAN RGNL (E,B,D)

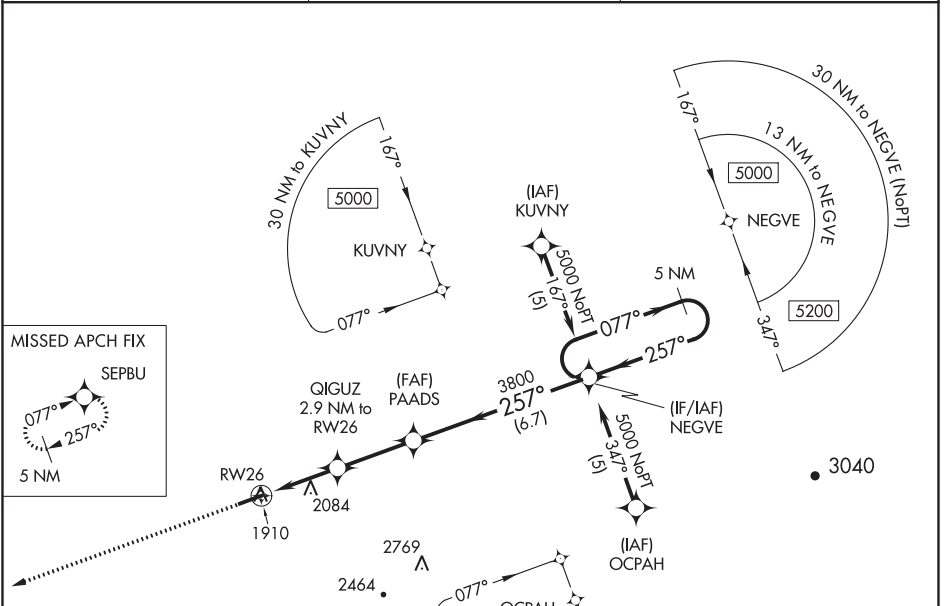
**NA** Use Pineville altimeter setting, when not received, use Beckley altimeter setting and increase all MDA 140 feet; increase LNAV Cat A and Circling Cat A, C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 5000 direct SEPBU and hold.

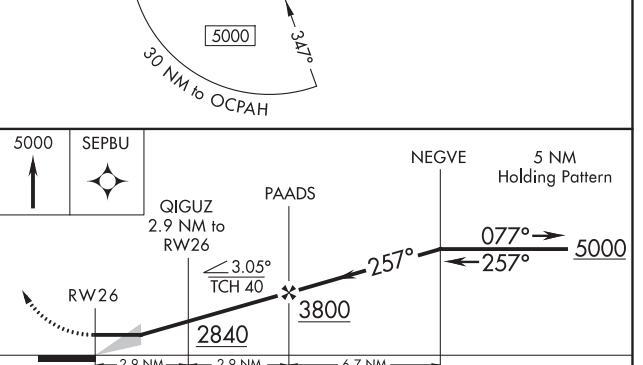
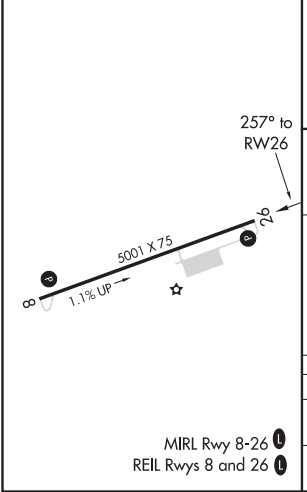
KEE FIELD AWOS-3  
**120.625**

INDIANAPOLIS CENTER  
**126.575 257.85**

UNICOM  
**122.8 (CTAF)**



|                  |                  |
|------------------|------------------|
| ELEV <b>1882</b> | TDZE <b>1883</b> |
|------------------|------------------|



| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA | 2660-1<br>777 (800-1) | 2660-1¼<br>777 (800-1¼) | 2660-2½                 | 777 (800-2½)            |
| CIRCLING | 2680-1<br>798 (800-1) | 2680-1¼<br>798 (800-1¼) | 2680-2½<br>798 (800-2½) | 2720-2¾<br>838 (900-2¾) |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



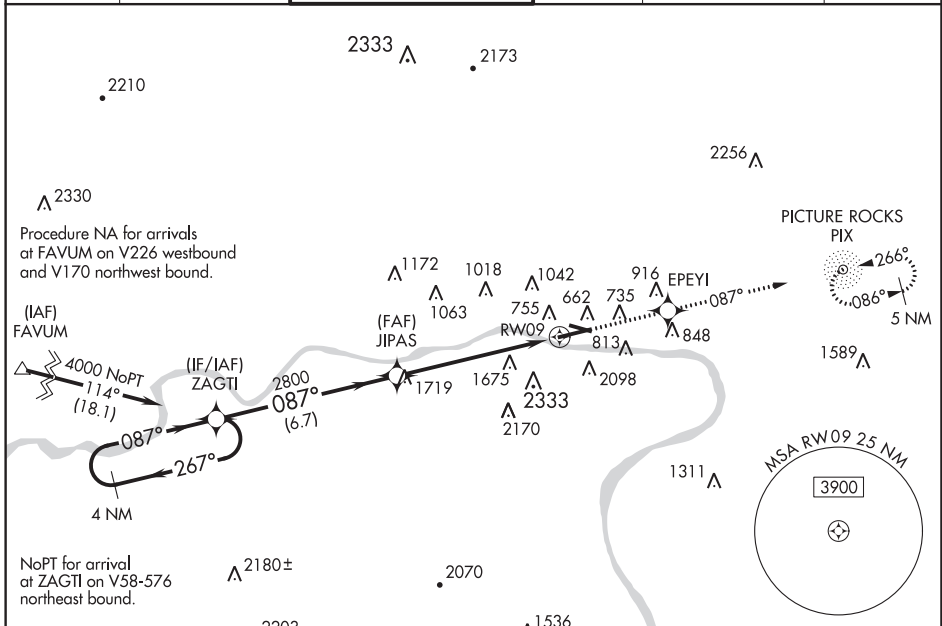
|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86924</b><br><b>W09A</b> | APP CRS<br><b>087°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6824</b><br><b>521</b><br><b>528</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 9

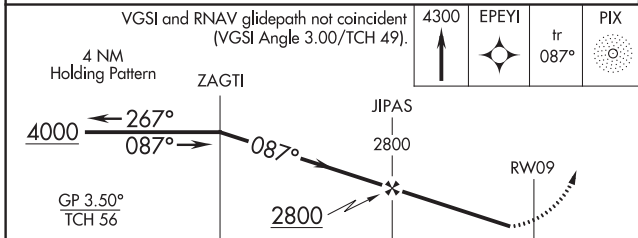
WILLIAMSPORT RGNL (IPT)

|  |                                                                                                                                                              |                                                                                                                    |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  | DME/DME RNP-0.3 NA. Night landing: Rwy 12, 30 NA.<br>Helicopter visibility reduction below 3/4 SM NA.<br>Circling NA south of Rwy 9 and southwest of Rwy 30. | MISSED APPROACH: Climb to 4300 direct EPEYI and on track 087° to PIX NDB and hold, continue climb-in-hold to 4300. |
|  | -10°C/14°F                                                                                                                                                   |                                                                                                                    |

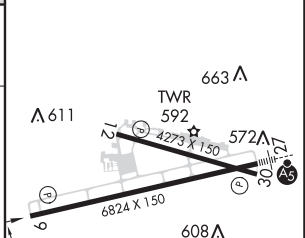
|                        |                                 |                                                           |                         |                                     |                         |
|------------------------|---------------------------------|-----------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|
| ASOS<br><b>125.225</b> | NEW YORK CENTER<br><b>124.9</b> | WILLIAMSPORT TOWER*<br><b>119.1</b> (CTAF) <b>0 257.8</b> | GND CON<br><b>121.9</b> | WILLIAMSPORT RADIO<br><b>122.65</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------|-----------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|



|                                                                        |                                                                                            |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 4 NM Holding Pattern<br>ZAGTI<br>4000 ← 267° 087° →<br>GP 3.50° TCH 56 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).<br>4300 EPEYI tr 087° PIX |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|



|          |                   |
|----------|-------------------|
| ELEV 528 | <b>D</b> TDZE 521 |
|----------|-------------------|



| CATEGORY     | A                         | B                         | C                       | D  |
|--------------|---------------------------|---------------------------|-------------------------|----|
| LPV DA       | 1036-1½                   | 515 (600-1½)              |                         | NA |
| LNAV/VNAV DA | 2190-6                    | 1669 (1700-6)             |                         | NA |
| LNAV MDA     | 1980-1¼<br>1459 (1500-1¼) | 1980-1½<br>1459 (1500-1½) | 1980-3<br>1459 (1500-3) | NA |
| CIRCLING     | 1980-1¼<br>1452 (1500-1¼) | 1980-1½<br>1452 (1500-1½) | 1980-3<br>1452 (1500-3) | NA |

REIL Rwy 9 **0**  
 MIRL Rwy 12-30\*  
 HIRL Rwy 9-27 **0**

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



WILLIAMSPORT, PENNSYLVANIA

AL-457 (FAA)

16119

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>49024</b><br><b>W12A</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4273</b><br><b>528</b><br><b>528</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

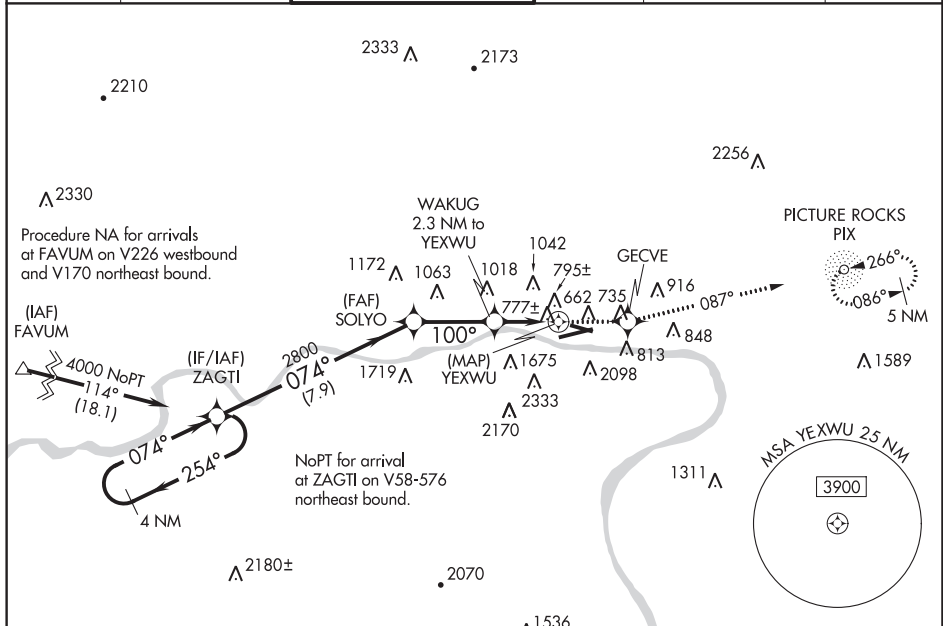
# RNAV (GPS) RWY 12

WILLIAMSPORT RGNL (IPT)

**⚠** DME/DME RNP-0.3 NA. Night landing: Rwy 12, 30 NA.  
**⚠** Helicopter visibility reduction below 1 SM NA.  
**❄** -10°C/14°F Circling NA south of Rwy 9 and southwest of Rwy 30.

MISSED APPROACH: Climb to 4300 direct GECVE and on track 087° to PIX NDB and hold, continue climb-in-hold to 4300.

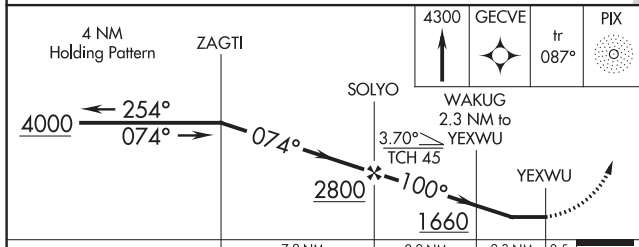
|                        |                                 |                                                                  |                         |                                     |                         |
|------------------------|---------------------------------|------------------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|
| ASOS<br><b>125.225</b> | NEW YORK CENTER<br><b>124.9</b> | <b>WILLIAMSPORT TOWER*</b><br><b>119.1</b> (CTAF) <b>0 257.8</b> | GND CON<br><b>121.9</b> | WILLIAMSPORT RADIO<br><b>122.65</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------|------------------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|



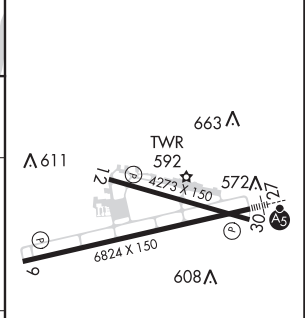
NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

|          |          |
|----------|----------|
| ELEV 528 | TDZE 528 |
|----------|----------|



|          |          |
|----------|----------|
| ELEV 528 | TDZE 528 |
|----------|----------|



| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| LP MDA   | 1040-1                | 512 (600-1)             | NA |   |
| LNVA MDA | 1240-1                | 712 (800-1)             | NA |   |
| CIRCLING | 1240-1<br>712 (800-1) | 1400-1¼<br>872 (900-1¼) | NA |   |

REIL Rwy 9 **0**  
 MIRL Rwy 12-30\*  
 HIRL Rwy 9-27 **0**

WILLIAMSPORT, PENNSYLVANIA  
 Orig-B 28APR16

41°15'N-76°55'W

# WILLIAMSPORT RGNL (IPT) RNAV (GPS) RWY 12

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>93724</b><br><b>W30A</b> | APP CRS<br><b>296°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4273</b><br><b>528</b><br><b>528</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

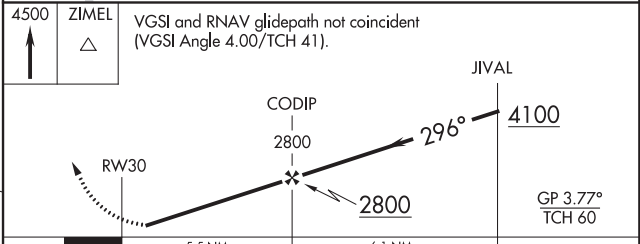
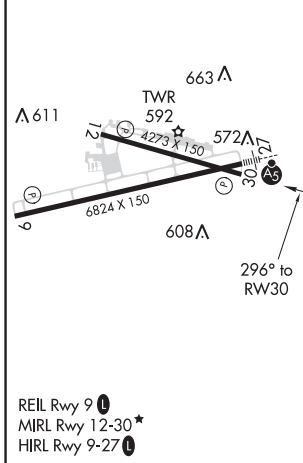
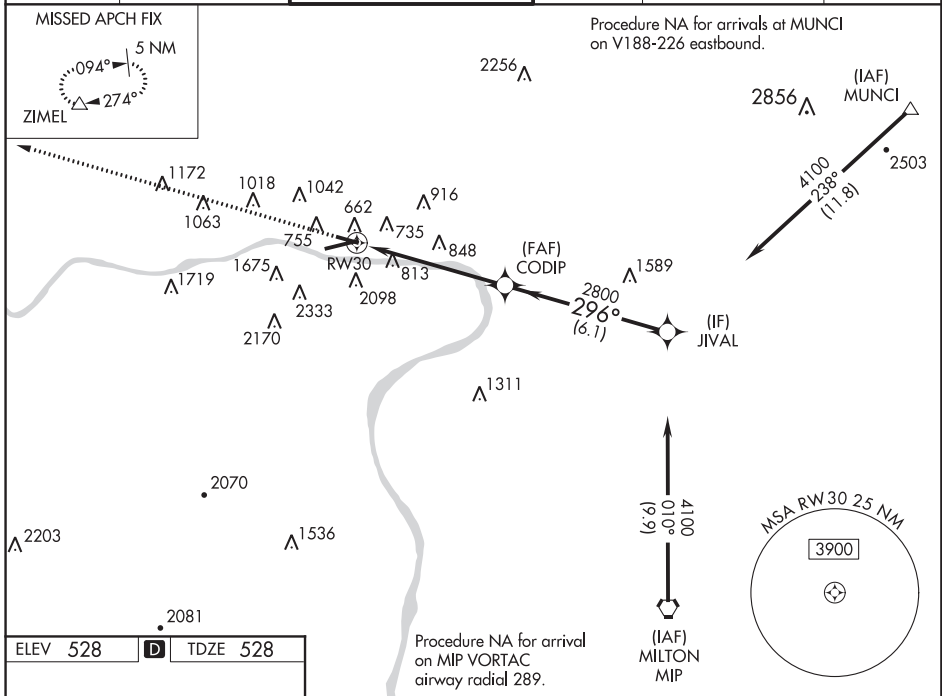
# RNAV (GPS) RWY 30

WILLIAMSPORT RGNL (IPT)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** Circling NA south of Rwy 9 and southwest of Rwy 30.  
**❄** -10°C/14°F Night landing: Rwy 12, 30 NA.

MISSED APPROACH: Climb to 4500 direct ZIMEL and hold, continue climb-in-hold to 4500.

|                        |                                 |                                                           |                         |                                     |                         |
|------------------------|---------------------------------|-----------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|
| ASOS<br><b>125.225</b> | NEW YORK CENTER<br><b>124.9</b> | WILLIAMSPORT TOWER*<br><b>119.1</b> (CTAF) <b>0 257.8</b> | GND CON<br><b>121.9</b> | WILLIAMSPORT RADIO<br><b>122.65</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------|-----------------------------------------------------------|-------------------------|-------------------------------------|-------------------------|



| CATEGORY     | A                         | B                         | C | D  |
|--------------|---------------------------|---------------------------|---|----|
| LPV DA       | 843-1                     | 315 (400-1)               |   | NA |
| LNAV/VNAV DA | 2212-5                    | 1684 (1700-5)             |   | NA |
| LNAV MDA     | 2020-1¼<br>1492 (1500-1¼) | 2020-1½<br>1492 (1500-1½) |   | NA |
| CIRCLING     | 2020-1¼<br>1492 (1500-1¼) | 2020-1½<br>1492 (1500-1½) |   | NA |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

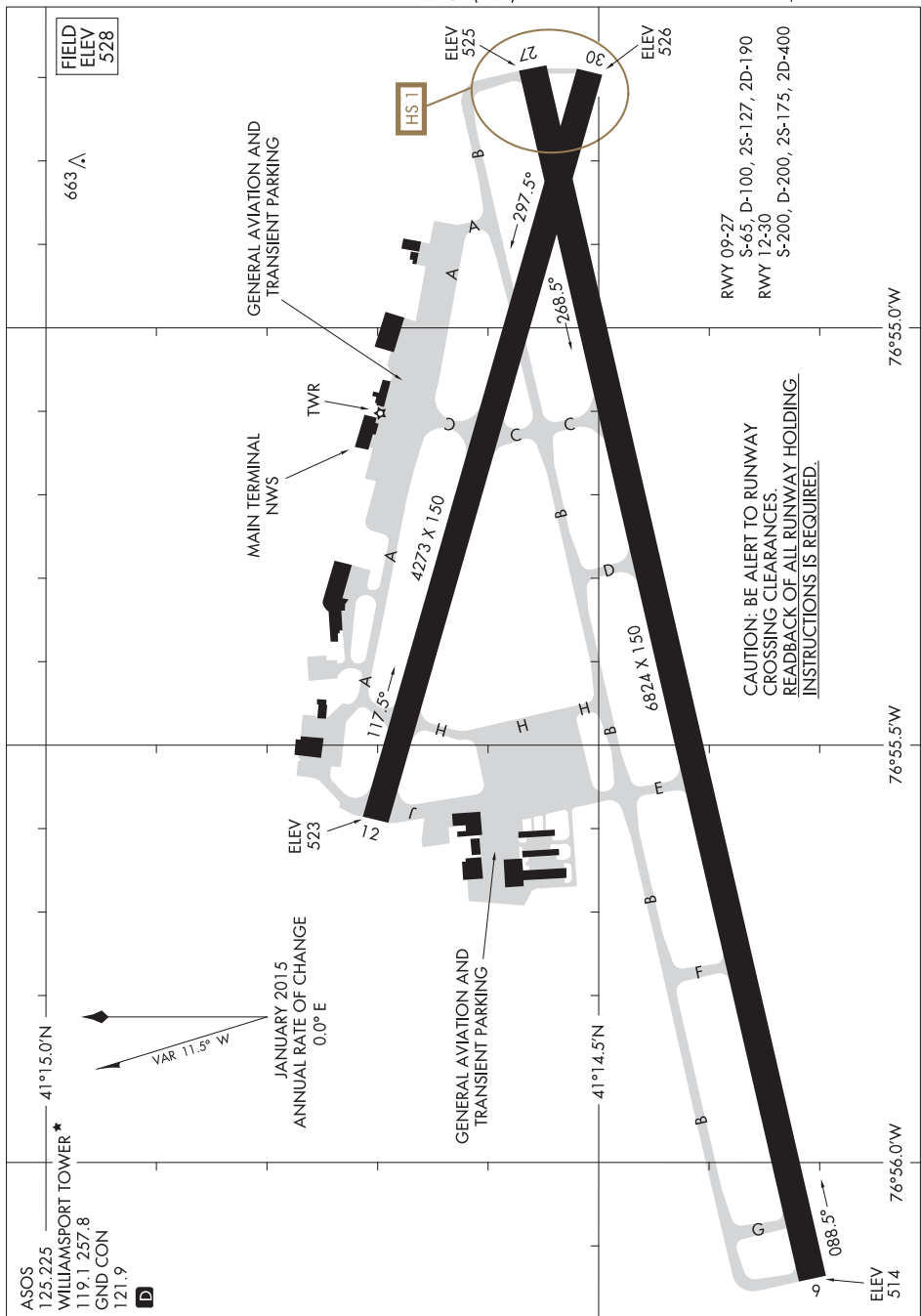
# AIRPORT DIAGRAM

WILLIAMSPORT RGNL (IPT)  
WILLIAMSPORT, PENNSYLVANIA

AL-457 (FAA)

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



FIELD  
ELEV  
528

663  $\Delta$

GENERAL AVIATION AND  
TRANSIENT PARKING

MAIN TERMINAL  
NWS

TWR

ELEV  
523

JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° E

VAR 11.5° W

ASOS  
125.225  
WILLIAMSPORT TOWER \*  
119.1 257.8  
GND CON  
121.9

HS 1

ELEV  
525

ELEV  
526

RWY 09-27  
S-65, D-100, 2S-127, 2D-190  
RWY 12-30  
S-200, D-200, 2S-175, 2D-400

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

4273 X 150

6824 X 150

76°55.0'W

76°55.5'W

76°56.0'W

ELEV  
514

# AIRPORT DIAGRAM

WILLIAMSPORT, PENNSYLVANIA  
WILLIAMSPORT RGNL (IPT)

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>69321</b><br><b>W17A</b> | APP CRS<br><b>166°</b> | Rwy Idg <b>4394</b><br>TDZE <b>478</b><br>Apt Elev <b>495</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

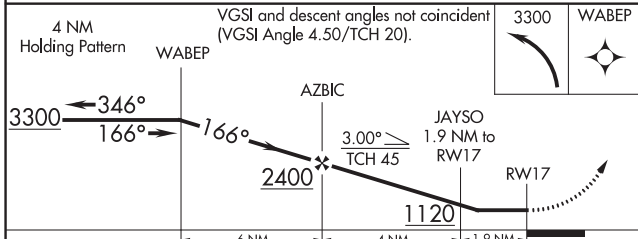
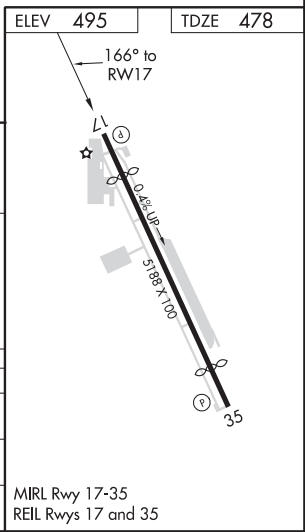
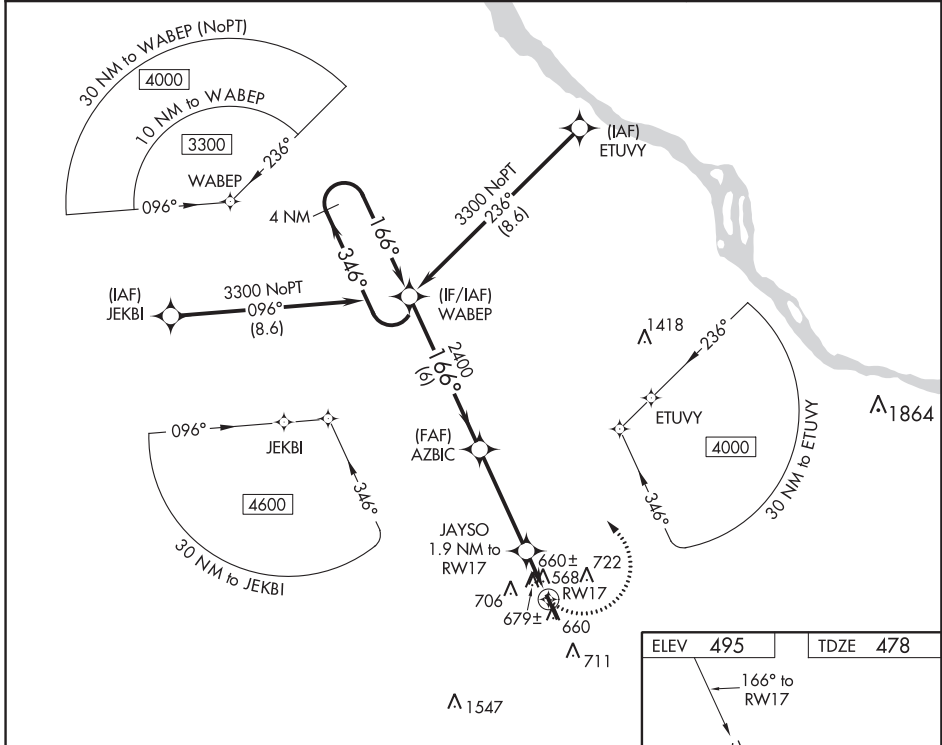
# RNAV (GPS) RWY 17

YORK (THV)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LP Cat C and D visibility 1/8 mile and increase LNAV Cat C and D and Circling Cat B, C and D visibility 1/4 mile. Night Landing: Rwy 17 NA.

**MISSED APPROACH:** Climbing left turn to 3300 direct WABEP and hold.

|                        |                                            |                           |                               |
|------------------------|--------------------------------------------|---------------------------|-------------------------------|
| ASOS<br><b>119.275</b> | HARRISBURG APP CON<br><b>124.1 273.525</b> | CLNC DEL<br><b>121.65</b> | UNICOM<br><b>123.0</b> (CTAF) |
|------------------------|--------------------------------------------|---------------------------|-------------------------------|



| CATEGORY | A                     | B                     | C                             | D                             |
|----------|-----------------------|-----------------------|-------------------------------|-------------------------------|
| LP MDA   | 920-1                 | 442 (500-1)           | 920-1 3/8                     | 442 (500-1 3/8)               |
| LNAV MDA | 940-1                 | 462 (500-1)           | 940-1 3/8                     | 462 (500-1 3/8)               |
| CIRCLING | 1220-1<br>725 (800-1) | 1240-1<br>745 (800-1) | 1260-2 1/4<br>765 (800-2 1/4) | 1260-2 1/2<br>765 (800-2 1/2) |

MIRL Rwy 17-35  
REIL Rwy 17 and 35

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

YORK, PENNSYLVANIA

AL-5137 (FAA)

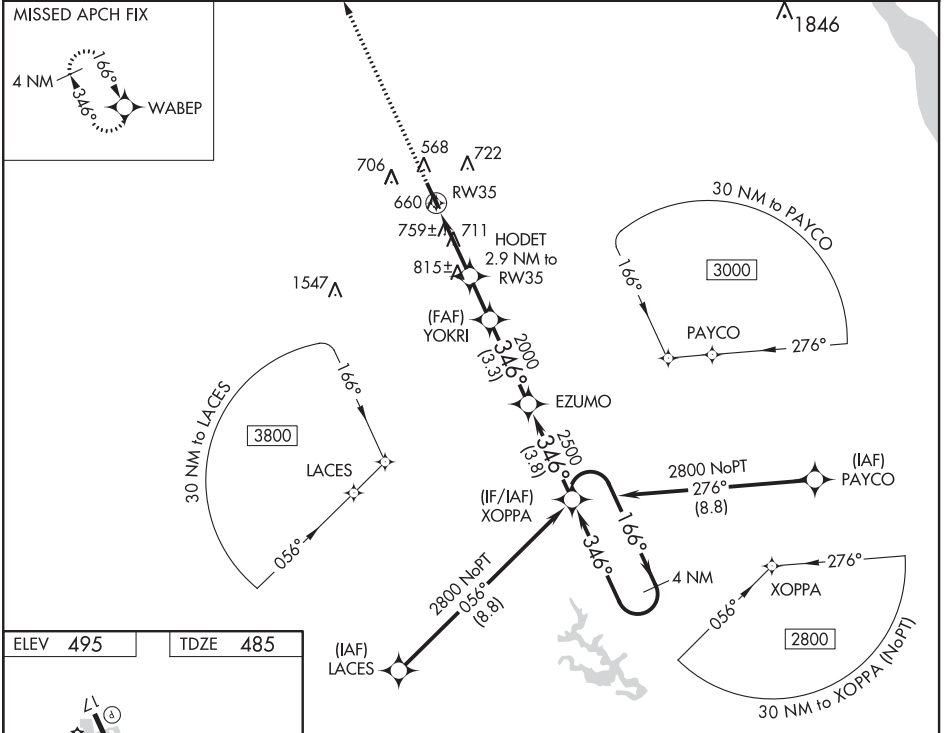
16259

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>72821</b><br><b>W35A</b> | APP CRS<br><b>346°</b> | Rwy Idg <b>4394</b><br>TDZE <b>485</b><br>Apt Elev <b>495</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

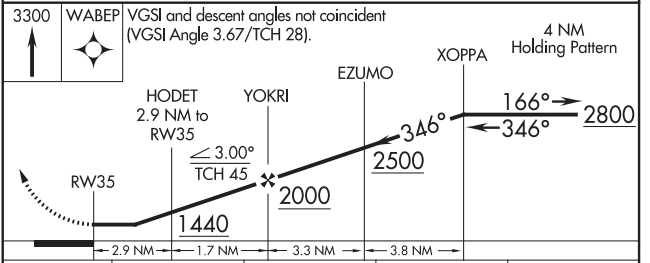
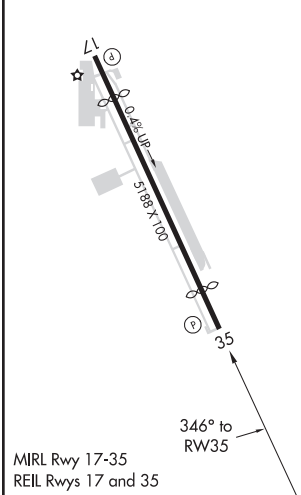
# RNAV (GPS) RWY 35

YORK (THV)

|                                                                                                                                                                                                                                                                                                                                                        |                                            |                                                              |                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|-------------------------------|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility 1/8 mile and increase LP Cat C and D and Circling Cat B, C and D visibility 1/4 mile. Night Landing: Rwy 17 NA.</p> |                                            | <p>MISSED APPROACH: Climb to 3300 direct WABEP and hold.</p> |                               |
| ASOS<br><b>119.275</b>                                                                                                                                                                                                                                                                                                                                 | HARRISBURG APP CON<br><b>124.1 273.525</b> | CLNC DEL<br><b>121.65</b>                                    | UNICOM<br><b>123.0</b> (CTAF) |



|                 |                 |
|-----------------|-----------------|
| ELEV <b>495</b> | TDZE <b>485</b> |
|-----------------|-----------------|



| CATEGORY | A                     | B                     | C                       | D                       |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LP MDA   | 1020-1                | 535 (600-1)           | 1020-1½                 | 535 (600-1½)            |
| LNAV MDA | 1080-1                | 595 (600-1)           | 1080-1¾                 | 595 (600-1¾)            |
| CIRCLING | 1220-1<br>725 (800-1) | 1240-1<br>745 (800-1) | 1260-2¼<br>765 (800-2¼) | 1260-2½<br>765 (800-2½) |

YORK, PENNSYLVANIA  
Amdt 1B 24JUL14

39°55'N-76°52'W

# YORK (THV) RNAV (GPS) RWY 35

NE-4, 10 NOV 2016 to 05 JAN 2017

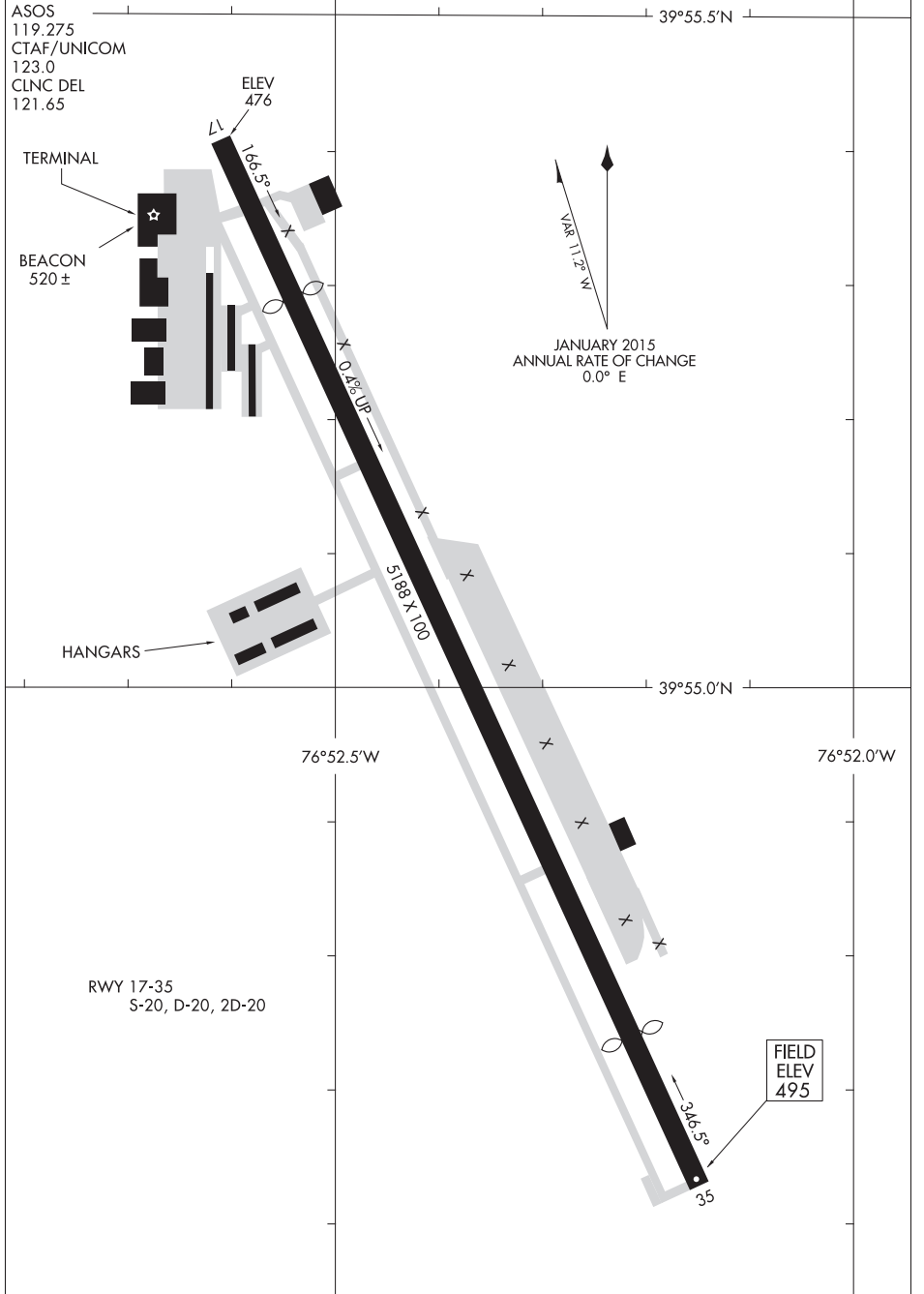
NE-4, 10 NOV 2016 to 05 JAN 2017

16147

# AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)  
YORK, PENNSYLVANIA



NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

16147

YORK, PENNSYLVANIA  
YORK (THV)



|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4352</b> |
| <b>354°</b> | TDZE     | <b>898</b>  |
|             | Apt Elev | <b>898</b>  |

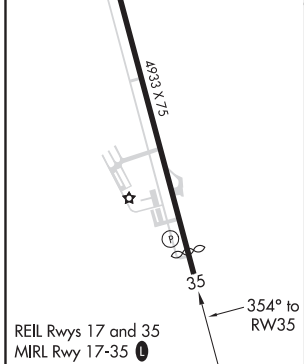
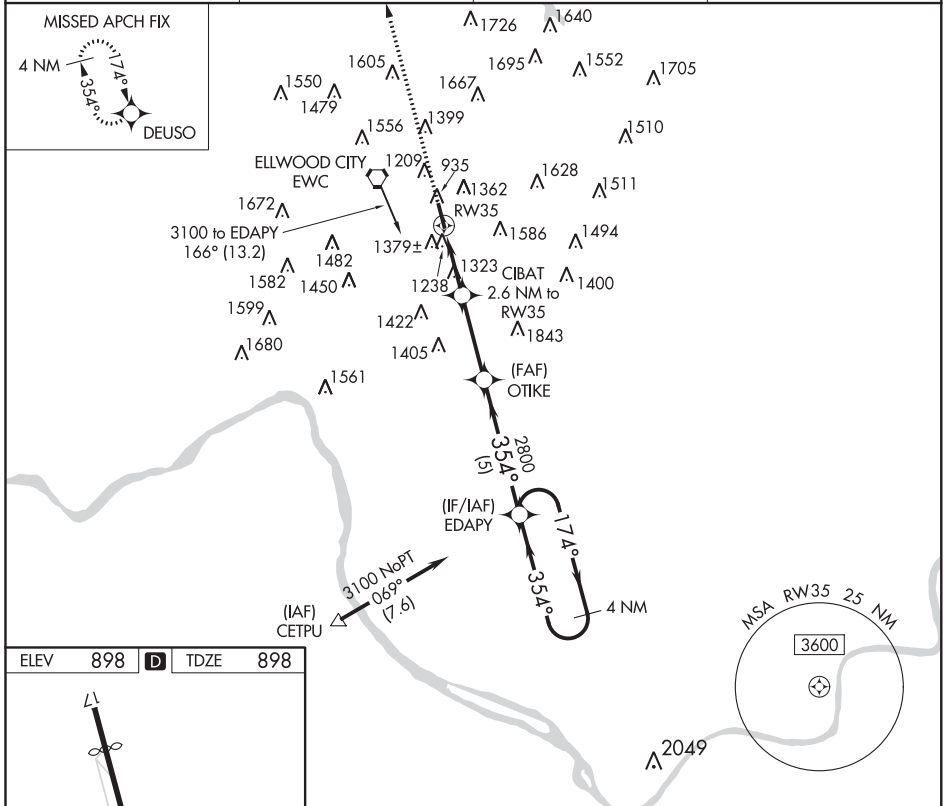
# RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

**NA** Circling to Rwy 17 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Butler altimeter setting. When local altimeter setting not received, use Butler altimeter setting and increase all MDA 80 feet, increase Circling Cat A visibility 1/4 SM.

**MISSED APPROACH:** Climb to 3000 direct DEUSO and hold.

|                         |                                           |                       |                      |
|-------------------------|-------------------------------------------|-----------------------|----------------------|
| AWOS-3<br><b>118.45</b> | PITTSBURGH APP CON<br><b>124.75 338.2</b> | GCO<br><b>121.725</b> | CTAF<br><b>122.9</b> |
|-------------------------|-------------------------------------------|-----------------------|----------------------|



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |                               |        |                      |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------|--------|----------------------|------|-------|-----------------------------|--|----------------------|--|--|-------------------------|-------|-------|--|--|----------------|------|-------------|--|--|--------|--------|--------|--|--|--|--|------|----------|---|---|---|---|----------|-----------------------|-------------------------------|--|----|-------------------|-----------------------|-------------------------------|--|----|
| ELEV                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>898</b>            | <b>D</b>                      | TDZE   | <b>898</b>           |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
| <table border="1"> <tr> <td>3000</td> <td>DEUSO</td> <td colspan="2">Visual Segment - Obstacles.</td> <td>4 NM Holding Pattern</td> </tr> <tr> <td></td> <td></td> <td>CIBAT<br/>2.6 NM to RW35</td> <td>OTIKE</td> <td>EDAPY</td> </tr> <tr> <td></td> <td></td> <td>1.9 NM to RW35</td> <td>2800</td> <td>174° → 3100</td> </tr> <tr> <td></td> <td></td> <td>1.9 NM</td> <td>0.7 NM</td> <td>3.1 NM</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>5 NM</td> </tr> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>LNAV MDA</td> <td>1640-1<br/>742 (800-1)</td> <td>1640-1 1/4<br/>742 (800-1 1/4)</td> <td></td> <td>NA</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>1680-1<br/>782 (800-1)</td> <td>1700-1 1/4<br/>802 (900-1 1/4)</td> <td></td> <td>NA</td> </tr> </table> |                       |                               |        |                      | 3000 | DEUSO | Visual Segment - Obstacles. |  | 4 NM Holding Pattern |  |  | CIBAT<br>2.6 NM to RW35 | OTIKE | EDAPY |  |  | 1.9 NM to RW35 | 2800 | 174° → 3100 |  |  | 1.9 NM | 0.7 NM | 3.1 NM |  |  |  |  | 5 NM | CATEGORY | A | B | C | D | LNAV MDA | 1640-1<br>742 (800-1) | 1640-1 1/4<br>742 (800-1 1/4) |  | NA | <b>C</b> CIRCLING | 1680-1<br>782 (800-1) | 1700-1 1/4<br>802 (900-1 1/4) |  | NA |
| 3000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DEUSO                 | Visual Segment - Obstacles.   |        | 4 NM Holding Pattern |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       | CIBAT<br>2.6 NM to RW35       | OTIKE  | EDAPY                |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       | 1.9 NM to RW35                | 2800   | 174° → 3100          |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       | 1.9 NM                        | 0.7 NM | 3.1 NM               |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |                               |        | 5 NM                 |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
| CATEGORY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | A                     | B                             | C      | D                    |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
| LNAV MDA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1640-1<br>742 (800-1) | 1640-1 1/4<br>742 (800-1 1/4) |        | NA                   |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |
| <b>C</b> CIRCLING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1680-1<br>782 (800-1) | 1700-1 1/4<br>802 (900-1 1/4) |        | NA                   |      |       |                             |  |                      |  |  |                         |       |       |  |  |                |      |             |  |  |        |        |        |  |  |  |  |      |          |   |   |   |   |          |                       |                               |  |    |                   |                       |                               |  |    |

NE-4, 10 NOV 2016 to 05 JAN 2017

NE-4, 10 NOV 2016 to 05 JAN 2017



INTENTIONALLY

LEFT

BLANK

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

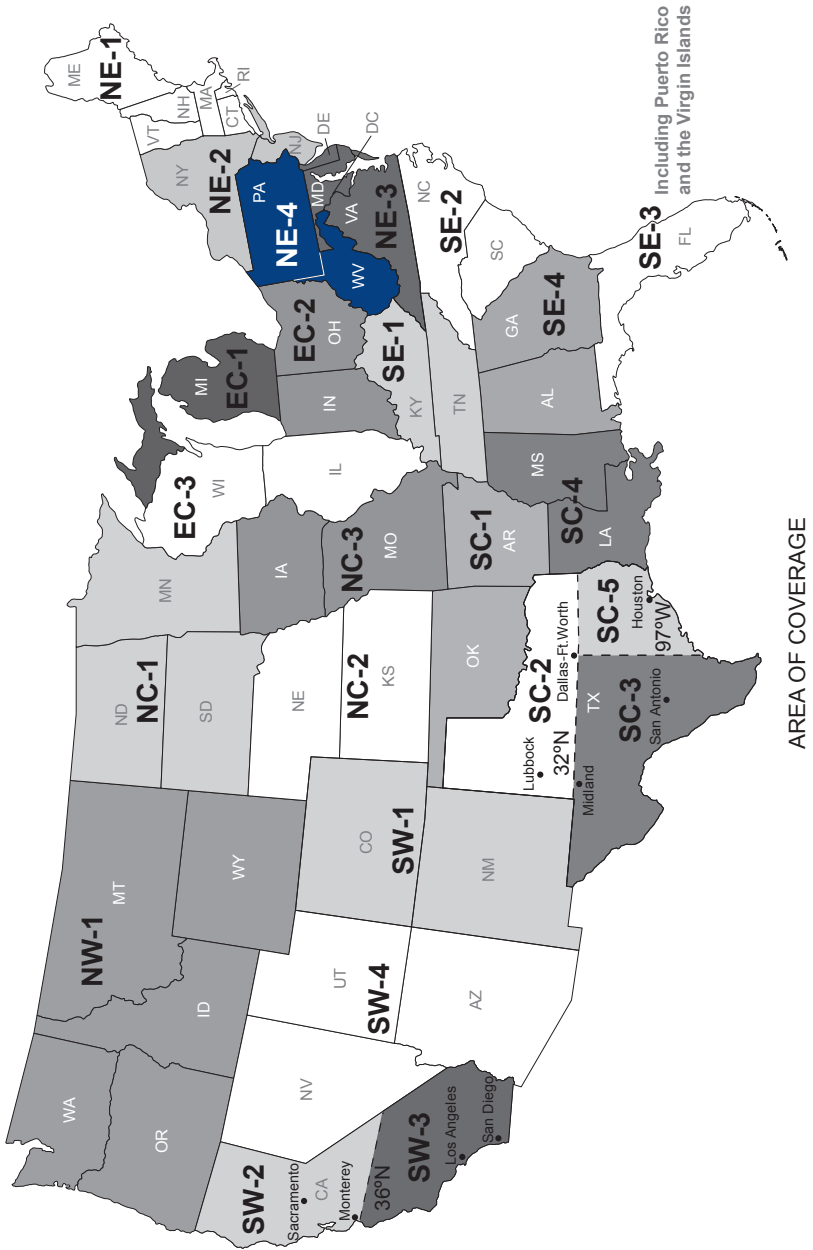
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

| CLIMB/<br>DESCENT<br>ANGLE<br>(degrees<br>and<br>tenths) | ft/NM | GROUND SPEED (knots) |      |      |      |      |      |      |      |      |      |      |      |
|----------------------------------------------------------|-------|----------------------|------|------|------|------|------|------|------|------|------|------|------|
|                                                          |       | 60                   | 90   | 120  | 150  | 180  | 210  | 240  | 270  | 300  | 330  | 360  |      |
| 2.0                                                      | 210   | 210                  | 320  | 425  | 530  | 635  | 743  | 850  | 955  | 1060 | 1165 | 1275 |      |
| 2.5                                                      | 265   | 265                  | 400  | 530  | 665  | 795  | 930  | 1060 | 1195 | 1325 | 1460 | 1590 |      |
| VERTICAL<br>PATH<br>ANGLE                                | 2.7   | 287                  | 287  | 430  | 574  | 717  | 860  | 1003 | 1147 | 1290 | 1433 | 1576 | 1720 |
|                                                          | 2.8   | 297                  | 297  | 446  | 595  | 743  | 892  | 1041 | 1189 | 1338 | 1486 | 1635 | 1783 |
|                                                          | 2.9   | 308                  | 308  | 462  | 616  | 770  | 924  | 1078 | 1232 | 1386 | 1539 | 1693 | 1847 |
|                                                          | 3.0   | 318                  | 318  | 478  | 637  | 797  | 956  | 1115 | 1274 | 1433 | 1593 | 1752 | 1911 |
|                                                          | 3.1   | 329                  | 329  | 494  | 659  | 823  | 988  | 1152 | 1317 | 1481 | 1646 | 1810 | 1975 |
|                                                          | 3.2   | 340                  | 340  | 510  | 680  | 850  | 1020 | 1189 | 1359 | 1529 | 1699 | 1869 | 2039 |
|                                                          | 3.3   | 350                  | 350  | 526  | 701  | 876  | 1052 | 1227 | 1402 | 1577 | 1752 | 1927 | 2103 |
|                                                          | 3.4   | 361                  | 361  | 542  | 722  | 903  | 1083 | 1264 | 1444 | 1625 | 1805 | 1986 | 2166 |
| 3.5                                                      | 370   | 370                  | 555  | 745  | 930  | 1115 | 1300 | 1485 | 1670 | 1860 | 2045 | 2230 |      |
| 4.0                                                      | 425   | 425                  | 640  | 850  | 1065 | 1275 | 1490 | 1700 | 1915 | 2125 | 2340 | 2550 |      |
| 4.5                                                      | 480   | 480                  | 715  | 955  | 1195 | 1435 | 1675 | 1915 | 2150 | 2390 | 2630 | 2870 |      |
| 5.0                                                      | 530   | 530                  | 795  | 1065 | 1330 | 1595 | 1860 | 2125 | 2390 | 2660 | 2925 | 3190 |      |
| 5.5                                                      | 585   | 585                  | 880  | 1170 | 1465 | 1755 | 2050 | 2340 | 2635 | 2925 | 3220 | 3510 |      |
| 6.0                                                      | 640   | 640                  | 960  | 1275 | 1595 | 1915 | 2235 | 2555 | 2875 | 3195 | 3510 | 3830 |      |
| 6.5                                                      | 690   | 690                  | 1040 | 1385 | 1730 | 2075 | 2425 | 2770 | 3115 | 3460 | 3805 | 4155 |      |
| 7.0                                                      | 745   | 745                  | 1120 | 1490 | 1865 | 2240 | 2610 | 2985 | 3355 | 3730 | 4105 | 4475 |      |
| 7.5                                                      | 800   | 800                  | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |      |
| 8.0                                                      | 855   | 855                  | 1280 | 1710 | 2135 | 2560 | 2990 | 3415 | 3845 | 4270 | 4695 | 5125 |      |
| 8.5                                                      | 910   | 910                  | 1360 | 1815 | 2270 | 2725 | 3180 | 3630 | 4085 | 4540 | 4995 | 5450 |      |
| 9.0                                                      | 960   | 960                  | 1445 | 1925 | 2405 | 2885 | 3370 | 3850 | 4330 | 4810 | 5295 | 5775 |      |
| 9.5                                                      | 1015  | 1015                 | 1525 | 2035 | 2540 | 3050 | 3560 | 4065 | 4575 | 5085 | 5590 | 6100 |      |
| 10.0                                                     | 1070  | 1070                 | 1605 | 2145 | 2680 | 3215 | 3750 | 4285 | 4820 | 5355 | 5890 | 6430 |      |

# CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNE4



NSN 7641015059585

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE4



EFF. DATE 16315