

SE-2

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southeast (SE) Vol 2 of 4

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

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,
RECOMMENDATIONS ON
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services
Customer Operations Team
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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 RVR	ABCD ABCD	To 2400 RVR* 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.

CATEGORY	A		B	C		D
	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH		
S-ILS 27		1352/24		200	(200-½)	
S-LOC 27		1440/24	288	(300-½)		1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)		

Straight-in ILS to Runway 27
 Straight-in with Glide Slope Inoperative or not used to Runway 27
 MDA
 HAA
 Visibility in Statute Miles
 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)

Copter Approach Direction
 Height of MDA/DA Above Landing Area (HAL)
 No circling minimums are provided

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

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

COLD TEMPERATURE 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

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

TERMS/LANDING MINIMA DATA

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/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ 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

GENERAL INFO

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 .

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

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

ABBREVIATIONS

R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation 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 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 (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway 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 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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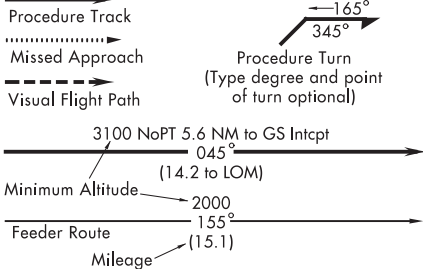
GENERAL INFO

LEGEND

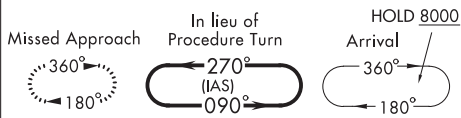
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES



HOLDING PATTERNS

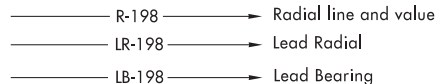
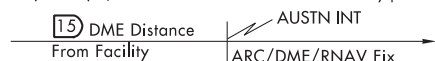


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the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

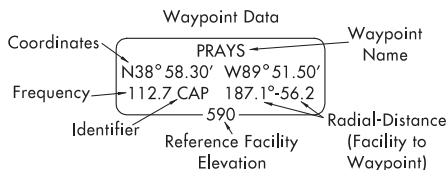
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

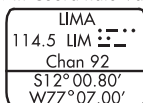
SDF Course

LOC/DME

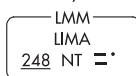
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

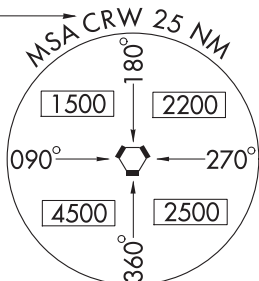
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

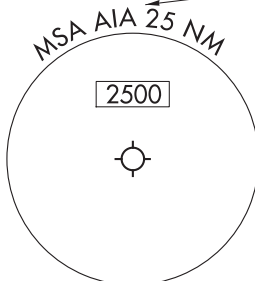
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

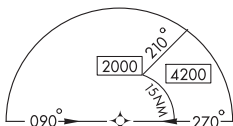


Airport Identifier

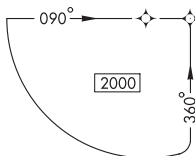


(arrows on distance circle identify sectors)

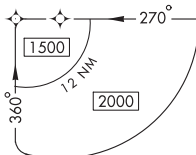
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

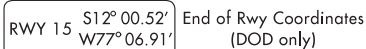


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

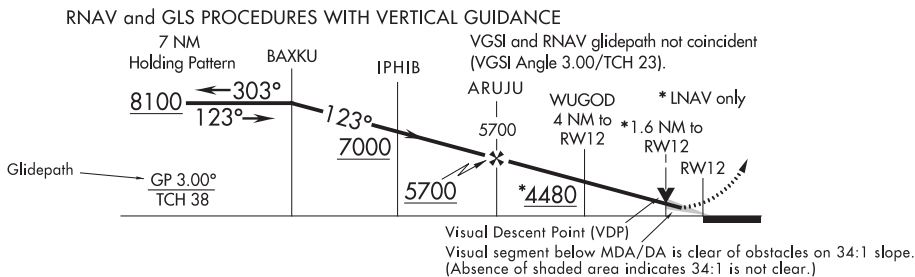
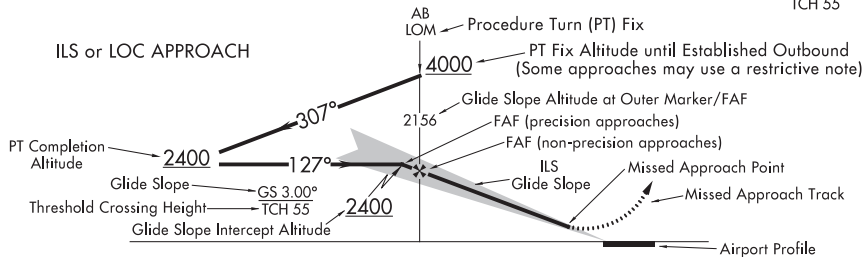
PROFILE VIEW

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

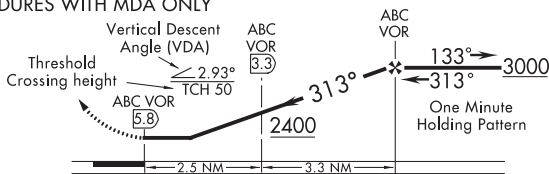
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$. TCH 55

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

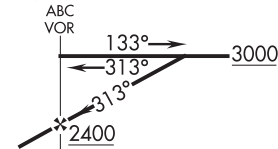
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- 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.

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LEGEND

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

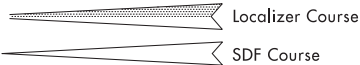
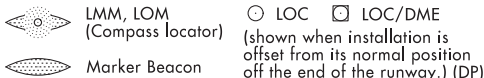
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

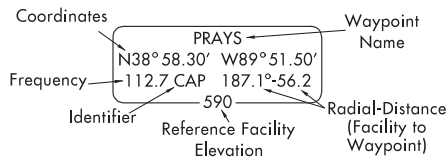
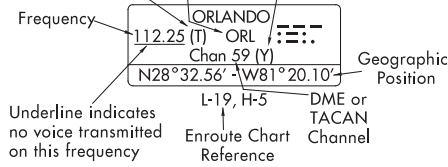
Compulsory:



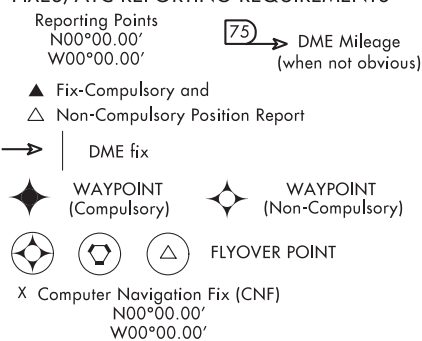
Non-Compulsory:



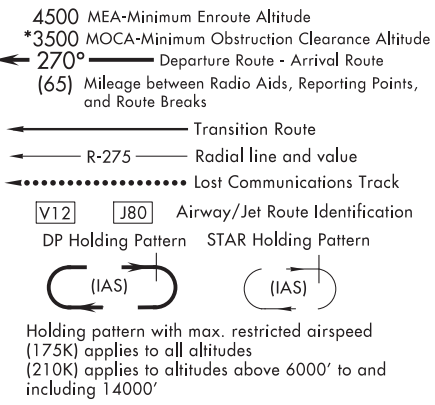
(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS



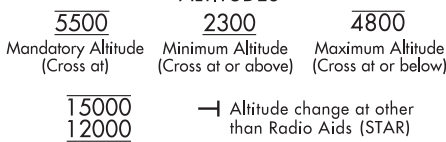
ROUTES



SPECIAL USE AIRSPACE



ALTITUDES



Block Altitude

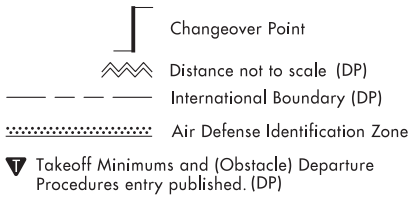


INDICATED AIRSPEED

AIRPORTS



MISCELLANEOUS



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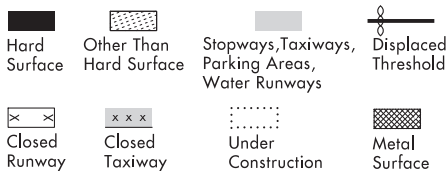
LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

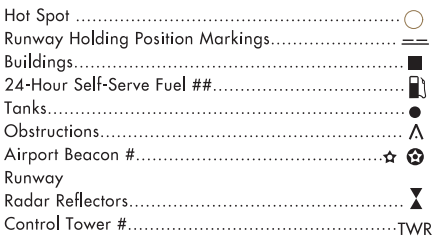
Runways



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



REFERENCE FEATURES



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

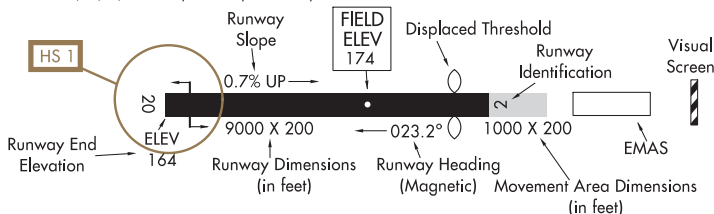
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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

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

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

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

Helicopter Alighting Areas (H) (+) (H) (A) (+)
 Negative Symbols used to identify Copter Procedures landing point..... (H) (+) (H) (A) (+)

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123
 Runway Slope.....0.8% UP →
 (shown when runway slope is greater than or equal to 0.3%)
 ← 0.3% DOWN

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

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

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

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LEGEND

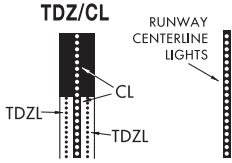
15344
LEGEND

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., (A1), (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"

SHORT APPROACH LIGHTING SYSTEM



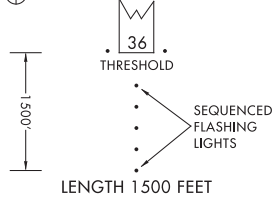
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



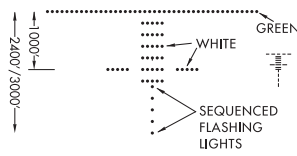
ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



SSALR



(High Intensity)
LENGTH 2400/3000 FEET

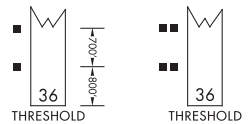
VISUAL APPROACH SLOPE INDICATOR

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

VASI 2

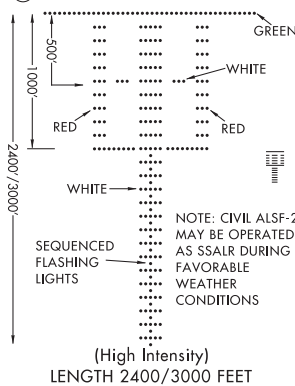
VASI 4



APPROACH LIGHTING SYSTEM

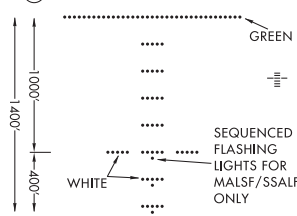


ALSF-2



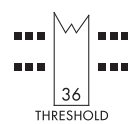
(High Intensity)
LENGTH 2400/3000 FEET

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



LENGTH 1400 FEET

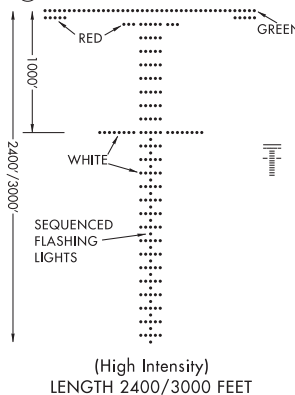
VASI 12



APPROACH LIGHTING SYSTEM



ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



MALSR

SAME LIGHT CONFIGURATION AS SSALR.

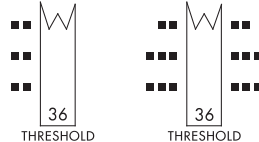
VISUAL APPROACH SLOPE INDICATOR

VASI

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

VASI 6

VASI 16



LEGEND

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04330
LEGEND

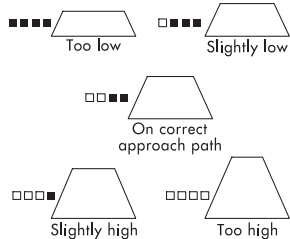
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

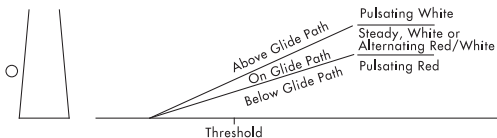
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI



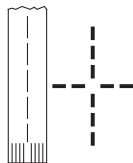
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

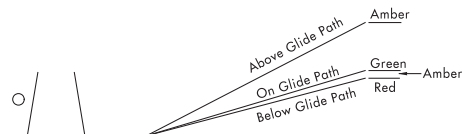


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

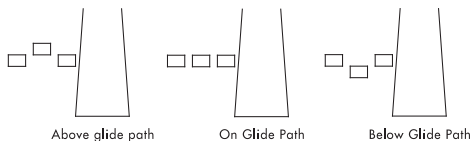
TRCV



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

(V₅) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



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

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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

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

AHOSKIE, NC

TRI-COUNTY(ASJ)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
RNAV (GPS) RWY 01	1	
RNAV (GPS) RWY 19	2	
VOR/DME-A	3	

AIKEN, SC

AIKEN MUNI(AIK)		
TAKEOFF MINIMUMS	L	
IAPS		
ILS OR LOC/DME RWY 07	4	
RNAV (GPS) RWY 07	5	
RNAV (GPS) RWY 25	6	
VOR/DME-A	7	
NDB RWY 25	8	
DPS		
CHATT FIVE (RNAV)	9	
DOVER THREE (RNAV)	10	
JUNPR THREE (RNAV)	11	
KAOLN FOUR (RNAV)	12	
RDBUD TWO (RNAV)	13	
SAMMI THREE (RNAV)	14	

ALBEMARLE, NC

STANLY COUNTY(VUJ)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
STARS		
KABEE ONE (RNAV)	Z26	
NASCR ONE	Z37	
UNARM THREE	Z51	
IAPS		
ILS OR LOC RWY 22L	15	
RNAV (GPS) RWY 04R	16	
RNAV (GPS) RWY 22L	17	
NDB RWY 22L	18	
AIRPORT DIAGRAM	19	
DPS		
BARMY ONE (RNAV)	20	
BEAVY ONE (RNAV)	21	
BOBCAT SEVEN	23	
BOBZY ONE (RNAV)	24	
ESTRR ONE (RNAV)	25	
HORNET EIGHT	26	
HUGO THREE	28	
ICONS ONE (RNAV)	30	
JOJJO ONE (RNAV)	31	
KILNS ONE (RNAV)	32	
KRITR TWO (RNAV)	33	
KWEEN ONE (RNAV)	34	
LILLS EIGHT (RNAV)	35	
PANTHER THREE	36	
WEAZL ONE (RNAV)	38	

ALBERT J. ELLIS

---SEE JACKSONVILLE, NC

ALLENDALE, SC

ALLENDALE COUNTY(AQX)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
RNAV (GPS) RWY 17	39	
RNAV (GPS) RWY 35	40	
VOR-A	41	

ANDERSON, SC

ANDERSON RGNL(AND)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
ILS OR LOC RWY 05	42	
RNAV (GPS) RWY 05	43	
RNAV (GPS) RWY 17	44	
RNAV (GPS) RWY 23	45	
RNAV (GPS) RWY 35	46	
VOR RWY 05	47	

ANDREWS, NC

WESTERN CAROLINA RGNL(RHP)		
TAKEOFF MINIMUMS	L	
IAPS		
RNAV (GPS) RWY 08	48	

ANDREWS, SC

ROBERT F. SWINNIE(PHH)		
TAKEOFF MINIMUMS	L	
IAPS		
NDB RWY 36	49	

ANSON COUNTY-JEFF CLOUD FIELD

---SEE WADESBORO, NC

ASHE COUNTY

---SEE JEFFERSON, NC

ASHEBORO, NC

ASHEBORO RGNL(HBI)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
RNAV (GPS) RWY 03	50	
RNAV (GPS) RWY 21	51	
VOR-A	52	

ASHEVILLE, NC

ASHEVILLE RGNL(AVL)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
ILS OR LOC RWY 35	53	
RNAV (GPS) RWY 17	54	
RNAV (GPS) RWY 35	55	
AIRPORT DIAGRAM	56	
DPS		
ASHEVILLE FIVE	57	

BAMBERG, SC

BAMBERG COUNTY(99N)		
TAKEOFF MINIMUMS	L	
IAPS		
RNAV (GPS) RWY 05	59	
RNAV (GPS) RWY 23	60	

BARNWELL, SC

BARNWELL RGNL(BNL)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS		
RNAV (GPS) RWY 17	61	
RNAV (GPS) RWY 35	62	

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BEAUFORT, NC			BURLINGTON, NC		
MICHAEL J. SMITH FIELD(MRH)			BURLINGTON-ALAMANCE RGNL(BUY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 03	63	IAPS	ILS Y OR LOC Y RWY 06	84
	RNAV (GPS) RWY 08	64		ILS Z OR LOC Z RWY 06	85
	RNAV (GPS) RWY 14	65		RNAV (GPS) RWY 06	86
	RNAV (GPS) RWY 21	66		RNAV (GPS) RWY 24	87
	RNAV (GPS) RWY 26	67		VOR/DME-A	88
	RNAV (GPS) RWY 32	68	BURLINGTON-ALAMANCE RGNL		
	NDB RWY 14	69	---SEE BURLINGTON, NC		
BEAUFORT, SC			CAMDEN, SC		
BEAUFORT COUNTY(ARW)			WOODWARD FIELD(CDN)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 06	89
RADAR MINIMUMS		N		RNAV (GPS) RWY 24	90
IAPS	RNAV (GPS) RWY 07	70		VOR/DME-A	91
	RNAV (GPS) RWY 25	71	CAMP MACKALL, NC		
BEAUFORT MCAS (MERRITT FIELD)(KNBC)			---SEE MACKALL AAF		
BEAUFORT, SC			CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD		
RADAR MINIMUMS		N	---SEE OAK ISLAND, NC		
IAPS	RNAV (GPS) RWY 05	72	CAUSEY		
	RNAV (GPS) RWY 14	73	---SEE LIBERTY, NC		
	RNAV (GPS) RWY 23	74	CHAPEL HILL, NC		
	RNAV (GPS) RWY 32	75	HORACE WILLIAMS(IGX)		
	TACAN RWY 05	76	TAKEOFF MINIMUMS		L
	TACAN RWY 14	77	STARS	BUZZY SIX	Z14
	TACAN RWY 23	78		SOUTH BOSTON FOUR	Z46
AIRPORT DIAGRAM		79	IAPS	RNAV (GPS) RWY 09	92
				RNAV (GPS) RWY 27	93
				VOR/DME RWY 27	94
			DPS	BLUE DEVIL FOUR	95
BENNETTSTVILLE, SC			BERKELEY COUNTY		
MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)			---SEE MONCKS CORNER, SC		
TAKEOFF MINIMUMS		L	BILLY MITCHELL		
ALTERNATE MINIMUMS		M	---SEE HATTERAS, NC		
IAPS	RNAV (GPS) RWY 07	80	BOGUE MCALF(NJM)		
	RNAV (GPS) RWY 25	81	SWANSBORO, NC		
	NDB RWY 07	82	TAKEOFF MINIMUMS		L
			RADAR MINIMUMS		N
			IAPS	TACAN RWY 23	83

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CHARLESTON, SC

CHARLESTON AFB/INTL(CHS)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
HOT SPOT	P
STARS	
AMYLU TWO (RNAV)	Z3
BAGGY TWO (RNAV)	Z6
DDENA ONE (RNAV)	Z18
GMSTR ONE (RNAV)	Z21
MKNZI ONE (RNAV)	Z34
OSPRI FIVE (RNAV)	Z39
RSRVE ONE (RNAV)	Z44
TRTLS THREE (RNAV)	Z50
IAPS	
ILS OR LOC RWY 15	96
ILS OR LOC/DME RWY 33	97
ILS RWY 15 (SA CAT I)	98
ILS RWY 15 (CAT II)	99
RNAV (RNP) Z RWY 03	100
RNAV (RNP) Z RWY 15	101
RNAV (RNP) Z RWY 21	102
RNAV (RNP) Z RWY 33	103
RNAV (GPS) Y RWY 03	104
RNAV (GPS) Y RWY 15	105
RNAV (GPS) Y RWY 21	106
RNAV (GPS) Y RWY 33	107
VOR/DME OR TACAN RWY 03	108
VOR/DME OR TACAN RWY 15	109
VOR/DME OR TACAN RWY 21	110
VOR/DME OR TACAN RWY 33	111
AIRPORT DIAGRAM	112
DPS	
LGRHD TWO (RNAV)	113
MLTRE TWO (RNAV)	114
PLFMD TWO (RNAV)	115
PLMTO TWO (RNAV)	116
SWPFX TWO (RNAV)	117

CHARLESTON EXECUTIVE(JZI)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS	
AMYLU TWO (RNAV)	Z3
BAGGY TWO (RNAV)	Z6
MKNZI ONE (RNAV)	Z34
OSPRI FIVE (RNAV)	Z39
IAPS	
ILS OR LOC RWY 09	118
RNAV (GPS) RWY 04	119
RNAV (GPS) RWY 09	120
RNAV (GPS) RWY 27	121
DPS	
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KIAWAH ONE (RNAV)	123
KMBEE ONE (RNAV)	124

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL(CLT)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
HOT SPOT	P
STARS	
BANKR ONE (RNAV)	Z7
BTSEY TWO	Z13
CHSLY ONE (RNAV)	Z15
FILPZ TWO (RNAV)	Z19
JONZE ONE (RNAV)	Z23
LIINN TWO	Z29
MAJIC ONE	Z31
MLLET ONE (RNAV)	Z36
PARQR TWO (RNAV)	Z41
RASLN ONE	Z43
STOCR ONE (RNAV)	Z47
UNARM THREE	Z51
IAPS	
ILS OR LOC RWY 05	125
ILS OR LOC RWY 18C	126
ILS OR LOC RWY 18L	127
ILS OR LOC RWY 18R	128
ILS OR LOC RWY 23	129
ILS OR LOC RWY 36C	130
ILS OR LOC RWY 36L	131
ILS OR LOC RWY 36R	132
ILS RWY 18R (SA CAT I)	133
ILS RWY 36L (SA CAT I)	134
ILS RWY 36R (SA CAT I)	135
ILS RWY 18R (CAT II - III)	136
ILS RWY 36C (CAT II - III)	137
ILS RWY 36L (CAT II - III)	138
ILS RWY 36R (CAT II - III)	139
RNAV (RNP) Z RWY 05	140
RNAV (RNP) Z RWY 18C	141
RNAV (RNP) Z RWY 23	142
RNAV (RNP) Z RWY 36C	143
RNAV (GPS) Y RWY 05	144
RNAV (GPS) Y RWY 18C	145
RNAV (GPS) Y RWY 18L	146
RNAV (GPS) Y RWY 18R	147
RNAV (GPS) Y RWY 23	148
RNAV (GPS) Y RWY 36C	149
RNAV (GPS) Y RWY 36L	150
RNAV (GPS) Y RWY 36R	151
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BARMY ONE (RNAV)	155
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ICONS ONE (RNAV)	172
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KILNS ONE (RNAV)	177
KRITR TWO (RNAV)	179
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WEAZL ONE (RNAV)	189

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CHERAW MUNI/LYNCH BELLINGER FIELD(CQW)			COLUMBIA METROPOLITAN(CAE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	191	HOT SPOT		P
	RNAV (GPS) RWY 26	192	IAPS	ILS OR LOC RWY 05	215
	VOR/DME RWY 08	193		ILS OR LOC RWY 11	216
				ILS OR LOC RWY 29	217
				ILS RWY 11 (CAT II - III)	218
				RNAV (GPS) RWY 05	219
				RNAV (GPS) RWY 11	220
				RNAV (GPS) RWY 23	221
				RNAV (GPS) RWY 29	222
				VOR-A	223
				AIRPORT DIAGRAM	224
CHERRY POINT MCAS (CUNNINGHAM FIELD)(KNKT)			JIM HAMILTON L B OWENS(CUB)		
CHERRY POINT, NC			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	GPS RWY 31	225
RADAR MINIMUMS		N		LOC RWY 31	226
IAPS	ILS OR LOC/DME RWY 23R	194	COLUMBUS COUNTY MUNI		
	RNAV (GPS) RWY 05R	195	---SEE WHITEVILLE, NC		
	RNAV (GPS) RWY 14L	196	CONCORD, NC		
	RNAV (GPS) RWY 23R	197	CONCORD RGNL(JQF)		
	RNAV (GPS) RWY 32L	198	TAKEOFF MINIMUMS		L
	TACAN RWY 05R	199	ALTERNATE MINIMUMS		M
	TACAN RWY 14L	200	STARS	KABEE ONE (RNAV)	226
	TACAN RWY 32L	201		NASCOR ONE	237
	COPTER TACAN RWY 23R	202		UNARM THREE	251
	AIRPORT DIAGRAM	203	IAPS	ILS OR LOC RWY 20	227
				RNAV (GPS) RWY 02	228
				RNAV (GPS) RWY 20	229
				AIRPORT DIAGRAM	230
				DPS	BARMY ONE (RNAV)
					231
					232
					234
					235
					236
					237
					238
					240
					241
					242
					243
					244
					245
					246
					248
CHESTER, SC			CONWAY, SC		
CHESTER CATAWBA RGNL(DCM)			CONWAY-HORRY COUNTY(HYW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
STARS	LIINN TWO	Z29	IAPS	RNAV (GPS) RWY 04	249
	MAJIC ONE	Z31		RNAV (GPS) RWY 22	250
	RASLN ONE	Z43		NDB RWY 04	251
	UNARM THREE	Z51		NDB RWY 22	252
IAPS	RNAV (GPS) RWY 17	204			
	RNAV (GPS) RWY 35	205			
	NDB RWY 35	206			
CLEMSON, SC					
ALTERNATE MINIMUMS		M			
OGONEE COUNTY RGNL(CEU)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 07	207			
	RNAV (GPS) RWY 25	208			
	NDB RWY 25	209			
CLINTON, NC					
CLINTON-SAMPSON COUNTY(CTZ)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 06	210			
	RNAV (GPS) Y RWY 24	211			
	RNAV (GPS) Z RWY 24	212			
	LOC RWY 06	213			
	VOR/DME-A	214			
CLINTON-SAMPSON COUNTY					
---SEE CLINTON, NC					
COASTAL CAROLINA RGNL					
---SEE NEW BERN, NC					

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CURRITUCK, NC			ELIZABETH CITY, NC		
CURRITUCK COUNTY RGNL(OX)			ELIZABETH CITY COAST GUARD AIR STATION/ RGNL(ECG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	253	IAPS	ILS OR LOC RWY 10	264
	RNAV (GPS) RWY 23	254		RNAV (GPS) RWY 01	265
	VOR/DME-A	255		RNAV (GPS) RWY 10	266
				RNAV (GPS) RWY 19	267
				RNAV (GPS) RWY 28	268
CURTIS L BROWN JR FIELD				VOR/DME RWY 01	269
---SEE ELIZABETH TOWN, NC				VOR/DME RWY 10	270
DARE COUNTY RGNL				VOR/DME RWY 19	271
---SEE MANTEO, NC				VOR/DME RWY 28	272
DARLINGTON, SC				NDB RWY 10	273
DARLINGTON COUNTY JETPORT(UDG)				AIRPORT DIAGRAM	274
TAKEOFF MINIMUMS		L	ELIZABETH TOWN, NC		
ALTERNATE MINIMUMS		M	CURTIS L BROWN JR FIELD(EYF)		
IAPS	RNAV (GPS) RWY 05	256	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 23	257	ALTERNATE MINIMUMS		M
	VOR/DME-A	258	IAPS	RNAV (GPS) RWY 15	275
	NDB RWY 23	259		RNAV (GPS) RWY 33	276
DAVIDSON COUNTY				VOR/DME RWY 15	277
---SEE LEXINGTON, NC			ELKIN, NC		
DILLON, SC			ELKIN MUNI(ZEF)		
DILLON COUNTY(DLC)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 07	278
IAPS	VOR/DME OR GPS RWY 07	260		RNAV (GPS) RWY 25	279
DONALDSON FIELD				NDB-A	280
---SEE GREENVILLE, SC			ERWIN, NC		
DUPLIN COUNTY			ALTERNATE MINIMUMS		M
---SEE KENANSVILLE, NC			HARNETT RGNL JETPORT(HRJ)		
EASTOVER, SC			TAKEOFF MINIMUMS		L
---SEE MC ENTIRE JNGB			IAPS	RNAV (GPS) RWY 05	281
EDENTON, NC				RNAV (GPS) RWY 23	282
NORTHEASTERN RGNL(EDE)				LOC/DME RWY 05	283
TAKEOFF MINIMUMS		L		NDB RWY 23	284
ALTERNATE MINIMUMS		M	FAIRFIELD COUNTY		
IAPS	ILS OR LOC RWY 19	261	---SEE WINNSBORO, SC		
	RNAV (GPS) RWY 01	262	FAYETTEVILLE, NC		
	RNAV (GPS) RWY 19	263	FAYETTEVILLE RGNL/GRANNIS FIELD(FAY)		
ERWIN, NC			TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS			ALTERNATE MINIMUMS		M
IAPS			IAPS	ILS OR LOC/DME RWY 04	285
RNAV (GPS) RWY 04				RNAV (GPS) RWY 04	286
RNAV (GPS) RWY 10				RNAV (GPS) RWY 10	287
RNAV (GPS) RWY 22				RNAV (GPS) RWY 22	288
RNAV (GPS) RWY 28				RNAV (GPS) RWY 28	289
LOC BC RWY 22				LOC BC RWY 22	290
VOR RWY 04				VOR RWY 04	291
VOR RWY 22				VOR RWY 22	292
VOR RWY 28				VOR RWY 28	293
AIRPORT DIAGRAM				AIRPORT DIAGRAM	294
DPS				DPS	295
MOUNTY THREE			FAYETTEVILLE, NC		
			---SEE POPE AAF		

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FLORENCE, SC			GOLDSBORO, NC		
FLORENCE RGNL(FLO)			WAYNE EXECUTIVE JETPORT(GWW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 09	296	IAPS	ILS OR LOC RWY 23	328
	RNAV (GPS) RWY 01	297		RNAV (GPS) RWY 05	329
	RNAV (GPS) RWY 09	298		RNAV (GPS) RWY 23	330
	RNAV (GPS) RWY 19	299		VOR-A	331
	RNAV (GPS) RWY 27	300			
	VOR OR TACAN-A	301	GOLDSBORO, NC		
AIRPORT DIAGRAM		302	---SEE SEYMOUR JOHNSON AFB		
FOOTHILLS RGNL			GRAND STRAND		
---SEE MORGANTON, NC			---SEE NORTH MYRTLE BEACH, SC		
FORT BRAGG, NC			GREENSBORO, NC		
---SEE SIMMONS AAF			PIEDMONT TRIAD(GSO)		
FRANKLIN, NC			TAKEOFF MINIMUMS		L
MACON COUNTY(1A5)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	LAHSO		O
ALTERNATE MINIMUMS		M	STARS	BLOCC ONE	Z9
IAPS	RNAV (GPS)-A	303		BROOK THREE	Z12
				HENBY TWO	Z22
				SMOKN THREE	Z45
			IAPS	ILS OR LOC RWY 05L	332
				ILS OR LOC RWY 05R	333
				ILS OR LOC RWY 23L	334
				ILS OR LOC RWY 23R	335
				ILS Y OR LOC/DME Y RWY 32	336
				ILS Z OR LOC/DME Z RWY 32	337
				ILS RWY 05R (CAT II)	338
				ILS RWY 23L (CAT II)	339
				ILS RWY 05L (CAT II - III)	340
				RNAV (GPS) RWY 05L	341
				RNAV (GPS) RWY 05R	342
				RNAV (GPS) RWY 14	343
				RNAV (GPS) RWY 23L	344
				RNAV (GPS) RWY 23R	345
				RNAV (GPS) RWY 32	346
				VOR/DME RWY 23L	347
			AIRPORT DIAGRAM		348
			DPS	QUAKER FOUR	349
				TRIAD EIGHT	351
			GREENVILLE, NC		
			PITT-GREENVILLE(PGV)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	ILS Y OR LOC Y RWY 20	353
				ILS Z OR LOC Z RWY 20	354
				RNAV (GPS) RWY 02	355
				RNAV (GPS) RWY 08	356
				RNAV (GPS) RWY 20	357
				RNAV (GPS) RWY 26	358
			AIRPORT DIAGRAM		359
GEORGETOWN, SC			GEORGETOWN COUNTY(GGE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	325	IAPS	RNAV (GPS) RWY 05	325
	RNAV (GPS) RWY 23	326		RNAV (GPS) RWY 23	326
	NDB RWY 05	327		NDB RWY 05	327

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DONALDSON FIELD(GYH)			HARTSVILLE RGNL(HVS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
STARS	JUNNR ONE (RNAV)	Z25	IAPS	RNAV (GPS) RWY 03	388
	UNMAN THREE (RNAV)	Z52		RNAV (GPS) RWY 21	389
IAPS	ILS OR LOC RWY 05	360		NDB RWY 21	390
	RNAV (GPS) RWY 05	361			
	RNAV (GPS) RWY 23	362			
	NDB RWY 05	363			
AIRPORT DIAGRAM		364	HATTERAS, NC		
DPS	BIMMR ONE (RNAV)	365	BILLY MITCHELL(HSE)		
GREENVILLE DOWNTOWN(GMU)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 07	391
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 25	392
RADAR MINIMUMS		N	HENDERSON FIELD		
STARS	JUNNR ONE (RNAV)	Z25	---SEE WALLACE, NC		
	UNMAN THREE (RNAV)	Z52	HENDERSON-OXFORD		
IAPS	ILS Y OR LOC Y RWY 01	366	---SEE OXFORD, NC		
	ILS Z OR LOC Z RWY 01	367	HICKORY, NC		
	RNAV (GPS) RWY 01	368	HICKORY RGNL(HKY)		
	RNAV (GPS) RWY 10	369	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 19	370	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 28	371	HOT SPOT		P
	NDB RWY 01	372	IAPS	ILS OR LOC RWY 24	393
AIRPORT DIAGRAM		373		RNAV (GPS) RWY 01	394
DPS	BIMMR ONE (RNAV)	374		RNAV (GPS) RWY 06	395
				RNAV (GPS) RWY 19	396
				RNAV (GPS) RWY 24	397
				VOR/DME RWY 24	398
GREENVILLE-SPARTANBURG INTL			AIRPORT DIAGRAM		399
---SEE GREER, SC			DPS	HICKORY THREE (OBSTACLE)	400
GREENWOOD, SC			HILTON HEAD ISLAND, SC		
GREENWOOD COUNTY(GRD)			HILTON HEAD(HXD)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 09	376	IAPS	RNAV (GPS) RWY 03	402
	RNAV (GPS) RWY 27	377		RNAV (GPS) RWY 21	403
	VOR RWY 09	378		LOC/DME RWY 21	404
	NDB RWY 27	379		VOR/DME-A	405
				BROAD CREEK VISUAL RWY 03	406
			AIRPORT DIAGRAM		407
GREER, SC			HORACE WILLIAMS		
GREENVILLE-SPARTANBURG INTL(GSP)			---SEE CHAPEL HILL, NC		
TAKEOFF MINIMUMS		L	JAARS-TOWNSEND		
ALTERNATE MINIMUMS		M	---SEE WAXHAW, NC		
RADAR MINIMUMS		N	JACKSON COUNTY		
STARS	JUNNR ONE (RNAV)	Z25	---SEE SYLVA, NC		
	UNMAN THREE (RNAV)	Z52			
IAPS	ILS OR LOC RWY 22	380			
	ILS OR LOC/DME RWY 04	381			
	ILS RWY 04 (SA CAT I)	382			
	ILS RWY 04 (CAT II - III)	383			
	RNAV (GPS) RWY 04	384			
	RNAV (GPS) RWY 22	385			
AIRPORT DIAGRAM		386			
DPS	BIMMR ONE (RNAV)	387			
HALIFAX-NORTHAMPTON RGNL					
---SEE ROANOKE RAPIDS, NC					
HARNETT RGNL JETPORT					
---SEE ERWIN, NC					

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ALBERT J. ELLIS(OAJ)			LANCASTER COUNTY-MCWHIRTER FIELD(LKR)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 05	408	STARS	LIINN TWO	Z29
	RNAV (GPS) RWY 05	409		MAJIC ONE	Z31
	RNAV (GPS) RWY 23	410		RASLN ONE	Z43
	NDB RWY 05	411		UNARM THREE	Z51
JACKSONVILLE, NC			IAPS	RNAV (GPS) RWY 06	426
---SEE NEW RIVER MCAS (MCCUTCHEON FIELD)				RNAV (GPS) RWY 24	427
JEFFERSON, NC				VOR/DME-A	428
ASHE COUNTY(GEV)				NDB RWY 24	429
TAKEOFF MINIMUMS		L	DPS	BARMY ONE (RNAV)	430
ALTERNATE MINIMUMS		M		BEAVY ONE (RNAV)	431
IAPS	RNAV (GPS) RWY 28	412		BOBCAT SEVEN	433
	LOC RWY 28	413		BOBZY ONE (RNAV)	434
JIM HAMILTON L B OWENS				ESTRR ONE (RNAV)	435
---SEE COLUMBIA, SC				HORNET EIGHT	436
JOHNSTON RGNL				HUGO THREE	437
---SEE SMITHFIELD, NC				ICONS ONE (RNAV)	439
JOHNSTON RGNL				JOJJO ONE (RNAV)	440
---SEE SMITHFIELD, NC				KILNS ONE (RNAV)	441
KENANSVILLE, NC				KRITR TWO (RNAV)	442
DUPLIN COUNTY(DPL)				KWEEN ONE (RNAV)	443
TAKEOFF MINIMUMS		L		LILLS EIGHT (RNAV)	444
ALTERNATE MINIMUMS		M		PANTHER THREE	445
IAPS	RNAV (GPS) RWY 05	414		WEAZL ONE (RNAV)	447
	RNAV (GPS) RWY 23	415	LAURENS, SC		
	LOC/NDB RWY 23	416	LAURENS COUNTY(LUX)		
KINGSTREE, SC			TAKEOFF MINIMUMS		L
WILLIAMSBURG RGNL(CKI)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 08	448
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 26	449
IAPS	RNAV (GPS) RWY 32	417	LAURINBURG-MAXTON		
	NDB RWY 14	418	---SEE MAXTON, NC		
KINSTON, NC			LEXINGTON, NC		
KINSTON RGNL JETPORT AT STALLINGS FIELD			DAVIDSON COUNTY(EXX)		
(ISO)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS	ILS OR LOC/DME RWY 06	450
IAPS	ILS OR LOC RWY 05	419		RNAV (GPS) RWY 06	451
	RNAV (GPS) RWY 05	420		RNAV (GPS) RWY 24	452
	RNAV (GPS) RWY 23	421		VOR/DME RWY 24	453
	VOR RWY 23	422	LEXINGTON COUNTY AT PELION		
AIRPORT DIAGRAM		423	---SEE PELION, SC		
LAKE CITY, SC			LIBERTY, NC		
LAKE CITY MUNI CJ EVANS FIELD(51J)			CAUSEY(2A5)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 01	424	IAPS	RNAV (GPS) RWY 02	454
	RNAV (GPS) RWY 19	425		RNAV (GPS) RWY 20	455
				VOR RWY 02	456
LAKE NORMAN AIRPARK			LIBERTY, NC		
---SEE MOORESVILLE, NC			CAUSEY(2A5)		

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ALTERNATE MINIMUMSM
STARS LIINN TWOZ29
MAJIC ONEZ31
RASLN ONEZ43
UNARM THREEZ51
IAPS ILS Y OR LOC Y RWY 23457
ILS Z OR LOC Z RWY 23458
RNAV (GPS) RWY 05459
RNAV (GPS) RWY 23460
NDB RWY 23461
DPS BARMY ONE (RNAV)462
BEAVY ONE (RNAV)463
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BOBZY ONE (RNAV)466
ESTRR ONE (RNAV)467
HORNET EIGHT468
HUGO THREE470
ICONS ONE (RNAV)472
JOJO ONE (RNAV)473
KILNS ONE (RNAV)474
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LINCOLN-LINCOLN COUNTY RGNL
---SEE LINCOLN, NC

LORIS, SC

TWIN CITY(5J9)
TAKEOFF MINIMUMSL
IAPS GPS RWY 26481

LOUISBURG, NC

TRIANGLE NORTH EXECUTIVE(LHZ)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS SOUTH BOSTON FOURZ46
IAPS ILS OR LOC RWY 05482
RNAV (GPS) RWY 05483
RNAV (GPS) RWY 23484
VOR/DME-A485

LOWCOUNTRY RGNL
---SEE WALTERBORO, SC

LUMBERTON, NC

LUMBERTON RGNL(LBT)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 05486
RNAV (GPS) RWY 05487
RNAV (GPS) RWY 13488
RNAV (GPS) RWY 23489

MACKALL AAF(HFF)

CAMP MACKALL, NC
IAPS NDB OR GPS RWY 11490

MACON COUNTY

---SEE FRANKLIN, NC

MANNING, SC

SANTEE COOPER RGNL(MNI)
TAKEOFF MINIMUMSL
IAPS VOR/DME OR GPS-A491
NDB OR GPS RWY 02492

MANTEO, NC

DARE COUNTY RGNL(MQI)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 05493
RNAV (GPS) RWY 17494
RNAV (GPS) RWY 23495
VOR RWY 17496
NDB RWY 05497
NDB RWY 17498
AIRPORT DIAGRAM499

MARION, SC

MARION COUNTY(MAO)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 04500
RNAV (GPS) RWY 22501
VOR/DME-A502
NDB RWY 04503

MARLBORO COUNTY JETPORT-H E AVENT FIELD
---SEE BENNETTSVILLE, SC

MARTIN COUNTY

---SEE WILLIAMSTON, NC

MAXTON, NC

LAURINBURG-MAXTON(MEB)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 05504
RNAV (GPS) RWY 05505
RNAV (GPS) RWY 23506

MC ENTIRE JNGB(MMT)

EASTOVER, SC
TAKEOFF MINIMUMSL
RADAR MINIMUMSN
IAPS ILS OR LOC/DME RWY 32507
VOR RWY 32508
TACAN RWY 14509
TACAN RWY 32510
AIRPORT DIAGRAM511

MEADOW BROOK FIELD
---SEE WALNUT COVE, NC

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TWIN LAKES(8A7)			MOUNT AIRY/SURRY COUNTY(MWK)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	512	ALTERNATE MINIMUMS		M
MONCKS CORNER, SC			IAPS	RNAV (GPS) RWY 18	541
BERKELEY COUNTY(MKS)				RNAV (GPS) RWY 36	542
TAKEOFF MINIMUMS		L	MOUNT OLIVE, NC		
IAPS	RNAV (GPS) RWY 05	513	MOUNT OLIVE MUNI(W40)		
	RNAV (GPS) RWY 23	514	TAKEOFF MINIMUMS		L
	VOR/DME-A	515	IAPS	RNAV (GPS) RWY 05	543
MONROE, NC				RNAV (GPS) RWY 23	544
CHARLOTTE-MONROE EXECUTIVE(EQY)				VOR-A	545
TAKEOFF MINIMUMS		L	MOUNT PLEASANT, SC		
ALTERNATE MINIMUMS		M	MT PLEASANT RGNL-FAISON FIELD(LRO)		
STARS	LIINN TWO	Z29	TAKEOFF MINIMUMS		L
	MAJIC ONE	Z31	ALTERNATE MINIMUMS		M
	RASLN ONE	Z43	IAPS	RNAV (GPS) RWY 17	546
	UNARM THREE	Z51		RNAV (GPS) RWY 35	547
IAPS	ILS OR LOC RWY 05	516		VOR/DME-A	548
	RNAV (GPS) RWY 05	517	MT PLEASANT RGNL-FAISON FIELD		
	RNAV (GPS) RWY 23	518	---SEE MOUNT PLEASANT, SC		
DPS	BARMY ONE (RNAV)	519	MYRTLE BEACH, SC		
	BEAVY ONE (RNAV)	520	MYRTLE BEACH INTL(MYR)		
	BOBCAT SEVEN	522	TAKEOFF MINIMUMS		L
	BOBZY ONE (RNAV)	523	ALTERNATE MINIMUMS		M
	ESTRR ONE (RNAV)	524	IAPS	ILS OR LOC RWY 18	549
	HORNET EIGHT	525		ILS OR LOC RWY 36	550
	HUGO THREE	526		RNAV (GPS) RWY 18	551
	ICONS ONE (RNAV)	528		RNAV (GPS) RWY 36	552
	JOJJO ONE (RNAV)	529		RNAV (GPS)-A	553
	KILNS ONE (RNAV)	530		VOR/DME-A	554
	KRITR TWO (RNAV)	531	AIRPORT DIAGRAM		555
	KWEEN ONE (RNAV)	532	NEW BERN, NC		
	LILLS EIGHT (RNAV)	533	COASTAL CAROLINA RGNL(EWN)		
	PANTHER THREE	534	TAKEOFF MINIMUMS		L
	WEAZL ONE (RNAV)	536	ALTERNATE MINIMUMS		M
MONTGOMERY COUNTY			IAPS	ILS OR LOC RWY 04	556
---SEE STAR, NC				RNAV (GPS) RWY 04	557
MOORE COUNTY				RNAV (GPS) RWY 22	558
---SEE PINEHURST/SOUTHERN PINES, NC				VOR RWY 22	559
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TAKEOFF MINIMUMS		L	(KNCA)		
IAPS	RNAV (GPS) RWY 14	537	JACKSONVILLE, NC		
MORGANTON, NC			RADAR MINIMUMS		
FOOTHILLS RGNL(MRN)			IAPS	ILS OR LOC/DME RWY 01	561
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 01	562
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 05	563
IAPS	RNAV (GPS) RWY 03	538		RNAV (GPS) RWY 19	564
	RNAV (GPS) RWY 21	539		RNAV (GPS) RWY 23	565
	LOC RWY 03	540		TACAN RWY 01	566
				TACAN RWY 05	567
				TACAN RWY 19	568
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NEWBERRY COUNTY(EOE)			OCRACOKE ISLAND(W95)		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 06	588
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 24	589
IAPS	RNAV (GPS) RWY 04	571			
	RNAV (GPS) RWY 22	572			
	NDB RWY 22	573			
NORTH AF AUX(KXNO)			ORANGEBURG, SC		
NORTH, SC			ORANGEBURG MUNI(OGB)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 06	574	IAPS	RNAV (GPS) RWY 05	590
	RNAV (GPS) RWY 24	575		RNAV (GPS) RWY 17	591
	VOR/DME-A	576		RNAV (GPS) RWY 23	592
AIRPORT DIAGRAM		577		RNAV (GPS) RWY 35	593
NORTH MYRTLE BEACH, SC			OXFORD, NC		
GRAND STRAND(CRE)			HENDERSON-OXFORD(HNZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC/DME RWY 23	578	STARS	BUZZY SIX	Z14
	RNAV (GPS) RWY 05	579		SOUTH BOSTON FOUR	Z46
	RNAV (GPS) RWY 23	580	IAPS	RNAV (GPS) RWY 06	594
	VOR RWY 05	581		RNAV (GPS) RWY 24	595
	VOR RWY 23	582		LOC RWY 06	596
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WILKES COUNTY(UKF)			---SEE RAEFORD, NC		
TAKEOFF MINIMUMS		L			
IAPS	ILS OR LOC RWY 01	584			
	GPS RWY 01	585			
NORTHEASTERN RGNL			PAGELAND, SC		
---SEE EDENTON, NC			PAGELAND(PYG)		
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			IAPS		
			NDB OR GPS RWY 23		
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CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN			LEXINGTON COUNTY AT PELION(6J0)		
FLD(SUT)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS			IAPS		
ALTERNATE MINIMUMS			RNAV (GPS) RWY 18		
IAPS			RNAV (GPS) RWY 36		
RNAV (GPS) RWY 05			VOR-A		
RNAV (GPS) RWY 23			601		
586					
587					
			PERSON COUNTY		
			---SEE ROXBORO, NC		
OCONEE COUNTY RGNL			PICKENS, SC		
---SEE CLEMSON, SC			PICKENS COUNTY(LQK)		
			TAKEOFF MINIMUMS		
			STARS		
			UNMAN THREE (RNAV)		
			IAPS		
			RNAV (GPS) RWY 05		
			RNAV (GPS) RWY 23		
			VOR/DME-A		
			NDB RWY 05		
			602		
			603		
			604		
			605		
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			---SEE GREENSBORO, NC		

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MOORE COUNTY(SOP)			RALEIGH-DURHAM INTL(RDU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	DIVERSE VECTOR AREA		L
IAPS	ILS Y OR LOC/DME Y RWY 05	606	ALTERNATE MINIMUMS		M
	ILS Z OR LOC/DME Z RWY 05	607	HOT SPOT		P
	RNAV (GPS) RWY 05	608	STARS	ALDAN ONE (RNAV)	Z1
	RNAV (GPS) RWY 23	609		ARGAL FIVE	Z5
				BLOGS ONE (RNAV)	Z10
				BRADY FIVE	Z11
				BUZZY SIX	Z14
				KAROO ONE (RNAV)	Z27
				MALNR ONE (RNAV)	Z32
				SOUTH BOSTON FOUR	Z46
			IAPS	ILS OR LOC RWY 05L	620
				ILS OR LOC RWY 05R	621
				ILS OR LOC RWY 23L	622
				ILS OR LOC RWY 23R	623
				ILS RWY 05R (SA CAT I - II)	624
				ILS RWY 23R (CAT II - III)	625
				RNAV (RNP) Z RWY 05L	626
				RNAV (RNP) Z RWY 05R	627
				RNAV (RNP) Z RWY 23L	628
				RNAV (RNP) Z RWY 23R	629
				RNAV (GPS) RWY 32	630
				RNAV (GPS) Y RWY 05L	631
				RNAV (GPS) Y RWY 05R	632
				RNAV (GPS) Y RWY 23L	633
				RNAV (GPS) Y RWY 23R	634
				VOR RWY 05R	635
				VOR RWY 23L	636
				VOR RWY 32	637
			AIRPORT DIAGRAM		638
			DPS	BEXGO TWO (RNAV)	639
				BLUE DEVIL FOUR	640
				FAYETTEVILLE THREE	642
				HOOKZ TWO (RNAV)	643
				HURIC TWO (RNAV)	644
				LWOOD TWO (RNAV)	645
				OXFRD TWO (RNAV)	646
				PACKK SEVEN	647
				RALEIGH SEVEN	648
				ROZBO TWO (RNAV)	650
				SHPRD TWO (RNAV)	651
				TAR HEEL NINE	652
			REIDSVILLE, NC		
			ROCKINGHAM COUNTY NC SHILOH(SIF)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 13	654
				RNAV (GPS) RWY 31	655
				VOR/DME-A	656
				NDB RWY 31	657
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			---SEE ROCKINGHAM, NC		

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HALIFAX-NORTHAMPTON RGNL(IXA)			PERSON COUNTY(TDF)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	658	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 20	659	STARS	BUZZY SIX	Z14
	VOR/DME RWY 02	660		SOUTH BOSTON FOUR	Z46
ROBERT F. SWINNIE			IAPS	ILS OR LOC RWY 06	688
---SEE ANDREWS, SC				RNAV (GPS) RWY 06	689
ROCK HILL, SC				RNAV (GPS) RWY 24	690
ROCK HILL/YORK COUNTY/BRYANT FIELD(UZA)			DPS	BLUE DEVIL FOUR	691
TAKEOFF MINIMUMS		L	RUTHERFORD COUNTY-MARCHMAN FIELD		
ALTERNATE MINIMUMS		M	---SEE RUTHERFORDTON, NC		
STARS	LIINN TWO	Z29	RUTHERFORDTON, NC		
	MAJIC ONE	Z31	RUTHERFORD COUNTY-MARCHMAN FIELD(FQD)		
	RASLN ONE	Z43	TAKEOFF MINIMUMS		L
	UNARM THREE	Z51	ALTERNATE MINIMUMS		M
IAPS	ILS Y OR LOC Y RWY 02	661	IAPS	RNAV (GPS) RWY 01	692
	ILS Z OR LOC Z RWY 02	662		RNAV (GPS) RWY 19	693
	RNAV (GPS) RWY 02	663		LOC RWY 01	694
	RNAV (GPS) RWY 20	664	ST GEORGE, SC		
DPS	BARMY ONE (RNAV)	665	ST GEORGE(6J2)		
	BEAVY ONE (RNAV)	666	TAKEOFF MINIMUMS		L
	BOBCAT SEVEN	668	IAPS	RNAV (GPS) RWY 05	695
	BOBZY ONE (RNAV)	669	SALISBURY, NC		
	ESTRR ONE (RNAV)	670	ROWAN COUNTY(RUQ)		
	HORNET EIGHT	671	TAKEOFF MINIMUMS		L
	HUGO THREE	672	ALTERNATE MINIMUMS		M
	ICONS ONE (RNAV)	674	STARS	KABEE ONE (RNAV)	Z26
	JOJJO ONE (RNAV)	675		NASCOR ONE	Z37
	KILNS ONE (RNAV)	676		UNARM THREE	Z51
	KRITR TWO (RNAV)	677	IAPS	ILS OR LOC RWY 20	696
	KWEEN ONE (RNAV)	678		RNAV (GPS) RWY 02	697
	LILLS EIGHT (RNAV)	679		RNAV (GPS) RWY 20	698
	PANTHER THREE	680		NDB RWY 20	699
	WEAZL ONE (RNAV)	682	AIRPORT DIAGRAM		700
ROCKINGHAM, NC			DPS	BARMY ONE (RNAV)	701
RICHMOND COUNTY(RCZ)				BEAVY ONE (RNAV)	702
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IAPS	RNAV (GPS) RWY 32	683		ESTRR ONE (RNAV)	706
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---SEE REIDSVILLE, NC				HUGO THREE	709
ROCKY MOUNT, NC				ICONS ONE (RNAV)	711
ROCKY MOUNT-WILSON RGNL(RWI)				JOJJO ONE (RNAV)	712
TAKEOFF MINIMUMS		L		KILNS ONE (RNAV)	713
ALTERNATE MINIMUMS		M		KRITR TWO (RNAV)	714
IAPS	ILS OR LOC RWY 04	684		KWEEN ONE (RNAV)	715
	RNAV (GPS) RWY 04	685		LILLS EIGHT (RNAV)	716
	RNAV (GPS) RWY 22	686		PANTHER THREE	717
	VOR/DME RWY 22	687		WEAZL ONE (RNAV)	719
ROWAN COUNTY			SALUDA, SC		
---SEE SALISBURY, NC			SALUDA COUNTY(6J4)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 01	720
				RNAV (GPS) RWY 19	721

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STARSBUZZY SIX	Z14
SOUTH BOSTON FOUR	Z46
IAPSILS Y OR LOC Y RWY 03	.722
ILS Z OR LOC Z RWY 03	.723
RNAV (GPS) RWY 03	.724
RNAV (GPS) RWY 21	.725

SANTEE COOPER RGNL

---SEE MANNING, SC

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IAPSILS OR LOC Y RWY 08	.726
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RNAV (GPS) RWY 08	.728
RNAV (GPS) RWY 26	.729
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RASLN ONE	Z43
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IAPSRNAV (GPS) RWY 05	.741
RNAV (GPS) RWY 23	.742
NDB RWY 23	.743

SHELBY-CLEVELAND COUNTY RGNL

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SILER CITY MUNI(SCR)		
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IAPSRNAV (GPS) RWY 04	.744
RNAV (GPS) RWY 22	.745
VOR-A	.746

SIMMONS AAF(KFBG)

FORT BRAGG, NC		
TAKEOFF MINIMUMSL	
RADAR MINIMUMSN	
IAPSRNAV (GPS) RWY 27	.747
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IAPSILS OR LOC Z RWY 03	.751
ILS Y OR LOC Y RWY 03	.752
RNAV (GPS) RWY 03	.753
RNAV (GPS) RWY 21	.754
NDB RWY 03	.755

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SPARTANBURG DOWNTOWN MEMORIAL(SPA)		
TAKEOFF MINIMUMSL	
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STARSJUNNR ONE (RNAV)	Z25
UNMAN THREE (RNAV)	Z52
IAPSILS OR LOC RWY 05	.756
RNAV (GPS) RWY 05	.757
RNAV (GPS) RWY 23	.758
DPSBIMMR ONE (RNAV)	.759

STANLY COUNTY

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MONTGOMERY COUNTY(43A)		
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IAPSRNAV (GPS) RWY 03	.760
RNAV (GPS) RWY 21	.761

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STARSKABEE ONE (RNAV)	Z26
IAPSILS OR LOC/DME Y RWY 28	.762
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TAKEOFF MINIMUMS (OBSTACLE) DEPARTURE PROCEDURES, AND 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

NAME TAKEOFF MINIMUMS

AHOSKIE, NC

AIKEN, SC

TRI-COUNTY (ASJ)

AIKEN MUNI (AIK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11125 (FAA)

AMDT 1 08045 (FAA)

NOTE: **Rwy 1**, trees beginning at DER, 219' left of centerline, up to 100' AGL/169' MSL. Vehicles on road beginning 206' from DER, 443' left of centerline, up to 10' AGL/79' MSL. Trees beginning 457' from DER, 461' right of centerline, up to 100' AGL/169' MSL. Power lines beginning 5130' from DER, 1827' right of centerline, up to 150' AGL/219' MSL.

TAKEOFF MINIMUMS: **Rwy 1**, 2,200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 19, vehicles on road 234' from DER, 502' right of centerline, up to 10' AGL/79' MSL. Vehicles on road beginning 244' from DER, left and right of centerline, up to 15' AGL/84' MSL. Trees beginning 717' from DER, 626' right of centerline, up to 100' AGL/169' MSL. Trees beginning 277' from DER, 244' left of centerline, up to 100' AGL/169' MSL.

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

NOTE: **Rwy 1**, terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7**, terrain beginning 51' from DER, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL. **Rwy 19**, numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25**, tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.



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



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ALBEMARLE, NC

STANLY COUNTY (VUJ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11321 (FAA)

TAKEOFF MINIMUMS: **Rwys 4L, 22R**, NA - VFR runway. **Rwy 4R**, 300-1½ or std. w/min. climb of 276' per NM to 1000.

NOTE: **Rwy 4R**, tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL. Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL. **Rwy 22L**, trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL. Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

ALLEDALE, SC

ALLEDALE COUNTY (AQX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13290 (FAA)

NOTE: **Rwy 17**, trees beginning 11' from DER, 366' right of centerline, up to 100' AGL/222' MSL. Vehicles on roadway beginning 293' from DER, 558' left of centerline, up to 15' AGL/164' MSL. Trees 342' from DER, 577' left of centerline, up to 100' AGL/214' MSL. Trees beginning 1962' from DER, 603' left of centerline, up to 100' AGL/246' MSL. **Rwy 35**, trees beginning 38' from DER, 306' right of centerline, up to 100' AGL/269' MSL. Trees beginning 95' from DER, 324' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL (AND)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07018 (FAA)

NOTE: **Rwy 5**, multiple trees beginning 1282' from DER, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from DER, 299' left of centerline, up to 89' AGL/878' MSL. **Rwy 17**, multiple trees beginning 1017' from DER, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from DER, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23**, transmission line tower and multiple trees beginning 1186' from DER, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35**, multiple trees beginning 131' from DER, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from DER, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 10014 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26**, procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINE (PHH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 02276 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 400-1. DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 500 before turning left.

NOTE: **Rwy 18**, tower 165' from DER, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from DER, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from DER, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36**, tree 60' from DER, 500' left of centerline, 67' AGL/85' MSL. Tree 10' from DER, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from DER, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from DER, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL (HBI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 02332 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. with a min. climb of 230' per NM to 1200. **Rwy 21**, 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, std. w/ min. climb of 250' per NM to 4600 or 3600-3 for climb in visual conditions.

Rwy 35, std. w/ min. climb of 410' per NM to 5700 or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 167° to 4600 before proceeding on course. **Rwy 35**, climb heading 347° to 5700 before proceeding on course.

VCOA: **Rwy 17**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Asheville Rgnl airport at or above 5600 before proceeding on course. Note: VCOA NA at night. **Rwy 35**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. For climb in visual conditions to cross Asheville Rgnl airport at or above 5600 before proceeding on course. Note: VCOA NA at night.

NOTE: **Rwy 17**, trees beginning 79' from DER, 452' right of centerline, up to 73' AGL/2144' MSL. **Rwy 35**, vehicle on road 44' from DER, 202' left of centerline, 15' AGL/2166' MSL. Trees beginning 65' from DER, 245' left of centerline, up to 92' AGL/2232' MSL. Trees beginning 701' from DER, 16' left of centerline, up to 65' AGL/2197' 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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BAMBERG, SC

BAMBERG COUNTY (99N)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 400-2½ or std. w/ min.
climb of 259' per NM to 800.

NOTE: **Rwy 5**, trees beginning at DER, 500' left/right of
centerline, up to 100' AGL/329' MSL. Power lines
2,527' from DER, crossing centerline, up to 100'
AGL/319' MSL. Tower 2 NM from DER, 2738' right of
centerline, 380' AGL/627' MSL. **Rwy 23**, trees
beginning at DER, 500' left of centerline, up to 100'
AGL/319' MSL.

BARNWELL, SC

BARNWELL RGNL (BNL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 07214 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 17**, climb heading
165° to 1100 before turning. **Rwy 23**, climb heading
230° to 1100 before turning south.

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

BEAUFORT, NC

MICHAEL J. SMITH FIELD (MRH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 13122 (FAA)

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

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

BEAUFORT, SC

BEAUFORT COUNTY (ARW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 03191 (FAA)

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

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

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H E

AVENT FIELD (BBP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 10210 (FAA)

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

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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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BOGUE MCALF (KNJM),

SWANSBORO, NC

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
15120

TAKE-OFF OBSTACLES: **Rwy 23**, terrain 95' from DER, 435' left of centerline, 30' MSL. Terrain 0' from DER, 500' left of centerline, 33' MSL. Terrain 0' inward of DER, 25' right of centerline, 18' MSL. Terrain 129' from DER, 530' right of centerline, 26' MSL.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL (BUY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14037 (FAA)

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

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

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

CAMDEN, SC

WOODWARD FIELD (CDN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)

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

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

CHAPEL HILL, NC

HORACE WILLIAMS (IGX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 06215 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 1400 before turning southwest. **Rwy 27**, climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9**, trees 1084' from DER, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from DER, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27**, trees 200' from DER, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 11237 (FAA)

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

CHARLESTON EXECUTIVE (JZI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 16007 (FAA)

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

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

16315



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



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

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 18C**, 300-1¼ or std. w/min. climb of 220' 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.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 1700 before turning right. **Rwy 36C**, climb heading 003° to 1400 before turning left. **Rwy 36L**, climb heading 023° to 1800 before turning left.

NOTE: **Rwy 5**, tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.

Rwy 18C, airfield lt 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL. **Rwy 18L**, airfield lt 10' from DER, on centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Twr and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL. **Rwy 18R**, airfield lt 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Grd 145' from DER, 522' left of centerline, 748' MSL. **Rwy 23**, MALSR 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.

CHARLOTTE, NC (CON'T)

Rwy 36C, airfield lt 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL. **Rwy 36L**, airfield lt 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL. **Rwy 36R**, aprt sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Lt pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07074 (FAA)

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

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

16091

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKEOFF OBSTACLES: **Rwy 14R**: Pylon 3822' from DER, 1424' right of centerline, 69' MSL. Pylon 3980' from DER, 1472' right of centerline, 69' MSL.

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

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

16315

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

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

CLEMSON, SC

OCONEE COUNTY RGNL (CEU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11321 (FAA)

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

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

CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11125 (FAA)

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

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09239 (FAA)

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

JIM HAMILTON L B OWENS (CUB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 09323 (FAA)

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

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

NOTE: **Rwy 13**, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31**, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 2200 before proceeding on course. **Rwy 20**, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2**, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20**, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY (HYW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 11237 (FAA)

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

16315

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

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

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1300 before proceeding on course. **Rwy 23**, climb heading 240° to 4000 before turning southbound.

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

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

DARLINGTON, SC

DARLINGTON COUNTY AIRPORT (UDG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-B 16119 (FAA)

NOTE: **Rwy 5**, multiple trees beginning 11' from DER, 241' left of centerline, up to 97' AGL/246' MSL.

Multiple trees beginning 72' from DER, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 23**, antenna 18' from DER, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from DER, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from DER, 427' right of centerline, 33' AGL/212' MSL.

DILLON, SC

DILLON COUNTY (DLC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 12208 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 070° to 1400 before turning south. **Rwy 25**, climb heading 250° to 1900 before turning south.

NOTE: **Rwy 7**, trees beginning 77' from DER, 158' left of centerline, up to 100' AGL/214' MSL. Trees beginning 162' from DER, 494' right of centerline, up to 100' AGL/209' MSL. Tower 2.3 NM from DER, 2100' left of centerline, 370' AGL/510' MSL. **Rwy 25**, vehicles beginning 17' from DER, 313' left of centerline, up to 15' AGL/149' MSL. Vehicles beginning 28' from DER, 163' right of centerline, up to 15' AGL/149' MSL. Trees beginning 42' from DER, 256' left of centerline, up to 100' AGL/234' MSL. Trees beginning 182' from DER, 75' right of centerline, up to 100' AGL/244' MSL. Vehicles beginning 765' from DER, left and right of centerline, up to 17' AGL/156' MSL.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09211 (FAA)

NOTE: **Rwy 1**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19**, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL
(ECG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 14177 (FAA)

DEPARTURE PROCEDURE: **Note**: when tethered balloon located 2.6 NM SE of airport is flying: **Rwy 1**, climb on a heading between 190° CW 112° from DER. **Rwy 10**, climb on a heading between 280° CW 115° from DER. **Rwy 19**, climb on a heading between 154° CW 010° from DER. **Rwy 28**, climb on a heading between 163° CW 100° from DER.

NOTE: **Rwy 1**, box 53' from DER, 312' right of centerline, 6' AGL/13' MSL. Trees beginning 1233' from DER, 790' left of centerline, up to 41' AGL/44' MSL. **Rwy 10**, bldg 7' from DER, 442' right of centerline, 9' AGL/16' MSL. DME 292' from DER, 330' left of centerline, 17' AGL/24' MSL. Trees beginning 100' from DER, 373' right of centerline, up to 73' AGL/80' MSL. Trees beginning 2134' from DER, 408' left of centerline, up to 86' AGL/89' MSL. **Rwy 19**, taxiway sign 64' from DER 143' left of centerline, 3' AGL/12' MSL. Bushes beginning 76' from DER, 436' right of centerline, up to 10' AGL/17' MSL. Vehicles on road beginning 91' from DER, 86' right of centerline, up to 15' AGL/26' MSL. Pole and trees beginning 1032' from DER, 602' centerline, up to 71' AGL/78' MSL. Trees beginning 1996' from DER, 825' left of centerline, up to 100' AGL/107' MSL **Rwy 28**, REILs beginning 26' from DER, 130' right of centerline, up to 2' AGL/12' MSL. Tree 2962' from DER, 1198' right of centerline, 81' AGL/88' MSL.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 2100 before turning left. **Rwy 33**, climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33**, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

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

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

16315

ELKIN, NC

ELKIN MUNI (ZEF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14317 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 074° to 2000 before turning north. **Rwy 25**, climb heading 255° to 2600 before turning north.

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

ERWIN, NC

HARNETT RGNL JETPORT (HRJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07242 (FAA)

NOTE: **Rwy 5**, multiple trees beginning 1529' from DER 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from DER, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from DER, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from DER, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23**, trees beginning 94' from DER, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from DER, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08213 (FAA)

NOTE: **Rwy 4**, trees beginning 154' from DER, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from DER, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10**, trees beginning 182' from DER, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from DER, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22**, vehicle on road 98' from DER, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from DER, 551' right of centerline, up to 94' AGL/264' MSL. **Rwy 28**, pole and trees beginning 199' from DER, 307' left of centerline, up to 34' AGL/204' MSL. Trees beginning 593' from DER, 96' right of centerline, up to 79' AGL/239' MSL.

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

FLORENCE, SC

FLORENCE RGNL (FLO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1**, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9**, trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19**, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up to 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27**, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09071 (FAA)

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

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

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



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



16315

GASTONIA, NC

GASTONIA MUNI (AKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15232 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 049° to 2700 before turning left. **Rwy 21**, climb heading 214° to 1600 before proceeding north.

NOTE: **Rwy 3**, trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL. Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL. Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL. **Rwy 21**, pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL. Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL. Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL. Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY (GGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14261 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 289° to 600 before turning northbound.

NOTE: **Rwy 5**, trees beginning 382' from DER, left and right of centerline, up to 97' AGL/122' MSL. **Rwy 11**, trees beginning 500' from DER, 200' left and right of centerline, up to 100' AGL/129' MSL. **Rwy 23**, trees beginning 177' from DER, 441' right of centerline, up to 100' AGL/111' MSL. Trees 1023' from DER, 670' left of centerline, up to 68' AGL/88' MSL. **Rwy 29**, trees beginning 880' from DER, left and right of centerline, up to 100' AGL/138' MSL.

GOLDSBORO, NC

WAYNE EXECUTIVE JETPORT (GWW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 11321 (FAA)

NOTE: **Rwy 5**, tree 184' from DER, 494' left of centerline, 41' AGL/174' MSL. **Rwy 23**, trees beginning 107' from DER, 313' right of centerline, up to 109' AGL/242' MSL. Bush 101' from DER, 487' left of centerline, 9' AGL/142' MSL. Trees beginning 2212' from DER, 12' left of centerline, up to 98' AGL/231' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09295 (FAA)

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

GREENVILLE, NC

PITT-GREENVILLE (PGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 16035 (FAA)

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 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)

16315

GREENVILLE, SC

DONALDSON FIELD (GYH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

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

GREENVILLE DOWNTOWN (GMU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1 or std. w/min. climb of 355' per NM to 1300. **Rwy 28**, 300-2½ or std. w/min. climb of 220' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 2800 before turning west or northwest. **Rwy 10**, climb heading 096° to 1800 before turning west or northwest. **Rwy 19**, climb heading 186° to 1800 before turning north. **Rwy 28**, climb heading 276° to 2300 before turning north or northwest.

NOTE: **Rwy 1**, sign 26' from DER, 125' left of centerline, 3' AGL/1049' MSL. Building and poles beginning 195' from DER, 374' right of centerline, up to 48' AGL/1111' MSL. Trees beginning 350' from DER, 319' left of centerline, up to 88' AGL/1129' MSL. Sign, building, poles, and trees beginning 1050' from DER, 55' right of centerline, up to 52' AGL/1188' MSL. Buildings 4064' from DER, 384' right of centerline, up to 61' AGL/1174' MSL. **Rwy 10**, sign and trees beginning 18' from DER, 48' right of centerline, up to 31' AGL/1026' MSL. Sign 21' from DER, 124' left of centerline, 3' AGL/1017' MSL. Pole and trees beginning 9' from DER, 198' right of centerline, up to 56' AGL/1057' MSL. Trees beginning 498' from DER, 50' left of centerline, up to 51' AGL/1042' MSL. Trees beginning 1821' from DER, 603' left of centerline, up to 47' AGL/1068' MSL. Building and pole beginning 3337' from DER, 539' right of centerline, up to 105' AGL/1136' MSL. Tower 5213' from DER, 810' left of centerline, 152' AGL/1173' MSL. **Rwy 19**, signs beginning 11' from DER, 71' right of centerline, up to 3' AGL/991' MSL. Trees beginning 173' from DER, 492' right of centerline, up to 45' AGL/1013' MSL. Pole and trees beginning 276' from DER, 525' left of centerline, up to 33' AGL/1003' MSL. Trees beginning 2809' from DER, 763' right of centerline, up to 83' AGL/1094' MSL. **Rwy 28**, signs beginning 13' from DER, 77' left of centerline, up to 3' AGL/1000' MSL. Pole and trees beginning 45' from DER, 285' right of centerline, up to 49' AGL/1043' MSL. Poles and trees beginning 194' from DER, 251' left of centerline, up to 56' AGL/1021' MSL. Trees beginning 532' from DER, 60' right of centerline, up to 95' AGL/1047' MSL. Trees beginning 850' from DER, 323' left of centerline, up to 71' AGL/1075' MSL. Building 1.9 NM from DER, 2143' right of centerline, 332' AGL/1316' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 16315 (FAA)

NOTE: **Rwy 05**: Tree 387' from DER, 289' right of centerline, 100' AGL/629' MSL. **Rwy 09**: trees beginning 215' from DER, 493' left of centerline, up to 643' MSL. Tree 444' from DER, 554' left of centerline, 647' MSL. Trees beginning 568' from DER, 253' left of centerline, up to 651' MSL. Trees beginning 627' from DER, 545' right of centerline, up to 646' MSL. Trees beginning 780' from DER, 265' left of centerline, up to 663' MSL. Tree and pole beginning 899' from DER, 308' left of centerline, up to 668' MSL. Tree 2090' from DER, 1000' right of centerline, 109' AGL/691' MSL. Tree 2692' from DER, 1038' left of centerline, 86' AGL/699' MSL. Trees beginning 2096' from DER, 512' left of centerline, up to 100' AGL/719' MSL. Trees beginning 3359' from DER, 546' right of centerline, 100' AGL/709' MSL. Trees beginning 3773' from DER, 550' right of centerline, up to 100' AGL/719' MSL. **Rwy 23**: trees beginning 812' from DER, 571' left of centerline, up to 657' MSL. Tree 963' from DER, 516' left of centerline, 670' MSL. Trees, beginning 1037' from DER, 291' left of centerline, up to 61' AGL/681' MSL. Trees, beginning 1323' from DER, 10' left of centerline, up to 100' AGL/719' MSL. Tree 1761' from DER, 413' right of centerline, 673' MSL. Tree 1933' from DER, 244' right of centerline, 86' AGL/677' MSL. Trees, beginning 2581' from DER, 72' right of centerline, up to 100' AGL/719' MSL. Trees, beginning 3865' from DER, 1179' right of centerline, up to 100' AGL/729' MSL. **Rwy 27**: bush 11' from DER, 274' left of centerline, 3' AGL/634' MSL. Tree 264' from DER, 550' left of centerline, 641' MSL. Tree 300' from DER, 549' right of centerline, 652' MSL. Trees beginning 424' from DER, 543' left of centerline, up to 649' MSL. Tree 467' from DER, 589' right of centerline, 669' MSL. Tree 562' from DER, 637' right of centerline, 680' MSL. Trees beginning 670' from DER, 10' right of centerline, up to 85' AGL/716' MSL. Trees beginning 725' from DER, 588' left of centerline, up to 653' MSL. Trees beginning 966' from DER, 594' left of centerline, up to 686' MSL. Trees beginning 1087' from DER, 657' left of centerline, up to 695' MSL. Trees beginning 1681' from DER, 695' left of centerline, up to 707' MSL. Trees beginning 1864' from DER, 34' left of centerline, up to 714' MSL. Trees beginning 2764' from DER, 159' left of centerline, up to 718' MSL. Trees beginning 2959' from DER, 119' right of centerline, up to 726' MSL. Trees beginning 2965' from DER, 11' left of centerline, up to 727' MSL. Trees beginning 3332' from DER, 561' right of centerline, up to 100' AGL/739' MSL. Trees beginning 3477' from DER, 572' left of centerline, 100' AGL/729' MSL. Trees beginning 3724' from DER, 550' left of centerline, 100' AGL/739' MSL. Trees beginning 3746' from DER, 790' right of centerline, 100' AGL/749' MSL.

GREER, SC

GREENVILLE SPARTANBURG INTL (GSP)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15288 (FAA)

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

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

HARTSVILLE, SC

HARTSVILLE REGIONAL (HVS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

NOTE: **Rwy 3**, trees beginning 2478' from DER, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from DER, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from DER, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21**, trees beginning 128' from DER, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from DER, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from DER, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09267 (FAA)

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

HICKORY, NC

HICKORY RGNL (HKY)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 11237 (FAA)
DEPARTURE PROCEDURE: Use HICKORY
DEPARTURE.

HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 03191 (FAA)

NOTE: **Rwy 3**, numerous trees 328' from DER, 428' left of DER, 86' AGL/106' MSL. Numerous trees 319' from DER, 390' right of DER, 83' AGL/97' MSL. **Rwy 21**, numerous trees 39' from DER, 357' right of DER, 94' AGL/111' MSL. Numerous trees 368' from DER, 332' left of DER, 73' AGL/87' MSL. Numerous trees 1421' from DER, 221' right of DER, 74' AGL/91' MSL. Numerous trees 1207' from DER, 329' left of DER, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS (OAJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12264 (FAA)

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

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

JEFFERSON, NC

ASHE COUNTY (GEV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
TAKEOFF MINIMUMS: **Rwys 10, 28**, 1900-3.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 30' from DER, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from DER, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from DER, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23**, trees beginning 12' from DER, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from DER, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL (CKI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07018 (FAA)
TAKEOFF MINIMUMS: **Rwy 32**, 200-1 or std. w/ min. climb of 353' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 14**, climb heading 132° to 800 before turning north.
NOTE: **Rwy 32**, multiple trees beginning 165' from DER, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS
FIELD (ISO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 1800 before turning east.
NOTE: **Rwy 5**, multiple poles 1521' from DER, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from DER, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from DER, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23**, multiple trees 770' from DER, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from DER, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD (51J)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07074 (FAA)
TAKEOFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19**, 300-1 or std. w/ min. climb of 404' per NM to 400.
NOTE: **Rwy 1**, tree 1474' from DER, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from DER, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19**, tree 1428' from DER, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from DER, 1349' left of centerline, 180' AGL/254' MSL.

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

16315

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER
FIELD (LKR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)

NOTE: **Rwy 6**, trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL. Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL. **Rwy 24**, trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

LAURENS, SC

LAURENS COUNTY (LUX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13122 (FAA)

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

LEXINGTON, NC

DAVIDSON COUNTY (EXX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12208 (FAA)

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

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

LIBERTY, NC

CAUSEY (2A5)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 97254 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 20**, 300-1.
DEPARTURE PROCEDURE: **Rwy 20**, for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

16315

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

LINCOLNTON, NC

LINCOLNTON COUNTY RGNL (IPJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 063° to 2000 before proceeding on course. **Rwy 23**, climb heading 243° to 2800 before turning left.

NOTE: **Rwy 5**, trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL. **Rwy 23**, trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL. Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL. Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

LORIS, SC

TWIN CITY (5J9)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10126 (FAA)

NOTE: **Rwy 8**, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.

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

LOUISBURG, NC

TRIANGLE NORTH EXECUTIVE (LHZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

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

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

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

LUMBERTON, NC

LUMBERTON RGNL (LBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 14289 (FAA)

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

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

MANNING, SC

SANTEE COOPER RGNL (MNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09043 (FAA)

NOTE: **Rwy 2**, trees beginning at DER, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from DER, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from DER, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20**, trees beginning 125' from DER, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from DER, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from DER, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL (MQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11349 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/min. climb of 250' per N to 300. **Rwy 35**, 300-1½ or std. w/min. climb of 260' per NM to 300.

NOTE: **Rwy 5**, multiple trees beginning 585' from DER, 417' left and right of centerline, up to 100' AGL/109' MSL. **Rwy 35**, multiple trees beginning 23' from DER, 182' right and left of centerline, up to 100' AGL/116' MSL. Building 267' from DER, 410' right of centerline, 20' AGL/35' MSL. Ship 1 NM from DER, on centerline, 208' AGL/208' MSL.

MARION, SC

MARION COUNTY (MAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 14317 (FAA)

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

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

MAXTON, NC

LAURINBURG-MAXTON (MEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07298 (FAA)

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

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

16315

MC ENTIRE JNGB (MMT)

EASTOVER, SC

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 14149

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

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

TAKE-OFF OBSTACLES: **Rwy 5**, Helicopters parked from 198° to 552° from DER, 306' to 618' left of centerline, up to 19' AGL/274' MSL. Multiple trees left of centerline, beginning 2390' out to 1.5 NM from DER, 93° to 2082' left of centerline, 0' AGL/385' MSL up to 551' MSL. Multiple trees right of centerline, beginning 2207' out to 4124' from DER, 232° to 905' right of centerline, 0' AGL/377' MSL up to 399' MSL. **Rwy 14**, Multiple trees left of centerline, beginning 2316' out to 4208' from DER, 774° to 1107' left of centerline, 0' AGL/325' MSL up to 359' MSL. Pylon 3282' from DER, 1553' left of centerline, 79' AGL/288' MSL. Multiple trees right of centerline, beginning 2202' out to 3374' from DER, 989° to 1139° right of centerline, 0' AGL/339' MSL up to 349' MSL. Aircraft parked 42' from DER, 544° right of centerline, 0' AGL/255' MSL. Pylon 2668' from DER, 1714° right of centerline, 79' AGL/286' MSL. **Rwy 23**, Multiple trees left of centerline, beginning 2482' out to 3574' from DER, 186° to 1423° left of centerline, 130' AGL/351' MSL up to 363' MSL. Wind sensor 500' from DER, 495° left of centerline, 33' AGL/275' MSL. Multiple trees right of centerline, beginning 2470' out to 3968' from DER, 419° to 1200° right of centerline, 0' AGL/343' MSL up to 367' MSL. Light pole 2172' from DER, 615° to 791° right of centerline, 26' AGL/274' MSL. **Rwy 32**, Multiple trees left of centerline, beginning 2267' out to 5053' from DER, 68° to 1650° left of centerline, 0' AGL/335' MSL up to 381' MSL. Multiple trees right of centerline, beginning 1774' out to 2207' from DER, 475° to 820° right of centerline, 0' AGL/343' MSL up to 355' MSL.

MOCKSVILLE, NC

TWIN LAKES (8A7)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07214 (FAA)

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

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

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09015 (FAA)

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

NOTE: **Rwy 5**, trees beginning 17' from DER, 102° right of centerline, up to 99' AGL/158' MSL. Terrain 30' from DER, 478° left of centerline, 79' MSL. Trees beginning 964' from DER, 66° left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from DER, 480° left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from DER, 530° left of centerline, up to 228' AGL/292' MSL.

Rwy 23, trees beginning abeam DER, 361° right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from DER, 249° right of centerline, up to 63' AGL/142' MSL. Terrain 21' from DER, 125° left of centerline, 76' MSL. Trees beginning 1141' from DER, 47° left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from DER, 115° left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 15232 (FAA)

NOTES: **Rwy 5**, trees beginning 24' from DER, 308° right of centerline, up to 77' AGL/736' MSL. Trees beginning 70' from DER, 218° left of centerline, up to 27' AGL/686' MSL. Trees beginning 606' from DER, 58° right of centerline, up to 33' AGL/692' MSL. Poles and trees beginning 651' from DER, 19° left of centerline, up to 44' AGL/713' MSL. Trees beginning 1223' from DER, 436° right of centerline, up to 62' AGL/721' MSL. Trees beginning 2151' from DER, 79° left of centerline, up to 89' AGL/748' MSL. **Rwy 23**, runway light 12' from DER, 31° left of centerline, 2' AGL/684' MSL. Trees beginning 1714' from DER, 203° left of centerline, up to 97' AGL/746' MSL. Trees 2366' from DER, 771° right of centerline, up to 86' AGL/755' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK (14A)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06327 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 14**, for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32**, climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14**, terrain and multiple trees beginning 197' from DER, 308° left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from DER, 258° right of centerline, up to 100' AGL/979' MSL. **Rwy 32**, tree 559' from DER, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from DER, 34° left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from DER, 31° right of centerline, up to 97' AGL/886' MSL.

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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

MORGANTON, NC

FOOTHILLS RGNL (MRN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11181 (FAA)

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

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

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

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

NOTE: **Rwy 3**, trees beginning 167' from DER, 388' right of centerline, up to 100' AGL/1379' MSL. Rising terrain beginning 138' from DER, 3' right of centerline, up to 1280' MSL. Trees beginning 1180' from DER, 421' left of centerline, up to 68' AGL/1327' MSL. Rising terrain beginning 39' from DER, 223' left of centerline, up to 1277' MSL. **Rwy 21**, trees beginning 2329' from DER, 1061' right of centerline, up to 100' AGL/1339' MSL. Trees beginning 1681' from DER, 883' left of centerline, up to 100' AGL/1379' MSL.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY (MWK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 14037 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, std. w/min. climb of 250' per NM to 3900, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 3000 before turning left. **Rwy 36**, Climb on heading 360° to intercept PSK R-173 to PSK VORTAC before proceeding on course or for climb in visual conditions: cross Mount Airy/Surry County airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 18**, vehicles on roadway beginning 102' from DER, 462' right of centerline, up to 17' AGL/1236' MSL. Trees beginning 67' from DER, 494' left of centerline, up to 70' AGL/1279' MSL. Trees beginning 594' from DER, 658' right of centerline, up to 50' AGL/1257' MSL. Building 1842' from DER, 96' left of centerline, 47' AGL/1260' MSL. Trees beginning 2717' from DER, left and right of centerline, up to 82' AGL/1300' MSL. Trees beginning 3500' from DER, 626' left of centerline, up to 100' AGL/1339' MSL.

Rwy 36, rising terrain beginning 40' from DER, left and right of centerline, up to 1364' MSL. Power pole 408' from DER, 248' left of centerline, 40' AGL/1315' MSL. Vehicles on roadway beginning 98' from DER, left and right of centerline, up to 15' AGL/1334' MSL. Trees beginning 1089' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI (W40)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 300-1 or std. w/ min. climb of 334' per NM to 500.

NOTE: **Rwy 5**, trees beginning 971' from DER, 27' left of centerline, up to 100' AGL/267' MSL. Trees beginning 2209' from DER, 25' right of centerline, up to 100' AGL/262' MSL. Pole 454' from DER, 407' left of centerline, 17' AGL/191' MSL. Vehicle on road 363' from DER, 115' left of centerline, 15' AGL/179' MSL. Vehicle on road 321' from DER, 106' right of centerline, 15' AGL/181' MSL. GND 14' from DER, 107' right of centerline, 167' MSL. **Rwy 23**, tower 4535' from DER, 445' right of centerline, 196' AGL/355' MSL. Trees beginning 185' from DER, 108' left of centerline, up to 100' AGL/253' MSL. Trees beginning 865' from DER, 226' right of centerline, up to 100' AGL/259' MSL. Buildings beginning 110' from DER, 323' left of centerline, up to 25' AGL/181' MSL. Poles beginning 279' from DER, 43' left of centerline, up to 20' AGL/184' MSL.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1400 before proceeding on course. **Rwy 35**, climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17**, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35**, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10042 (FAA)

NOTE: **Rwy 18**, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' 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

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 300- 1 or std. w/ min. climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER. **Rwy 32**, std. w/ min. climb of 215' per NM to 800, or 1100-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 600 before turning north. **Rwy 32**, climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 4**, signs beginning 9' from DER, 429' right of centerline, up to 45' AGL/61' MSL. Vehicles on road beginning 87' from DER, 499' left of centerline, up to 17' AGL/27' MSL. Trees, sign and vertical structure beginning 648' from DER, left and right of centerline, up to 91' AGL/104' MSL. **Rwy 14**, trees beginning 92' from DER, 257' left of centerline, up to 77' AGL/92' MSL. Trees and pole beginning 226' from DER, 146' right of centerline, up to 98' AGL/118' MSL. Trees and tower beginning 3335' from DER, 118' left of centerline, up to 120' AGL/145' MSL. Antenna 5034' from DER, 1239' left of centerline, up to 147' AGL/170' MSL. **Rwy 22**, bush beginning 101' from DER, 288' left of centerline, up to 6' AGL/16' MSL. Trees beginning 803' from DER, 56' left of centerline, up to 115' AGL/116' MSL. Trees beginning 809' from DER, 87' right of centerline, up to 134' AGL/139' MSL. Trees beginning 2977' from DER, left and right of centerline, up to 115' AGL/122' MSL. **Rwy 32**, bush and trees beginning 141' from DER, 236' left of centerline, up to 68' AGL/78' MSL. Trees beginning 718' from DER, right of centerline, up to 101' AGL/111' MSL. Trees and transmission tower 744' from DER, 31' left of centerline, up to 116' AGL/126' MSL.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08325 (FAA)

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

NORTH AF AUX (KXNO)

NORTH, SC
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
14177

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKE-OFF OBSTACLES: **Rwy 5**, building 945' from DER, 687' right of centerline, 29' AGL/351' MSL. Pylon 3627' from DER, 1029' left of centerline, 79' AGL/366' MSL. Possible vehicle on road 473' from DER, 336' left of centerline to 711' right of centerline, 15' AGL/349' MSL. Tree grouping 2464' from DER, 819' left of centerline, 104' AGL/383' MSL. **Rwy 6**, possible C-5 on taxiway B, 687' from DER, 535' right of centerline, 65' AGL/386' MSL. Pylon 2363' from DER, 1572' left of centerline, 79' AGL/403' MSL. Multiple towers 2450' to 2821' from DER, 922' to 1127' left of centerline, 53' AGL/381' MSL. Trees 1409' to 3007' from DER, 162' to 1002' left of centerline, 104' AGL/408' MSL. **Rwy 24**, pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL. Trees 1092' to 2049' from DER, 344' to 885' right of centerline, 91' AGL/335' MSL.

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10014 (FAA)

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

NORTH WILKESBORO, NC

WILKES COUNTY (UKF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 90347 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

CAPE FEAR RGNL JETPORT / HOWIE
FRANKLIN FLD (SUT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12180 (FAA)

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

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

SE-2, 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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ORANGEBURG, SC

ORANGEBURG MUNI (OGB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1000 before proceeding on course. **Rwy 35**, climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17**, trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23**, trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35**, trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 15064 (FAA)

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

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

PAGELAND, SC

PAGELAND (PYG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Power lines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23**, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Power line, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

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

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09155 (FAA)

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

PICKENS, SC

PICKENS COUNTY (LQK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09351 (FAA)

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

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

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 16231 (FAA)

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

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

PLYMOUTH, NC

PLYMOUTH MUNI (PMZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11349 (FAA)

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

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

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

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

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POPE AAF (KPOB)

FORT BRAGG, NC

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6, 16175

DEPARTURE PROCEDURE:

Rwy 5, Expect radar vectors from Fayetteville Approach.**Rwy 23**, Expect radar vectors from Fayetteville Approach. Standard with minimum climb of 232 ft/NM to 1000'.

TAKE-OFF OBSTACLES: **Rwy 5**, multiple trees 1473' to 1554' from DER, 776' right of centerline, up to 54' AGL/240' MSL. Multiple trees 2187' from DER, 1030' right of centerline, up to 78' AGL/ 263' MSL. Multiple trees 3388' from DER, 815' right of centerline, up to 101' AGL/274' MSL. Multiple trees 1980' to 3285' from DER, 922' left of centerline, up to 112' AGL/284' MSL. **Rwy 23**, fence 1201' from DER, 71' left of centerline, 247' MSL. Terrain 1896' from DER, 864' right of centerline, 282' MSL. Terrain 1901' from DER, 1010' right of centerline, 268' MSL. Multiple trees 2322' to 2776' from DER, 710' right of centerline, up to 46' AGL/288' MSL. Multiple trees 2907' to 4488' from DER, 330' right of centerline, up to 80' AGL/345' MSL. Multiple ballpark lights 5098' from DER, 450' right of centerline, 75' AGL/348' MSL. Multiple trees 1278 to 1761' from DER, 266' left of centerline, up to 58' AGL/286' MSL. Multiple trees 3385' to 4417' from DER, 389' left of centerline, up to 84' AGL/ 339' MSL. Multiple trees 4440' to 4585' from DER, 5' left of centerline, up to 57' AGL/328' MSL. Multiple trees 4780' to 5885' from DER, 444' left of centerline, up to 73' AGL/366' MSL. Forestry tower 2.2 NM from DER, 3399' right of centerline, 140' AGL/559' MSL. Tree 1.4 NM from DER, 2527' left of centerline, 120' AGL/473' MSL. Tree 2643' from DER, 476' left of centerline, 39' AGL/ 286' MSL. Possible C-5 976' from DER, 294' left of centerline, 65' AGL/274' MSL. Pylon 1.3 NM from DER, 2175' left of centerline, 118' AGL/444' MSL. Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL.

RAEFORD, NC

P K AIRPARK (5W4)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 10322 (FAA)

NOTE: **Rwy 4**, rising terrain 48' from DER, left and right of centerline, up to 332' MSL. Trees beginning 83' from DER, left and right of centerline, up to 100' AGL/429' MSL. Vehicles on road beginning 329' from DER, 189' right of centerline, up to 15' AGL/324' MSL.

Rwy 22, terrain 42' from DER, left and right of centerline, up to 306' MSL. Trees beginning 268' from DER, left and right of centerline, up to 100' AGL/389' MSL. Vehicles on road beginning 1' from DER, left and right of centerline, up to 15' AGL/314' MSL.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL (RDU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 142° to 1400 before turning right. **Rwy 23L**, climb heading 232° to 1900 before turning left. **Rwy 23R**, climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L**, trees 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL. **Rwy 5R**, trees 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL. **Rwy 14**, trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL. **Rwy 23L**, trees 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32**, light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 15064 (FAA)

Rwy 14, heading as assigned by ATC; requires minimum climb of 230' per NM to 2700. **Rwy 23L**, heading as assigned by ATC; requires minimum climb of 250' per NM to 2700. **Rwy 23R**, heading as assigned by ATC; requires minimum climb of 240' per NM to 2700.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 09295 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13**, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31**, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' 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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ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT
FIELD (UZA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)

NOTE: **Rwy 2**, trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL. Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL. Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL. **Rwy 20**, vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL. Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

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

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-
Environmental.

NOTE: **Rwy 14**, multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32**, tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL (RWI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12096 (FAA)

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

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

ROXBORO, NC

PERSON COUNTY (TDF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06215 (FAA)

NOTE: **Rwy 6**, trees 1600' from DER, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24**, trees 562' from DER, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD CO-MARCHMAN FIELD (FQD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 15148 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/min. climb of 220' per NM to 2600 or 2900-3 for climb in visual conditions. **Rwy 19**, std. w/min. climb of 205' per NM to 3100 or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn heading 130° to intercept 200° course to FRT NDB. ADF required. **Rwy 19**: Climb heading 189° to 3100 before proceeding on course.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Rutherford CO-Marchman Field at or above 3800 before proceeding on course.

NOTE: **Rwy 1**: tree 6' from DER, 377' left of centerline, 80' AGL/1139' MSL. NAVAID 174' from DER, 250' left of centerline, 25' AGL/1088' MSL. Tree 315' from DER, 478' right of centerline, 52' AGL/1151' MSL. Tree 862' from DER, 50' right of centerline, 100' AGL/1139' MSL. Tree 1985' from DER, 988' right of centerline, 67' AGL/1166' MSL. Tree 2107' from DER, 318' right of centerline, 100' AGL/1219' MSL. Tree 3250' from DER, 825' right of centerline, 100' AGL/1219' MSL. **Rwy 19**: tree 28' from DER, 329' left of centerline, 60' AGL/1080' MSL. Tree 259' from DER, 500' right of centerline, 100' AGL/1139' MSL. Tree 489' from DER, 455' right of centerline, 26' AGL/1088' MSL. Tree 2358' from DER, 200' left of centerline, 100' AGL/1139' MSL.

ST. GEORGE, SC

ST. GEORGE (6J2)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08101 (FAA)

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

SALISBURY, NC

ROWAN COUNTY (RUQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 400 - 2% or std. w/min. climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 1700 before turning right.

NOTE: **Rwy 2**, trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20, trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL. Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL. Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL. Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL. Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL. Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL. Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' 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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SALUDA, SC

SALUDA COUNTY (6J4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09351 (FAA)

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

NOTE: **Rwy 1**, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19**, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

RALEIGH EXEC JETPORT AT SANFORD-
LEE COUNTY (TTA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11237 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 029° to 1100 before turning right. **Rwy 21**, climb heading 209° to 1500 before turning left.

NOTE: **Rwy 3**, trees beginning 3313' from DER, 380' right of centerline, up to 89' AGL/318' MSL. **Rwy 21**, trees beginning 89' from DER, 435' right of centerline, up to 29' AGL/259' MSL.

SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NC
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2, 14205

TAKE-OFF MINIMUMS: **Rwy 26**, 200-1½ or standard with minimum climb of 210 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKE-OFF OBSTACLES: **Rwy 8**, vehicle, 15' AGL/128' MSL, 1547' from DER, 796' right of centerline. Multiple trees, 80' AGL/194' MSL, beginning 3014' from DER, 952' left of centerline. **Rwy 26**, trees 110' AGL/235' MSL, 1.2 NM from DER, 1155' left of centerline.

SHAW AFB (KSSC)

SUMTER, SC
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG, 14289

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

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

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL
(EHO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

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

Rwy 23, trees beginning 186' from DER, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI (SCR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15008 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1¼ or std. w/min. climb of 236' per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

NOTE: **Rwy 4**, trees beginning 25' from DER, 25' right of centerline, up to 96' AGL/855' MSL. Poles beginning 158' from DER, 364' left of centerline, up to 34' AGL/643' MSL. Trees beginning 275' from DER, 3' left of centerline, up to 96' AGL/825' MSL.

SILER CITY, NC (CON'T)

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

SIMMONS AAF (KFGB)

FORT BRAGG, NC
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A, 13010

Rwy 27, 400-2½*

* Or standard with minimum climb of 230 ft/NM to 700. DEPARTURE PROCEDURE: **Rwy 27**, climb heading 273° to 800 before proceeding on course.

TAKEOFF OBSTACLES: **Rwy 9**, Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27**, Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

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

16315

SMITHFIELD, NC

JOHNSTON RGNL (JNX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 15120 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/min climb of 265' per NM to 500. **Rwy 21**, 500-2¼ or std. w/min climb of 265' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 1500 before turning left. **Rwy 21**, climb heading 212° to 1000 before turning right.

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

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL
(SPA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15288 (FAA)

NOTE: **Rwy 5**, trees 189' from DER, 402' right of centerline, up to 31' AGL/832' MSL. Trees 1260' from DER, 660' left of centerline, up to 70' AGL/837' MSL. **Rwy 23**, terrain 10' from DER, on centerline, up to 793' MSL. Trees 136' from DER, 451' left of centerline, up to 67' AGL/825' MSL. Trees beginning 3390' from DER, 301' right of centerline, up to 93' AGL/ 901' MSL. Trees 3476' from DER, 208' left of centerline, up to 87' AGL/884' MSL.

STAR, NC

MONTGOMERY COUNTY (43A)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 21**, 300-1¼ or std. w/min. climb of 238' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

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

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

L21

STATESVILLE, NC

STATESVILLE RGNL (SVH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, 300-1¼ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28**, power line tower 8880' from DER, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 056° to 600 before turning left. **Rwy 24**, climb heading 236° to 800 before turning right.

NOTE: **Rwy 6**, vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24**, tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

SUMTER, SC

SUMTER (SMS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09295 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32**, NA-VFR only. **Rwy 23**, std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23**, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

SYLVA, NC

JACKSON COUNTY (24A)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15008 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, std. w/min. climb of 548' to 5100 or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/min. climb of 355' to 6400 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 147° to 6100 before proceeding on course. For climb in visual conditions, cross Jackson County airport at or above 6000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 33**, climb heading 327° to 6400 before proceeding on course. For climb in visual conditions, cross Jackson County airport at or above 6000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

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

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

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TARBORO, NC

TARBORO-EDGEcombe (ETC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 93173 (FAA)
DEPARTURE PROCEDURE: **Rwy 27**, climb runway
heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD
(35A)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13234 (FAA)

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

WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD
(AFP)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 400-2¼ or std. w/min.
climb of 220' per NM to 800, or alternatively, with std.
takeoff minimums and a normal 200' per NM climb
gradient, TAKEOFF must occur no later than 1900'
prior to DER.

NOTE: **Rwy 16**, trees beginning 64' from DER, 298' left
of centerline, up to 70' AGL/359' MSL. Terrain
beginning 112' from DER, 375' right of centerline, up to
0' AGL/311' MSL. Trees 1.8 NM from DER, 2732' left
of centerline, up to 100' AGL/609' MSL. **Rwy 34**, trees
beginning 722' from DER, 39' left of centerline, up to
84' AGL/403' MSL. Trees beginning 446' from DER, 9'
right of centerline, up to 85' AGL/384' MSL.

WALLACE, NC

HENDERSON FIELD (ACZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09071 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1 or std. w/min.
climb of 389' per NM to 400.

NOTE: **Rwy 9**, trees 2329' from DER, 462' left of
centerline, 100' AGL/119' MSL. Pole 5056' from DER,
1074' left of centerline, 183' AGL/216' MSL. **Rwy 27**,
vehicles on roadway 299' from DER, 421' right of
centerline, 15' AGL/54' MSL. Trees 4916' from DER,
1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD (N63)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12320 (FAA)

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

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

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

WALTERBORO, SC

LOW COUNTRY RGNL (RBW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13122 (FAA)

NOTE: **Rwy 5**, electrical system 28' from DER, 125' left of
centerline, 3' AGL/103' MSL. Electrical system 29' from
DER, 125' right of centerline, 2' AGL/102' MSL. Pole 139'
from DER, 396' left of centerline, 4' AGL/105' MSL. Trees
beginning 1787' from DER, 242' right of centerline, up to
54' AGL/158' MSL. Trees beginning 1903' from DER,
230' left of centerline, up to 54' AGL/186' MSL. Trees
beginning 2898' from DER, 488' right of centerline, up to
75' AGL/196' MSL. **Rwy 9**, terrain beginning 51' from
DER, 195' left of centerline, up to 96' MSL. **Rwy 17**,
trees beginning 1487' from DER, 441' right of centerline,
up to 106' AGL/167' MSL. Tree 1579' from DER, 836' left
of centerline, 117' AGL/176' MSL. **Rwy 23**, trees
beginning 15' from DER, 499' right of centerline, up to 80'
AGL/161' MSL. Trees beginning 1493' from DER, 10'
right of centerline, up to 80' AGL/192' MSL. Trees
beginning 1492' from DER, 15' left of centerline, up to 86'
AGL/200' MSL. **Rwy 27**, tank 4946' from DER, 151' right
of centerline, 140' AGL/219' MSL.

WASHINGTON, NC

WASHINGTON-WARREN (OCW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15260 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min.
climb of 250' per NM to 300.

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

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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)

WAXHAW, NC

JAARS-TOWNSEND (N52)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09071 (FAA)

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

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

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09183 (FAA)

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

WILLIAMSTON, NC

MARTIN COUNTY (MCZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07214 (FAA)

NOTE: **Rwy 3**, trees beginning 158' from DER, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from DER, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21**, trees beginning 130' from DER, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from DER, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from DER, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL (ILM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07130 (FAA)

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

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

WILSON, NC

WILSON INDUSTRIAL AIR CENTER
(W03)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 86296 (FAA)

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27**, climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21**, climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33**, climbing left turn to 2500 on heading 320° before proceeding on course.

WINNSBORO, SC

FAIRFIELD COUNTY (FDW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10322 (FAA)

NOTE: **Rwy 4**, trees beginning 46' from DER, 241' right of centerline, up to 32' AGL/588' MSL. Trees beginning 68' from DER, 261' left of centerline, up to 88' AGL/613' MSL. Trees beginning 517' from DER, 25' right of centerline, up to 100' AGL/640' MSL. Trees beginning 533' from DER, 23' left of centerline, up to 97' AGL/620' MSL. **Rwy 22**, poles beginning 70' from DER, 399' left of centerline, up to 46' AGL/624' MSL. Trees beginning 163' from DER, 43' left of centerline, up to 57' AGL/632' MSL. Pole 666' from DER, 436' right of centerline, 44' AGL/609' MSL. Trees beginning 708' from DER, 28' right of centerline, up to 68' AGL/633' MSL. Trees beginning 1528' from DER, 13' right of centerline, up to 87' AGL/645' MSL. Trees beginning 1597' from DER, 100' left of centerline, up to 111' AGL/669' MSL.

WINSTON-SALEM, NC

SMITH REYNOLDS (INT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 500-2½ or std. with a min. climb of 330' per NM to 1600.

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

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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

AHOSKIE, NC

TRI-COUNTY (ASJ) RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.
Category D, 800-2½.

ALBEMARLE, NC

STANLY
COUNTY (VUJ) ILS or LOC Rwy 22L¹²
NDB Rwy 22L¹
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L

NA when local weather not available.
¹NA when control tower closed.
²ILS, Categories A, B, C, D, 700-2.

ALLENDALE, SC

ALLENDALE
COUNTY (AQX) RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

ANDERSON, SC

ANDERSON
RGNL (AND) ILS or LOC Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35¹
VOR Rwy 5

NA when local weather not available.
¹Category D, 800-2½.

ASHEBORO, NC

ASHEBORO
RGNL (HBI) RNAV (GPS) Rwy 3
Categories A, B, 900-2; Category C, 900-2½;
Category D, 1100-3.

NAME ALTERNATE MINIMUMS

ASHEVILLE, NC

ASHEVILLE
RGNL (AVL) ILS or LOC Rwy 35¹²
RNAV (GPS) Rwy 17³
RNAV (GPS) Rwy 35³

¹NA when control tower closed.
²ILS, LOC, Categories A, B, 1000-2; Category C, 1200-3; Category D, 1500-3.
³Category C, 1200-3; Category D, 1500-3.

BARNWELL, SC

BARNWELL
RGNL (BNL) RNAV (GPS) Rwy 17
NA when local weather not available.

BEAUFORT, NC

MICHAEL J.
SMITH FIELD (MRH) RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

BEAUFORT, SC

BEAUFORT
COUNTY (ARW) RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H E AVENT
FIELD (BBP) RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

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ALTERNATE MINS

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M2



NAME ALTERNATE MINIMUMS
BURLINGTON, NC
 BURLINGTON-ALAMANCE
 RGNL (BUY).....RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24¹
 VOR/DME-A

NA when local weather not available.
¹Category C, 1000-2½, Category D, 1000-3.

CHARLESTON, SC
 CHARLESTON
 AFB/INTL (CHS)..... ILS or LOC Rwy 15¹
 ILS or LOC/DME Rwy 33¹
 VOR/DME or TACAN Rwy 3²
 VOR/DME or TACAN Rwy 21²

¹ILS, Category E, 700-2½; LOC, Category E, 800-2½.
²Category E, 800-2½.

CHARLESTON
 EXECUTIVE (JZI).....ILS or LOC Rwy 9
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27

NA when local weather not available.

CHARLOTTE, NC
 CHARLOTTE/DOUGLAS
 INTL (CLT) ILS or LOC Rwy 18L²
 ILS or LOC Rwy 18R²
 ILS or LOC Rwy 23¹
 ILS or LOC Rwy 36L²
 ILS or LOC Rwy 36R²
 RNAV (GPS) Y Rwy 18L³
 RNAV (GPS) Y Rwy 18R³
 RNAV (GPS) Y Rwy 36L³
 RNAV (GPS) Y Rwy 36R³

¹ILS, Categories A, B, C, D, 700-2.
²ILS, LOC, Category C, 800-2½; Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

CHERAW, SC
 CHERAW MUNI/LYNCH BELLINGER
 FIELD (CQW)..... RNAV (GPS) Rwy 26
 VOR/DME Rwy 8

NA when local weather not available.
 Category C, 900-2½; Category D, 900-2½.

CHESTER, SC
 CHESTER CATAWBA
 RGNL (DCM)..... NDB Rwy 35¹
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.
¹Category D, 800-2½.

NAME ALTERNATE MINIMUMS
CLEMSON, SC
 OCONEE COUNTY
 RGNL (CEU) NDB Rwy 25
 RNAV (GPS) Rwy 7¹
 RNAV (GPS) Rwy 25¹

NA when local weather not available.
¹Category C, 800-2½.

CLINTON, NC
 CLINTON-SAMPSON
 COUNTY (CTZ) LOC Rwy 6
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy Y 24
 RNAV (GPS) Rwy Z 24
 VOR/DME-A

NA when local weather not available.

COLUMBIA, SC
 COLUMBIA
 METROPOLITAN (CAE)ILS or LOC Rwy 5¹
 ILS or LOC Rwy 11²
 ILS or LOC Rwy 29²

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

CONCORD, NC
 CONCORD
 RGNL (JQF)ILS or LOC Rwy 20¹
 RNAV (GPS) Rwy 2²
 RNAV (GPS) Rwy 20¹

NA when local weather not available.
¹Category D, 800-2½.
²Category C, 800-2½; Category D, 800-2½.

CONWAY, SC
 CONWAY-HORRY
 COUNTY (HYW)RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.

CURRITUCK, NC
 CURRITUCK COUNTY
 RGNL (ONX).....RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC
 DARLINGTON COUNTY
 (UDG)RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR/DME-A

NA when local weather not available.

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

ELIZABETH CITY, NC
 ELIZABETH CITY CG AIR STATION/
 RGNL (ECG) ILS or LOC Rwy 10¹²³
 RNAV (GPS) Rwy 10¹
 RNAV (GPS) Rwy 19¹
 RNAV (GPS) Rwy 28¹
 VOR/DME Rwy 1¹
 VOR/DME Rwy 10¹
 VOR/DME Rwy 19¹
 VOR/DME Rwy 28⁴

¹NA when local weather not available.
²ILS, Category D 700-2.
³ILS, LOC, NA when control tower closed.
⁴NA when local altimeter not available.

ELIZABETHTOWN, NC
 CARL L BROWN JR
 FIELD (EYF)..... RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 VOR/DME Rwy 15
 NA when local weather not available.

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

FAYETTEVILLE, NC
 FAYETTEVILLE RGNL/GRANNIS
 FIELD (FAY)..... ILS or LOC/DME Rwy 4²
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 22³
 VOR Rwy 22¹

¹NA when local weather not available.
²ILS, Category C, 700-2; Category D, 700-2½.
 LOC, Category D, 800-2½.
³Category D, 800-2½.

FLORENCE, SC
FLORENCE
 RGNL (FLO)..... ILS or LOC Rwy 9¹²
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 27
 VOR or TACAN-A

NA when local weather not available.
¹ILS, Categories A, B, C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.
²NA when control tower closed.

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

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

GEORGETOWN, SC
 GEORGETOWN
 COUNTY (GGE) NDB Rwy 5¹
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.
 Category D, 800-2½.
¹NA when FBO closed.

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

GREENSBORO, NC
 PIEDMONT TRIAD
 INTL (GSO)..... ILS Y or LOC/DME Y Rwy 32¹
 ILS Z or LOC/DME Z Rwy 32¹
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32¹
 NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS
GREENVILLE, NC
 PITT-
 GREENVILLE (PGV) ILS Y or LOC Y Rwy 20¹
 ILS Z or LOC Z Rwy 20¹
 RNAV (GPS) Rwy 2²
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 20²
 RNAV (GPS) Rwy 26

NA when local weather not available.
¹ILS Category C, 700-2; Category D, 800-2¼.
 LOC, Category D, 800-2¼.
²Category D, 800-2¼.

GREENVILLE, SC
 DONALDSON
 FIELD (GYH) ILS or LOC Rwy 5
 NA when local weather not available.
 NA when control tower closed.

GREENVILLE
 DOWNTOWN (GMU) ILS or LOC Rwy 1¹²³
 ILS Y or LOC Y Rwy 1¹²⁵
 ILS Z or LOC Z Rwy 1¹²⁵
 RNAV (GPS) Rwy 1²⁴
 RNAV (GPS) Rwy 10²⁶
 RNAV (GPS) Rwy 19²⁶
 RNAV (GPS) Rwy 28²⁶
 RADAR-1¹⁴

¹NA when control tower closed.
²NA when local weather not available.
³ILS, Category D, 700-2. LOC, Category D, 800-2¼.
⁴Category D, 800-2¼.
⁵ILS, Category C, 800-2; Category D, 2¾; LOC, Category D, 900-2¾.
⁶Category D, 900-2¾.

GREENWOOD, SC
 GREENWOOD
 COUNTY (GRD) NDB Rwy 27
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 VOR Rwy 9

NA when local weather not available.
 Category D, 800-2¼.

GREER, SC
 GREENVILLE-SPARTANBURG
 INTL (GSP) ILS or LOC/DME Rwy 4¹
 ILS or LOC Rwy 22¹
 RADAR-1
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.
¹NA when control tower closed.

NAME ALTERNATE MINIMUMS
HARTSVILLE, SC
 HARTSVILLE RGNL (HVS)...RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 NDB Rwy 21

NA when local weather not available.

HICKORY, NC
 HICKORY RGNL (HKY) ILS or LOC Rwy 24¹
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 24

NA when local weather not available.
¹NA when control tower closed.

HILTON HEAD ISLAND, SC
 HILTON HEAD (HXD) VOR/DME-A
 Category C, 800-2¼; Category D, 800-2¼.

JACKSONVILLE, NC
 ALBERT J ELLIS (OAJ) ILS or LOC Rwy 5
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

JEFFERSON, NC
 ASHE COUNTY (GEV) LOC Rwy 28
 RNAV (GPS) Rwy 28

Categories A, B, 1100-2; Category C, 1100-3;
 Category D, 1500-3.
 NA when local weather not available.

KENANSVILLE, NC
 DUPLIN CO (DPL) RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

KINGSTREE, SC
 WILLIAMSBURG
 RGNL (CKI) RNAV (GPS) Rwy 32

NA when local weather not available.
 Category D, 1000-3.

KINSTON, NC
 KINSTON RGNL JETPORT AT
 STALLINGS FIELD (ISO) ILS or LOC Rwy 5¹²
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR Rwy 23

NA when local weather not available.
¹NA when control tower closed.
²Categories C, D, 700-2.

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LANCASTER, SC
LANCASTER COUNTY-MC WHIRTER
FIELD (LKR)..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A¹

NA when local weather not available.
¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

LAURENS, SC
LAURENS COUNTY (LUX) .. **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

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

LINCOLNTON, NC
LINCOLNTON-LINCOLN COUNTY
RGNL (IPJ)..... **ILS Y or LOC Y Rwy 23²³**
ILS Z or LOC Z Rwy 23²³
NDB Rwy 23¹
RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 23³
NA when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.
²NA when FBO closed.
³Category C, 800-2¼; Category D, 800-2½.

LOUISBURG, NC
TRIANGLE NORTH
EXECUTIVE (LHZ) **RNAV (GPS) Rwy 5¹**
RNAV (GPS) Rwy 23¹
VOR/DME-A²
¹NA when local weather not available.
²Category D 800-2-¼.

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

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

MARION, SC
MARION
COUNTY (MAO) **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-A

NA when local weather not available.
Category D, 900-2¾.

MAXTON, NC
LAURINBURG-
MAXTON (MEB) **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

MONROE, NC
CHARLOTTE-MONROE
EXECUTIVE (EQY)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
Category D, 800-2½.

MORGANTON, NC
FOOTHILLS RGNL (MRN)..... **LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

MOUNT AIRY, NC
MOUNT AIRY/SURRY
COUNTY (MWK)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category C, 900-2¼; Category D, 1000-3.

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

MYRTLE BEACH, SC
MYRTLE BEACH
INTL (MYR)..... **ILS or LOC Rwy 18¹**
ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²
RNAV (GPS)-A²
¹ILS, Category C, 800-2; Category D, 800-2¼;
Category E, 800-2½. LOC, Category D,
800-2¼, Category E, 800-2½.
²Category D, 800-2¼; Category E, 800-2½.

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NEW BERN, NC
COASTAL CAROLINA
RGNL (EWN)..... **ILS or LOC Rwy 4¹**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.
¹ILS, LOC, Category D, 1100-3.
²Category D, 1100-3.

NEWBERRY, SC
NEWBERRY COUNTY (EOE)..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND
(CRE) **ILS or LOC/DME Rwy 23¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²
VOR Rwy 5²
VOR Rwy 23²

NA when local weather not available.
¹ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
²Category D, 800-2¼.

OAK ISLAND, NC
CAPE FEAR RGNL JETPORT/HOWIE
FRANKLIN FIELD (SUT) **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

ORANGEBURG, SC
ORANGEBURG
MUNI (OGB)..... **RNAV (GPS) Rwy 5¹**
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 23¹
RNAV (GPS) Rwy 35¹

NA when local weather not available.
¹Category D, 800-2¼.
²Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD (HNZ) **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
Category D, 800-2¼.

PINEHURST/SOUTHERN PINES, NC
MOORE
COUNTY (SOP)..... **ILS Y or LOC/DME Y Rwy 5¹**
ILS Z or LOC/DME Z Rwy 5
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.
¹ILS, Category C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.
²Category D, 1000-3.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL (RDU)..... **ILS or LOC Rwy 5L¹**
ILS or LOC Rwy 5R¹
ILS or LOC Rwy 23L²
ILS or LOC Rwy 23R²
VOR Rwy 32³

¹ILS, Category D, 700-2.
²ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2¼. LOC, Category C, 800-2¼; Category D, 800-2¼.
³Category C, 800-2¼; Category D, 800-2¼.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH (SIF)..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL (IXA)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2

NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD (UZA)..... **RNAV (GPS) Rwy 2¹**
RNAV (GPS) Rwy 20

NA when local weather not available.
¹Category D, 800-2¼.

ROCKINGHAM, NC
RICHMOND
COUNTY (RCZ) **RNAV (GPS) Rwy 32**

NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL (RWI)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22

NA when local weather not available.



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NAME ALTERNATE MINIMUMS
ROXBORO, NC
PERSON
COUNTY (TDF)..... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/MARCHMAN
FIELD (FQD)..... RNAV (GPS) Rwy 1
NA when local weather not available.
Category D, 800-2 1/2.

SANFORD, NC
RALEIGH EXECUTIVE JETPORT AT SANFORD
-LEE COUNTY (TTA)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
Category D, 800-2 1/2.

SALISBURY, NC
ROWAN
COUNTY (RUQ)..... RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL (EHO)..... NDB Rwy 23 1
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
1Category C, 800-2 1/4; Category D, 800-2 1/2.

SILER CITY, NC
SILER CITY
MUNI (SCR)..... RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A 1
NA when local weather not available.
1Category C, 800-2 1/4.

SMITHFIELD, NC
JOHNSTON
RGNL (JNX)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
Category C, 800-2 1/4; Category D, 1000-3.

SPARTANBURG, SC
SPARTANBURG DOWNTOWN
MEMORIAL (SPA)..... ILS or LOC Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS
STATESVILLE, NC
STATESVILLE
RGNL (SVH)..... ILS or LOC/DME Y Rwy 28 1
ILS or LOC/DME Z Rwy 28 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.
1NA when FBO closed.

SUMMERVILLE, SC
SUMMERVILLE (DYB)..... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2 1/2.

SUMTER, SC
SUMTER (SMS)..... ILS or LOC/DME Rwy 23
RNAV (GPS) Rwy 5 1
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
1Category C, 800-2 1/4; Category D, 800-2 1/2.

WADESBORO, NC
ANSON COUNTY-JEFF CLOUD
FIELD (AFP)..... ILS or LOC Rwy 34 1
RNAV (GPS) Rwy 16 2
RNAV (GPS) Rwy 34 2
NA when local weather not available.
1ILS, Category C, 700-1 7/8; Category D, 700-2 1/4. LOC, Category D, 800-2 1/4.
2Category D, 800-2 1/4.

WALTERBORO, SC
LOWCOUNTRY
RGNL (RBW)..... RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WASHINGTON, NC
WASHINGTON-
WARREN (OCW)..... RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR/DME Rwy 5 1
NA when local weather not available.
1Categories C, D, 800-2 1/2.

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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
WHITEVILLE, NC			
COLUMBUS COUNTY			
MUNI (CPC)	NDB Rwy 6		
	RNAV (GPS) Rwy 6		
	RNAV (GPS) Rwy 24¹		

NA when local weather not available.

¹Category D, 800-2¼.

WILMINGTON, NC

WILMINGTON

INTL (ILM)	ILS Y or LOC/DME Rwy 6²
	ILS Y or LOC Rwy 24²
	ILS Y or LOC Rwy 35¹²
	RADAR-1¹³
	RNAV (GPS) Rwy 6³
	RNAV (GPS) Rwy 17³
	RNAV (GPS) Rwy 24³
	RNAV (GPS) Rwy 35³
	TACAN-A³

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 900-3;

LOC, Category D, 900-3.

³Category D, 900-3.

WINNSBORO, SC

FAIRFIELD

COUNTY (FDW)	NDB Rwy 4
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22

NA when local weather not available.

WINSTON-SALEM, NC

SMITH

REYNOLDS (INT)	ILS or LOC Rwy 33¹²
	RNAV (GPS) Rwy 15³⁴
	RNAV (GPS) Rwy 33³⁵
	VOR/DME Rwy 15⁵

¹NA when control tower closed.

²ILS, Categories B,C, 700-2, Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2¼.

⁵Category D, 800-2½.

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RADAR MINS

N1

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RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT, SC

Amdt 3A, 10MAY07 (11013) (FAA)

ELEV 10

BEAUFORT COUNTY (ARW)

RADAR-1 125.125 292.125 **A** NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u>	<u>CEIL-VIS</u>
ASR	25		ABC	440-1¼	430	(500-1¼)				
CIRCLING	ALL RWY		AB	500-1¼	490	(500-1¼)	C	500-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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N1

RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (Amdt 3, 16315 USN)

ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 338.35x 372.0x 379.275x

				DH/ MDA-VIS	HAT/ HAT _h HAA	CEIL-VIS
PAR ¹	23 ²	3.0°/44/821	ABCDE	113-¼	100	(100-¼)
	5 ²	3.0°/39/779	ABCDE	137-¼	100	(100-¼)
	32	3.0°/40/772	ABCDE	223-¾	200	(200-¾)
	14	3.0°/41/768	ABCDE	232-¾	200	(200-¾)
PAR W/O GS ¹	23 ⁵		AB	400-½	387	(400-½)
			CDE	400-¾	387	(400-¾)
	5 ³		ABCDE	400-¾	363	(400-¾)
	14 ⁶		ABCDE	380-1	348	(400-1)
	32 ⁶		AB	460-1	437	(500-1)
		CDE	460-1¼	437	(500-1¼)	
ASR ¹⁶	23 ³		AB	360-½	347	(400-½)
			CDE	360-¾	347	(400-¾)
	14		AB	420-1	388	(400-1)
			CDE	420-1½	388	(400-1½)
	5 ⁴		AB	460-¾	423	(500-¾)
			CDE	460-1	423	(500-1)
CIR	5, 14, 23		AB	500-1	463	(500-1)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	740-2½	703	(800-2½)
			AB	520-1	483	(500-1)
	32	C	520-1½	483	(500-1½)	
		D	600-2	563	(600-2)	
		E	740-2½	703	(800-2½)	

¹No-NOTAM MP 1200-2000Z++ Sat.²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABCDE to 1 mile.⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.⁷VDA and VGSI not coincident.

CODED LOST COMMUNICATIONS

SCARLET

TACAN equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Approach on 328.425/123.7 and proceed VFR. If unable, climb and maintain two thousand four hundred, proceed direct COSAW, execute TACAN runway 23 approach.

GOLD

RNAV/GPS equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Approach on 328.425/123.7 and proceed VFR. If unable, climb and maintain two thousand four hundred, proceed direct HOWEL and execute RNAV/GPS Rwy 23 approach.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

BOGUE MCALF (KNJM), NC (Amdt 1, 16091 USN)

ELEV 21

RADAR¹ - (E) 328.4 336.4x 361.2x 307.3

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	23	3.0°/56/1033	ABCDE	141-¼	122	(200-¼)
ASR ³	23		AB	420-¾	401	(400-¾)
			CD	420-1	401	(400-1)

¹RADAR svc avbl by PPR only, during sked field hrs, etc ATC DSN 582-0697, C252-466-0697 for PPR.

²When ALS inop, increase CAT ABCD vis to ½ mile.

³When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 ½ miles.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FIELD) NC (Amdt 1, 16091 USN)

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ELEV 29

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32L ^{1,3}	3.0°/57/1042	ABCDE	117-¼	100	(100-¼)
	14L ³	3.0°/56/1065	ABCDE	119-½	100	(100-½)
	5R ³	3.0°/56/1053	ABCDE	123-½	100	(100-½)
	23R ³	3.0°/56/1068	ABCDE	119-½	100	(100-½)
ASR	23R ²		ABCDE	400-¾	381	(400-¾)
	32L ²		AB	420-¾	403	(400-¾)
			CDE	420-¾	403	(400-¾)
	14L		AB	460-1	441	(500-1)
	5R		CDE	460-1¾	441	(500-1¾)
		AB	500-1	477	(500-1)	
		CDE	500-1¾	477	(500-1¾)	
CIR	ALL RWYS		AB	540-1	511	(600-1)
			C	560-1½	531	(600-1½)
			D	580-2	551	(600-2)
			E	600-2	571	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile.

²When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1 ½ miles.

³CAUTION: PAR RPI and PAPI RRP are not coincident.

GREENVILLE, SC

Amdt 13B, 06MAR14 (14065) (FAA)

ELEV 1048

GREENVILLE DOWNTOWN (GMU)

RADAR-1 118.8 270.275

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	1		ABC	1480-1¼	465	(500-1¼)	D	1480-1½	465	(500-1½)
CIRCLING	ALL RWY		AB	1620-1¼	572	(600-1¼)	C	1620-1½	572	(600-1½)
			D	1740-2¼	692	(700-2¼)				

Helicopter visibility reduction below ¾ SM not authorized.

Circling to Rwy 10/19/28 NA at night.

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16315

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR MINS

16315

RADAR INSTRUMENT APPROACH MINIMUMS

GREER, SC Amdt 7, 05MAY11 (15288) (FAA) ELEV 964

GREENVILLE-SPARTANBURG INTL (GSP)

RADAR-1 118.8 270.275 ▾ ▲

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u>	<u>CEIL-VIS</u>
ASR	22		AB	1380/24	416	(500-½)	CD	1380/40	416	(500-¾)
	4		AB	1420/24	479	(500-½)	CD	1420/50	479	(500-1)
CIRCLING ALL RWY			AB	1420-1	456	(500-1)	C	1420-1½	456	(500-1½)
			D	1520-2	556	(600-2)				

When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all MDA 40 feet; increase S-4 CATs C/D visibility to RVR 5500 and S-22 CATs C/D to RVR 4500. For inoperative ALSF-2, increase S-4 CATs A/B visibility to RVR 5500 and CATs C/D to 1%. For inoperative MALSR, increase S-22 CATs A/B visibility to RVR 5500 and CATs C/D to RVR 6000. For inoperative MALSR, when using Greenville Downtown altimeter setting, increase S-22 CATs C/D visibility to 1%. When APP CON closed, ASR NA.

MC ENTIRE JNGB (KMMT), SC (Eastover) (Amdt 1, 16035 USAF)

ELEV 254

RADAR - (E) 236.775 124.925 148.925 281.525x 269.05x 316.4x ▾

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u>	<u>CEIL-VIS</u>
PAR ¹	32	2.5°/50/1143	ABCDE	443/24	200	(200-½)
ASR ²	32		AB	640/24	397	(400-½)
			CDE	640/35	397	(400-¾)
CIR ASR	32		A	740-1	486	(500-1)
			B	860-1	586	(600-1)
			C	880-1¾	626	(700-1¾)
			D	940-2¼	686	(700-2¼)
			E	1040-2¾	786	(800-2¾)

¹When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile.

²When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis 1½ miles.

LOST COMMUNICATIONS (ALL RWYS): If no transmissions are received for one minute in the pattern, or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 132.4 or 253.5 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB, maintain 2000 until established on/over/fix/NAVAID/approach procedure.

Remain within 4 NM of MMT to avoid R6001, if unable expect 10 minute delay for deactivation.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16315

RADAR MINS

16315

RADAR INSTRUMENT APPROACH MINIMUMS

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (Amdt 2, 16091 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 ELEV 26

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
PAR	1 ¹	3.0°/45/852	ABCD	124-¾	100	(100-¾)
	5 ³	3.0°/35/682	ABCD	124-½	100	(100-½)
	19 ⁴	3.0°/41/742	ABCD	118-½	102	(100-½)
	23 ⁵	3.0°/36/649	ABCD	116-½	100	(100-½)
PAR W/O GS	5		ABCD	400-1	376	(400-1)
	1 ²		ABCD	400-¾	376	(400-¾)
	23		AB	420-1	404	(400-1)
			CD	420-1½	404	(400-1½)
	19		AB	420-1	404	(400-1)
			CD	420-1½	404	(400-1½)
ASR	5		ABCD	400-¾	376	(400-¾)
	23		ABCD	380-1	364	(400-1)
	19		AB	440-1	424	(500-1)
			CD	440-1¼	424	(500-1¼)
CIR	ALL RWY		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile.²When ALS inop, increase vis CAT ABCD to 1 mile.³CAUTION: WCH for Group 3: 15 ft and Group 4: 10 ft is less than the min WCH 20 ft. The difference between the VGSI TCH (41 ft) and the procedure TCH (45 ft) is greater than 3 ft.⁴CAUTION: WCH for Group 4: 16 ft is less than the min WCH 20 ft.⁵CAUTION: WCH for Group 3: 16 ft and Group 4: 11 ft is less than the min WCH 20 ft.**SIMMONS AAF (KFBG)**, NC (Fort Bragg) (1-Amdt 12, 2-Orig 11097 USA) ELEV 244RADAR¹ - (E) 120.8 124.2 257.65 284.675

RADAR-1	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
PAR	27	3.0°/36/628	ABC	428-¾	200	(200-¾)
			D	NA	NA	NA
			AB	640-1	412	(500-1)
			C	640-1¼	412	(500-1¼)
PAR W/O GS	27		D	NA	NA	NA
			AB	780-1	536	(600-1)
			C	780-1½	536	(600-1½)
			D	NA	NA	NA
CIR			AB	780-1	536	(600-1)
			C	780-1½	536	(600-1½)
			D	NA	NA	NA
RADAR-2	9	3.9°/33/487	COPTER	491-½	250	(300-½)

¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16315

RADAR MINS

N6

16315



RADAR INSTRUMENT APPROACH MINIMUMS


WILMINGTON, NC

Amdt 7, 13NOV14 (14317) (FAA)

ELEV 32

WILMINGTON INTL (ILM)

RADAR-1 118.25 135.75 284.65 317.425  

	RWY	GP/TCH/RPI	CAT	DA/		HAT/		CAT	DA/		HAT/	
				MDA-VIS	HAA	CEIL-VIS	HATh/		MDA-VIS	HAA	CEIL-VIS	
ASR	24		AB	500/24	474	(500-½)	CD	500/50	474	(500-1)		
	35		AB	500/40	469	(500-¾)	CD	500/50	469	(500-1)		
	17		AB	500-1	468	(500-1)	CD	500-1⅝	468	(500-1⅝)		
	6		AB	540/55	512	(600-1¼)	CD	540-1⅝	512	(600-1⅝)		
 CIRCLING	ALL RWY		AB	560-1	528	(600-1)	C	720-2	688	(700-2)		
			D	920-3	888	(900-3)						

When control tower closed, ASR NA.

Rwy 17, 35: Helicopter visibility reduction below ¾ SM not authorized.
For inoperative MALSR, increase S-35 Cats A/B visibility to RVR 5500.

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SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16315

N6

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LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,400 feet
	15	03-21	5,450 feet
	33	03-21	2,650 feet
GREENSBORO, NC			
PIEDMONT TRIAD INTL (GSO)	14	05R-23L	3,450 feet
	23L	14-32	9,200 feet
WINSTON-SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 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*
CHARLESTON, SC CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15-33 confusing int.
CHARLOTTE, NC CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy.
COLUMBIA, SC COLUMBIA METROPOLITAN (CAE)	HS 1	Rwy 23 departures miss the turn from Twy A eastbound to Twy C.
	HS 2	Maintain vigilance due to Twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D.
HICKORY, NC HICKORY RGNL (HKY)	HS 1	Maintain vigilance confusing int, Rwy 01-19 hold bar close to Twy A3.
RALEIGH/DURHAM, NC RALEIGH-DURHAM INTL (RDU)	HS 1	Int of Rwy 05R-23L and Twy C.
WILMINGTON, NC WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.

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

16147

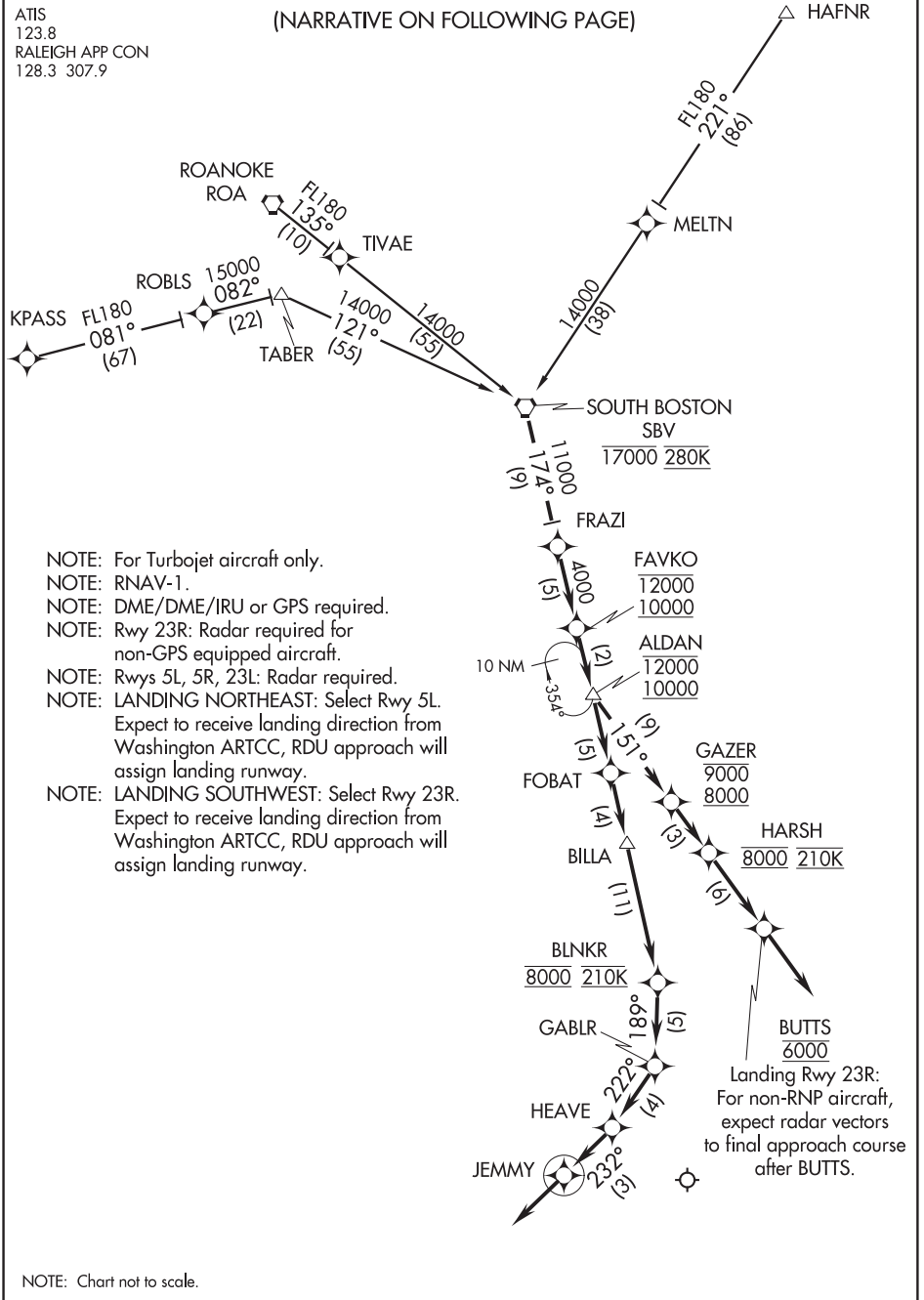
(SBV.ALDAN1) 13010

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

ALDAN ONE ARRIVAL (RNAV)

ATIS
123.8
RALEIGH APP CON
128.3 307.9

(NARRATIVE ON FOLLOWING PAGE)



- NOTE: For Turbojet aircraft only.
- NOTE: RNAV-1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Rwy 23R: Radar required for non-GPS equipped aircraft.
- NOTE: Rwys 5L, 5R, 23L: Radar required.
- NOTE: LANDING NORTHEAST: Select Rwy 5L. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.
- NOTE: LANDING SOUTHWEST: Select Rwy 23R. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALDAN ONE ARRIVAL (RNAV)
(SBV.ALDAN1) 13010

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

ALDAN ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

HAFNR TRANSITION (HAFNR.ALDAN1)
KPASS TRANSITION (KPASS.ALDAN1)
ROANOKE TRANSITION (ROA.ALDAN1)

From over SBV VORTAC on track 174° to FRAZI, then on track 174° to FAVKO, cross FAVKO at/above 10000 at/below 12000, then on track 174° to ALDAN, cross ALDAN at/above 10000 at/below 12000. Thence on assigned runway transition.

LANDING RWY 23R: From over ALDAN on track 151° to GAZER, cross GAZER at/above 8000 at/below 9000, then on track 151° to HARSH, cross HARSH at 8000 and 210K, then on track 151° to BUTTS, cross BUTTS at 6000. Expect RNAV (RNP) approach.

LANDING RWY 23L: From over ALDAN on track 151° to GAZER, cross GAZER at/above 8000 at/below 9000, then on track 151° to HARSH, cross HARSH at 8000 and 210K, then on track 151° to BUTTS, cross BUTTS at 6000, then on track 151°. Expect radar vectors to final approach course.

LANDING RWYS 5L/5R: From over ALDAN on track 174° to FOBAT, then on track 174° to BILLA, then on track 174° to BLNKR, cross BLNKR at 8000 and 210K, then on track 189° to GABLR, then on track 222° to HEAVE, then on track 232° to JEMMY, then on track 232°. Expect radar vectors to final approach course.

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SE-2, 10 NOV 2016 to 05 JAN 2017

(AMYL.U.AMYLU2) 16035

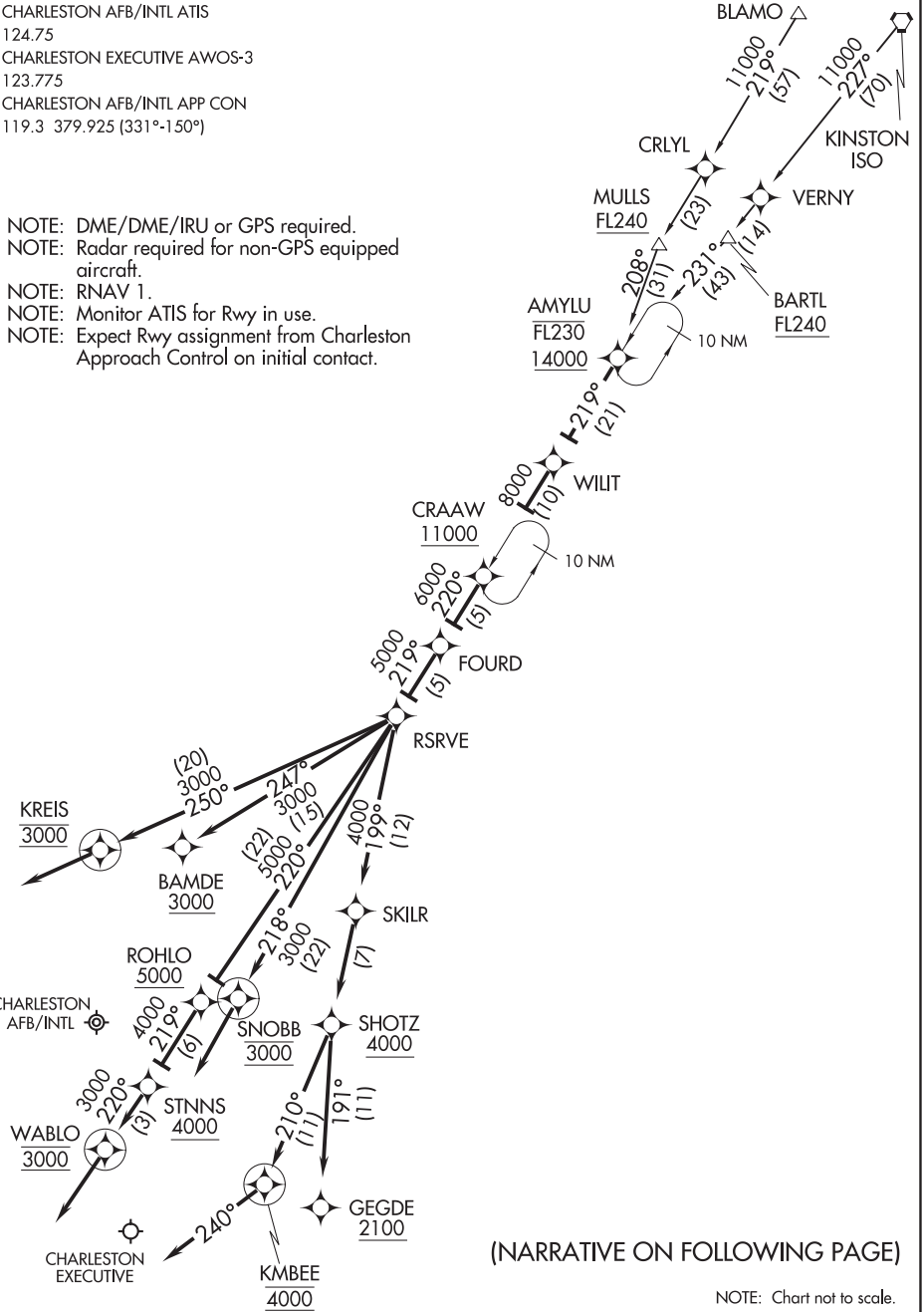
AMYL U TWO ARRIVAL (RNAV)

ST-76 (FAA)

CHARLESTON, SOUTH CAROLINA

CHARLESTON AFB/INTL ATIS
 124.75
 CHARLESTON EXECUTIVE AWOS-3
 123.775
 CHARLESTON AFB/INTL APP CON
 119.3 379.925 (331°-150°)

- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AMYL U TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

(AMYL.U.AMYLU2) 26JUL12

ARRIVAL ROUTE DESCRIPTION

- BARTL TRANSITION (BARTL.AMYLU2):
- BLAMO TRANSITION (BLAMO.AMYLU2):
- KINSTON TRANSITION (ISO.AMYLU2):
- MULLS TRANSITION (MULLS.AMYLU2):

From over AMYL.U on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE. Thence assigned Rwy transitions. . . .

LANDING CHARLESTON AFB/INTL:

Rwy 3: From over RSRVE on track 220° to ROHLO, then on track 219° to STNNS, then on track 220° to WABLO, then on heading 220°, expect radar vectors to final approach course.

Rwy 15: From over RSRVE on track 250° to KREIS, then on heading 250°, expect radar vectors to final approach course.

Rwy 21: From over RSRVE on track 247° to BAMDE, expect RNAV (GPS) Y Rwy 21 approach.

Rwy 33: From over RSRVE on track 218° to SNOBB, then on heading 218°, expect radar vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:

Rwys 4 and 9: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to KMBEE, then on heading 240°, expect radar vectors to final approach course.

Rwy 27: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 191° to GEGDE, expect RNAV (GPS) Y Rwy 27 approach.

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ARGAL FIVE ARRIVAL

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

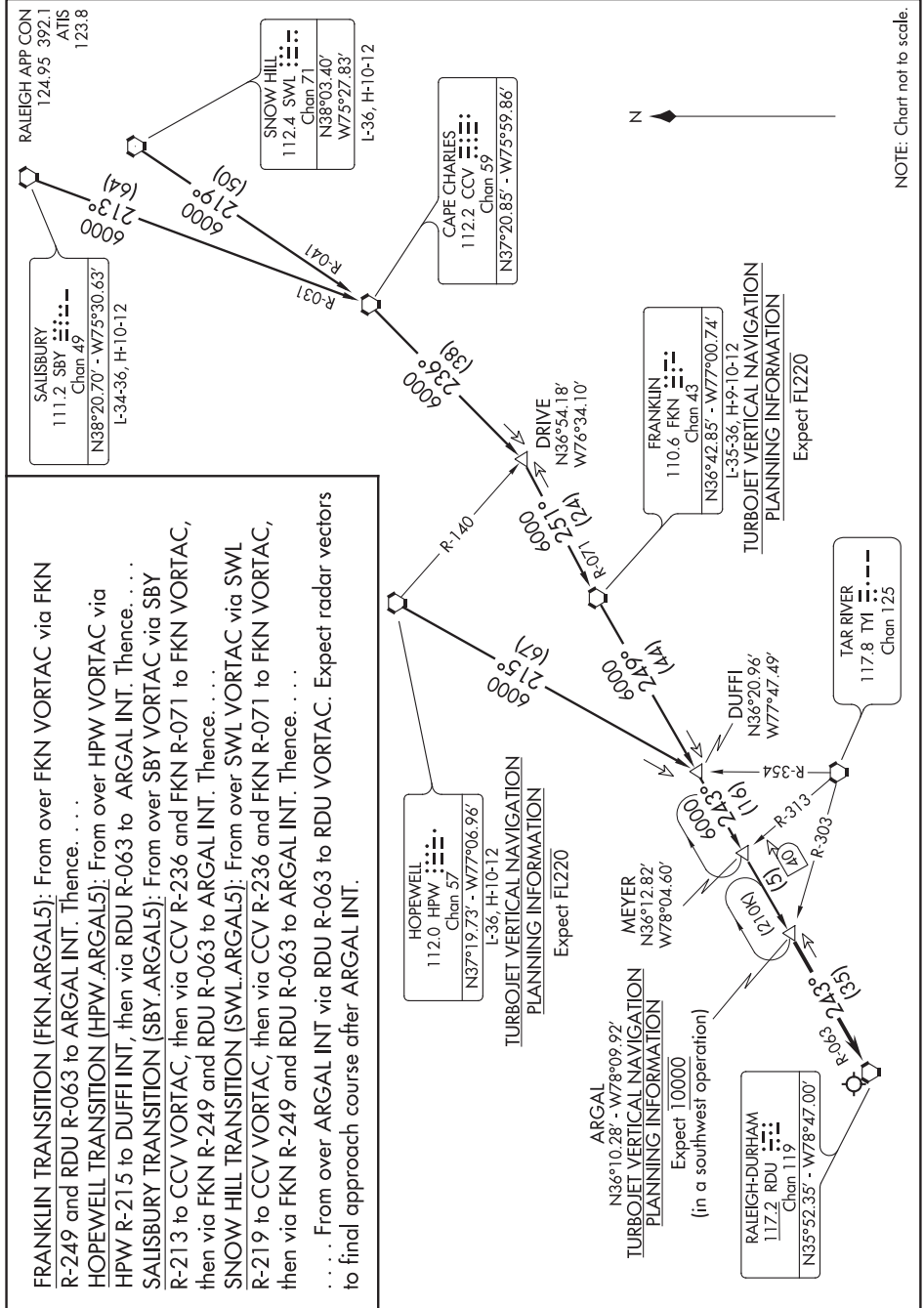
FRANKLIN TRANSITION (FKN.ARGAL5): From over FKN VORTAC via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

HOPEWELL TRANSITION (HPW.ARGAL5): From over HPW VORTAC via HPW R-215 to DUFFI INT, then via RDU R-063 to ARGAL INT. Thence. . . .

SALISBURY TRANSITION (SBY.ARGAL5): From over SBY VORTAC via SBY R-213 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

SNOW HILL TRANSITION (SWL.ARGAL5): From over SWL VORTAC via SWL R-219 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

. . . . From over ARGAL INT via RDU R-063 to RDU VORTAC. Expect radar vectors to final approach course after ARGAL INT.



NOTE: Chart not to scale.

BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

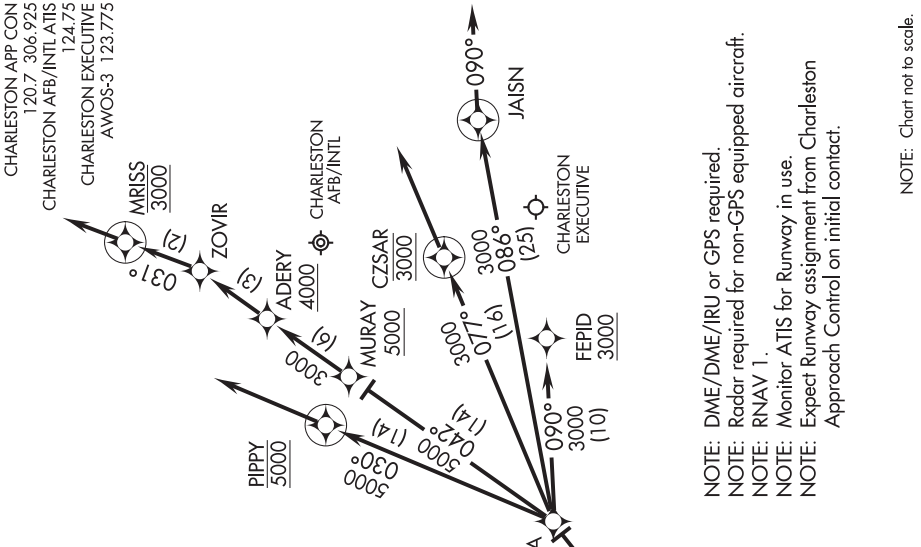
SE-2, 10 NOV 2016 to 05 JAN 2017

DEQUE TRANSITION (DEQUE.BAGGY2)
SAVANNAH TRANSITION (SAV.BAGGY2)

From over BAGGY on track 059° to DDENA, thence assigned runway transition.
 LANDING CHARLESTON AFB/INTL:

Rwy 3: From over DDENA on track 090° to FEPID, cross FEPID at or above 3000. Expect RNAV (GPS) Rwy 3 approach.
 Rwy 15: From over DDENA on track 030° to PIPPY, cross PIPPY at 5000, then on heading 030°. Expect radar vectors to final approach course.
 Rwy 21: From over DDENA on track 042° to MURAY, cross MURAY at or above 5000, then on track 042° to ADERY at or above 4000, then on track 042° to ZOVIR, then on track 031° to MARISS, cross MARISS at 3000, then on heading 031°. Expect radar vectors to final approach course.
 Rwy 33: From over DDENA on track 077° to CZSAR, cross CZSAR at 3000, then on heading 077°. Expect radar vectors to final approach course.
 LANDING CHARLESTON EXECUTIVE:

Rwys 4 and 9: Expect radar vectors to final approach course prior to DDENA.
 Rwy 27: From over DDENA on track 086° to JAISN, then on heading 090°. Expect radar vectors to final approach course.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Monitor ATIS for Runway in use.
- NOTE: Expect Runway assignment from Charleston Approach Control on initial contact.

NOTE: Chart not to scale.

BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

(BANKR.BANKR1) 16259

BANKR ONE ARRIVAL (RNAV)

Z7
ST-78

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
135.6 377.15
ATIS
121.15

JRDEN
Landing South Rwy 18L/C/R:
Expect RADAR vectors to
final approach course after JRDEN.

WOOOO
Landing South Rwy 23:
Expect RADAR vectors to
final approach course
after WOOOO.

AAIRE 5000
DOSBE 5000
STKUP 5000

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.
- NOTE: CLT approach will assign landing runway.
- NOTE: Descend via MACH number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.

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SE-2, 10 NOV 2016 to 05 JAN 2017

GREENWOOD
GRD
FL340
11000

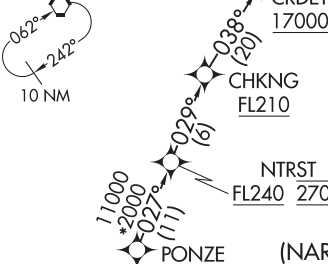
BANKR
FL220 270K
13000

DEBBT
FL210 250K
12000

CONTR
11000

BLNCE
9000 210K
Landing North Rwy 5, 36L/C/R:
Expect RADAR vectors to
final approach course after BLNCE.

CAUTION: Parachute jumping 16 NM northeast DEBBT,
3 NM radius DCM (Chester-Catawba Rgnl),
at or below 14,500 MSL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BANKR ONE ARRIVAL (RNAV)

(BANKR.BANKR1) 21JUL16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

BANKR ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

PONZE TRANSITION (PONZE.BANKR1)

LANDING CLT:

From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING NORTH: RWYS 36L/C/R: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 090°. Expect RADAR vectors to final approach course.

LANDING NORTH: RWY 5: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 018°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWYS 18L/C/R: From DEBBT on track 040° to cross ROBR at or below 16000, then on track 050° to cross FOBAR at or below 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 23: From DEBBT on track 040° to cross ROBR at or below 16000, then on track 050° to cross FOBAR at or below 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 021° to RRIKK, then on track 024° to FLAIR, then on track 056° to WOOOO, then on track 056°. Expect RADAR vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS
 128.55
 WINSTON-SALEM ATIS
 121.3
 GREENSBORO APP CON
 124.35 269.225 (250°-049°)
 126.6 327.075 (050°-249°)

GREENSBORO
 116.2 GSO
 Chan 109
 N36°02.74'
 W79°58.58'

SMITH
 REYNOLDS

PIEDMONT TRIAD
 INTL

RALEIGH-DURHAM
 117.2 RDU
 Chan 119

BLOCC
 N35°32.93' - W79°36.56'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at
 11,000 and 250K.

VACUM
 N35°27.93'
 W79°36.24'

SANDHILLS
 111.8 SDZ
 Chan 55
 N35°12.93' - W79°35.28'



TENNI
 N34°46.90' - W80°03.81'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at FL210.

FLORENCE
 115.2 FLO
 Chan 99

COLUMBIA
 114.7 CAE
 Chan 94
 N33°51.43' - W81°03.23'
 L-24, H-9-12

NOTE: DME Required.
 NOTE: Chart not to scale.

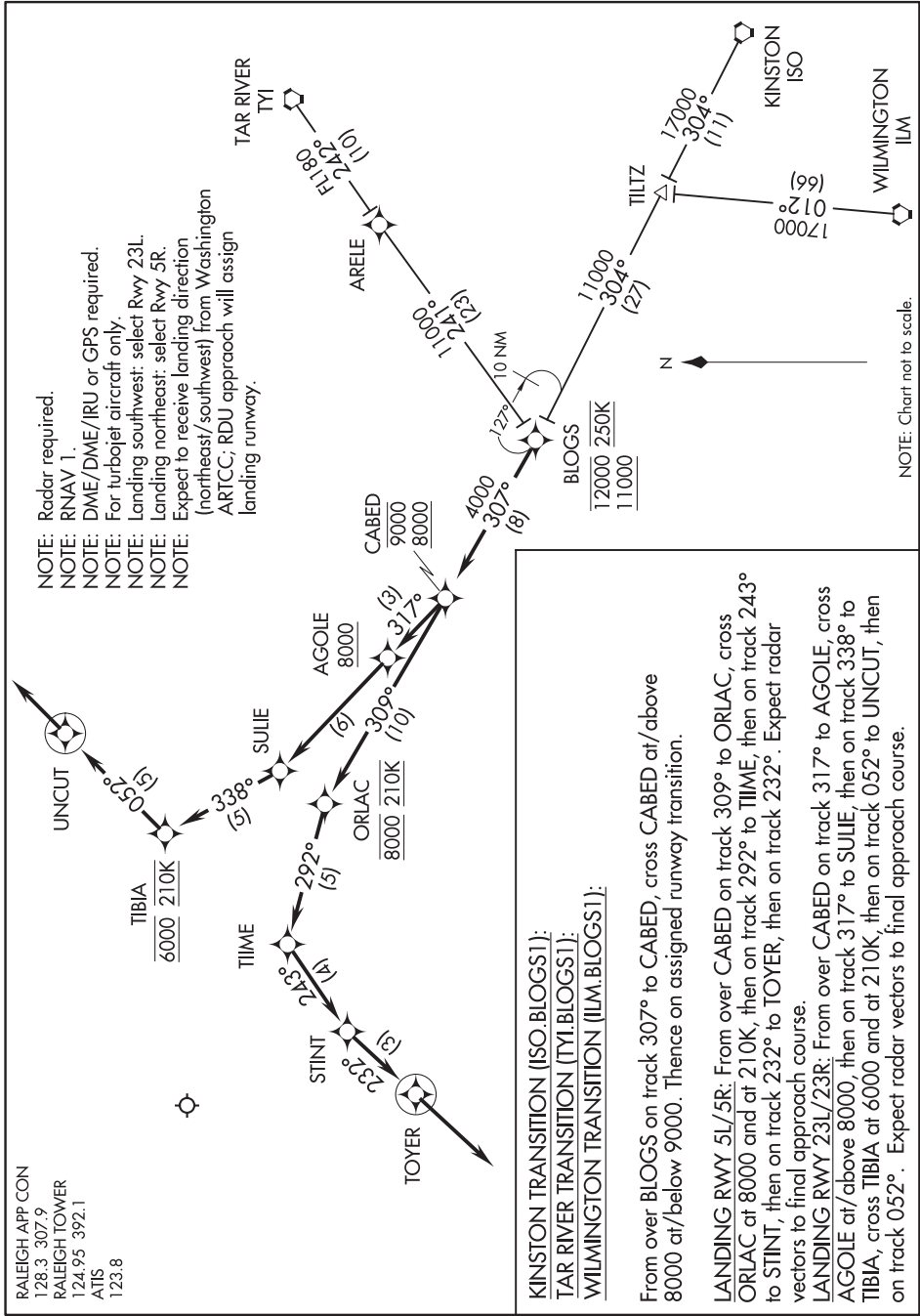
COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . . From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

BLOGS ONE ARRIVAL (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



BLOGS ONE ARRIVAL (RNAV)

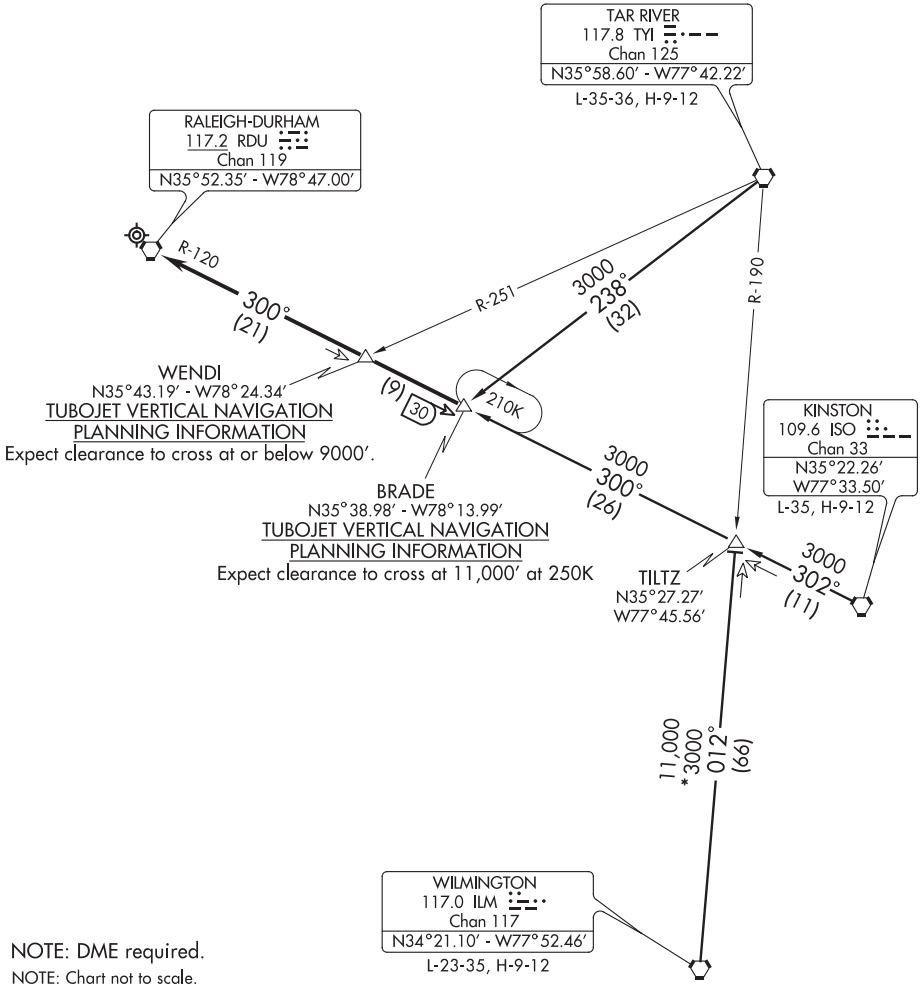
(BLOGS.BLOGS1) 12DEC13

SE-2, 10 NOV 2016 to 05 JAN 2017

BRADE FIVE ARRIVAL (BRADE.BRADE5)

RALEIGH-DURHAM INTL
RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
124.95 392.1
ATIS 123.8



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KINSTON TRANSITION (ISO.BRADE5): From over ISO VORTAC via ISO R-302 and RDU R-120 to BRADE INT. Thence

TAR RIVER TRANSITION (TYI.BRADE5): From over TYI VORTAC via TYI R-238 to BRADE INT. Thence

WILMINGTON TRANSITION (ILM.BRADE5): From over ILM VORTAC via ILM R-012 and RDU R-120 to BRADE INT. Thence

. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

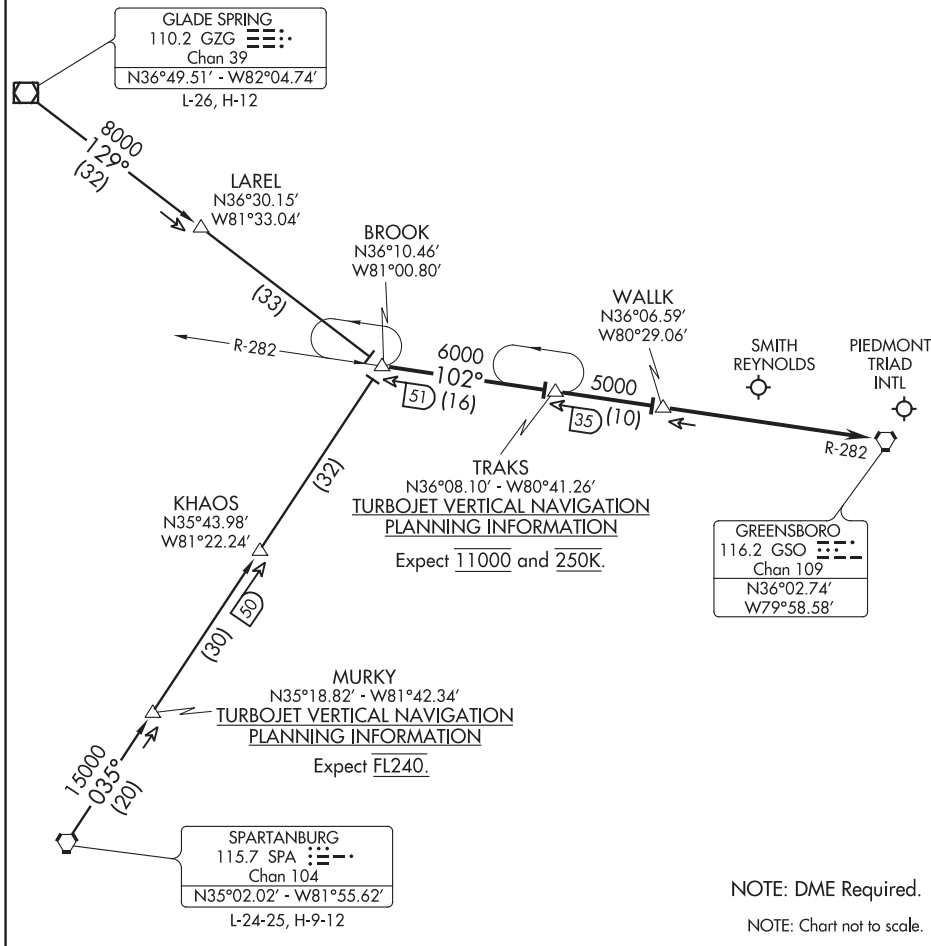
BRADE FIVE ARRIVAL (BRADE.BRADE5)

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL

BROOK THREE ARRIVAL

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS 128.55
 WINSTON-SALEM ATIS 121.3
 GREENSBORO APP CON 124.35 269.225 (250°-049°)
 126.6 327.075 (050°-249°)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GLADE SPRING TRANSITION (GZG.BROOK3): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence . . .
SPARTANBURG TRANSITION (SPA.BROOK3): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence . . .
 From over BROOK via GSO R-282 to TRAKS, then on GSO R-282 to WALK, then on GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

BROOK THREE ARRIVAL

GREENSBORO, NORTH CAROLINA

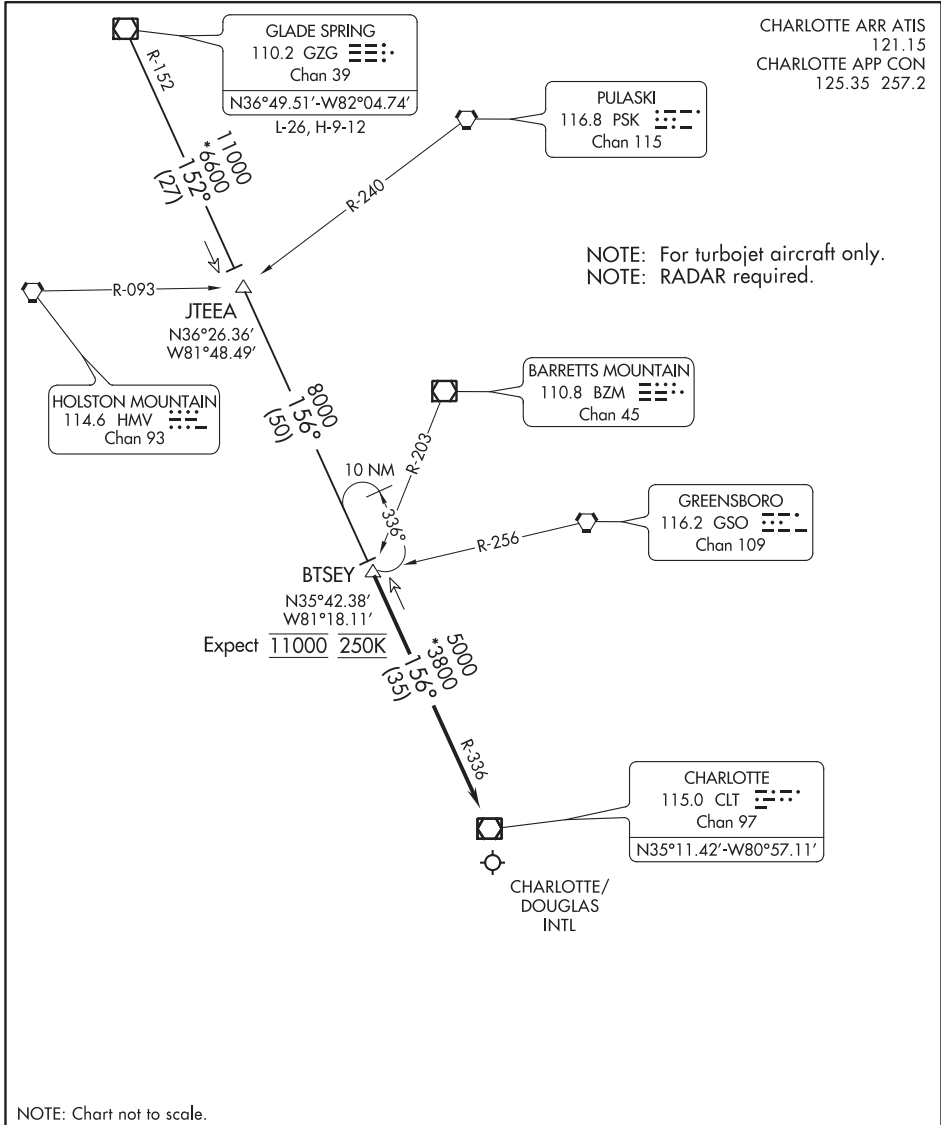
(BTSEY.BTSEY2) 16091

BTSEY TWO ARRIVAL

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

CHARLOTTE ARR ATIS
121.15
CHARLOTTE APP CON
125.35 257.2



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GLADE SPRINGS TRANSITION (GZG.BTSEY2): From over GZG VOR/DME on GZG R-152 to JTEEA, then on CLT R-336 to BTSEY. Thence

. . . . from BTSEY on CLT R-336 to CLT VOR/DME. Expect RADAR vectors to final approach course prior to CLT VOR/DME.

BTSEY TWO ARRIVAL

(BTSEY.BTSEY2) 31MAR16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(BUZZY.BUZZY6) 13010

ST-516 (FAA)

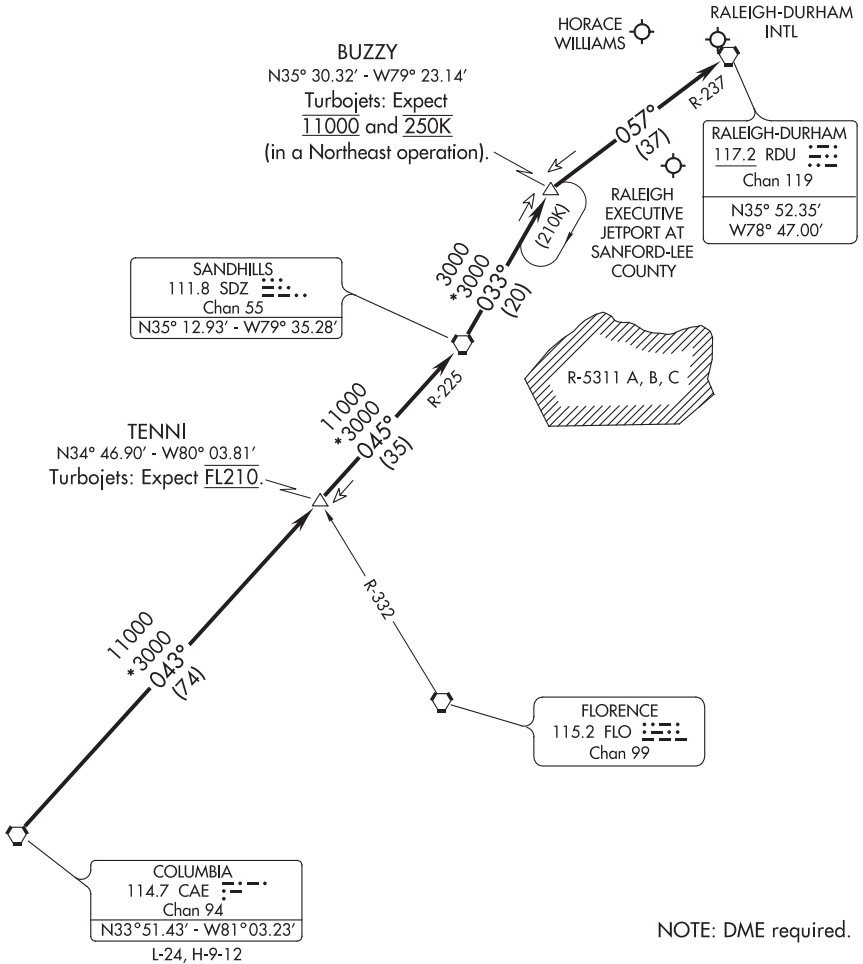
BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON
128.3 307.9
RALEIGH-DURHAM ATIS
123.8

PERSON COUNTY

HENDERSON-
OXFORD



NOTE: DME required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

BUZZY SIX ARRIVAL

(BUZZY.BUZZY6) 13010

RALEIGH/DURHAM, NORTH CAROLINA

(CHSLY.CHSLY1) 16147

CHSLY ONE ARRIVAL (RNAV) Transition Routes

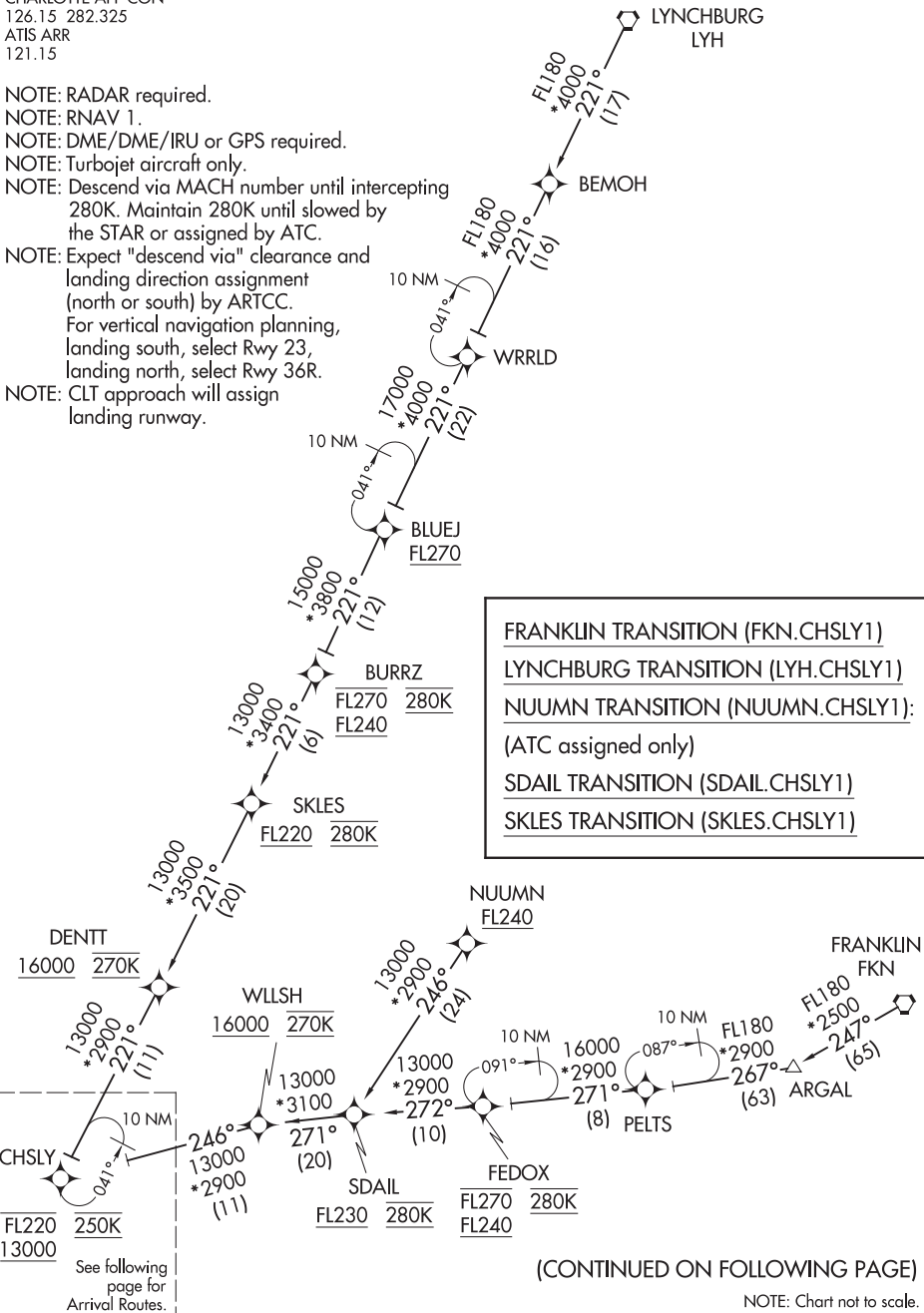
Z15

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
126.15 282.325
ATIS ARR
121.15

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
- NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 23, landing north, select Rwy 36R.
- NOTE: CLT approach will assign landing runway.



- FRANKLIN TRANSITION (FKN.CHSLY1)
- LYNCHBURG TRANSITION (LYH.CHSLY1)
- NUUMN TRANSITION (NUUMN.CHSLY1):
(ATC assigned only)
- SDAIL TRANSITION (SDAIL.CHSLY1)
- SKLES TRANSITION (SKLES.CHSLY1)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHSLY ONE ARRIVAL (RNAV) Transition Routes

(CHSLY.CHSLY1) 26MAY16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(CHSLY.CHSLY1) 16147

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

CHSLY ONE ARRIVAL (RNAV)

Arrival Routes

CHARLOTTE APP CON
126.15 282.325
ATIS ARR
121.15

CHSLY

FL220 250K
13000



LANDING SOUTH
RWYS 18L/C/R:
Expect RADAR vectors to
final approach course
after JOHNSN.

SUDSY
11000

SLPOH
FL210
10000

CAUTION: Parachute jumping
3 NM south SLPOH, 5 NM radius
KRUQ (Rowan County Airport),
AOB 10500 MSL (SR-SS).



JOHNSN
9000 230K



JAMGO
16000 250K
10000

NODEW
9000 230K
8000

WHIZE
12000
9000

BLNCO
7000

JEPHS
6000

LANDING SOUTH RWY 23:
Intercept Rwy 23 localizer or as
assigned by ATC after JEPHS.

CAATT
9000 210K



6000
2700
183°
(11)

EPAYE
6000 210K

LANDING NORTH
RWYS 5, 36 L/C/R:
Expect RADAR vectors to
final approach course after EPAYE.

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
- NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC.
- NOTE: For vertical navigation planning, landing south, select Rwy 23, landing north, select Rwy 36R.
- NOTE: CLT approach will assign landing runway.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHSLY ONE ARRIVAL (RNAV)

Arrival Routes

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(CHSLY.CHSLY1) 26MAY16

CHSLY ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

From CHSLY on track 221° to cross SUDSY at or above 11000, then on track 217° to cross SLPOH between 10000 and 21000.

LANDING NORTH: RWY 5, 36L/C/R: From SLPOH on track 219° to cross JAMGO between 10000 and 16000 and at 250K, then on track 218° to cross WHIZE between 9000 and 12000, then on track 218° to cross CAATT at 9000 and at 210K, then on track 183° to cross EPAYE at 6000 and at 210K, then on track 183°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 18L/C/R: From SLPOH on track 249° to cross JOHNSN at 9000 and at 230K, then on track 249°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 23: From SLPOH on track 201° to cross NODEW between 8000 and 9000 and at 230K, then on track 201° to cross BLNCO at or above 7000, then on track 236° to cross JEPHS at or above 6000. Expect ILS or LOC to Rwy 23.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(BAGGY.DDENAI) 11237

DDENA ONE ARRIVAL (RNAV)

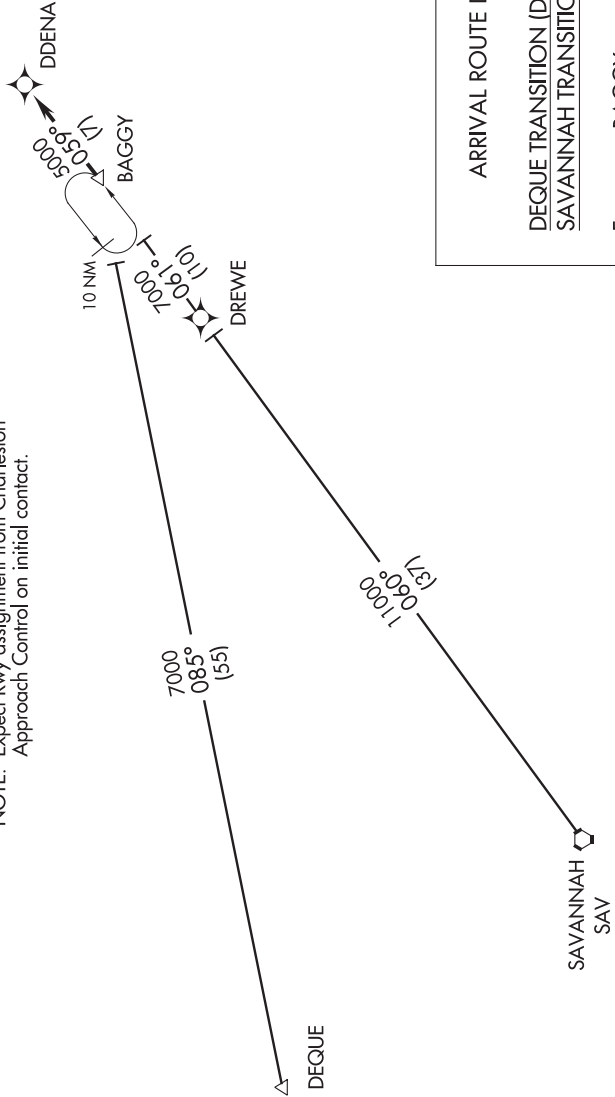
ST-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

ATIS
124.75
APP CON
120.7 306.925

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: Monitor ATIS for Rwy in use.
NOTE: Expect Rwy assignment from Charleston
NOTE: Approach Control on initial contact.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DEQUE TRANSITION (DEQUE.DDENAI):

SAVANNAH TRANSITION (SAV.DDENAI):

From over BAGGY on track 059° to DDENA,
Expect approach clearance.

DDENA ONE ARRIVAL (RNAV)

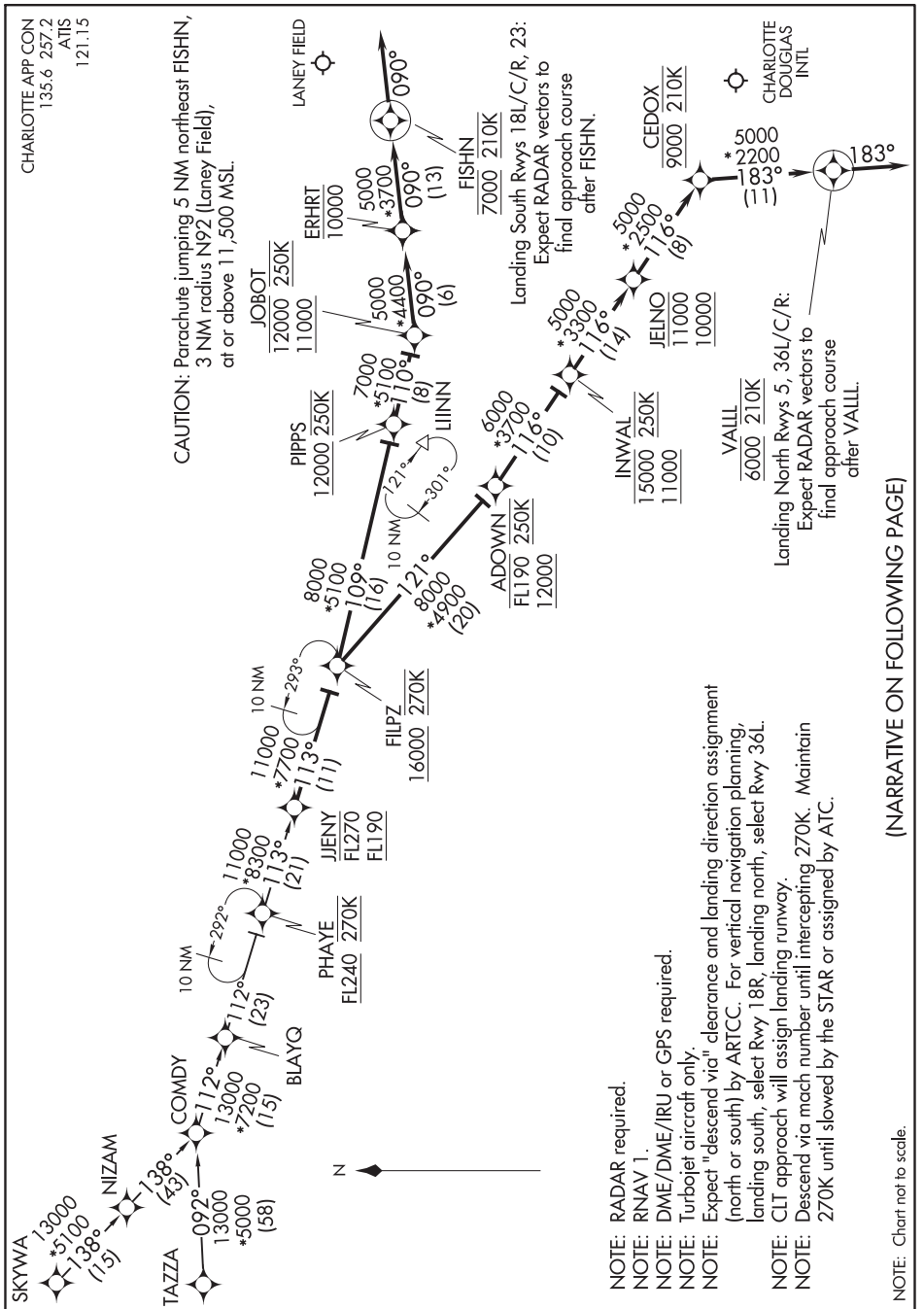
(BAGGY.DDENAI) 11237

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

SE-2, 10 NOV 2016 to 05 JAN 2017

FILPZ TWO ARRIVAL (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

FILPZ TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

COMDY TRANSITION (COMDY.FILPZ2):

SKYWA TRANSITION (SKYWA.FILPZ2):

TAZZA TRANSITION (TAZZA.FILPZ2):

From JJENY on track 113° to cross FILPZ at or above 16000 and at 270K.

LANDING RWYS 5, 36L/C/R: From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250K, then on track 116° to cross INWAL between 11000 and 15000 and at 250K, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 9000 and at 210K, then on track 183° to cross VALLL at 6000 and at 210K, then on track 183°. Expect RADAR vectors to final approach course.

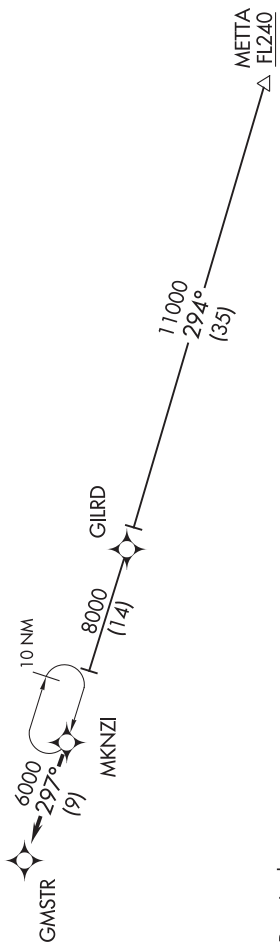
LANDING RWYS 18L/C/R, 23: From FILPZ on track 109° to cross PIPPS at or above 12000 and at 250K, then on track 110° to cross JOBOT between 11000 and 12000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GMSTR ONE ARRIVAL (RNAV)

ATIS
124.75
APP CON
119.3 379.925 (331°-150°)



ARRIVAL ROUTE DESCRIPTION

METTA TRANSITION (METTA.GMSTR1):

From over MKNZI on track 297° to GMSTR,
Expect approach clearance.

- NOTE: DME/DME/IRU or GPS Required.
- NOTE: For non-GPS equipped aircraft, CRE DME must be operational.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.


NOTE: Chart not to scale.


GMSTR ONE ARRIVAL (RNAV)

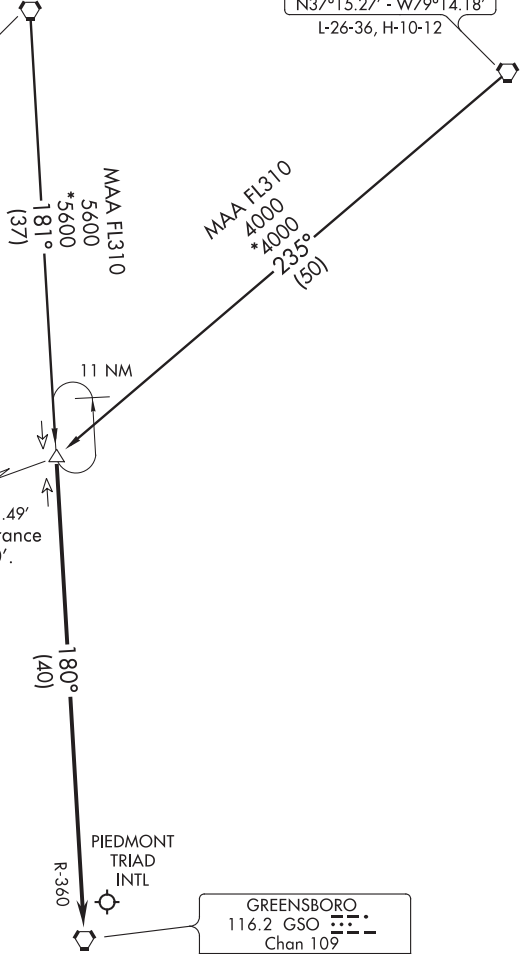
HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA


GREENSBORO ATIS
128.55
WINSTON-SALEM ATIS
121.3
GREENSBORO APP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)

LYNCHBURG
109.2 LYH 
Chan 29
N37°15.27' - W79°14.18'
L-26-36, H-10-12

ROANOKE
109.4 ROA 
Chan 31
N37°20.61' - W80°04.22'
L-26, H-10-12



HENBY
N36° 43.17' - W80° 01.49'
Turbojets expect clearance
to cross at 12,000'.

GREENSBORO
116.2 GSO 
Chan 109
N36°02.74' - W79°58.58'

NOTE: DME Required.

NOTE: Chart not to scale.

LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

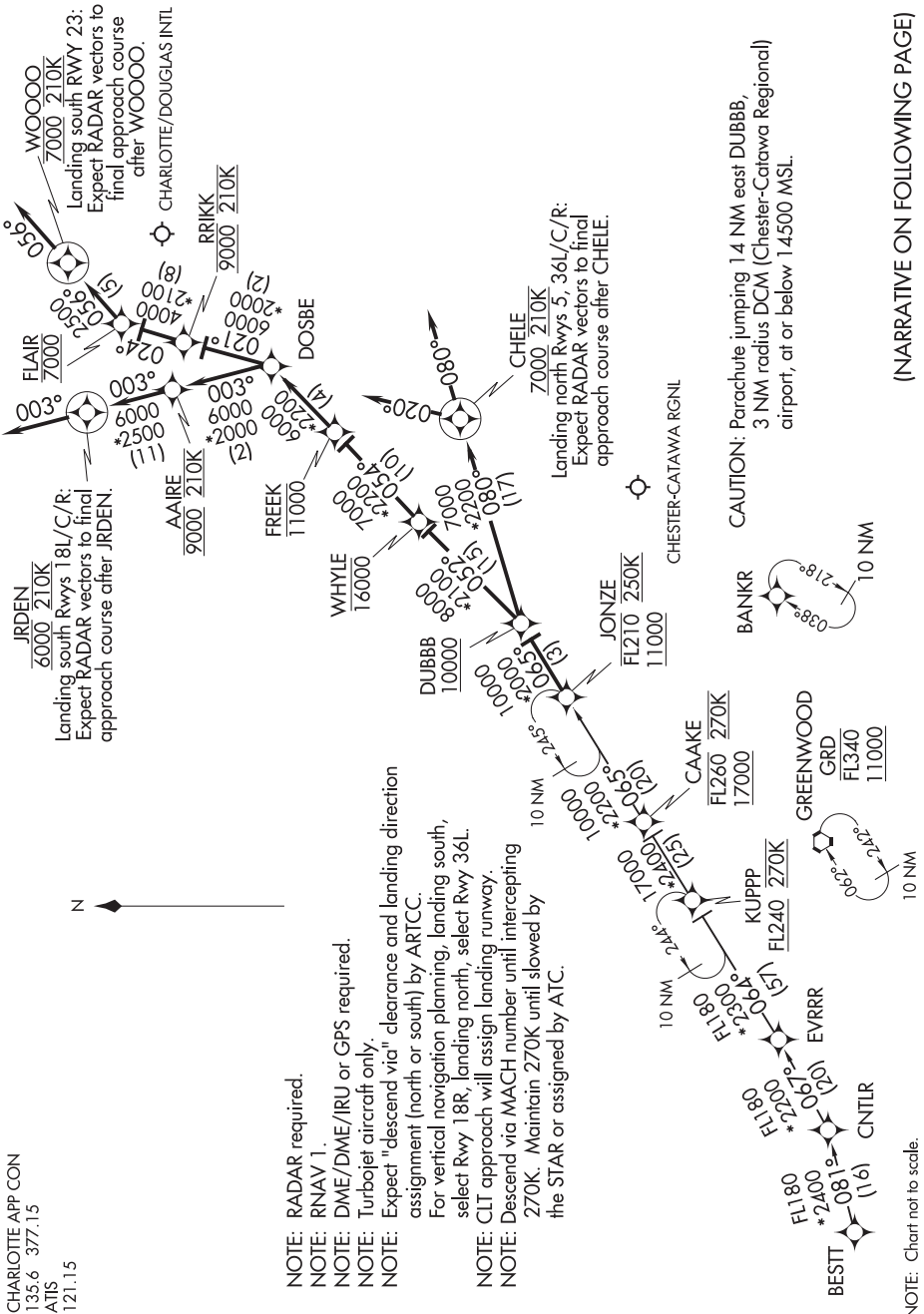
SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLOTTE APP CON
135.6 377.15
ATIS
121.15

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC.

For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.

NOTE: CLT approach will assign landing runway.
NOTE: Descend via MACH number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.



CAUTION: Parachute jumping 14 NM east DUBBB, 3 NM radius DCM (Chester-Catawa Regional) airport, at or below 14500 MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.JONZE1):

CNTRL TRANSITION (CNTRL.JONZE1): (For ATL Departures only).

From JONZE on track 065° to cross DUBBB at or above 10000.

LANDING NORTH RWY 05: From DUBBB on track 080° to cross CHELE at or above 7000 and at 210K, then on heading 020°. Expect RADAR vectors to final approach course.

LANDING SOUTH RWYS 18R/C/L: From DUBBB on track 052° to cross WHYLE at or below 16000, then on track 054° to cross FREEK at or below 11000, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 9000 and at 210K, then on track 003° to cross JRDEN at 6000 and at 210K, then on track 003°. Expect RADAR vectors to final approach course.

LANDING SOUTH RWY 23: From DUBBB on track 052° to cross WHYLE at or below 16000, then on track 054° to cross FREEK at or below 11000, then on track 054° to DOSBE, then on track 021° to cross RRIKK at 9000 and at 210K, then on track 024° to cross FLAIR at 7000, then on track 056° to cross WOOOO at 7000 and at 210K, then on track 056°. Expect RADAR vectors to final approach course.

LANDING NORTH RWYS 36R/C/L: From DUBBB on track 080° to cross CHELE at or above 7000 and at 210K, then on track 080°. Expect RADAR vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(JUNNR.JUNNR1) 16091

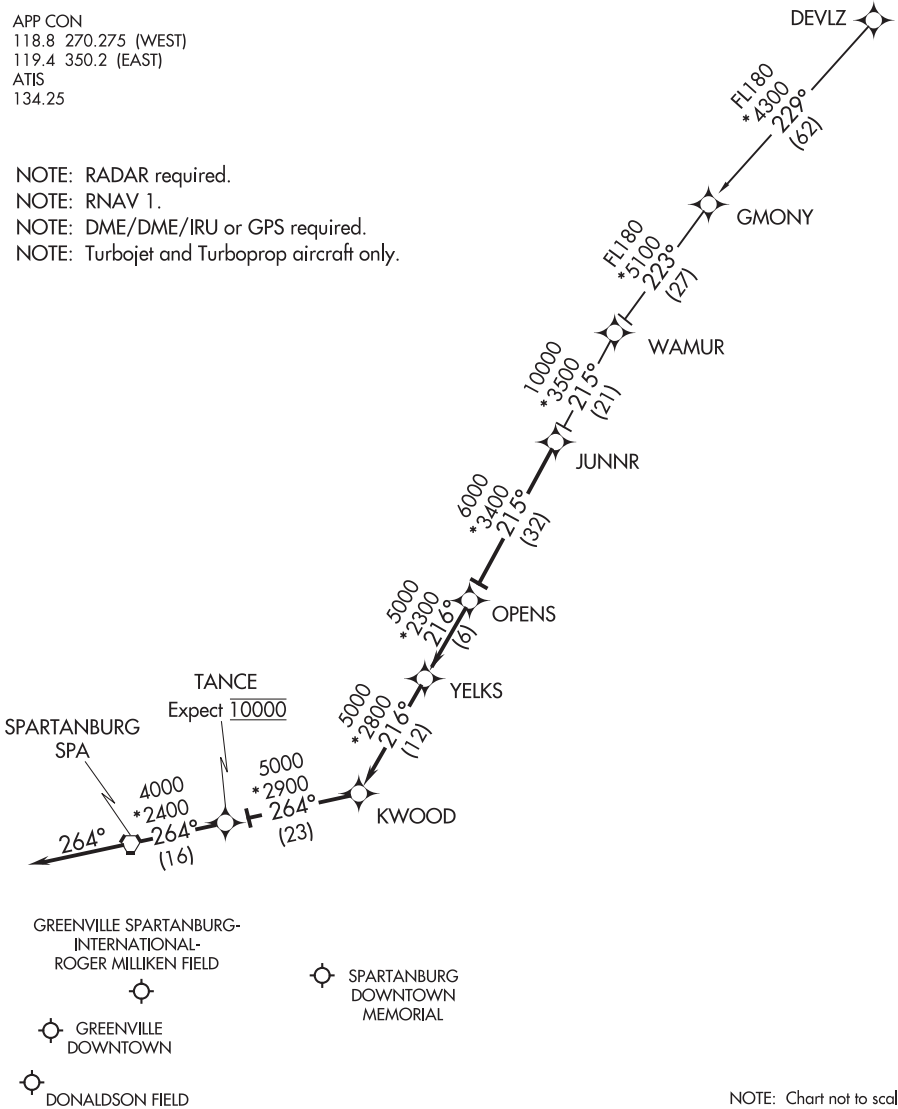
Z25
ST-5124 (FAA)

JUNNR ONE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

APP CON
118.8 270.275 (WEST)
119.4 350.2 (EAST)
ATIS
134.25

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and Turboprop aircraft only.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

DEV LZ TRANSITION (DEV LZ.JUNNR1):

From JUNNR on track 215° to OPENS, then on track 216° to YELKS, then on track 216° to KWOOD, then on track 264° to TANCE, then on track 264° to SPA VORTAC, then on heading 264°. Expect RADAR vectors to final approach course.

JUNNR ONE ARRIVAL (RNAV)

(JUNNR.JUNNR1) 31MAR16

GREER, SOUTH CAROLINA

KABEE ONE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

- CHARLOTTE APP CON
126.15 282.325
- CHARLOTTE ATIS ARR
121.15
- *CONCORD ATIS
133.675
- *CONCORD TOWER
134.65 (CTAF)
- *STANLY TOWER
126.275 (CTAF) 291.9
- STATESVILLE AWOS-3
119.225
- ROWAN AWOS-3
118.175
- STANLY AWOS-3
128.175

STATESVILLE
RGNL

ROWAN
COUNTY

NASCR

STANLY
COUNTY

CONCORD
RGNL

BIFFL

KABEE
Expect 15000

10 NM

COPEL

FLORENCE
FLO

10 NM

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and turboprop aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.KABEE1)

From KABEE on track 338° to BIFFL, then on track 352° to NASCR.
Then on heading 346°.
Expect RADAR vectors to final approach course.

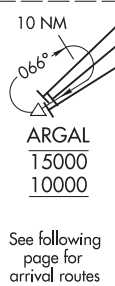
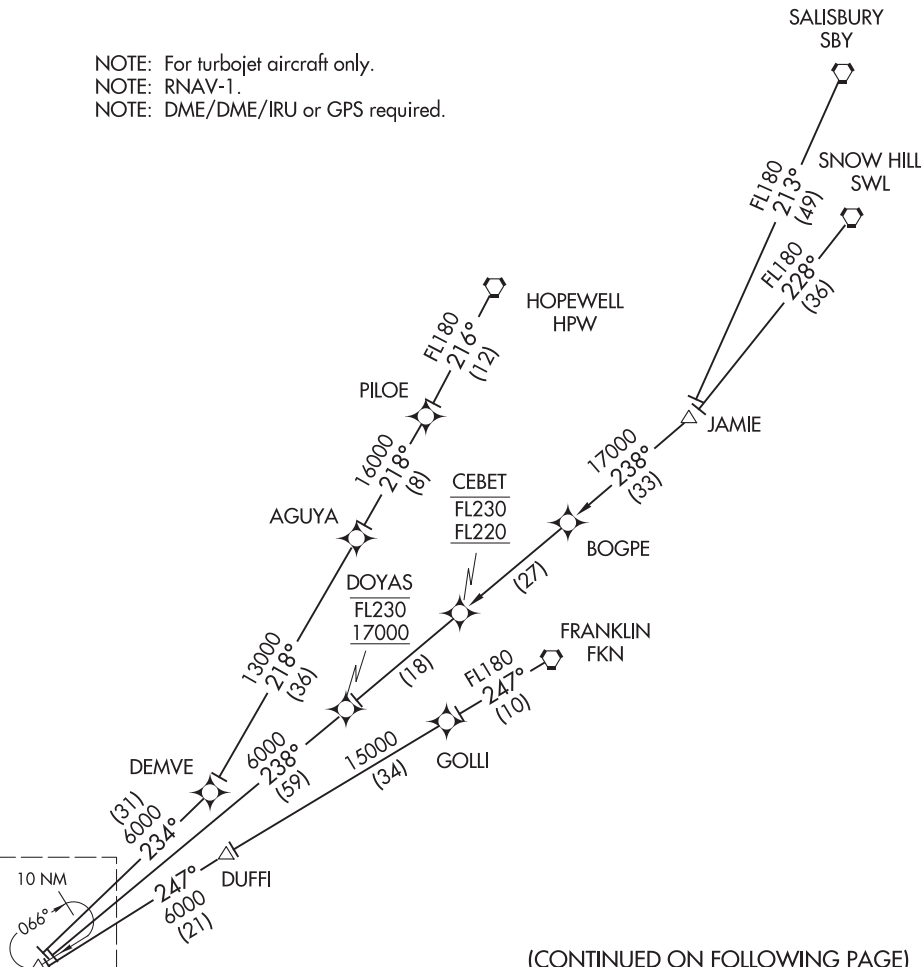
KAROO ONE ARRIVAL (RNAV) Transition Routes

RALEIGH APP CON
128.3 307.9
RALEIGH TOWER
124.95 392.1
ATIS
123.8

NOTE: For turbojet aircraft only.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



See following page for arrival routes

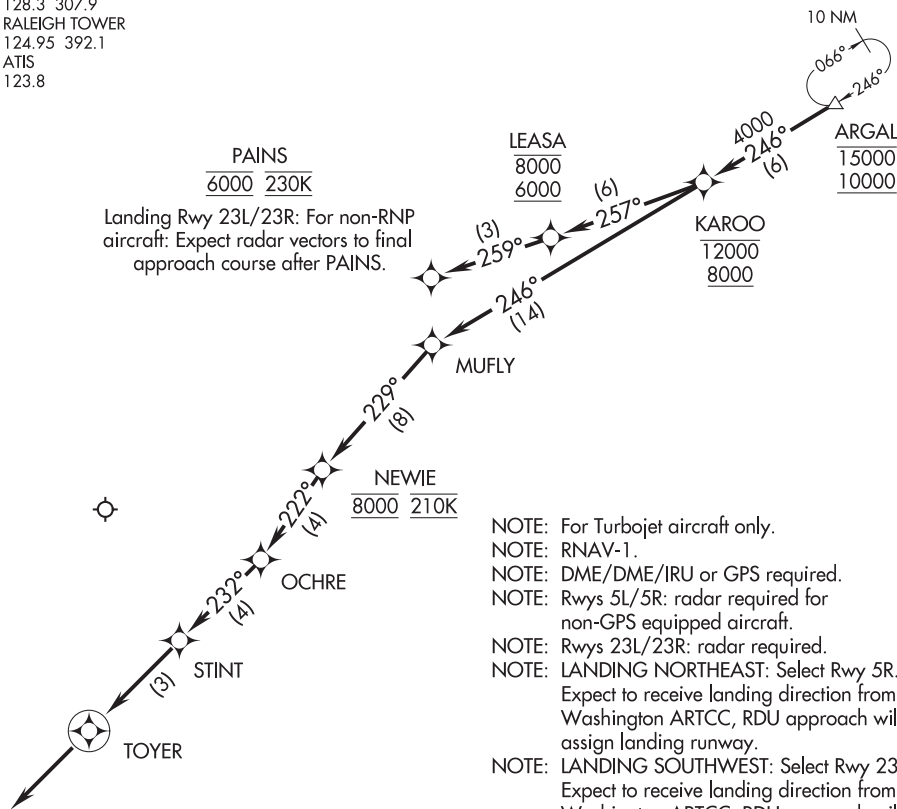
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

- FRANKLIN TRANSITION (FKN.KAROO1)
- HOPEWELL TRANSITION (HPW.KAROO1)
- SALISBURY TRANSITION (SBY.KAROO1)
- SNOW HILL TRANSITION (SWL.KAROO1)

KAROO ONE ARRIVAL (RNAV) Arrival Routes

RALEIGH APP CON
128.3 307.9
RALEIGH TOWER
124.95 392.1
ATIS
123.8



Landing Rwy 23L/23R: For non-RNP aircraft: Expect radar vectors to final approach course after PAINS.

- NOTE: For Turbojet aircraft only.
- NOTE: RNAV-1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Rwys 5L/5R: radar required for non-GPS equipped aircraft.
- NOTE: Rwys 23L/23R: radar required.
- NOTE: LANDING NORTHEAST: Select Rwy 5R. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.
- NOTE: LANDING SOUTHWEST: Select Rwy 23L. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.

NOTE: Chart not to scale.

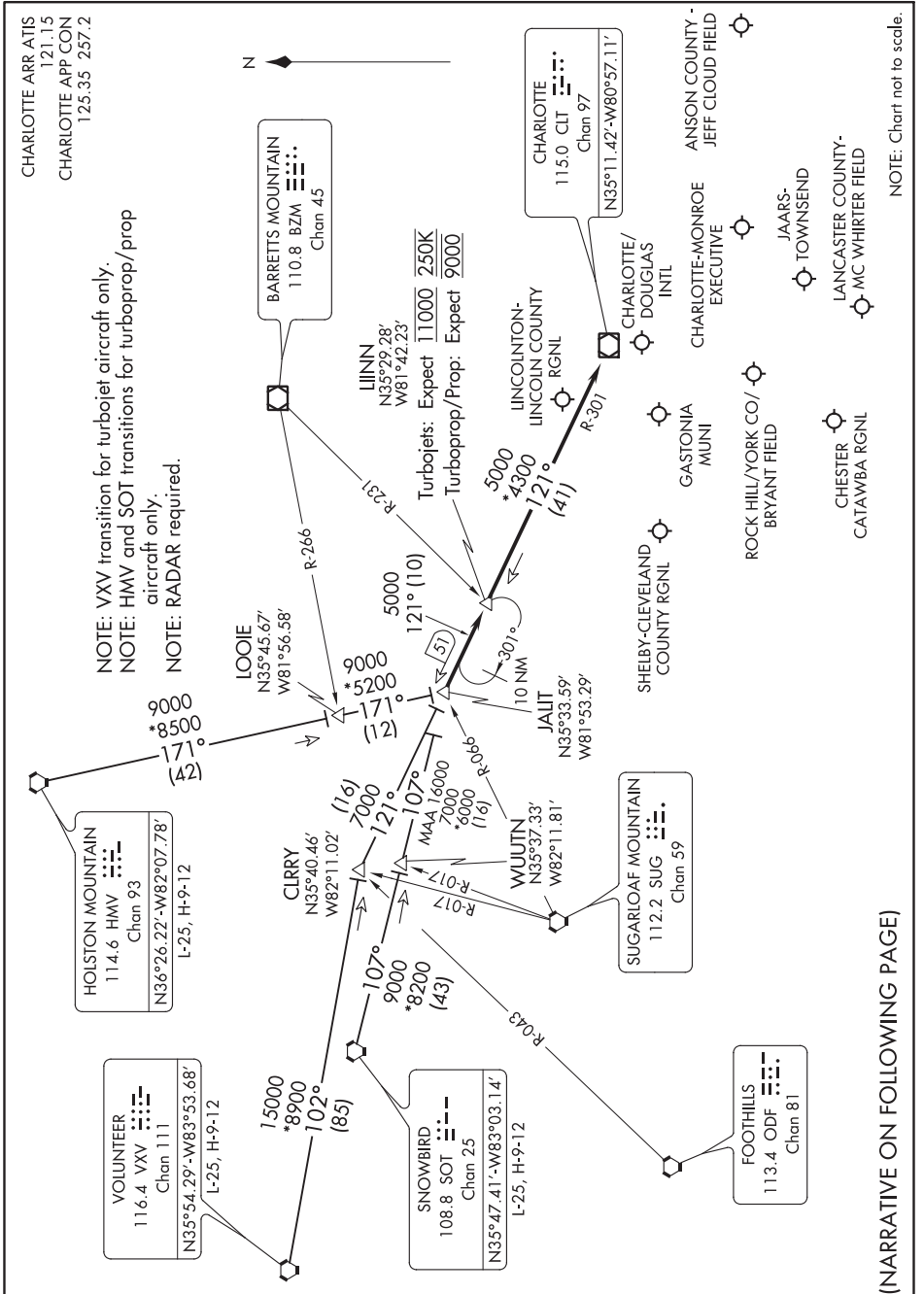
ARRIVAL ROUTE DESCRIPTION

From over ARGAL on track 246° to KAROO, cross KAROO at/above 8000 at/below 12000. Then on assigned runway transition.

LANDING RWYS 23L/23R: From over KAROO on track 257° to LEASA, cross LEASA at/above 6000 at/below 8000, then on track 259° to PAINS, cross PAINS at 6000 and 230K. Expect RNAV (RNP) approach.

LANDING RWYS 5L/5R: From over KAROO on track 246° to MUFLY, then on track 229° to NEWIE, cross NEWIE at 8000 and 210K, then on track 222° to OCHRE, then on track 232° to STINT, then on track 332° to TOYER, then on track 232°. Expect radar vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.LIINN2): From over HMV VORTAC on HMV R-171 to JALIT. Thence

SNOWBIRD TRANSITION (SOT.LIINN2): From over SOT VORTAC on SOT R-107 to JALIT. Thence

VOLUNTEER TRANSITION (VXV.LIINN2): From over VXV VORTAC on VXV R-102 to CLRRY, then on CLT R-301 to JALIT. Thence

. . . . from JALIT on CLT R-301 to LIINN, then on CLT R-301 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS
ATIS ARR 121.15
CHARLOTTE APP CON
126.15 282.325

ROANOKE
109.4 ROA
Chan 31
N37°20.61'-W80°04.22'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37° 15.27'
W79° 14.18'
L-26-36, H-10-12

MAYOS
N36°19.59'-W79°59.79'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL220.

MAJIC
N35°48.71'-W80°26.17'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 13,000'/250K.

RALEIGH/DURHAM
117.2 RDU
Chan 119
N35° 52.35'
W78° 47.00'
L-36, H-9-12

LIBERTY
113.0 LIB
Chan 77
N35° 48.70'
W79° 36.76'

SUDSY
N35° 44.58'
W80° 29.63'

GIZMO
N35° 32.99'
W80° 39.29'

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'-W80°57.11'

NOTE: DME required.
NOTE: RADAR required for LIB R-273.
NOTE: Landing other than Charlotte/Douglas Intl; expect radar vectors to destination airport or final approach course prior to CLT 10 DME fix.

LINCOLN-
LINCOLN COUNTY
RGNL

SHELBY-
CLEVELAND
COUNTY
RGNL

GASTONIA
MUNI

ROCK HILL/YORK
COUNTY/BRYANT
FIELD

CHESTER CATAWBA
RGNL

CHARLOTTE-MONROE
EXECUTIVE

JAARS-
TOWNSEND

LANCASTER COUNTY-
McWHIRTER FIELD

ANSON COUNTY -
JEFF CLOUD
FIELD

NOTE: Chart not to scale.

LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . .

. . . .From over MAJIC via CLT R-039 to:

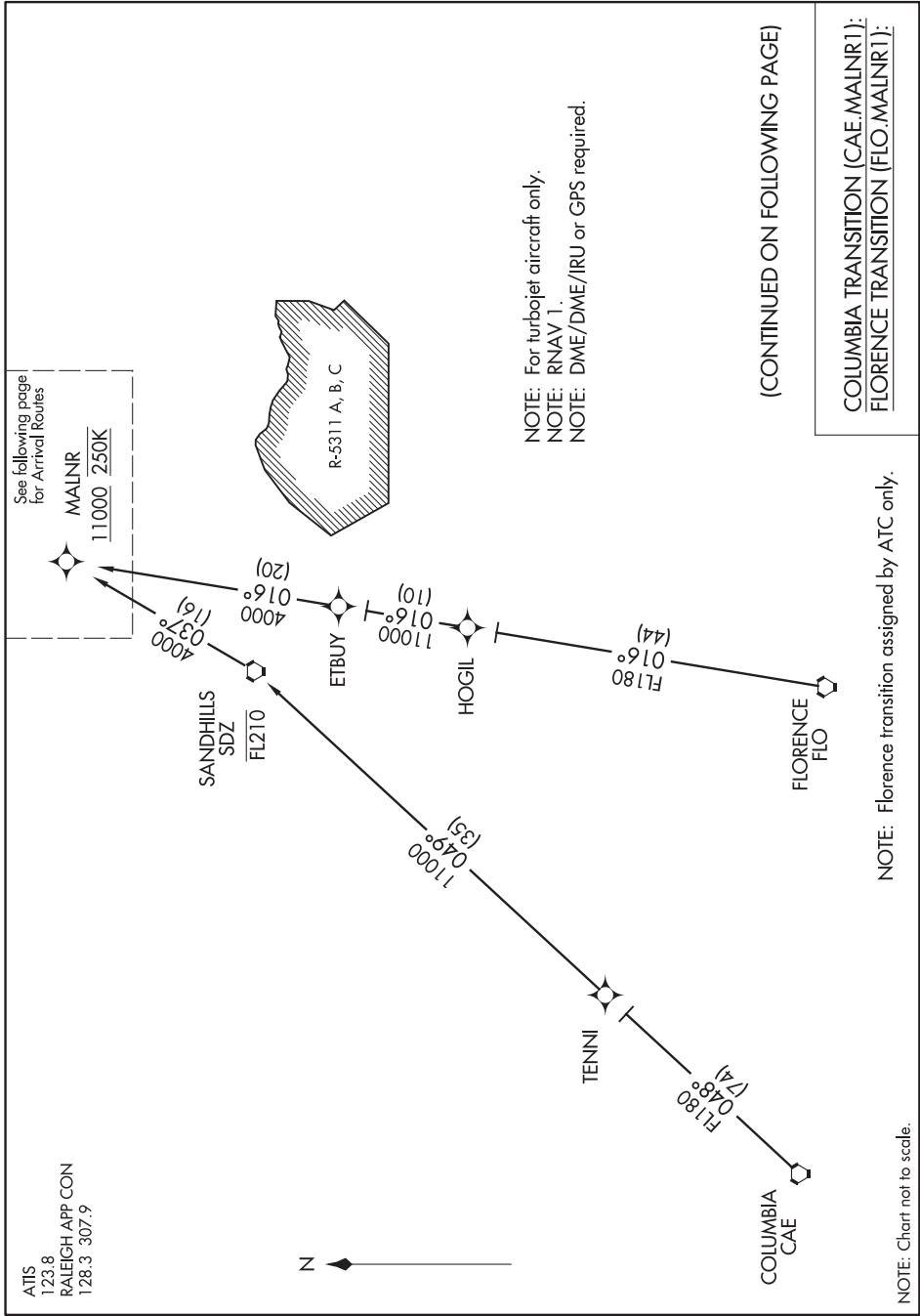
LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

MAJIC ONE ARRIVAL

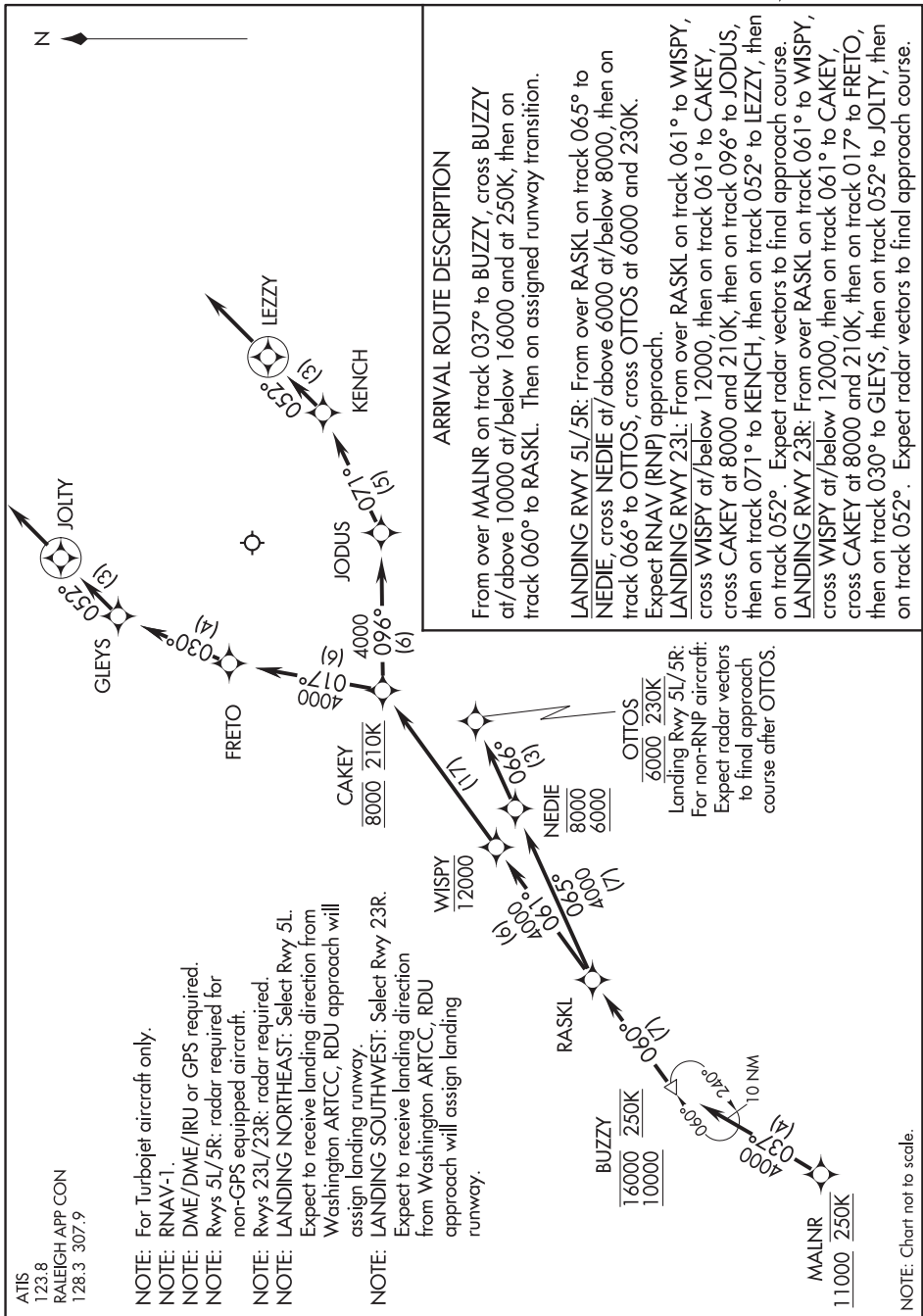
CHARLOTTE, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ATIS
123.8
RALEIGH APP CON
128.3 307.9

NOTE: For Turboprop aircraft only.

NOTE: RNAV-1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Rwys 5L/5R: radar required for non-GPS equipped aircraft.

NOTE: Rwys 23L/23R: radar required.

NOTE: LANDING NORTHEAST: Select Rwy 5L. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.

NOTE: LANDING SOUTHWEST: Select Rwy 23R. Expect to receive landing direction from Washington ARTCC, RDU approach will assign landing runway.

OTTOS
6000 230K
Landing Rwy 5L/5R:
For non-RNP aircraft:
Expect radar vectors
to final approach
course after OTTOS.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

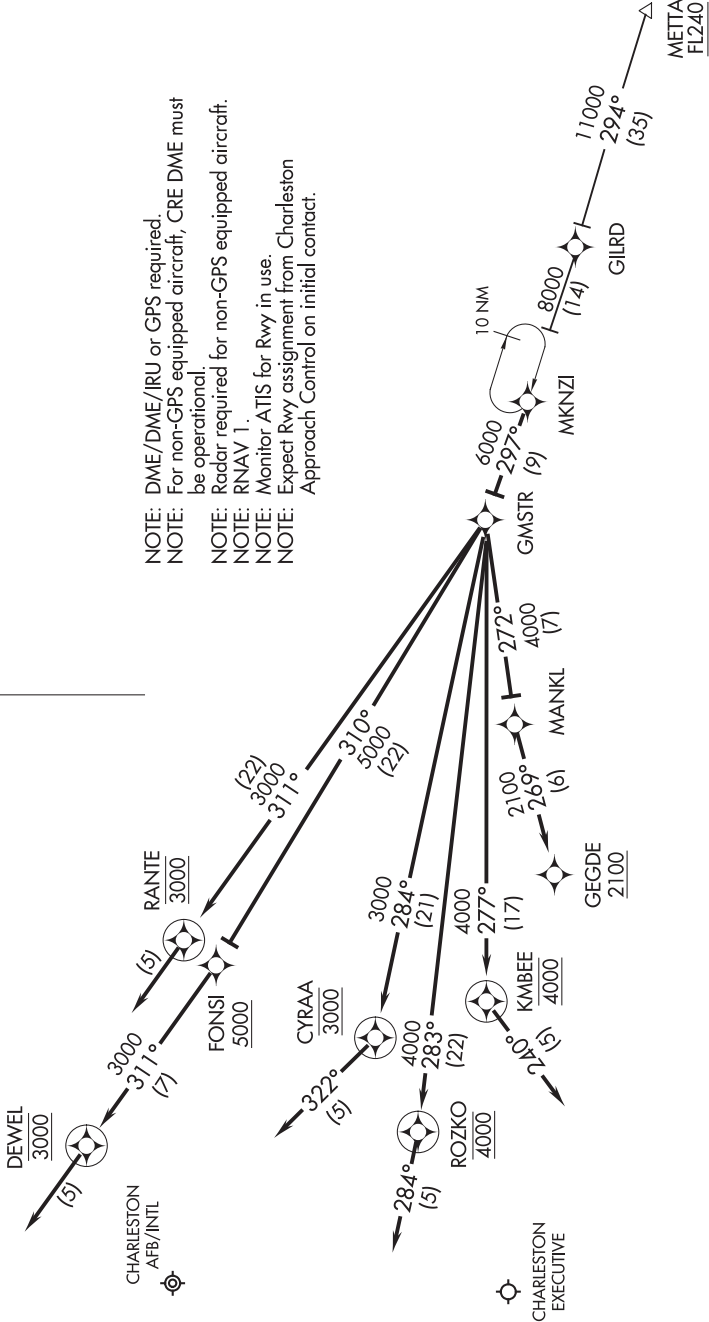
MKNZI ONE ARRIVAL (RNAV)

ST-76 (FAA)

CHARLESTON, SOUTH CAROLINA

CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON AFB/INTL APP CON
119.3 379.925 (331°-150°)
CHARLESTON EXECUTIVE AWOS-3
123.775

NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, CRE DME must be operational.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: Monitor ATIS for Rwy in use.
NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MKNZI ONE ARRIVAL (RNAV)

(MKNZI.MKNZI1) 25AUG11

CHARLESTON, SOUTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

METTA TRANSITION (METTA.MKNZI1):

From over MKNZI on track 297° to GMSTR. Thence assigned runway transition . . .

LANDING CHARLESTON AFB/INTL:

. . . Rwy 3: From over GMSTR on track 283° to ROZKO, cross ROZKO at 4000, then on heading 284°, expect radar vectors to final approach course.

. . . Rwy 15: From over GMSTR on track 310° to FONSI, cross FONSI at or above 5000, then on track 311° to DEWEL, cross DEWEL at 3000, then on heading 311°, expect radar vectors to final approach course.

. . . Rwy 21: From over GMSTR on track 311° to RANTE, cross RANTE at 3000, then on heading 311°, expect radar vectors to final approach course.

. . . Rwy 33: From over GMSTR on track 284° to CYRAA, cross CYRAA at 3000, then on heading 322°, expect radar vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:

. . . Rwy 4 and 9: From over GMSTR on track 277° to KMBEE, cross KMBEE at 4000, then on heading 240°, expect radar vectors to final approach course.

. . . Rwy 27: From over GMSTR on track 272° to MANKL, then on track 269° to GEGDE, cross GEGDE at or above 2100, expect RNAV Rwy 27 approach.

MLLET ONE ARRIVAL (RNAV)

CHARLOTTE APP CON
126.15 282.325
ATIS
121.15

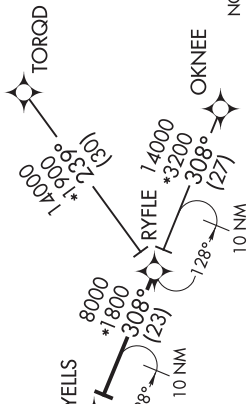
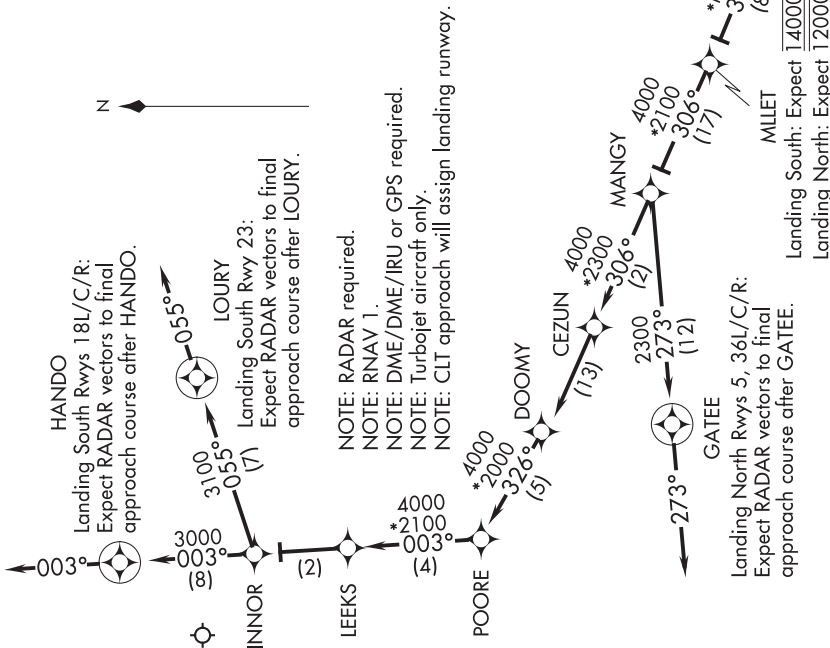
ARRIVAL ROUTE DESCRIPTION

CLT: From RYFLE on track 308° to YELLS, then on track 308° to MLLET, then on track 306° to MANGY.

LANDING RWYS 18L/C/R: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 055° to LOURY, then on track 055°. Expect RADAR vectors to final approach course.

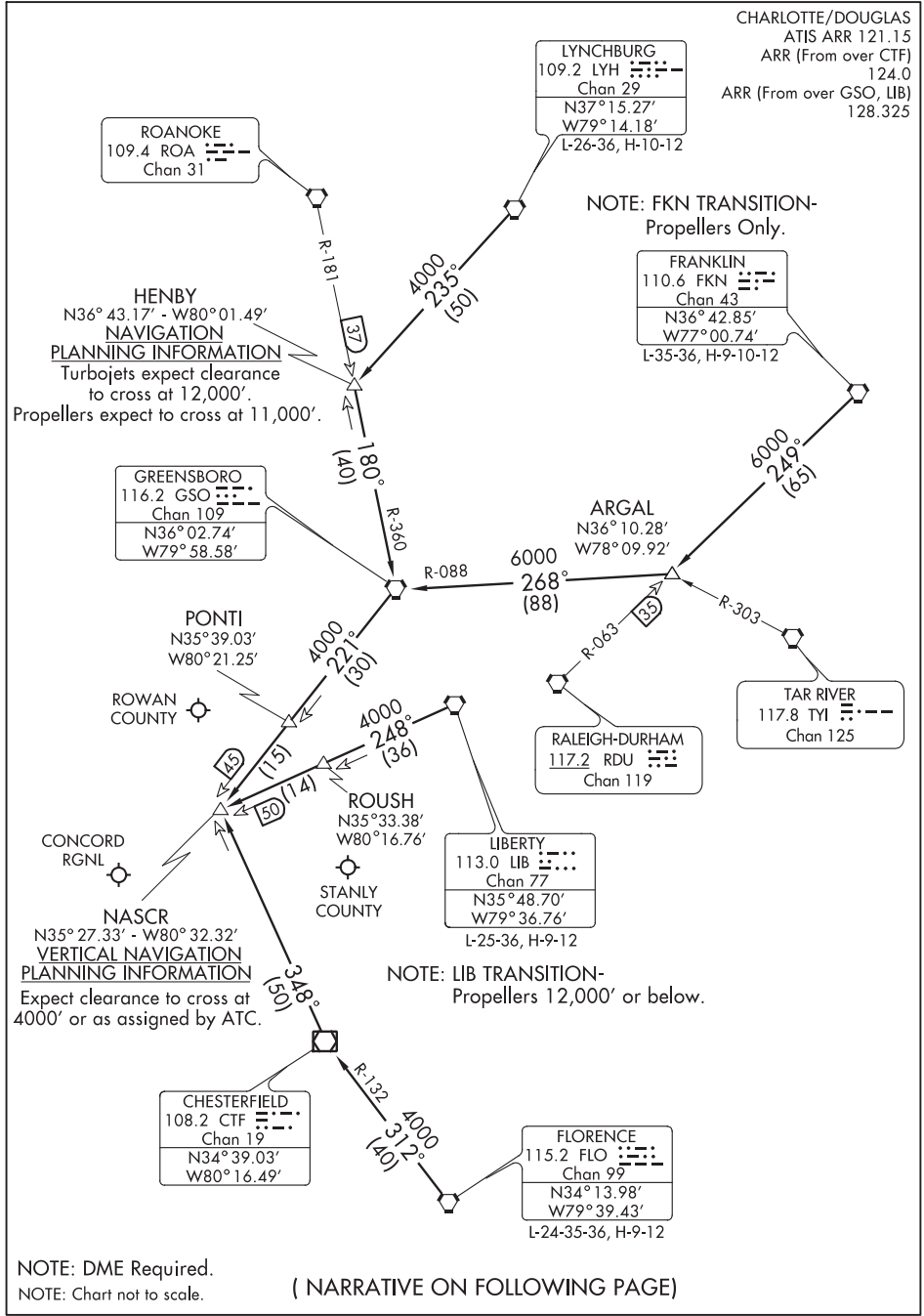
LANDING RWYS 5, 36L/C/R: From MANGY on track 273° to GATEE, then on track 273°. Expect RADAR vectors to final approach course.



NOTE: Chart not to scale.

MLLET ONE ARRIVAL (RNAV)

(RYFLE.MLLET1) 21JUL16



CHARLOTTE/DOUGLAS
ATIS ARR 121.15
ARR (From over CTF)
124.0
ARR (From over GSO, LIB)
128.325

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'
W79°14.18'
L-26-36, H-10-12

ROANOKE
109.4 ROA
Chan 31

NOTE: FKN TRANSITION-
Propellers Only.

FRANKLIN
110.6 FKN
Chan 43
N36°42.85'
W77°00.74'
L-35-36, H-9-10-12

HENBY
N36°43.17' - W80°01.49'
**NAVIGATION
PLANNING INFORMATION**
Turbojets expect clearance
to cross at 12,000'.
Propellers expect to cross at 11,000'.

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'

ARGAL
N36°10.28'
W78°09.92'
6000
268°
(88)

PONTTI
N35°39.03'
W80°21.25'

ROWAN COUNTY

TAR RIVER
117.8 TYI
Chan 125

CONCORD
RGNL

RALEIGH-DURHAM
117.2 RDU
Chan 119

ROUSH
N35°33.38'
W80°16.76'

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

STANLY COUNTY

NASCR
N35°27.33' - W80°32.32'
**VERTICAL NAVIGATION
PLANNING INFORMATION**
Expect clearance to cross at
4000' or as assigned by ATC.

NOTE: LIB TRANSITION-
Propellers 12,000' or below.

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03'
W80°16.49'

FLORENCE
115.2 FLO
Chan 99
N34°13.98'
W79°39.43'
L-24-35-36, H-9-12

NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....

FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....

LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

...From over NASCR INT expect vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017

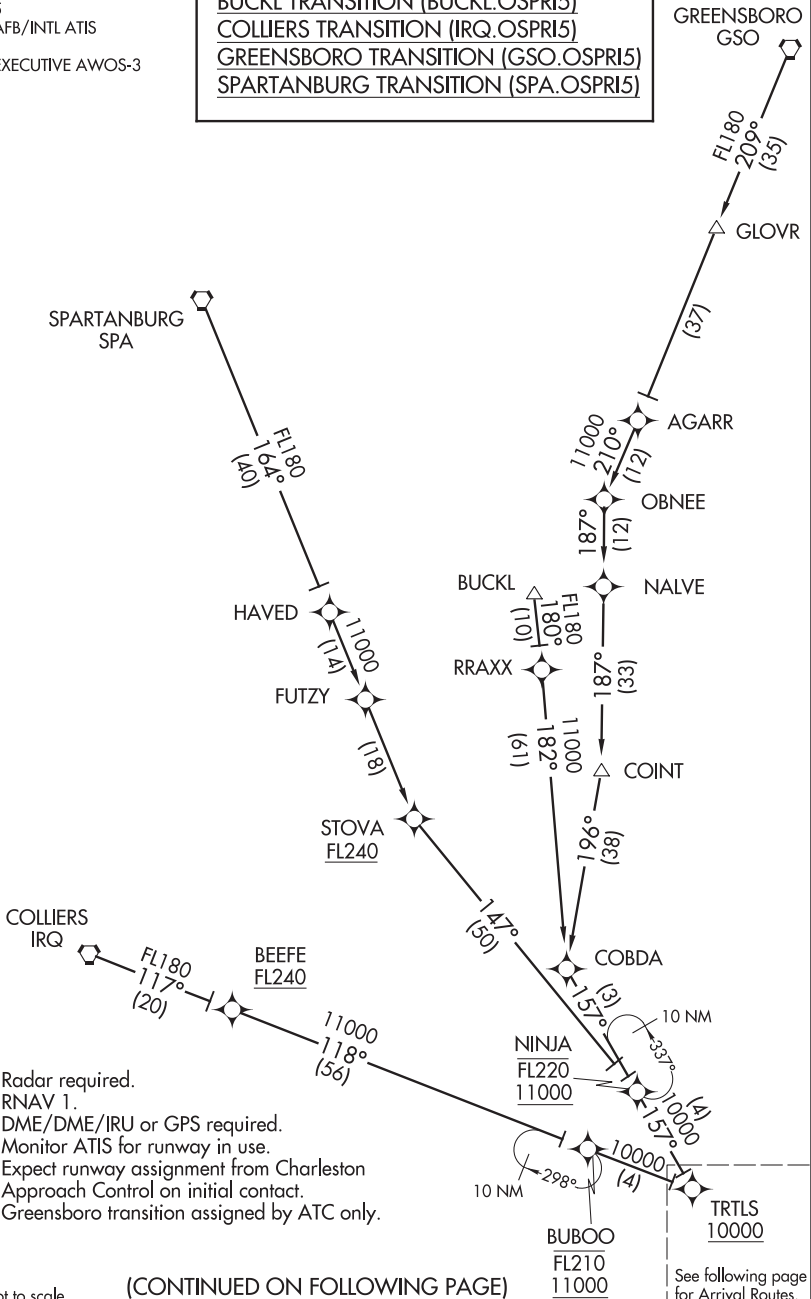
SE-2, 10 NOV 2016 to 05 JAN 2017

OSPRI FIVE ARRIVAL (RNAV) Transition Routes

CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON
120.7 306.925
CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON EXECUTIVE AWOS-3
123.775

BUCKL TRANSITION (BUCKL.OSPRI5)
COLLIERS TRANSITION (IRQ.OSPRI5)
GREENSBORO TRANSITION (GSO.OSPRI5)
SPARTANBURG TRANSITION (SPA.OSPRI5)



- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Monitor ATIS for runway in use.
- NOTE: Expect runway assignment from Charleston Approach Control on initial contact.
- NOTE: Greensboro transition assigned by ATC only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

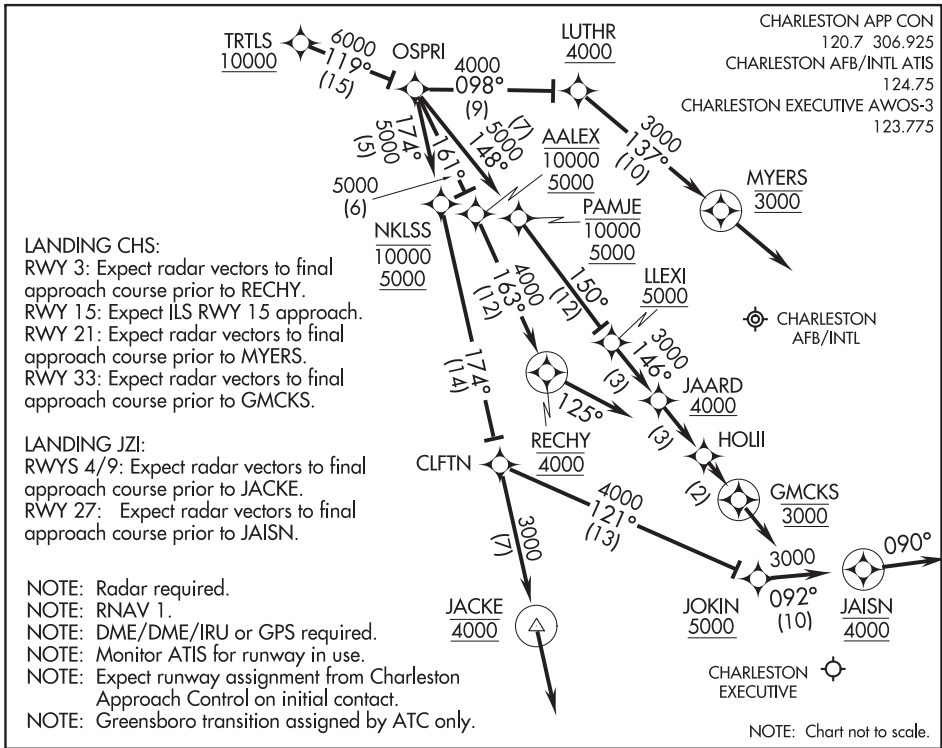
See following page for Arrival Routes.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

OSPRI FIVE ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

From over TRTLS on track 119° to OSPRI, thence assigned runway transition.

LANDING CHARLESTON AFB/INTL:

Rwy 3: From over OSPRI on track 161° to AALEX, cross AALEX at/above 5000 at/below 10000, then on track 163° to RECHY, cross RECHY at 4000, then on heading 125°. Expect radar vectors to final approach course.

Rwy 15: From over OSPRI on track 098° to LUTHR, cross LUTHR at/above 4000. Expect ILS Rwy 15 approach.

Rwy 21: From over OSPRI on track 098° to LUTHR, cross LUTHR at/above 4000, then on track 137° to MYERS, cross MYERS at 3000, then on heading 137°. Expect radar vectors to final approach course.

Rwy 33: From over OSPRI on track 148° to PAMJE, cross PAMJE at/above 5000 at/below 10000, then on track 150° to LLEXI, cross LLEXI at/above 5000, then on track 146° to JAARD, cross JAARD at/above 4000, then on track 146° to HOLLI, then on track 146° to GMCKS, cross GMCKS at 3000, then on heading 146°. Expect radar vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:

Rwys 4 and 9: From over OSPRI on track 174° to NKLSS, cross NKLSS at/above 5000 at/below 10000, then on track 174° to CLFTN, then on track 174° to JACKE, cross JACKE at 4000, then on heading 174°. Expect radar vectors to final approach course.

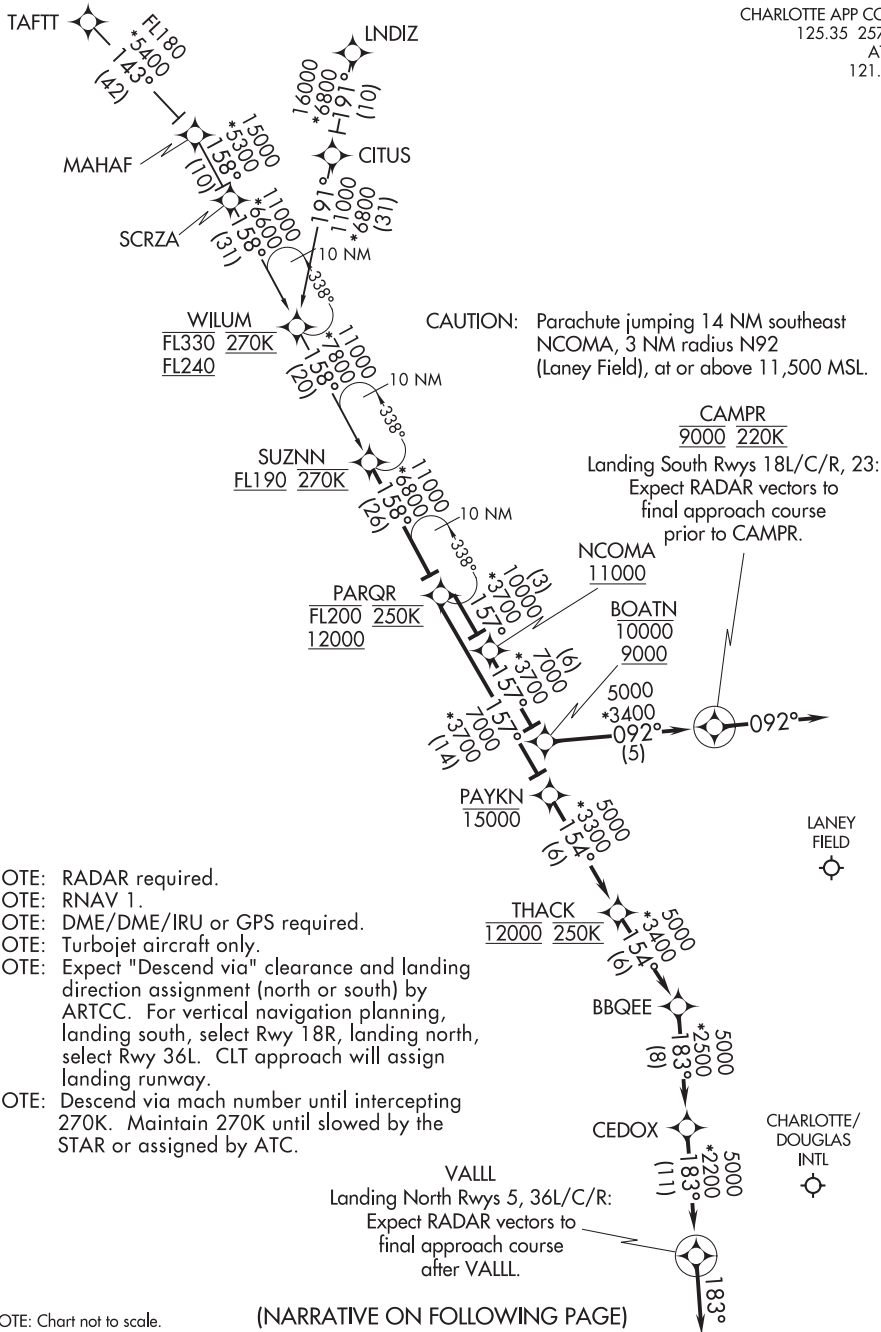
Rwy 27: From over OSPRI on track 174° to NKLSS, cross NKLSS at/above 5000 at/below 10000, then on track 174° to CLFTN, then on track 121° to JOKIN, cross JOKIN at/above 5000, then on track 092° to JAISN, cross JAISN at 4000, then on heading 090°. Expect radar vectors to final approach course.

OSPRI FIVE ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA

PARQR TWO ARRIVAL (RNAV)

CHARLOTTE APP CON
125.35 257.2
ATIS
121.15



CAUTION: Parachute jumping 14 NM southeast NCOMA, 3 NM radius N92 (Laney Field), at or above 11,500 MSL.

CAMP
9000 220K
Landing South Rwy 18L/C/R, 23:
Expect RADAR vectors to final approach course prior to CAMP.

NCOMA
11000

BOATN
10000
9000

5000
*3400
092°
(5)

PAYKN
15000

THACK
12000 250K

BBQEE
2500
183°
(8)

CEDOX
2200
183°
(11)

VALL
Landing North Rwy 5, 36L/C/R:
Expect RADAR vectors to final approach course after VALL.

LANEY FIELD

CHARLOTTE/DOUGLAS INTL

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect "Descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L. CLT approach will assign landing runway.
- NOTE: Descend via mach number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PARQR TWO ARRIVAL (RNAV)

PARQR TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

LNDIZ TRANSITION (LNDIZ.PARQR2)

TAFTT TRANSITION (TAFTT.PARQR2)

WILUM TRANSITION (WILUM.PARQR2): (ATC assigned only.)

From SUZNN on track 158° to cross PARQR between 12000 and FL200 and at 250K.

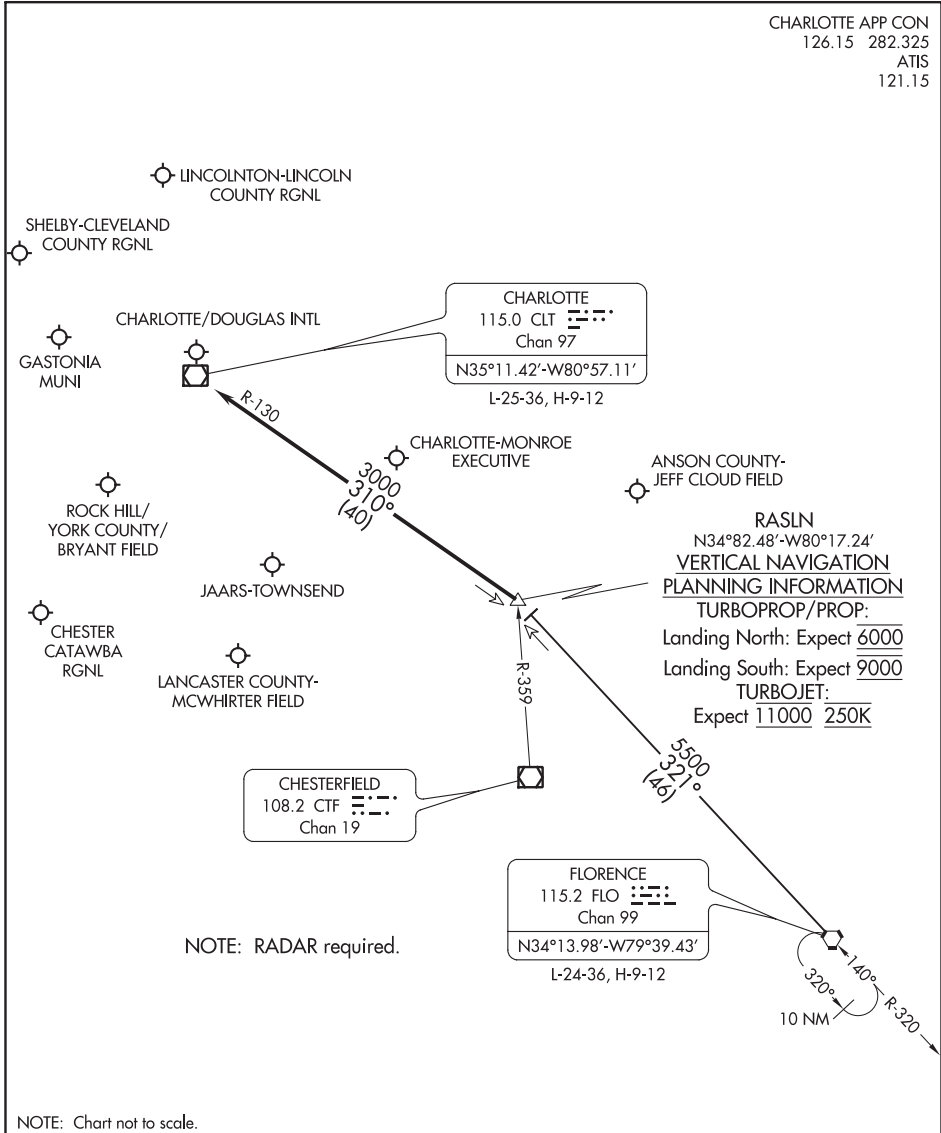
LANDING NORTH: RWYS 5, 36L/C/R: From PARQR on track 157° to cross PAYKN at or below 15000, then on track 154° to cross THACK at 12000 and at 250K, then on track 154° BBQEE, then on track 183° to CEDOX, then on track 183° to VALL, then on track 183°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWYS 18L/C/R, 23: From PARQR on track 157° to cross NCOMA at or above 11000, then on track 157° to cross BOATN between 9000 and 10000, then on track 092° to cross CAMPR at 9000 and at 220K, then on track 092°. Expect RADAR vectors to final approach course.

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SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLOTTE APP CON
126.15 282.325
ATIS
121.15



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.RASLN1): From over FLO VORTAC on FLO R-321 to RASLN INT. Thence

. . . . from RASLN on CLT R-130 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

(AMYLU.RSRVE1) 12040

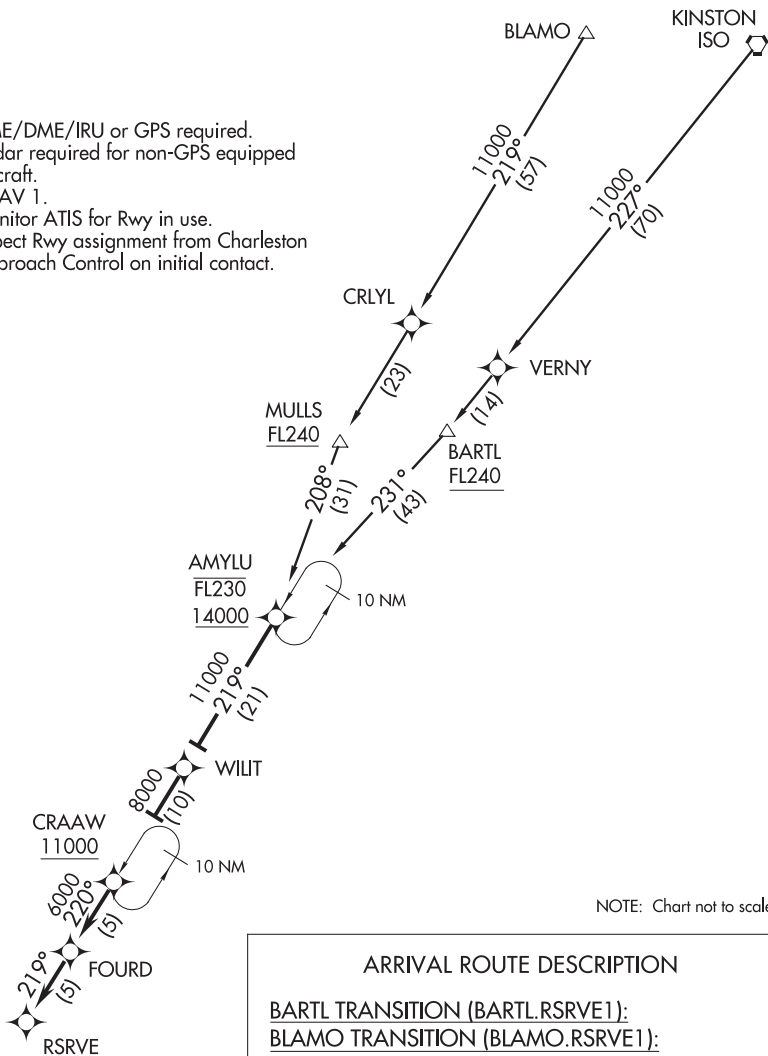
RSRVE ONE ARRIVAL (RNAV)

ST-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

ATIS
124.75
APP CON
135.8 379.925

- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

- BARTL TRANSITION (BARTL.RSRVE1):
- BLAMO TRANSITION (BLAMO.RSRVE1):
- KINSTON TRANSITION (ISO.RSRVE1):
- MULLS TRANSITION (MULLS.RSRVE1):

From over AMYLU on track 219° to WILIT, then on track 219° to CRAAW, cross CRAAW at or above 11000, then on track 220° to FOURD, then on track 219° to RSRVE. Expect approach clearance.

RSRVE ONE ARRIVAL (RNAV)
(AMYLU.RSRVE1) 12040

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

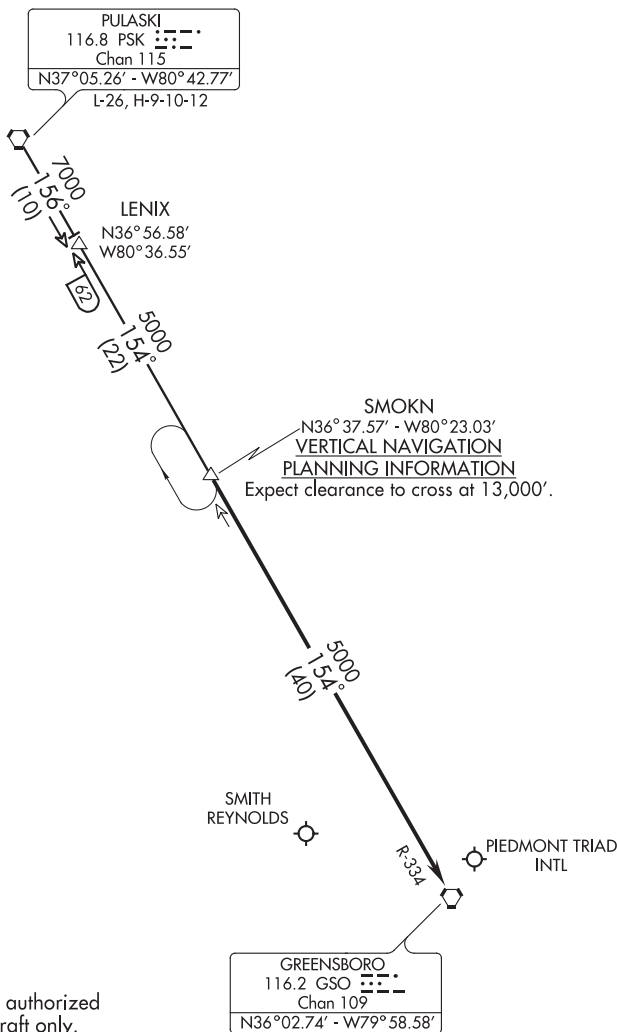
SE-2, 10 NOV 2016 to 05 JAN 2017

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SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS 128.55
 WINSTON-SALEM ATIS 121.3



NOTE: This procedure is authorized for propeller aircraft only.

NOTE: Chart not to scale.

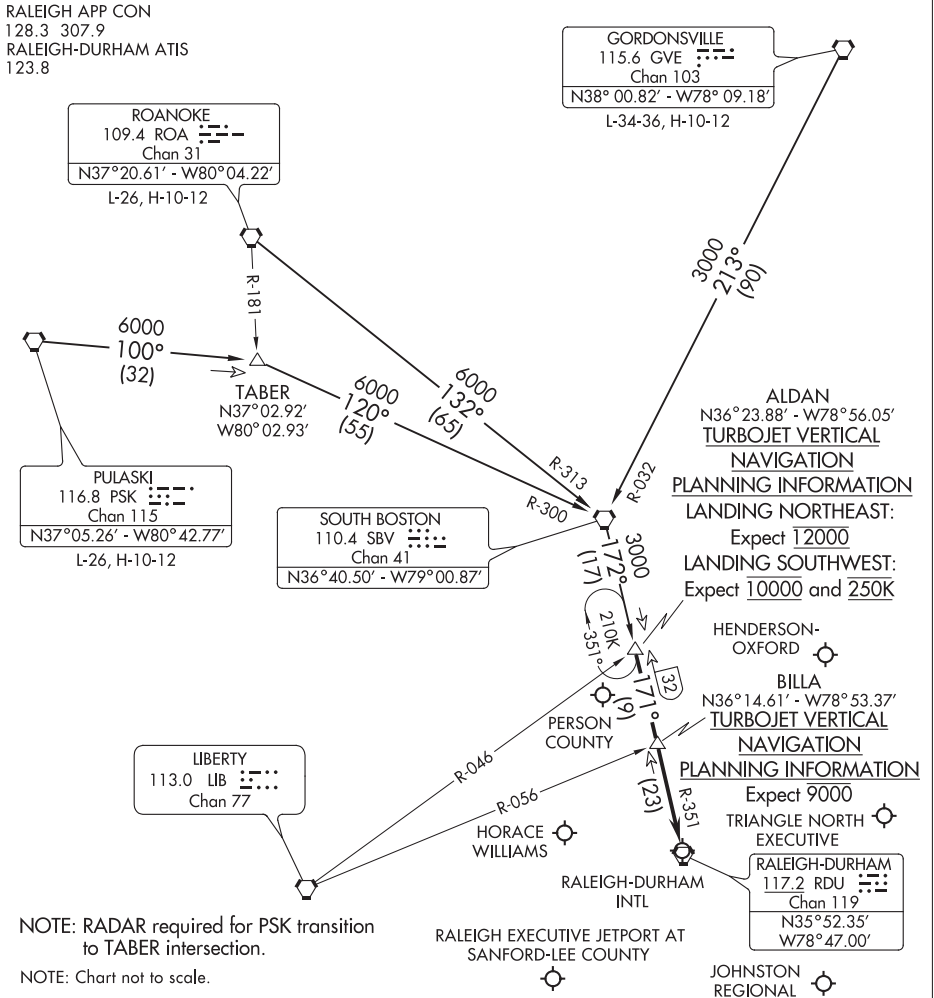
PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....
 . . . From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.
For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

CHARLOTTE APP CON
126.15 282.325
ATIS
121.15

See following page
for Arrival Routes.

FLLGG
FL230 280K
FL210

CRVET
FL290 280K
FL240

SHLBI
FL290 280K
FL240

CHRG
FL290 280K
FL240

FFORD
FL290 280K
FL240

CHVEE

MOPPR

CHARLESTON
CHS

CHECR

PITRW

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet aircraft only.

NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 23, landing north select Rwy 36R.

NOTE: CLT approach will assign landing runway.
NOTE: Descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.

NOTE: Chart not to scale.

CHARLESTON TRANSITION (CHS.STOCR1)
PITRW TRANSITION (PITRW.STOCR1)
SAVANNAH TRANSITION (SAV.STOCR1)

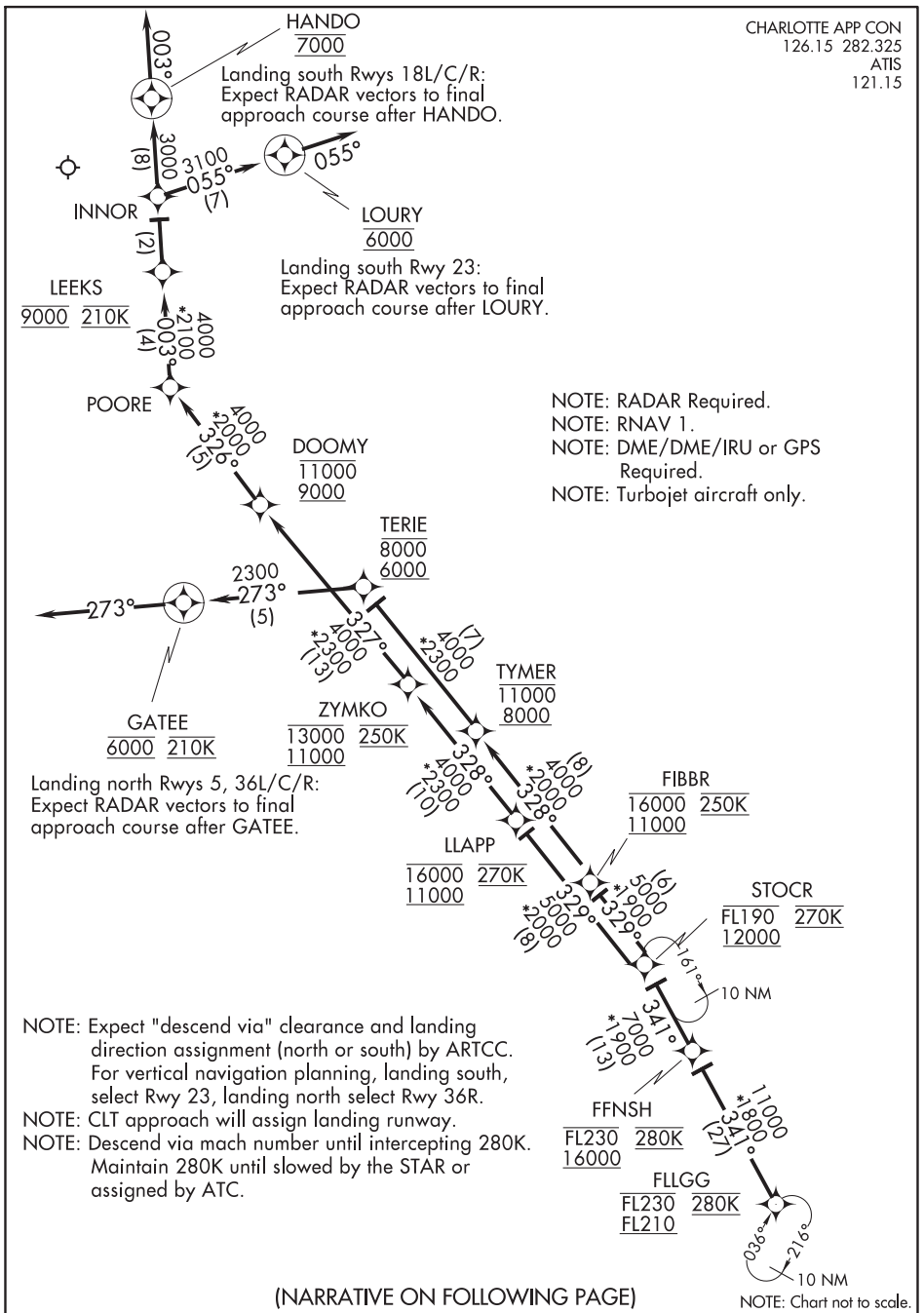
(CONTINUED ON FOLLOWING PAGES)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

STOCR ONE ARRIVAL (RNAV) Arrival Routes

CHARLOTTE APP CON
126.15 282.325
ATIS
121.15



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

STOCR ONE ARRIVAL (RNAV) Arrival Routes

STOCR ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

LANDING CLT:

From FLLGG on track 341° to cross FFNSH between 16000 and 23000 and at 280K, then on track 341° to cross STOCR between 12000 and FL190 and at 270K.

LANDING NORTH: RWYS 5, 36L/C/R: From STOCR on track 329° to cross FIBBR between 11000 and 16000 and at 250K, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 273° to cross GATEE at 6000 and at 210K, then on track 273°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWYS 18L/C/R: From STOCR on track 329° to cross LLAPP between 11000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 9000 and 11000, then on track 326° to POORE, then on track 003° to cross LEEKS at 9000 and at 210K, then on track 003° to INNOR, then on track 003° to cross HANDO at 7000, then on track 003°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 23: From STOCR on track 329° to cross LLAPP between 11000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 9000 and 11000, then on track 326° to POORE, then on track 003° to cross LEEKS at 9000 and at 210K, then on track 003° to INNOR, then on track 055° to cross LOURY at 6000, then on track 055°. Expect RADAR vectors to final approach course.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TRTLS THREE ARRIVAL (RNAV)

ST-76 (FAA)

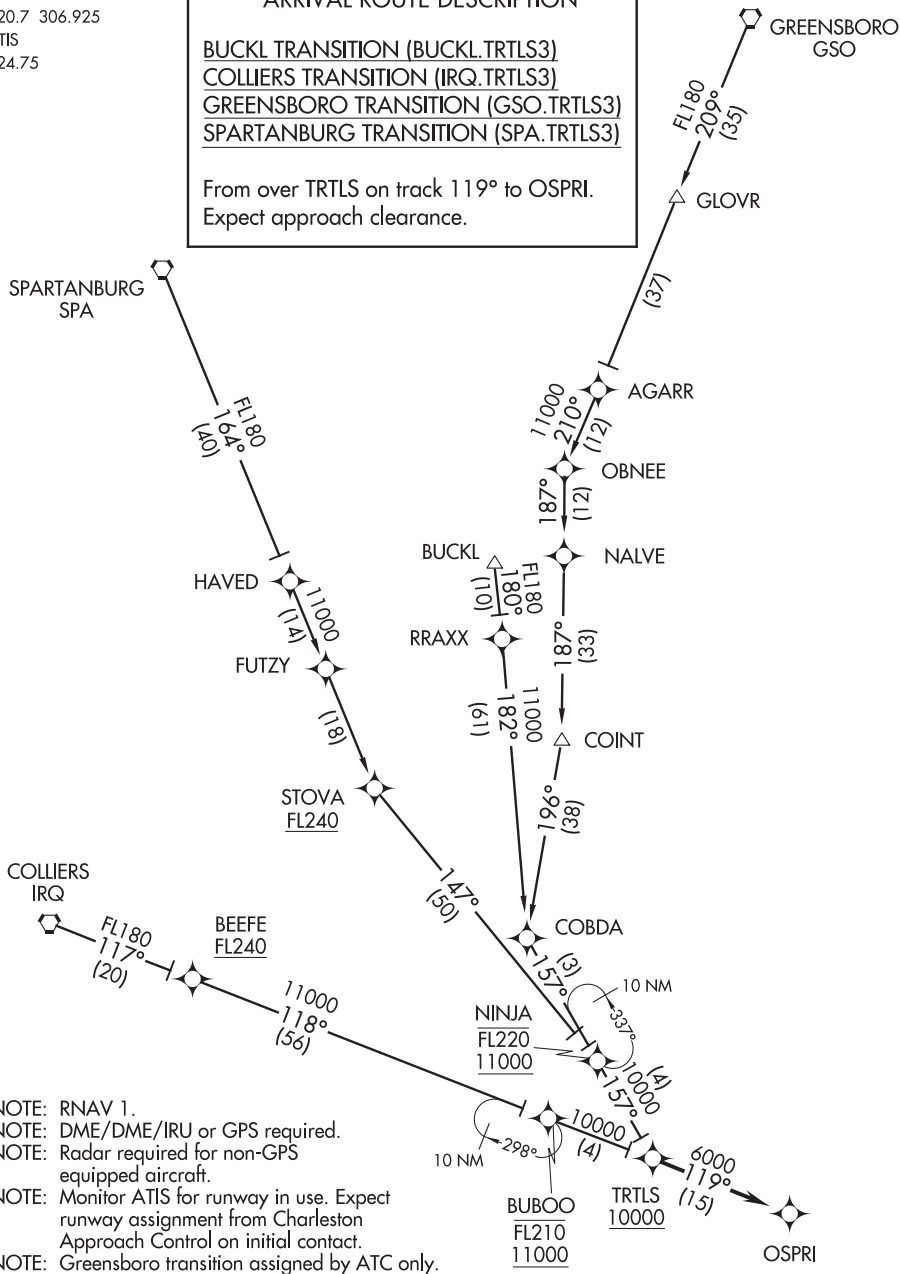
CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON
120.7 306.925
ATIS
124.75

ARRIVAL ROUTE DESCRIPTION

BUCKL TRANSITION (BUCKL.TRTLS3)
COLLIERS TRANSITION (IRQ.TRTLS3)
GREENSBORO TRANSITION (GSO.TRTLS3)
SPARTANBURG TRANSITION (SPA.TRTLS3)

From over TRTLS on track 119° to OSPRI.
Expect approach clearance.



- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: Monitor ATIS for runway in use. Expect runway assignment from Charleston Approach Control on initial contact.
- NOTE: Greensboro transition assigned by ATC only.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

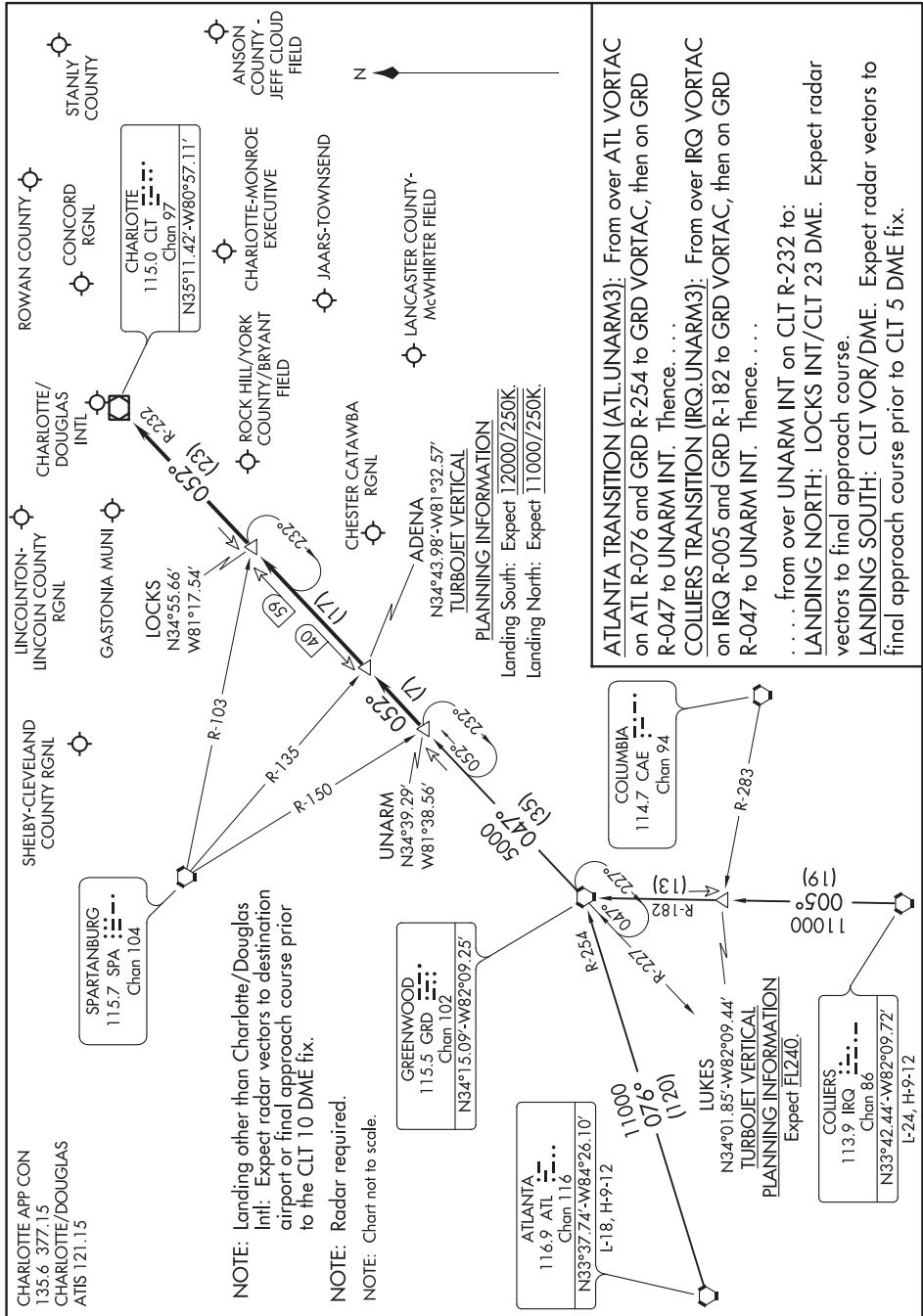
SE-2, 10 NOV 2016 to 05 JAN 2017

TRTLS THREE ARRIVAL (RNAV)

UNARM THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

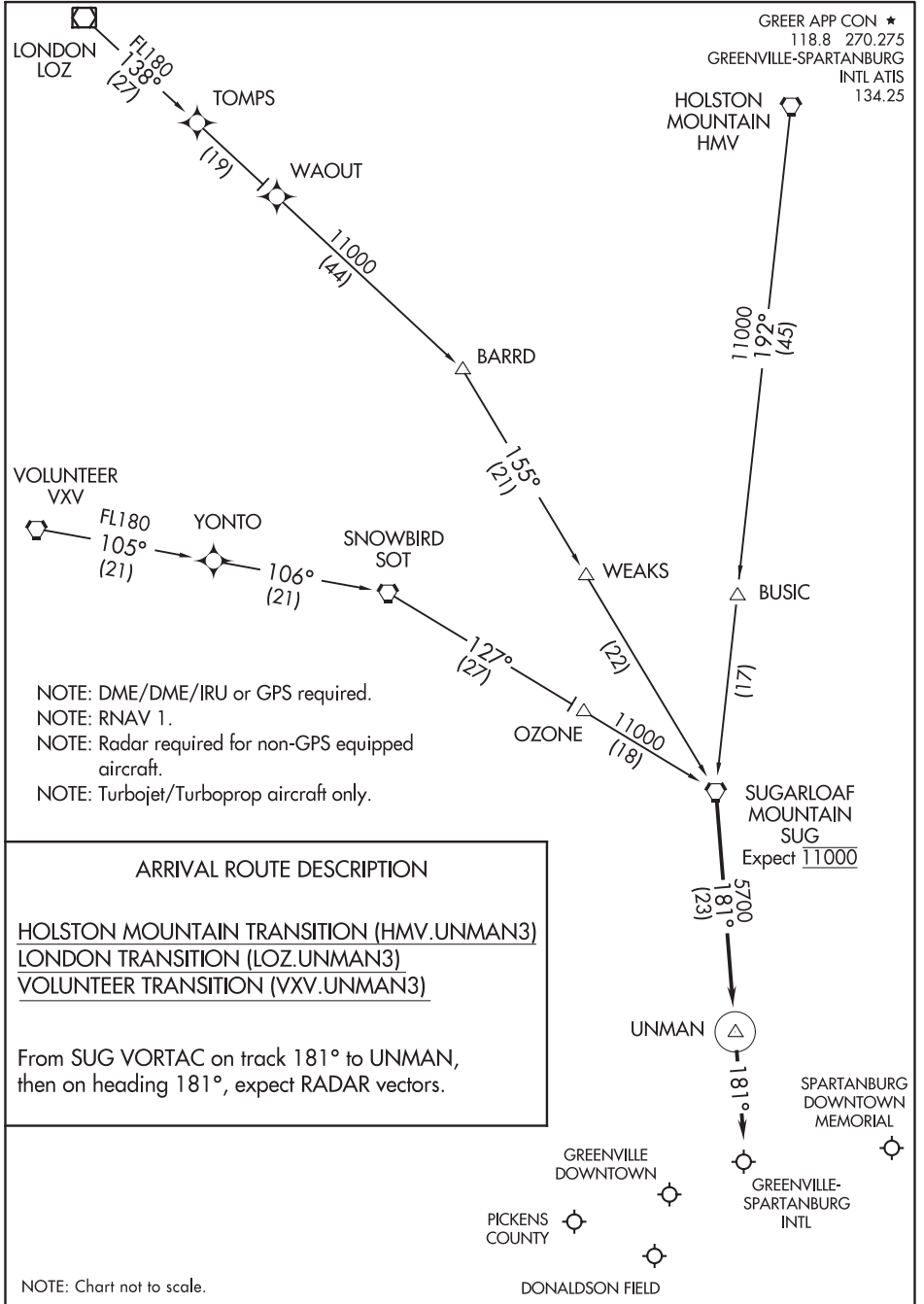
UNARM THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(UNMAN.UNMAN3) 16259

UNMAN THREE ARRIVAL (RNAV) ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

UNMAN THREE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN3) 15SEP16

WAAS CH 70637 W01A	APP CRS 008°	Rwy Idg 4501 TDZE 67 Apt Elev 67
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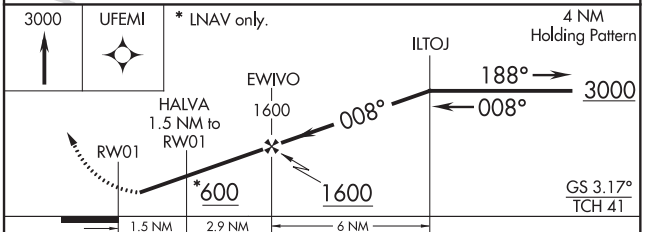
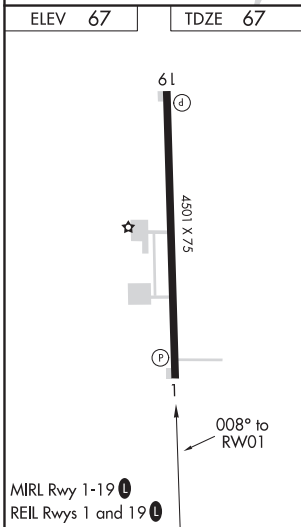
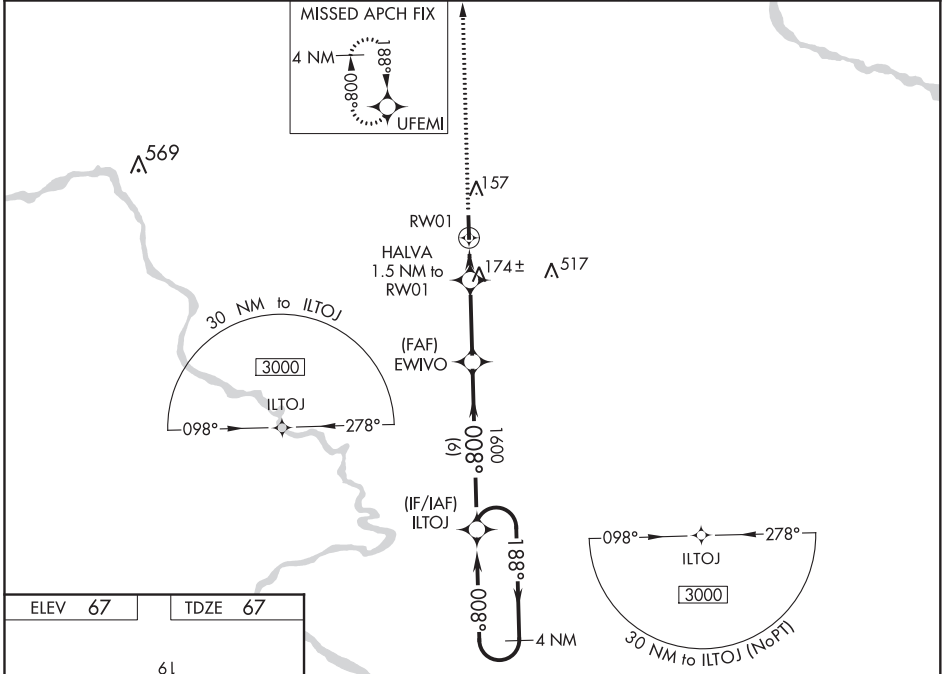
RNAV (GPS) RWY 1

TRI-COUNTY (ASJ)

⚠ DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 3/8 mile and Circling Cat D visibility 1/4 mile. Baro-VNAV NA when using Franklin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct UFEMI and hold, continue climb-in-hold to 3000.

AWOS-3 119.075	WASHINGTON CENTER 123.85 323.0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	359-1	292 (300-1)		NA
LNAV/VNAV DA	322-1	255 (300-1)		NA
LNAV MDA	440-1		373 (400-1)	
C CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AHOSKIE, NORTH CAROLINA

AL-5898 (FAA)

15120

WAAS CH 77837 W19A	APP CRS 188°	Rwy Idg TDZE Apt Elev	4501 66 67
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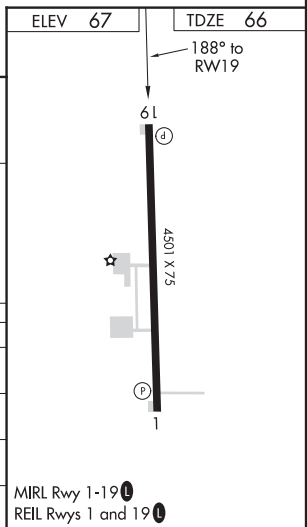
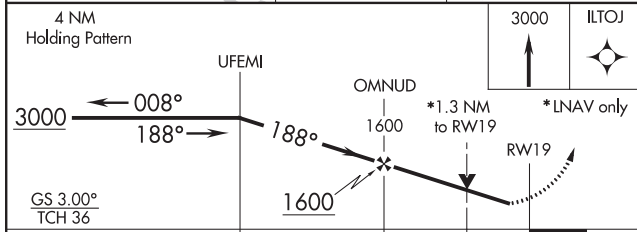
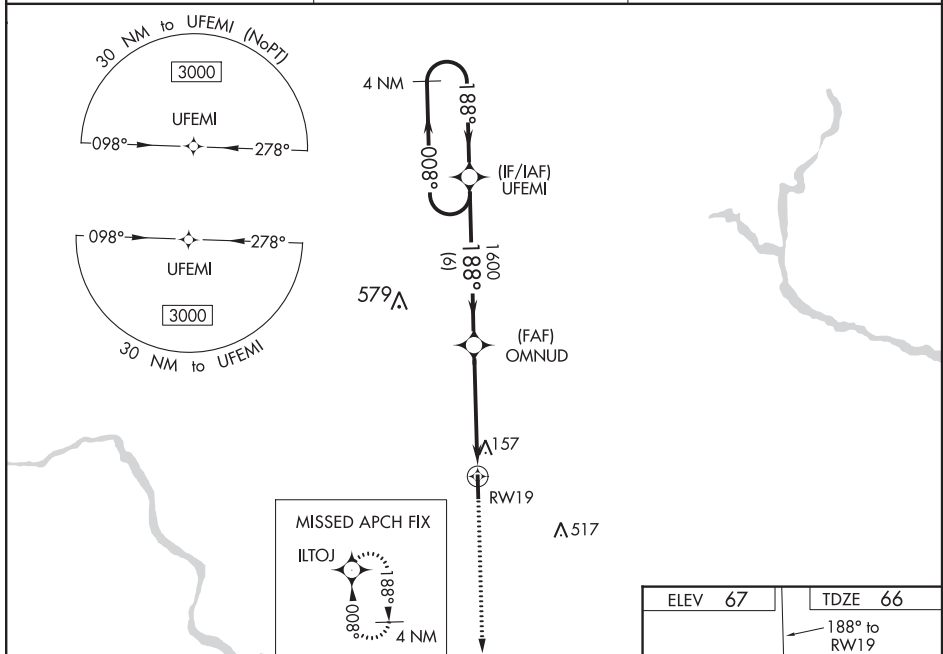
RNAV (GPS) RWY 19

TRI-COUNTY (ASJ)

⚠ DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. VDP and Baro-VNAV NA when using Franklin altimeter setting. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ITOJ and hold, continue climb-in-hold to 3000.

AWOS-3 119.075	WASHINGTON CENTER 123.85 323.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	353-1		287 (300-1)	
LNAV/VNAV DA	430-1¼		364 (400-1¼)	
LNAV MDA	520-1	454 (500-1)	520-1⅜	454 (500-1⅜)
C CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)

MIRL Rwy 1-19 **0**
REIL Rws 1 and 19 **0**

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AHOSKIE, NORTH CAROLINA
Orig 30APR15

36°18'N-77°10'W

RNAV (GPS) RWY 19

TRI-COUNTY (ASJ)

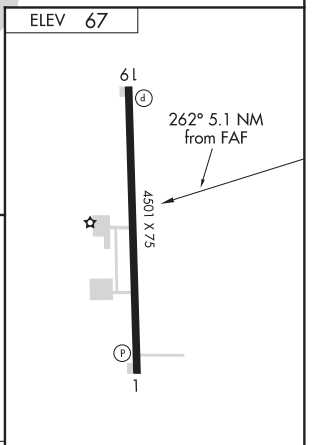
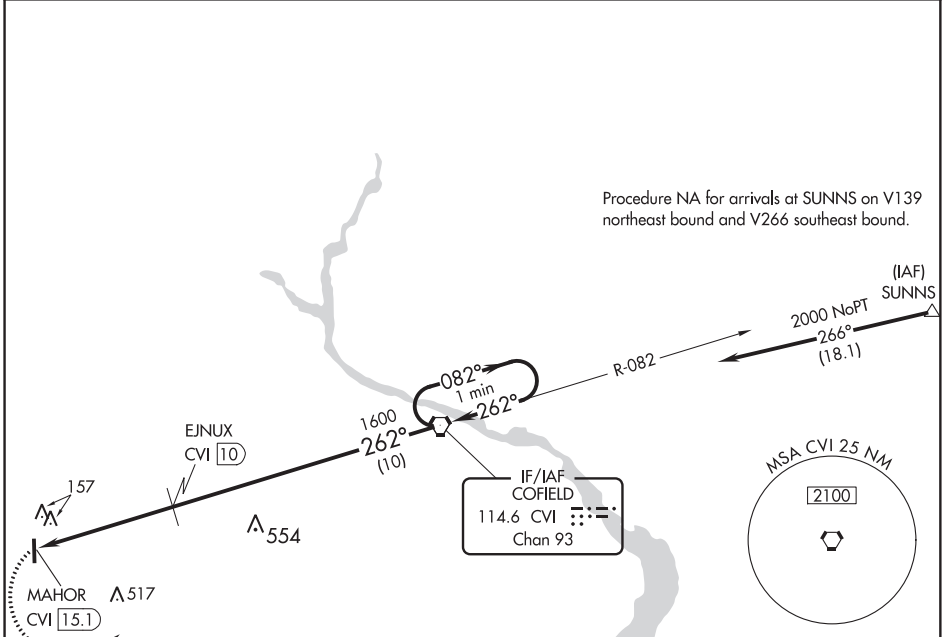
VORTAC CVI 114.6 Chan 93	APP CRS 262°	Rwy Idg TDZE Apt Elev	N/A N/A 67
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VOR/DME-A
TRI-COUNTY (A.SJ)

⚠ Night Landing: Rwy 1 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet; increase Cat D visibility ¼ mile.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct CVI VORTAC and hold.

AWOS-3 119.075	WASHINGTON CENTER 123.85 323.0	UNICOM 122.8 (CTAF)
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2000 CVI	EJNUX CVI 10		CVI VORTAC		One Minute Holding Pattern
MAHOR CVI 15.1	1600	082° →	← 262°	2000	
5.1 NM		10 NM			

CATEGORY	A	B	C	D
C CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)

MIRL Rwy 1-19

REIL Rwys 1 and 19

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)

14345

LOC/DME I-AIK 109.9 Chan 36	APP CRS 066°	Rwy Idg 5500 TDZE 515 Apt Elev 529
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ILS or LOC/DME RWY 7

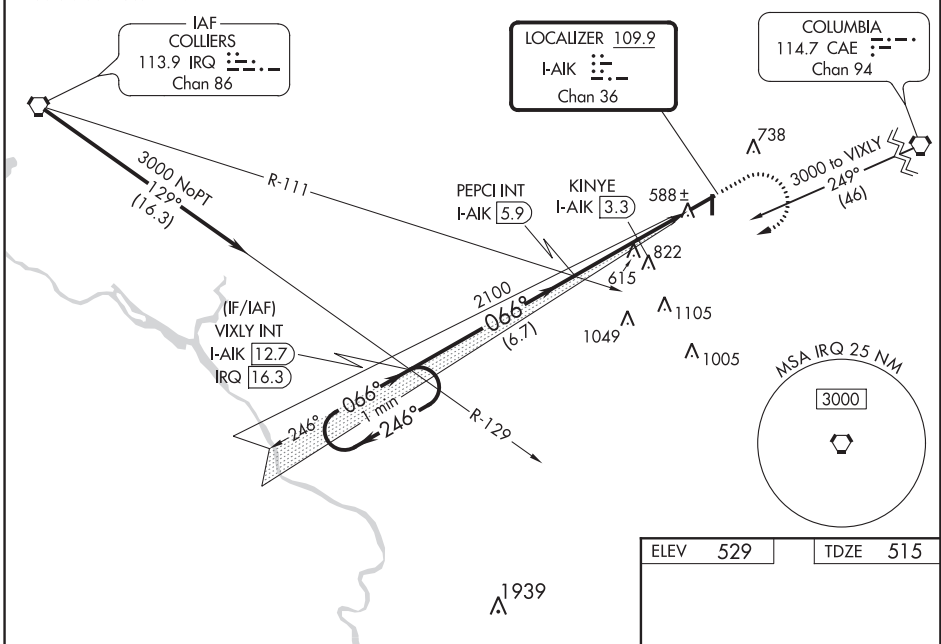
AIKEN MUNI (AIK)

V **NA** VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received; use Augusta Rgnl at Bush Field altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase S-ILS 7 all Cats and Circling Cat D visibilities ¼ mile and S-LOC 7 Cats C and D visibilities ⅓ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 276° and I-AIK SW course (246°) to VIXLY INT/I-AIK 12.7 DME and hold.

AWOS-3 118.025	AUGUSTA APP CON * 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF)
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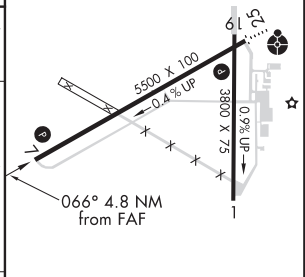
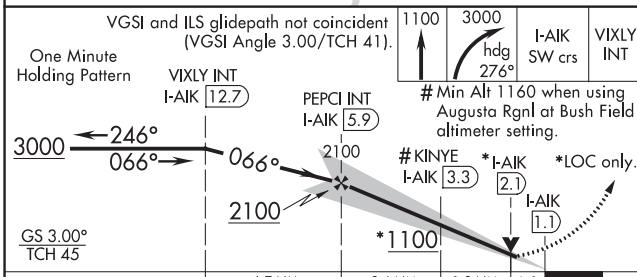
Procedure NA for arrivals on IRQ VORTAC airway radials 084 CW 174.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 529	TDZE 515
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CATEGORY	A	B	C	D
S-ILS 7		715-¾	200 (200-¾)	
S-LOC 7		880-1	365 (400-1)	
CIRCLING	980-1 451 (500-1)	1000-1 471 (500-1)	1000-1½ 471 (500-1½)	1080-2 551 (600-2)

REIL Rwy 25
MIRL Rwy 7-25

AIKEN, SOUTH CAROLINA
Orig-C 11DEC14

33°39'N-81°41'W

ILS or LOC/DME RWY 7

AIKEN MUNI (AIK)

WAAS CH 90301 W07A	APP CRS 066°	Rwy Idg TDZE Apt Elev	5500 515 529
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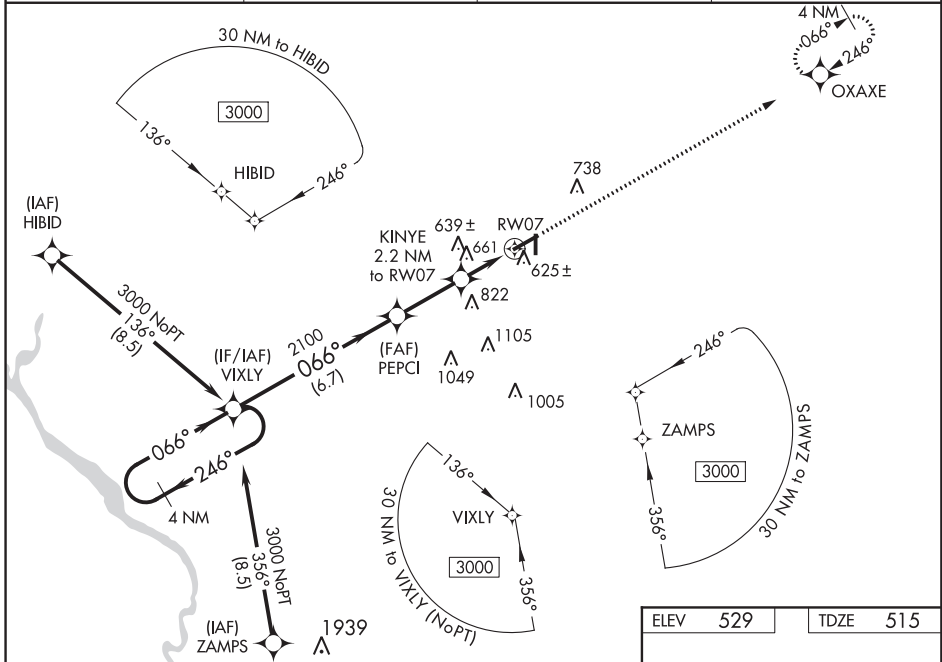
RNAV (GPS) RWY 7

AIKEN MUNI (AIK)

⚠ Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting: increase LPV all Cats DA to 819 feet, LNAV/VNAV all Cats DA to 890 feet, LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats ⅓ mile; increase all MDA 120 feet and LNAV Cat C/D visibility ⅓ mile and Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 2500 direct OXAXE and hold.

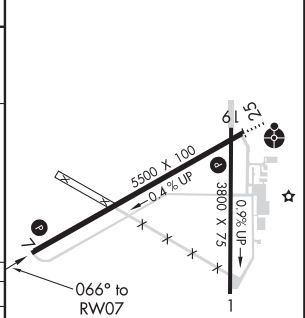
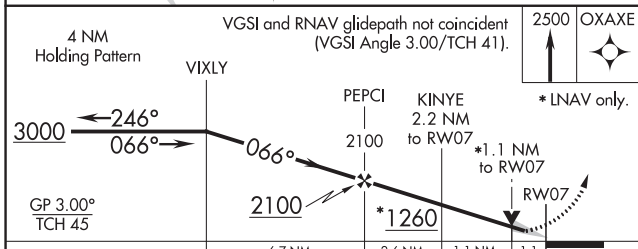
AWOS-3 118.025	AUGUSTA APP CON * 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	529	TDZE	515
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CATEGORY	A	B	C	D
LPV DA		715-¾	200 (200-¾)	
LNAV/VNAV DA		786-⅞	271 (300-⅞)	
LNAV MDA	920-1	405 (400-1)	920-1⅛	405 (400-1⅛)
CIRCLING	980-1 451 (500-1)	1000-1 471 (500-1)	1000-1½ 471 (500-1½)	1080-2 551 (600-2)

REIL Rwy 25
MIRL Rwy 7-25

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)


16147

WAAS CH 50301 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev	5500 515 529
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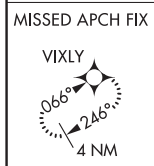
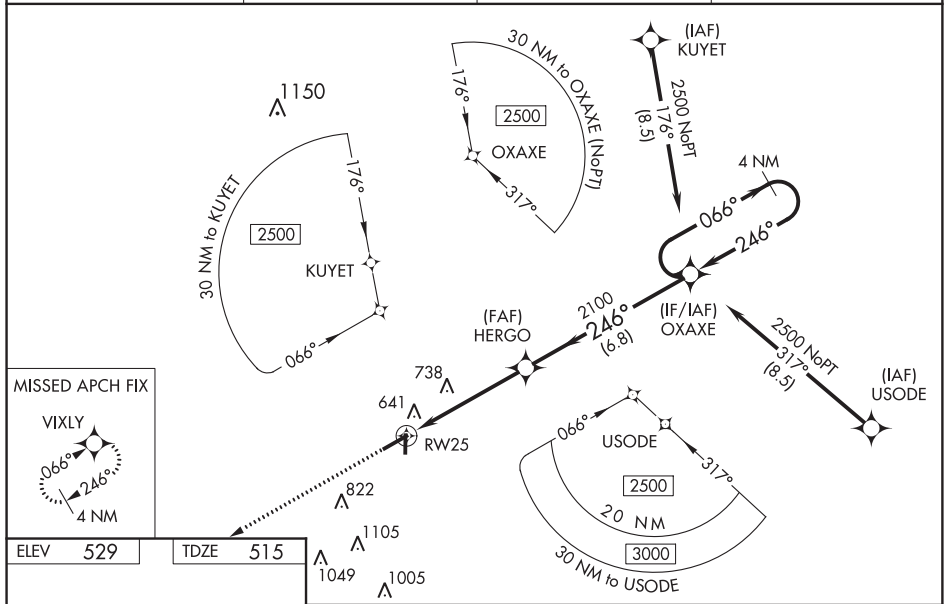
RNAV (GPS) RWY 25

AIKEN MUNI (AIK)

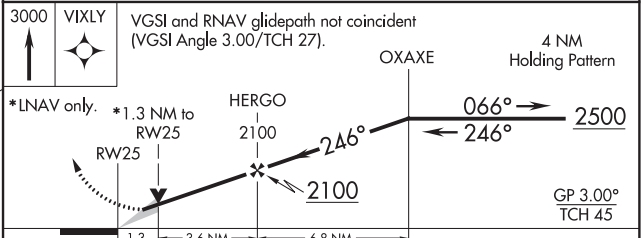
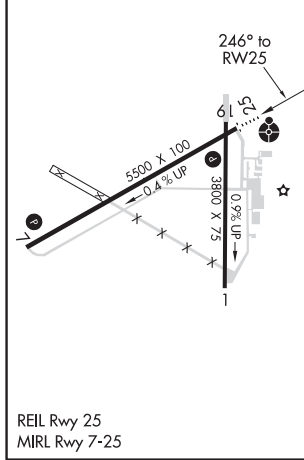
⚠ Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting: increase LPV all Cats DA to 869 feet, LNAV/VNAV all Cats DA to 927 feet and all visibilities 3/8 mile; increase all MDA 120 feet and Cat C/D visibilities 1/4 mile. For inop ODALS, increase LPV all Cats visibility to 3/8 mile, LNAV/VNAV all Cats to 1 1/8 mile and LNAV Cat C/D to 1/4 mile. For inop ODALS when using Augusta Rgnl at Bush Field altimeter setting, increase LPV all Cats visibility to 1/4 mile, LNAV/VNAV all Cats to 1/2 mile and LNAV Cat D to 1/8 mile.

ODALS
 MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

AWOS-3 118.025	AUGUSTA APP CON * 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF)
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ELEV 529	TDZE 515
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CATEGORY	A	B	C	D
LPV DA		765-3/4	250 (300-3/4)	
LNAV/VNAV DA		823-1	308 (300-1)	
LNAV MDA	940-3/4	425 (500-3/4)	940-1 1/8	425 (500-1 1/8)
CIRCLING	980-1 451 (500-1)	1000-1 471 (500-1)	1000-1 1/2 471 (500-1 1/2)	1080-2 551 (600-2)

AIKEN, SOUTH CAROLINA
 Amdt 1C 26MAY16

33°39'N-81°41'W

RNAV (GPS) RWY 25

SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017

VORTAC IRQ 113.9 Chan 86	APP CRS 102°	Rwy Idg TDZE Apt Elev N/A N/A 528
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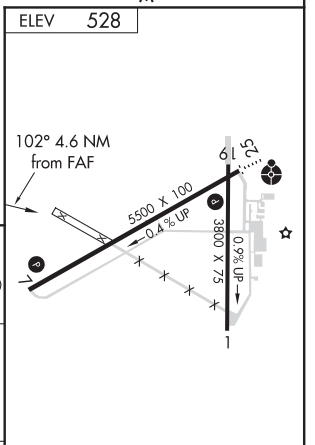
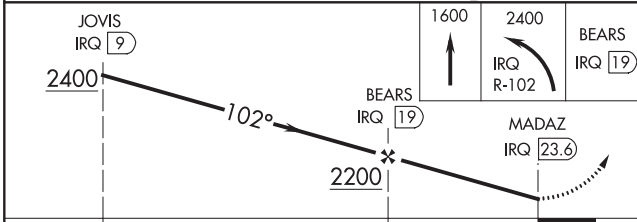
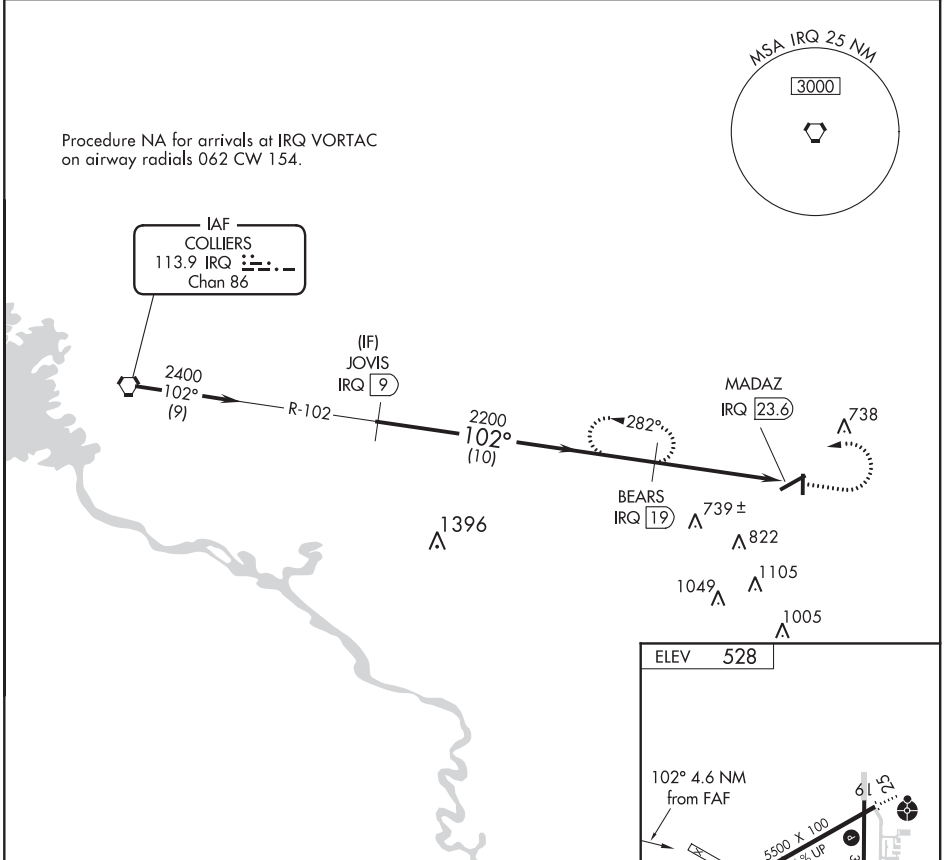
VOR/DME-A

AIKEN MUNI(AIK)

NA When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and increase Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on IRQ VORTAC R-102 to BEARS/IRQ 19 DME and hold.

AWOS-3 118.025	AUGUSTA APP CON * 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF) U
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CATEGORY	A	B	C	D
CIRCLING	980-1 452 (500-1)	1000-1¼ 472 (500-1¼)	1000-1½ 472 (500-1½)	1080-2 552 (600-2)

REIL Rwy 25
MRL Rwy 7-25

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)

16147

NDB AIK 347	APP CRS 225°	Rwy Idg TDZE Apt Elev	5500 515 529
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NDB RWY 25

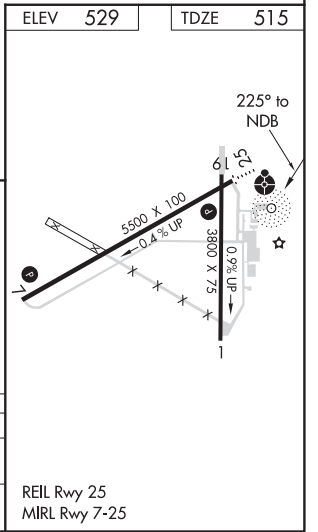
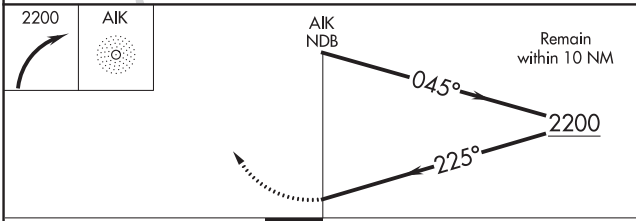
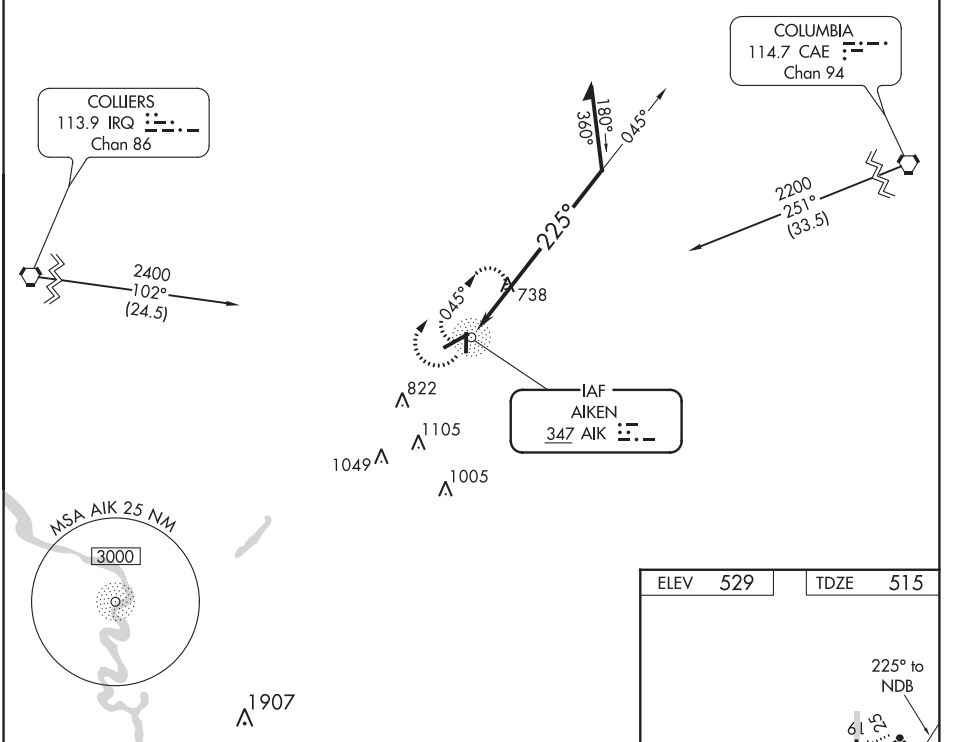
AIKEN MUNI (AIK)

NA When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and S-25 Cat B/C/D and Circling Cat B visibility ¼ mile, Circling Cat C ½ mile and Circling Cat D ½ mile. For inop ODALS, increase S-25 Cat C/D visibility to 1 ½ mile. For inop ODALS when using Augusta Rgnl at Bush Field altimeter setting, increase S-25 Cat C/D visibility to 2 ½ mile. Helicopter visibility reduction below ¾ SM NA.

ODALS

MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3 118.025	AUGUSTA APP CON ★ 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-25	1180-¾	665 (700-¾)	1180-1¾	665 (700-1¾)
CIRCLING	1180-1	651 (700-1)	1180-1 7/8	1180-2
			651 (700-1 7/8)	651 (700-2)

AIKEN, SOUTH CAROLINA
Amdt 10C 26MAY16

33°39'N - 81°41'W

AIKEN MUNI (AIK) NDB RWY 25

SE-2, 10 NOV 2016 to 05 JAN 2017

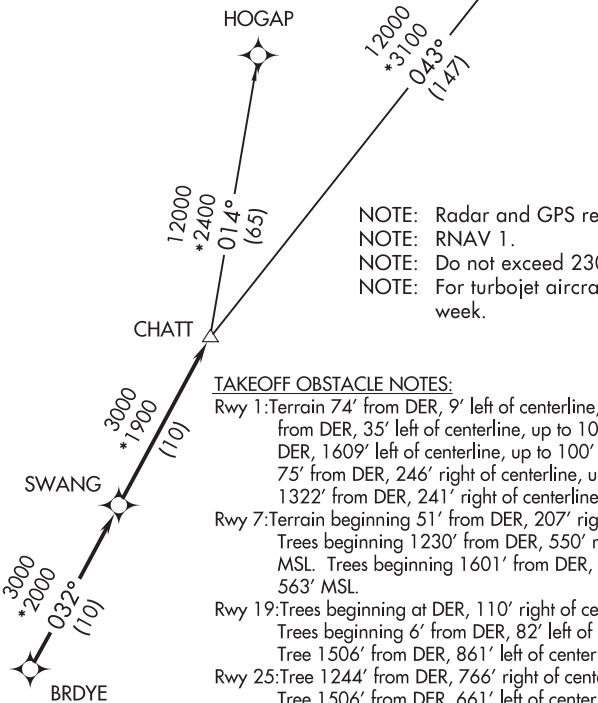
SE-2, 10 NOV 2016 to 05 JAN 2017

CHATT FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8
AWOS-3
118.025

**TOP ALTITUDE:
AS ASSIGNED
BY ATC**

GREENSBORO
GSO



- NOTE: Radar and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 230K until advised by ATC.
- NOTE: For turbojet aircraft during Masters golf tournament week.

TAKEOFF OBSTACLE NOTES:

- Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6023' from DER, 1609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline, up to 496' MSL. Trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
- Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
- Rwy 19: Trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL. Tree 1506' from DER, 861' left of centerline, 72' AGL/561' MSL.
- Rwy 25: Tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.



TAKEOFF MINIMUMS:

- Rwy 7, 25: Standard.
- Rwy 1: 200-1/4 or standard with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
- Rwy 19: Standard with a minimum climb of 201' per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to BRDYE, then on depicted route to CHATT, thence
. . . . Maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

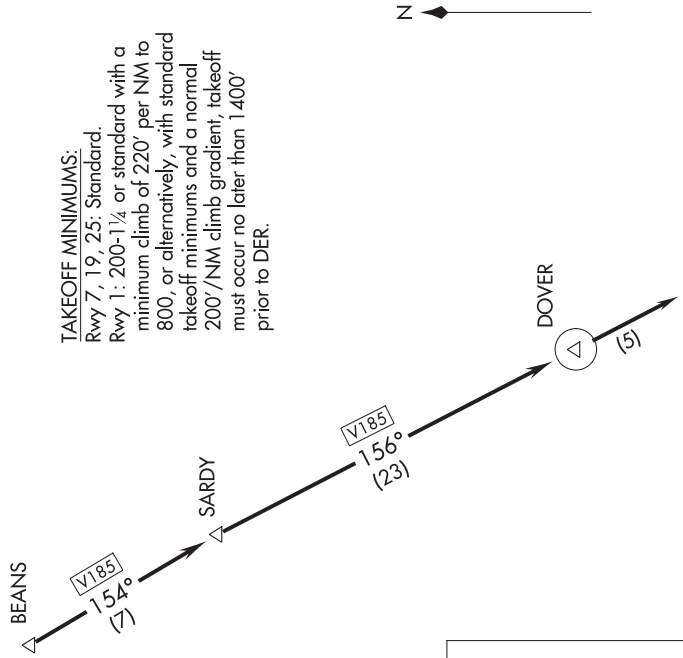
GREENSBORO TRANSITION (CHATT5.GSO):
HOGAP TRANSITION (CHATT5.HOGAP):

DOVER THREE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: For Turbojet aircraft during Masters golf tournament week.
- NOTE: Do not exceed 230K until advised by ATC.



NOTE: Chart not to scale.

AUGUSTA DEP CON *
119 15 284.625
CLNC DEL 126.075
CTAF
122.8

TAKEOFF OBSTACLE NOTES:

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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BEANS, then on depicted route to DOVER, then on heading 156°, expect radar vectors, thence. . . .

. . . Maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

DOVER THREE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

JUNPR THREE DEPARTURE (RNAV)

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8



TAKEOFF OBSTACLE NOTES:

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

MACON
MCN

10000
*2300
267°
(62)

JUNPR

10000
*2300
187°
(77)

ALMA
AMG

PARRR

198°
(15)

KNINE

(16)

TAKEOFF MINIMUMS:

- Rwy 7, 19, 25: Standard.
- Rwy 1: 200-1/4 or standard with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Do not exceed 230K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then on depicted route to JUNPR, thence. . . .

. . . . Maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR3.AMG):
MACON TRANSITION (JUNPR3.MCN):

NOTE: Chart not to scale.

JUNPR THREE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KAOLN FOUR DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then on depicted route to KAOLN, thence. . . .

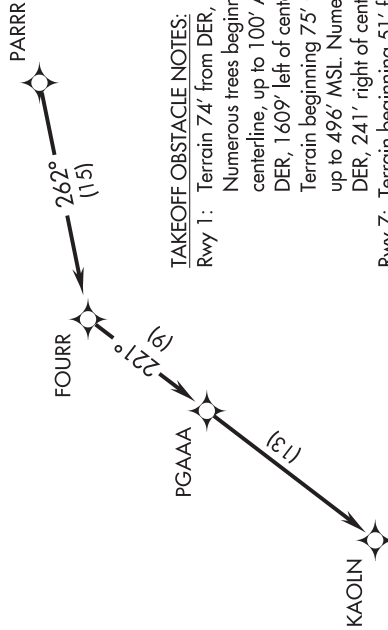
. . . . Maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.



AUGUSTA DEP CON ★
119.15.284.625
CLNC DEL 126.075
CTAF
122.8

TAKEOFF MINIMUMS:

Rwy 7, 19, 25: Standard.
Rwy 1: 200-1¼ or standard with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.



TAKEOFF OBSTACLE NOTES:

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

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For use during Masters Golf Tournament week only.
NOTE: Do not exceed 230K until advised by ATC.

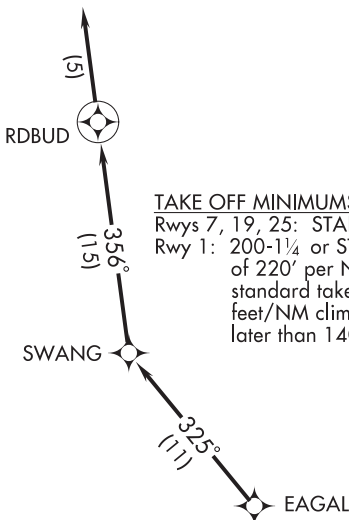
NOTE: Chart not to scale.

KAOLN FOUR DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8



TAKE OFF MINIMUMS:

Rwys 7, 19, 25: STANDARD.

Rwy 1: 200-1¼ or STANDARD with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400' from departure end of runway.

- NOTE: RNAV 1.
- NOTE: RADAR Required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Do not exceed 230 KIAS until advised by ATC.
- NOTE: For Prop aircraft only during Masters golf tournament week.



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

RDBUD TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

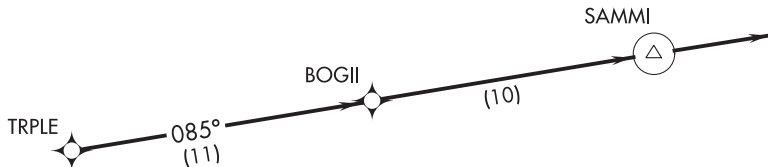
(SAMMI3.SAMMI) 14261

SAMMI THREE DEPARTURE (RNAV) SL-5197 (FAA)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

NOTE: Radar and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 230K until advised by ATC.



TAKEOFF MINIMUMS:

- Rwy 7, 25: Standard.
- Rwy 1: 200-1¼ or standard with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
- Rwy 19: Standard with a minimum climb of 201' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

- Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL.
Trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL.
Tree 6023' from DER, 1609' left of centerline, up to 100' AGL/649' MSL.
Terrain beginning 75' from DER, 246' right of centerline, up to 496' MSL.
Trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
- Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL.
Trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL.
Trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
- Rwy 19: Trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL.
Trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Tree 1506' from DER, 861' left of centerline, 72' AGL/561' MSL.
- Rwy 25: Tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL.
Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to TRPLE, then on depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence Maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SAMMI THREE DEPARTURE (RNAV)
(SAMMI3.SAMMI) 14261

AIKEN, SOUTH CAROLINA
AIKEN MUNI (AIK)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-VUJ 110.55	APP CRS 223°	Rwy Idg TDZE Apt Elev	5500 584 609
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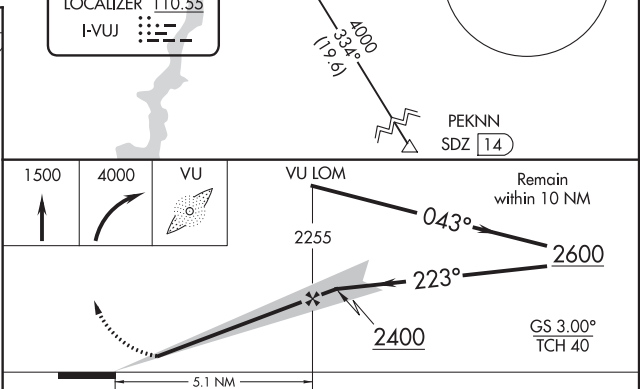
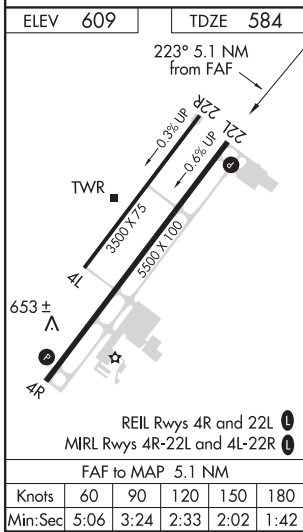
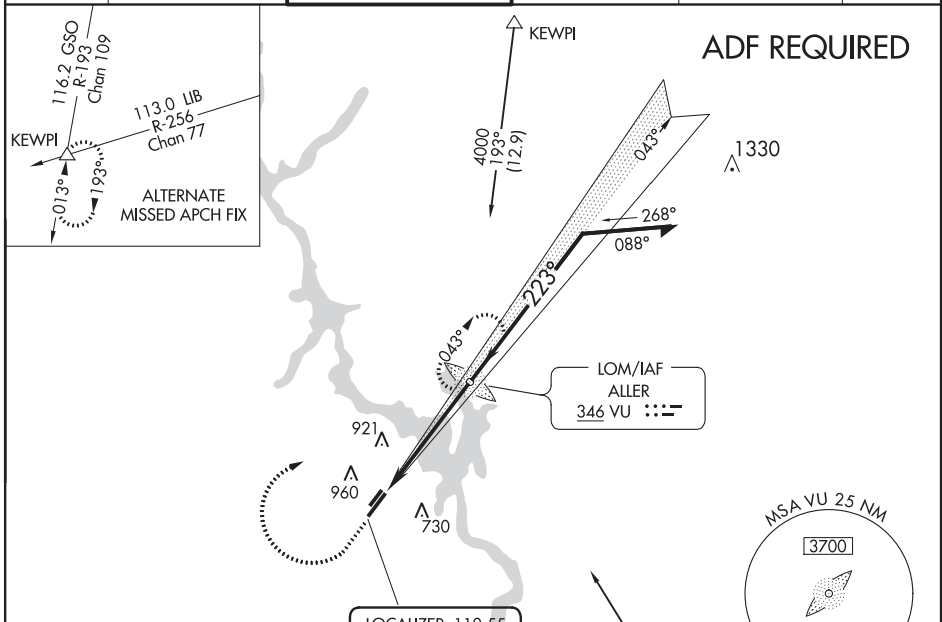
ILS or LOC RWY 22L

STANLY COUNTY (VUJ)

⚠ Circling to Rwy 4L/22R NA at night. ADF Required.
⚠ When local altimeter setting not received, use Asheboro altimeter setting and increase all DA to 837 and all MDA 60 feet; increase S-ILS 22L all Cats, S-LOC 22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
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CATEGORY	A	B	C	D
S-ILS 22L		784- ³ / ₄	200 (200- ³ / ₄)	
S-LOC 22L	1040-1	456 (500-1)	1040-1 ¼ 456 (500-1 ¼)	1040-1 ½ 456 (500-1 ½)
CIRCLING	1260-1	651 (700-1)	1260-1 ¾ 651 (700-1 ¾)	1260-2 651 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALBEMARLE, NORTH CAROLINA

AL-6707 (FAA)

14037

WAAS CH 49117 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	5500 609 609
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RNAV (GPS) RWY 4R

STANLY COUNTY (VUJ)

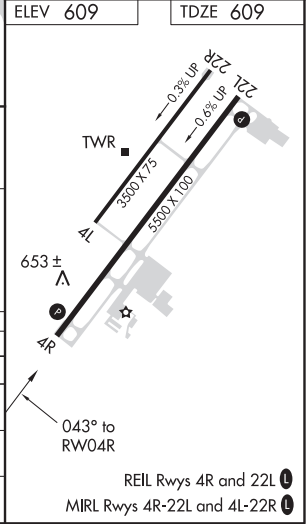
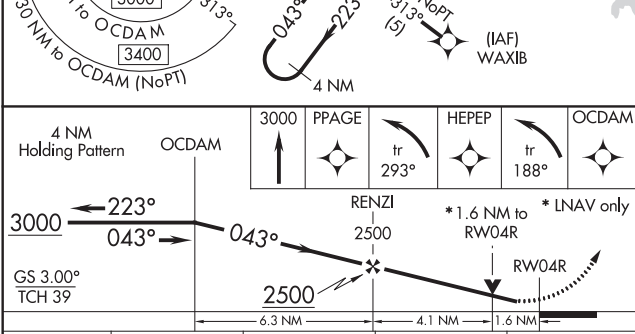
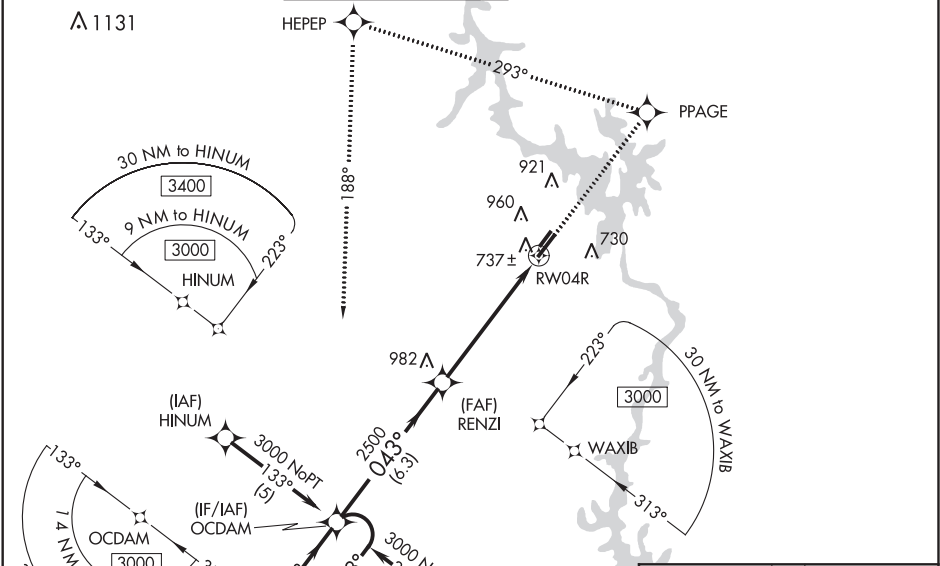
⚠ Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility 1/4 mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	876-1 267 (300-1)			
LNAV/VNAV DA	1030-1 1/2 421 (500-1 1/2)			
LNAV MDA	1160-1 551 (600-1)	1160-1 1/2 551 (600-1 1/2)	1160-1 3/4 551 (600-1 3/4)	1160-2 551 (600-2)
CIRCLING	1260-1 651 (700-1)	1260-1 3/4 651 (700-1 3/4)	1260-2 651 (700-2)	

ALBEMARLE, NORTH CAROLINA
Orig 03JUN10

35°25'N-80°09'W

RNAV (GPS) RWY 4R

STANLY COUNTY (VUJ)

REIL Rwy 4R and 22L
MIRL Rwy 4R-22L and 4L-22R

WAAS CH 78317 W22A	APP CRS 223°	Rwy Idg 5500 TDZE 584 Apt Elev 609
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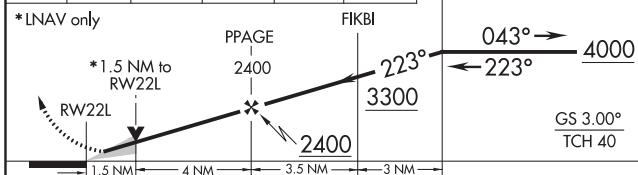
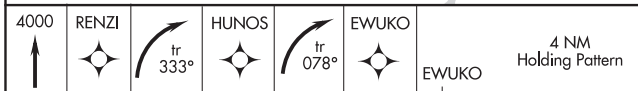
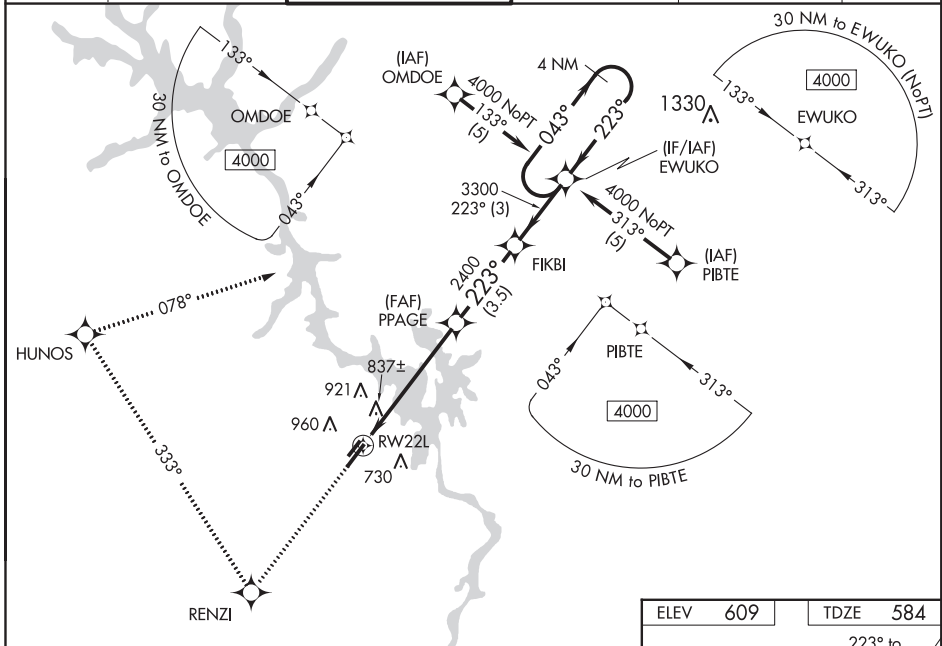
RNAV (GPS) RWY 22L

STANLY COUNTY (VUJ)

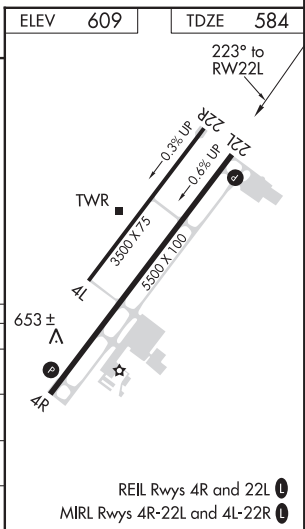
⚠ Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Asheville altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 1325, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheville altimeter setting. VDP NA with Asheville altimeter setting.

MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
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CATEGORY	A	B	C	D
LPV DA		784-¾	200 (200-¾)	
LNAV/VNAV DA		1272-2½	688 (700-2½)	
LNAV MDA	1100-1	516 (500-1)	1100-1½ 516 (500-1½)	1100-1¾ 516 (500-1¾)
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALBEMARLE, NORTH CAROLINA

AL-6707 (FAA)

14093

LOM VU 346	APP CRS 224°	Rwy ldg 5500 TDZE 584 Apt Elev 609
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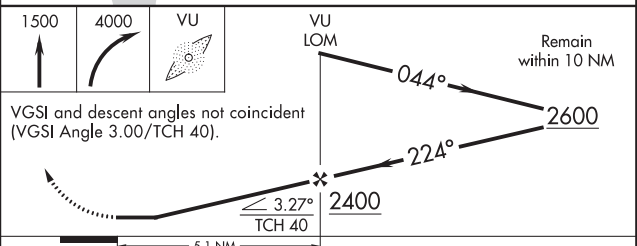
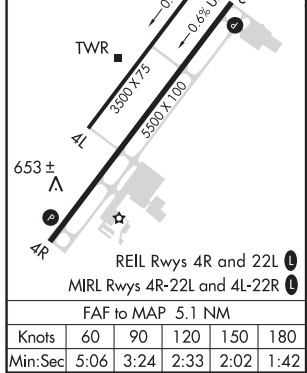
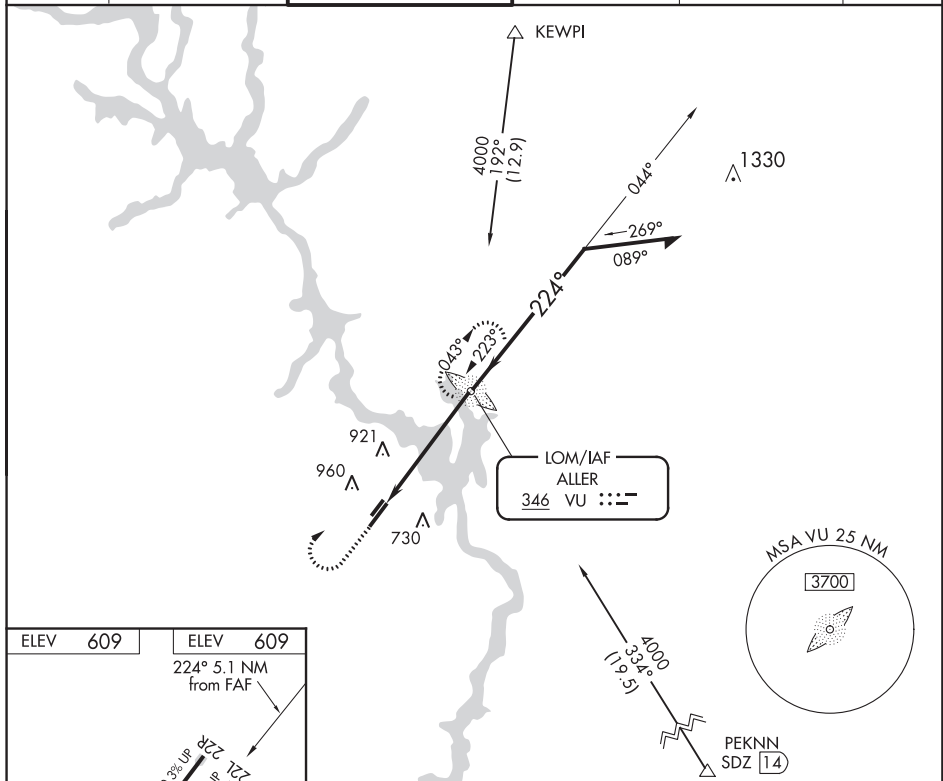
NDB RWY 22L

STANLY COUNTY (VUJ)

⚠ Circling to Rwy 4L/22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting and increase all MDA 60 feet; increase S-22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3 128.175	CHARLOTTE APP CON 128.32 307.8	STANLY COUNTY TOWER* 126.275 (CTAF) 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375	UNICOM 123.0
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CATEGORY	A	B	C	D
S-22L	1240-1	656 (700-1)	1240-1¾ 656 (700-1¾)	1240-2 656 (700-2)
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)

ALBEMARLE, NORTH CAROLINA
Amdt 1 03JUN10

35°25'N-80°09'W

STANLY COUNTY (VUJ) NDB RWY 22L

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

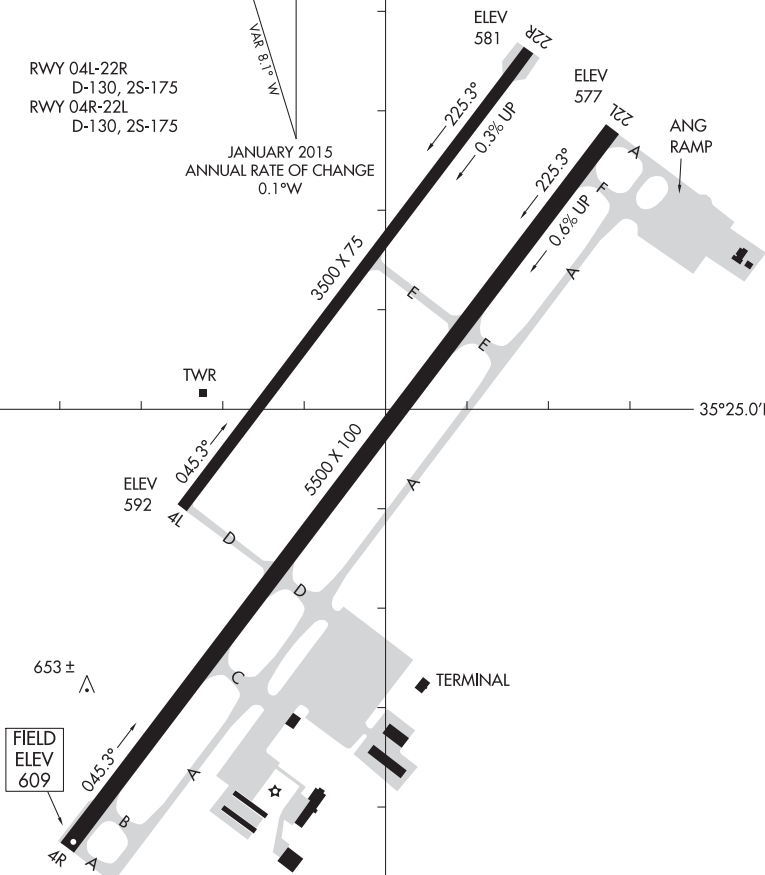
AL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

AWOS-3
128.175
STANLY COUNTY *
126.275 291.9
GND CON
121.75 254.375
CLNC DEL
121.75 254.375

RWY 04L-22R
D-130, 2S-175
RWY 04R-22L
D-130, 2S-175

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1°W



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°09.5'W

80°09.0'W

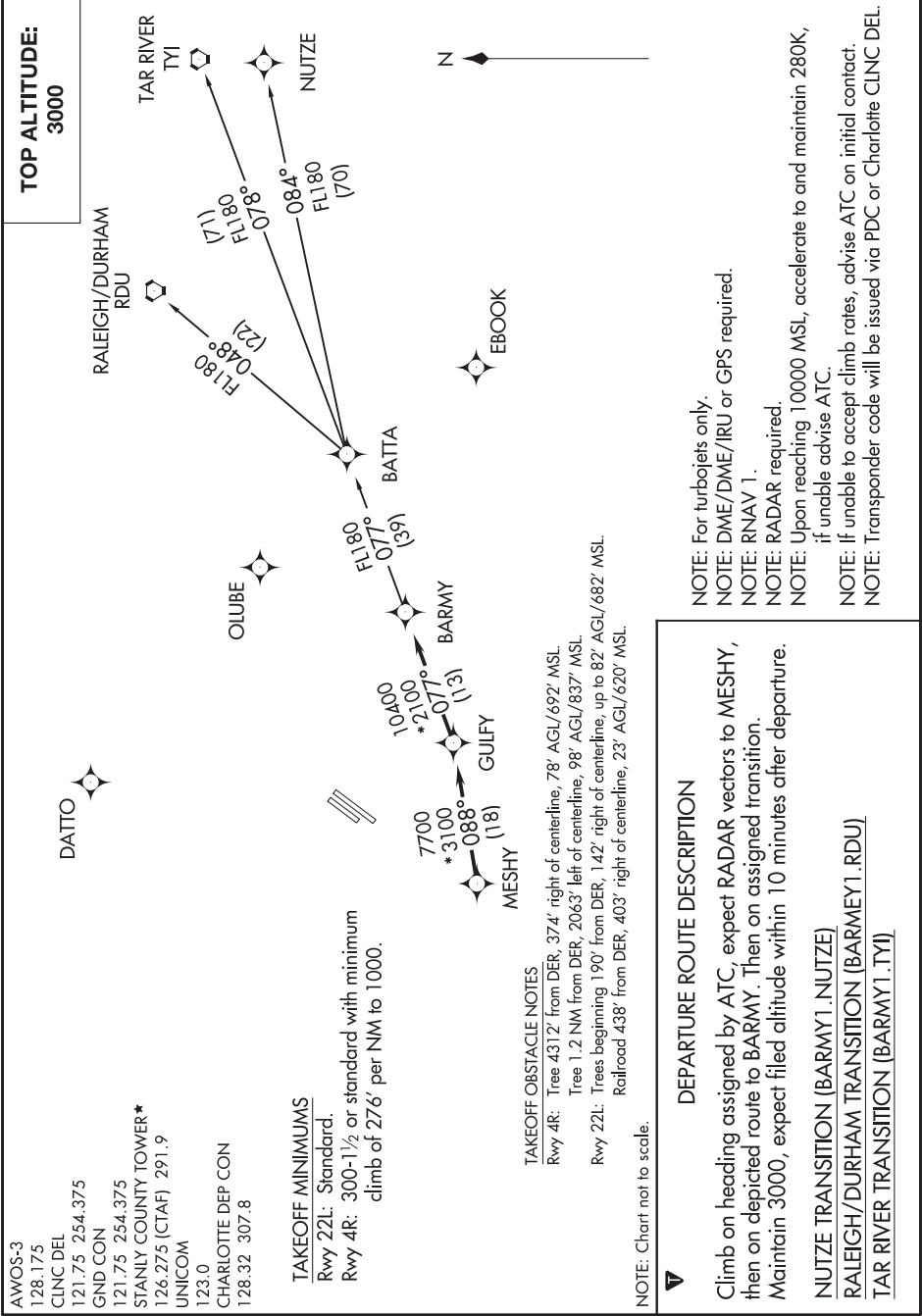
80°08.5'W

AIRPORT DIAGRAM

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER*
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.

TAKEOFF OBSTACLE NOTES
Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

- NUTZE TRANSITION (BARMY1.NUTZE)
- RALEIGH/DURHAM TRANSITION (BARMY1.RDU)
- TAR RIVER TRANSITION (BARMY1.TYI)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

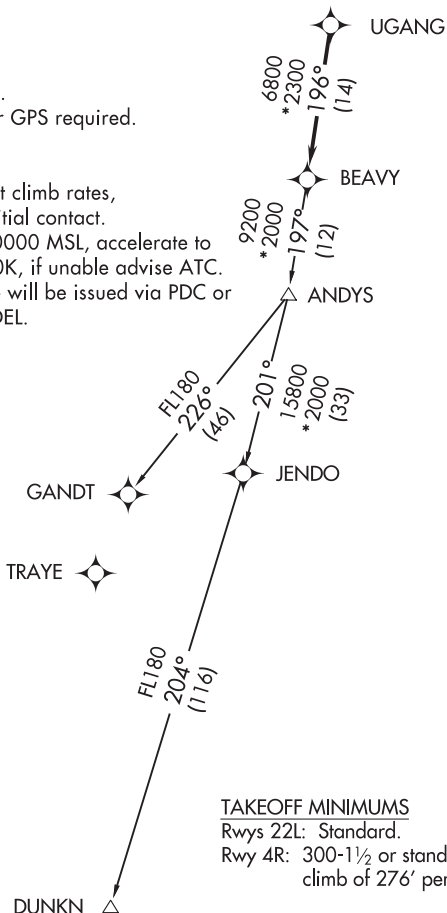
SE-2, 10 NOV 2016 to 05 JAN 2017

BEAVY ONE DEPARTURE (RNAV)

AWOS-3
 128.175
 CLNC DEL
 121.75 254.375
 GND CON
 121.75 254.375
 STANLY COUNTY TOWER ★
 126.275 (CTAF) 291.9
 UNICOM
 123.0
 CHARLOTTE DEP CON
 128.32 307.8

TOP ALTITUDE:
3000

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS

Rwys 22L: Standard.
 Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

ALBEMARLE, NORTH CAROLINA
 STANLY CONUTY (VUJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAVY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.

Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.

Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.

Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.

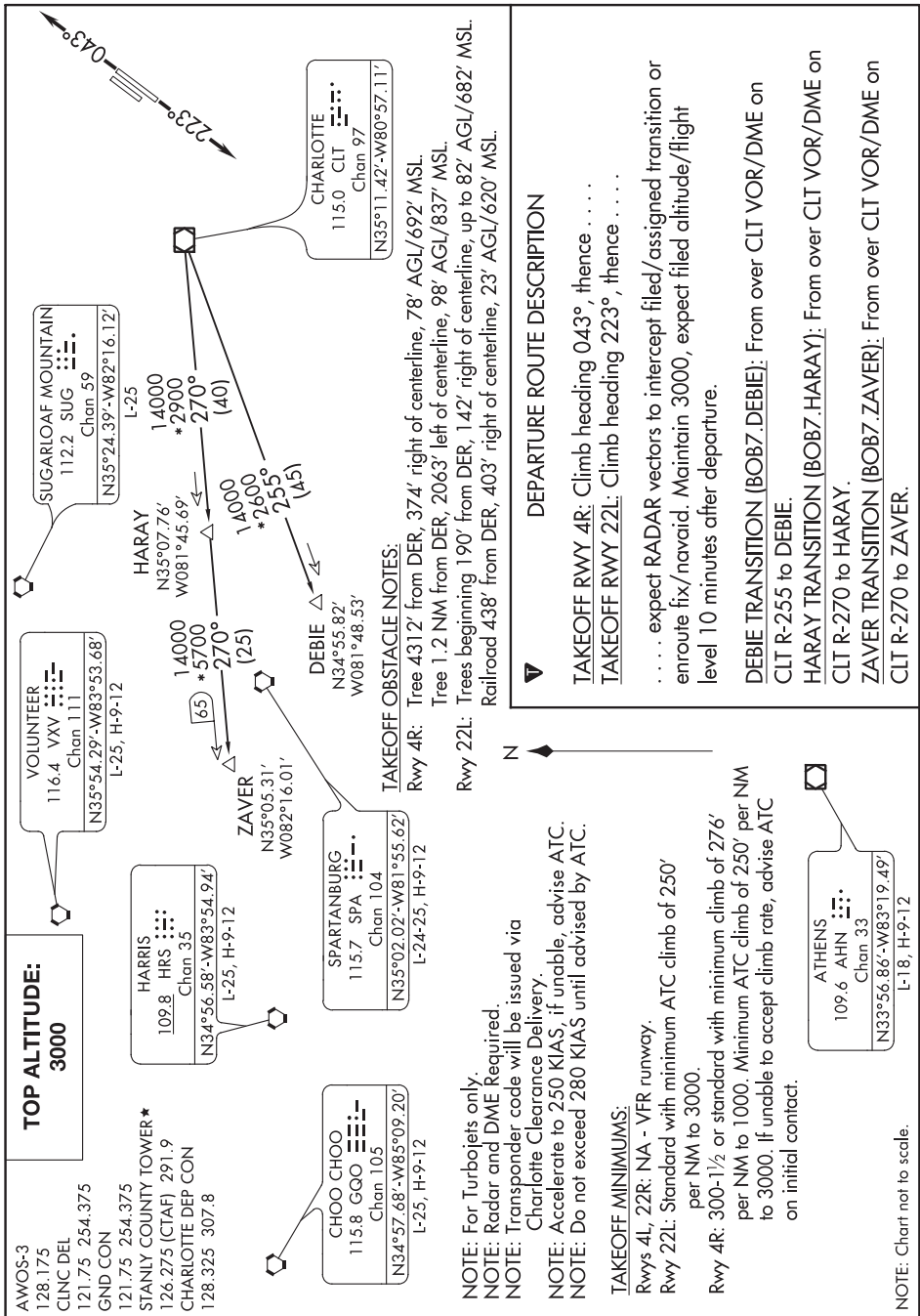
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
 Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
 Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
 Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

TOP ALTITUDE:
3000



AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
*STANLY COUNTY TOWER
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS:

Rwy 22L: Standard.
 Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
 TNSLY TRANSITION (BOBZY1.TNSLY):

NOTE: For Turbojets only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1.ESTRR) 15232

ESTRR ONE DEPARTURE (RNAV) SL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

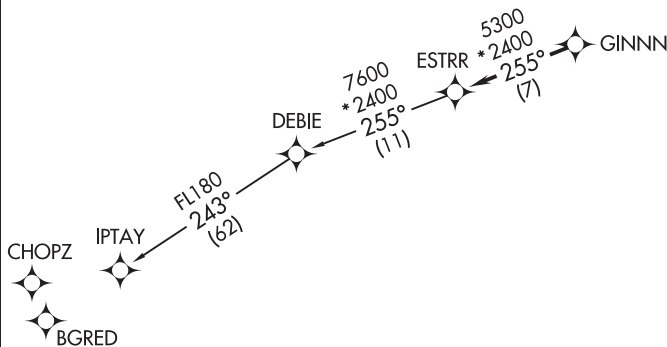
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS:

Rwys 22L: Standard.

Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.



NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.

Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.

Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.

Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)

(ESTRR1.ESTRR) 15232

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

**TOP ALTITUDE:
3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS

Rwys 4L, 22R: NA - VFR runway.

Rwy 22L: Standard with minimum ATC climb of 250' per NM to 3000.

Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'
L-26-27, H-10

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'
W81°46.19'
L-26, H-10-12

PULASKI
116.8 PSK
Chan 115
N37°05.26'
W80°42.77'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'-W79°14.18'
L-26-36, H-10-12

NOTE: For turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Do not exceed 280K until advised by ATC.

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

NALEY
N36°21.16'
W80°48.41'

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'
L-25-36, H-9-12

BARRETTS MOUNTAIN
110.8 BZM
Chan 45
N35°52.13'-W81°14.43'
L-25

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

JOTTA
N36°00.88'
W80°50.96'
L-25

8000
*4000
01.1°
(20)
70
V37

8000
*3600
01.1°
(50)

8000
*3100
07.6°
(79)

043°
223°

GANTS
N35°27.19'
W80°06.27'
L-25-36

MERIL
N35°36.79'
W79°26.03'
L-36

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

HORNET EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 043°, thence

TAKEOFF RUNWAY 22L: Climb heading 223°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/
navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after
departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011
to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076
to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011
to NALEY.

TAKEOFF OBSTACLE NOTES

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.

Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.

Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to
82' AGL/682' MSL.

Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

SL-6707 (FAA)

STANLY COUNTY(VUJ)
ALBEMARLE, NORTH CAROLINA

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER *
126.275 (CTAF) 291.9
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE:
3000**

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°41.18'
L-26-36, H-10-12

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

SADIE
N36°41.81' W81°33.61'

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77' W81°18.07'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

PITTY
N35°19.82' W81°51.09'
L-25

GIPPR
N35°12.58' W79°59.13'
L-25-36

DEBIE
N34°55.82' W81°48.53'

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

ANDYS
N34°22.25' W81°08.63'
L-24-25

CHOPN
N34°14.90' W80°32.35'

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' W79°35.28'
L-25-35-36, H-9-12

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

TAKEOFF MINIMUMS

Rwys 4L, 22R: NA - VFR runway.

Rwy 22L: Standard with minimum ATC climb of 250' per NM to 3000.

Rwy 4R: 300-1½ or Standard with minimum climb of 276' per NM to 1000. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

(HUG3.HUG) 15176

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY(VUJ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 043°, thence. . . .

TAKEOFF RUNWAY 22L: Climbing heading 223°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL. Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.

Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL. Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

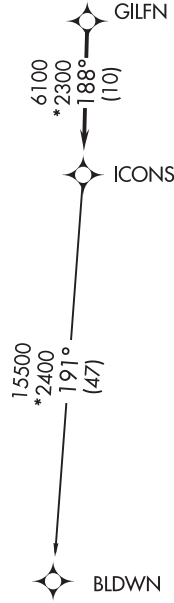
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.



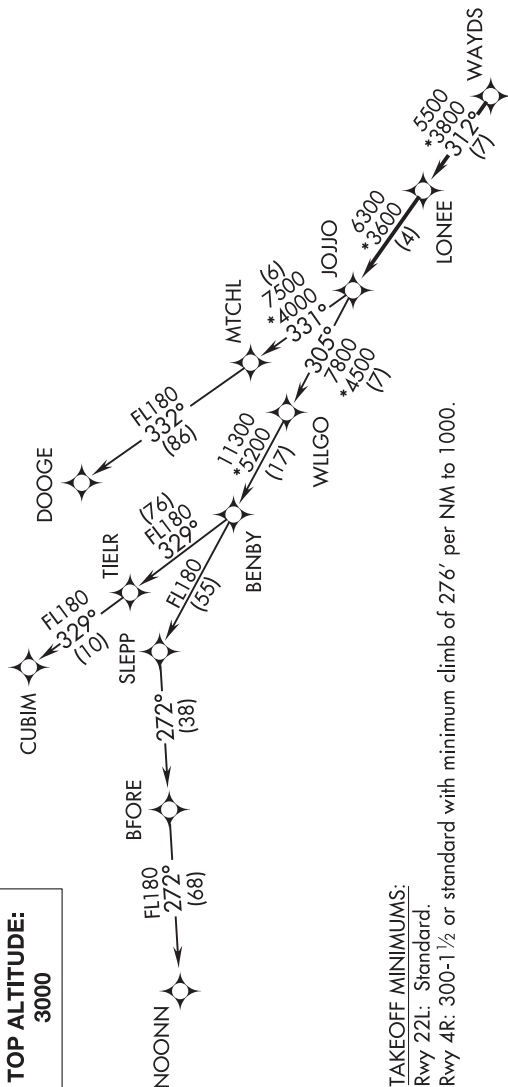
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

JOJJO ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER*
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8



TAKEOFF OBSTACLE NOTES:
 Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
 Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
 Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
 Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO1..CUBIM):
 DOOGE TRANSITION (JOJJO1..DOOGE):
 NOONN TRANSITION (JOJJO1..NOONN): (ATC assigned only.)

NOTE: For Turbojets only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

JOJJO ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
3000**

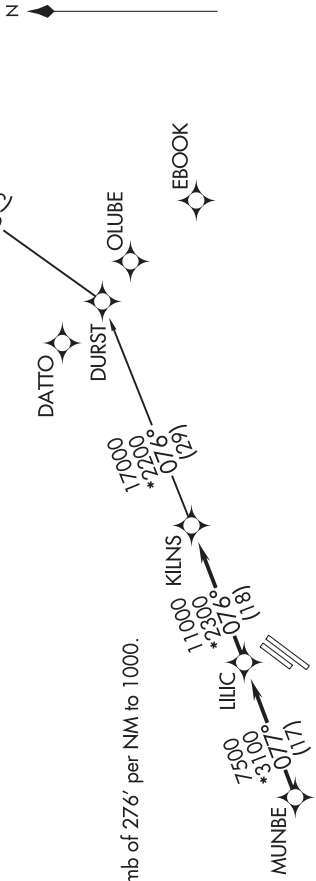
TAKEOFF OBSTACLE NOTES

- Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
- Rwy 4R: Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
- Rwy 22L: Trees beginning 190' from DER, 1.42' right of centerline, up to 82' AGL/682' MSL.
- Rwy 22L: Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

- AWOS-3 128.175
- CLNC DEL 121.75 254.375
- GND CON 121.75 254.375
- STANLY COUNTY TOWER* 126.275 (CTAF) 291.9
- UNICOM 123.0
- CHARLOTTE DEP CON 128.32 307.8

TAKEOFF MINIMUMS

- Rwy 22L: Standard.
- Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1 .KILNS)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

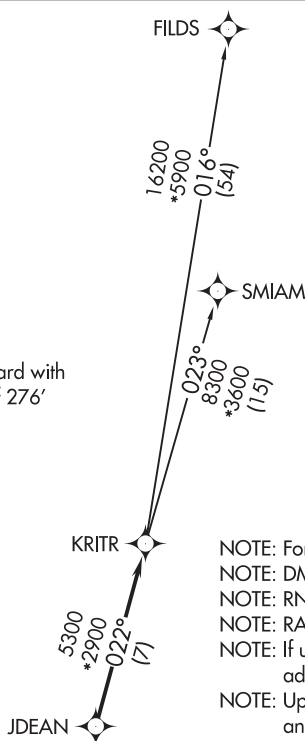
KRITR TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS

Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with
minimum climb of 276'
per NM to 1000.



NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates,
advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to
and maintain 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

Rwy 4R: Tree 4312' from DER, 374' right of centerline, up to 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)
SMIAM TRANSITION (KRITR2.SMIAM)

KRITR TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

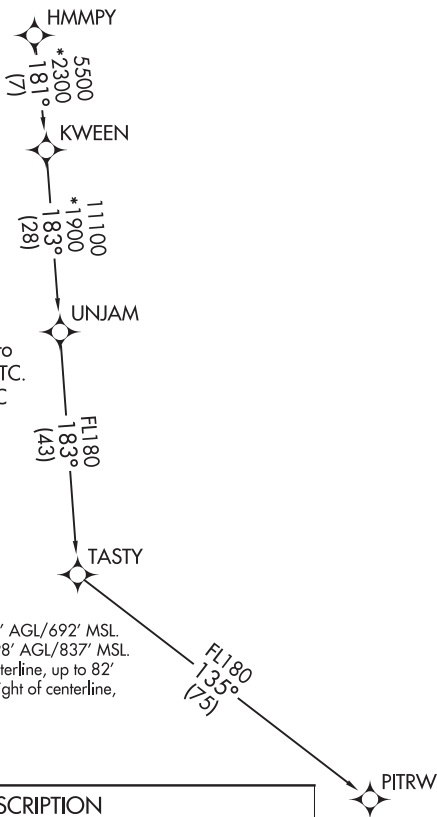
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8



TAKEOFF MINIMUMS

Rwy 22L: Standard.

Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL. Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
- Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL. Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

KWEEN ONE DEPARTURE (RNAV)

(KWEEN1.KWEEN) 21JUL16

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

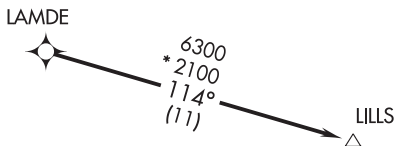
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LILLS EIGHT DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276' per NM to 1000.

TAKEOFF OBSTACLE NOTES

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

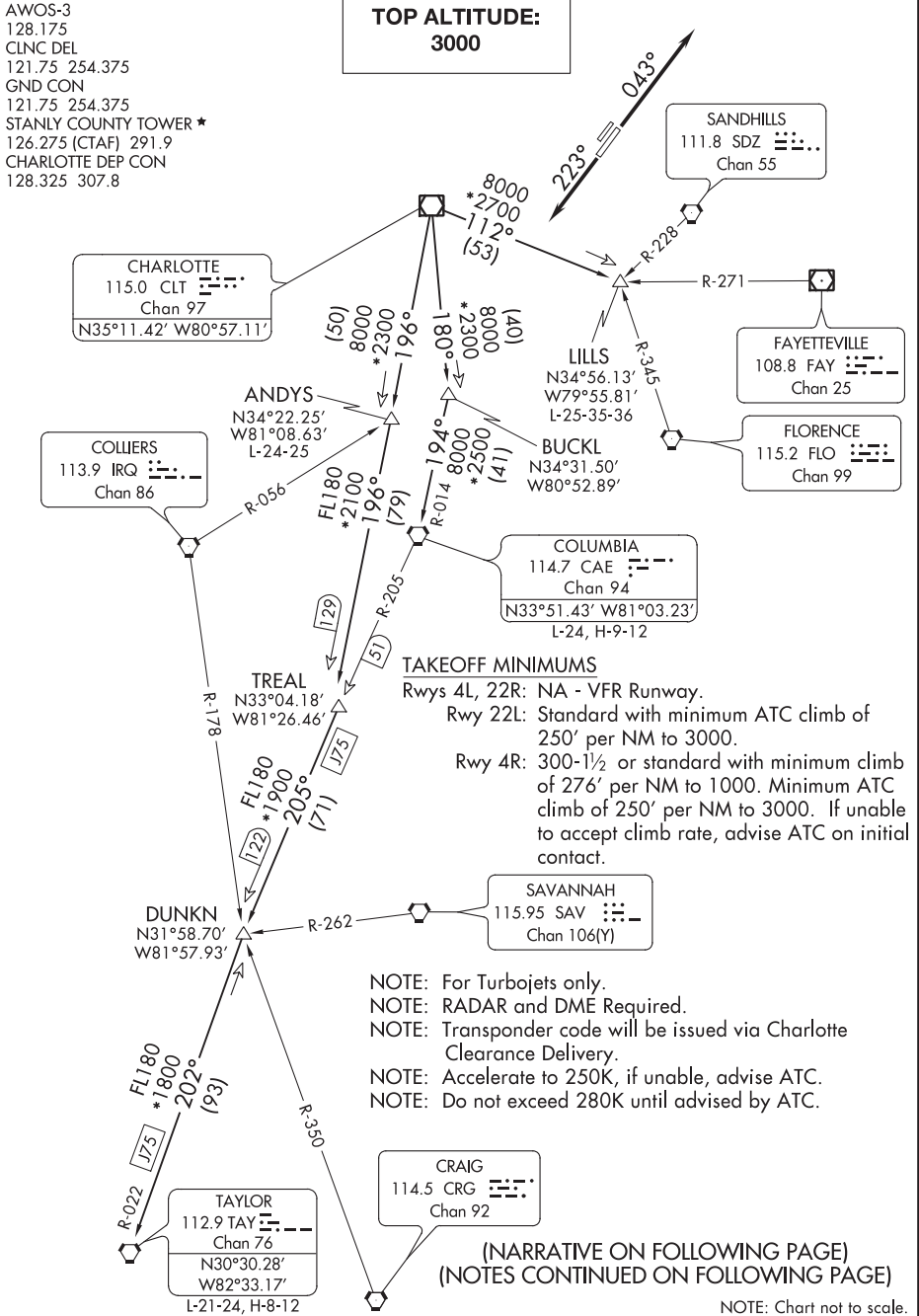
PANTHER THREE DEPARTURE

SL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER *
126.275 (CTAF) 291.9
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE:
3000**



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 043°, thence. . . .

TAKEOFF RUNWAY 22L: Climb heading 223°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 4R: Tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.

Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.

Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.

Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

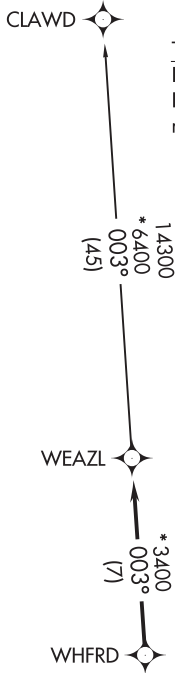
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)

TOP ALTITUDE:
3000

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER *
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.32 307.8



TAKEOFF MINIMUMS

Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with
minimum climb of 276' per NM to 1000.

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

- Rwy 4R: Tree 4312' from DER, 374' right of centerline, up to 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, up to 98' AGL/837' MSL.
- Rwy 22L: Trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WAAS CH 45733 W17A	APP CRS 168°	Rwy Idg TDZE 162 Apt Elev 162	5001
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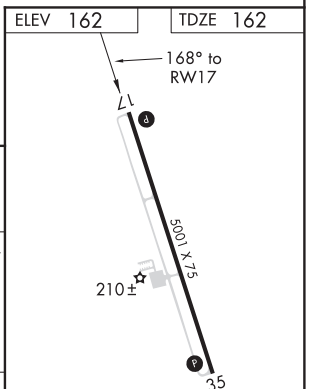
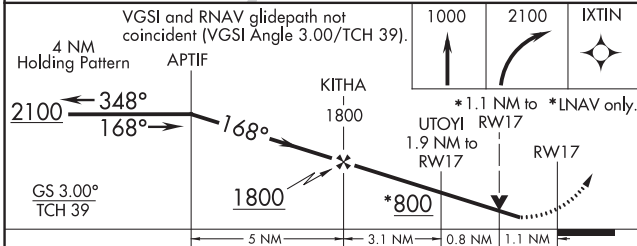
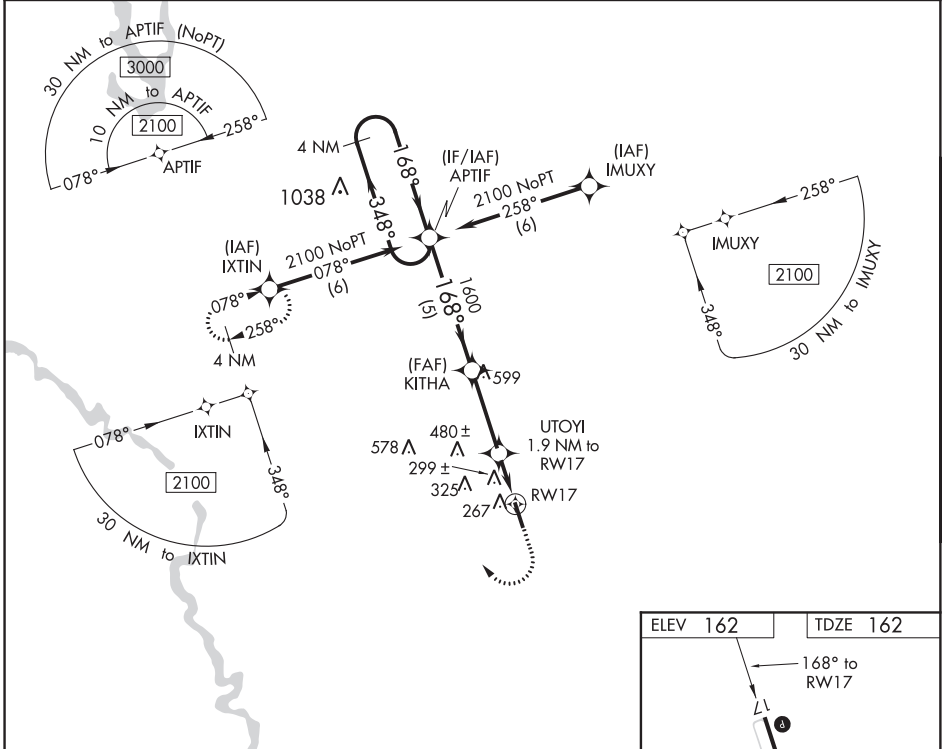
RNAV (GPS) RWY 17

ALLENDALE COUNTY (A.Q.X)

⚠ 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 3/4 SM NA. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats 3/8 mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.

AWOS-3PT 118.95	JACKSONVILLE CENTER 132.925 363.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	478-1 1/8	316 (400-1 1/8)		NA
LNAV/VNAV DA	562-1 3/8	400 (400-1 3/8)		NA
LNAV MDA	560-1	398 (400-1)		NA
C CIRCLING	620-1	458 (500-1)		NA

MIRL Rwy 17-35 0

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

14261

WAAS CH 77733 W35A	APP CRS 348°	Rwy Idg TDZE Apt Elev	5001 159 162
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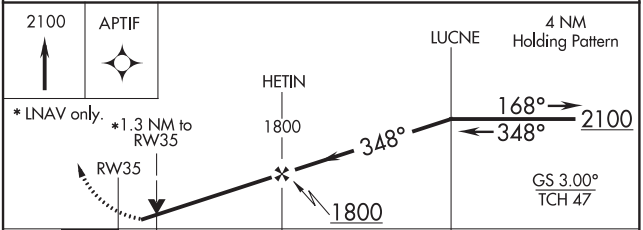
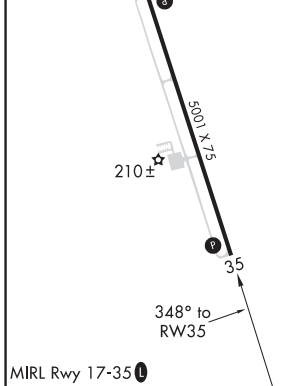
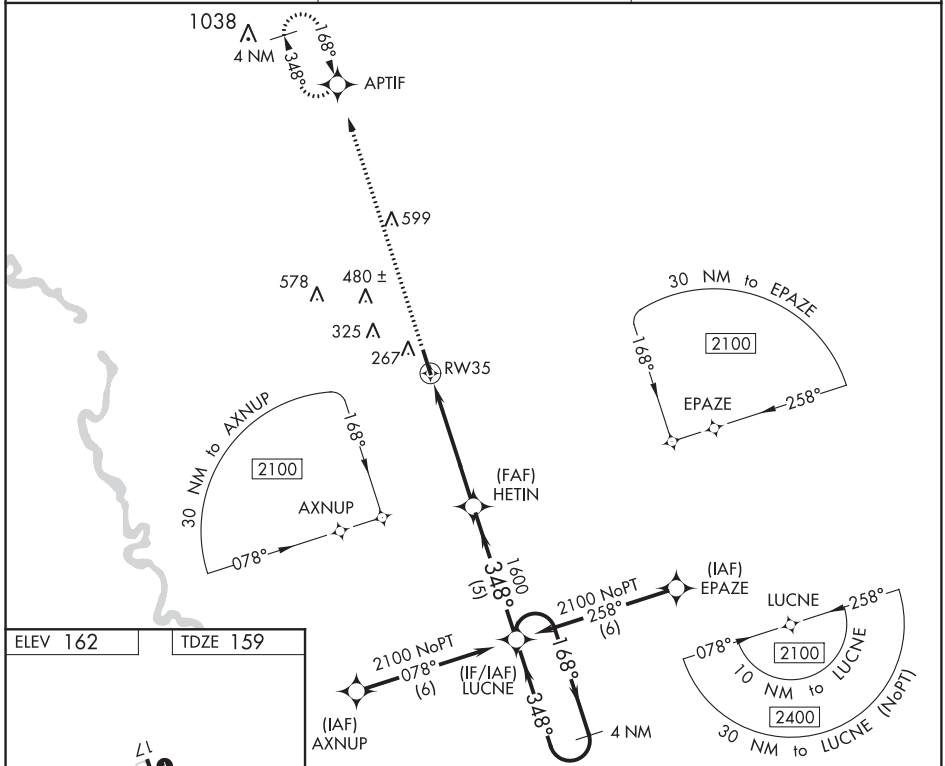
RNAV (GPS) RWY 35

ALLENDALE COUNTY (A.Q.X)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV, LNAV/VNAV all Cats visibility 3/8 mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2100 direct APTIF and hold.

AWOS-3PT 118.95	JACKSONVILLE CENTER 132.925 363.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	409-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	591-1 1/2	432 (500-1 1/2)		NA
LNAV MDA	600-1	441 (500-1)		NA
C CIRCLING	620-1	458 (500-1)		NA

ALLENDALE, SOUTH CAROLINA
Orig-A 26JUN14

33°00'N-81°16'W

ALLENDALE COUNTY (A.Q.X) RNAV (GPS) RWY 35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

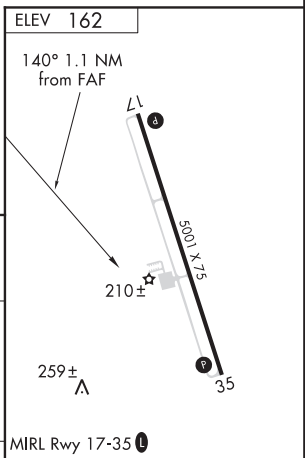
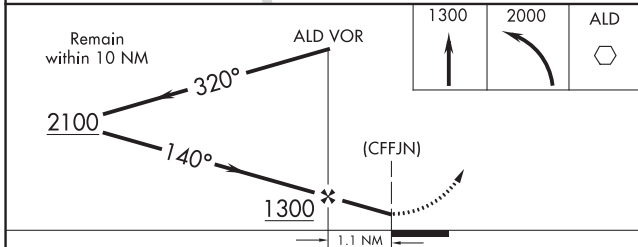
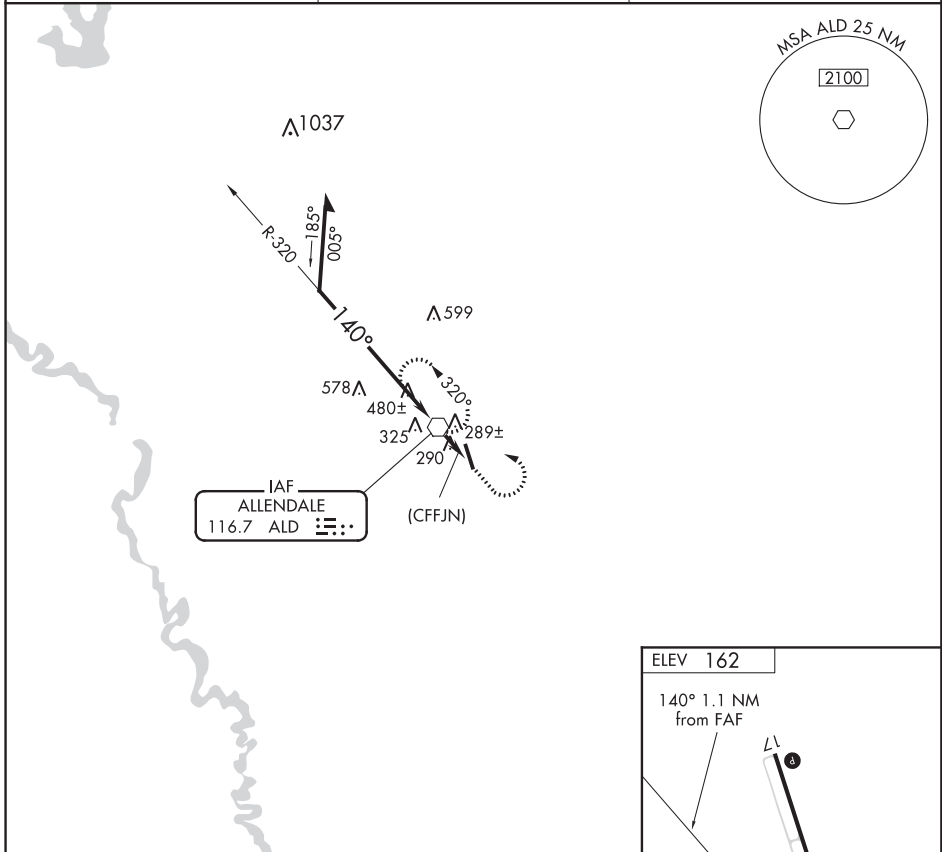
VOR ALD 116.7	APP CRS 140°	Rwy Idg TDZE Apt Elev	N/A N/A 162
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VOR-A
ALLEDALE COUNTY (AQX)

⚠ When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting.

⚠ MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 direct ALD VOR and hold.

AWOS-3PT 118.95	JACKSONVILLE CENTER 132.925 363.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 1.1 NM					
C CIRCLING	860-1	698 (700-1)	NA		Knots	60	90	120	150	180
					Min:Sec	1:06	0:44	0:33	0:26	0:22

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

16259

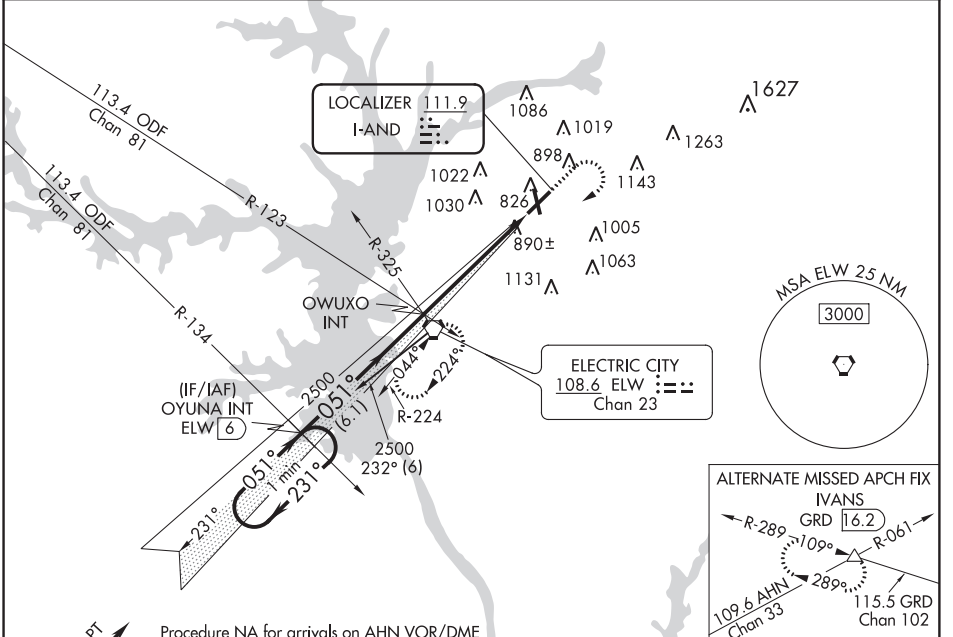
LOC I-AND 111.9	APP CRS 051°	Rwy Idg 6002
		TDZE 759
		Apt Elev 782

ILS or LOC RWY 5

ANDERSON RGNL (AND)

<p>⚠ If local altimeter setting not received, use Clemson altimeter setting and increase all DA/MDAs 60 feet.</p> <p>⚠ MALS R</p>	<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ELW VORTAC and hold.</p>
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ASOS 120.675	GREER APP CON* 118.8 270.275	CTAF 123.6	UNICOM 122.95
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One Minute Holding Pattern

2500 ← 231°

2500 → 051°

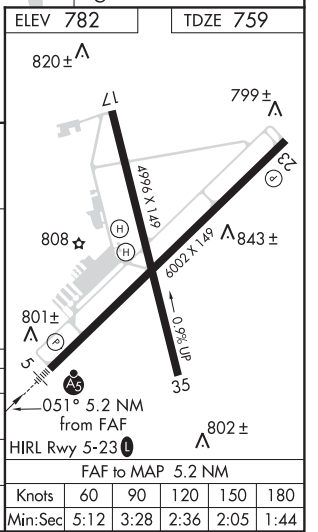
GS 3.00° TCH 53

6.1 NM

5.2 NM

1600 2500 ELW

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).



ANDERSON, SOUTH CAROLINA
Amdt 1A 15SEP16

34°30'N-82°43'W

ANDERSON RGNL (AND) ILS or LOC RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

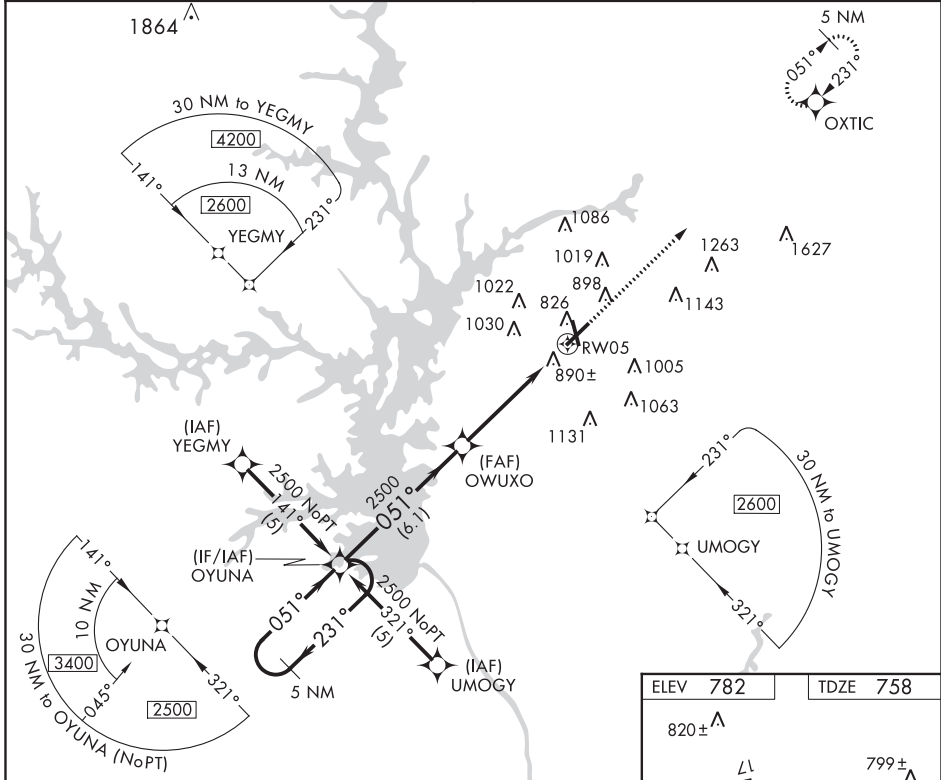
WAAS CH 62901 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev 6002 758 782
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⚠ If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet.
⚠ DME/DME RNP-0.3 NA.

MALSRL

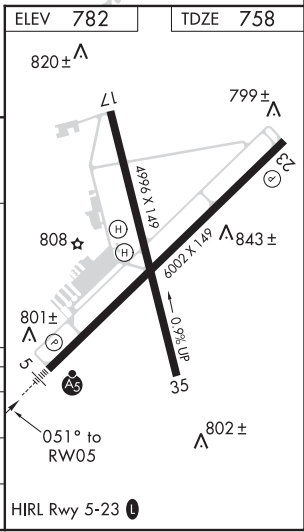
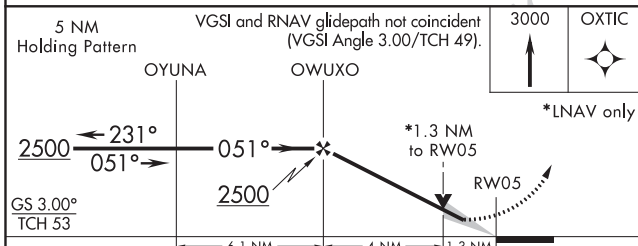
MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.6	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	958-1/2		200 (200-1/2)	
LNAV MDA	1200-1/2	442 (500-1/2)	1200-3/4 442 (500-3/4)	1200-1 442 (500-1)
CIRCLING	1260-1	478 (500-1)	1260-1 1/2 478 (500-1 1/2)	1340-2 558 (600-2)

WAAS CH 49034 W17A	APP CRS 171°	Rwy Idg TDZE 4996 782	Apt Elev 782
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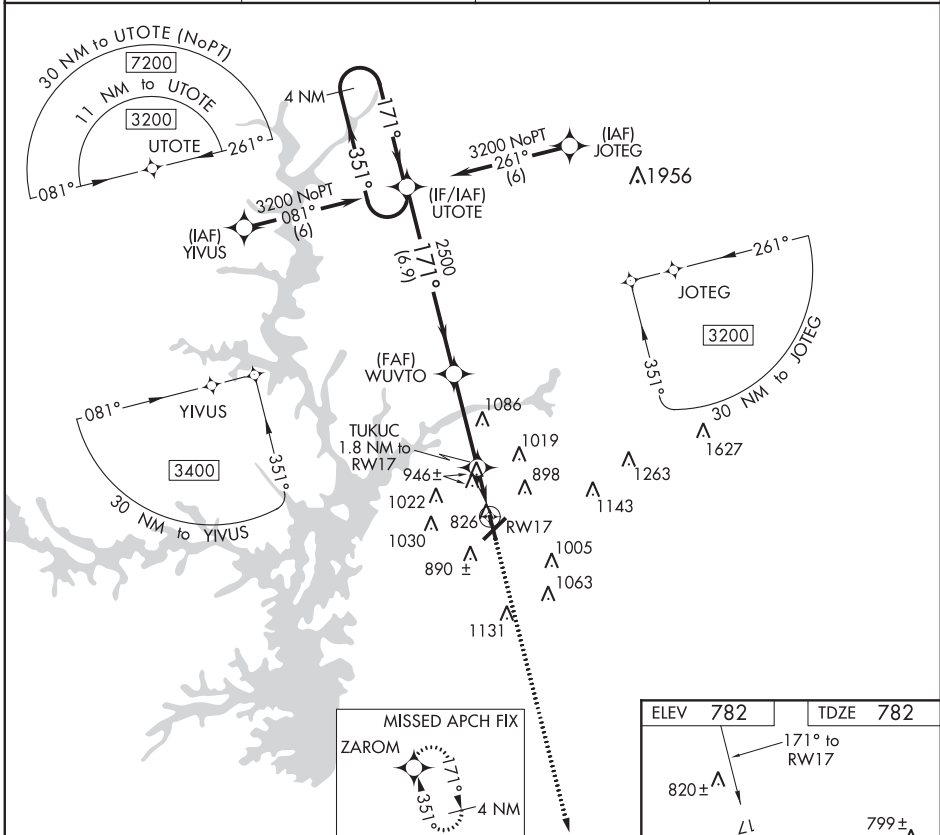
RNAV (GPS) RWY 17

ANDERSON RGNL (AND)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cats C/D visibility ¼ mile. Rwy 17 Straight-in and Circling and Circling to Rwy 23/35 NA at night. Helicopter visibility reduction below 1 SM NA.

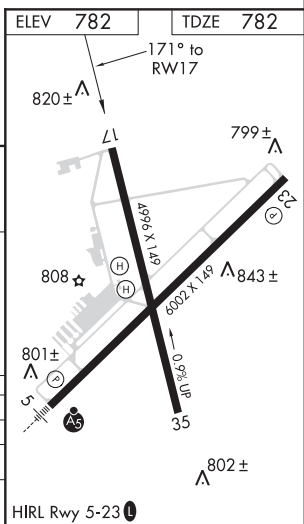
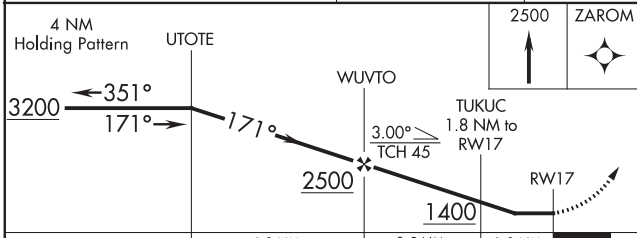
MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.6	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1200-1	418 (500-1)	1200-1½	418 (500-1½)
LNAV MDA	1220-1	438 (500-1)	1220-1¼	438 (500-1¼)
CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

APP CRS 231°	Rwy Idg 6002
TDZE 754	Apt Elev 782

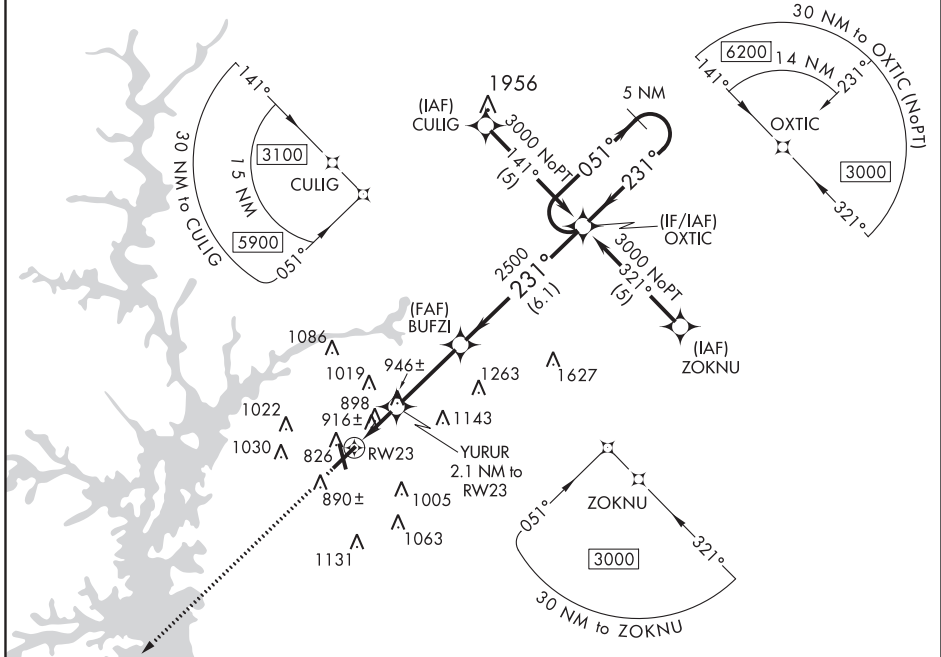
RNAV (GPS) RWY 23

ANDERSON RGNL (AND)

▼ When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet; increase LNAV Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

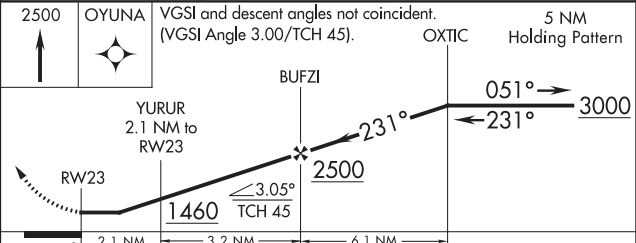
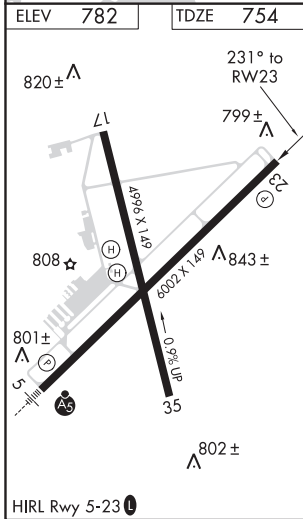
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS 120.675	GREER APP CON * 118.8 270.275	CTAF 123.6	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1180-1	426 (400-1)	1180-1¼	426 (400-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

14233

WAAS CH 93734 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	4996 762 782
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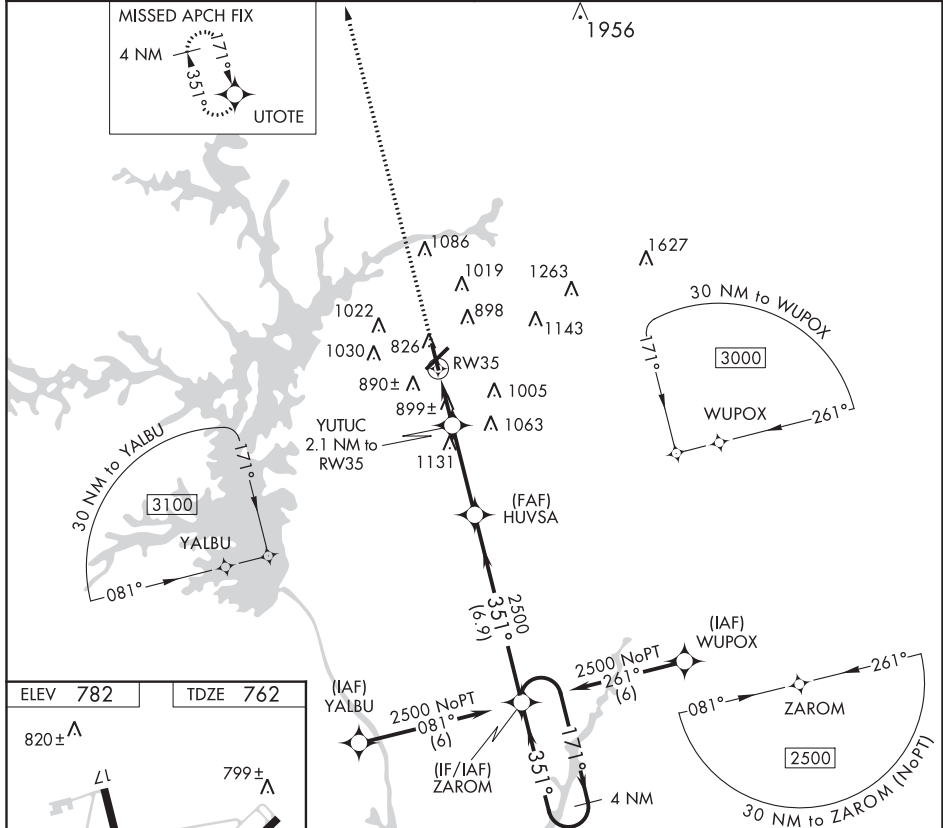
RNAV (GPS) RWY 35

ANDERSON RGNL (AND)

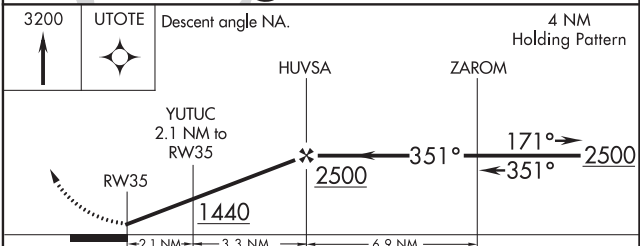
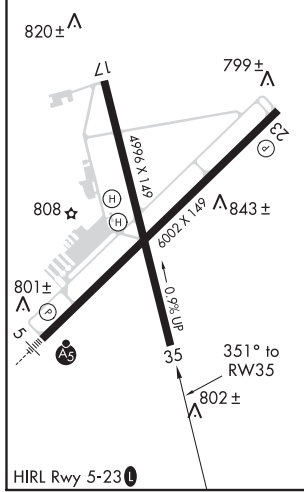
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet; increase all Cats C and D visibility 1/4 mile.
⚠ Helicopter visibility reduction below 1 SM NA. Rwy 35 Straight-in and Circling and Circling to Rwy 17/23 NA at night.

MISSED APPROACH:
Climb to 3200 direct UTOTE and hold.

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.60	UNICOM 122.95
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ELEV 782	TDZE 762
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CATEGORY	A	B	C	D
LP MDA	1160-1	398 (400-1)	1160-1 1/8	398 (400-1 1/8)
LNAV MDA	1180-1	418 (400-1)	1180-1 1/8	418 (400-1 1/8)
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1 3/4 658 (700-1 3/4)	1500-2 1/4 718 (800-2 1/4)

ANDERSON, SOUTH CAROLINA
Amdt 1A 21AUG14

34°30'N-82°43'W

ANDERSON RGNL (AND) RNAV (GPS) RWY 35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VOR RWY 5

ANDERSON RGNL (AND)

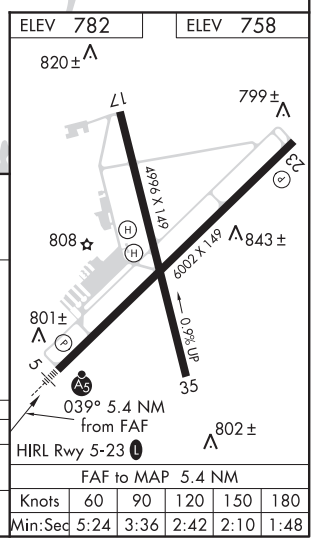
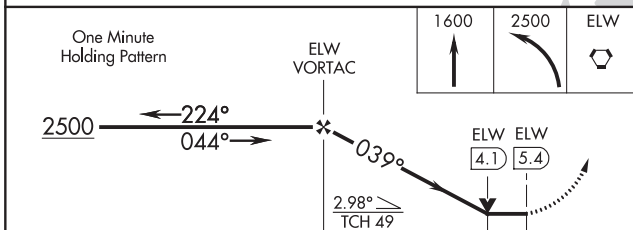
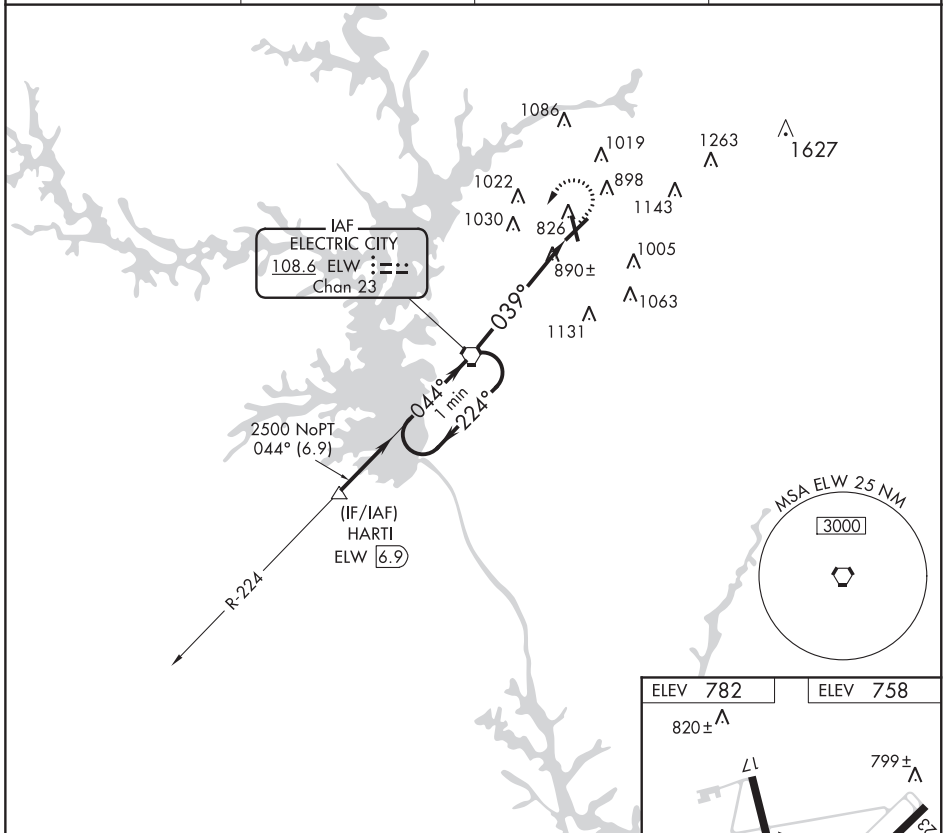
VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	758
Chan 23		Apt Elev	782

⚠ If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. VDP NA when using Clemson altimeter setting.



MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-5	1200-½	442 (500-½)	1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ANDREWS, NORTH CAROLINA

AL-9527 (FAA)

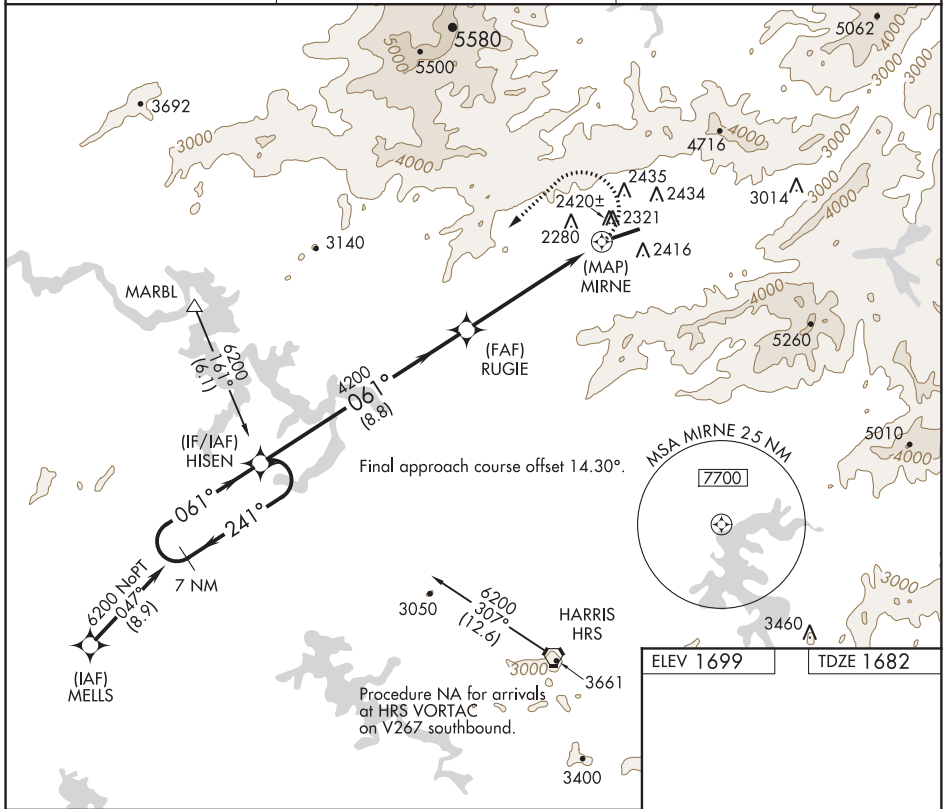
16091

WAAS CH 86932 W08A	APP CRS 061°	Rwy Idg TDZE Apt Elev	5285 1682 1699
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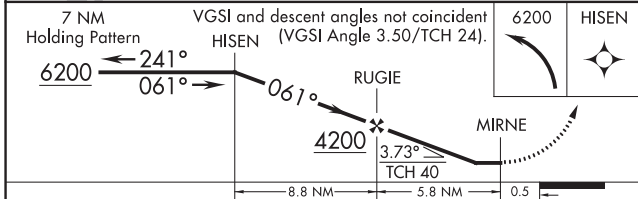
RNAV (GPS) RWY 8
WESTERN CAROLINA RGNL (RHP)

<p>NA</p> <p>-6°C/21°F</p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, procedure NA. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 6200 direct HISEN and hold, continue climb-in-hold to 6200.</p>
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AWOS-3 119.675	ATLANTA CENTER 134.8 379.95	UNICOM 122.8 (CTAF)
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ELEV 1699	TDZE 1682
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CATEGORY	A	B	C	D
LP MDA	3980-1¼ 2298 (2300-1¼)	3980-1½ 2298 (2300-1½)	3980-3 2298 (2300-3)	NA
RNAV MDA	4160-1¼ 2478 (2500-1¼)	4160-1½ 2478 (2500-1½)	4160-3 2478 (2500-3)	NA
C CIRCLING	4160-1¼ 2461 (2500-1¼)	4160-1½ 2461 (2500-1½)	4540-3 2841 (2900-3)	NA

REIL Rwy 8 **1**
MIRL Rwy 8-26 **1**

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ANDREWS, NORTH CAROLINA
Amdt 1 10DEC15

35°12'N-83°52'W

WESTERN CAROLINA RGNL (RHP)
RNAV (GPS) RWY 8

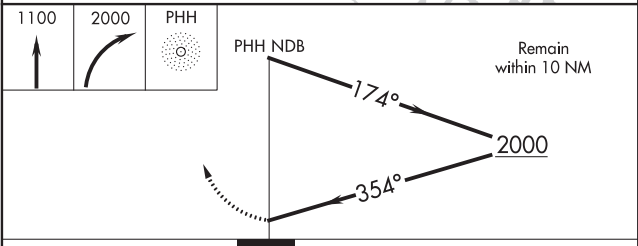
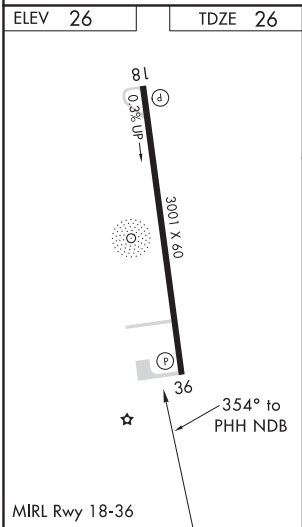
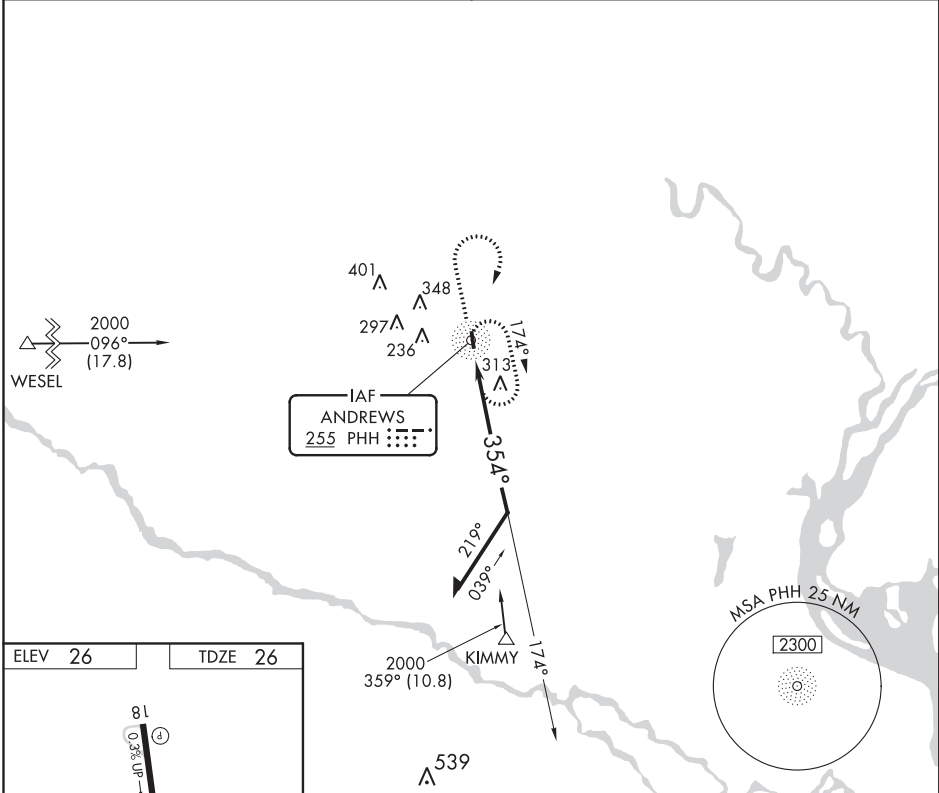
NDB PHH	APP CRS	Rwy Idg	3001
255	354°	TDZE	26
		Apt Elev	26

NDB RWY 36
ROBERT F. SWINNIE (PHH)

▼ Use Myrtle Beach altimeter setting. Procedure NA
 ▲ NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct PHH NDB and hold, continue climb-in-hold to 2000.

MYRTLE BEACH AWOS-3 124.5	MYRTLE BEACH APP CON 127.4 257.95	CTAF 122.9
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CATEGORY	A	B	C	D
S-36	740-1	714 (800-1)	740-2	714 (800-2)
CIRCLING	740-1	714 (800-1)	740-2	714 (800-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ASHEBORO, NORTH CAROLINA

AL-5777 (FAA)

14261

APP CRS	Rwy Idg	5501
030°	TDZE	671
	Apt Elev	671

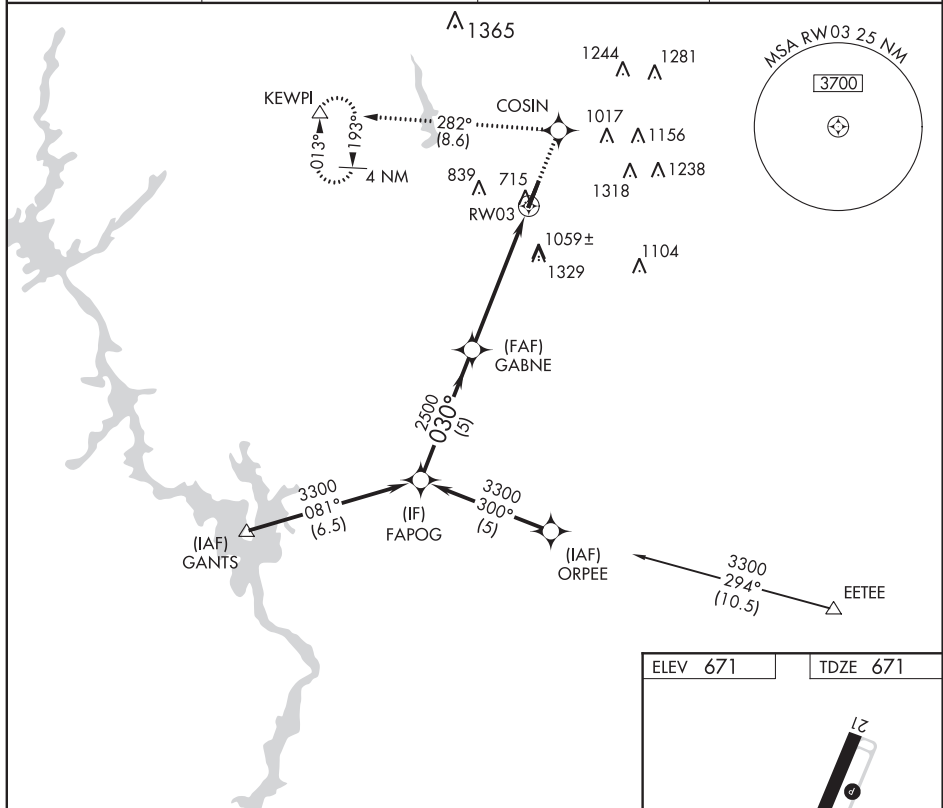
RNAV (GPS) RWY 3

ASHEBORO RGNL (HBI)

⚠ When local altimeter setting not received, procedure NA.
⚠ DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct COSIN and left turn on track 282° to KEWPI and hold.

AWOS-3 119.275	GREENSBORO APP CON 126.6 327.075	GCO 130.70	UNICOM 122.8 (CTAF) 📻
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 671	TDZE 671
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REIL Rwy 3 and 21 **📻**
MIRL Rwy 3-21 **📻**

	FAPOG	Descent angle NA.		3000	COSIN	KEWPI
	3300	030°	GABNE	2500	RW03	
	5 NM		5.5 NM			
CATEGORY	A	B	C	D		
LNVA MDA	1520-1 849 (900-1)	1520-1¼ 849 (900-1¼)	1520-2½ 849 (900-2½)	849 (900-2½)		
CIRCLING	1520-1¼ 849 (900-1¼)		1520-2½ 849 (900-2½)	1680-3 1009 (1100-3)		

ASHEBORO, NORTH CAROLINA
 Orig-A 18SEP14

35°39'N-79°54'W

ASHEBORO RGNL (HBI)
RNAV (GPS) RWY 3

APP CRS 210°	Rwy Idg 5501
	TDZE 673
	Apt Elev 673

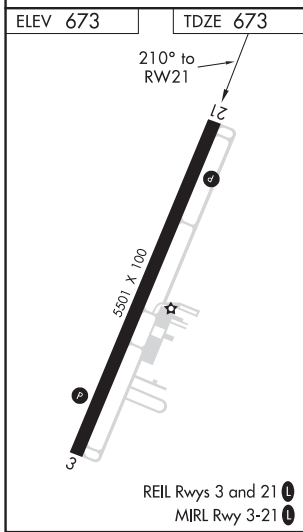
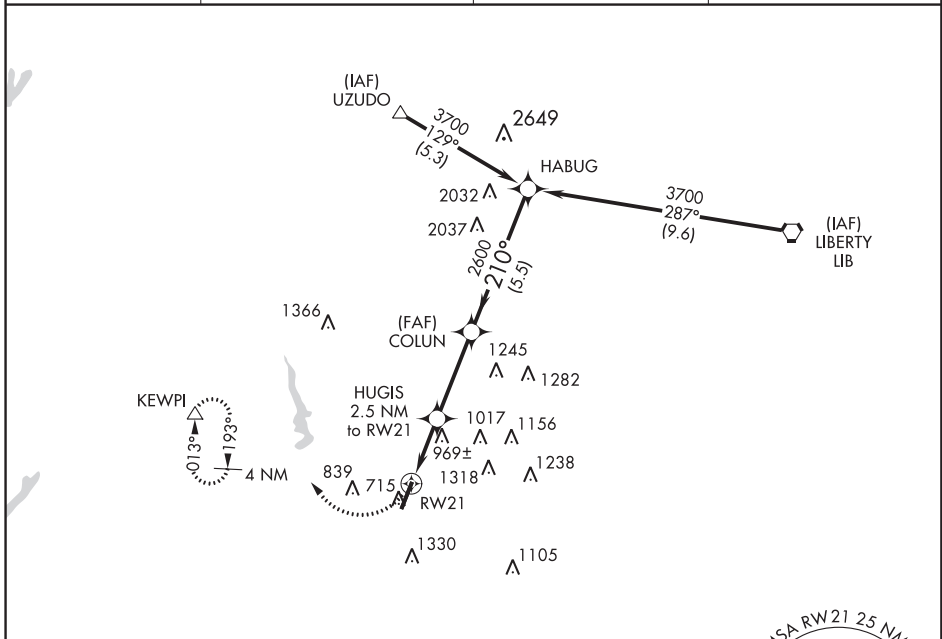
RNAV (GPS) RWY 21

ASHEBORO RGNL (HBI)

NA Night Landing: Rwy 21, operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct KEWPI WP and hold.

AWOS-3 119.275	GREENSBORO APP CON 126.6 327.075	GCO 130.70	UNICOM 122.8 (CTAF)
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3000 KEWPI	HABUG 3700		
HUGIS 2.5 NM to RWY 21		COLUN 2600	Procedure Turn NA
RWY 21 1480		210°	
2.5 NM		3.4 NM	5.5 NM
CATEGORY	A	B	C
LNAV MDA	1220-1	547 (600-1)	1220-1½ 547 (600-1½)
CIRCLING	1260-1 587 (600-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)
			D
			1220-1¾ 547 (600-1¾)
			1680-3 1007 (1100-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ASHEBORO, NORTH CAROLINA

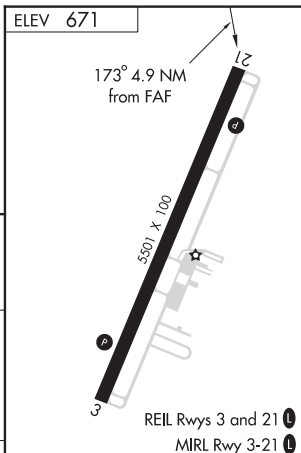
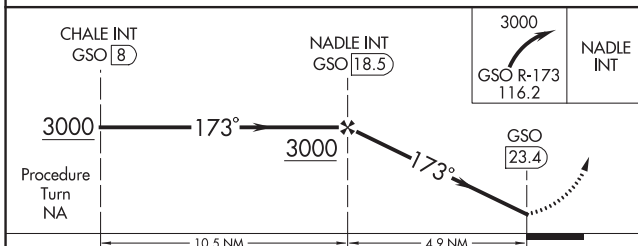
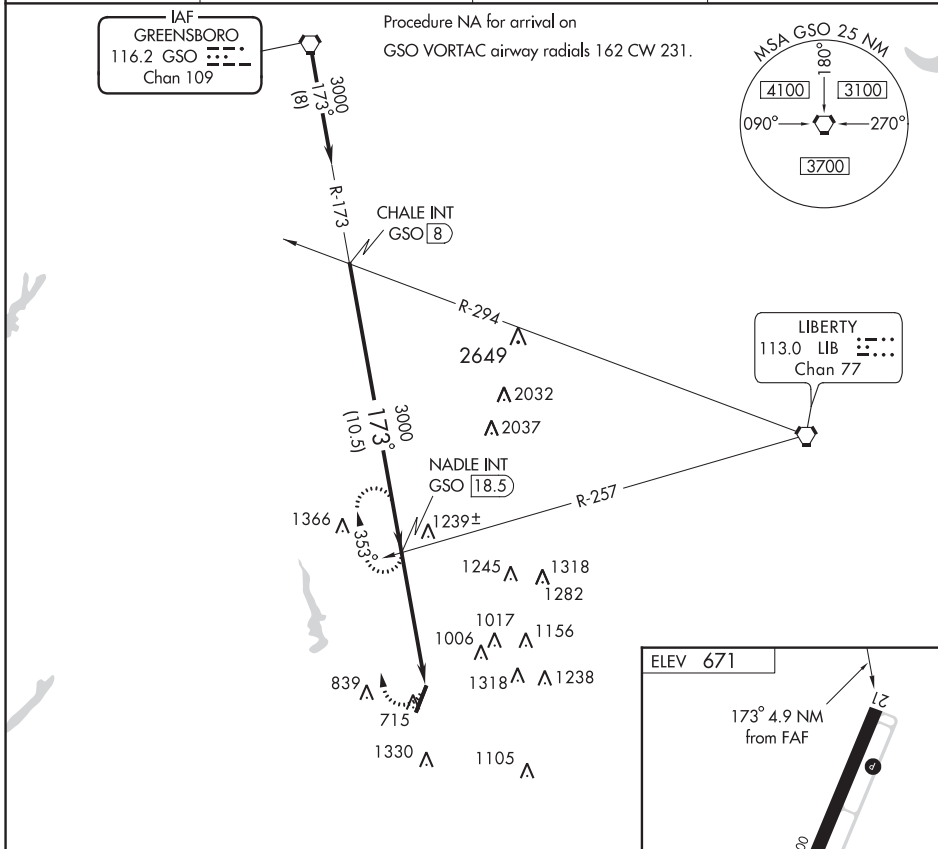
AL-5777 (FAA)

14289

VORTAC GSO 116.2 Chan 109	APP CRS 173°	Rwy Idg TDZE Apt Elev	N/A N/A 671
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VOR-A
ASHEBORO RGNL (HBI)

<p>NA</p>		<p>MISSED APPROACH: Climbing right turn to 3000 via GSO R-173 to NADLE Int and hold.</p>	
AWOS-3 119.275	GREENSBORO APP CON 126.6 327.075	GCO 130.70	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	1320-1 649 (700-1)	1360-1¼ 689 (700-1¼)	1680-3	1009 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

ASHEBORO, NORTH CAROLINA
Amdt 3A 16OCT14

35°39'N-79°54'W

ASHEBORO RGNL (HBI)
VOR-A

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

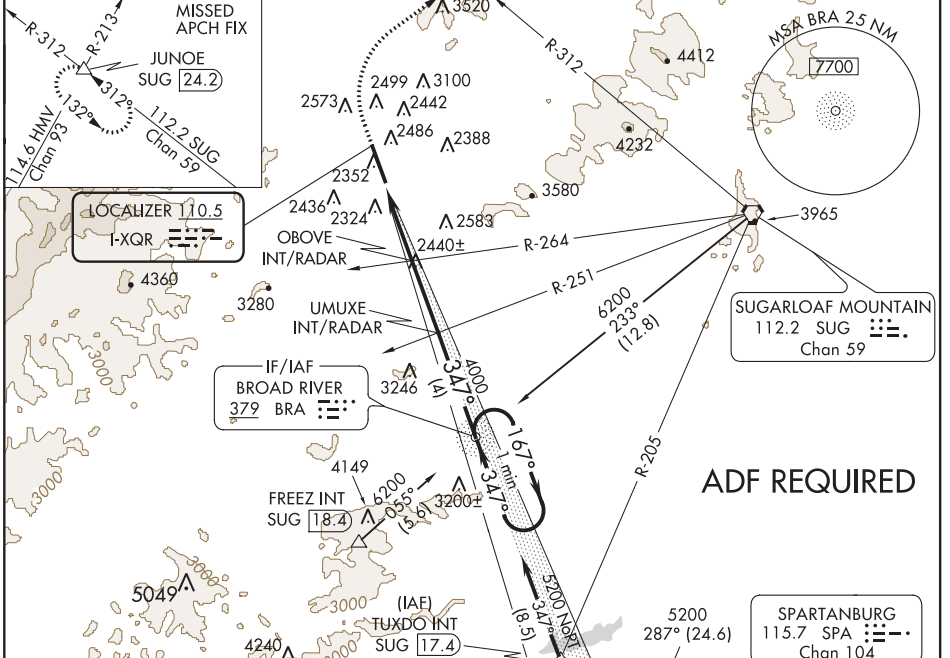
LOC I-XQR 110.5	APP CRS 347°	Rwy Idg TDZE Apt Elev	7001 2136 2162
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ILS or LOC RWY 35

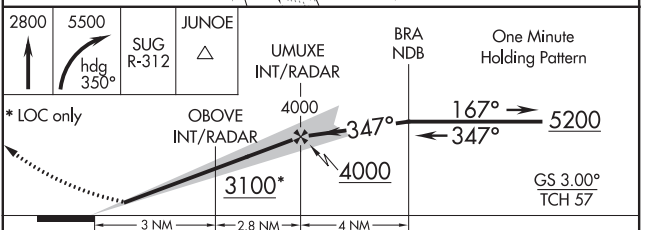
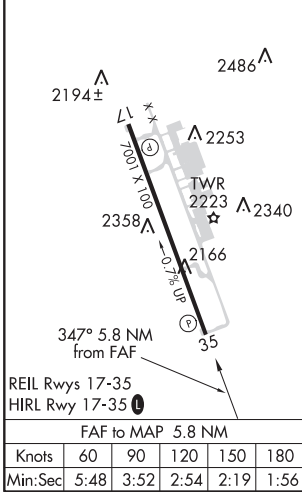
ASHEVILLE RGNL (AVL)

⚠ Circling NA west of Runway 17-35. MISSED APPROACH: Climb to 2800 then climbing right turn to 5500 on heading 350 and SUG VORTAC R-312 to JUNOE INT/SUG 2.4 DME and hold.

ATIS 120.2	ASHEVILLE APP CON 124.65 269.575	ASHEVILLE TOWER ★ 121.1(CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 2162	D	TDZE 2136
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CATEGORY	A	B	C	D
S-ILS 35	2336-3/4		200 (200-3/4)	
S-LOC 35	3100-1 1/4 964 (1000-1 1/4)	3100-1 1/2 964 (1000-1 1/2)	3100-3	964 (1000-3)
C CIRCLING	3100-1 1/4 938 (1000-1 1/4)	3100-1 1/2 938 (1000-1 1/2)	3320-3 1158 (1200-3)	3640-3 1478 (1500-3)
OBOVE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)				
S-LOC 35	2700-1	564 (600-1)	2700-1 5/8	564 (600-1 5/8)
C CIRCLING	2800-1 638 (700-1)	2880-1 718 (800-1)	3320-3 1158 (1200-3)	3640-3 1478 (1500-1)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97438 W17A	APP CRS 167°	Rwy ldg TDZE Apt Elev	6601 2162 2162
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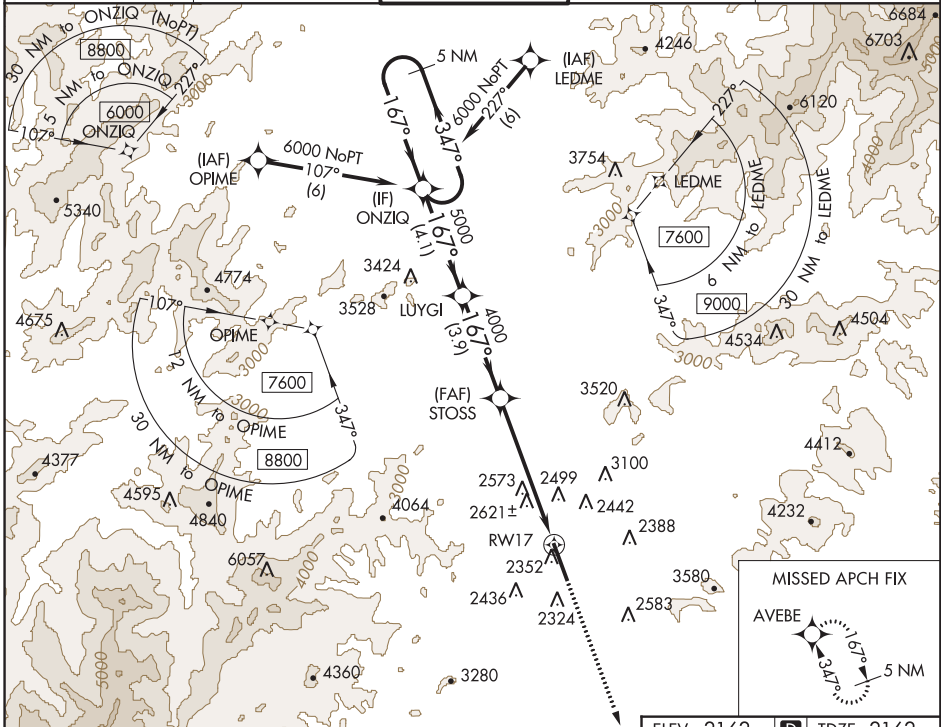
RNAV (GPS) RWY 17

ASHEVILLE RGNL (AVL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 53°C (127°F). DME/DME RNP-0.3 NA. Circling NA west of Rwy 17-35. Helicopter visibility reduction below 3/4 SM NA.

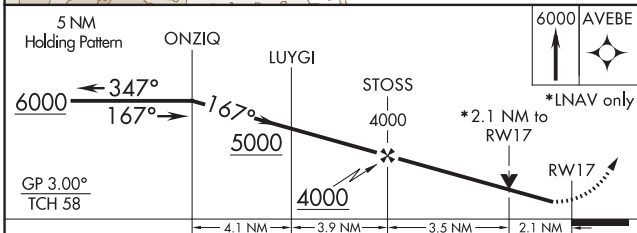
⚠ MISSED APPROACH: Climb to 6000 direct AVEBE and hold, continue climb-in-hold to 6000.

ATIS 120.2	ASHEVILLE APP CON 124.65 269.575	ASHEVILLE TOWER★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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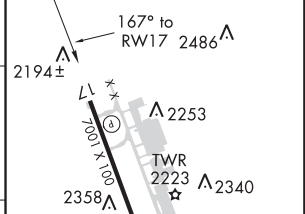


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 2162	D	TDZE 2162
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CATEGORY	A	B	C	D
LPV DA		2412 3/4	250 (300-3/4)	
LNAV/VNAV DA		2958-3	796 (800-3)	
LNAV MDA	2880-1	718 (800-1)	2880-2	718 (800-2)
C CIRCLING	2880-1 718 (800-1)	2880-1 1/4 718 (800-1 1/4)	3320-3 1158 (1200-3)	3640-3 1478 (1500-3)

REIL Rwy 17-35
HIRL Rwy 17-35 **D**

WAAS CH 56338 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	7001 2136 2162
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RNAV (GPS) RWY 35

ASHEVILLE RGNL (AVL)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12° C (11° F) or above 53° C (127° F). DME/DME RNP-0.3 NA.
▲ Circling NA West of Rwy 17/35.

MISSED APPROACH: Climb to 6800 direct ONZIQ and hold.

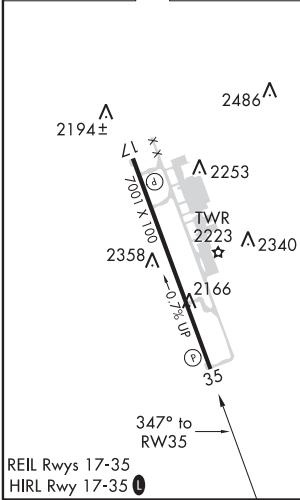
ATIS 120.2	ASHEVILLE APP CON 124.65 269.575	ASHEVILLE TOWER* 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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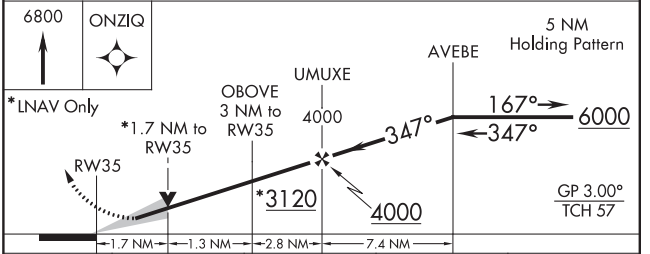
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2162	TDZE 2136
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ASHEVILLE, NORTH CAROLINA
 Orig 10DEC15



CATEGORY	A	B	C	D
LPV DA		2336-¾	200 (200-¾)	
LNAV/VNAV DA		2628-1½	492 (500-1½)	
LNAV MDA	2700-1	564 (600-1)	2700-1¾	564 (600-1¾)
☑ CIRCLING	2800-1 638 (700-1)	2880-1 718 (800-1)	3320-3 1158 (1200-3)	3640-3 1478 (1500-3)

35°26'N-82°33'W

RNAV (GPS) RWY 35

ASHEVILLE RGNL (AVL)

AIRPORT DIAGRAM

AL-5061 (FAA)

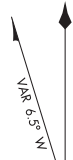
ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

ATIS
120.2
ASHEVILLE TOWER ★
121.1 257.8
GND CON
121.9

D

FIELD
ELEV
2162

△ 2486



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FUEL TANKS

ELEV
2162



7001 X 100

NORTH
FBO RAMP

HANGARS

FIRE STATION

TERMINAL
TWR/
BCN

35°26.0'N

RWY 17-35
PCN 53 F/B/X/U
S-120, D-207, 2S-175, 2D-352, 2D/2D2-837

ELEV
2112



82°33.0'W

82°32.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16315

ASHEVILLE, NORTH CAROLINA
ASHEVILLE RGNL (AVL)

ASHEVILLE FIVE DEPARTURE

**TOP ALTITUDE:
8000**

ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER ★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
ATLANTA CENTER DEP CON
132.625 353.625 (when twr closed)

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

VOLUNTEER
116.4 VXV
Chan 111
N35°54.29'
W83°53.68'
L-25, H-9-12

SNOWBIRD
108.8 SOT
Chan 25
N35°47.41'
W83°03.14'
L-25 H-9-12

BARRETT'S MOUNTAIN
110.8 BZM
Chan 45
N35°52.13'-W81°14.43'
L-25

HARRIS
109.8 HRS
Chan 35
N34°56.58'
W83°54.94'
L-25, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39'-W82°16.12'
L-25

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'-W81°55.62'
L-24-25, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'
L-25-36, H-9-12

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75'
W83°17.86'
L-25, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15'
W82°47.08'
L-18

GREENWOOD
115.5 GRD
Chan 102
N34°15.09'
W82°09.25'
L-24, H-9-12

COLLIERS
113.9 IRQ
Chan 86
N33°42.44'-W82°09.72'
L-24, H-9-12

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES:

- Rwy 17: Trees beginning 79' from DER, 452' right of centerline, up to 73' AGL/2144' MSL.
- Rwy 35: Vehicle on road 44' from DER 202' left of centerline, 15' AGL/2166' MSL. Trees beginning 65' from DER, 245' left of centerline, up to 92' AGL/2232' MSL. Trees beginning 701' from DER, 16' left of centerline, up to 65' AGL/2197' MSL.

TAKEOFF MINIMUMS:

- Rwy 17: Standard with minimum climb of 310' per NM to 3500'.
- Rwy 35: Standard with minimum climb of 470' per NM to 3500'.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ASHEVILLE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on a heading between 147° CW to 187° from DER as assigned by ATC (When tower closed, climb heading 167°) Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 332° CW to 002° from DER as assigned by ATC (When tower closed, climb heading 347°) Thence. . . .

. . . .Expect radar vectors to intercept filed route/fix. Maintain 8000 or lower filed altitude or aircraft filed at or above 9000, maintain 8000 and expect filed altitude/flight level within ten (10) minutes after departure.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

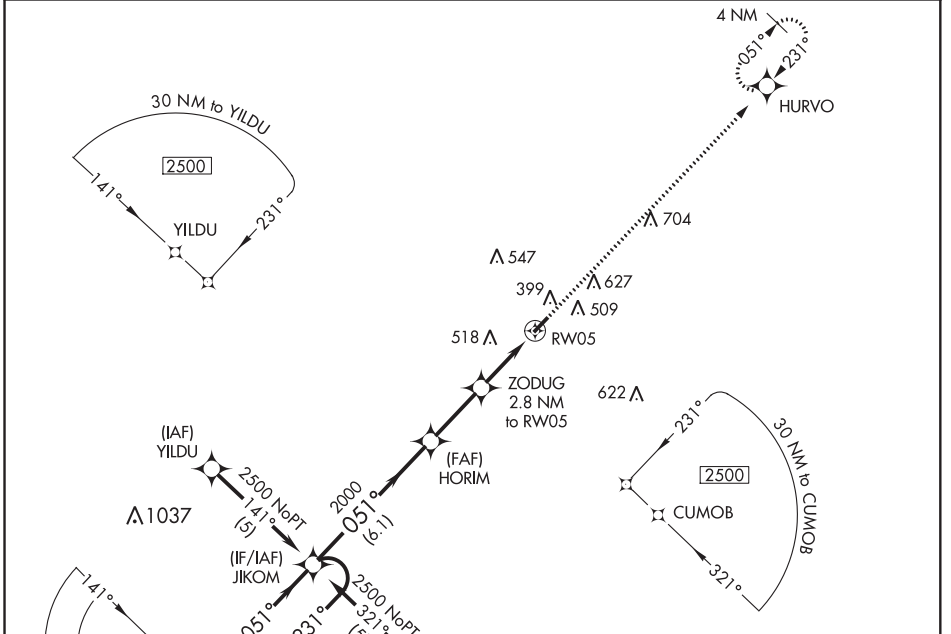
APP CRS	Rwy Idg	3603
051°	TDZE	226
	Apt Elev	231

RNAV (GPS) RWY 5

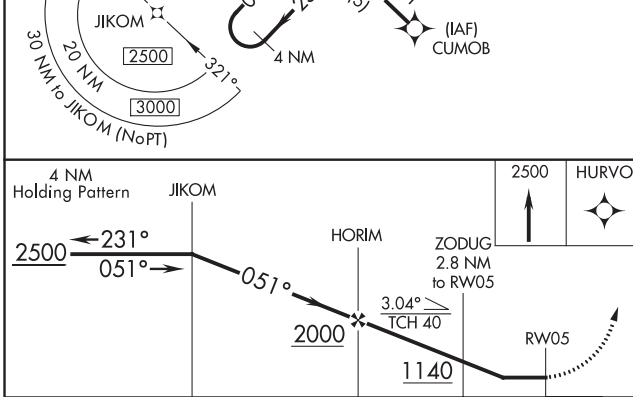
BAMBERG COUNTY (99N)

<p>▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. △ NA Use Orangeburg Muni altimeter setting, when not received, use North AF AUX altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climb to 2500 direct HURVO and hold.</p>
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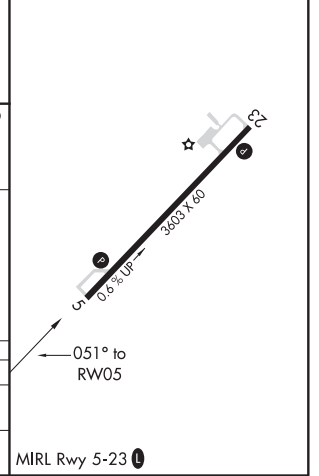
<p>COLUMBIA APP CON 124.15 338.2</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 231	TDZE 226
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CATEGORY	A	B	C	D
LNVA MDA	740-1	514 (600-1)		NA
CIRCLING	920-1	689 (700-1)		NA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BAMBERG, SOUTH CAROLINA

AL-9818 (FAA)

15148

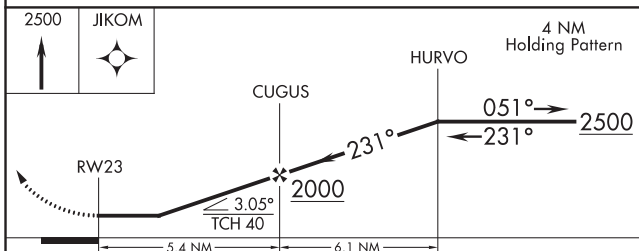
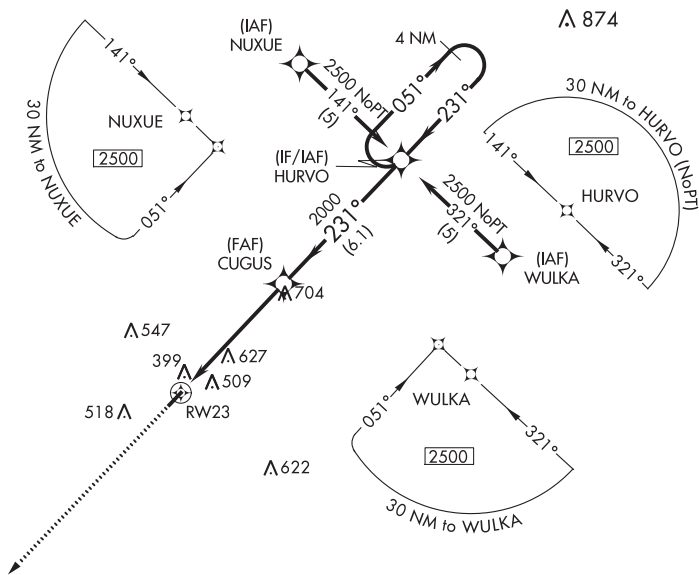
APP CRS	Rwy Idg	3603
231°	TDZE	231
	Apt Elev	231

RNAV (GPS) RWY 23

BAMBERG COUNTY (99N)

<p>▽ DME/DME RNP-0.3 NA. Procedure NA at night. △ NA Helicopter visibility reduction below 1 SM NA. Use Orangeburg Muni altimeter setting, when not received, use North AF AUX altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climb to 2500 direct JIKOM and hold.</p>
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<p>COLUMBIA APP CON 124.15 338.2</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 231	TDZE 231
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MIRL Rwy 5-23 0

CATEGORY	A	B	C	D
LNAV MDA	920-1	689 (700-1)		NA
CIRCLING	920-1	689 (700-1)		NA

BAMBERG, SOUTH CAROLINA
 Orig-B 28MAY15

33°18'N-81°07'W

RNAV (GPS) RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90418 W17A	APP CRS 165°	Rwy Idg 5119 TDZE 246 Apt Elev 246
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RNAV (GPS) RWY 17

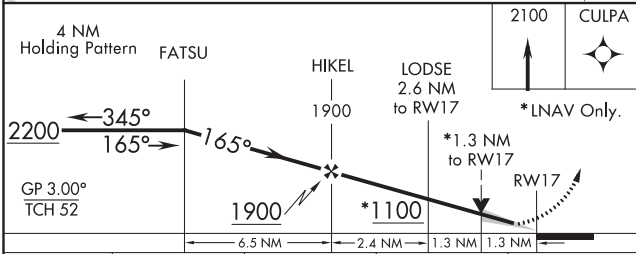
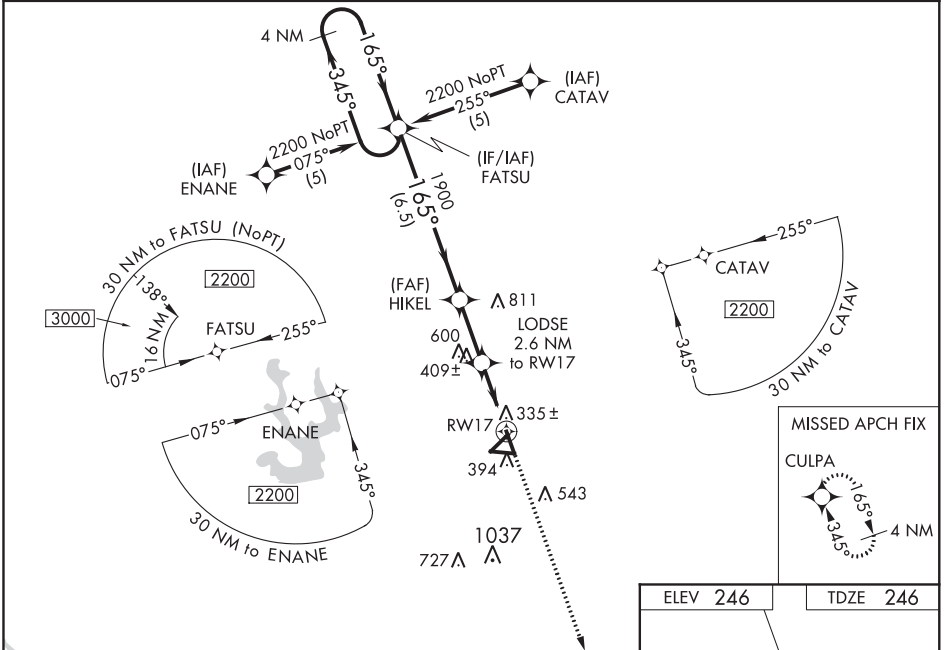
BARNWELL RGNL (BNL)

Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. 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 Augusta Rgnl at Bush Field altimeter setting and increase all DA 83 feet and all MDA 100 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile, increase Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. Circling NA to Rwy 05/23 at night.

ODALS

MISSED APPROACH:
Climb to 2100 direct CULPA and hold.

AWOS-3 119.775	JACKSONVILLE CENTER 132.925 363.2	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 246	TDZE 246
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MIRL Rwy 17-35 0

CATEGORY	A	B	C	D
LPV DA	476-¾ 230 (300-¾)			
LNAV/VNAV DA	605-1¼ 359 (400-1¼)			
LNAV MDA	700-¾ 454 (500-¾)	700-1¼ 454 (500-1¼)	700-1½ 454 (500-1½)	
CIRCLING	700-1 454 (500-1)	700-1½ 454 (500-1½)	900-2 654 (700-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS
345°

Rwy Idg **5119**
TDZE **246**
Apt Elev **246**

RNAV (GPS) RWY 35
BARNWELL RGNL (BNL)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting, and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ½ mile.
▲ VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

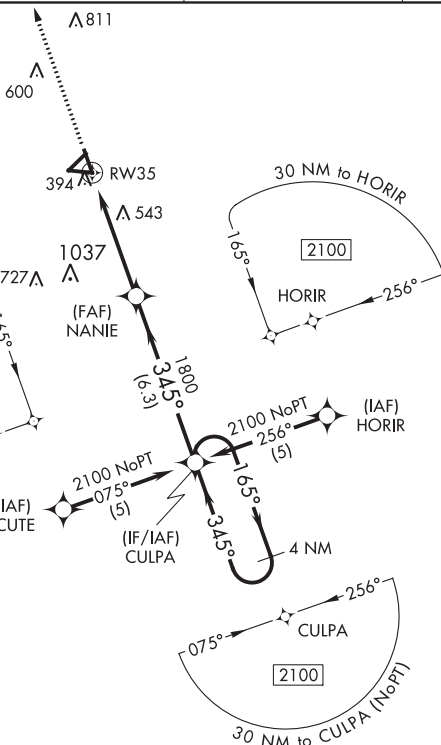
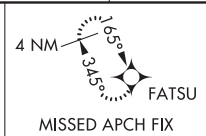
MISSED APPROACH: Climb to 2200 direct FATSU and hold.

AWOS-3
119.775

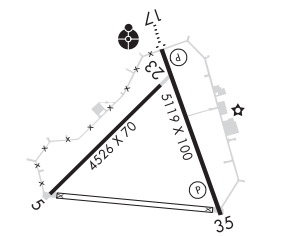
JACKSONVILLE CENTER
132.925 363.2

GCO
121.725

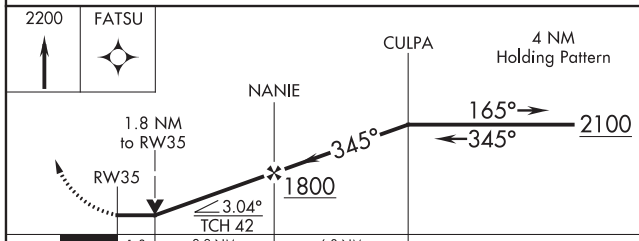
UNICOM
122.8 (CTAF) 0



ELEV **246** TDZE **246**



REIL Rwy 17
MIRL Rwy 17-35 0



CATEGORY	A	B	C	D
LNAV MDA	860-1	614 (700-1)	860-1¾ 614 (700-1¾)	860-2 614 (700-2)
CIRCLING	860-1	614 (700-1)	860-1¾ 614 (700-1¾)	900-2 654 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3327
033°	THRE	8
	Apt Elev	11

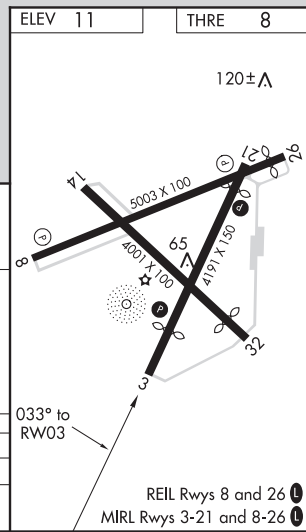
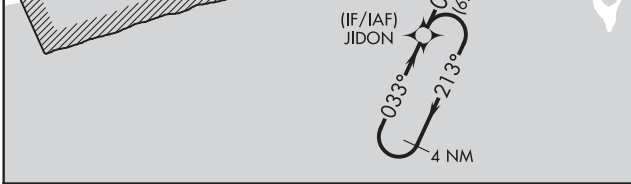
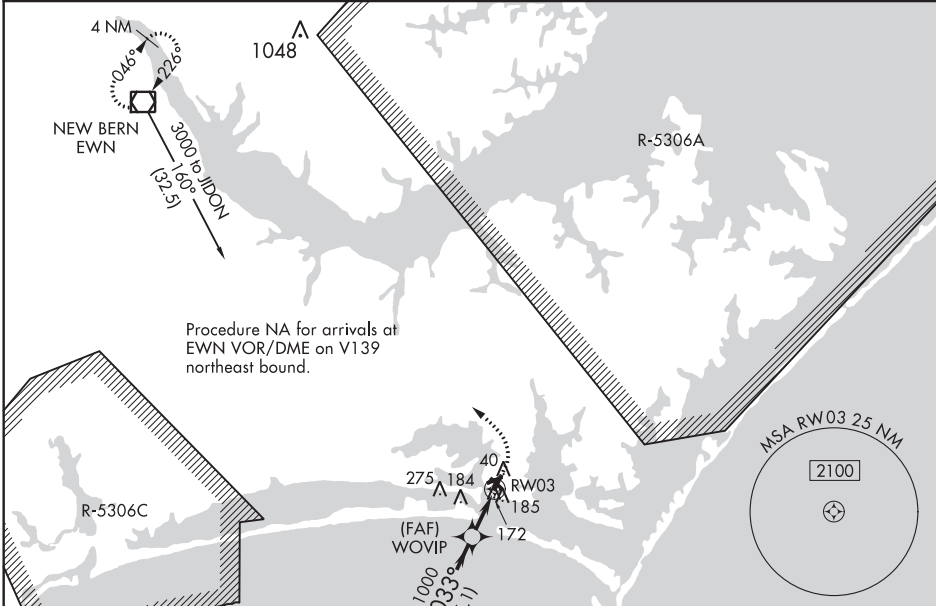
RNAV (GPS) RWY 3

MICHAEL J SMITH FIELD (MR.H)

⚠ Circling to Rwy 8/14/32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Cherry Point MCAS altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAY MDA	480-1	472 (500-1)		NA
CIRCLING	540-1	529 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAUFORT, NORTH CAROLINA

AL-5095 (FAA)

16035

WAAS CH 97727 W08A	APP CRS 076°	Rwy Idg THRE Apt Elev	5002 7 11
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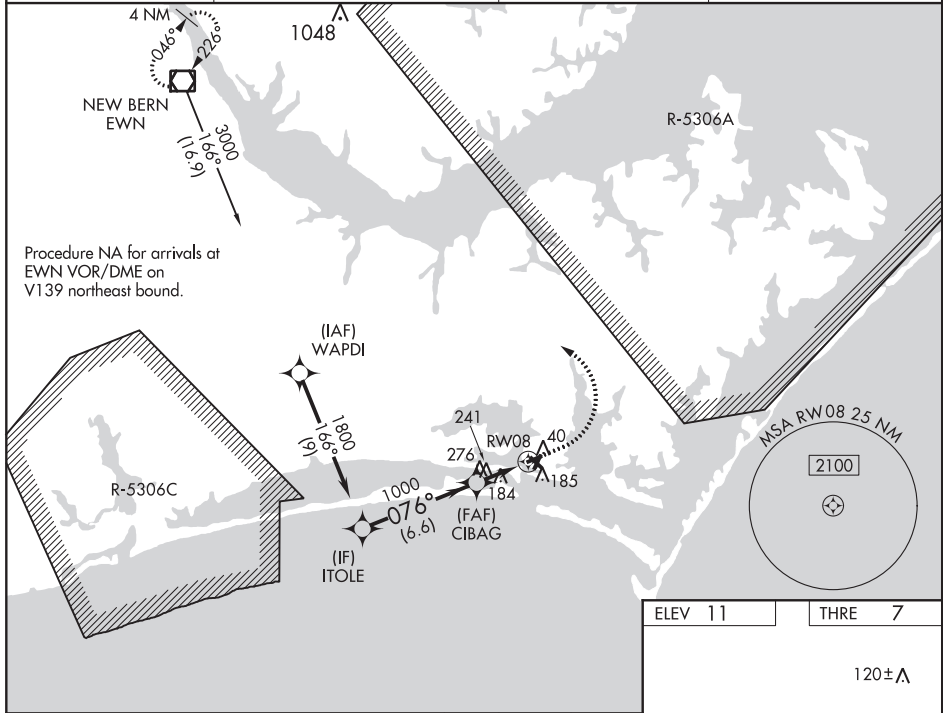
RNAV (GPS) RWY 8

MICHAEL J SMITH FIELD (MR.H)

⚠ DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet and LP Cats C/D and LNAV Cats C/D visibility 1/8 mile.

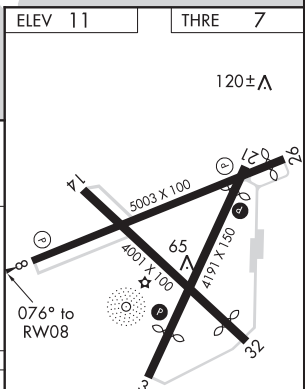
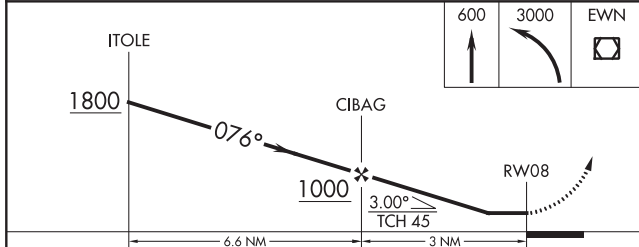
⚠ MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	500-1	493 (500-1)	500-1 ³ / ₈	493 (500-1 ³ / ₈)
LNAV MDA	540-1	533 (600-1)	540-1 ¹ / ₂	533 (600-1 ¹ / ₂)
CIRCLING	540-1	529 (600-1)	540-1 ¹ / ₂ 529 (600-1 ¹ / ₂)	620-2 609 (700-2)

REIL Rwy 8 and 26 **0**
MIRL Rwy 3-21 and 8-26 **0**

BEAUFORT, NORTH CAROLINA
Amdt 2 12DEC13

34°44'N-76°40'W

MICHAEL J SMITH FIELD (MR.H)
RNAV (GPS) RWY 8

APP CRS	Rwy Idg	4001
141°	THRE	6
	Apt Elev	11

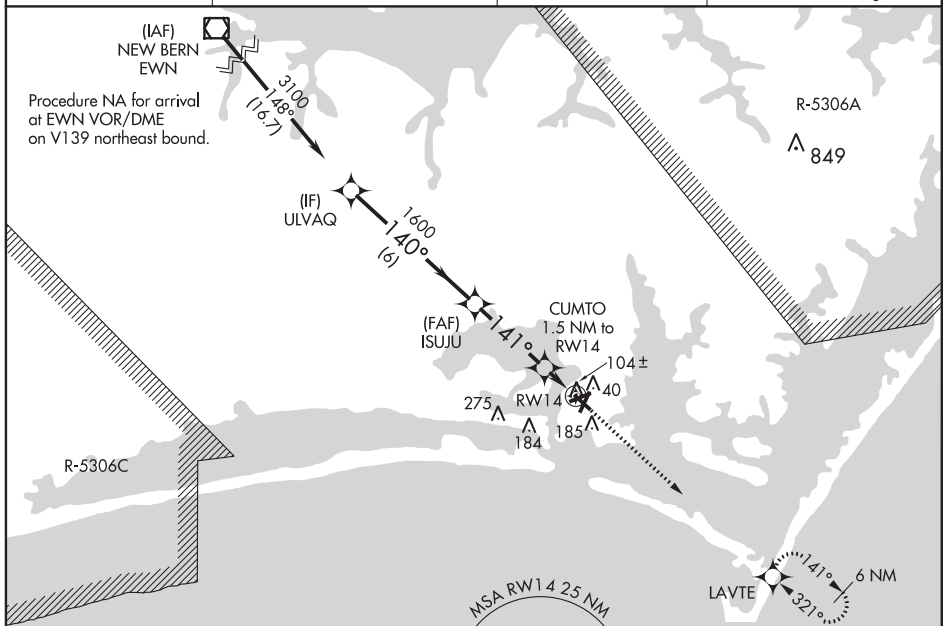
RNAV (GPS) RWY 14

MICHAEL J SMITH FIELD (MR.H)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility 1/8 mile. Straight-in/Circling Rwy 14 procedure NA at night. When VGSI inop, Circling Rwys 3, 21 NA at night. Circling to Rwy 32 NA at night.

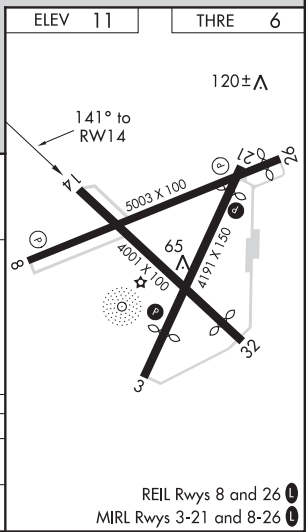
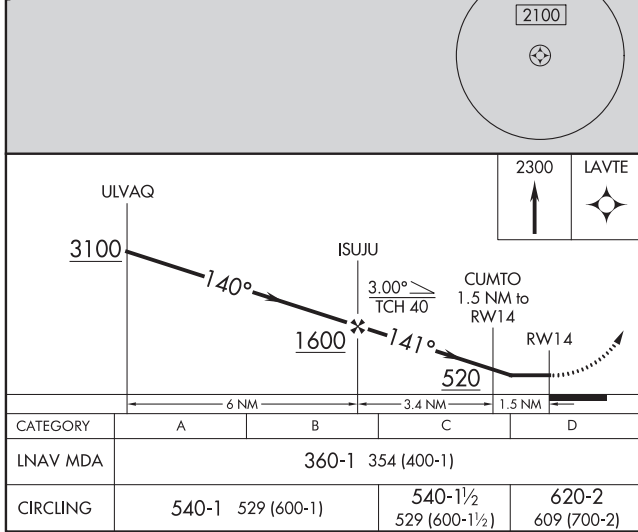
MISSED APPROACH:
Climb to 2300 direct LAVTE and hold.

ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



APP CRS 213°	Rwy Idg 3675
	THRE 7
	Apt Elev 11

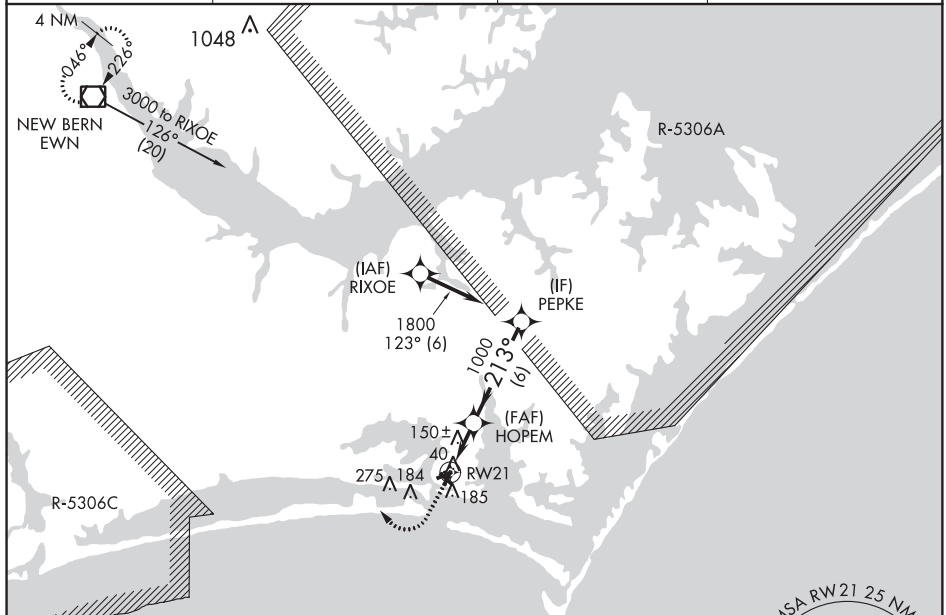
RNAV (GPS) RWY 21

MICHAEL J SMITH FIELD (MR.H)

⚠ Circling to 8/14/32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet. VDP NA when using Cherry Point MCAS altimeter setting.

⚠ MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

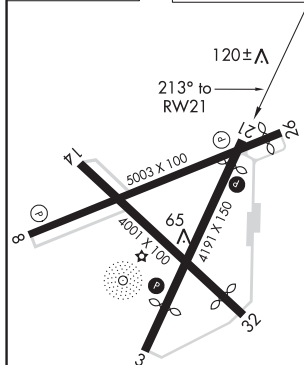
ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF) 0
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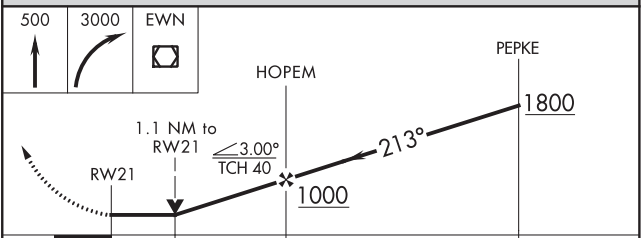
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 11	THRE 7
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REIL Rwy 8 and 26
MIRL Rwy 3-21 and 8-26



CATEGORY	A	B	C	D
LNAV MDA	400-1	393 (400-1)		NA
CIRCLING	540-1	529 (600-1)		NA

WAAS CH 40338 W26A	APP CRS 256°	Rwy Ldg TDZE Apt Elev	4713 8 10
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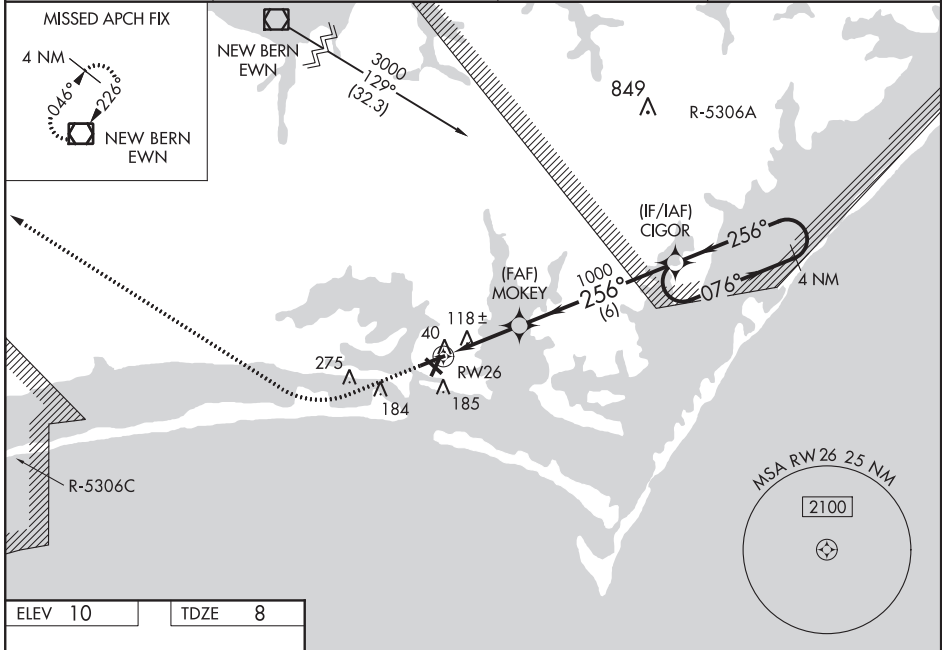
RNAV (GPS) RWY 26

MICHAEL J SMITH FIELD (MR.H)

⚠ Night landing: Rwy 8, 14, 32 NA. Baro-VNAV and VDP NA when using Cherry Point MCAS altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase LPV DA to 301 feet, LNAV/VNAV DA to 431 feet and increase all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile and Circling Cat C 1/4 mile. ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH:
Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

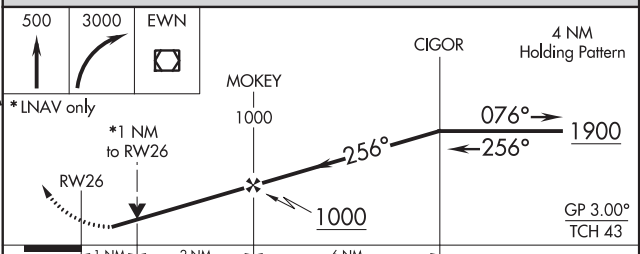
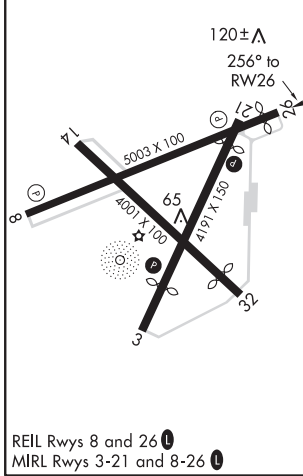
ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 10	TDZE 8
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CATEGORY	A	B	C	D
LPV DA		264-1	256 (300-1)	
LNAV/VNAV DA		394-1 1/4	386 (400-1 1/4)	
LNAV MDA		380-1	372 (400-1)	
C CIRCLING	540-1	530 (600-1)	580-1 1/2 570 (600-1 1/2)	580-2 570 (600-2)

WAAS CH 69227 W32A	APP CRS 321°	Rwy Idg THRE Apt Elev	3511 9 11
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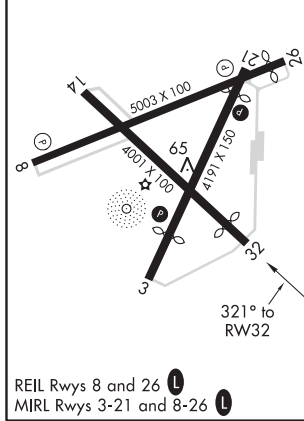
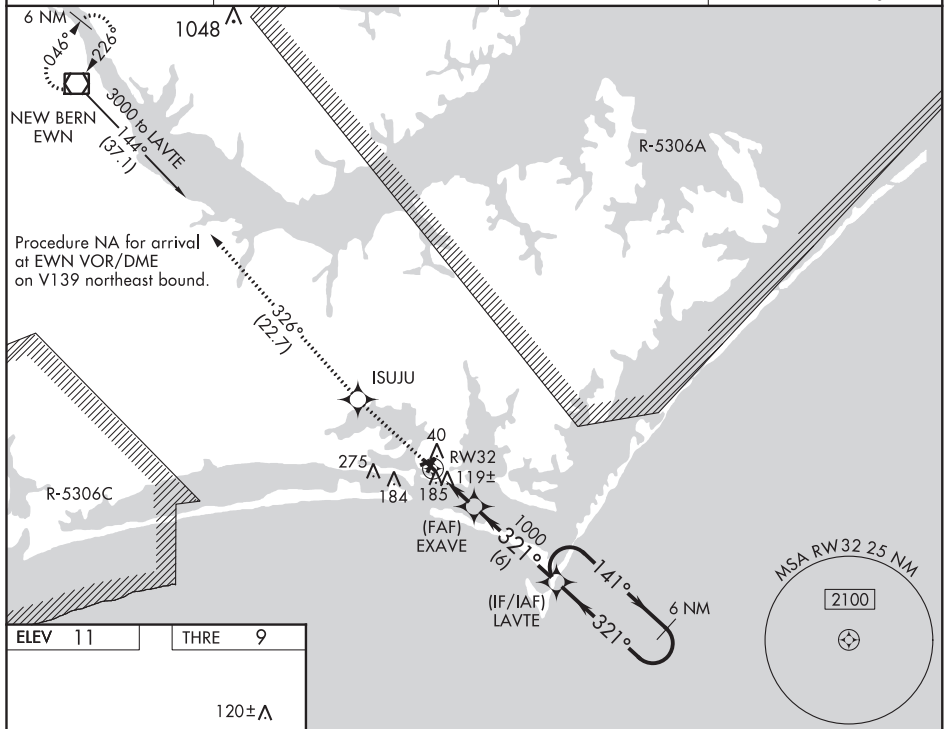
RNAV (GPS) RWY 32

MICHAEL J SMITH FIELD (MRH)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet; increase LP Cats C and D visibility 1/8 mile. Straight-in/Circling Rwy 32 procedure NA at night. When VGS1 inop, Circling Rws 3, 21 NA at night. Circling to Rwy 14 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

ASOS 135.375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF) 0
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3000	ISUJU	tr 326°	EWN	LAVTE	6 NM Holding Pattern
RW32		EXAVE	3.00° TCH 40	1000	141° → 2300
3 NM		6 NM			
CATEGORY	A	B	C	D	
LP MDA	380-1 371 (400-1)				
LNAV MDA	460-1	451 (500-1)	460-1 3/8	451 (500-1 3/8)	
CIRCLING	540-1	529 (600-1)	540-1 1/2	529 (600-1 1/2)	620-2 609 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

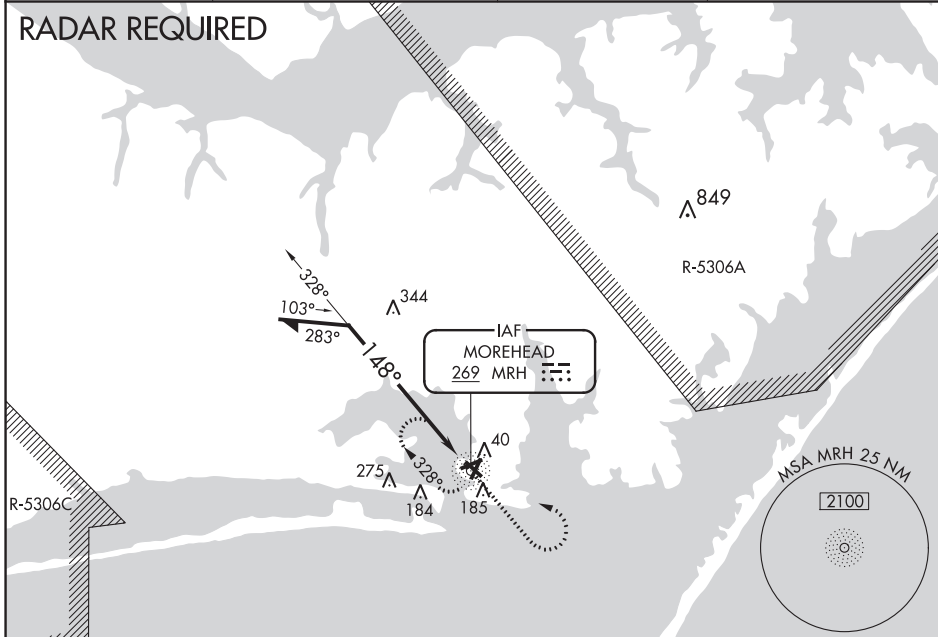
NDB MRH	APP CRS	Rwy Idg	4001
269	148°	TDZE	9
		Apt Elev	10

NDB RWY 14
MICHAEL J SMITH FIELD (MRH)

<p>▼ Helicopter visibility reduction below 1 SM NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet.</p> <p>▲ NA Night landing: Rwy 3, 8, 14, 32 NA.</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 1600 direct MRH NDB and hold.</p>
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ASOS 135,375	CHERRY POINT APP CON 124.1 268.7	CHERRY POINT CLNC DEL 125.65	UNICOM 122.8 (CTAF)
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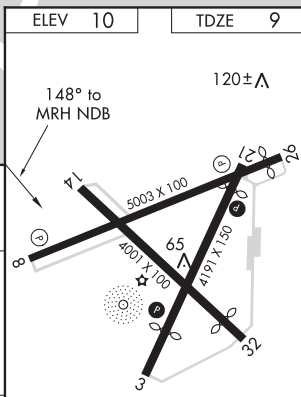
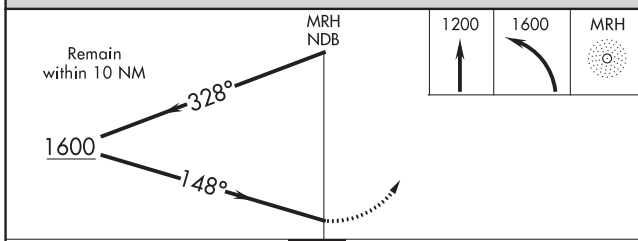
RADAR REQUIRED



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	10	TDZE	9
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CATEGORY	A	B	C	D
S-14	700-1	691 (700-1)	700-2	691 (700-2)
CIRCLING	700-1	690 (700-1)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)

REIL Rwy 8 and 26
MIRL Rwy 3-21 and 8-26

BEAUFORT, SOUTH CAROLINA

AL-6755 (FAA)

15288

APP CRS	Rwy Idg	3434
067°	TDZE	9
	Apt Elev	9

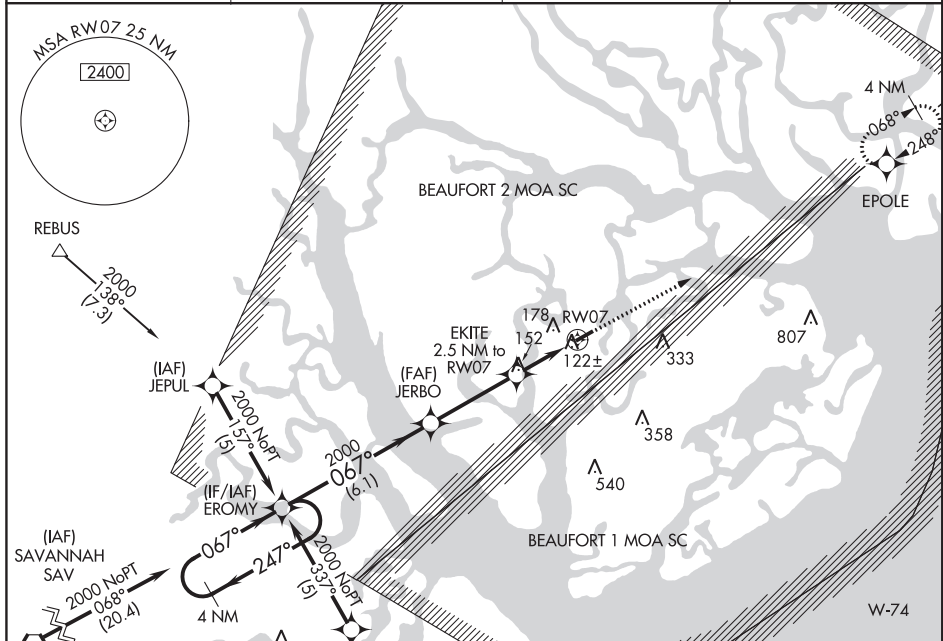
RNAV (GPS) RWY 7

BEAUFORT COUNTY (A.R.W)

V DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase
A ASR all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct EPOLE and hold.

AWOS-3 119.675	BEAUFORT APP CON ★ 125.125 292.125	CLNC DEL 121.725	UNICOM 122.7 (CTAF) 0
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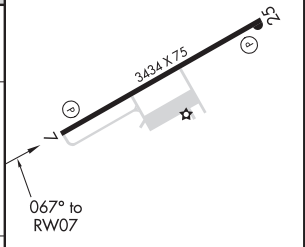
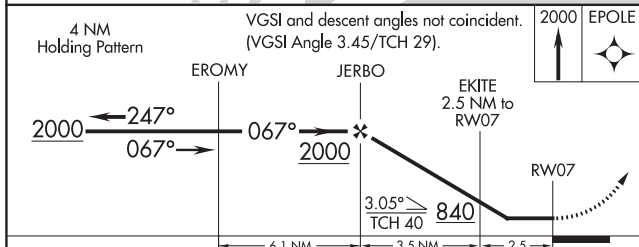


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at SAV VORTAC on V437 southwest bound.
 Radar required for arrivals at LEFKO.

ELEV	9	TDZE	9
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CATEGORY	A	B	C	D
LNVA MDA	380-1	371 (400-1)		NA
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA

REIL Rwy 25
 MIRL Rwy 7-25 0

BEAUFORT, SOUTH CAROLINA
 Amdt 1B 15OCT15

32°25'N-80°38'W

BEAUFORT COUNTY (A.R.W)

RNAV (GPS) RWY 7

WAAS CH 69418 W25A	APP CRS 247°	Rwy Idg 3434	TDZE 8	Apt Elev 9
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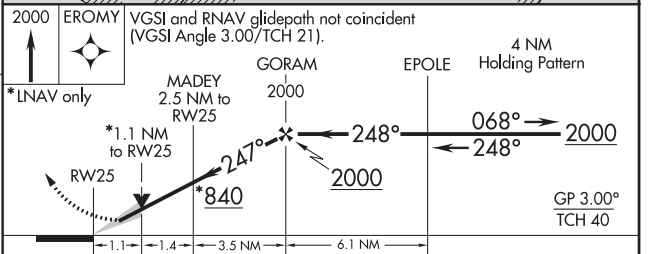
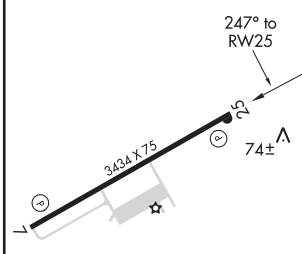
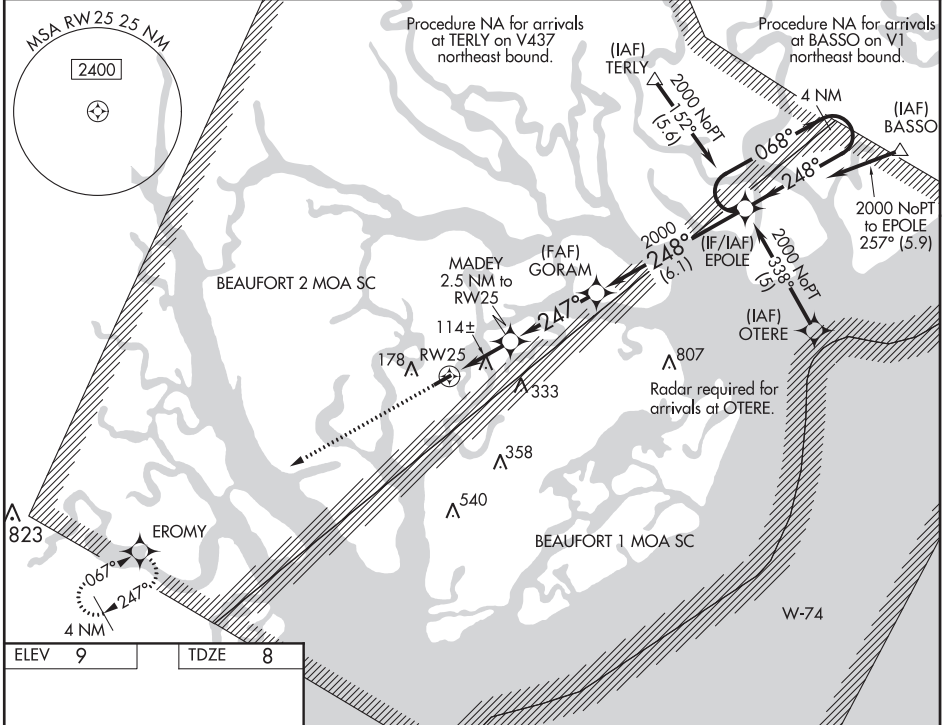
RNAV (GPS) RWY 25

BEAUFORT COUNTY (A.R.W)

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS/Merritt Field altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS/Merritt Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct EROMY and hold.

AWOS-3 119.675	BEAUFORT APP CON* 125.125 292.125	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	208-1 200 (200-1)			NA
LNAV/VNAV DA	334-1¼ 326 (400-1¼)			NA
LNAV MDA	380-1 372 (400-1)			NA
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 5

WAAS Chan 90095 W05A	APCH CRS 047°	Rwy Idg 12,202 THRE Arpt Elev 37
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AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

** When ALS inop, increase vis CAT ABCD to 1½ mile.
** When ALS inop, increase vis CAT AB to 1 mile,
CAT CD to 1½ miles.



MISSED APPROACH: Climb to 3000 direct DUSBE direct HOWEL and hold. Continue climb in hold to 3000.

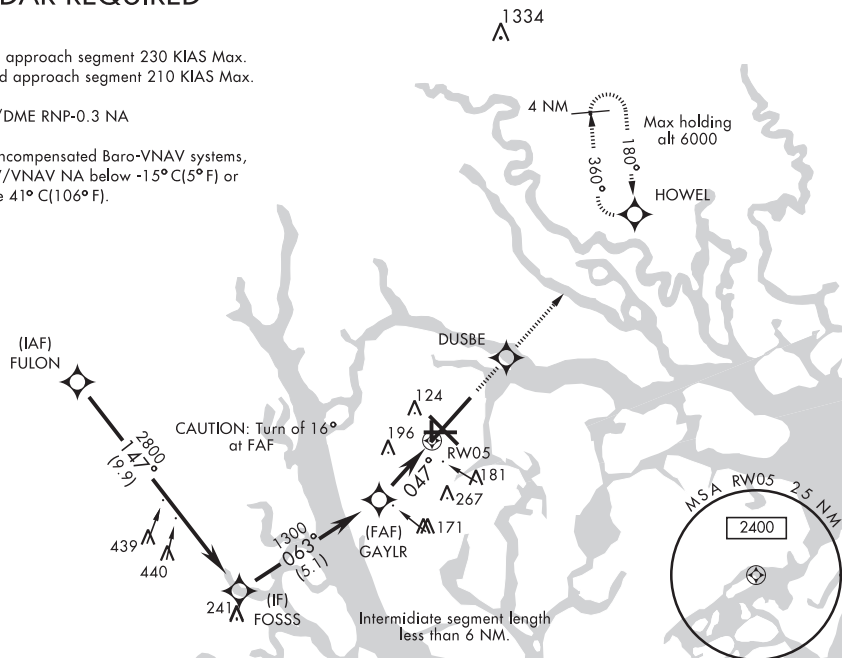
ATIS * 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER * 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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RADAR REQUIRED

Initial approach segment 230 KIAS Max.
Intmed approach segment 210 KIAS Max.

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C(5°F) or
above 41°C(106°F).

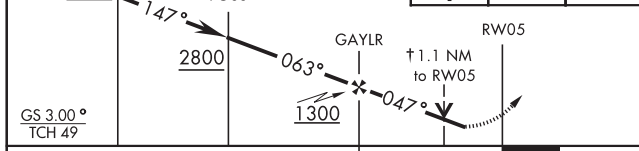


SE-2, 10 NOV 2016 to 05 JAN 2017

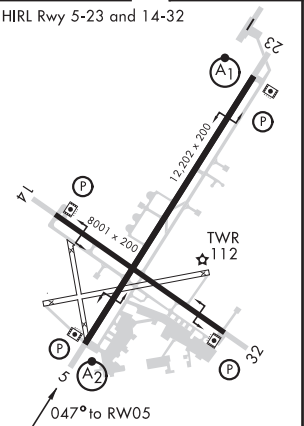
SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100

↑ LNAV ONLY	3000	DUSBE	HOWEL	ELEV 37	THRE 37
HIRL Rwy 5-23 and 14-32					



CATEGORY	A	B	C	D
LPV DA		237-¾	200 (200-¾)	
LNAV/ * VNAV DA		440-1½	403 (500-1½)	
LNAV MDA	440-¾	403 (500-¾)	440-1	403 (500-1)
CIRCLING	500-1	463 (500-1)	500-1½ 463 (500-1½)	600-2 563 (600-2)



BEAUFORT, SOUTH CAROLINA
Amdt 1 15OCT15

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNAV (GPS) RWY 5

BEAUFORT, SOUTH CAROLINA

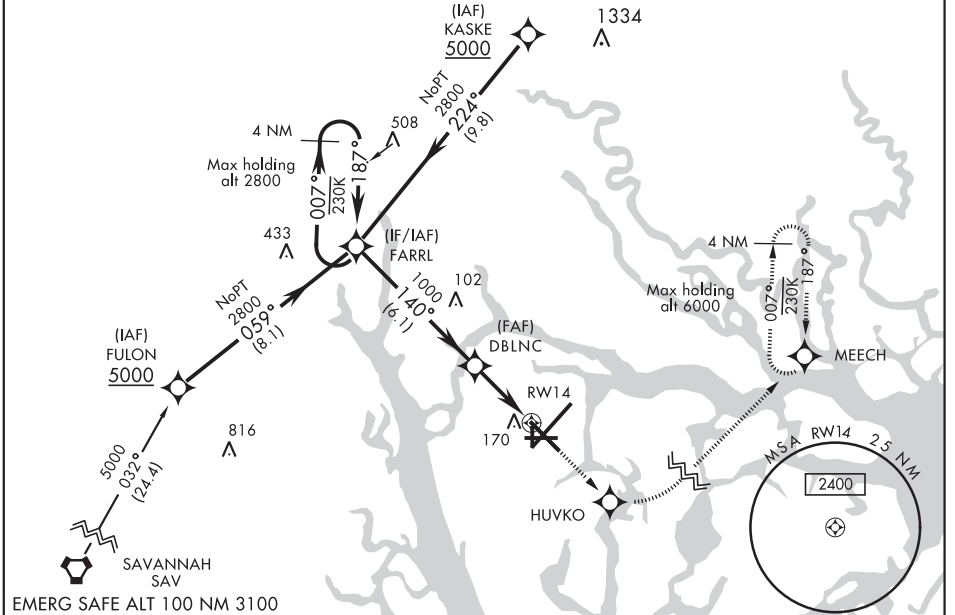
RNAV (GPS) RWY 14

WAAS Chan 91240 W14A	APCH CRS 140°	Rwy Idg 8001 THRE 32 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -35°C (-31°F) or above 41°C (106°F). MISSED APPROACH: Climb to 3000 direct HUVKO direct MEECH and hold.

ATIS ★ 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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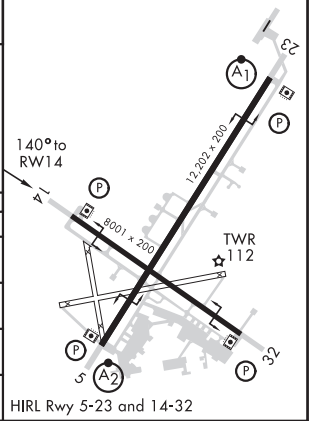
RADAR REQUIRED



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FARRL		↑LNAV Only	3000	HUVKO	MEECH	ELEV 37	THRE 32
2800		←007°					
187°							
GS 3.00°							
TCH 40							
1000							
2.9 NM							
CATEGORY	A	B	C	D			
LPV DA		232-¾	200 (200-¾)				
LNAV/VNAV DA		459-1½	427 (500-1½)				
LNAV MDA	420-1	388 (400-1)	420-1½	388 (400-1½)			
CIRCLING	500-1	463 (500-1)	500-1½	463 (500-1½)	600-2	563 (600-2)	



BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)
Amdt 1 15OCT15

RNAV (GPS) RWY 14

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 23

WAAS Chan 93379 W23A	APCH CRS 227°	Rwy Idg 12,202 THRE 13 Arprt Elev 37
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AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

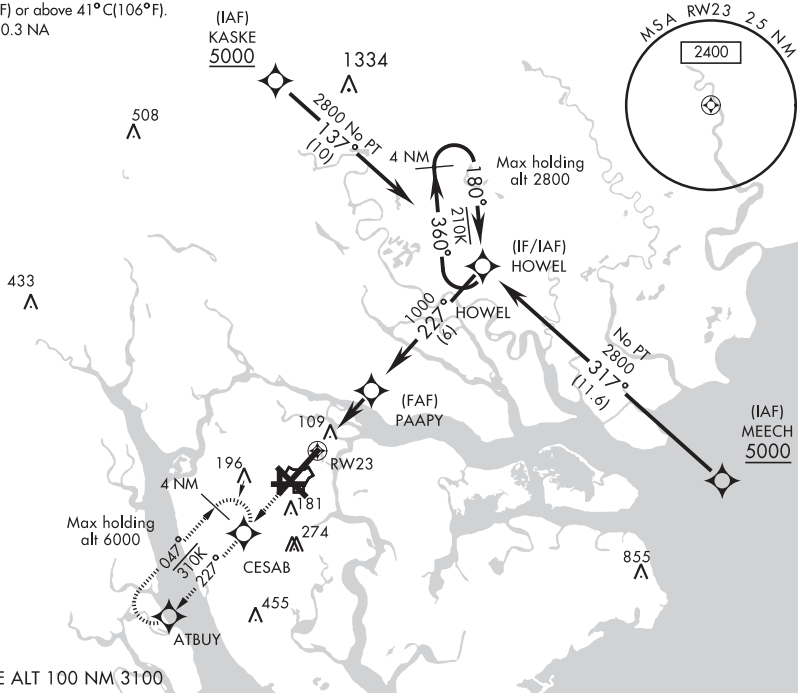
*When ALS inop, increase vis CAT ABCD to 3/4 mile.
 **When ALS inop, increase vis CAT ABCD to 1 mile.



MISSED APPROACH: Climb to 3000 direct CESAB direct ATBUY and hold. Continue climb in hold to 3000.

ATIS * 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER * 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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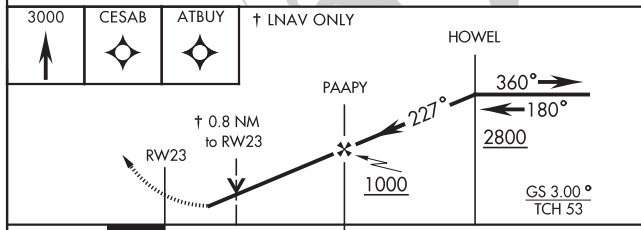
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F).
 DME/DME RNP-0.3 NA



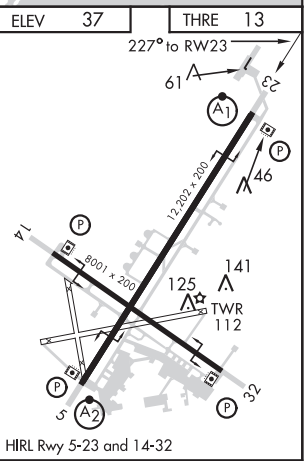
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LPV DA *	213-1/2		200	(200-1/2)
LNAV/ VNAV DA **	314-1/2		301	(300-1/2)
LNAV MDA ***	320-1/2	307 (300-1/2)	320-3/4	307 (300-3/4)
CIRCLING	500-1	463 (500-1)	500-1 1/2 463 (500-1 1/2)	600-2 563 (600-2)



BEAUFORT, SOUTH CAROLINA
 Amdt 1 15OCT15

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

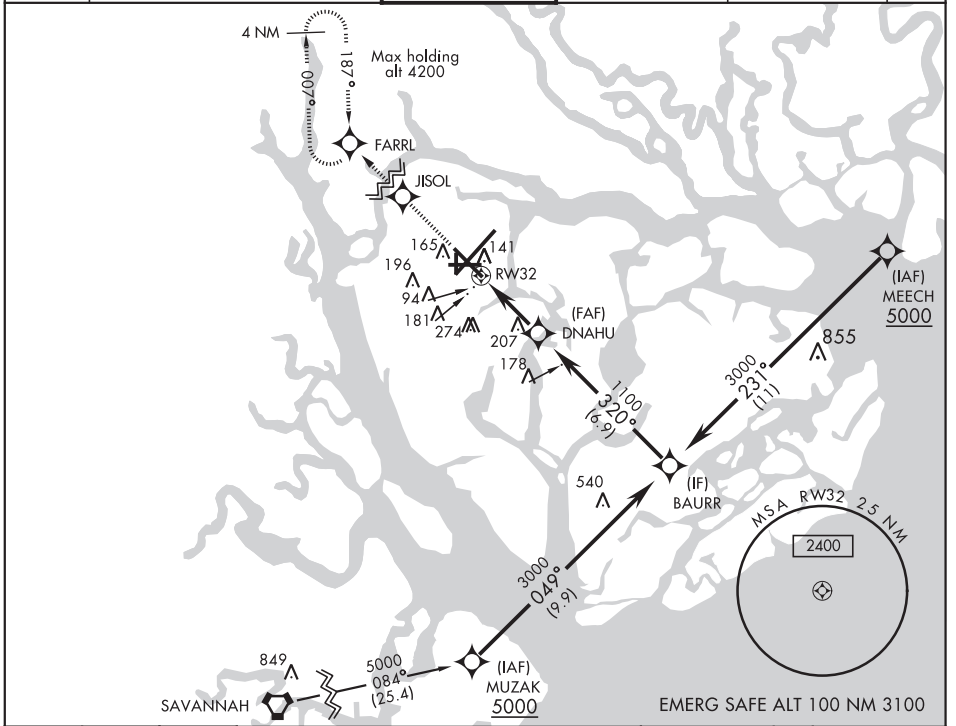
RNAV (GPS) RWY 23

RNAV (GPS) RWY 32

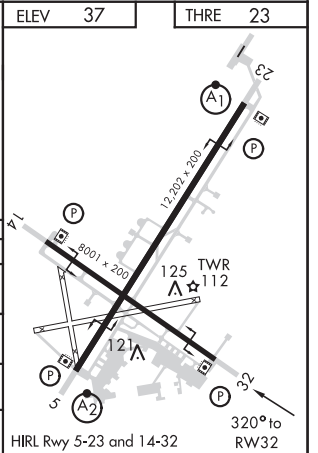
WAAS Chan 95233 W32A	APCH CRS 320°	Rwy Idg THRE 23 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F). MISSED APPROACH: Climb to 3000 direct JISOL direct FARRL and hold, continue climb in hold to 3000.
DME/DME RNP-0.3 NA

ATIS ★ 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/ PAR
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3000	JISOL	FARRL	† LNAV ONLY	BAURR
↑	◆	◆		
CATEGORY	A	B	C	D
LPV DA		223-¾	200	(200-¾)
LNAV/VNAV DA		440-1¾	417	(500-1¾)
LNAV MDA	480-1	457 (500-1)	480-1¾	457 (500-1¾)
CIRCLING	500-1	463 (500-1)	500-1½ 463 (500-1½)	600-2 563 (600-2)



RNAV (GPS) RWY 32

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAUFORT, SOUTH CAROLINA

TACAN RWY 5

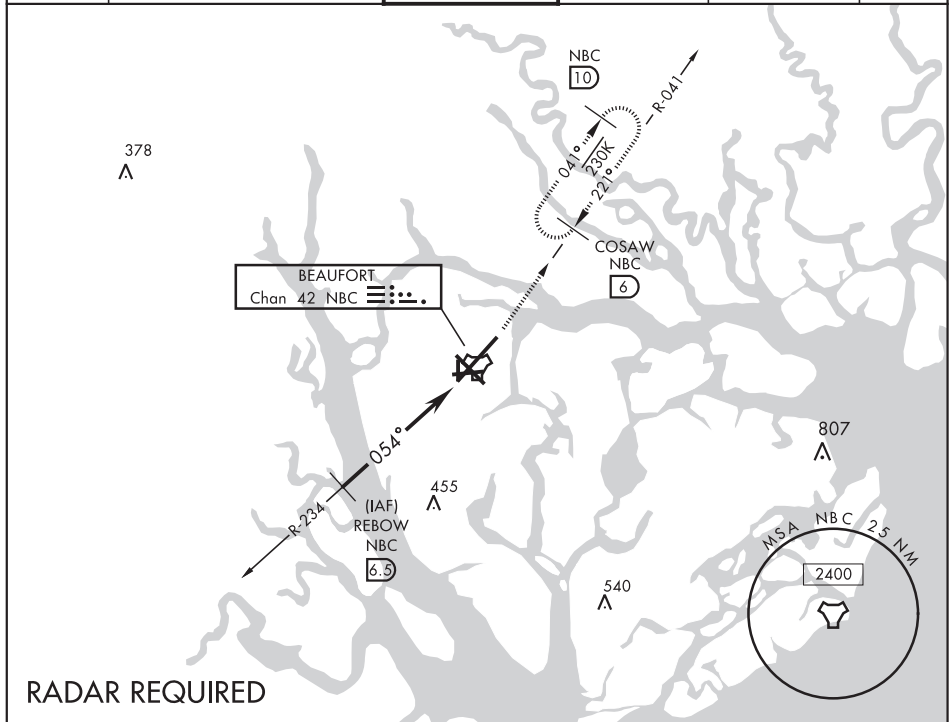
TACAN NBC Chan 42	APCH CRS 054°	Rwy Idg 12,202 TDZE 37 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
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* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/4 miles, CAT E to 1 1/2 miles.



MISSED APPROACH: Climb to 3000 via NBC R-041 to COSAW and hold. Continue climb in hold to 3000.

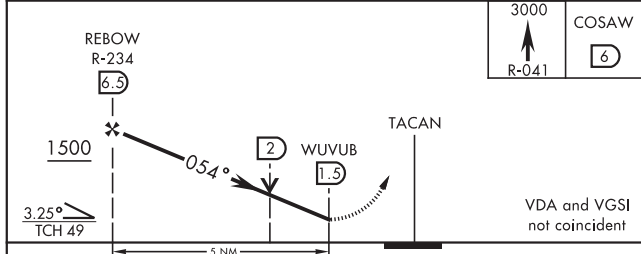
ATIS * 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER * 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/PAR
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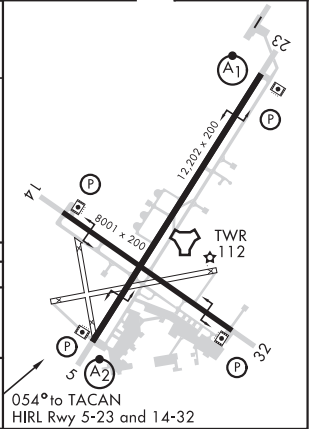
RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

ELEV 37	TDZE 37
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CATEGORY	A	B	C	D	E
S-5 *	460-3/4	423 (500-3/4)	460-1	423 (500-1)	460-1 1/4 423 (500-1 1/4)
CIRCLING	500-1	463 (500-1)	500-1 1/2 463 (500-1 1/2)	600-2 563 (600-2)	720-2 1/2 683 (700-2 1/2)



BEAUFORT, SOUTH CAROLINA

32° 29' N-80° 43' W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amtd 1 15OCT15

TACAN RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

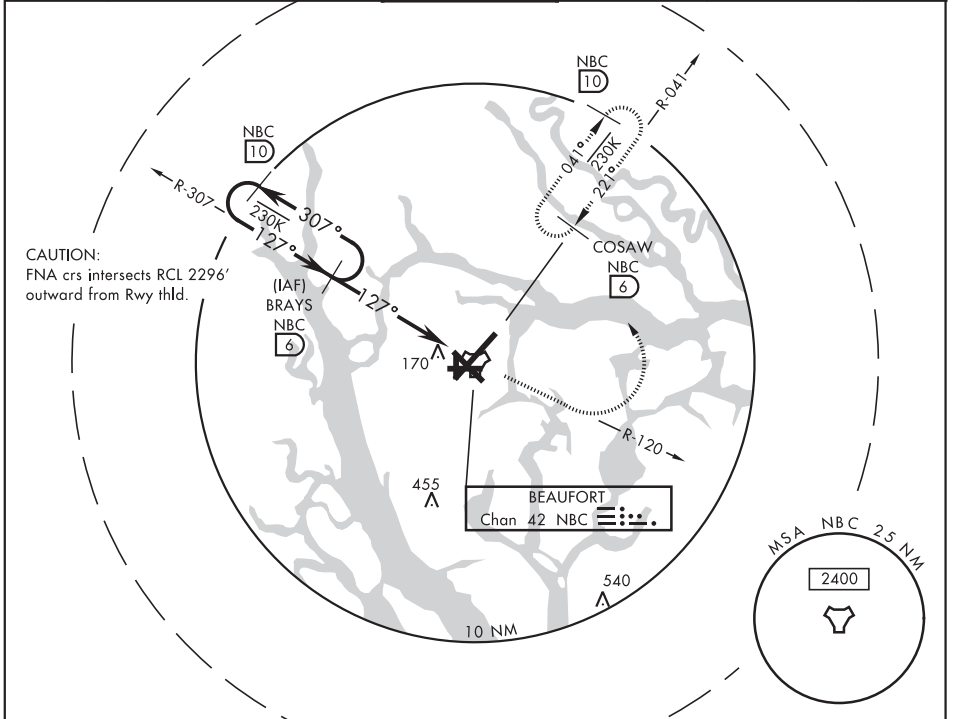
SE-2, 10 NOV 2016 to 05 JAN 2017

TACAN RWY 14

TACAN NBC Chan 42	APCH CRS 127°	Rwy Idg THRE Arprt Elev 8001 32 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
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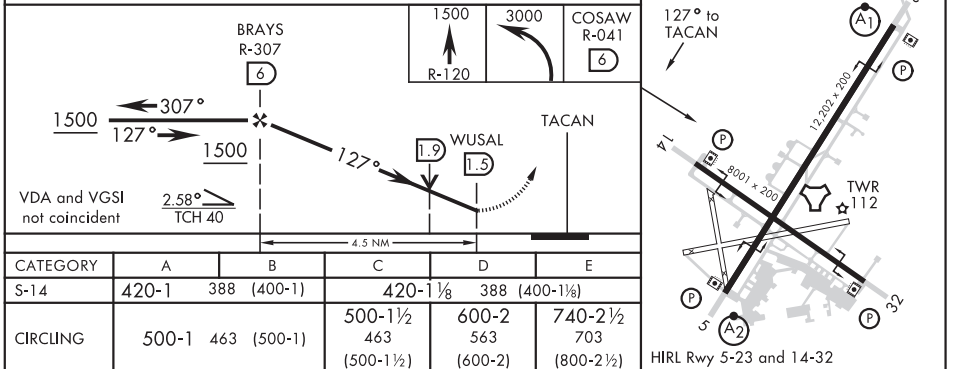
MISSED APPROACH: Climb to 1500 on NBC TACAN R-120, then climbing left turn to 3000 via hdg 330° to intercept NBC R-041 to 6 DME (COSAW) and hold.

ATIS * 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER * 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/PAR
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



TACAN RWY 14

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAUFORT, SOUTH CAROLINA


TACAN RWY 23

TACAN NBC Chan 42	APCH CRS 221°	Rwy Idg THRE 13 Arpt Elev 37
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AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

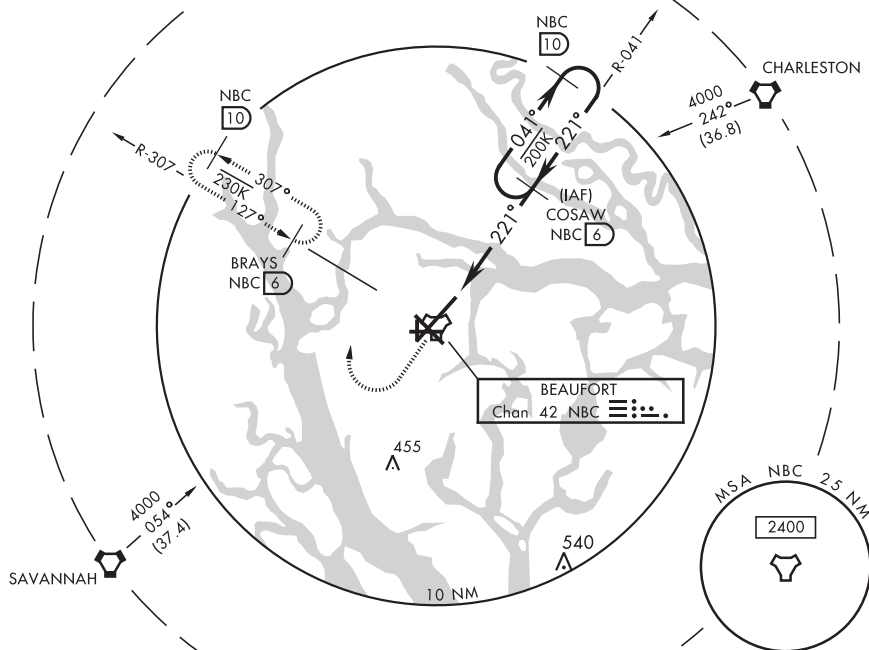
* When ALS inop, increase vis CAT ABCDE to 1 mile.

ALS-F1 

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS * 279.525	BEAUFORT APP CON (ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	BEAUFORT TOWER * 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 348.625	ASR/PAR
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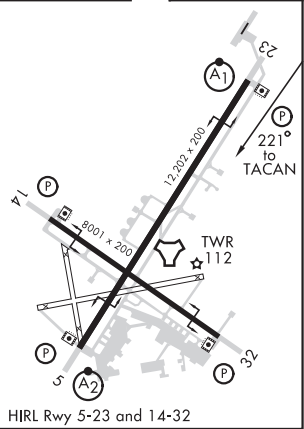
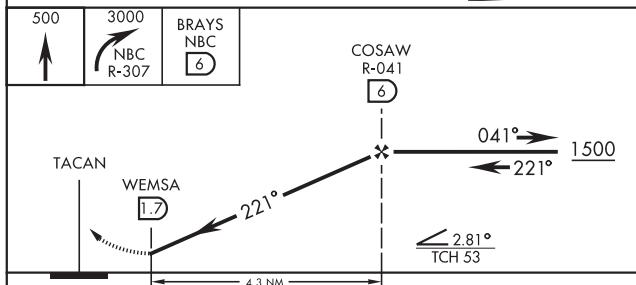
CAUTION: Intermediate segment length 4 NM.



EMERG SAFE ALT 100 NM 3100

ENROUTE FACILITIES

ELEV 37	THRE 13
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CATEGORY	A	B	C	D	E
S-23 *	360-½ 347 (400-½)		360-¾ 347 (400-¾)		
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

HIRL Rwy 5-23 and 14-32

BEAUFORT, SOUTH CAROLINA
Orig 15OCT15

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

TACAN RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-916 [USN]

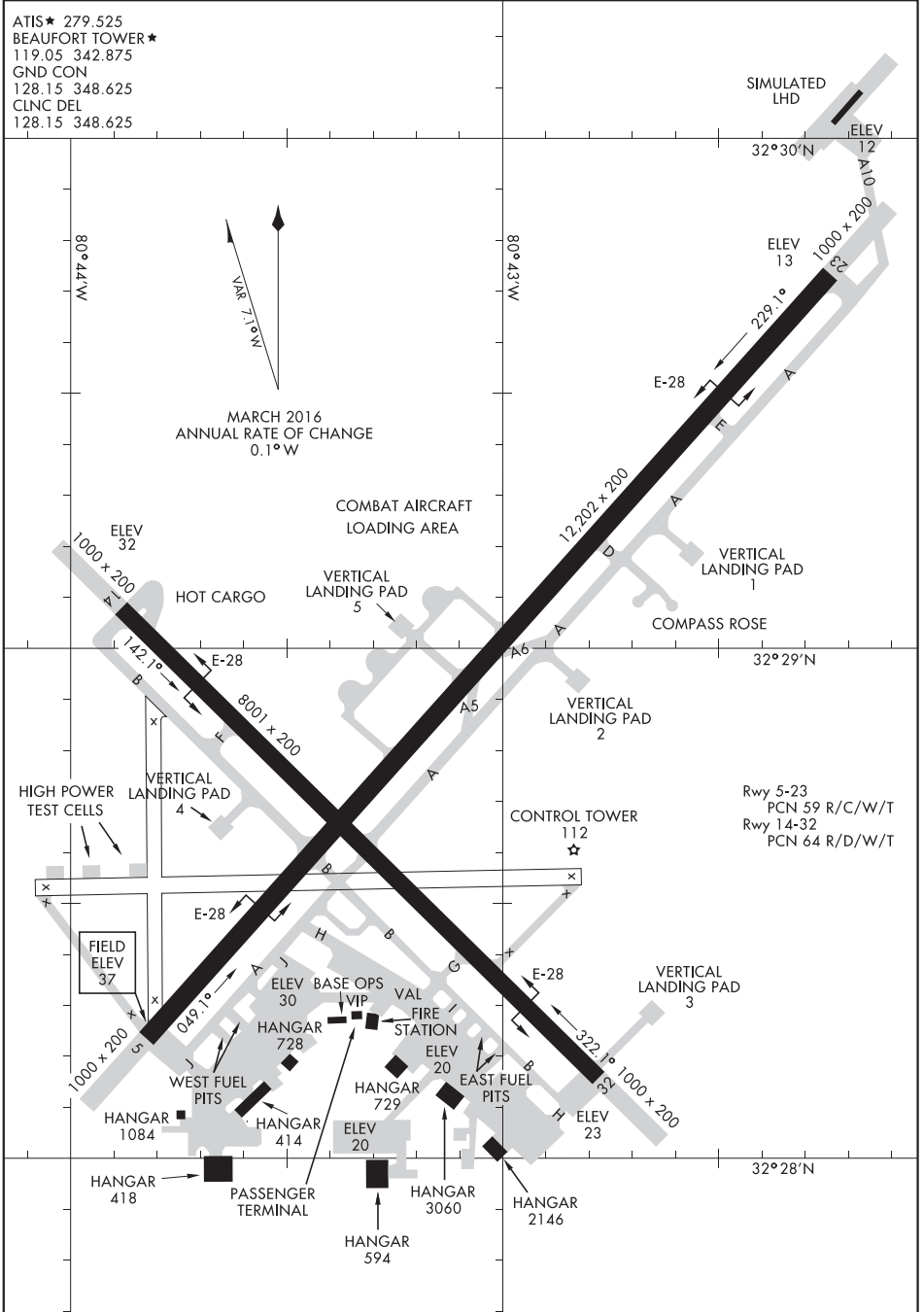
BEAUFORT MCAS (MERRITT FIELD) (KNBC)

BEAUFORT, SOUTH CAROLINA

ATIS★ 279.525
 BEAUFORT TOWER★
 119.05 342.875
 GND CON
 128.15 348.625
 CLNC DEL
 128.15 348.625

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

BEAUFORT, SOUTH CAROLINA
BEAUFORT MCAS (MERRITT FIELD) (KNBC)

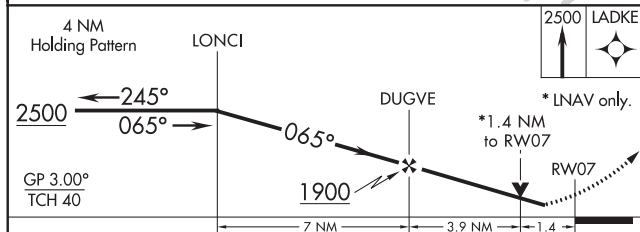
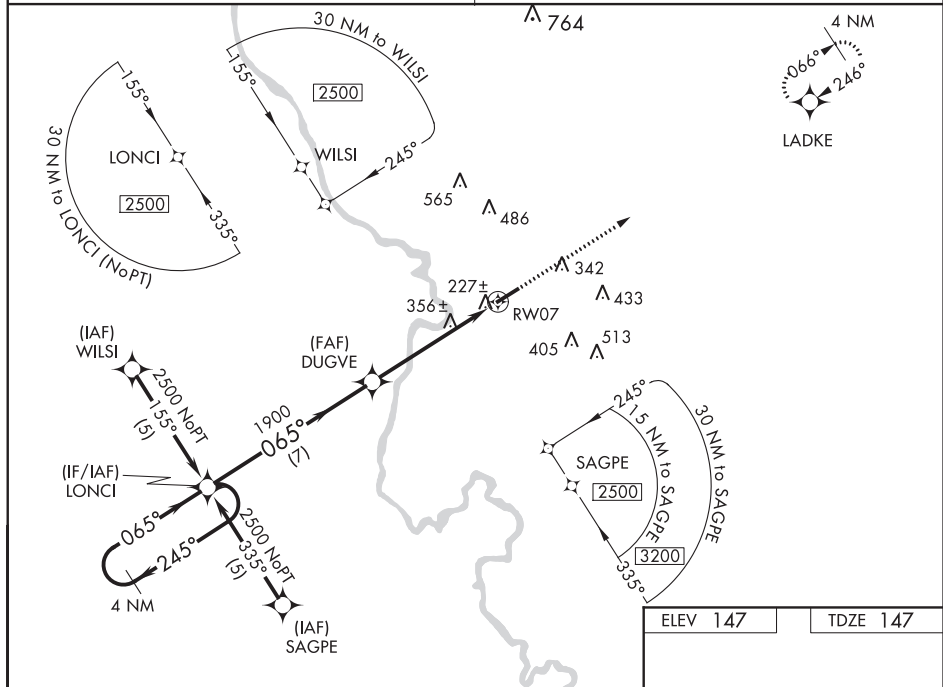
WAAS CH 77818 W07A	APP CRS 065°	Rwy Idg 5003 TDZE 147 Apt Elev 147
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RNAV (GPS) RWY 7
MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

⚠ Baro-VNAV NA when using Florence 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

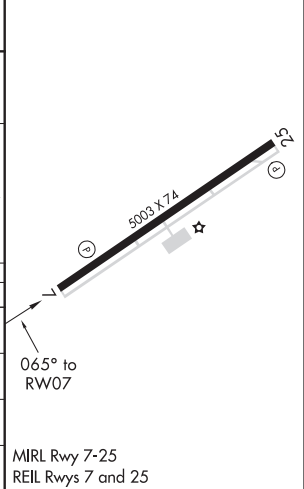
MISSED APPROACH: Climb to 2500 direct to LADKE and hold.

FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF)
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ELEV 147	TDZE 147
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CATEGORY	A	B	C	D
LPV DA	437-1 290 (300-1)			
LNAV/VNAV DA	507-1¼ 360 (400-1¼)			
LNAV MDA	620-1 473 (500-1)	620-1¼ 473 (500-1¼)	620-1½ 473 (500-1½)	
CIRCLING	620-1 473 (500-1)	620-1½ 473 (500-1½)	700-2 553 (600-2)	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42818 W25A	APP CRS 246°	Rwy Idg 5003 TDZE 147 Apt Elev 147
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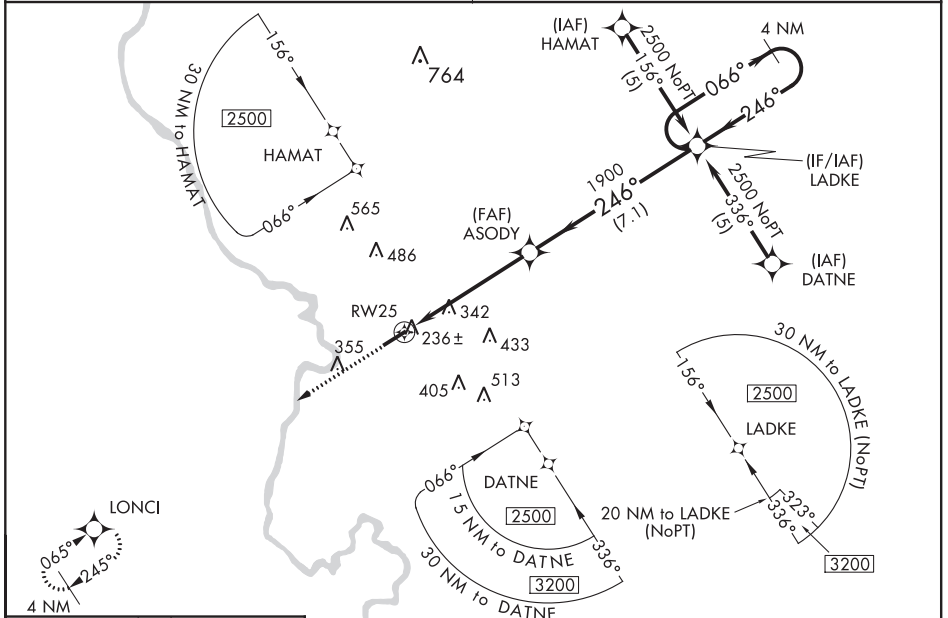
RNAV (GPS) RWY 25

MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

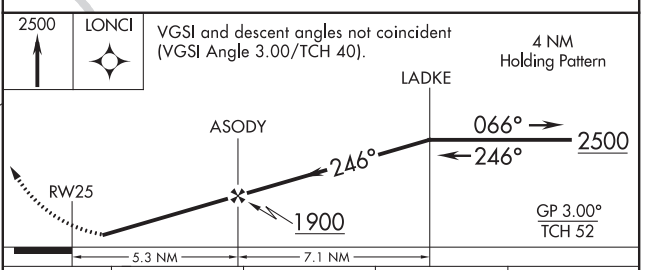
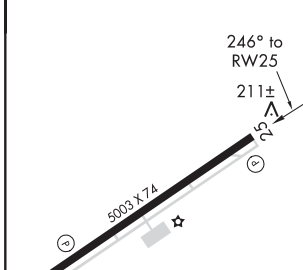
⚠ Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF)
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ELEV 147	TDZE 147
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CATEGORY	A	B	C	D
LPV DA	441-1 294 (300-1)			
LNAV/VNAV DA	621-1¾ 474 (500-1¾)			
LNAV MDA	680-1	533 (600-1)	680-1½ 533 (600-1½)	680-1¾ 533 (600-1¾)
CIRCLING	680-1	533 (600-1)	680-1½ 533 (600-1½)	700-2 553 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BENNETTSVILLE, SOUTH CAROLINA

AL-6047 (FAA)

16315

NDB BES 230	APP CRS 072°	Rwy Idg TDZE Apt Elev	5003 147 147
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NDB RWY 7

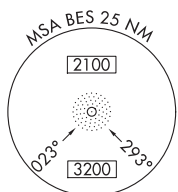
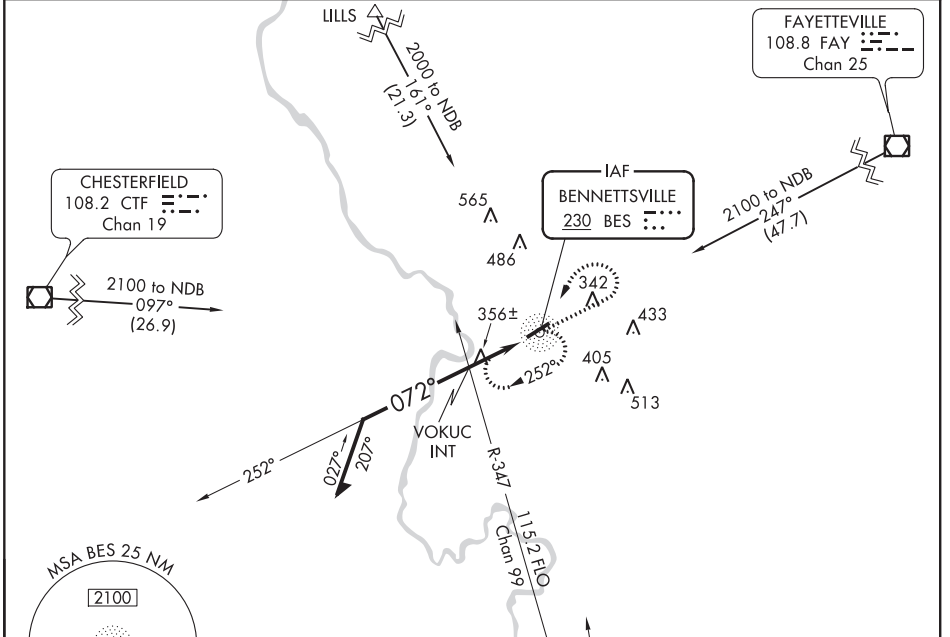
MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 then left turn direct BES NDB and hold.

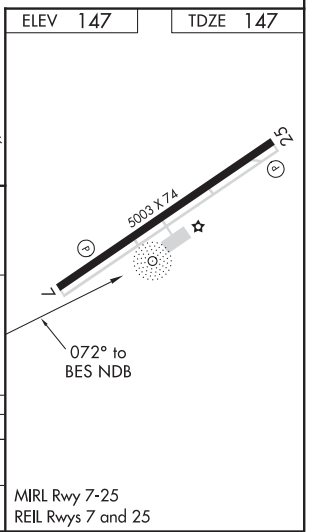
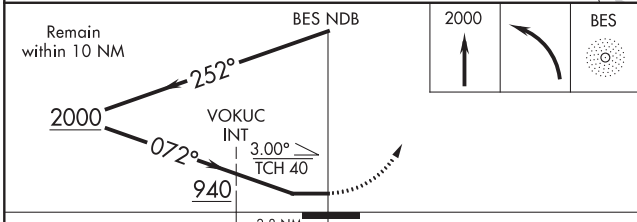
FLORENCE APP CON ★ **118.6 341.7**

UNICOM **122.8 (CTAF)**



825

ELEV 147	TDZE 147
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CATEGORY	A	B	C	D
S-7	660-1	513 (600-1)	660-1½ 513 (600-1½)	660-1¾ 513 (600-1¾)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)

MIRL Rwy 7-25
REIL Rwy 7 and 25


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

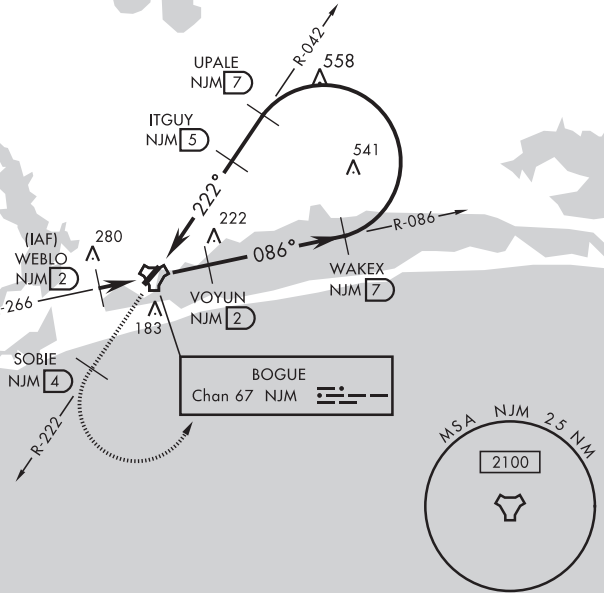
BENNETTSVILLE, SOUTH CAROLINA
Amdt 5A 25JUN15

MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)
34°37'N-79°44'W
NDB RWY 7

TACAN RWY 23

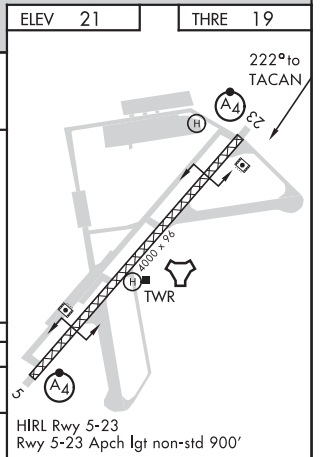
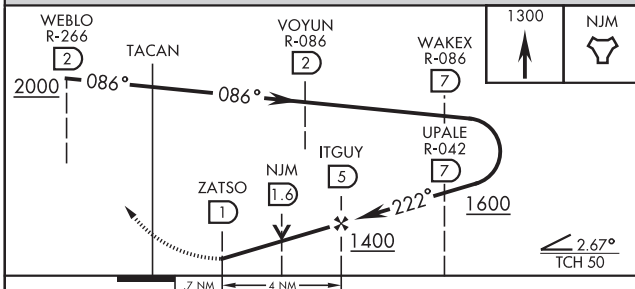
TACAN NJM Chan 67	APCH CRS 222°	Rwy ldg THRE 19 Arprt Elev 21	AL-2400 [USN]	BOGUE MCALF (KNJM)	
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 3/8 miles.			MALSF 	MISSED APPROACH: Climb to 1300 direct NJM TACAN, then via R-222 to SOBIE (NJM R-222/4 DME), then climbing left turn to 1600 via 044°. Expect radar vectors.	
ATIS 275.4	CHERRY POINT APP CON EAST 124.1 268.7 WEST 119.35 377.175	BOGUE TOWER * 126.45 (CTAF) 341.3	GND CON 262.6	CLNC DEL 262.6	ASR/PAR

CAUTION: Intmed seg len 2 NM.
CAUTION: Distance between
roll out point and FAF is 2NM.



**RADAR REQUIRED
NOT FOR CIVIL USE**

EMERG SAFE ALT 100 NM 3400



TACAN RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, NORTH CAROLINA

AL-5694 (FAA)

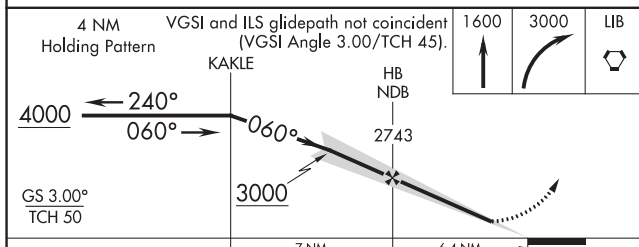
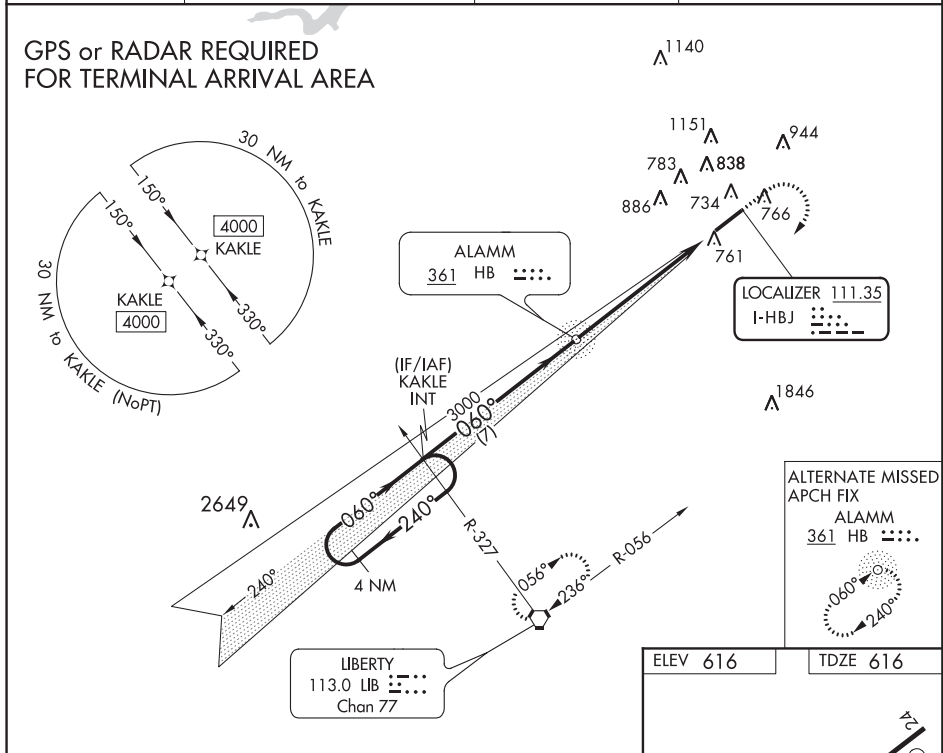
15288

LOC I-HBJ	APP CRS	Rwy Idg	6405
111.35	060°	TDZE	616
		Apt Elev	616

ILS Y or LOC Y RWY 6

BURLINGTON-ALAMANCE RGNL (BUY)

<p>▽ When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.</p>		<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.</p>	
ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) 0



ELEV 616	TDZE 616
<p>HIRL Rwy 6-24 0</p> <p>REIL Rwys 6 and 24 0</p>	
<p>FAF to MAP 6.4 NM</p>	
Knots	60 90 120 150 180
Min:Sec	6:24 4:16 3:12 2:34 2:08

CATEGORY	A	B	C	D
S-ILS 6		866-¾	250 (300-¾)	
S-LOC 6	1160-1	544 (600-1)	1160-1½	544 (600-1½)
C CIRCLING	1160-1	544 (600-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

BURLINGTON, NORTH CAROLINA
Orig-A 15OCT15

36°03'N-79°28'W

BURLINGTON-ALAMANCE RGNL (BUY)

ILS Y or LOC Y RWY 6

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-HBJ	APP CRS	Rwy Idg	6405
111.35	060°	TDZE	616
		Apt Elev	616

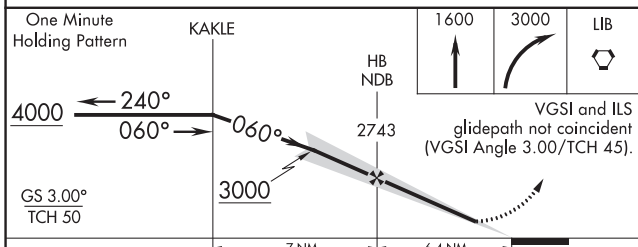
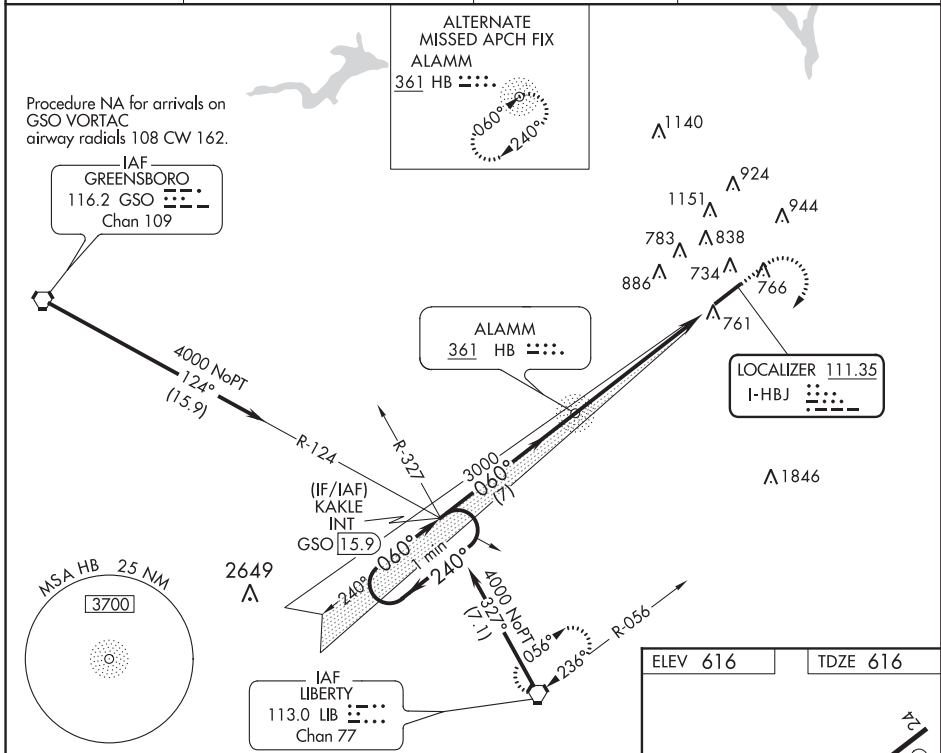
ILS Z or LOC Z RWY 6

BURLINGTON-ALAMANCE RGNL (BUY)

NA When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) 0



ELEV 616	TDZE 616
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HIRL Rwy 6-24	REIL Rwys 6 and 24				
FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

CATEGORY	A	B	C	D
S-ILS 6		866-¾	250 (300-¾)	
S-LOC 6	1160-1	544 (600-1)	1160-1½	544 (600-1½)
CIRCLING	1160-1	544 (600-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, NORTH CAROLINA

AL-5694 (FAA)

14233

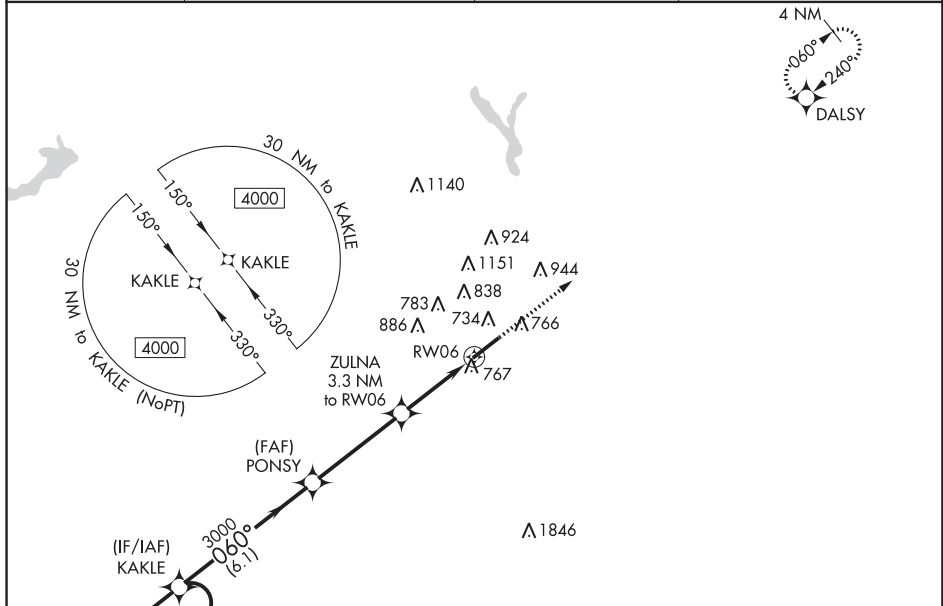
WAAS CH 42911 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	6405 616 616
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RNAV (GPS) RWY 6
BURLINGTON-ALAMANCE RGNL (BUY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV visibility 3/8 mile, LNAV Cats C/D and Circling Cat C 1/2 mile. VDP and Baro-VNAV NA when using Greensboro altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

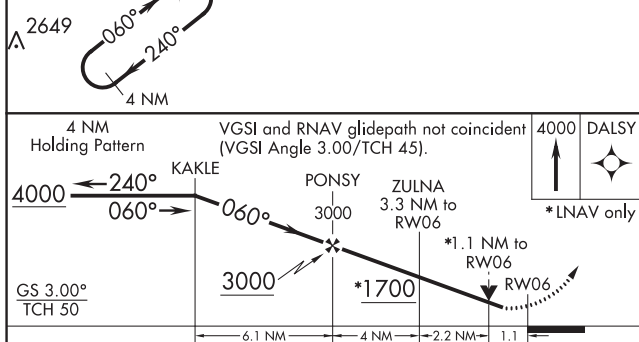
MISSED APPROACH:
Climb to 4000 direct
DALSY and hold.

ASOS 135.325	GREENSBORO APP CON 126.6 327.075	CLNC DEL 120.25	UNICOM 122.975 (CTAF) 0
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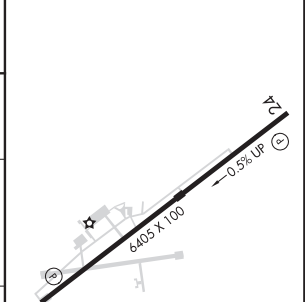


SE-2, 10 NOV 2016 to 05 JAN 2017

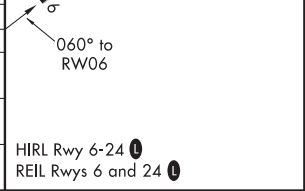
SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 616	TDZE 616
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CATEGORY	A	B	C	D
LPV DA		866-3/4	250 (300-3/4)	
LNAV/VNAV DA		928-1	312 (400-1)	
LNAV MDA	1020-1	404 (500-1)	1020-1 1/8	404 (500-1 1/8)
CIRCLING	1100-1	484 (500-1)	1520-2 3/4 904 (1000-2 3/4)	1520-3 904 (1000-3)



BURLINGTON, NORTH CAROLINA
Amdt 1A 21AUG14

36°03'N-79°28'W

BURLINGTON-ALAMANCE RGNL (BUY)
RNAV (GPS) RWY 6

HIRL Rwy 6-24 0
REIL Rwy 6 and 24 0

WAAS CH 48836 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	6405 597 616
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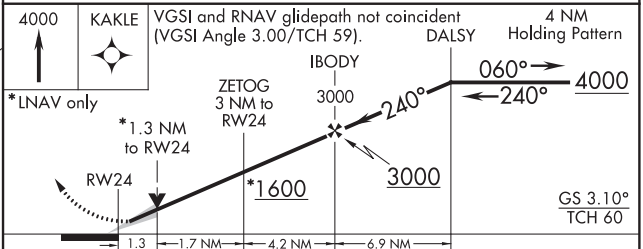
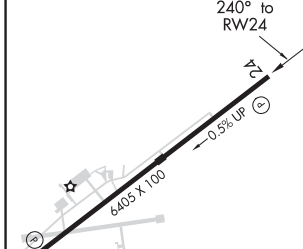
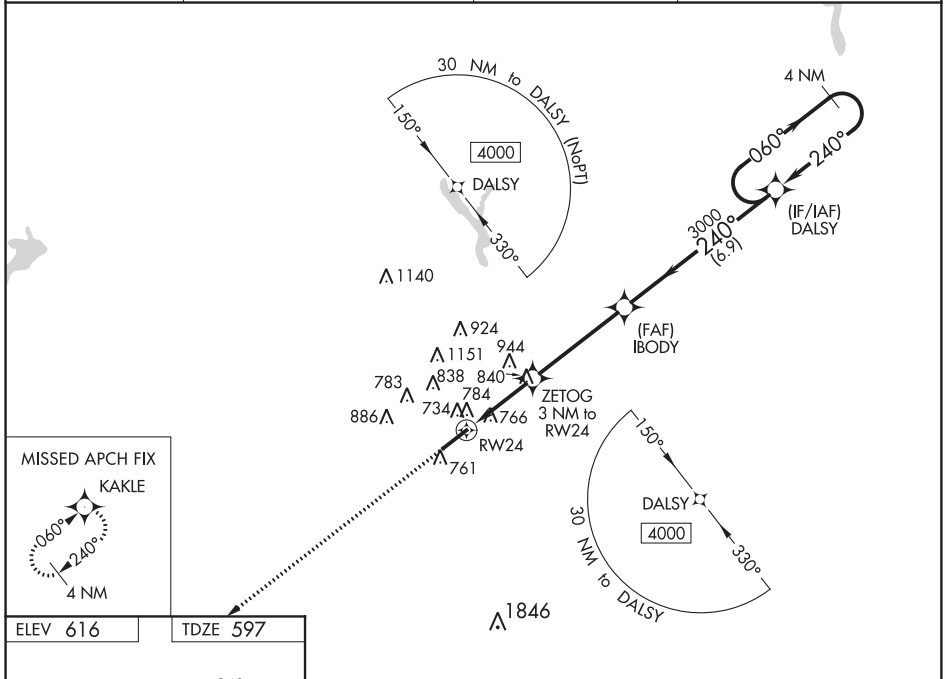
RNAV (GPS) RWY 24

BURLINGTON-ALAMANCE RGNL (BUY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct KAKLE and hold.

ASOS 135.325	GREENSBORO APP CON 126.6 327.075	CLNC DEL 120.25	UNICOM 122.975 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		987-1¼	390 (400-1¼)	
LNAV/VNAV DA		1056-1½	459 (500-1½)	
LNAV MDA	1060-1	463 (500-1)	1060-1¾	463 (500-1¾)
C CIRCLING	1100-1	484 (500-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, NORTH CAROLINA

AL-5694 (FAA)

16175

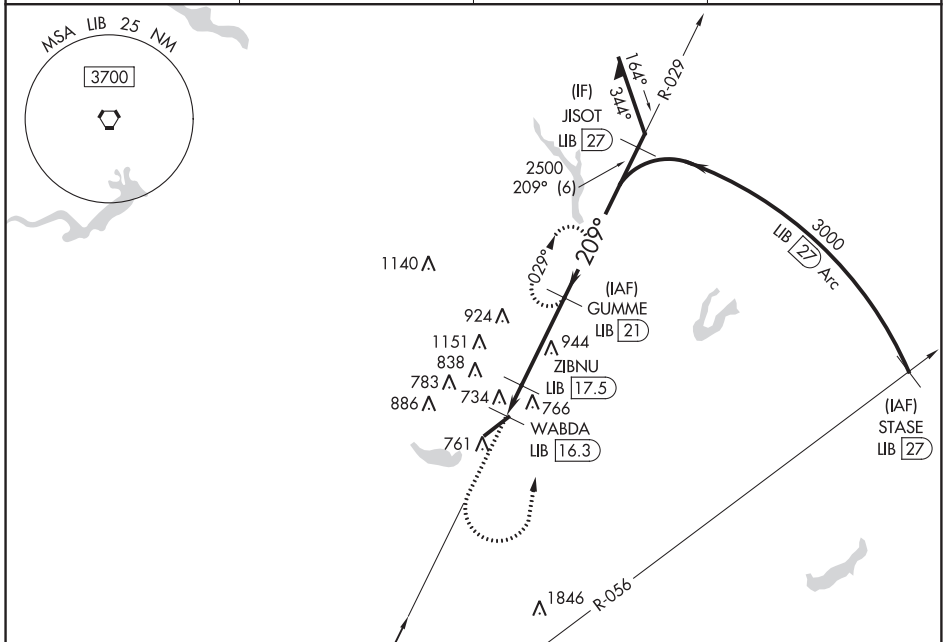
VORTAC LIB 113.0 Chan 77	APP CRS 209°	Rwy ldg TDZE Apt Elev N/A N/A 616
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VOR/DME-A

BURLINGTON-ALAMANCE RGNL (BUY)

⚠ When local altimeter setting not received, use Greensboro altimeter setting and increase all MDA 100 feet and increase Cat C visibility 1/4 mile. **MISSED APPROACH:** Climb to 1400 then climbing left turn to 2500 on heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS 135.325	GREENSBORO APP CON 126.6 327.075	CLNC DEL 120.25	UNICOM 122.975 (CTAF)
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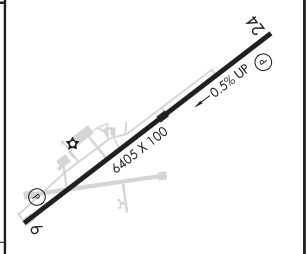


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



1400 ↑	2500 hdg 350°	LIB R-029	GUMME LIB 21	Remain within 10 NM
		WABDA LIB 16.3	ZIBNU LIB 17.5	GUMME LIB 21
209°		209°		2500



CATEGORY	A	B	C	D
C CIRCLING	1100-1	484 (500-1)	1520-2 ³ / ₄ 904 (1000-2 ³ / ₄)	1520-3 904 (1000-3)

HIRL Rwy 6-24 **Ⓛ**
REIL Rws 6 and 24 **Ⓛ**

BURLINGTON, NORTH CAROLINA
Amdt 2 06FEB14

36°03'N-79°28'W

BURLINGTON-ALAMANCE RGNL (BUY)
VOR/DME-A

WAAS CH 86505 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev	5000 302 302
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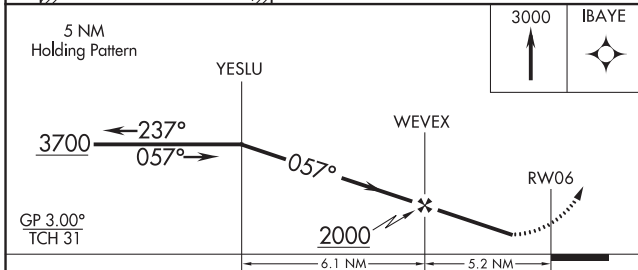
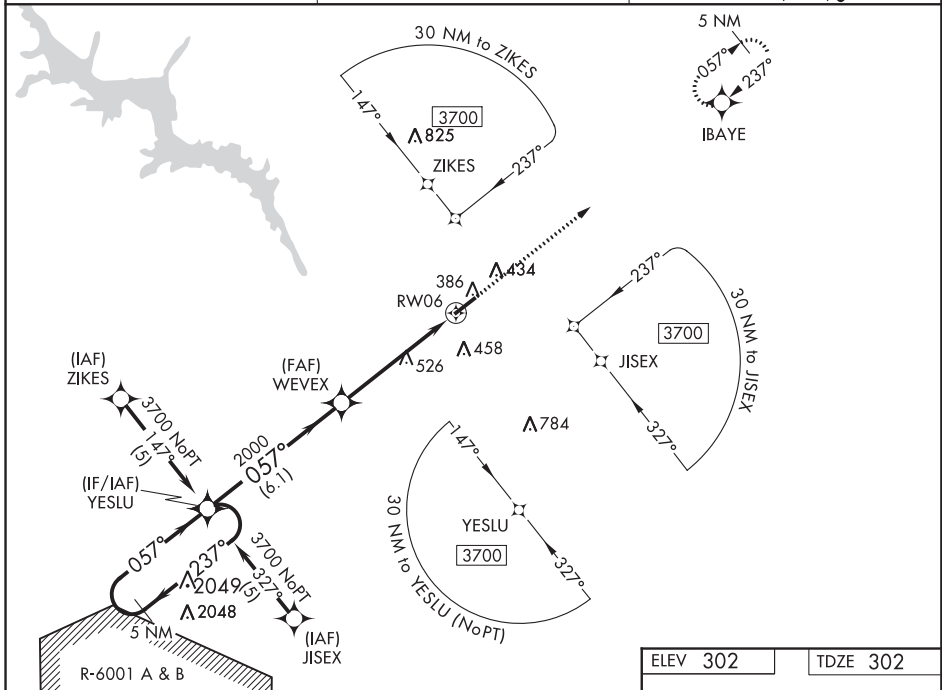
RNAV (GPS) RWY 6

WOODWARD FIELD (CDN)

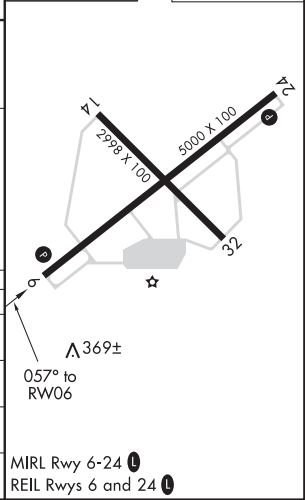
Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet.
NA For uncompensated Baro-VNAV systems, procedure NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3 119.975	SHAW APP CON * 125.4 318.1	UNICOM 123.0 (CTAF) 0
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ELEV 302	TDZE 302
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CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)	780-1¼ 478 (500-1¼)		780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)	840-1½ 538 (600-1½)		860-2 558 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CAMDEN, SOUTH CAROLINA

AL-5558 (FAA)

16315

APP CRS 237°	Rwy Idg 5000
	TDZE 302
	Apt Elev 302

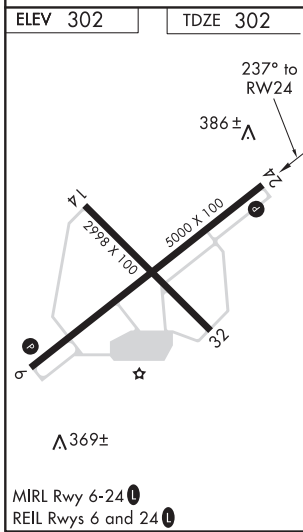
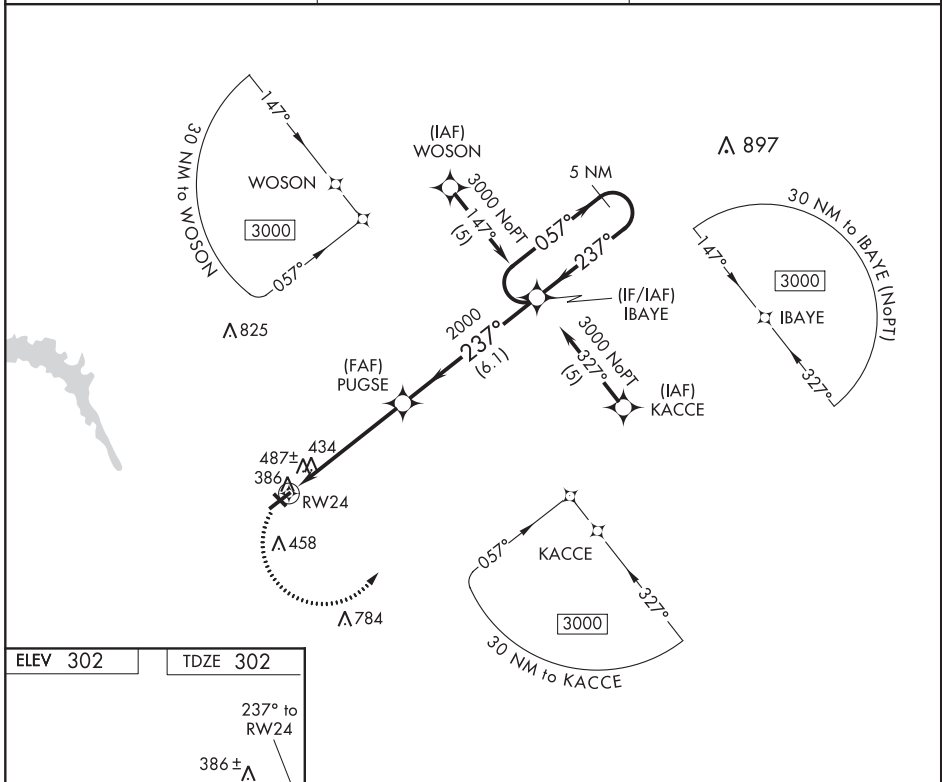
RNAV (GPS) RWY 24

WOODWARD FIELD (CDN)

▲ If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.

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

AWOS-3 119.975	SHAW APP CON * 125.4 318.1	UNICOM 123.0 (CTAF) 0
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ELEV 302	TDZE 302			
3000 IBAYE	5 NM Holding Pattern			
RWY 24	PUGSE	IBAYE		
3.04° TCH 30	2000	057° 3000		
5.2 NM	6.1 NM			
CATEGORY	A	B	C	D
LNAV MDA	800-1	498 (500-1)	800-1 1/4 498 (500-1 1/4)	800-1 1/2 498 (500-1 1/2)
CIRCLING	840-1	538 (600-1)	840-1 1/2 538 (600-1 1/2)	860-2 558 (600-2)

CAMDEN, SOUTH CAROLINA
 Orig 25OCT07

34°17'N-80°34'W

WOODWARD FIELD (CDN) RNAV (GPS) RWY 24

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

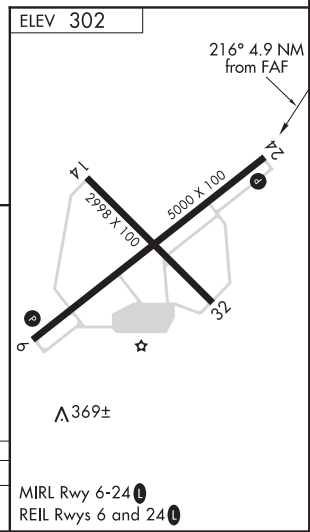
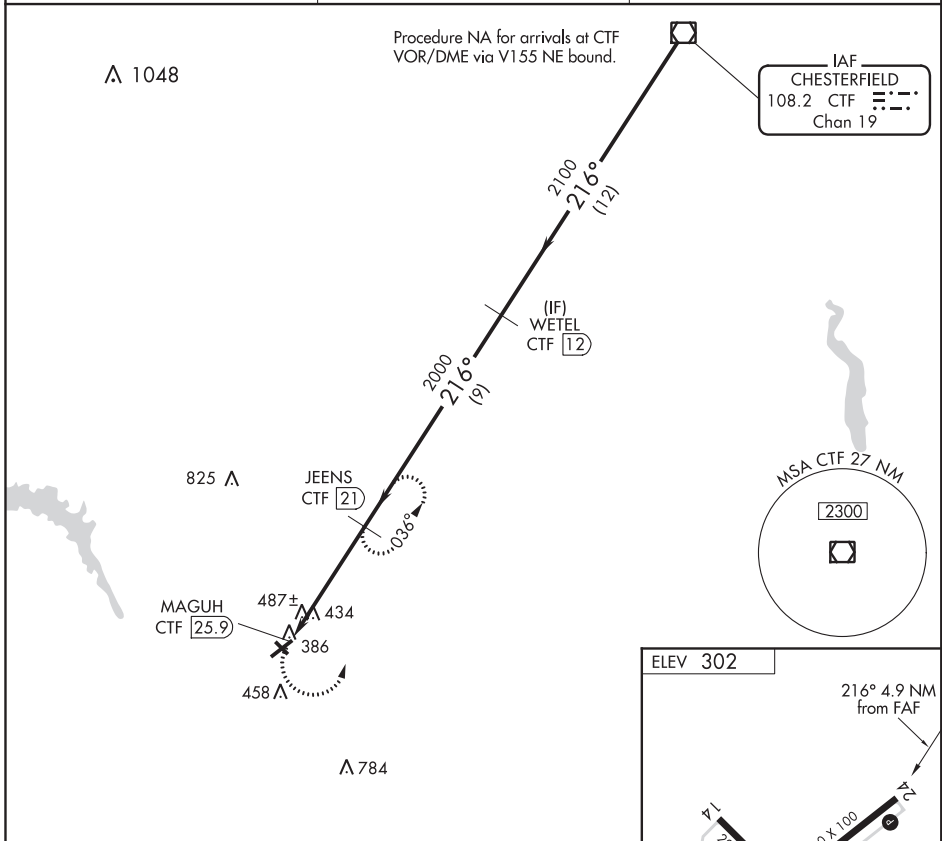
VOR/DME CTF 108.2 Chan 19	APP CRS 216°	Rwy Idg TDZE Apt Elev N/A N/A 302
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VOR/DME-A
WOODWARD FIELD (CDN)

NA If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3 119.975	SHAW APP CON * 125.4 318.1	UNICOM 123.0 (CTAF) 0
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2000 CTF R-216	JEENS CTF (21)	WETEL CTF (12)	CTF VOR/DME	Procedure Turn NA
MAGUH CTF (25.9)	JEENS CTF (21)	2100	2100	2100
4.9 NM	9 NM	12 NM		
CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4005
090°	THRE	512
	Apt Elev	512

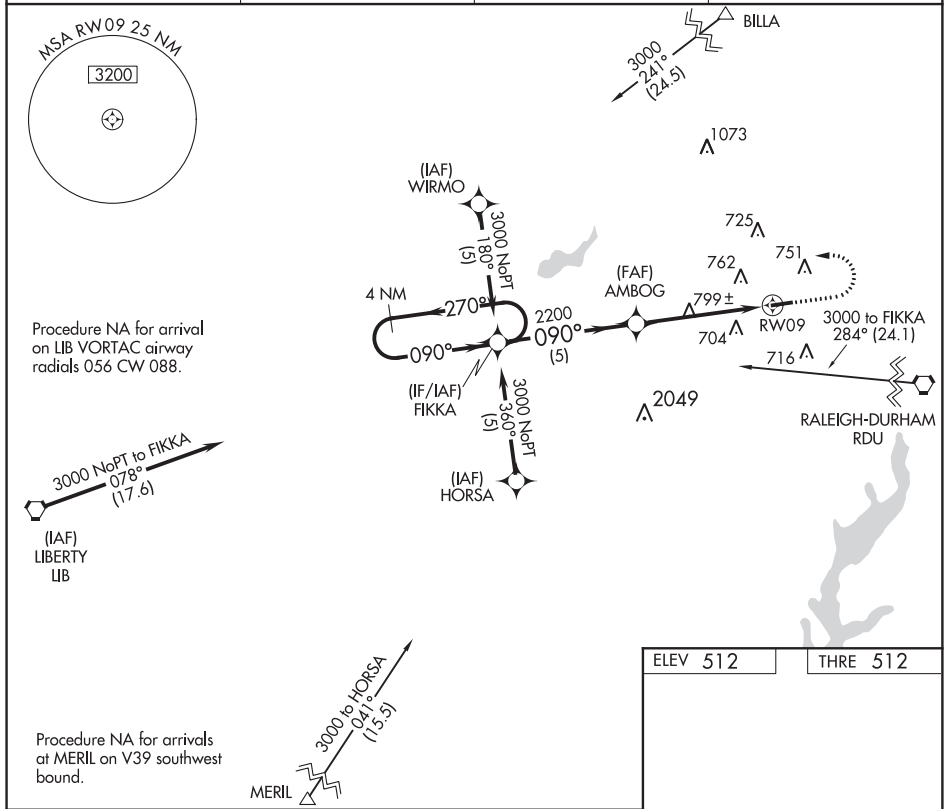
RNAV (GPS) RWY 9

HORACE WILLIAMS (IGX)

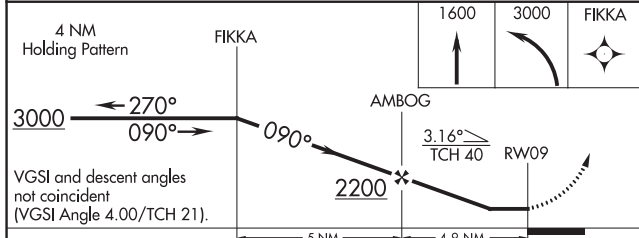
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct FIKKA and hold.

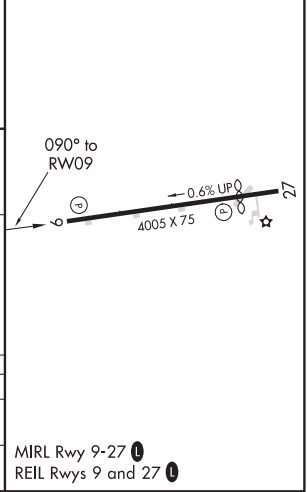
ASOS 134.575	RALEIGH APP CON 132.35 256.9	CLNC DEL 126.5	UNICOM 123.0 (CTAF) 0
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ELEV 512	THRE 512
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CATEGORY	A	B	C	D
LNVA MDA	1060-1	548 (600-1)	1060-1½	548 (600-1½)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1½ 608 (700-1½)	1120-2 608 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

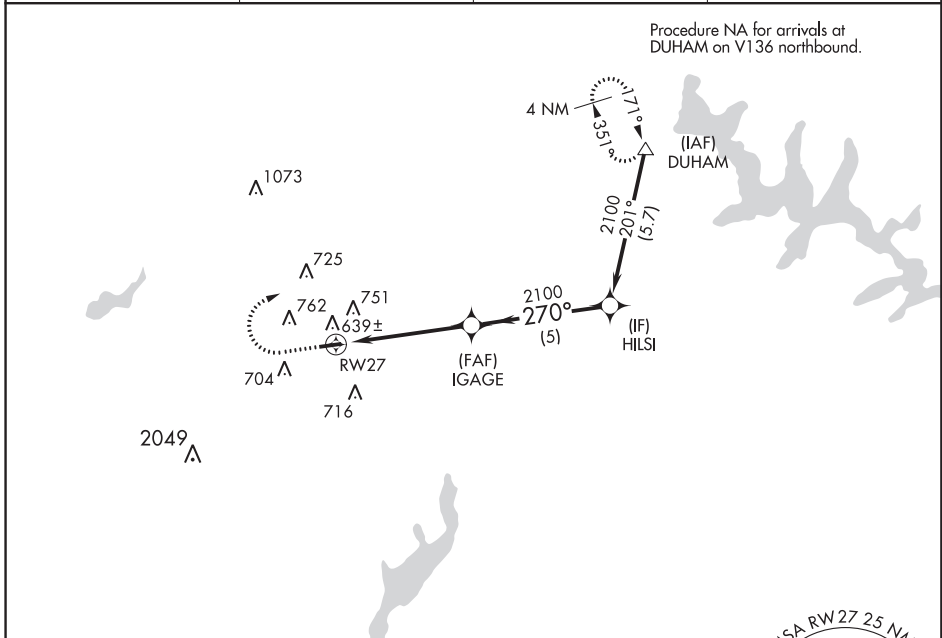
APP CRS 270°	Rwy Idg 3275
	THRE 492
	Apt Elev 512

RNAV (GPS) RWY 27

HORACE WILLIAMS (IGX)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct DUHAM and hold.

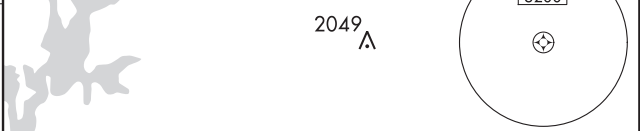
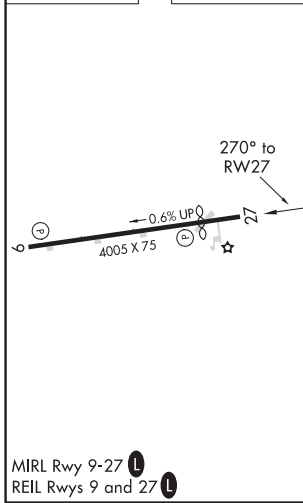
ASOS 134.575	RALEIGH APP CON 132.35 256.9	CLNC DEL 126.5	UNICOM 123.0 (CTAF)
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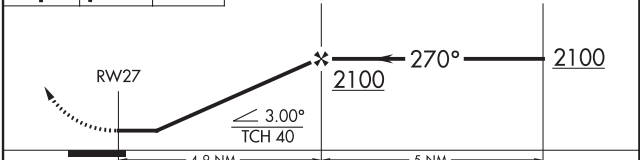
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 512	THRE 492
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1300 2200 DUHAM VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 23).



CATEGORY	A	B	C	D
LNAV MDA	920-1	428 (500-1)	920-1¼	428 (500-1¼)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

CHAPEL HILL, NORTH CAROLINA

AL-6203 (FAA)

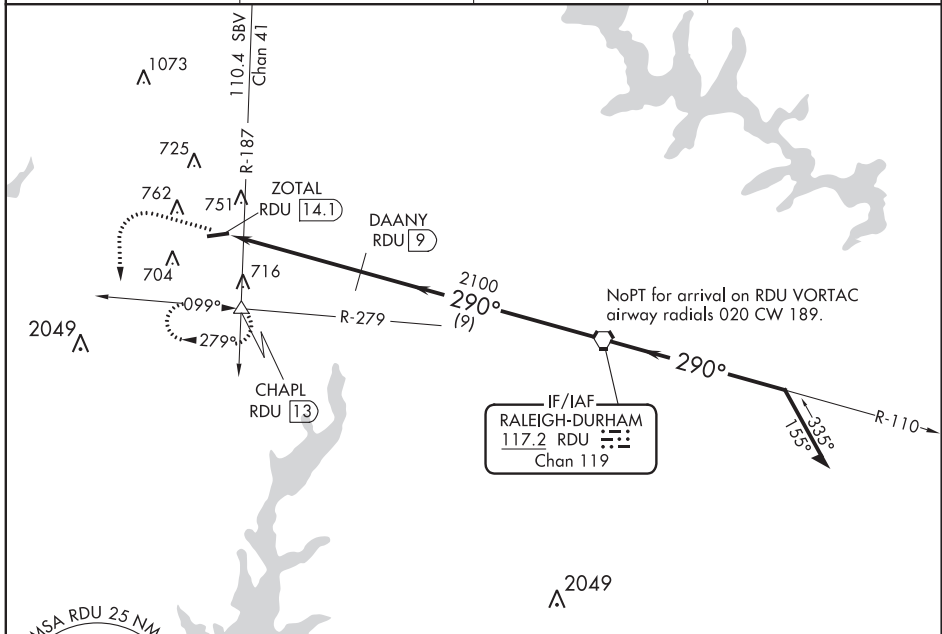
16035

VORTAC RDU 117.2 Chan 119	APP CRS 290°	Rwy Idg THRE 492 Apt Elev 512	3275
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VOR/DME RWY 27

HORACE WILLIAMS (IGX)

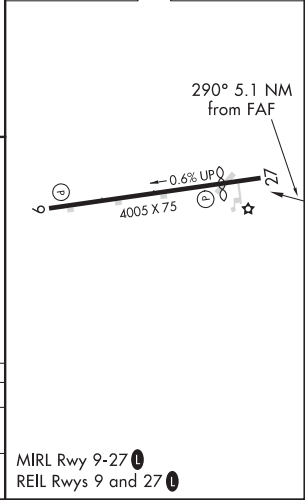
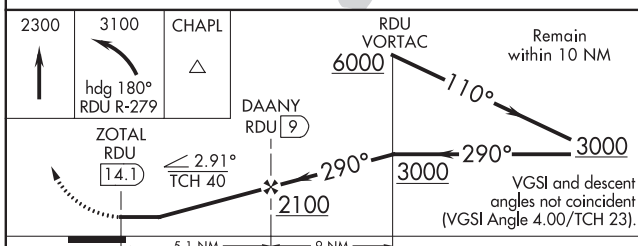
<p>Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>		<p>MISSED APPROACH: Climb to 2300 then climbing left turn to 3100 on heading 180° and on RDU VORTAC R-279 to CHAPL INT/RDU 13 DME and hold.</p>	
ASOS 134.575	RALEIGH APP CON 132.35 256.9	CLNC DEL 126.5	UNICOM 123.0 (CTAF) 0



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 512	THRE 492
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CATEGORY	A	B	C	D
S-27	1060-1	568 (600-1)	1060-1 $\frac{5}{8}$	568 (600-1 $\frac{5}{8}$)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1 $\frac{3}{4}$ 608 (700-1 $\frac{3}{4}$)	1120-2 608 (700-2)

CHAPEL HILL, NORTH CAROLINA
Amdt 1B 9JAN14

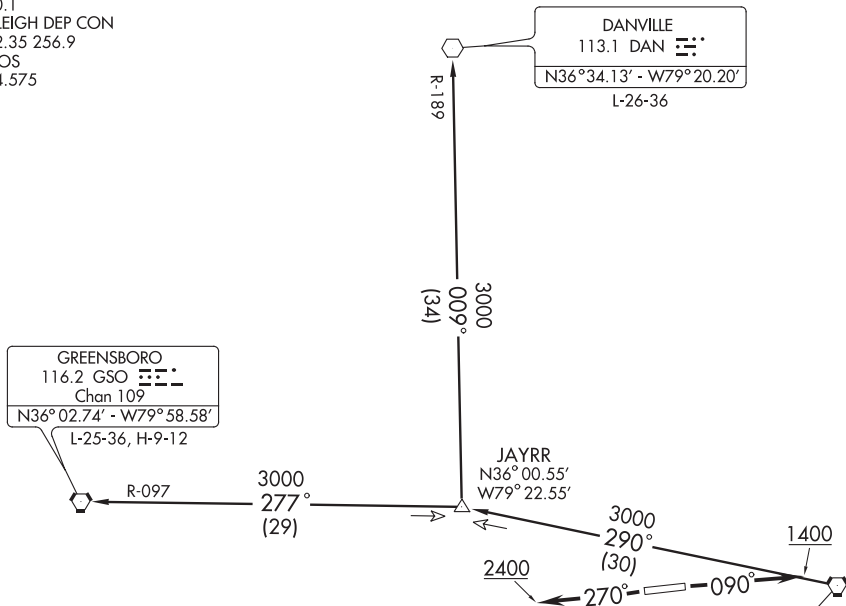
35°56'N - 79°04'W

VOR/DME RWY 27

HORACE WILLIAMS (IGX)

BLUE DEVIL FOUR DEPARTURE

RALEIGH CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9
ASOS
134.575



TAKEOFF OBSTACLES NOTES:

Rwy 9: Trees 1084 feet from DER, 250 feet left of centerline, 82 feet AGL/551 feet MSL. Trees 785 feet from DER, 401 feet right of centerline, 56 feet AGL/520 feet MSL.
 Rwy 27: Trees 200 feet from DER, 240 feet left of centerline, 43 feet AGL/542 feet MSL.

TAKEOFF MINIMUMS:
 Rwys 9, 27, STANDARD

NOTE: Turbojets not authorized.
 NOTE: Radar Required.
 NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 090° to 1400, thence....
TAKE-OFF RWY 27: Climb heading 270° to 2400, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

BLUE DEVIL FOUR DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

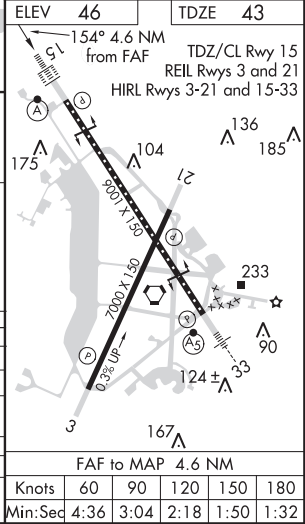
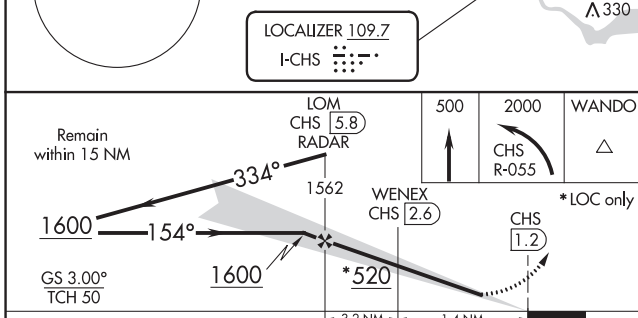
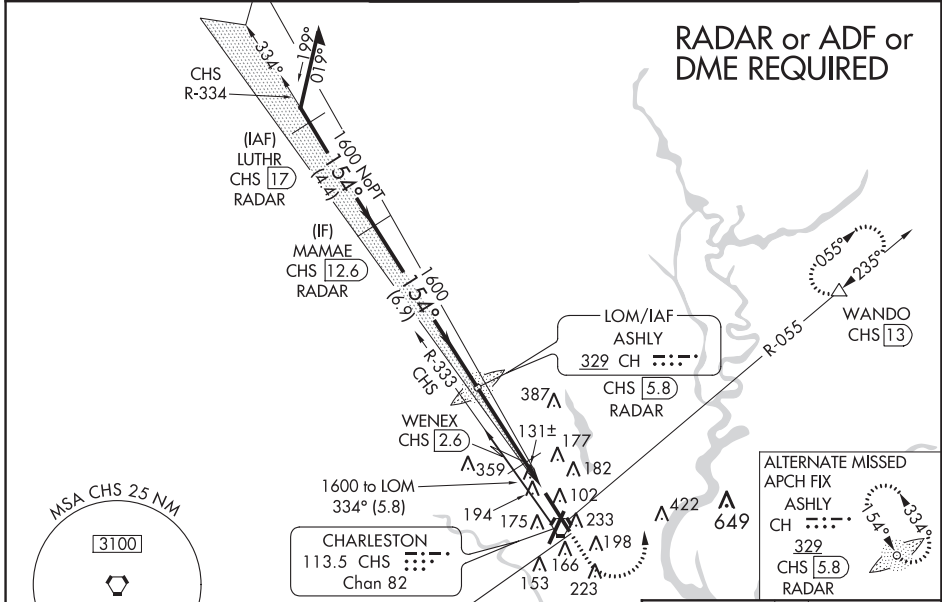
LOC I-CHS 109.7	APP CRS 154°	Rwy Idg TDZE Apt Elev	9001 43 46
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ILS or LOC RWY 15
CHARLESTON AFB/INTL (CHS)

▼ For inoperative ALSF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1 1/2 miles. WENEX fix minimums: for inoperative ALSF, increase S-LOC 15 Cats C/D/E visibility to RVR 5500. DME required.
DME from CHS VORTAC.
DME from CHS VORTAC.
Simultaneous reception of I-CHS and CHS DME required.

ALSF-2
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D	E
S-ILS 15	243/18 200 (200-1/2)				
S-LOC 15	520/24	477 (500-1/2)	520/50 477 (500-1)		
CIRCLING	540-1	494 (500-1)	540-1 1/2 494 (500-1 1/2)	600-2 554 (600-2)	740-2 1/2 694 (700-2 1/2)
# WENEX FIX MINIMUMS					
S-LOC 15	400/24	357 (400-1/2)	400/30 357 (400-3/8)		
CIRCLING	540-1	494 (500-1)	540-1 1/2 494 (500-1 1/2)	600-2 554 (600-2)	740-2 1/2 694 (700-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FAF to MAP 4.6 NM	Knots	60	90	120	150	180
	Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC I-CCI 108.9	APP CRS 334°	Rwy Idg TDZE Apt Elev	9001 45 46
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ILS or LOC/DME RWY 33

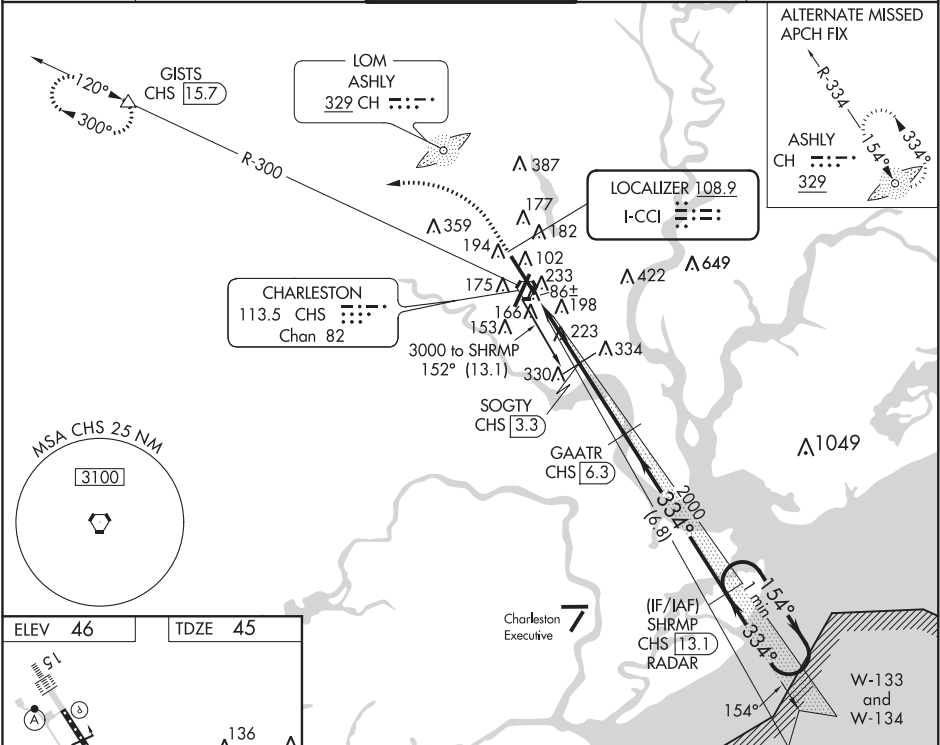
CHARLESTON AFB/INTL (CHS)

- ▼** DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required. For inop MALS, increase
- ▲** S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1 $\frac{1}{2}$.



MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

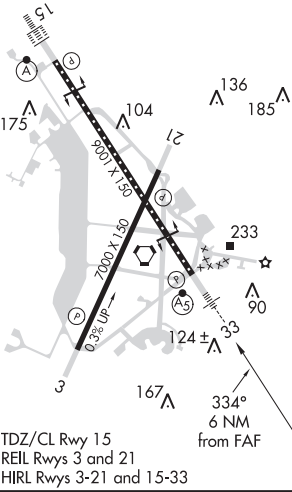
ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 46	TDZE 45
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500	2100	CHS R-300	GISTS	GAATR CHS [6.3]	SHRMP CHS [13.1] RADAR	One Minute Holding Pattern
↑	hdg 280°					GS 3.00° TCH 51
*LOC only.		*CHS [1.5]	SOGTY CHS [3.3]	2000	334°	154° → 3000
		CHS [0.3]		1040*	← 334°	← 3000
				2000	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 59).	
		1.2 NM	1.8 NM	3 NM	6.8 NM	
CATEGORY	A	B	C	D	E	
S-ILS 33	245/24		200 (200-1/2)			
S-LOC 33	480/24	435 (500-1/2)	480/45		435 (500-3/4)	
CIRCLING	540-1	494 (500-1)	540-1 1/2	600-2	740-2 1/2	
			494 (500-1 1/2)	554 (600-2)	694 (700-2 1/2)	

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

15344

LOC I-CHS 109.7	APP CRS 154°	Rwy Idg TDZE Apt Elev	9001 43 46
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ILS RWY 15 (SA CAT I)

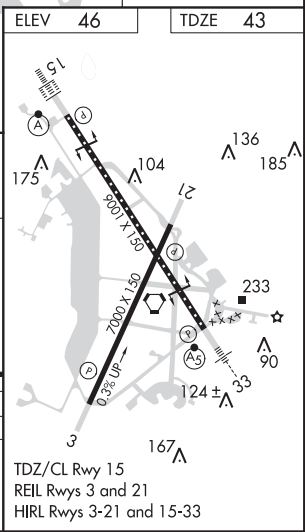
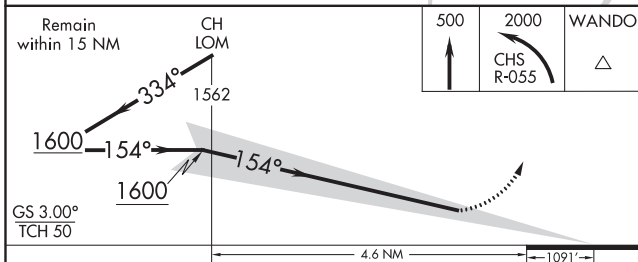
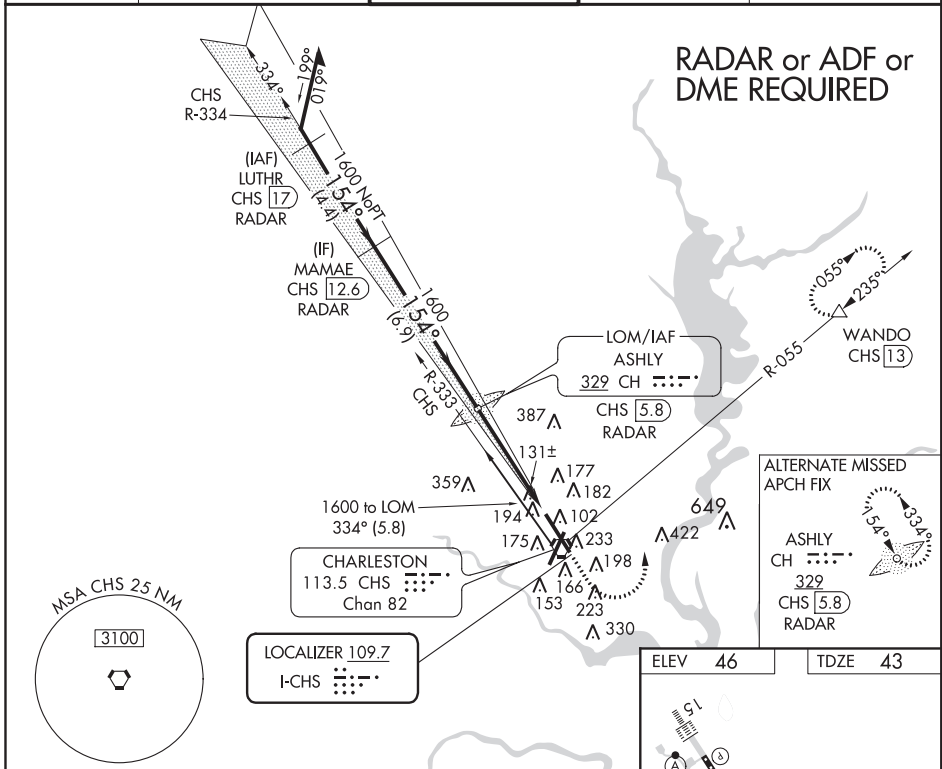
CHARLESTON AFB/INTL (CHS)

⚠ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D
S-ILS 15	RA 151/14 150 DA 193			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHARLESTON, SOUTH CAROLINA
Amdt 24A 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)
ILS RWY 15 (SA CAT I)

SE-2, 10 NOV 2016 to 05 JAN 2017

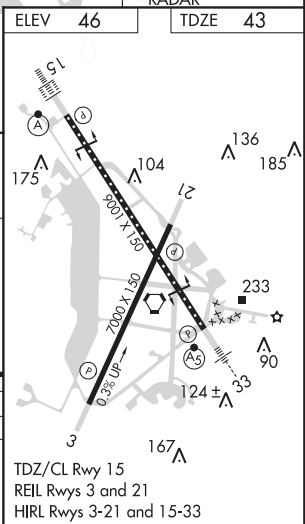
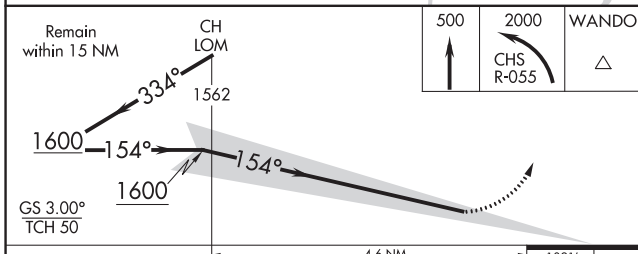
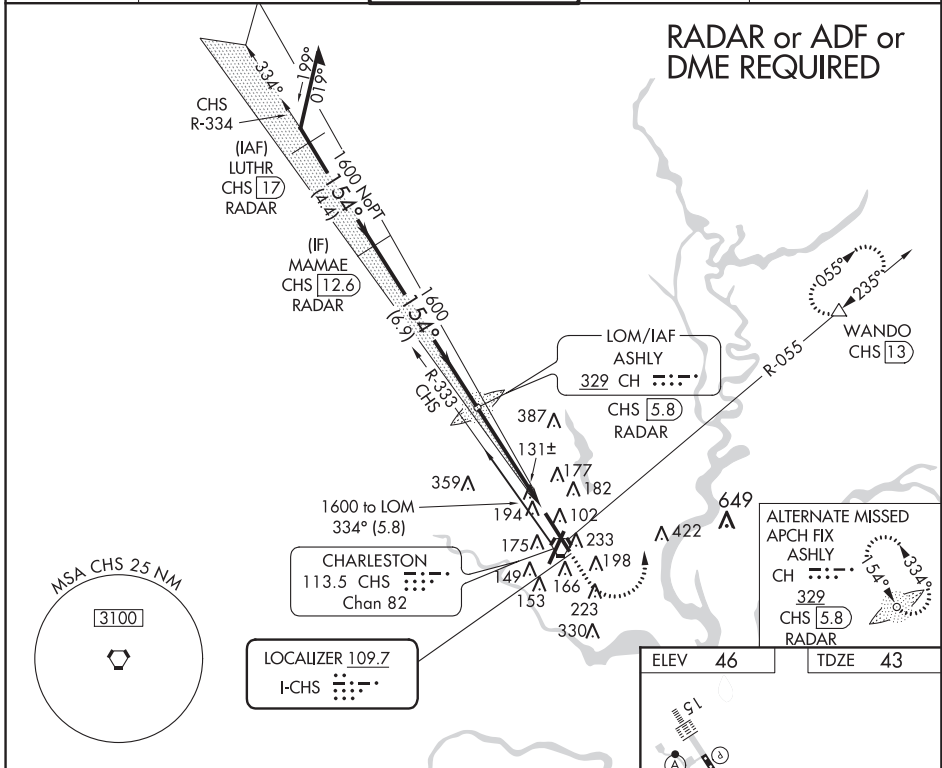
SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-CHS 109.7	APP CRS 154°	Rwy Idg TDZE Apt Elev	9001 43 46
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ILS RWY 15 (CAT II)
CHARLESTON AFB/INTL (CHS)

	DME required.		MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.
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ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D
S-ILS 15	RA 97/12 100 DA 143			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

15344

APP CRS 031°	Rwy Idg TDZE Apt Elev	7000 35 46
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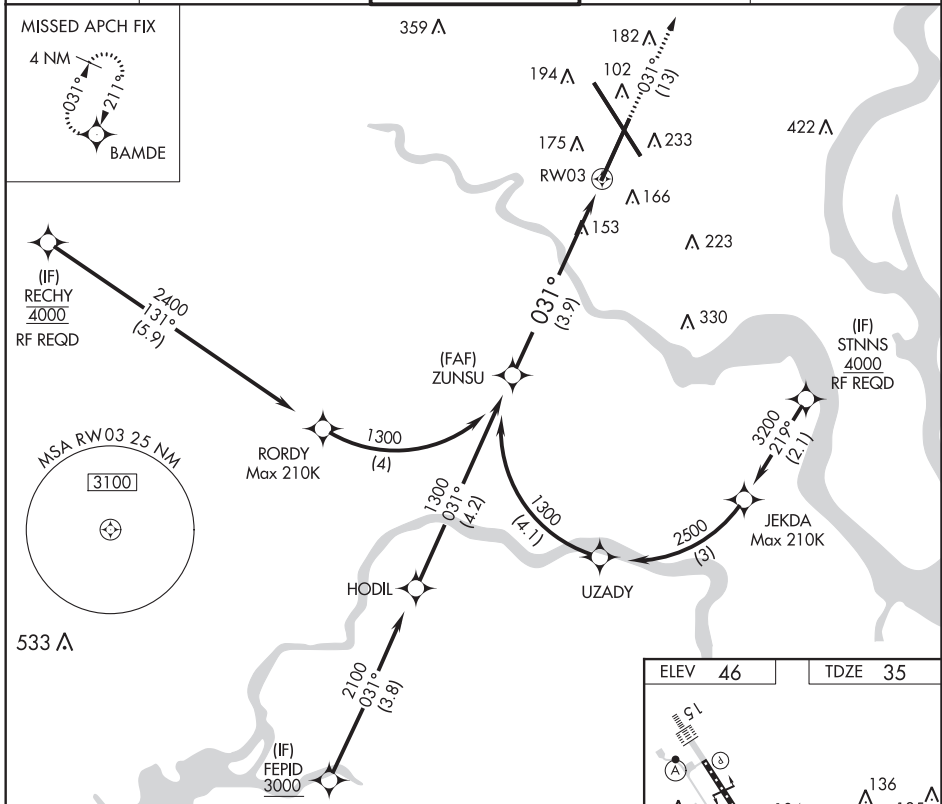
RNAV (RNP) Z RWY 3

CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

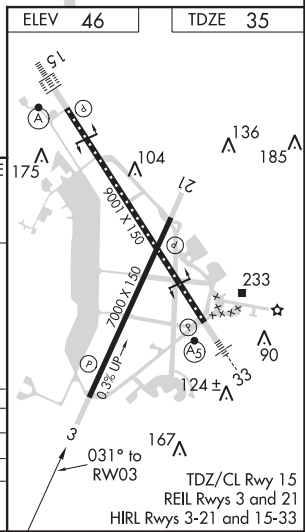
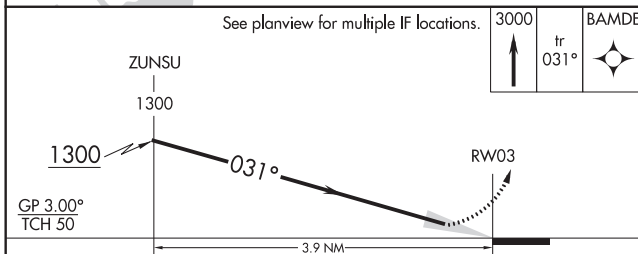
MISSED APPROACH: Climb to 3000 on track 031° to BAMDE and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.20 DA		329-1	294 (300-1)	
RNP 0.30 DA		488-1½	453 (500-1½)	

AUTHORIZATION REQUIRED

CHARLESTON, SOUTH CAROLINA
Orig-B 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)
RNAV (RNP) Z RWY 3

RNAV (RNP) Z RWY 15

CHARLESTON AFB/INTL (CHS)

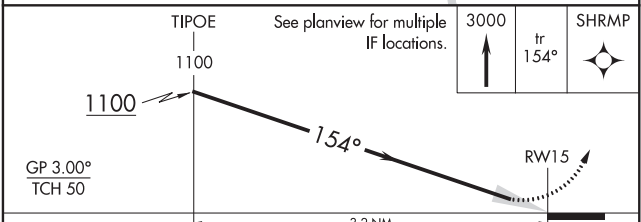
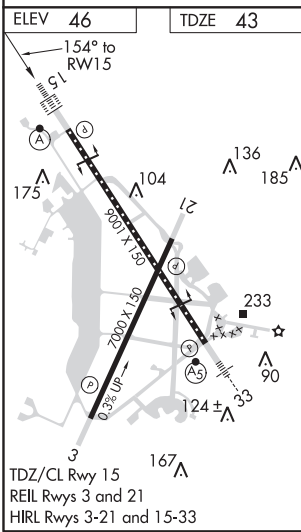
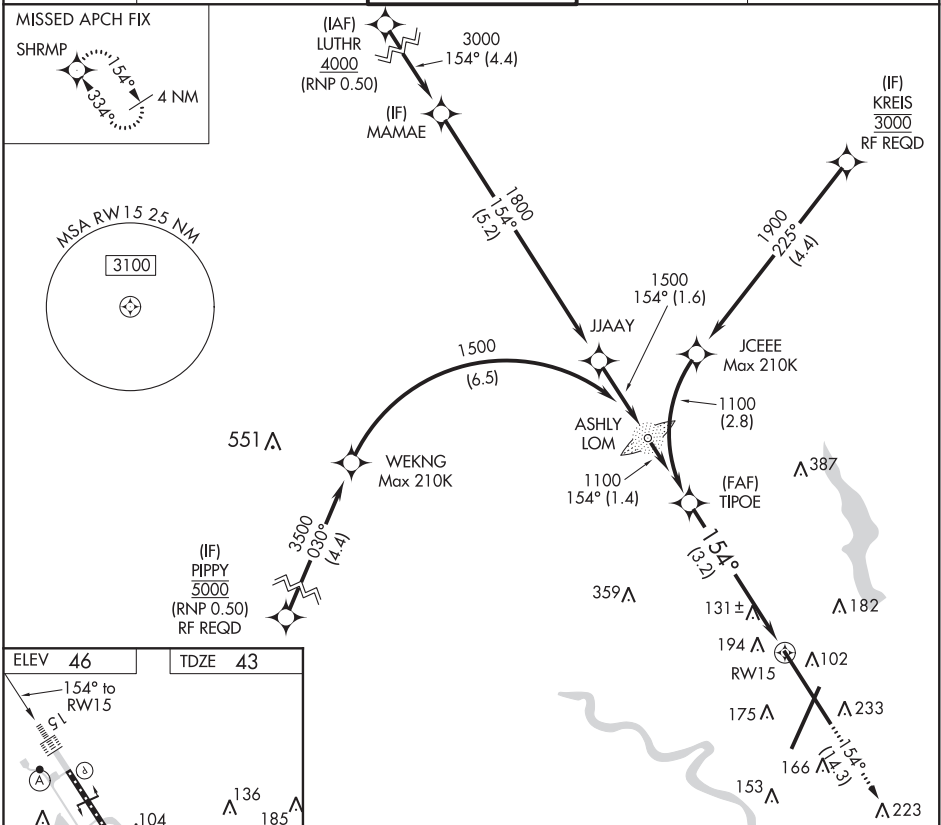
APP CRS	Rwy Idg	9001
154°	TDZE	43
	Apt Elev	46

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 154° to SHRMP and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D
RNP 0.11 DA		315/24	272 (300-½)	
RNP 0.30 DA		428/45	385 (400-¾)	

AUTHORIZATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

15344

APP CRS	Rwy Idg	7000
211°	TDZE	43
	Apt Elev	46

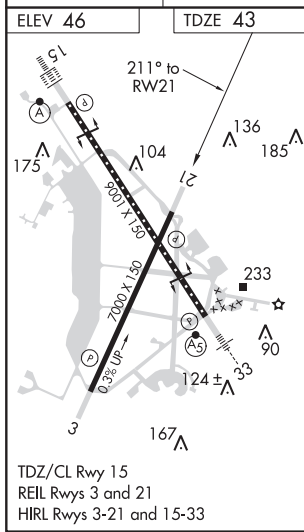
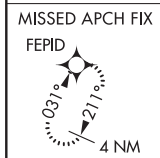
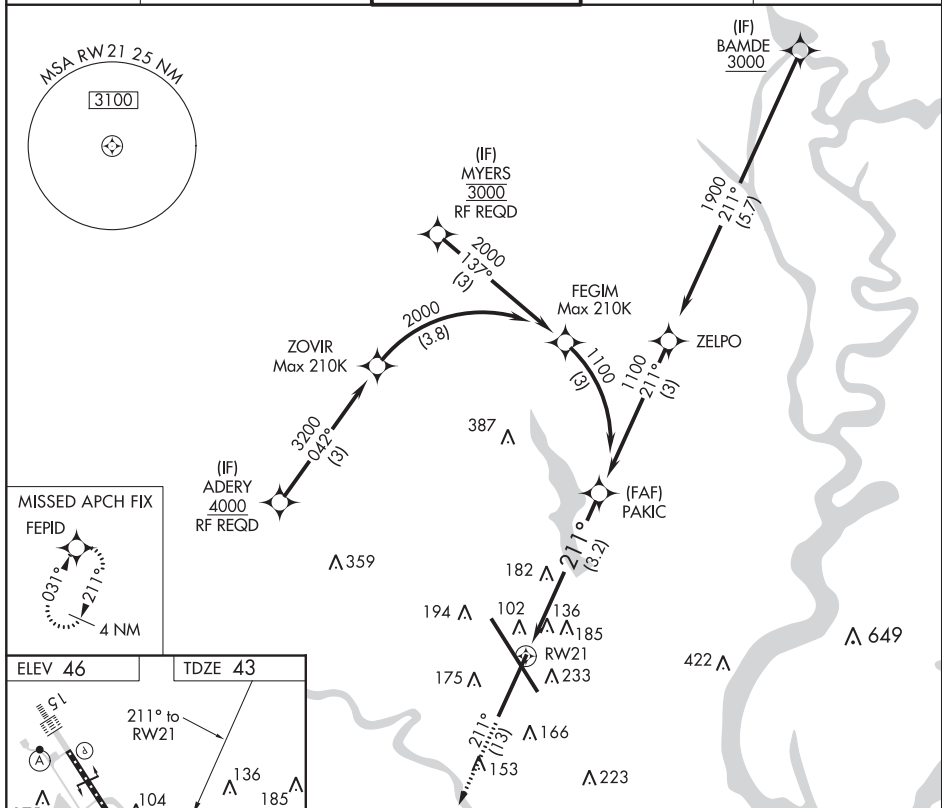
RNAV (RNP) Z RWY 21

CHARLESTON AFB/INTL (CHS)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3000 on track 211° to FEPID and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



ELEV 46	TDZE 43	See planview for multiple IF locations.		
3000	tr 211°	PAKIC	1100	
		RWY 21	GP 3.00°	
			TCH 50	
		3.2 NM		
CATEGORY	A	B	C	D
RNP 0.21 DA	391-1½		348 (400-1½)	
RNP 0.30 DA	455-1¾		412 (500-1¾)	

AUTHORIZATION REQUIRED

CHARLESTON, SOUTH CAROLINA
Orig-B 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)
RNAV (RNP) Z RWY 21

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9001
334°	TDZE	45
	Apt Elev	46

RNAV (RNP) Z RWY 33

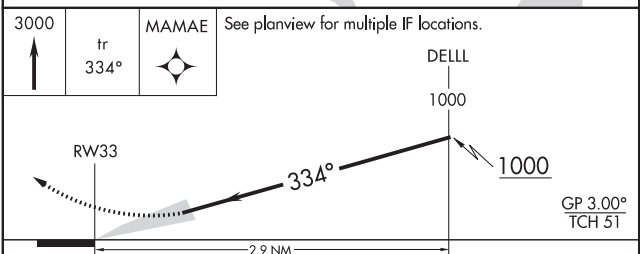
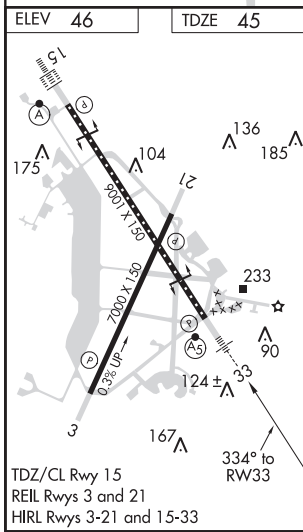
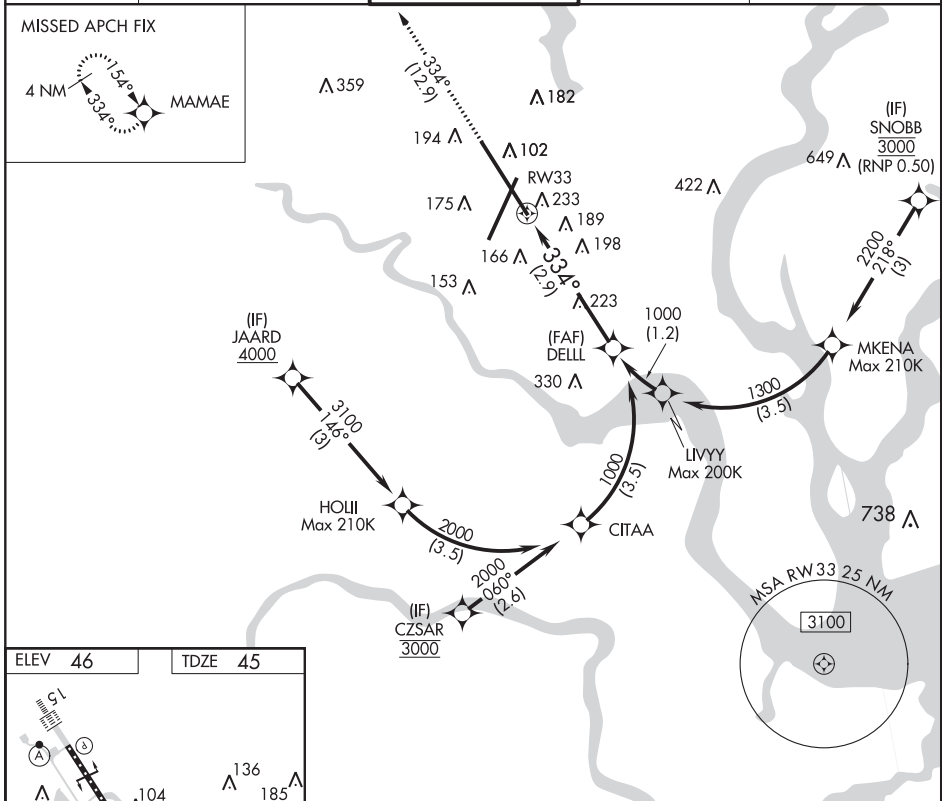
CHARLESTON AFB/INTL (CHS)

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). RF Required. GPS Required. For inop MALS/R, increase RNP 0.23 all Cats visibility to 1 $\frac{1}{2}$ and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$.



MISSED APPROACH: Climb to 3000 on track 334° to MAMAE and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D
RNP 0.23 DA		442/45	397 (400-7%)	
RNP 0.30 DA		516/60	471 (500-1 $\frac{1}{4}$)	

AUTHORIZATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

15344

WAAS CH 86699 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	7000 35 46
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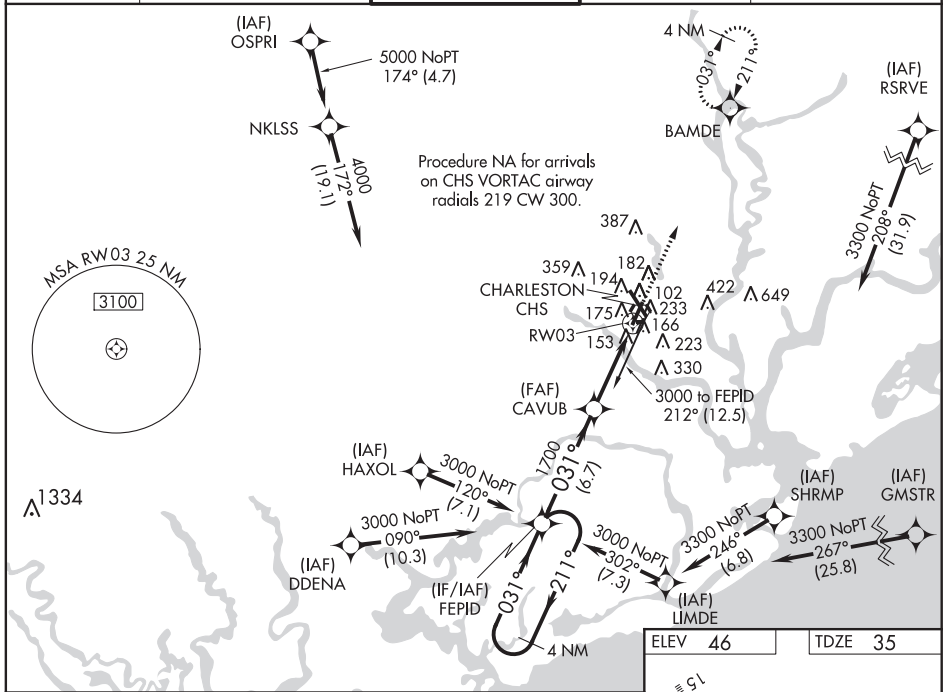
RNAV (GPS) Y RWY 3

CHARLESTON AFB/INTL (CHS)

▼ 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.

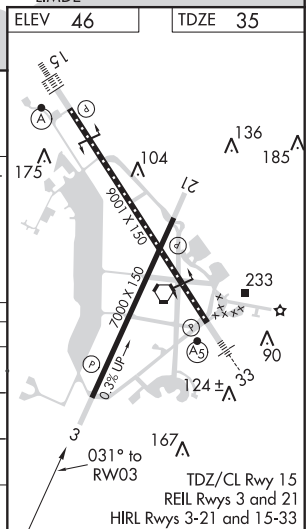
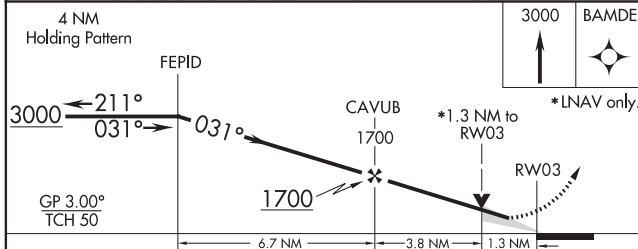
MISSED APPROACH: Climb to 3000 direct BAMDE and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		236- ³ / ₄	201 (200- ³ / ₄)	
LNAV/VNAV DA		472-1 ¹ / ₂	437 (500-1 ¹ / ₂)	
LNAV MDA	480-1	445 (500-1)	480- ¹ / ₈	445 (500- ¹ / ₈)
CIRCLING	540-1	494 (500-1)	540-1 ¹ / ₂	600-2 554 (600-2)

CHARLESTON, SOUTH CAROLINA
Amdt 2B 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS) RNAV (GPS) Y RWY 3

WAAS CH 93519 W15A	APP CRS 154°	Rwy Idg TDZE Apt Elev	9001 43 46
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RNAV (GPS) Y RWY 15

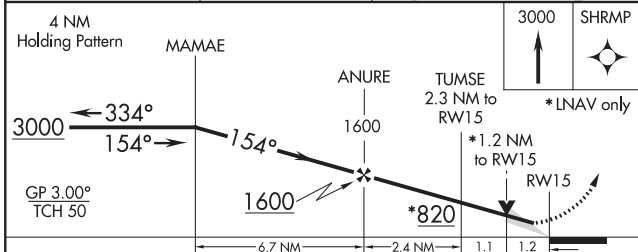
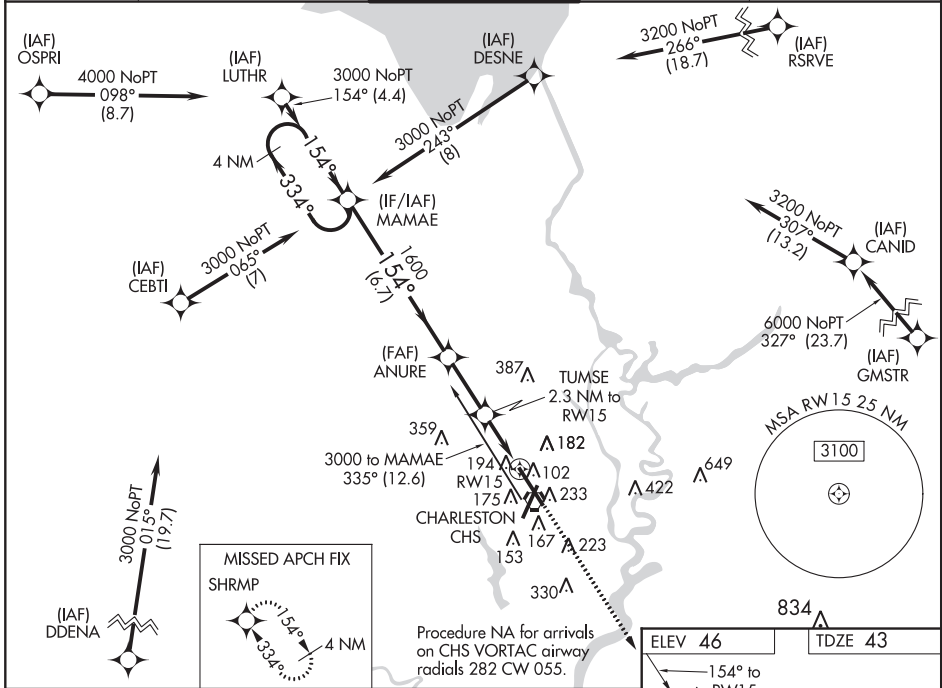
CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to 1¼ and LNAV Cats C/D visibility to RVR 6000. DME/DME RNP-0.3 NA.

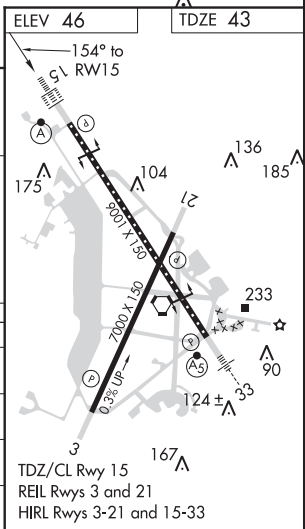
ALSF-2

MISSED APPROACH: Climb to 3000 direct SHRMP and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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CATEGORY	A	B	C	D
LPV DA		243/24	200 (200-½)	
LNAV/VNAV DA		375/32	332 (400-⅙)	
LNAV MDA	460/24	417 (500-½)	460/40	417 (500-¾)
CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	600-2 554 (600-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40499 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	7000 43 46
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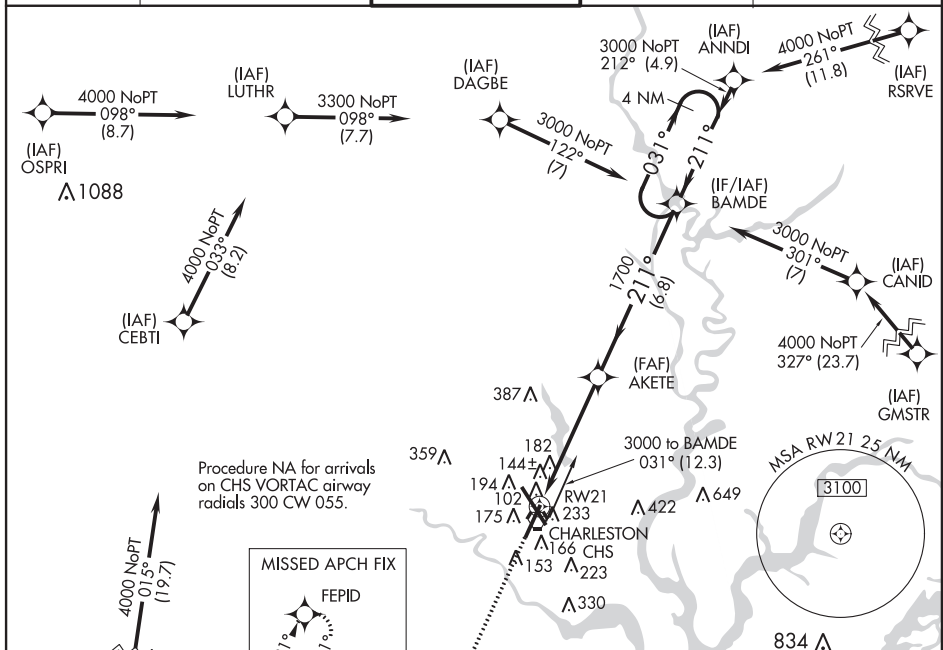
RNAV (GPS) Y RWY 21

CHARLESTON AFB/ INTL (CHS)

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.

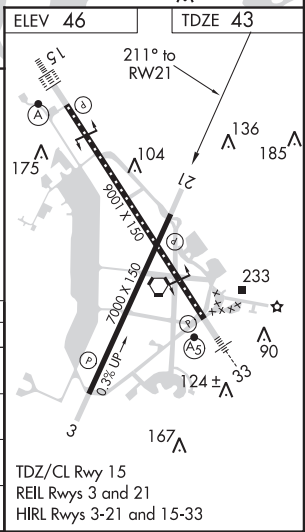
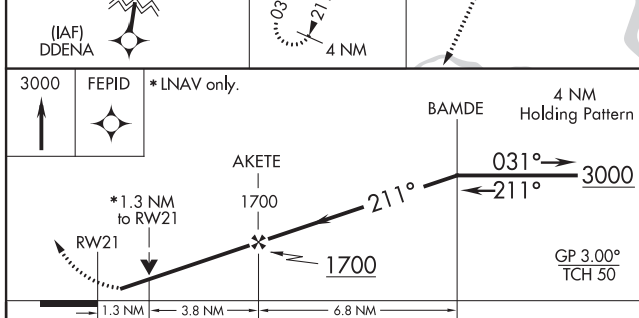
MISSED APPROACH: Climb to 3000 direct FEPID and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		293-¾	250 (300-¾)	
LNAV/VNAV DA		446-1¾	403 (400-1¾)	
LNAV MDA	500-1	457 (500-1)	500-1¾	457 (500-1¾)
CIRCLING	540-1	494 (500-1)	540-1½	600-2 554 (600-2)

WAAS CH 63218 W33A	APP CRS 334°	Rwy Idg TDZE Apt Elev	9001 45 46
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RNAV (GPS) Y RWY 33

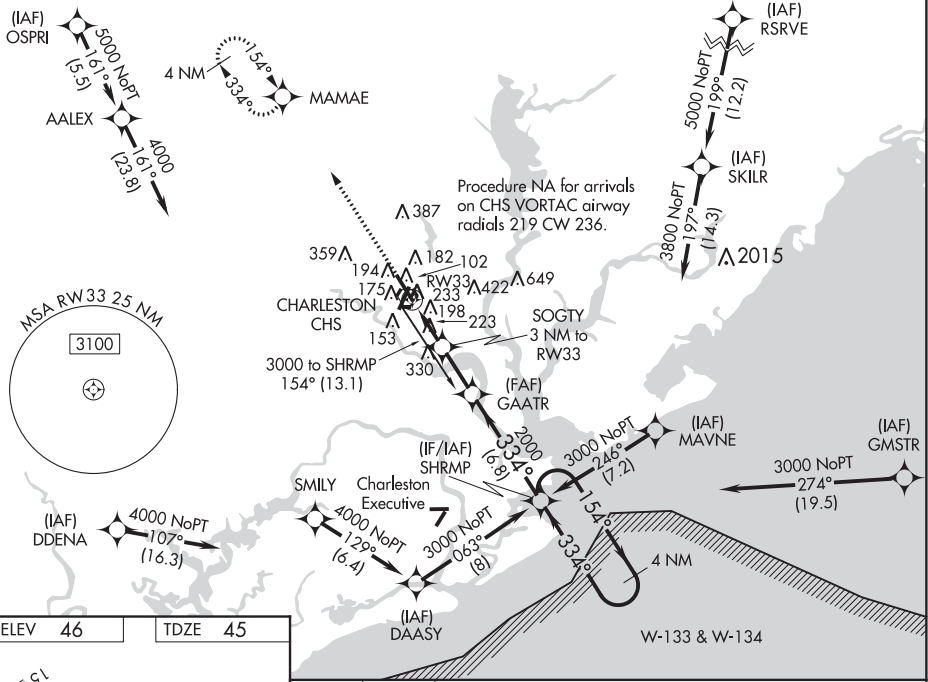
CHARLESTON AFB/INTL (CHS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cats C/D visibility to 1¾ miles. DME/DME RNP-0.3 NA.

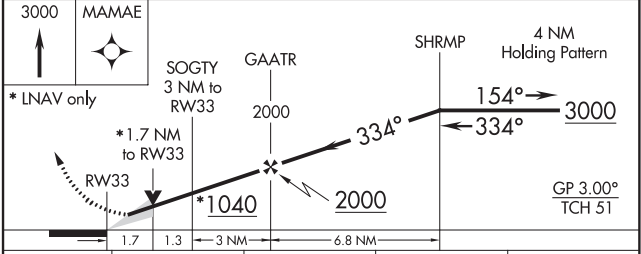
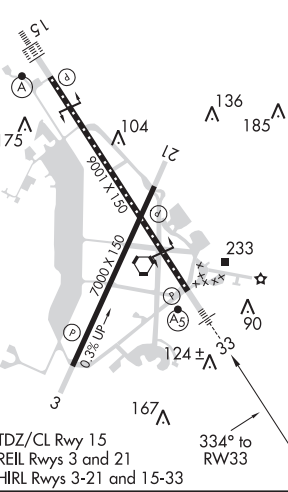


MISSED APPROACH:
Climb to 3000 direct MAMAE and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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ELEV 46	TDZE 45
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CATEGORY	A	B	C	D
LPV DA		245/24	200 (200-½)	
LNAV/VNAV DA		504/60	459 (500-1¼)	
LNAV MDA	640/24	595 (600-½)	640-1¾	595 (600-1¾)
CIRCLING	640-1	594 (600-1)	640-1¾ 594 (600-1¾)	640-2 594 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CHS 113.5 Chan 82	APP CRS 036°	Rwy Idg 7000 TDZE 35 Apt Elev 46
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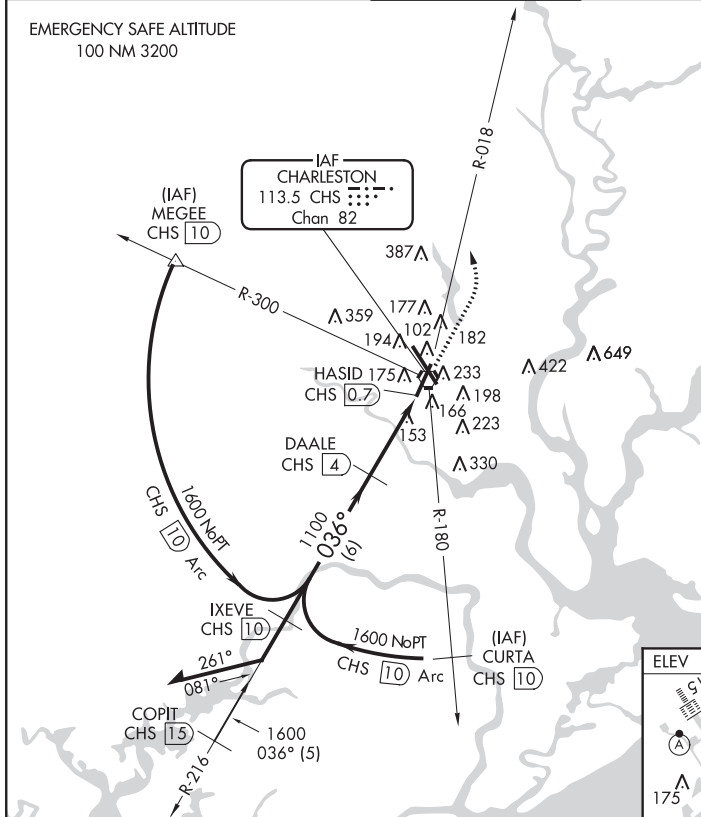
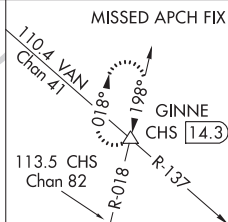
VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

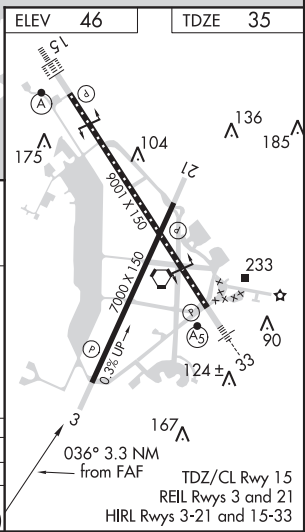
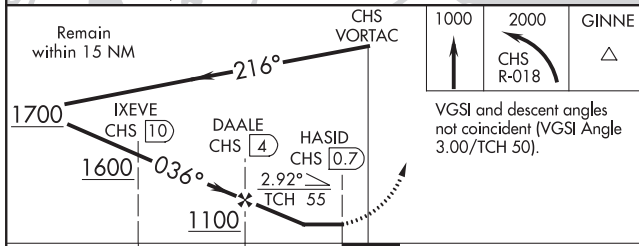
ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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EMERGENCY SAFE ALTITUDE
100 NM 3200



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-3	420-1	385 (400-1)	420-1 1/8	385 (400-1 1/8)	
CIRCLING	540-1	494 (500-1)	540-1 1/2 494 (500-1 1/2)	600-2 554 (600-2)	740-2 1/2 694 (700-2 1/2)

VOR/DME or TACAN RWY 3

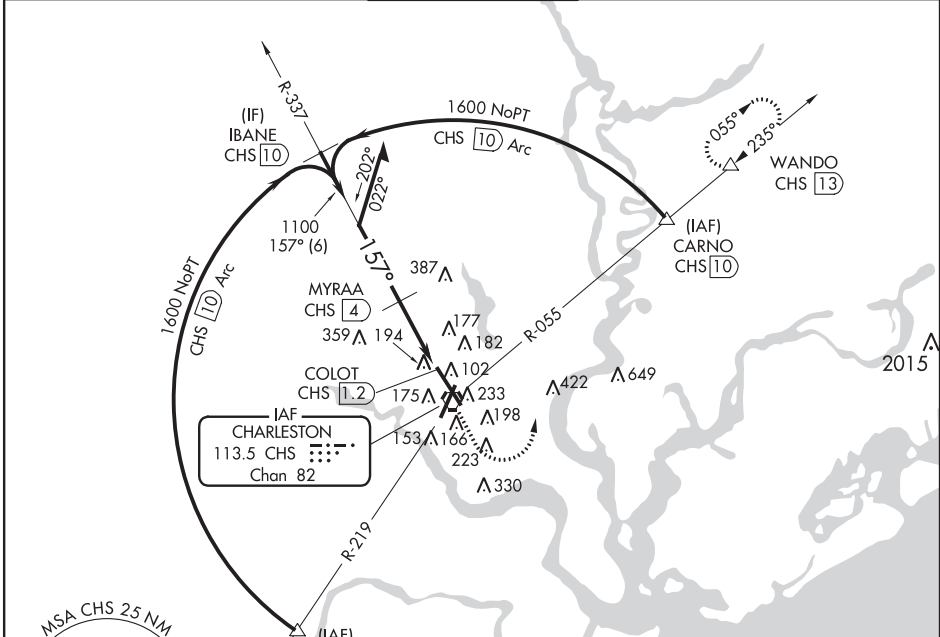
VORTAC CHS 113.5 Chan 82	APP CRS 157°	Rwy Idg TDZE Apt Elev	9001 43 45
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VOR/DME or TACAN RWY 15

CHARLESTON AFB/INTL (CHS)

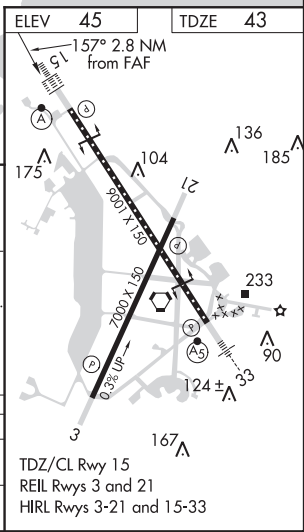
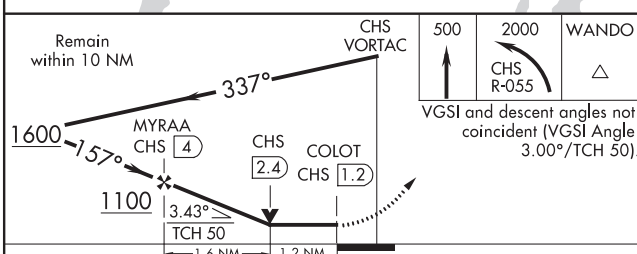
	For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS R-055 to WANDO/CHS 13 DME and hold.

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-15	460/40 417 (500-¾)			460/50 417 (500-1)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

16203

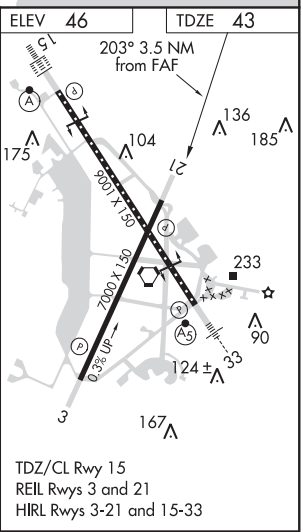
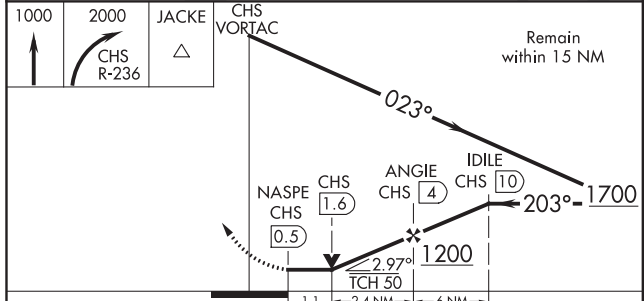
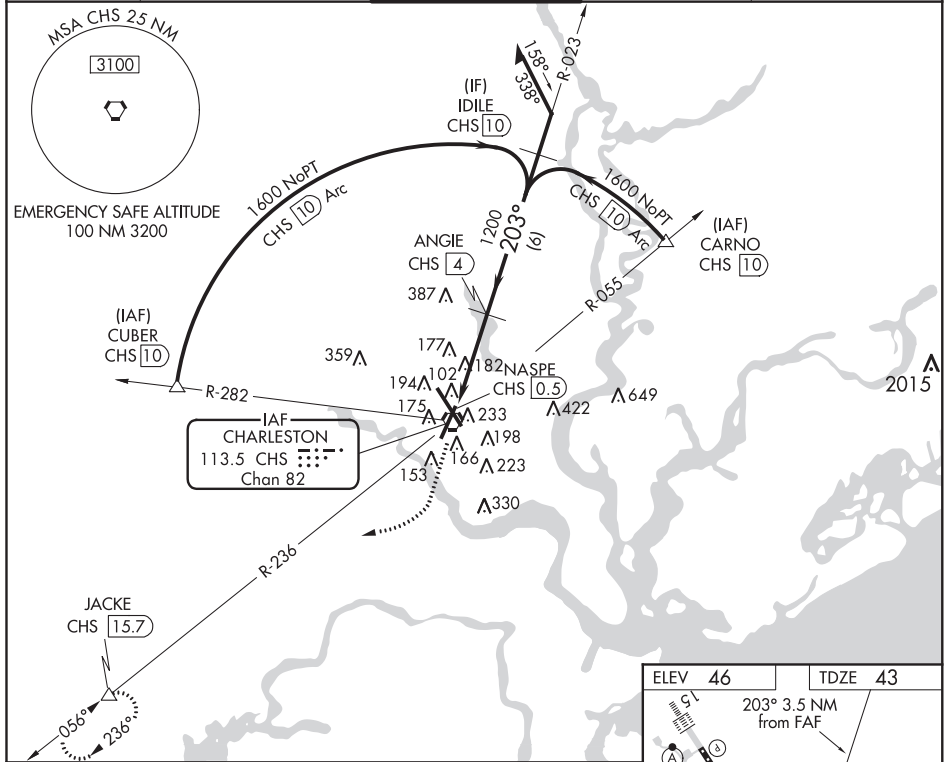
VORTAC CHS 113.5 Chan 82	APP CRS 203°	Rwy Idg TDZE 43 Apt Elev 46
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VOR/DME or TACAN RWY 21

CHARLESTON AFB/INTL (CHS)

ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65
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MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.



CATEGORY	A	B	C	D	E
S-21	440-1	397 (400-1)	440-1 1/8	397 (400-1 1/8)	
CIRCLING	540-1	494 (500-1)	540-1 1/2	600-2	740-2 1/2
			494 (500-1 1/2)	554 (600-2)	694 (700-2 1/2)

TDZ/CL Rwy 15
REIL Rws 3 and 21
HIRL Rws 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 14A 21JUL16

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

VOR/DME or TACAN RWY 21

SE-2, 10 NOV 2016 to 05 JAN 2017

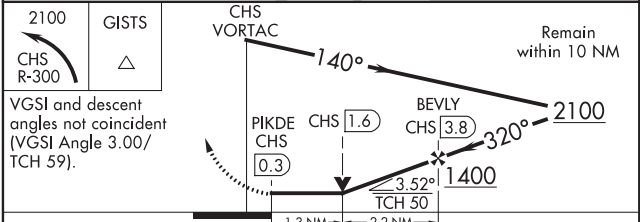
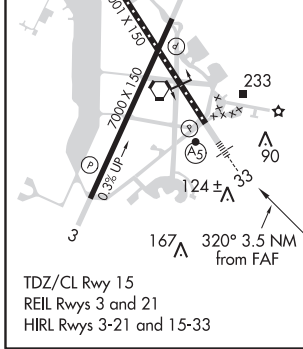
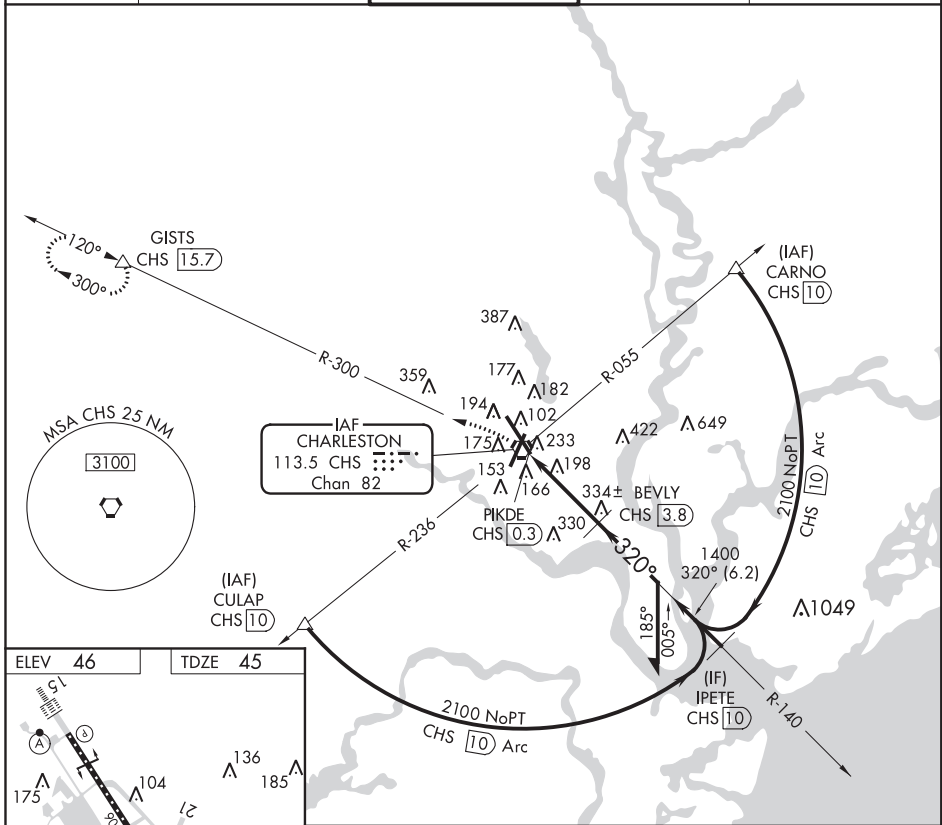
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CHS 113.5 Chan 82	APP CRS 320°	Rwy Idg TDZE Apt Elev	9001 45 46
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VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (CHS)

		MISSED APPROACH: Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.	
ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6
		CLNC DEL 127.325 291.65	



CATEGORY	A	B	C	D
S-33	500/24	455 (500-½)	500/45 455 (500-¾)	NA
CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	600-2 554 (600-2)

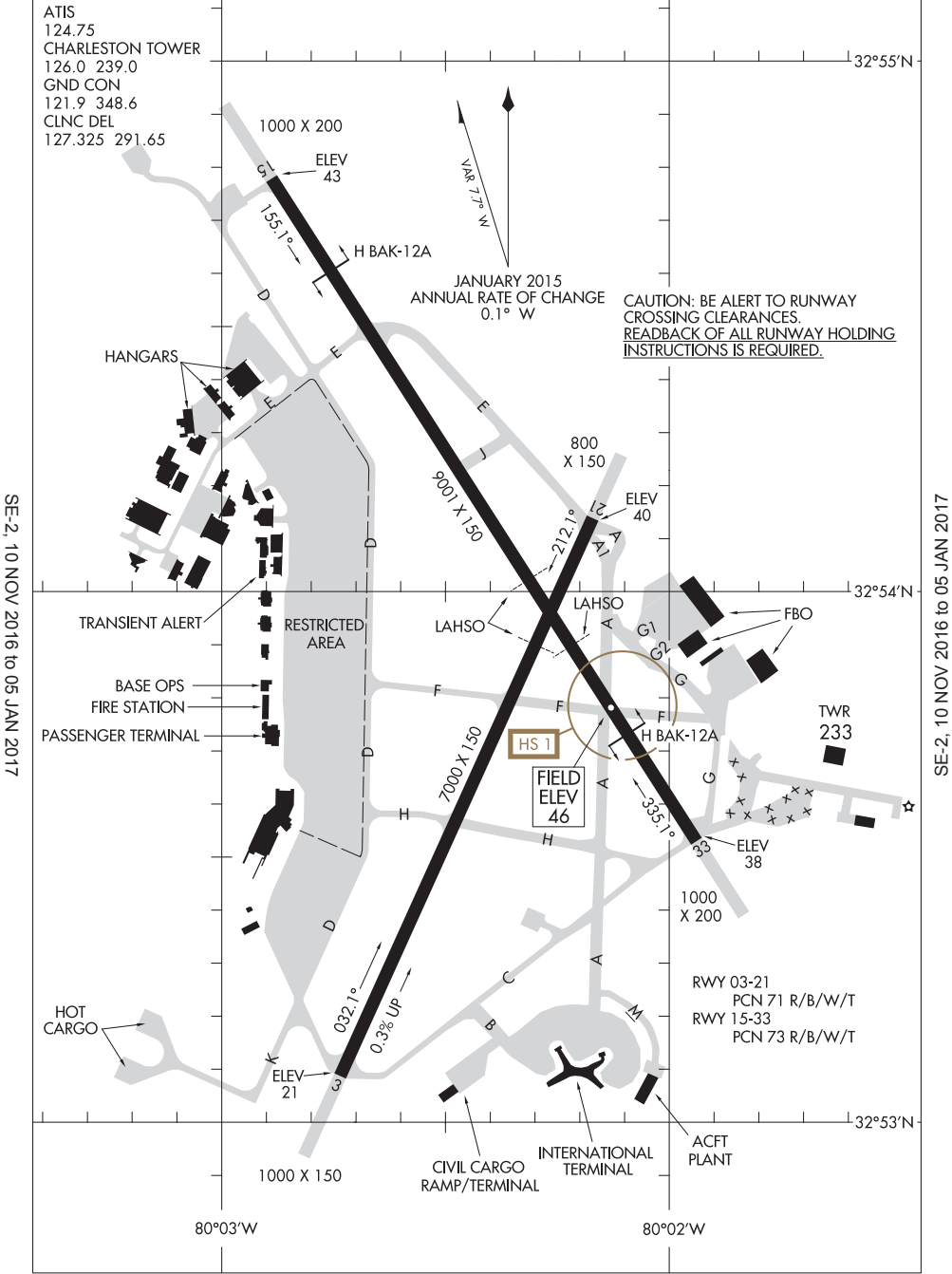
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

LGRHD TWO DEPARTURE (RNAV)

ATIS 124.75
CLNC DEL
127.325 291.65
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

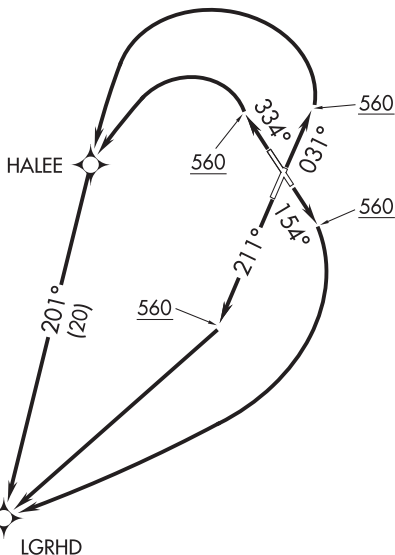
**TOP ALTITUDE:
4000**

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

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

- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: SAV and VAN DMEs must be operational.



TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3:** Climb heading 031° to 560 MSL, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .
- TAKEOFF RWY 15:** Climb heading 154° to 560 MSL, then right turn direct LGRHD, thence. . . .
- TAKEOFF RWY 21:** Climb heading 211° to 560 MSL, then direct LGRHD, thence. . . .
- TAKEOFF RWY 33:** Climb heading 334° to 560 MSL, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .

. . . . via assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

MILIE TRANSITION (LGRHD2.MILIE):

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MLTRE TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
4000**

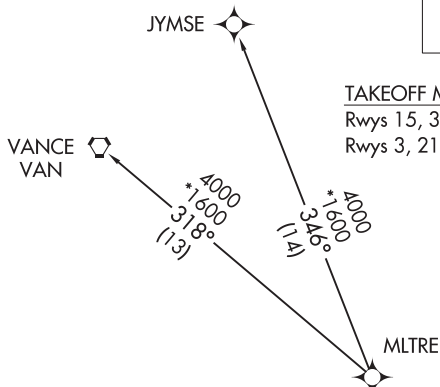
TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum
climb of 500' per NM to 560.

ATIS
124.75
GND CON
121.9 348.6
CLNC DEL
127.325 291.65
DEP CON
119.3 379.925 (331°-150°)
CHARLESTON TOWER
126.0 239.0

TAKEOFF OBSTACLE NOTES:

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



- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwys 15, 21; FLO DME must be operational for Takeoff Rwys 3, 33.

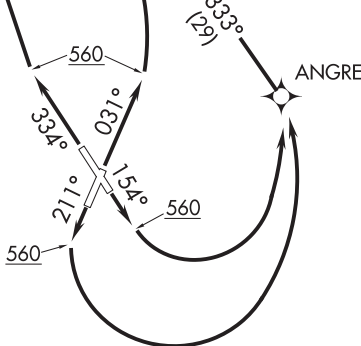
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct MLTRE, thence. . . .
- TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . . .
- TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . . .
- TAKEOFF RWY 33: Climb heading 334° to 560 MSL, direct MLTRE, thence. . . .

. . . . via assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

JYMSE TRANSITION (MLTRE2.JYMSE):
VANCE TRANSITION (MLTRE2.VAN):



PLFMD TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
4000

ATIS 124.75
CLNCDEL 127.325 291.65
GND CON 121.9 348.6
CHARLESTON TOWER 126.0 239.0
CHARLESTON DEP CON 120.7 306.925

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: if unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: Radar Required for non-GPS equipped aircraft: CHS and VAN
NOTE: DMEs must be operational for Takeoff Rwy 15; CAE, IRG, and SAV DMEs must be operational for DUBLIN Transition. CAE DME must be operational for COLLIERS Transition.

COLLIERS
IRG



TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.



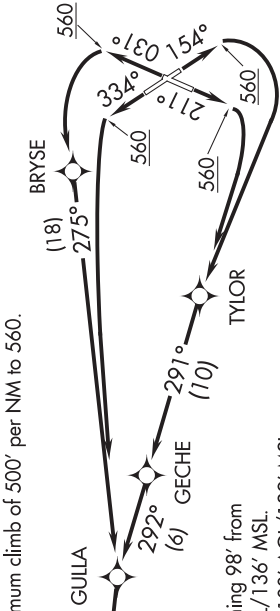
TAKEOFF OBSTACLE NOTES:
Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL.
Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
Rwy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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct BRYSE, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then left turn direct GULLA, then on depicted route to PLFMD, thence. . . .
. . . . on assigned transition, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (PLFMD2.ALD):
COLLIERS TRANSITION (PLFMD2.IRG):
DUBLIN TRANSITION (PLFMD2.DBN):



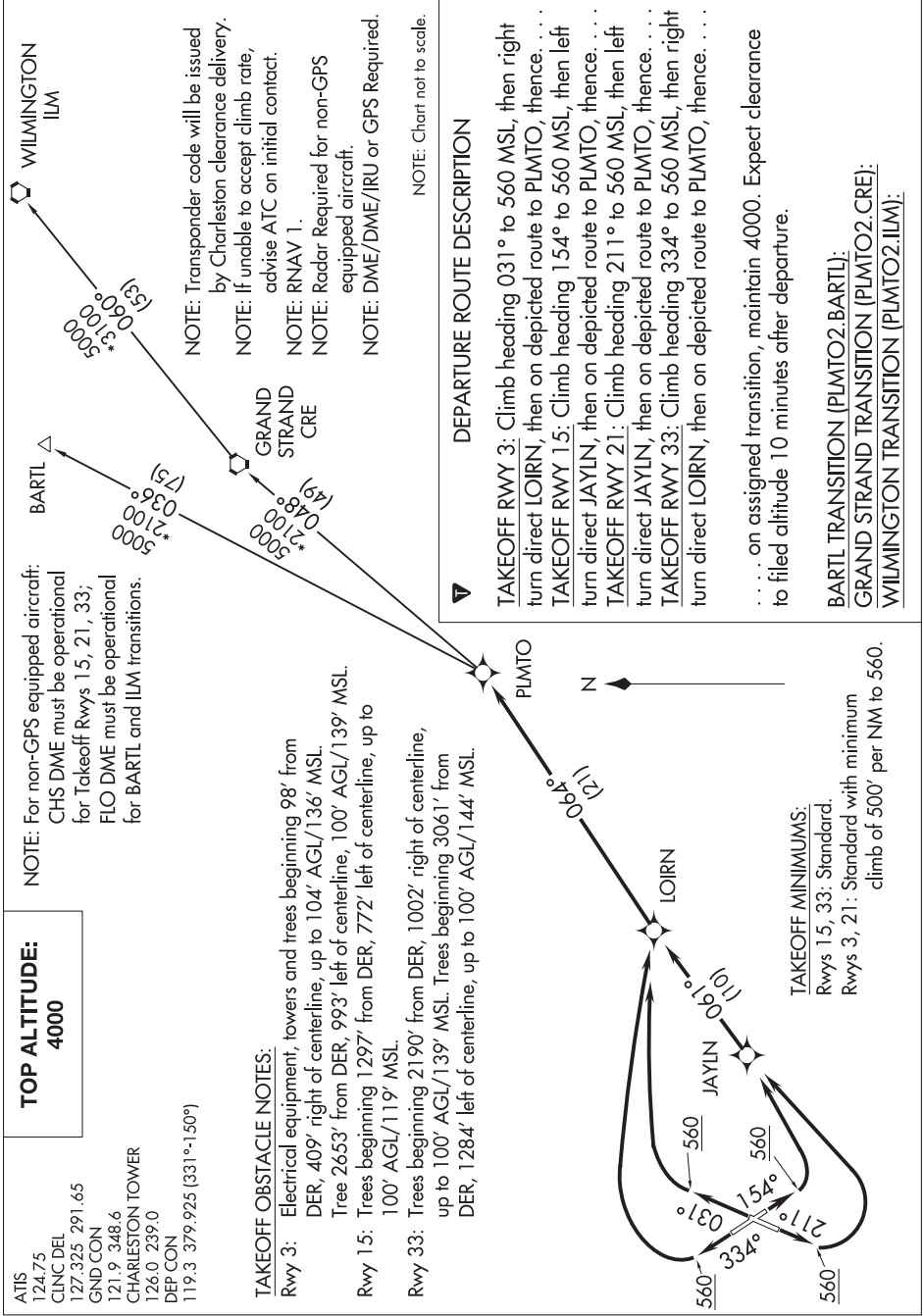
PLFMD TWO DEPARTURE (RNAV)

(PLFMD2.PLFMD) 21JUL16

SE-2, 10 NOV 2016 to 05 JAN 2017

PLMTO TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



PLMTO TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SWPFX TWO DEPARTURE (RNAV)

ATIS
124.75
GND CON
121.9 348.6
CLNC DEL
127.325 291.65
DEP CON
119.3 379.925 (331°-150°)
CHARLESTON TOWER
126.0 239.0

**TOP ALTITUDE:
4000**

FILLI \triangle

- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: Radar Required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwy 15, 21.

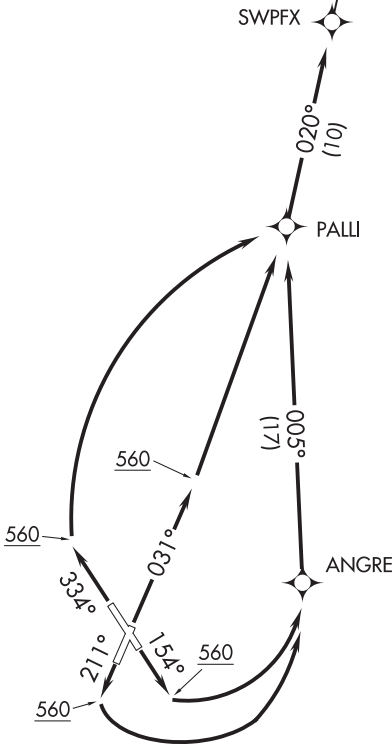
TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

TAKEOFF OBSTACLE NOTES:

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3:** Climb heading 031° to 560 MSL, then direct PALLI, then on depicted route to SWPFX, thence. . . .
- TAKEOFF RWY 15:** Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, thence. . . .
- TAKEOFF RWY 21:** Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, thence. . . .
- TAKEOFF RWY 33:** Climb heading 334° to 560 MSL, then right turn direct PALLI, then on depicted route to SWPFX, thence. . . .

. . . . on assigned transition, maintain 4000.
Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX2.FILLI):

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

16035

LOC/DME I-ETI 110.7 Chan 44	APP CRS 091°	Rwy Idg TDZE Apt Elev	5350 19 19
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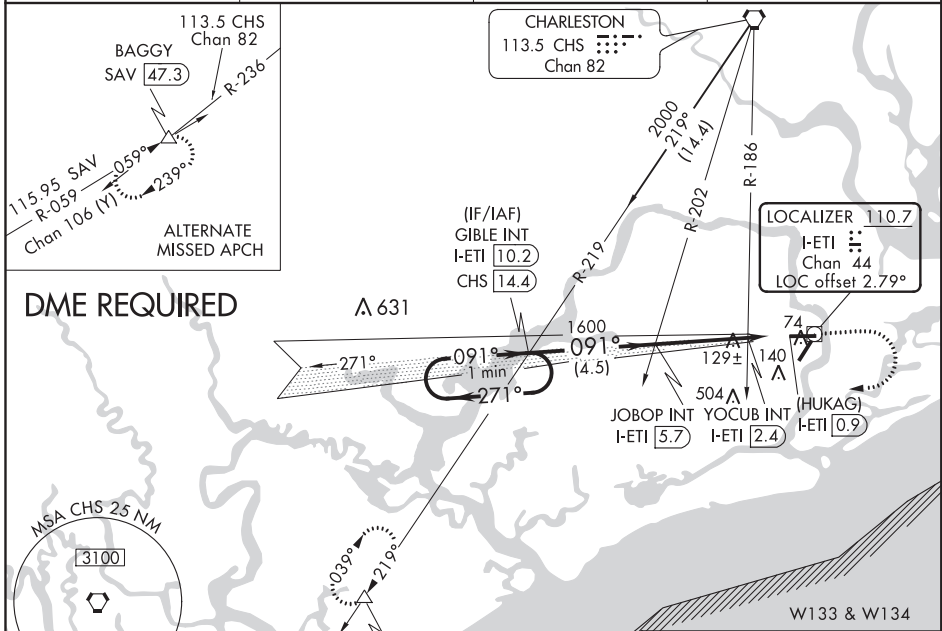
ILS or LOC RWY 9

CHARLESTON EXECUTIVE (JZI)

DME REQUIRED. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA 32 feet and all MDAs 40 feet, increase S-ILS all Cats visibility 1/8 mile and S-LOC Cat C and D visibility 1/4 mile and S-LOC YOCUB fix minimum Cat C and D visibility 1/8 mile. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

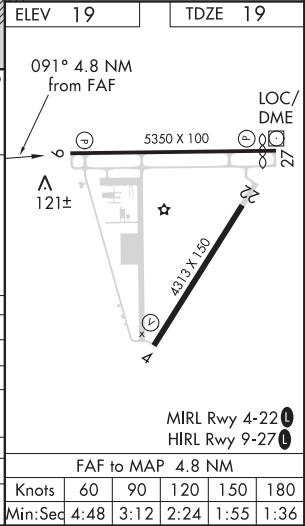
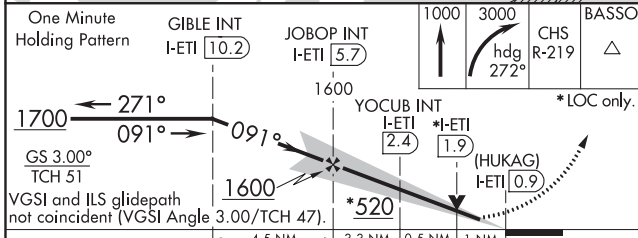
AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 19	TDZE 19
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CATEGORY	A	B	C	D
S-ILS 9	275-3/4 256 (300-3/4)			
S-LOC 9	520-1	501 (600-1)	520-1 3/8	501 (600-1 3/8)
CIRCLING	520-1	501 (600-1)	520-1 1/2	580-2
			501 (600-1 1/2)	561 (600-2)
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 9	380-1	361 (400-1)	380-1 1/8	361 (400-1 1/8)
CIRCLING	440-1	480-1	480-1 1/2	580-2
	421 (500-1)	461 (500-1)	461 (500-1 1/2)	561 (600-2)

MIRL Rwy 4-22	
HIRL Rwy 9-27	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Seq	4:48 3:12 2:24 1:55 1:36

CHARLESTON, SOUTH CAROLINA
Amdt 2B 07JAN16

32°42'N-80°00'W

CHARLESTON EXECUTIVE (JZI)

ILS or LOC RWY 9

APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	17

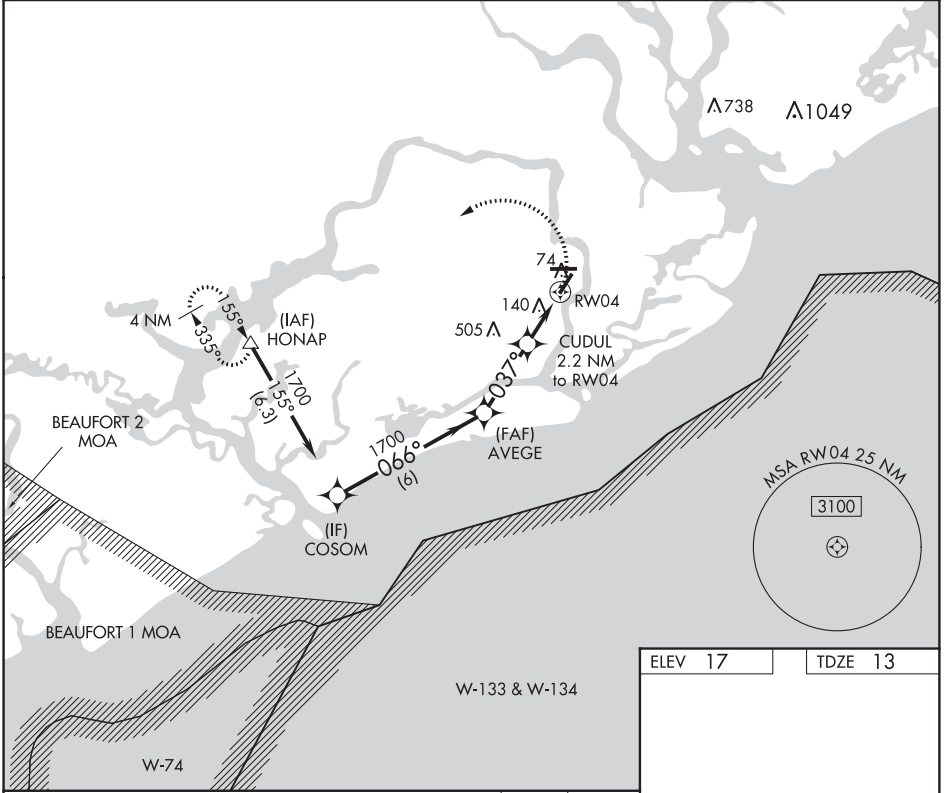
RNAV (GPS) RWY 4

CHARLESTON EXECUTIVE (JZI)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

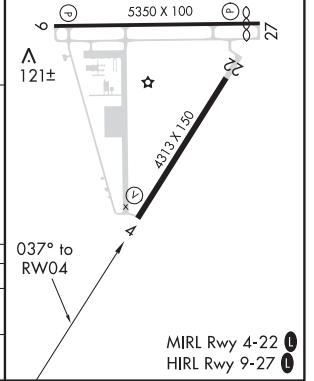
AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

	ELEV 17		TDZE 13	
	W-133 & W-134			
	W-74			
	2000 HONAP			
Procedure	Turn NA			
	COSOM	AVEGE	CUDUL	RW04
	1700	1700	740	
	066°		037°	
	6 NM		2.9 NM	2.2 NM
	VGSI and descent angles not coincident.			
	3.04° TCH 40			
CATEGORY	A	B	C	D
LNAV MDA	420-1	407 (500-1)	420-1¼	407 (500-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

16035

WAAS CH 53305 W09A	APP CRS 094°	Rwy Idg TDZE Apt Elev	5350 19 19
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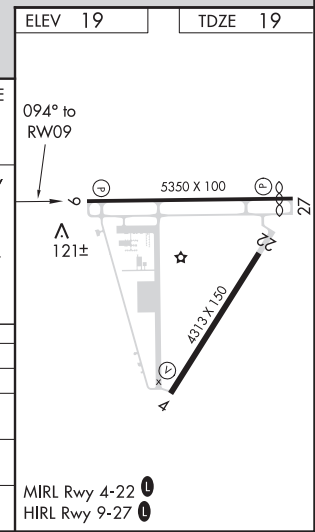
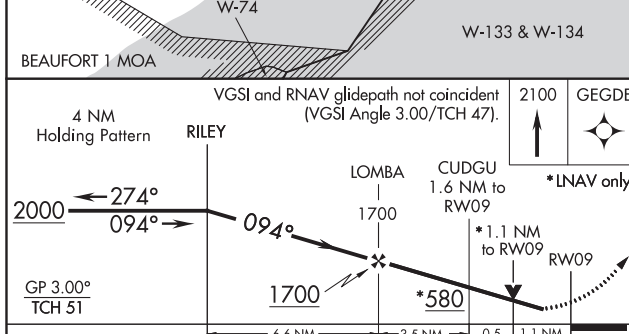
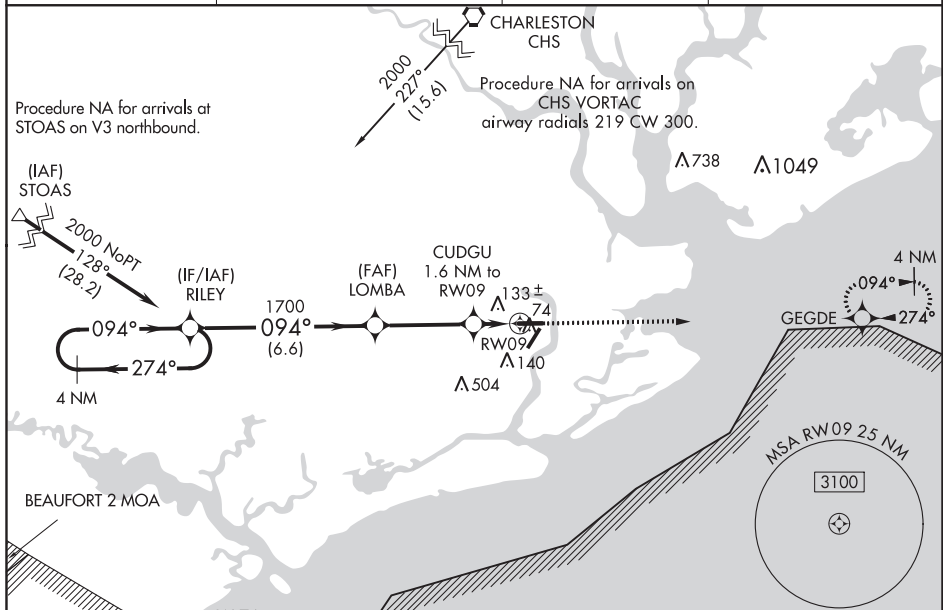
RNAV (GPS) RWY 9

CHARLESTON EXECUTIVE (JZI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV Cat C and D visibility 1/8 mile.

MISSED APPROACH:
Climb to 2100 direct GEGDE and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF) U
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CATEGORY	A	B	C	D
LPV DA		219-3/4	200 (200-3/4)	
LNAV/VNAV DA		314-1	295 (300-1)	
LNAV MDA	400-1	381 (400-1)	400-1 1/8	381 (400-1 1/8)
CIRCLING	440-1 421 (500-1)	480-1 461 (500-1)	480-1 1/2 461 (500-1 1/2)	580-2 561 (600-2)

CHARLESTON, SOUTH CAROLINA
Amdt 3A 08JAN15

32°42'N-80°00'W

CHARLESTON EXECUTIVE (JZI)
RNAV (GPS) RWY 9

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77701 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	5000 15 19
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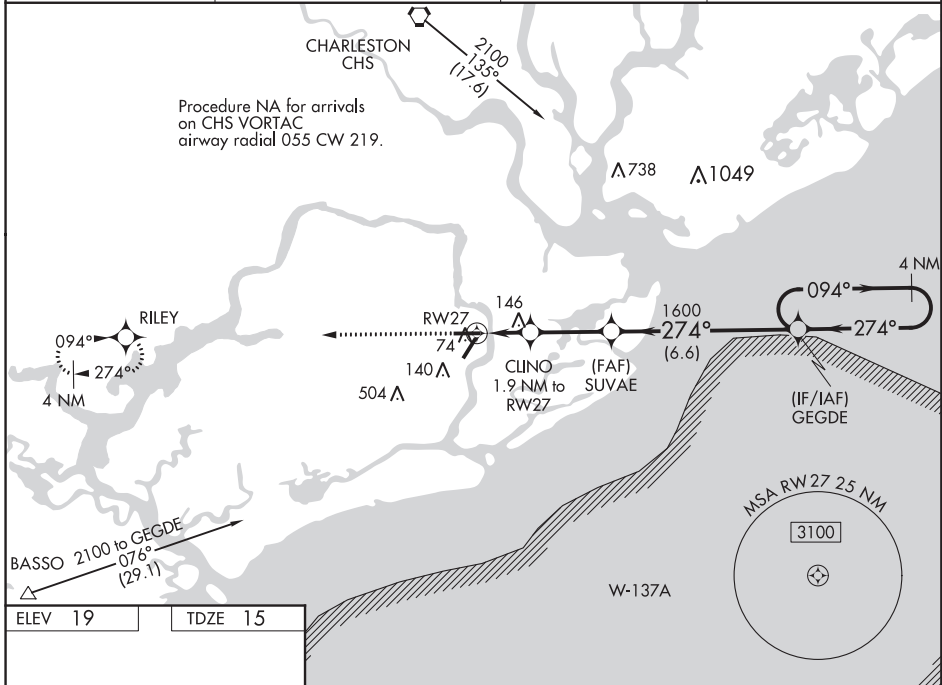
RNAV (GPS) RWY 27

CHARLESTON EXECUTIVE (JZI)

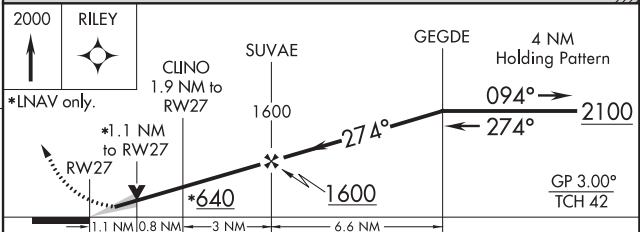
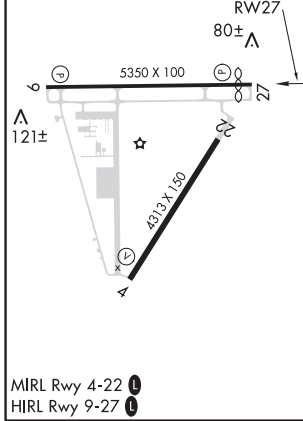
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all Cats DA 32 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/8 mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct RILEY and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF) 0
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ELEV 19	TDZE 15
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CATEGORY	A	B	C	D
LPV DA		265-7/8	250 (300-7/8)	
LNAV/VNAV DA		303-1	288 (300-1)	
LNAV MDA	400-1	385 (400-1)	400-1 1/8	385 (400-1 1/8)
CIRCLING	440-1 421 (500-1)	480-1 461 (500-1)	480-1 1/2 461 (500-1 1/2)	580-2 561 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EXECUTIVE ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then left turn direct RNDAH, cross RNDAH at or above 2000, direct GECH and then on depicted route to PLFMD, thence. . . .

TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECH and then on depicted route to PLFMD, thence. . . .

TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECH and then on depicted route to PLFMD, thence. . . .

TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then direct RNDAH, cross RNDAH at or above 2000, direct GECH and then on depicted route to PLFMD, thence. . . .

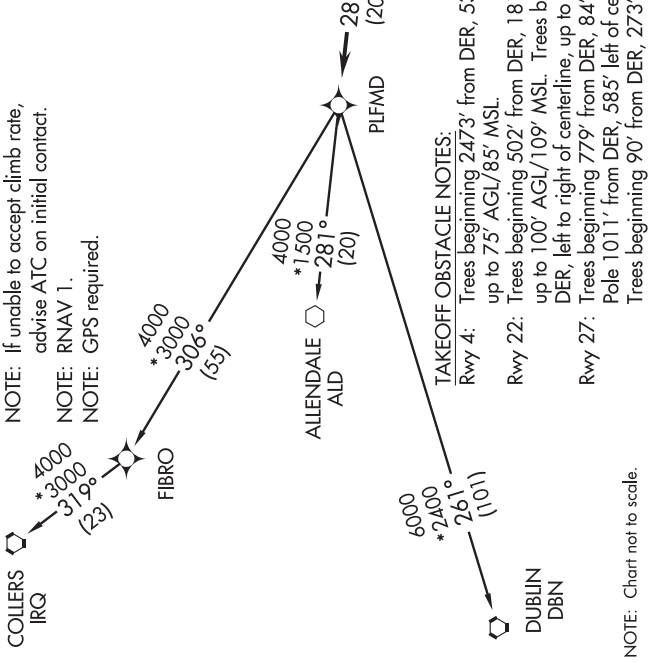
. . . . via assigned transition, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (EXTVE1.ALD):
COLLIERS TRANSITION (EXTVE1.IRQ):
DUBLIN TRANSITION (EXTVE1.DBN):

TAKEOFF MINIMUMS:
Rwy 4: ATC climb of 500' per NM to 900.
Rwy 9: ATC climb of 500' per NM to 800.
Rwy 22: Standard with minimum climb of 245' per NM to 520. ATC climb of 500' per NM to 1300.
Rwy 27: ATC climb of 500' per NM to 1500.

ATIS 124.75
CLNC DEL 119.85
GND CON 121.9 348.6
CTAF 122.8
CHARLESTON DEP CON 120.7 306.925

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: GPS required.



TAKEOFF OBSTACLE NOTES:
Rwy 4: Trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL.
Rwy 22: Trees beginning 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline, up to 100' AGL/109' MSL.
Rwy 27: Trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

EXECUTIVE ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

KIAWAH ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

ATIS 124.75
CINC DEL 119.85
GND CON 121.9 348.6
CTAF 122.8
CHARLESTON DEP CON 120.7 306.925

TAKEOFF MINIMUMS:

Rwys 4, 9, 27: ATC climb of 500' per NM to 520.
Rwy 22: Standard with minimum climb of 245' per NM to 520. ATC climb of 500' per NM to 520.

TAKEOFF OBSTACLE NOTES:

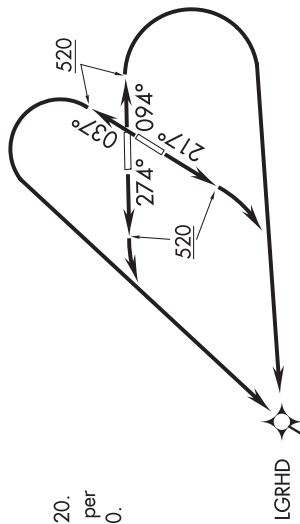
Rwy 4: Trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL.
Rwy 22: Trees beginning 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline, up to 100' AGL/109' MSL.
Rwy 27: Trees beginning 779' from DER,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

NOTE: Transponder code will be issued by Charleston clearance delivery.

NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.



LGRHD

N

4000
216°
(88)

MILIE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then left turn direct LGRHD, thence. . . .
TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then right turn direct LGRHD, thence. . . .
TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then right turn direct LGRHD, thence. . . .
TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then left turn direct LGRHD, thence. . . .

. . . . via assigned transition/route, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

MILIE TRANSITION (KIAWA1.MILIE):

KIAWAH ONE DEPARTURE (RNAV)

(KIAWA1.LGRHD) 25AUG11

CHARLESTON, SOUTH CAROLINA
CHARLESTON EXECUTIVE (JZI)

SE-2, 10 NOV 2016 to 05 JAN 2017

(KMBEE1.KMBEE) 16315

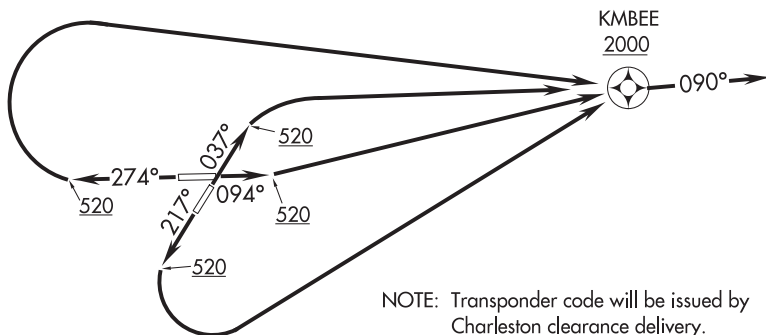
SL-5354 (FAA)

CHARLESTON EXECUTIVE (JZI)
CHARLESTON, SOUTH CAROLINA**KMBEE ONE DEPARTURE (RNAV)**

ATIS
124.75
CLNC DEL
119.85
GND CON
121.9 348.6
CTAF
122.8
CHARLESTON DEP CON
120.7 306.925

TAKEOFF OBSTACLE NOTES:

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



- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate or crossing restriction, advise ATC on initial contact.
- NOTE: RNAV 1.
- NOTE: GPS required.
- NOTE: Radar required.

TAKEOFF MINIMUMS:

Rwys 4, 22, 27: ATC climb of 500' per NM to 520.
Rwy 9: ATC climb of 500' per NM to 620.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .

TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then direct KMBEE, cross KMBEE at or above 2000, thence. . . .

TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then left turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .

TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .

. . . . Fly heading 090° or as assigned by ATC, expect radar vectors on course. Maintain 2000. Expect clearance to filed altitude within ten (10) minutes after departure.

KMBEE ONE DEPARTURE (RNAV)

(KMBEE1.KMBEE) 25AUG11

CHARLESTON, SOUTH CAROLINA
CHARLESTON EXECUTIVE (JZI)

LOC I-CLT 110.95	APP CRS 055°	Rwy Idg TDZE Apt Elev	7092 716 748
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ILS or LOC RWY 5

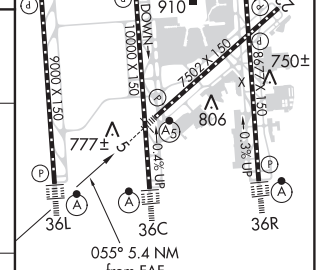
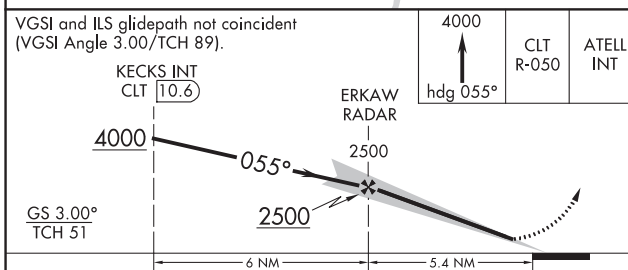
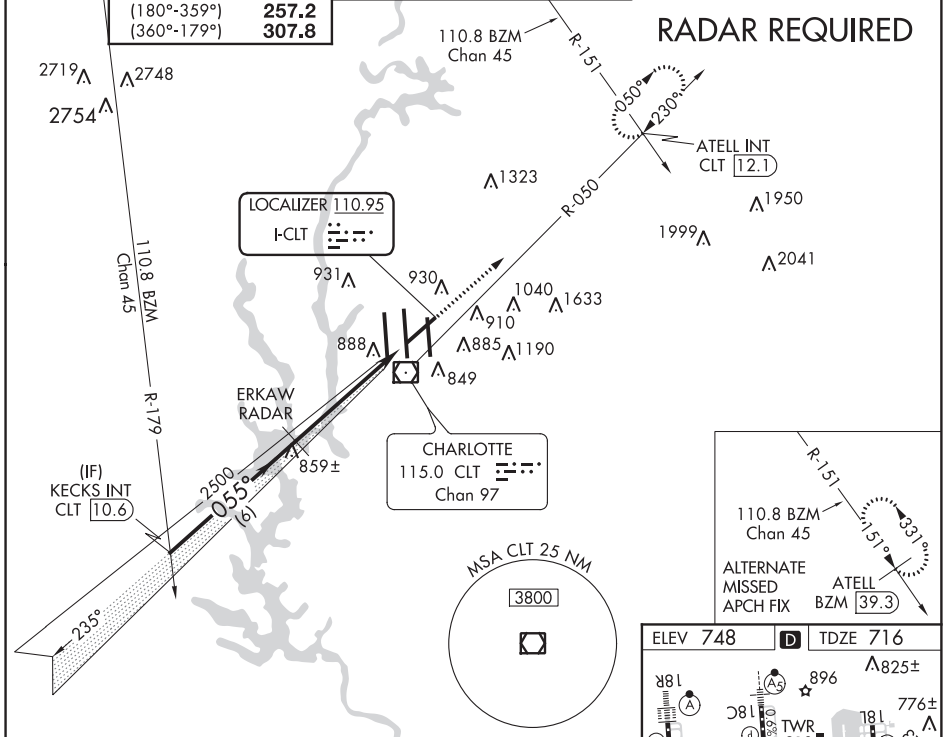
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night.
RADAR Required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R 

MISSED APPROACH: Climb to 4000 via heading 055° and CLT VOR/DME R-050 to ATELL INT/CLT 12.1 DME and hold, continue climb-in-hold to 4000.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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CATEGORY	A	B	C	D
S-ILS 5	* 916/24		200 (200-1/2)	
S-LOC 5	1120/24	404 (400-1/2)	1120/40	404 (400-3/4)
C CIRCLING	1240-1	492 (500-1)	1500-2 1/4 752 (800-2 1/4)	1500-2 1/2 752 (800-2 1/2)

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PEP 111.3 Chan 50	APP CRS 183°	Rwy Idg 10000 TDZE 742 Apt Elev 748
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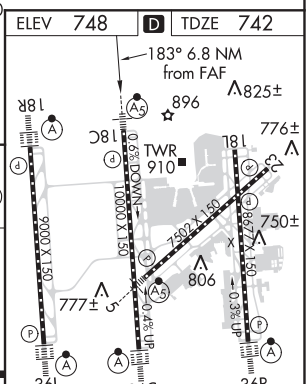
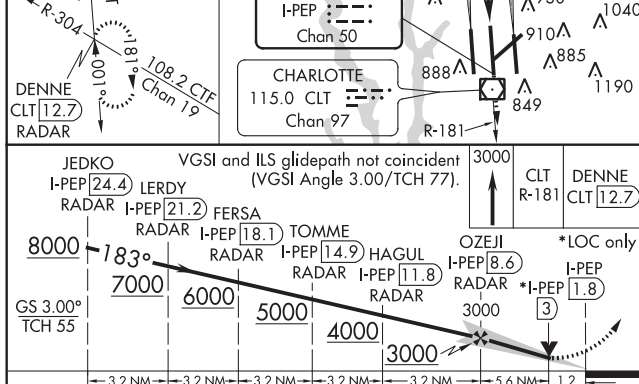
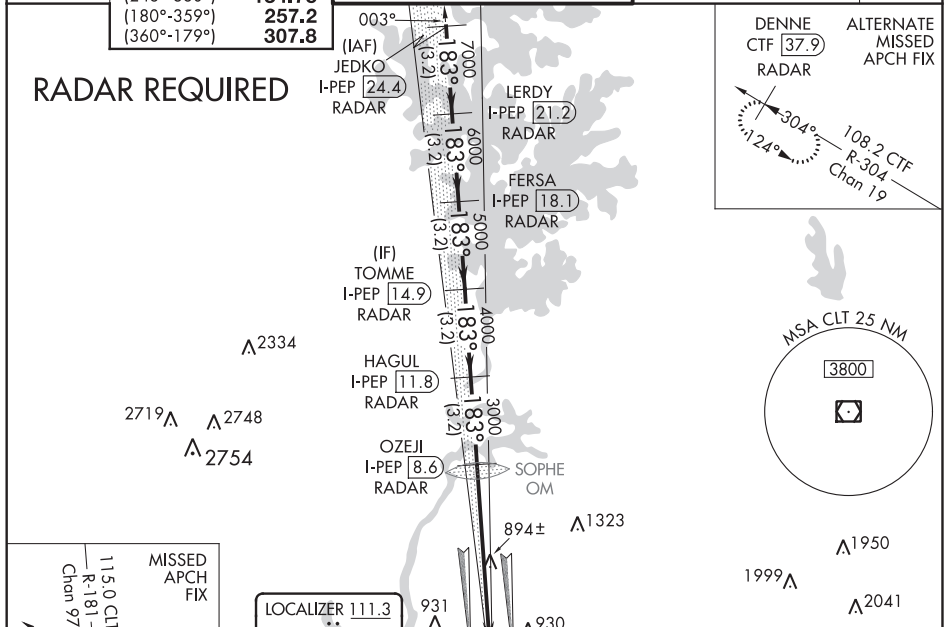
ILS or LOC RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

▼ Circling NA at night. DME or Radar required. Simultaneous approach authorized with ILS or LOC Rwy 18L, ILS or LOC Rwy 18R, ILS Rwy 18R (Cat II & III).
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-181 to DENNE/CLT 12.7 DME/RADAR and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



CATEGORY	A	B	C	D
S-ILS 18C	**942/24 200 (200-½)			
S-LOC 18C	1200/24 458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)	
CIRCLING	1240-1 492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)	

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VKQ 110.35 Chan 40 (Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev 8676 748 748
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ILS or LOC RWY 18L

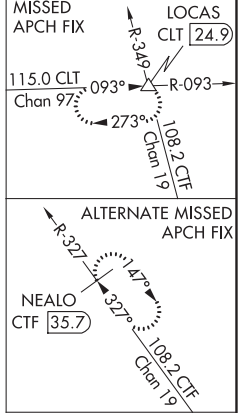
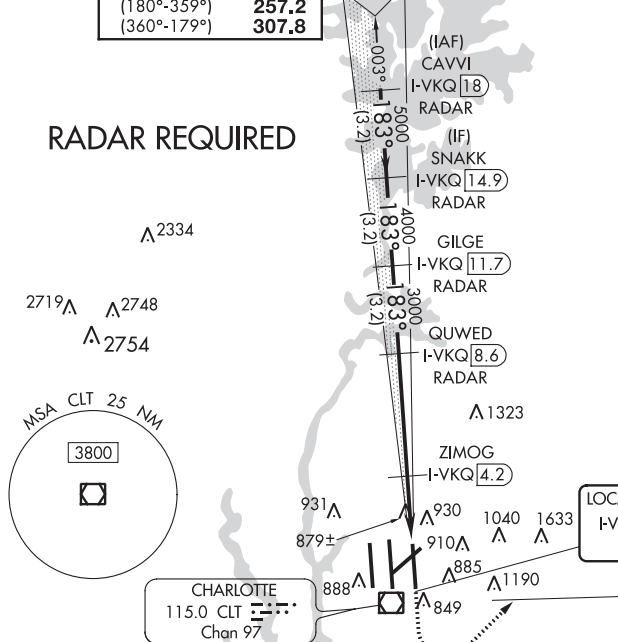
CHARLOTTE/DOUGLAS INTL (CLT)

▼ Circling NA at night. Simultaneous approach authorized with Rwy 18C/R.
▲ DME or RADAR required. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/CLT 24.9 DME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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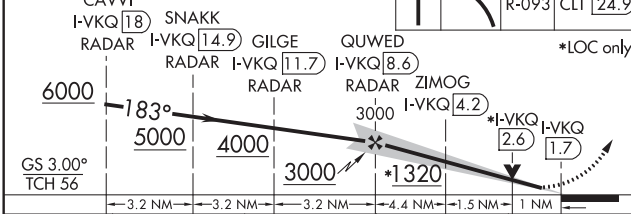
RADAR REQUIRED



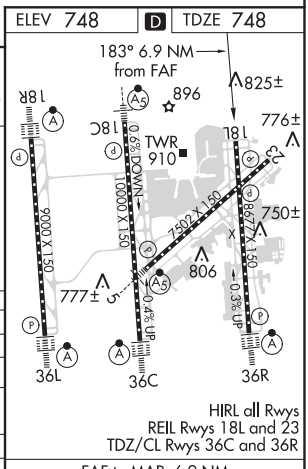
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 76).



CATEGORY	A	B	C	D
S-ILS 18L	998/40 250 (300-¾)			
S-LOC 18L	1320/55	572 (600-1½)	1320-1 5/8	572 (600-1½)
C CIRCLING	1320-1	572 (600-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)
ZIMOG FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	1140/55	392 (400-1½)	1140/60	392 (400-1½)
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)



FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

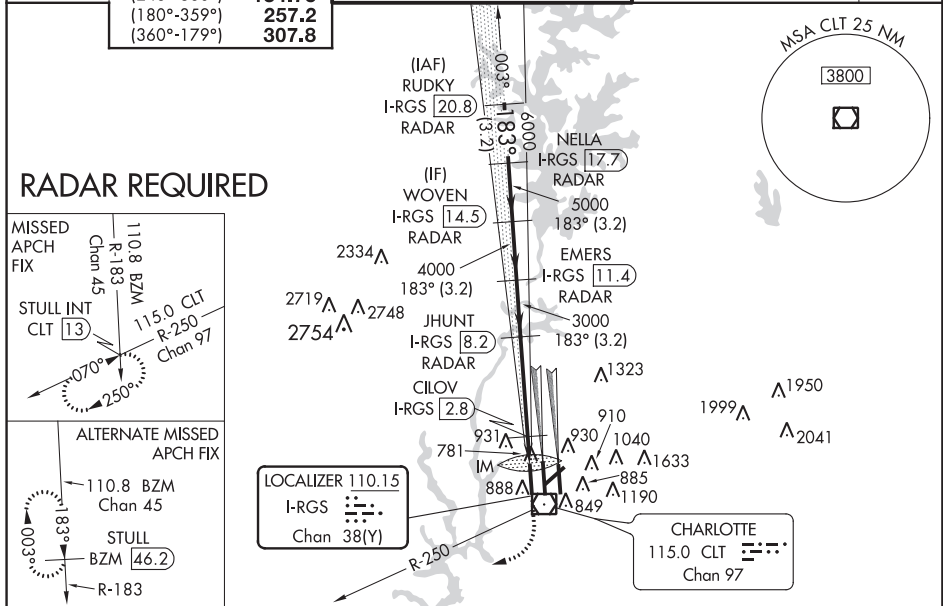
LOC/DME I-RGS 110.15 Chan 38 (Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
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ILS or LOC RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

<p>Circling NA at night. Simultaneous approach authorized with Rwy 18C/L. DME or RADAR required.</p>	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.
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ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VGSi and ILS glidepath not coincident (VGSi Angle 2.80/TCH 69). ELEV 748 TDZE 744 1200 4000 CLT R-250 STULL INT *LOC only		183° 6.9 NM from FAF 896 776± 750± 806 36L 36C 36R HIRL all Rwys REIL Rwys 18L and 23 TDZ/CL Rwys 36C and 36R FAF to MAP 6.9 NM Knots 60 90 120 150 180 Min:Sec 6:54 4:36 3:27 2:46 2:18	
RUDKY I-RGS 20.8 RADAR NELLA I-RGS 17.7 RADAR WOVEN I-RGS 14.5 RADAR EMERS I-RGS 11.4 RADAR JHUNT I-RGS 8.2 RADAR CILOV I-RGS 2.8 IM I-RGS 2.1 I-RGS 1.3	7000 183° 6000 GS 3.00° TCH 55 5000 4000 3000 *1280 3000 3.2 NM 3.2 NM 3.2 NM 3.2 NM 5.4 NM 0.7 0.7 0.1	CATEGORY S-ILS 18R S-LOC 18R CIRCLING S-LOC 18R CIRCLING	A B C D 944/18 200 (200-½) 1280/24 536 (600-½) 1280/55 536 (600-1¼) 1280-1 532 (600-1) 1500-2¼ 752 (800-2¼) 1500-2½ 752 (800-2½) CILOV FIX MINIMUMS (DME REQUIRED) 1040/24 296 (300-½) 1240-1 492 (500-1) 1500-2¼ 752 (800-2¼) 1500-2½ 752 (800-2½)

LOC/DME I-APU 109.5 Chan 32	APP CRS 235°	Rwy Idg TDZE Apt Elev	7502 747 748
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ILS or LOC RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

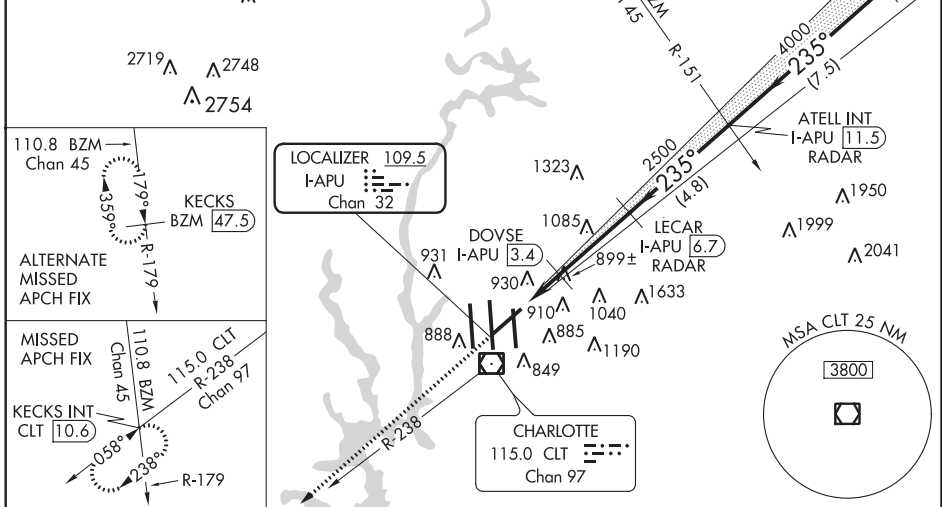
⚠ Circling NA at night.
⚠ DME or RADAR Required.

MISSED APPROACH: Climb to 4000 via heading 235° and CLT R-238 to KECKS INT/CLT 10.6 DME and hold, continue climb-in-hold to 4000.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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RADAR REQUIRED

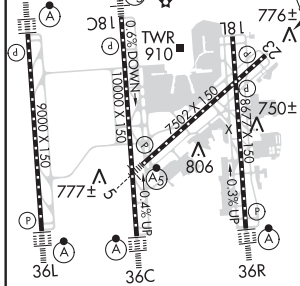
⚠₂₃₃₄



SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017

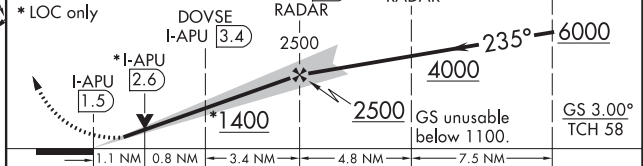
ELEV 748	D	TDZE 747	4000	CLT R-238	KECKS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).	JEPHS I-APU 18.9 RADAR
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HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 23	1100-1¼		353 (400-1¼)	
S-LOC 23	1400/50	653 (700-1)	1400-1¾ 653 (700-1¾)	1400-2 653 (700-2)
C CIRCLING	1400-1	652 (700-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)
DOVSE FIX MINIMUMS				
S-LOC 23	1160/50	413 (500-1)	1160/60	413 (500-1¼)
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

LOC I-DQG 111.7	APP CRS 003°	Rwy Idg 10000	TDZE 707
		Apt Elev 748	

ILS or LOC RWY 36C

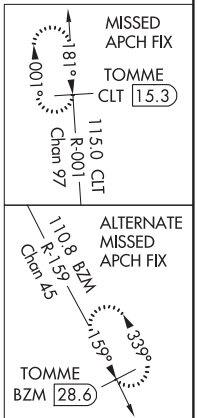
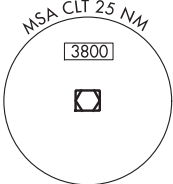
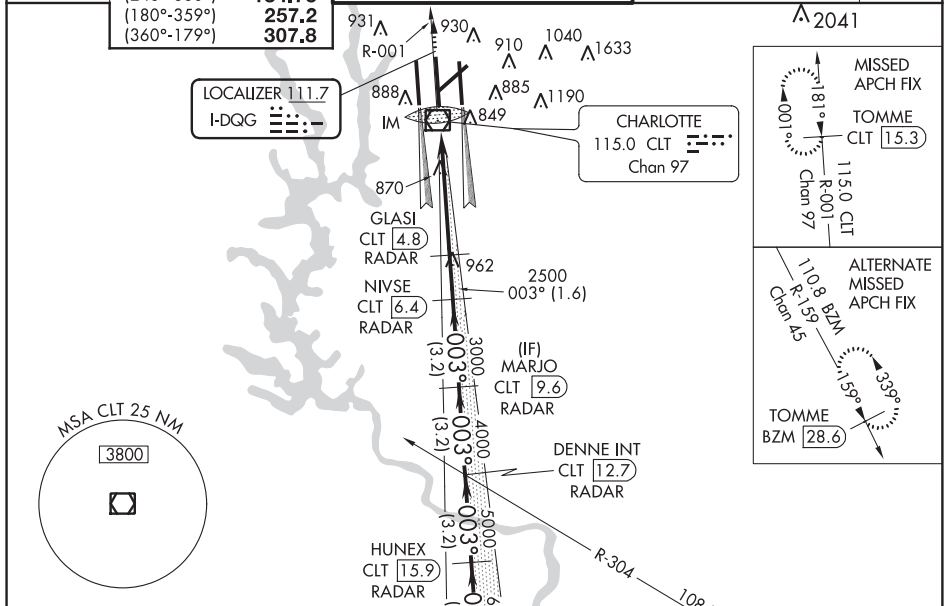
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized with ILS or LOC Rwy 36L, ILS Rwy 36L (Cat II), ILS Rwy 36L (Cat III), ILS or LOC Rwy 36R, ILS Rwy 36R (Cat II), ILS Rwy 36R (Cat III). DME or RADAR Required. DQG ILS LLZ Rwy 36C unusable for rollout guidance.



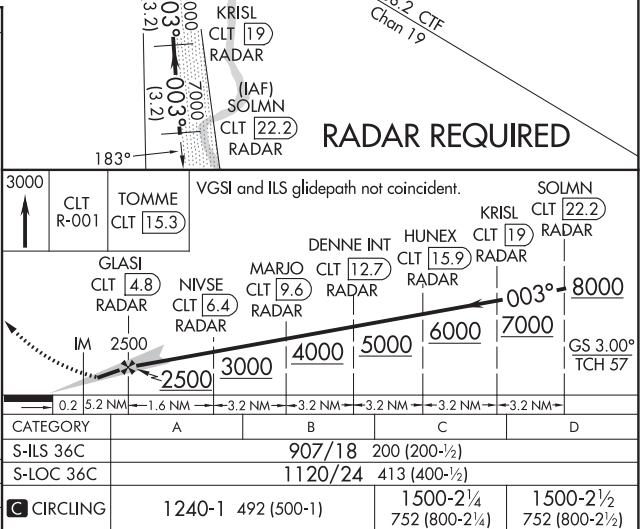
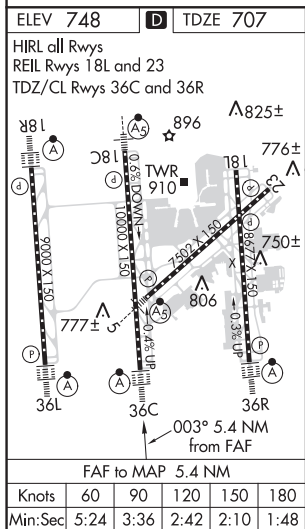
MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-XUU 110.15 Chan 38(Y)	APP CRS 003°	Rwy Idg TDZE 9000 744	Apt Elev 748
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ILS or LOC RWY 36L

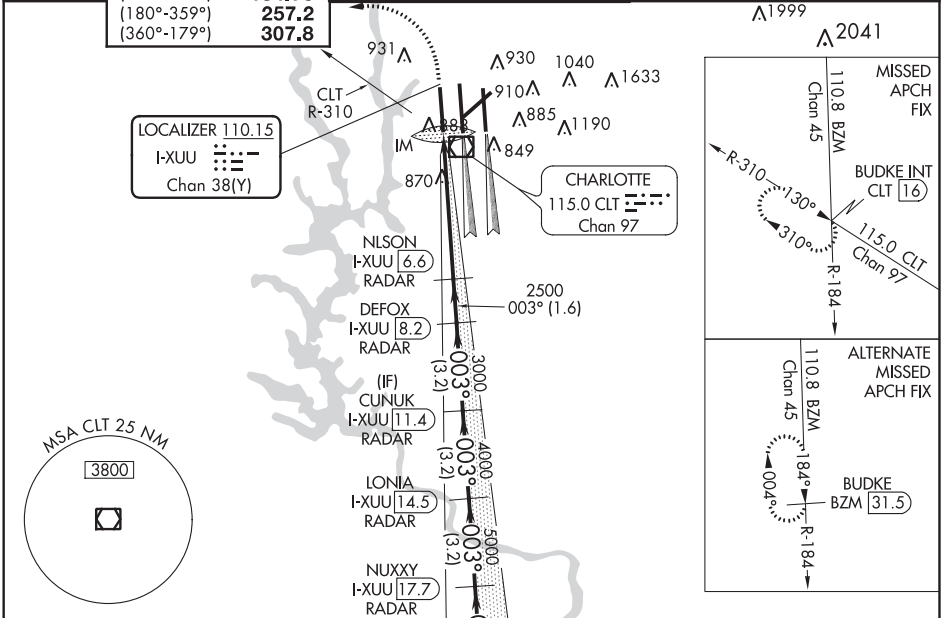
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.

ALSF-2 

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	(Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	(180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	127.15 348.6



ELEV 748 **D** **TDZE 744**

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

RADAR REQUIRED

CLT R-310	BUDKE INT	WELET I-XUU [20.8] RADAR
*LOC only.		
I-XUU [1.3]	*I-XUU [2.5]	NLSN I-XUU [6.6] RADAR
		DEFOX I-XUU [8.2] RADAR
		CUNUK I-XUU [11.4] RADAR
		LONIA I-XUU [14.5] RADAR
		NUXXY I-XUU [17.7] RADAR
7000	6000	003°
GS 3.00° TCH 55'		
0.1	1.1	4.1
1.6	3.2	3.2
3.2	3.2	3.2
3.2	3.2	3.2
CATEGORY	A	B
S-ILS 36L	944/18 200 (200-½)	
S-LOC 36L	1180/24 436 (500-½)	1180/40 436 (500-¾)
C CIRCLING	1240-1 492 (500-1)	1500-2¼ 752 (800-2¼) 1500-2½ 752 (800-2½)

SE-2, 10 NOV 2016 to 05 JAN 2017

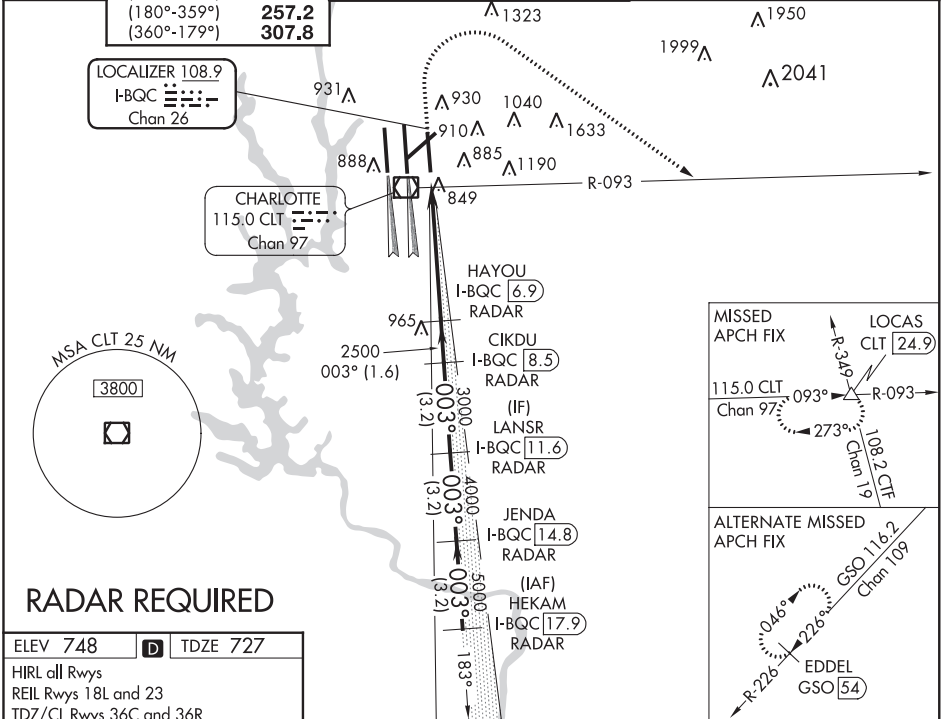
SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BQC 108.9 Chan 26	APP CRS 003°	Rwy Idg TDZE Apt Elev	8390 727 748
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ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

	ALS-F-2 	MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.																												
	<table border="1"> <tr> <th>ATIS</th> <th>CHARLOTTE APP CON</th> <th>CHARLOTTE TOWER</th> <th>GND CON</th> <th>CLNC DEL</th> </tr> <tr> <td>ARR 121.15</td> <td>(001°-119°) 128.32</td> <td>(Rwys 18L-36R, 5-23) 118.1 257.8</td> <td>(180°-359°) 121.8 348.6</td> <td>127.15</td> </tr> <tr> <td>DEP 132.1</td> <td>(120°-245°) 120.05</td> <td>(Rwy 18C-36C) 126.4 257.8</td> <td>(360°-179°) 121.9 348.6</td> <td>348.6</td> </tr> <tr> <td></td> <td>(246°-360°) 134.75</td> <td>(Rwy 18R-36L) 133.35 257.8</td> <td></td> <td></td> </tr> <tr> <td></td> <td>(180°-359°) 257.2</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>(360°-179°) 307.8</td> <td></td> <td></td> <td></td> </tr> </table>	ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL	ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15	DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6		(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8				(180°-359°) 257.2					(360°-179°) 307.8		
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL																										
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15																										
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6																										
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8																												
	(180°-359°) 257.2																													
	(360°-179°) 307.8																													



RADAR REQUIRED

ELEV 748	D	TDZE 727			
HIRL all Rwys					
REIL Rwys 18L and 23					
TDZ/CL Rwys 36C and 36R					
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

<p>1320 4000 CLT LOCAS</p> <p>R-093 CLT [24.9]</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).</p> <p>HEKAM JENDA I-BQC [17.9] RADAR</p> <p>LANSR I-BQC [14.8] RADAR</p> <p>CIKDU I-BQC [11.6] RADAR</p> <p>HAYOU I-BQC [8.5] RADAR</p> <p>I-BQC [6.9] RADAR</p> <p>I-BQC [1.5] *I-BQC [2.5] 2500 3000 4000 5000 6000</p> <p>GS 3.00° TCH 55</p>																									
*LOC only.																									
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-ILS 36R</td> <td colspan="4">927/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 36R</td> <td>1120/24</td> <td>393 (400-½)</td> <td>1120/35</td> <td>393 (400-¾)</td> </tr> <tr> <td> CIRCLING</td> <td>1240-1</td> <td>492 (500-1)</td> <td>1500-2¼</td> <td>1500-2½</td> </tr> <tr> <td></td> <td></td> <td></td> <td>752 (800-2¼)</td> <td>752 (800-2½)</td> </tr> </table>	CATEGORY	A	B	C	D	S-ILS 36R	927/18 200 (200-½)				S-LOC 36R	1120/24	393 (400-½)	1120/35	393 (400-¾)	CIRCLING	1240-1	492 (500-1)	1500-2¼	1500-2½				752 (800-2¼)	752 (800-2½)
CATEGORY	A	B	C	D																					
S-ILS 36R	927/18 200 (200-½)																								
S-LOC 36R	1120/24	393 (400-½)	1120/35	393 (400-¾)																					
CIRCLING	1240-1	492 (500-1)	1500-2¼	1500-2½																					
			752 (800-2¼)	752 (800-2½)																					

SE-2, 10 NOV 2016 to 05 JAN 2017

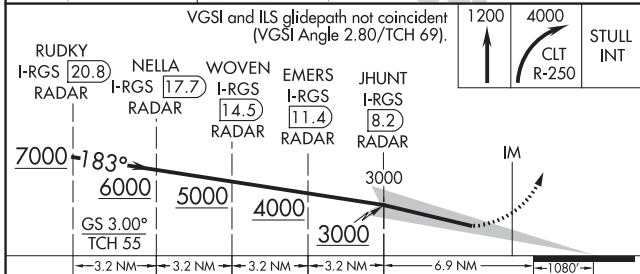
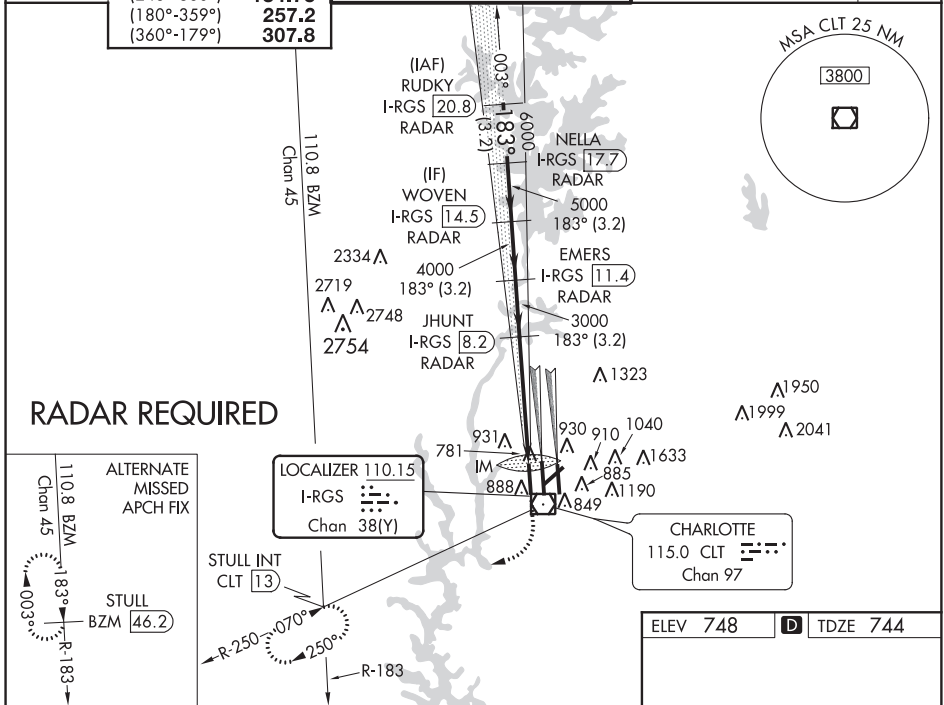
SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RGS 110.15 Chan 38(Y)	APP CRS 183°	Rwy Idg 9000 TDZE 744 Apt Elev 748
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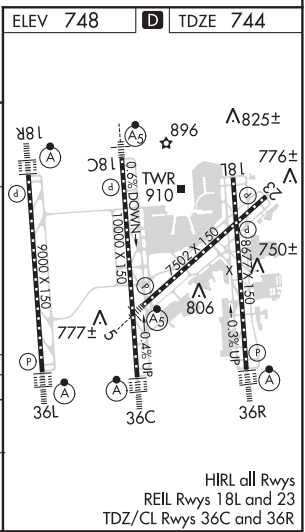
ILS RWY 18R (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8		GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6		CLNC DEL 127.15 348.6
		ALSF-2 A		MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.		



CATEGORY	A	B	C	D
S-ILS 18R	RA 228/14 150 DA 894			



SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

16315

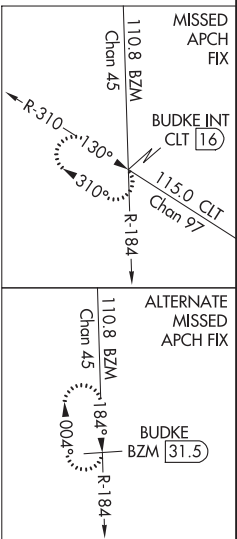
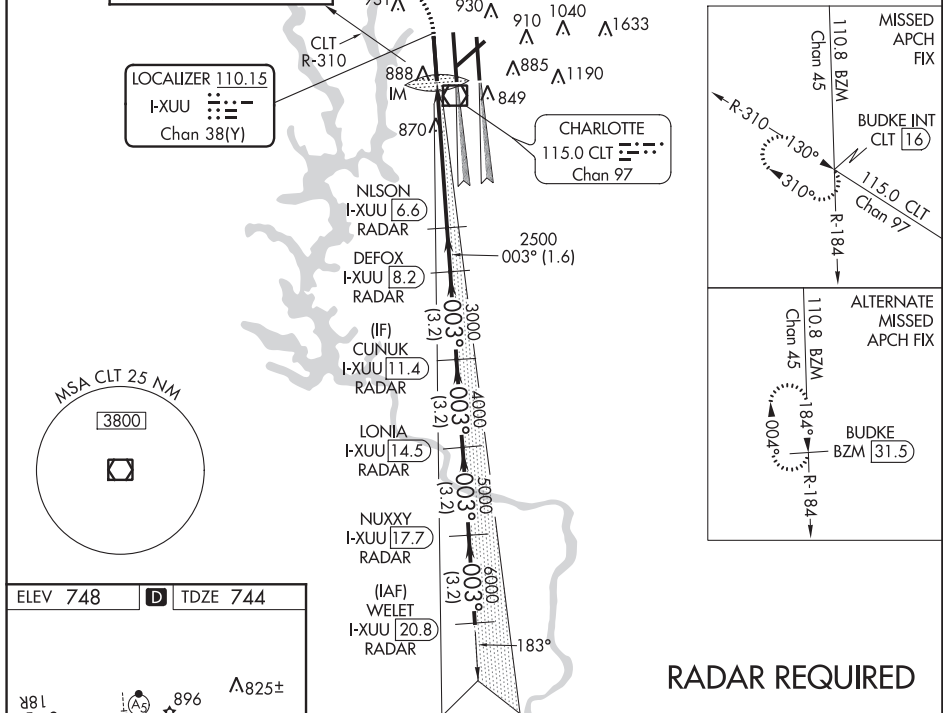
LOC/DME I-XUU 110.15 Chan 38 (Y)	APP CRS 003°	Rwy Idg TDZE 744 Apt Elev 748	9000
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ILS RWY 36L (SA CAT I)

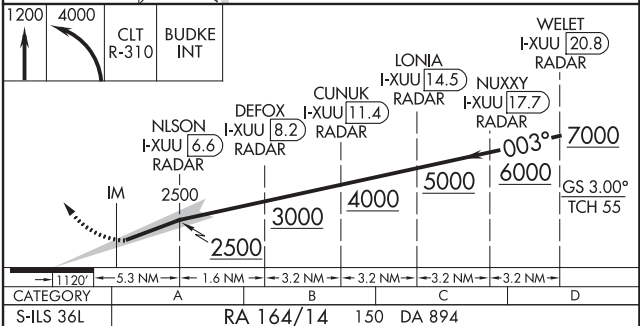
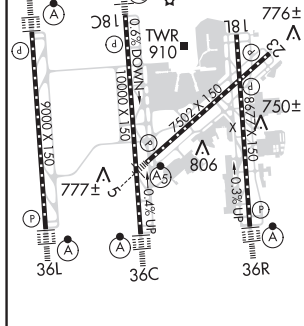
CHARLOTTE/DOUGLAS INTL (CLT)

<p>⚠ Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 and on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.</p>
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<p>ATIS ARR 121.15 DEP 132.1</p>	<p>CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8</p>	<p>CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8</p>	<p>GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6</p>	<p>CLNC DEL 127.15 348.6</p>
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ELEV 748	D TDZE 744
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HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Amdt 1 30APR15

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36L (SA CAT I)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BQC 108.9 Chan 26	APP CRS 003°	Rwy Idg TDZE 727 Apt Elev 748	8390
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ILS RWY 36R (SA CAT I)

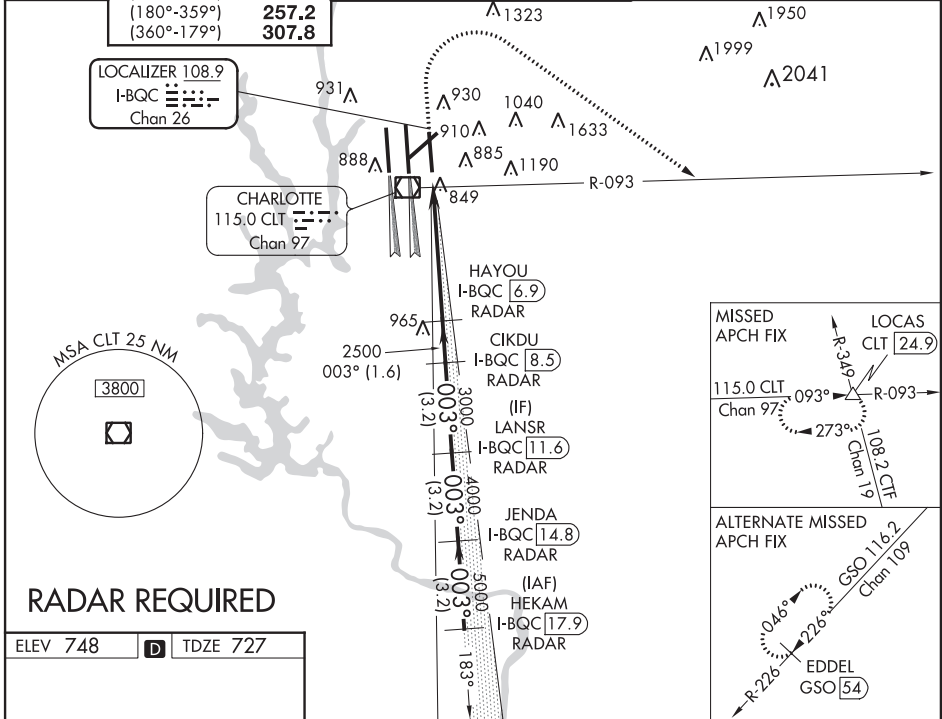
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/L DME or RADAR required. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALS-F-2

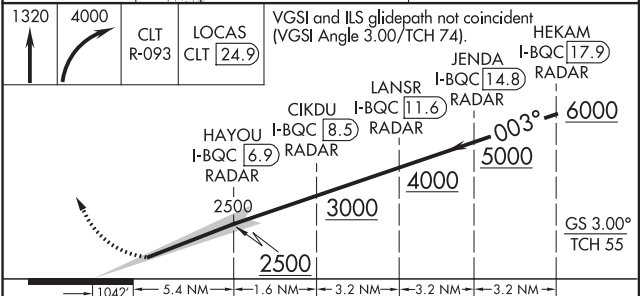
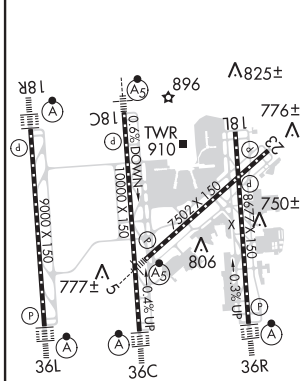
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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RADAR REQUIRED

ELEV 748	D	TDZE 727
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CATEGORY	A	B	C	D
S-ILS 36R	RA 173/14 150 DA 877			

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

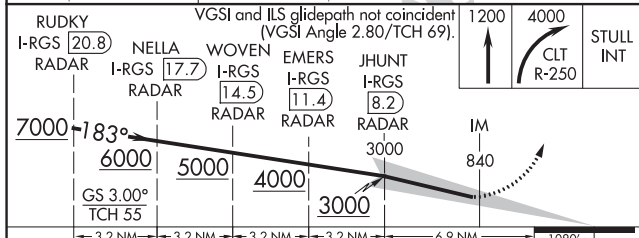
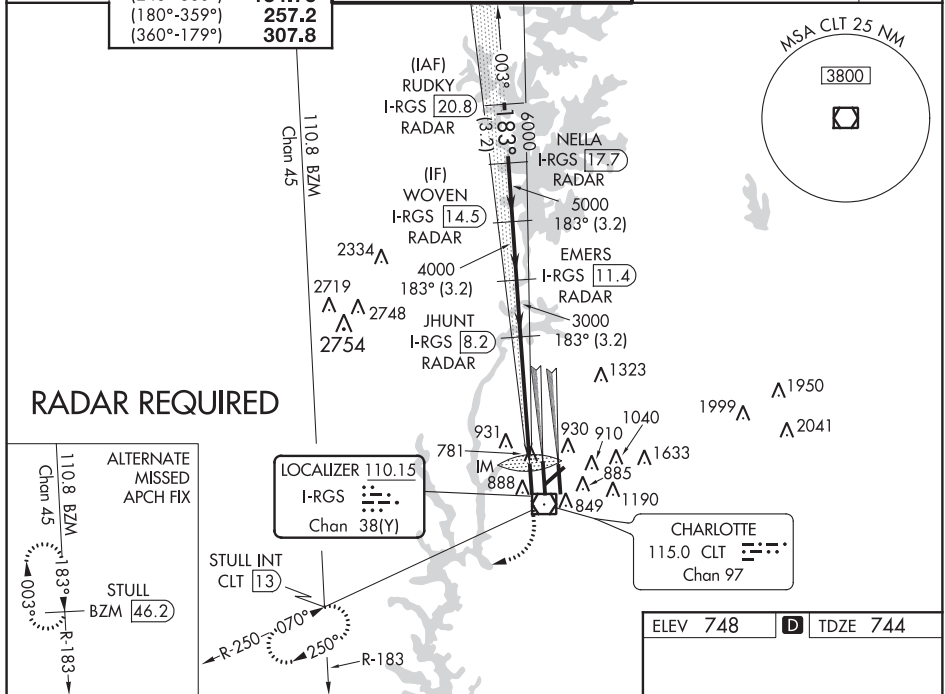
SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RGS 110.15 Chan 38(Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
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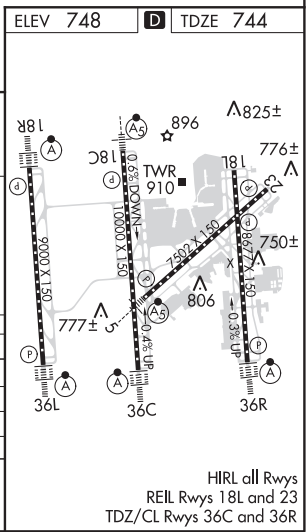
ILS RWY 18R (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Simultaneous approach authorized with Rwy 18C/L. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.		
		ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8



CATEGORY	A	B	C	D
S-ILS 18R	CAT II RA 106/12 100 DA 844			
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			



CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-DQG 111.7	APP CRS 003°	Rwy Idg 10000
		TDZE 707
		Apt Elev 748

ILS RWY 36C (CAT II & III)

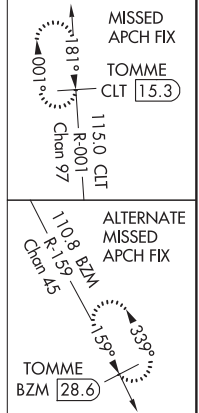
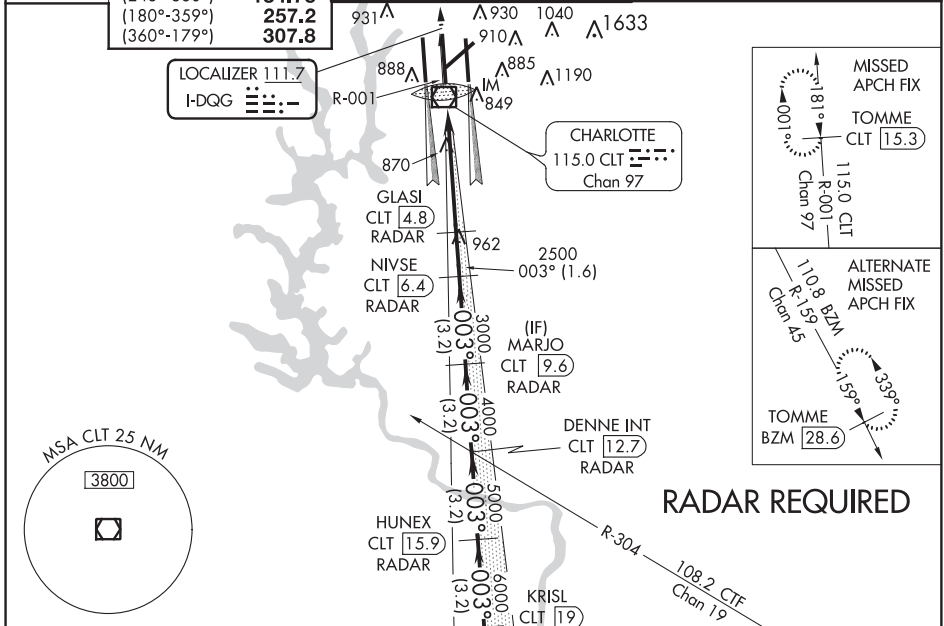
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with ILS or LOC Rwy 36L, ILS Rwy 36L (Cat II), ILS Rwy 36L (Cat III), ILS or LOC Rwy 36R, ILS Rwy 36R (Cat II), ILS Rwy 36R (Cat III). DME or RADAR Required. DQG ILS ILZ Rwy 36C unusable for rollout guidance.



MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.

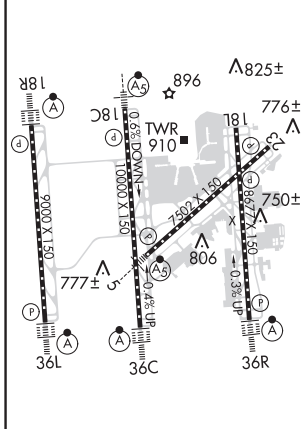
ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 748	D	TDZE 707
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3000	CLT R-001	TOMME CLT 15.3	VGSI and ILS glidepath not coincident.				SOLMN CLT 22.2
8000	GLASI CLT 4.8	NIVSE CLT 6.4	MARJO CLT 9.6	DENNE INT CLT 12.7	HUNEX CLT 15.9	KRISL CLT 19	SOLMN CLT 22.2
707 MSL	IM 809	2500	3000	4000	5000	6000	7000
							GS 3.00° TCH 57
	-9.60°	-5.4 NM	-1.6 NM	-3.2 NM	-3.2 NM	-3.2 NM	-3.2 NM
CATEGORY	A	B	C	D			
S-ILS 36C	CAT II		RA 126/12	100 DA	807		
S-ILS 36C	CAT IIIa		RVR 07				
S-ILS 36C	CAT IIIb		RVR 07				
S-ILS 36C	CAT IIIc		NA				

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-XUU 110.15 Chan 38 (Y)	APP CRS 003°	Rwy Idg TDZE Apt Elev 9000 744 748
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ILS RWY 36L (CAT II & III)

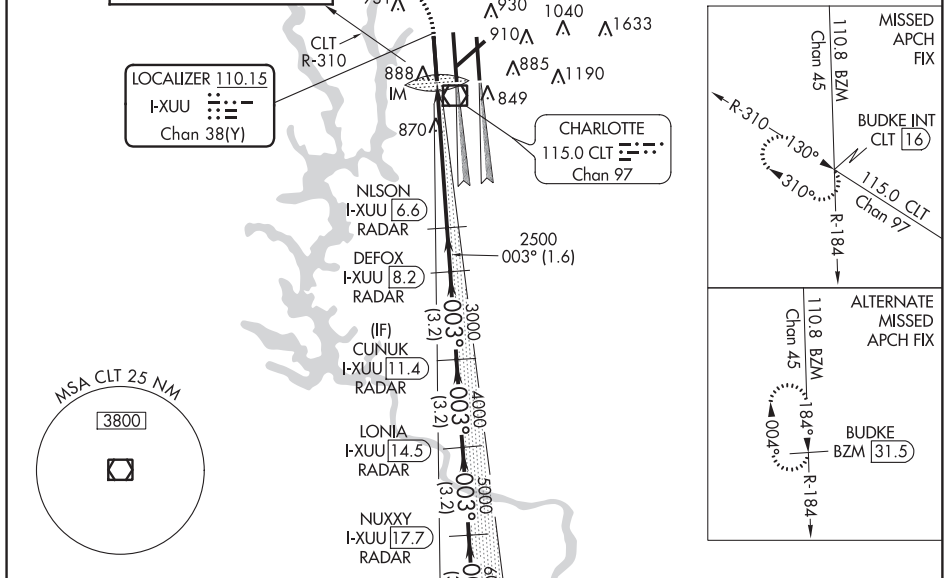
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/R. DME or RADAR Required.

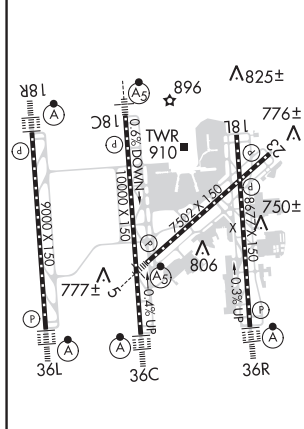
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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ELEV 748	D TDZE 744
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HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

	CLT R-310	BUDKE INT	LONIA I-XUU [14.5] RADAR	NUXXY I-XUU [17.7] RADAR	WELET I-XUU [20.8] RADAR
			NLSON I-XUU [6.6] RADAR	DEFOX I-XUU [8.2] RADAR	CUNUK I-XUU [11.4] RADAR
CATEGORY	A	B	C	D	
S-ILS 36L	CAT II RA 106/12		100	DA 844	
S-ILS 36L	CAT IIIa		RVR 07		
S-ILS 36L	CAT IIIb		RVR 06		
S-ILS 36L	CAT IIIc		NA		

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BQC 108.9 Chan 26	APP CRS 003°	Rwy Idg TDZE Apt Elev	8390 727 748
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ILS RWY 36R (CAT II & III)

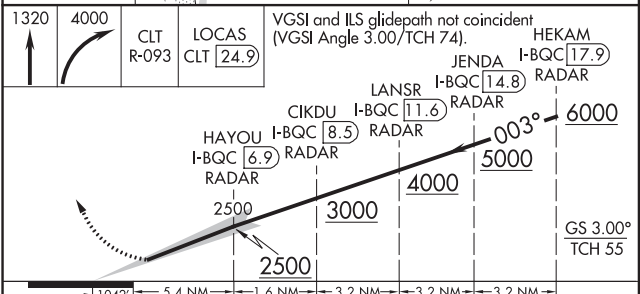
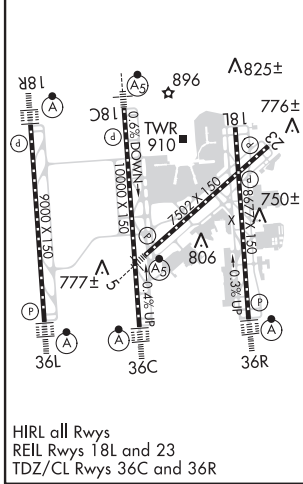
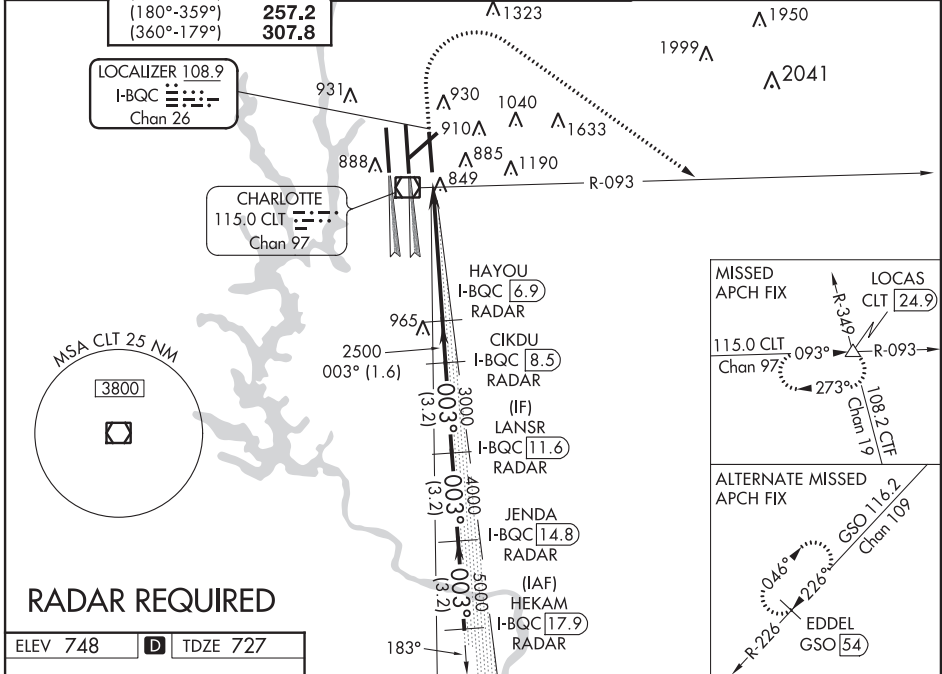
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/L.
DME or RADAR Required.

ALS-F-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 119/12 100 DA 827			
S-ILS 36R	CAT IIIa RVR 06			
S-ILS 36R	CAT IIIb NA			
S-ILS 36R	CAT IIIc NA			

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

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APP CRS	Rwy Idg	7092
055°	TDZE	716
	Apt Elev	748

RNAV (RNP) Z RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

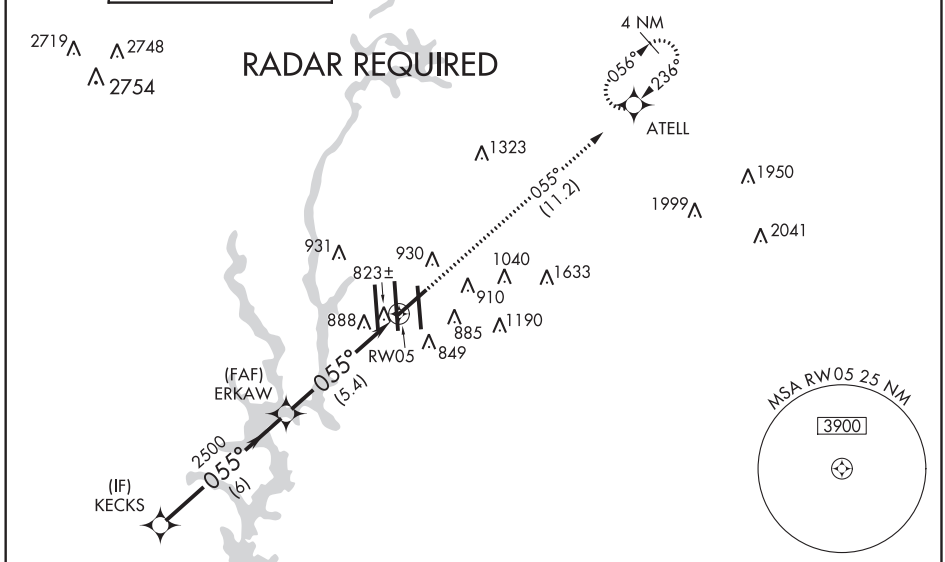
▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative MALS/R, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¼ mile.

MALS/R



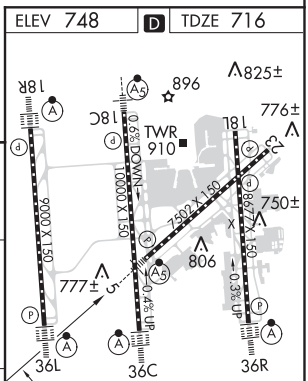
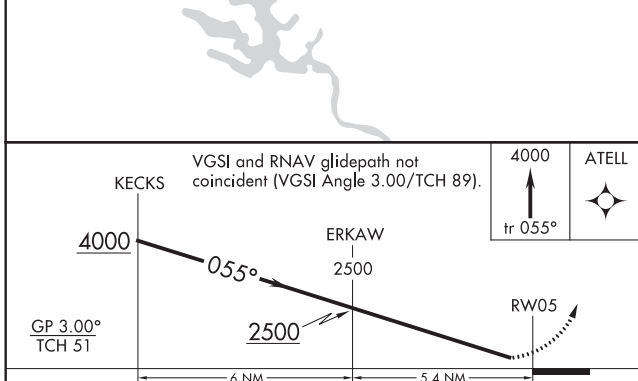
MISSED APPROACH: Climb to 4000 via track 055° to ATELL and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.11 DA		1061/40	345 (400-¾)	
RNP 0.30 DA		1216/60	500 (500-1¼)	

AUTHORIZATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

RNAV (RNP) Z RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

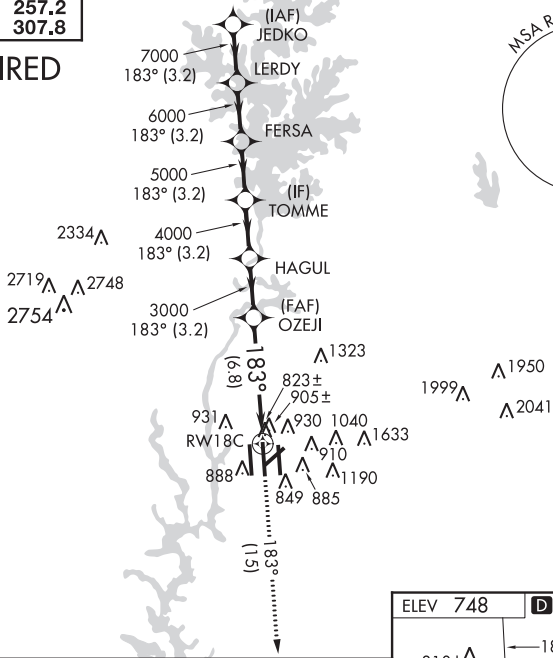
APP CRS	Rwy Idg	10000
183°	TDZE	742
	Apt Elev	748

GPS Required. For inop MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1/2 mile. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Simultaneous approach authorized with ILS or LOC Rwy 18L, ILS or LOC Rwy 18R, ILS Rwy 18R (Cat II), ILS Rwy 18R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR	MISSED APPROACH: Climb to 3000 on track 183° to DENNE and hold.

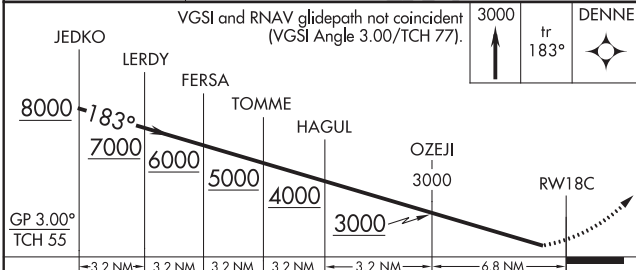
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			

RADAR REQUIRED



MISSED APCH FIX

DENNE



CATEGORY	A	B	C	D
RNP 0.11 DA	1054/40		312 (400-3/4)	
RNP 0.30 DA	1175/50		433 (500-1)	

AUTHORIZATION REQUIRED

ELEV 748 **D** TDZE 742

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 236°	Rwy Idg 7502
	TDZE 747
	Apt Elev 748

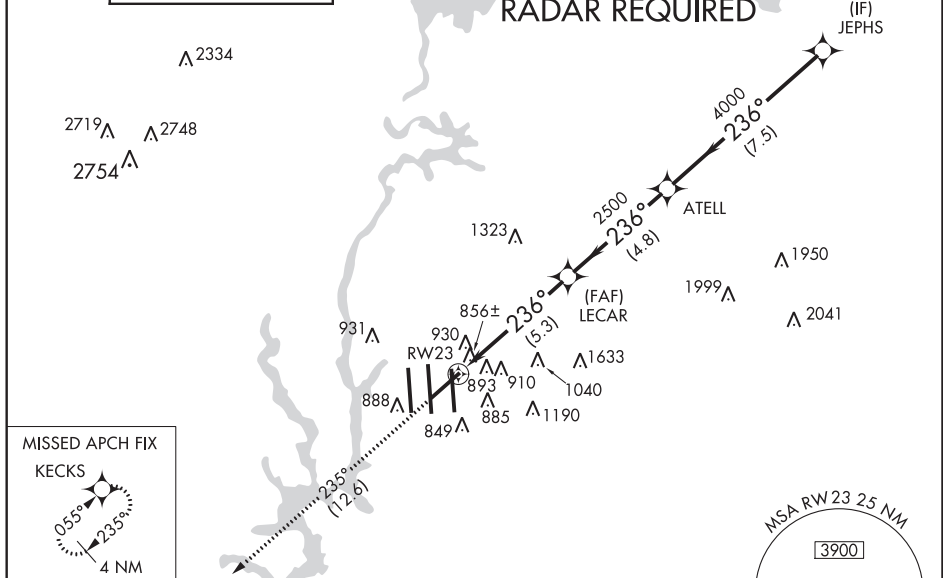
RNAV (RNP) Z RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

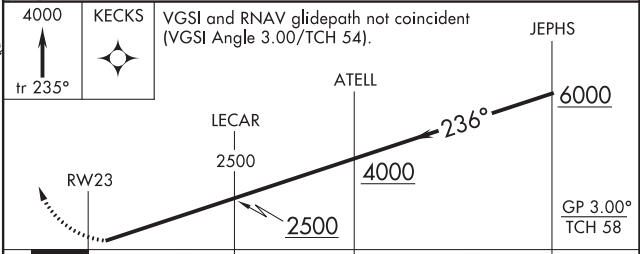
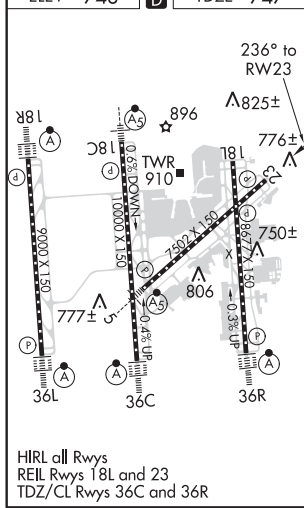
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA.

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

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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ELEV 748 **D** TDZE 747



CATEGORY	A	B	C	D
RNP 0.11 DA		1091/60	344 (400-1¼)	
RNP 0.30 DA		1219-1½	472 (500-1½)	

AUTHORIZATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	10000
003°	TDZE	707
	Apt Elev	748

RNAV (RNP) Z RWY 36C

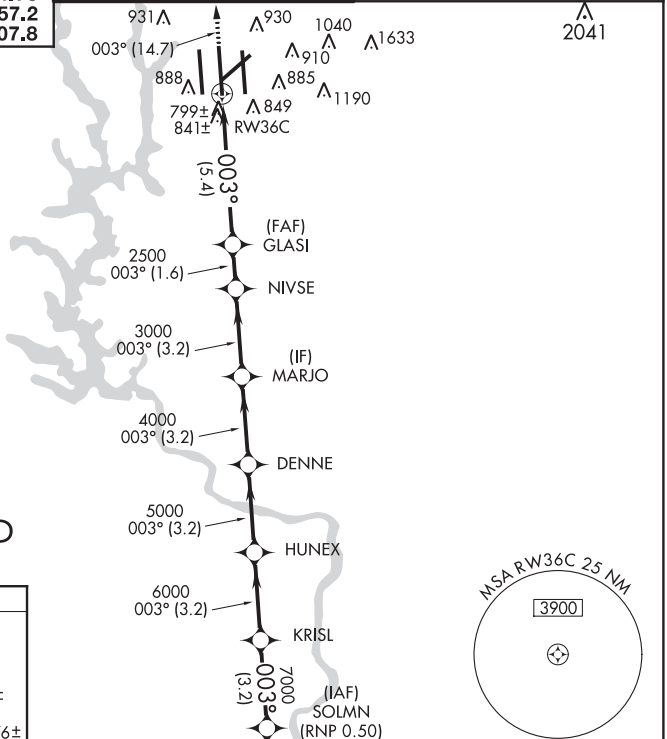
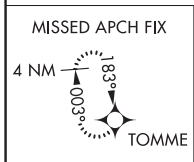
CHARLOTTE/DOUGLAS INTL (CLT)

▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1/2 mile. Simultaneous approach authorized with ILS or LOC Rwy 36L, ILS Rwy 36L (Cat III), ILS Rwy 36L (Cat III), ILS or LOC Rwy 36R, ILS Rwy 36R (Cat II), ILS Rwy 36R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

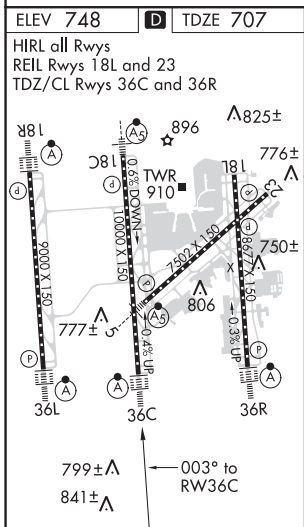


MISSED APPROACH: Climb to 3000 on track 003° to TOMME and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R, 5-23) 118.1 257.8	(180°-359°) 121.8 348.6	127.15
DEP 132.1	(120°-245°) 120.05	(Rwy 18C-36C) 126.4 257.8	(360°-179°) 121.9 348.6	348.6
	(246°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8		
	(180°-359°) 257.2			
	(360°-179°) 307.8			



RADAR REQUIRED



3000	↑ tr 003°	TOMME	VGSI and RNAV glidepath not coincident.	SOLMN					
8000		GLASI	NIVSE	MARJO	DENNE	HUNEX	KRISL	003°	
7000		2500	3000	4000	5000	6000	7000	8000	
		5.4 NM	1.6 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM	
		RW36C	GLASI	NIVSE	MARJO	DENNE	HUNEX	KRISL	
			2500	3000	4000	5000	6000	7000	
								GP 3.00° TCH 57	
		CATEGORY	A	B	C	D			
		RNP 0.11 DA	1040/40 333 (300-¾)						
		RNP 0.30 DA	1143/50 436 (400-1)						

AUTHORIZATION REQUIRED

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

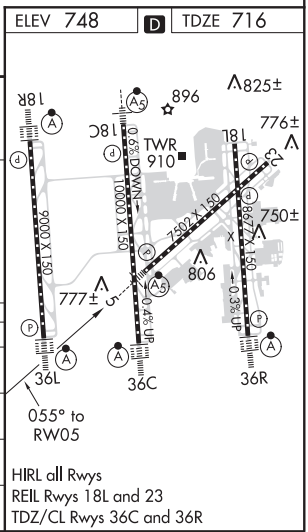
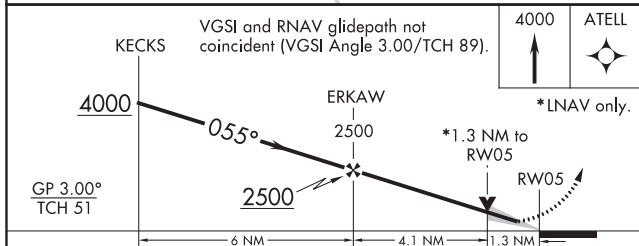
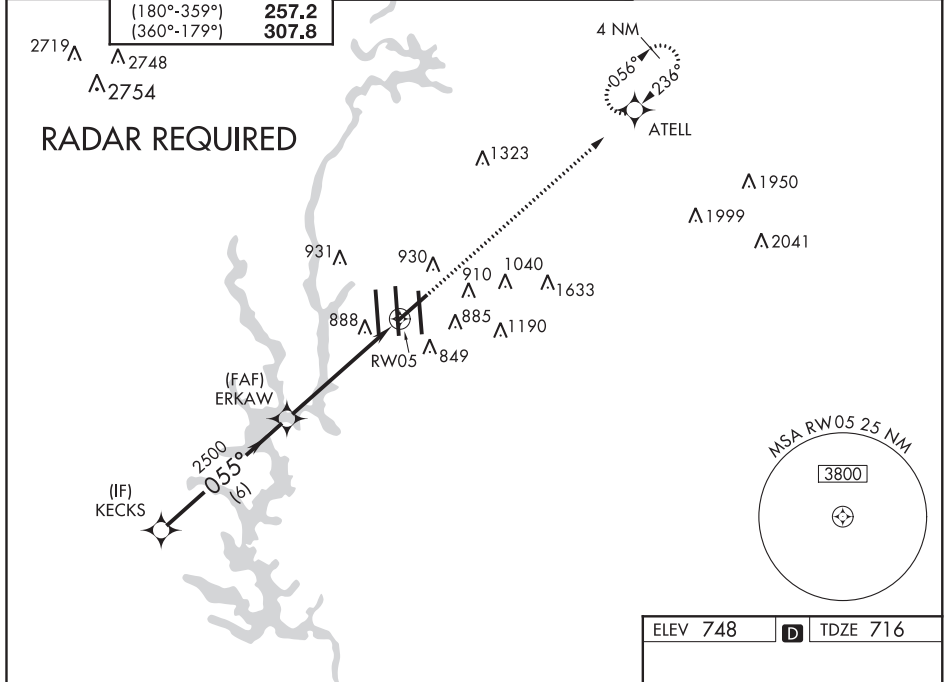
16315

WAAS CH 70300 W05A	APP CRS 055°	Rwy Idg TDZE 716 Apt Elev 748	7092 716 748
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RNAV (GPS) Y RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8		GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
		MISSED APPROACH: Climb to 4000 direct ATELL and hold, continue climb-in-hold to 4000.		MALSRL 	



CATEGORY	A	B	C	D
LPV DA		916/24	200 (200-½)	
LNAV/DA		1180/60	464 (500-1¼)	
LNAV MDA	1140/24	424 (400-½)	1140/40 424 (400-¾)	1140/50 424 (400-1)
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA
Amdt 3A 28APR16

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (GPS) Y RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81800 W18B	APP CRS 183°	Rwy Idg 10000 TDZE 742 Apt Elev 748
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RNAV (GPS) Y RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

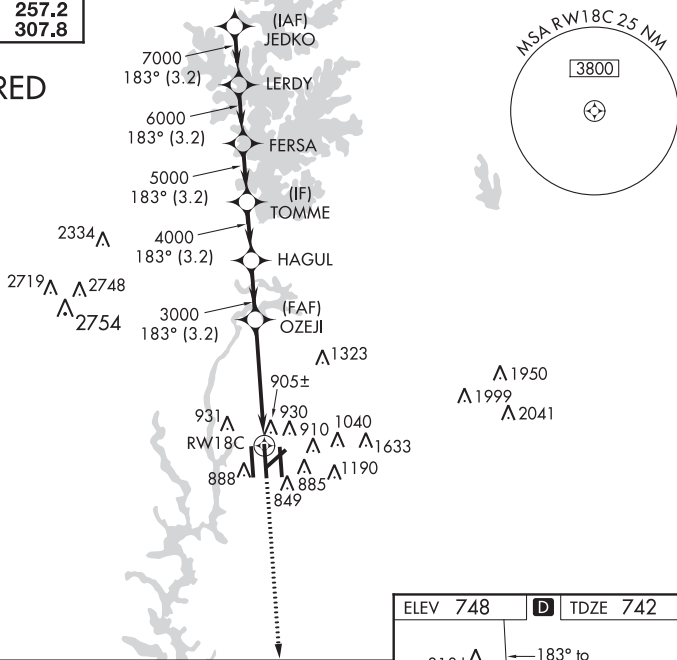
⚠ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 18L, ILS or LOC Rwy 18R, ILS Rwy 18R (Cat II), ILS Rwy 18R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS

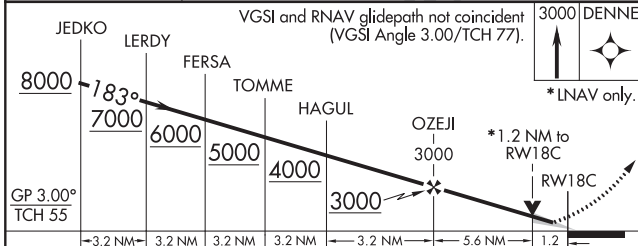
MISSED APPROACH:
Climb to 3000 direct DENNE and hold.

ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15 DEP 132.1	(001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	(Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	(180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	127.15 348.6

RADAR REQUIRED



MISSED APCH FIX
DENNE



CATEGORY	A	B	C	D
LPV DA	942/24		200 (200-½)	
LNAV/VNAV DA	1192/50		450 (500-1)	
LNAV MDA	1220/40	478 (500-¾)	1220/50	478 (500-1)
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

ELEV 748 **D** TDZE 742

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

16315

WAAS CH 77500 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	8676 748 748
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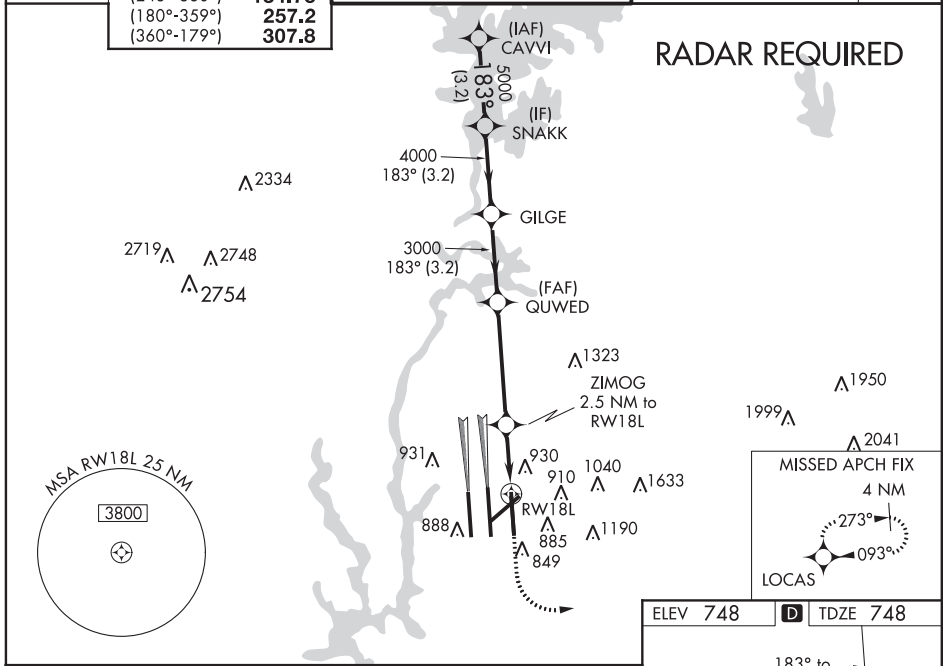
RNAV (GPS) Y RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18 C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below 3/4 SM NA.

⚠ MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct LOCAS and hold.

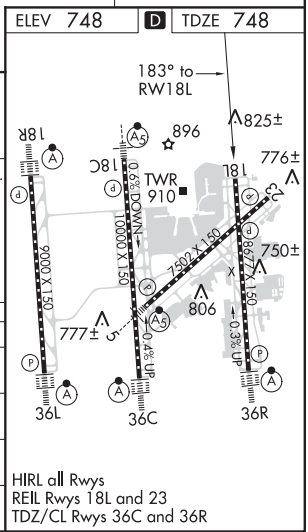
ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 76).				
CAVI	SNAKK	GILGE	QUWED	ZIMOG
6000	5000	4000	3000	2.5 NM to RW18L
GP 3.00°	183°	183°	183°	183°
TCH 56				
	3.2 NM	3.2 NM	3.2 NM	4.4 NM
				1.4 NM
				1.1 NM
CATEGORY	A	B	C	D
LPV DA		998/40	250 (300-3/4)	
LNAV/VNAV DA		1305-1 7/8	557 (600-1 7/8)	
LNAV MDA	1180/55	432 (500-1 1/4)	1180/1 1/4	432 (500-1 1/4)
C CIRCLING	1240-1	492 (500-1)	1500-2 1/4	1500-2 1/2
			752 (800-2 1/4)	752 (800-2 1/2)



CHARLOTTE, NORTH CAROLINA
Amdt 4 30APR15

CHARLOTTE/DOUGLAS INTL (CLT)
35°13'N-80°57'W
RNAV (GPS) Y RWY 18L

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

WAAS CH 82415 W18D	APP CRS 183°	Rwy Idg TDZE Apt Elev	9000 744 748
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RNAV (GPS) Y RWY 18R

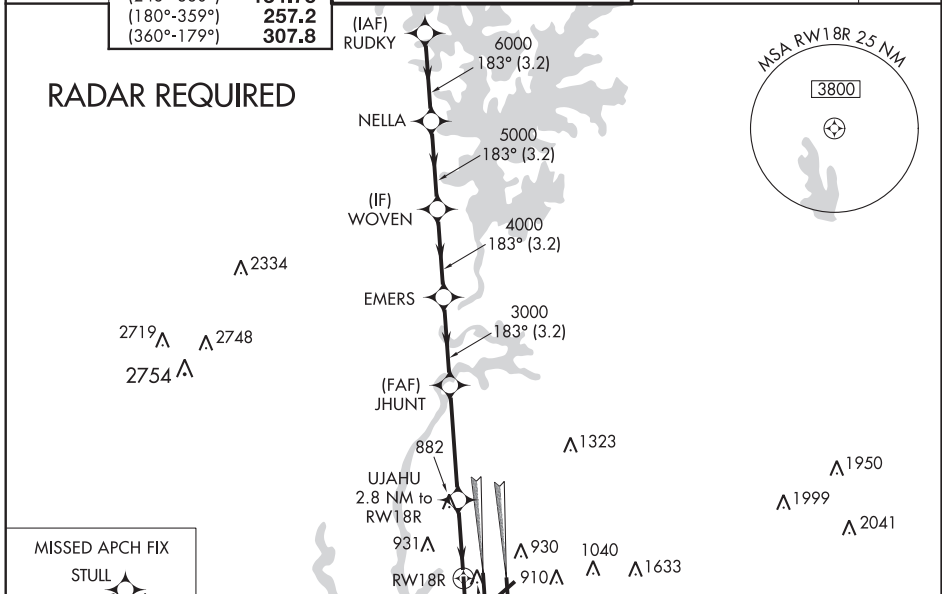
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18C/L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

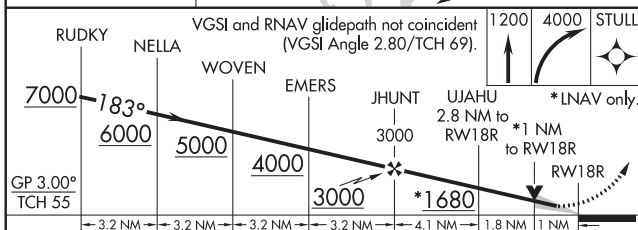
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

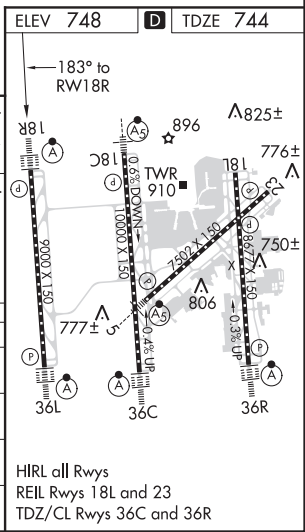
ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	(Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	(180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	127.15 348.6



ELEV 748	TDZE 744
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CATEGORY	A	B	C	D
LPV DA	944/24		200 (200-½)	
LNAV/VNAV DA	1018/24		274 (300-½)	
LNAV MDA	1160/24 416 (500-½)		1160/40 416 (500-¾)	
C CIRCLING	1240-1 492 (500-1)		1500-2¼ 752 (800-2¼) 1500-2½ 752 (800-2½)	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

16315

WAAS CH 45906 W23A	APP CRS 236°	Rwy Idg TDZE Apt Elev	7502 747 748
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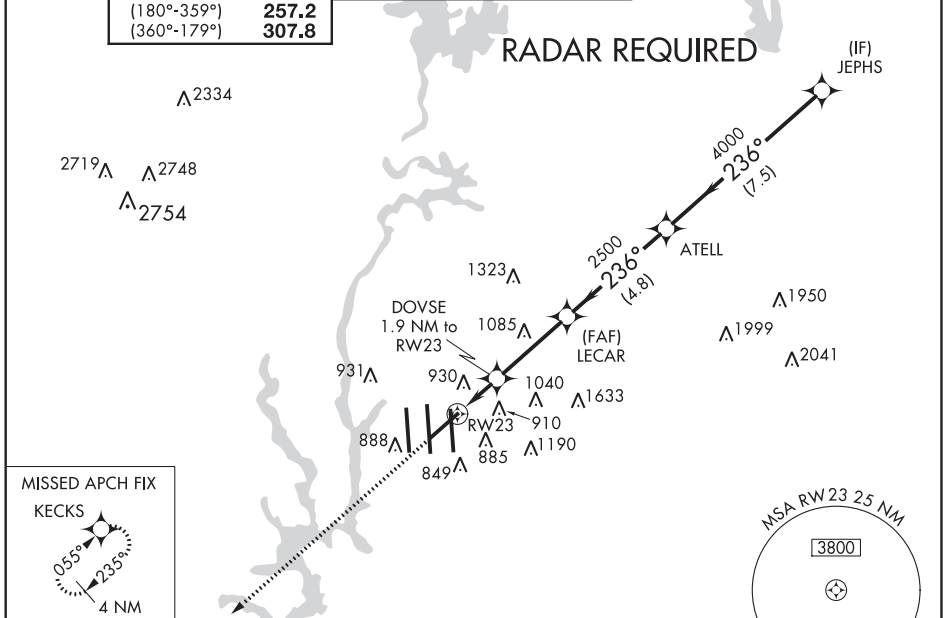
RNAV (GPS) Y RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

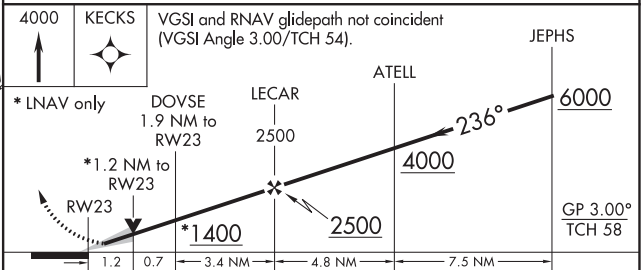
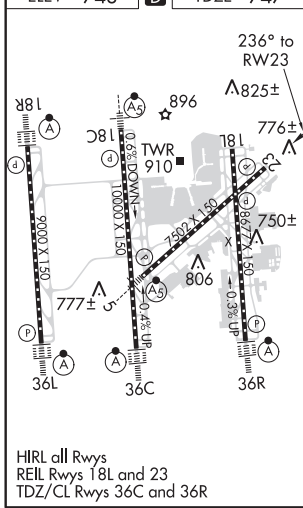
▼ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

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

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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ELEV **748** **D** TDZE **747**



CATEGORY	A	B	C	D
LPV DA		947/40	200 (200-¾)	
LNAV/VNAV DA		1222-1¾	475 (500-1¾)	
LNAV MDA	1180/50	433 (500-1)	1180/60 433 (500-1¼)	1180-1½ 433 (500-1½)
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA
Amdt 1A 28APR16

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT) RNAV (GPS) Y RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86200 W36B	APP CRS 003°	Rwy Idg 10000 TDZE 707 Apt Elev 748
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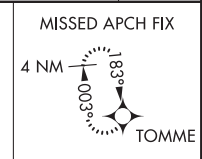
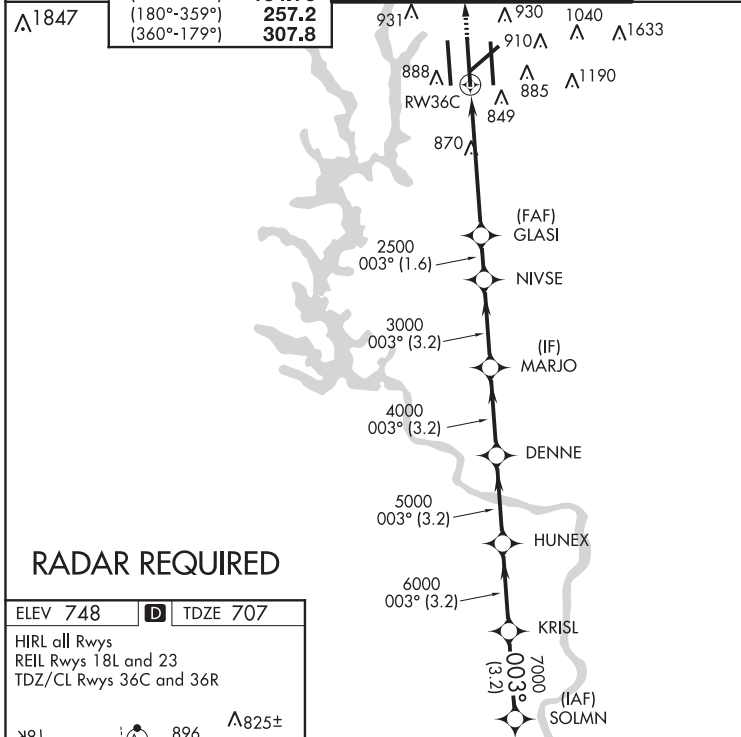
RNAV (GPS) Y RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

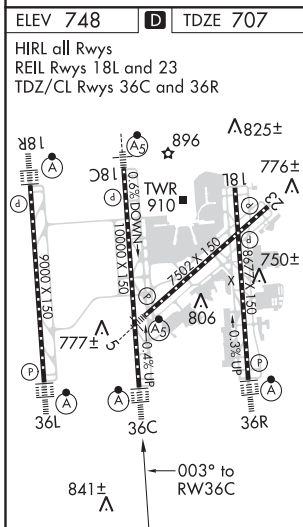
▼ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 36L, ILS Rwy 36L (Cat II), ILS Rwy 36L (Cat III), ILS or LOC Rwy 36R, ILS Rwy 36R (Cat II), ILS Rwy 36R (Cat III). 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 3000 direct
 TOMME and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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RADAR REQUIRED



3000 TOMME VGSI and RNAV glidepath not coincident.

*LNAV only.

	GLASI	NIVSE	MARJO	DENNE	HUNEX	KRISL	SOLMN
	2500	3000	4000	5000	6000	7000	8000
	1.2	4.2 NM	1.6 NM	3.2 NM	3.2 NM	3.2 NM	3.2 NM

*1.2 NM to RWY 36C

GP 3.00°	TCH 57
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CATEGORY	A	B	C	D
LPV DA	907/24		200 (200-1/2)	
LNAV/VNAV DA	1182/60		475 (500-1/4)	
LNAV MDA	1140/24	433 (400-1/2)	1140/40 433 (400-3/4)	1140/50 433 (400-1)
C CIRCLING	1240-1	492 (500-1)	1500-2 1/4 752 (800-2/4)	1500-2 1/2 752 (800-2/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90100 W36D	APP CRS 003°	Rwy Idg TDZE 727 Apt Elev 748	8390
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RNAV (GPS) Y RWY 36R

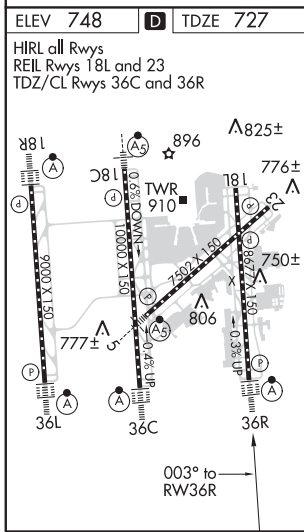
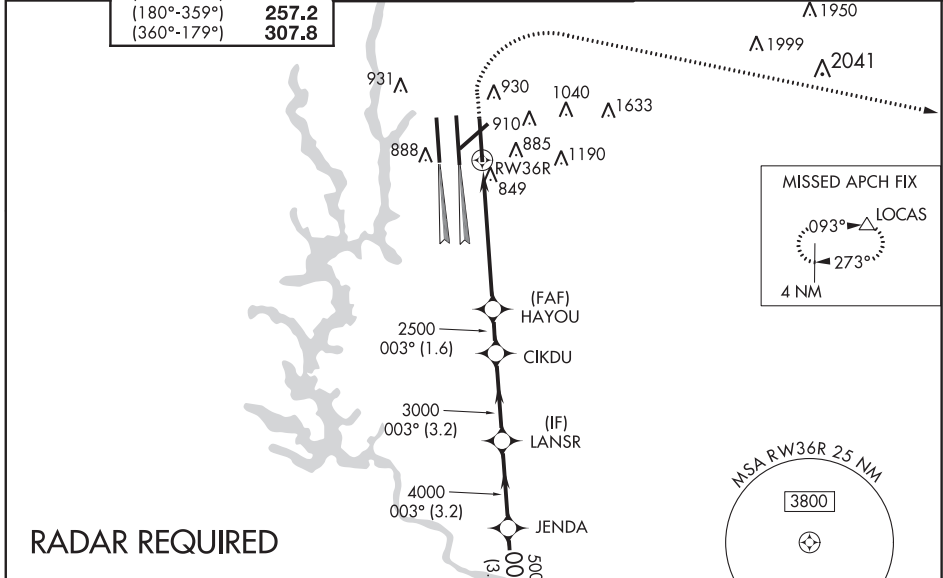
CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36C/L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1½ mile.

ALSF-2

MISSED APPROACH:
Climb to 1320 then climbing right turn to 4000 direct LOCAS and hold.

ATIS ARR 121.15 DEP 132.1	CHARLOTTE APP CON (001°-119°) 128.32 (120°-245°) 120.05 (246°-360°) 134.75 (180°-359°) 257.2 (360°-179°) 307.8	CHARLOTTE TOWER (Rwys 18L-36R, 5-23) 118.1 257.8 (Rwy 18C-36C) 126.4 257.8 (Rwy 18R-36L) 133.35 257.8	GND CON (180°-359°) 121.8 348.6 (360°-179°) 121.9 348.6	CLNC DEL 127.15 348.6
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ELEV 748	D	TDZE 727			
HIRL all Rwys REIL Rwys 18L and 23 TDZ/CL Rwys 36C and 36R					
1320	4000	LOCAS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	HEKAM	
*LNAV only.					
1.1	4.3 NM	1.6 NM	3.2 NM	3.2 NM	3.2 NM
CATEGORY	A	B	C	D	
LPV DA	927/24		200 (200-½)		
LNAV/VNAV DA	1228-1¼		501 (500-1¼)		
LNAV MDA	1120/24	393 (400-½)	1120/35	393 (400-¾)	
C CIRCLING	1240-1	492 (500-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)	

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AIRPORT DIAGRAM

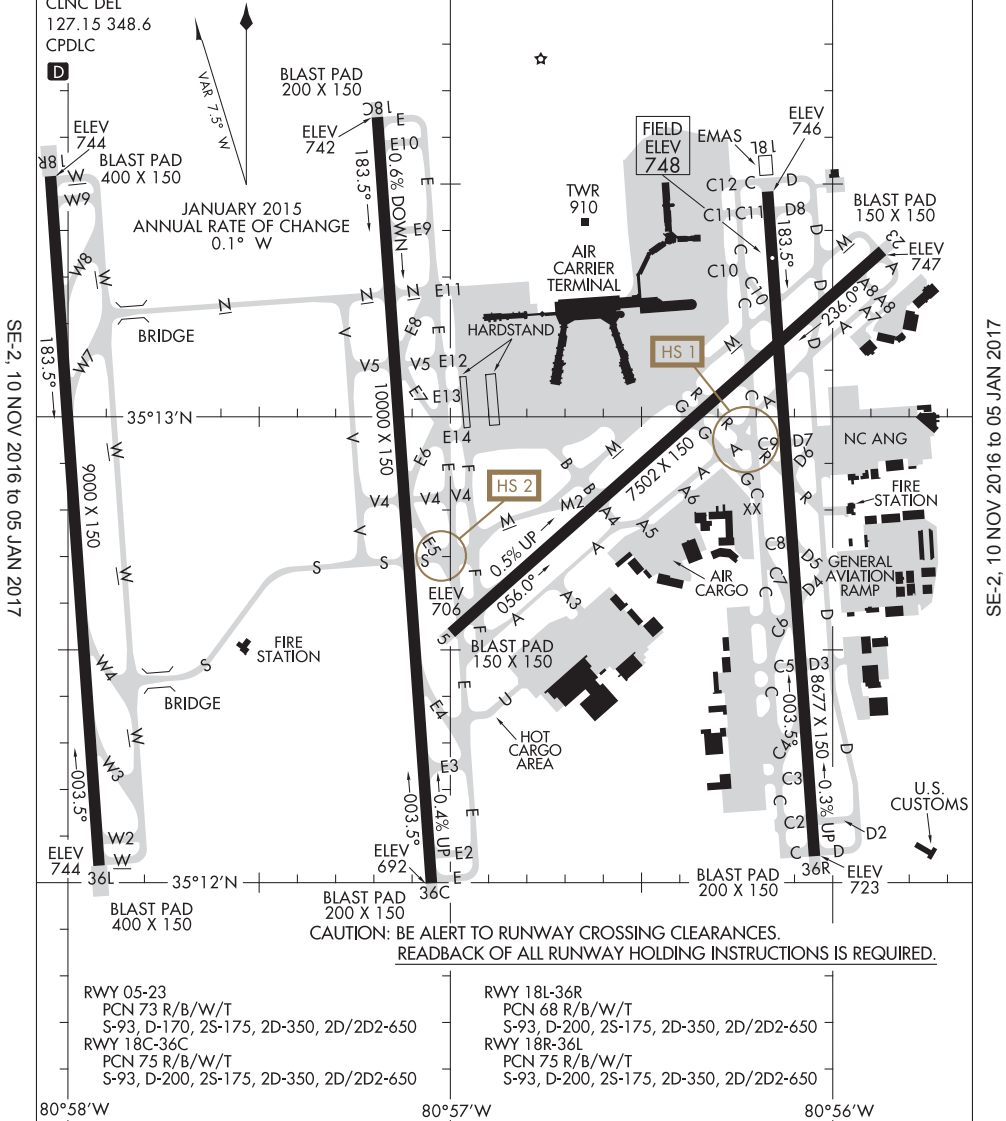
AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS ARR 121.15
 DEP 132.1
 CHARLOTTE TOWER
 118.1 257.8 (RWYS 18L-36R, 05-23)
 126.4 257.8 (RWY 18C-36C)
 133.35 257.8 (RWY 18R-36L)
 GND CON
 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CLNC DEL
 127.15 348.6
 CPDLC

ASDE-X in use. Operate transponders
 with altitude reporting mode and ADS-B
 (if equipped) enabled on all twys and rwys.

Runway Status Lights in operation.



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SE-2, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025 or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)

ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

Charlotte RNAV SIDs Directions

North

JOJJO
WEAZL
KRITR

East

BARMY
KILNS
LILLS

South

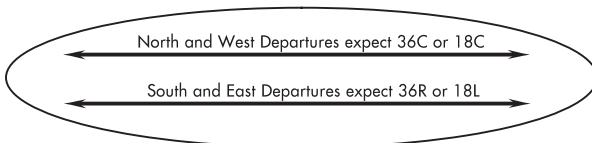
ICONS
BEAVY
KWEEN

West

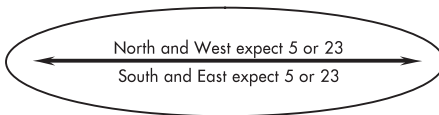
ESTRR
BOBZY

Expected Runway Assignment

Dual Departures



Night Noise Operations

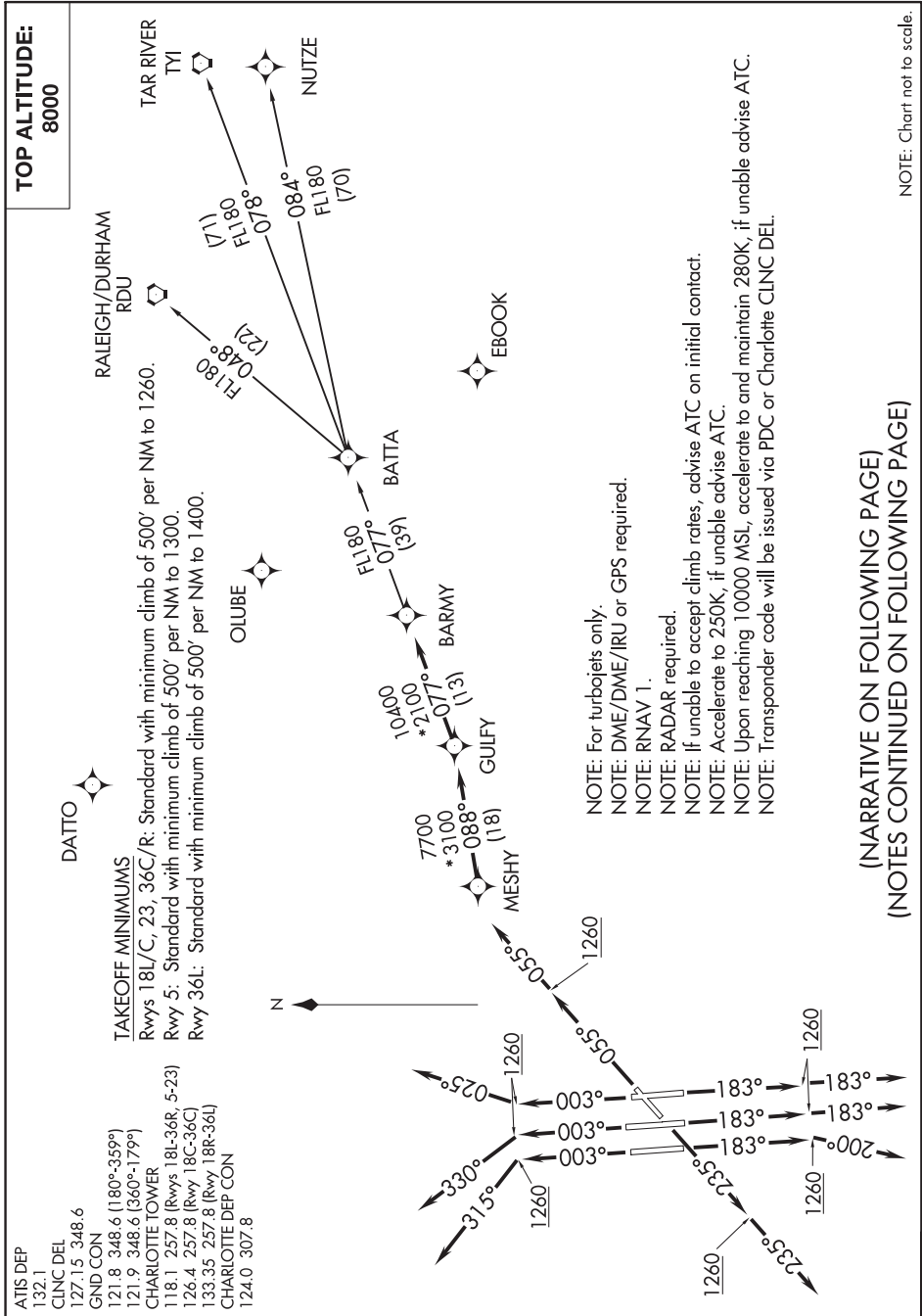


SE-2, 10 NOV 2016 to 05 JAN 2017

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BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

BARMY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAYS 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to MESHY, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to MESHY, thence

. . . . on depicted route to BARMY, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY1.NUTZE)

RALEIGH/DURHAM TRANSITION (BARMY1.RDU)

TAR RIVER TRANSITION (BARMY1.TYI)

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.

Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.

Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.

Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to

36' AGL/795' MSL. Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 16203

BEAVY ONE DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to UGANG, thence

TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to UGANG, thence

. . . . on track 196° to BEAVY, then on assigned transition. Maintain 8000, expect clearance to filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

(NOTES CONTINUED ON FOLLOWING PAGE)

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



TAKEOFF OBSTACLE NOTES

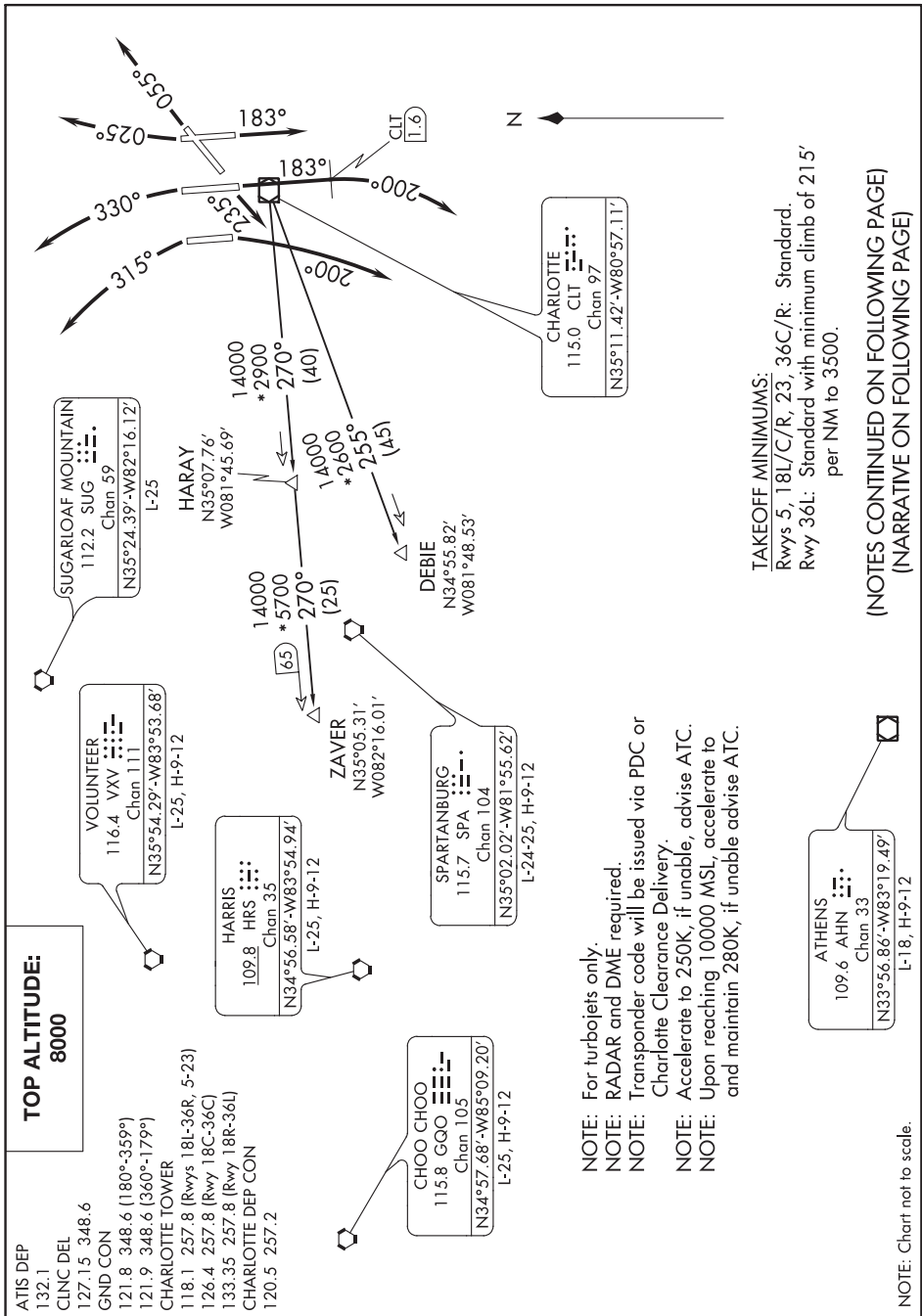
- Rwy 5: Tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.
- Rwy 18C: Airfield light 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
- Rwy 18L: Airfield light 10' from DER, centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Tower and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Grd 145' from DER, 522' left of centerline, 748' MSL.
- Rwy 23: MALS R 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
- Rwy 36C: Airfield light 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: APRT sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

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SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017



BOBCAT SEVEN DEPARTURE

TAKEOFF MINIMUMS:
 Rwys 5, 18L/C/R, 23, 36C/R: Standard.
 Rwy 36L: Standard with minimum climb of 215'
 per NM to 3500.

(NOTES CONTINUED ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

BOBCAT SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 5: Climb heading 055°, thence
- TAKEOFF RWY 18R: Climbing right turn heading 200°, thence
- TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, thence
- TAKEOFF RWY 18L: Climb heading 183°, thence
- TAKEOFF RWY 23: Climb heading 235°, thence
- TAKEOFF RWY 36L: Climbing left turn heading 315°, thence
- TAKEOFF RWY 36C: Climbing left turn heading 330°, thence
- TAKEOFF RWY 36R: Climbing right turn heading 025°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

- DEBIE TRANSITION (BOB7.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- HARAY TRANSITION (BOB7.HARAY): From over CLT VOR/DME on CLT R-270 to HARAY.
- ZAVER TRANSITION (BOB7.ZAVER): From over CLT VOR/DME on CLT R-270 to ZAVER.

TAKEOFF OBSTACLE NOTES:

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

(BOBZY1.BOBZY) 15344

BOBZY ONE DEPARTURE (RNAV)

SL-78 (FAA)

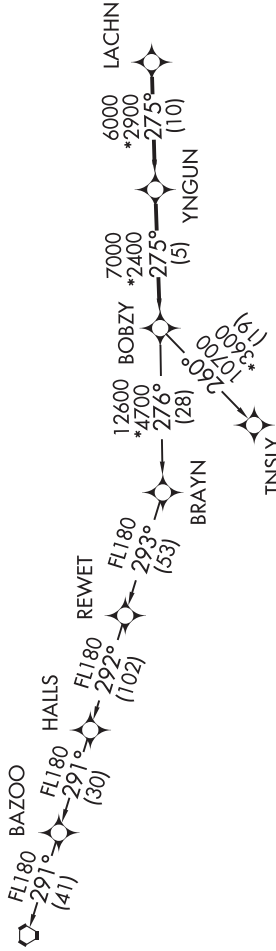
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP 132.1
CLINC DEL 127.15 348.6
GND CON 121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON 120.5 257.2

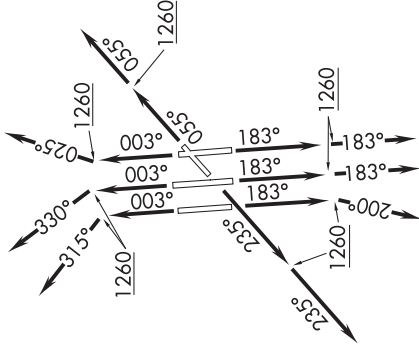


- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NASHVILLE
BNA



TAKEOFF MINIMUMS:
Rwys 18L, 18C, 18R, 23, 36R, 36C: Standard with minimum climb of 500' per NM to 1260.
Rwy 5: Standard with minimum climb of 500' per NM to 1300.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

BOBZY ONE DEPARTURE (RNAV)

(BOBZY1.BOBZY) 15344

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 18C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 18L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect radar vectors to LACHN, thence
- TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect radar vectors to LACHN, thence

. . . . on depicted route to BOBZY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):

TNSLY TRANSITION (BOBZY1.TNSLY):

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.
Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(CLT2.CLT) 15176

CHARLOTTE TWO DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

**TOP ALTITUDE:
8000**

**NORTHWEST
CHARLOTTE DEP CON
120.5 257.2**

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'
L-25-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

PITTY
N35°19.82'
W81°51.09'
L-25

GANTS
N35°27.19'
W80°06.27'
L-25-36

HARAY
N35°07.76'
W81°45.69'
L-25

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02' W81°55.62'
L-24-25, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

BUCKL
N34°31.50'
W80°52.89'
L-24-25-36,
H-9-12

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

**SOUTHEAST
CHARLOTTE DEP CON
124.0 307.8**

FLORENCE
115.2 FLO
Chan 99
N34°13.98'
W79°39.43'
L-24-35-36, H-9-12

- NOTE: For Turbojet aircraft requesting at or below 10000' only.
- NOTE: DME and RADAR required.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:

- Rwys 18L, 18R, 18C, 23, 36C, 36R: Standard.
- Rwy 5: Standard with minimum climb of 275' per NM to 2000.
- Rwy 36L: Standard with minimum climb of 231' per NM to 3600.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHARLOTTE TWO DEPARTURE

(CLT2.CLT) 15176

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb heading 055° or as assigned by ATC, Thence. . . .
- TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence. . . .
- TAKEOFF RUNWAY 18L: Climb heading 183°, Thence. . . .
- TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence. . . .
- TAKEOFF RUNWAY 23: Climb heading 235°, Thence. . . .
- TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence. . . .
- TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence. . . .
- TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

- BUCKL TRANSITION (CLT2.BUCKL): From over CLT VOR/DME to BUCKL.
- GANTS TRANSITION (CLT2.GANTS): From over CLT VOR/DME to GANTS.
- HARAY TRANSITION (CLT2.HARAY): From over CLT VOR/DME to HARAY.
- LILLS TRANSITION (CLT2.LILLS): From over CLT VOR/DME to LILLS.
- PITTY TRANSITION (CLT2.PITTY): From over CLT VOR/DME to PITTY.
- RUNIE TRANSITION (CLT2.RUNIE): From over CLT VOR/DME to RUNIE.

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL. Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1. ESTRR) 15344

ESTRR ONE DEPARTURE (RNAV)

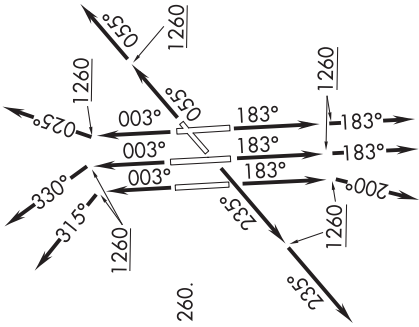
SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

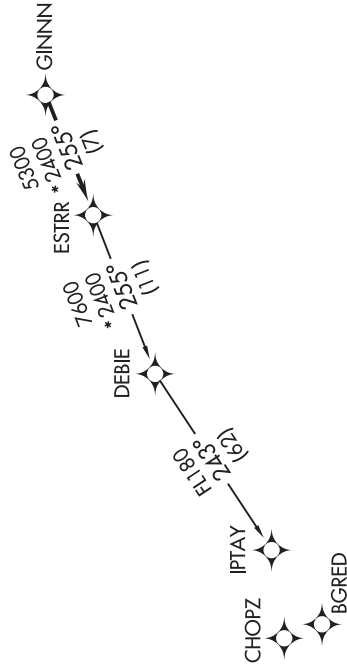
SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
8000

ATIS DEP 132.1
 CINCDL 127.15 348.6
 GND CON 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwy 18C-36C)
 133.35 257.8 (Rwy 18R-36L)
 CHARLOTTE DEP CON 120.5 257.2



TAKEOFF MINIMUMS:
 Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.
 Rwy 5: Standard with minimum climb of 500' per NM to 1300.
 Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



- NOTE: For Turboprops only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

ESTRR ONE DEPARTURE (RNAV)

(ESTRR1. ESTRR) 15344

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to GINNN, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to GINNN, thence

. . . . on track 255° to ESTRR, then on IPTAY transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.
Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

**TOP ALTITUDE:
8000**

ATIS DEP 132.1
CLNC DEL 127.15 348.6
GND CON 121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
JOTTA and NALEY transitions use:
120.5 257.2
MERIL transition use:
124.0 307.8

NOTE: For turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'
L-26-27, H-10

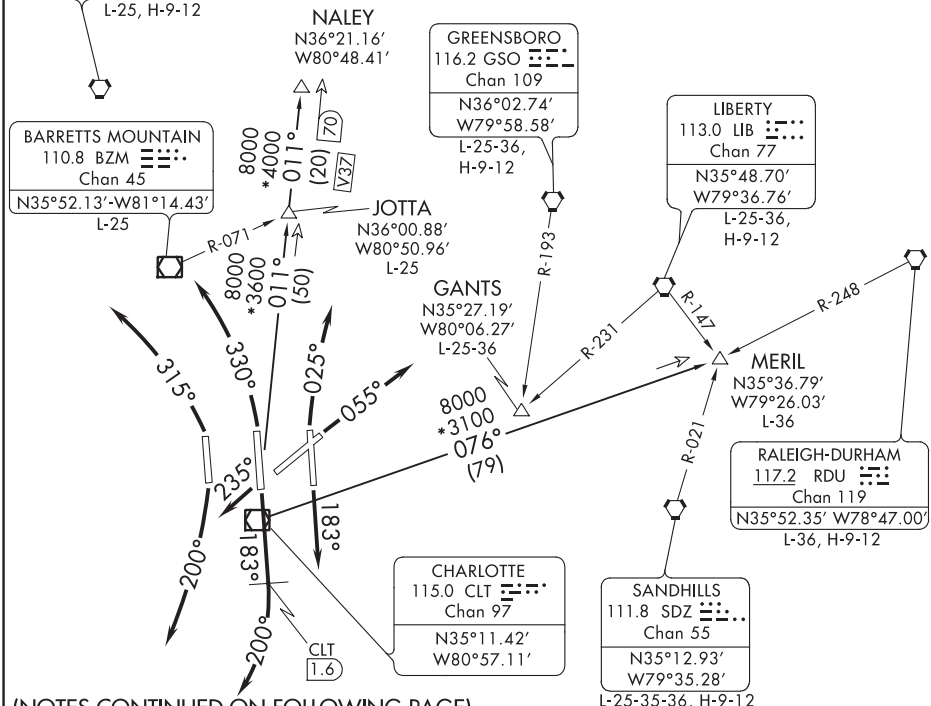
CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'
W81°46.19'
L-26, H-10-12

PULASKI
116.8 PSK
Chan 115
N37°05.26'
W80°42.77'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'-W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

TAKEOFF MINIMUMS
Rwys 5, 18L/C/R, 23, 36C/R: Standard.
Rwy 36L: Standard with minimum climb of 215' per NM to 3500.



(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HORNET EIGHT DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb heading 055°, thence
- TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence
- TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, thence
- TAKEOFF RUNWAY 18L: Climb heading 183°, thence
- TAKEOFF RUNWAY 23: Climb heading 235°, thence
- TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, thence
- TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, thence
- TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

TAKEOFF OBSTACLE NOTES

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

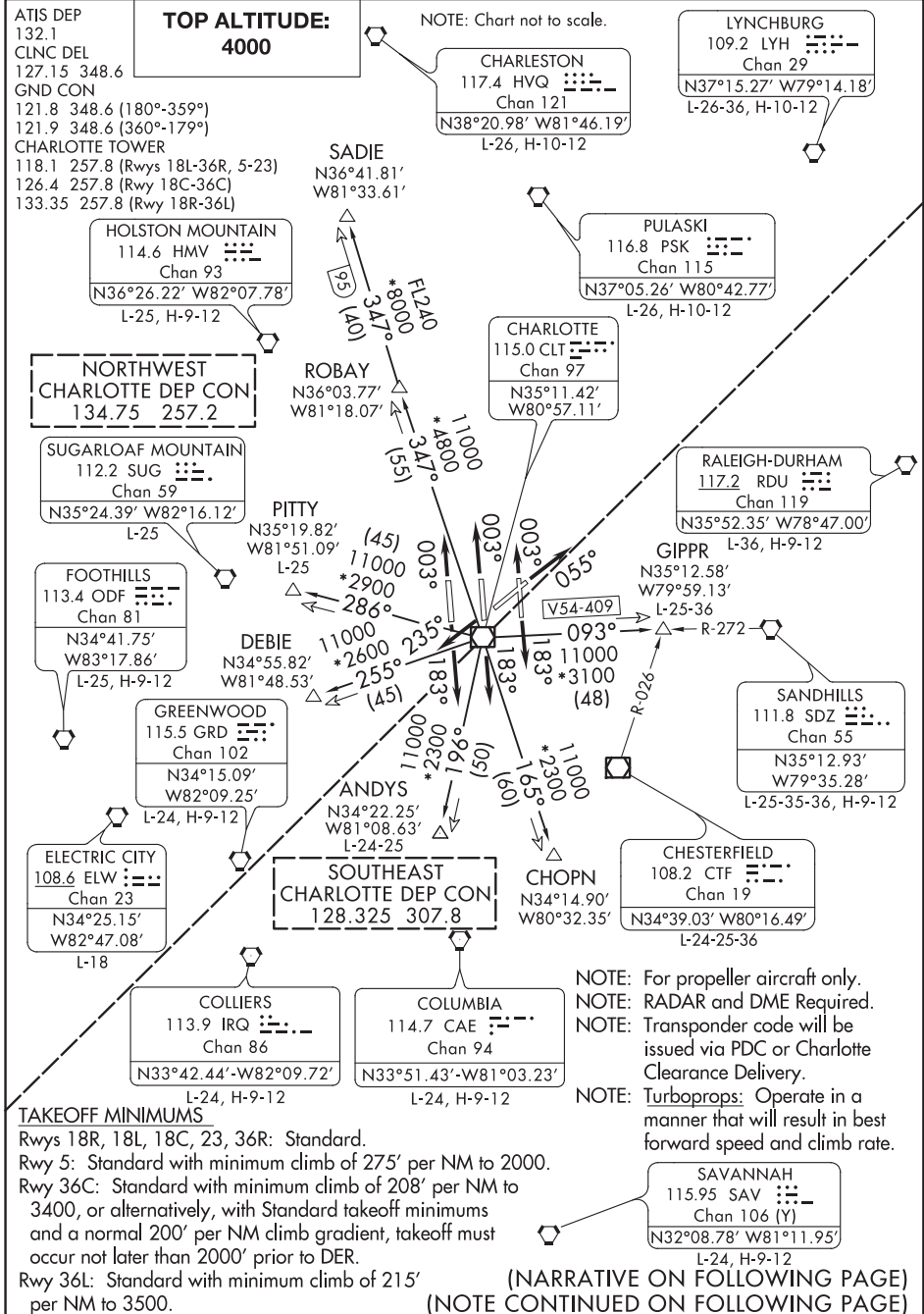
HORNET EIGHT DEPARTURE

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SL-78 (FAA)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

(HUG3.HUG) 15176

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb heading 055° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 18R: Climb heading 183° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 18C: Climb heading 183° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 18L: Climb heading 183° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 23: Climb heading 235° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 36L: Climb heading 003° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 36C: Climb heading 003° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 36R: Climb heading 003° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.
- DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.
- PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.
- ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.
- SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

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

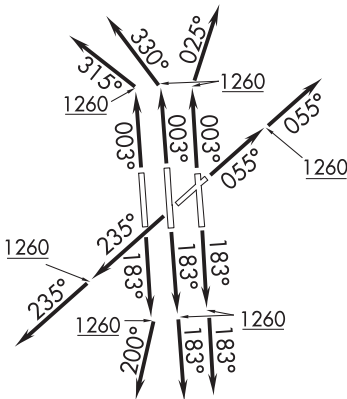
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
8000**

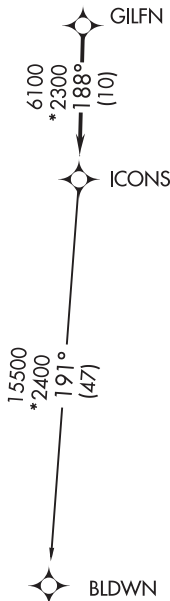
ATIS DEP
 132.1
 CLNC DEL
 127.15 348.6
 GND CON
 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER
 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwy 18C-36C)
 133.35 257.8 (Rwy 18R-36L)
 CHARLOTTE DEP CON
 120.5 257.2 (Rwys 36C, 36L)
 124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)



TAKEOFF MINIMUMS

Rwys 18L/C/R, 23, 36C/R:
 Standard with minimum climb of 500' per NM to 1260.
 Rwy 5: Standard with minimum climb of 500' per NM to 1300.
 Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



(NOTES CONTINUED ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

ICONS ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to GILFN, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to GILFN, thence

. . . . on track 188° to ICONS, then on BLDWN transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

BLDWN TRANSITION (ICONS1.BLDWN)

(NOTES CONTINUED ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA

TAKEOFF OBSTACLE NOTES

- Rwy 5: Tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.
- Rwy 18C: Airfield light 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
- Rwy 18L: Airfield light 10' from DER, on centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Tower and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Ground 145' from DER, 522' left of centerline, 748' MSL.
- Rwy 23: MALSR 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
- Rwy 36C: Airfield light 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: Airport sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

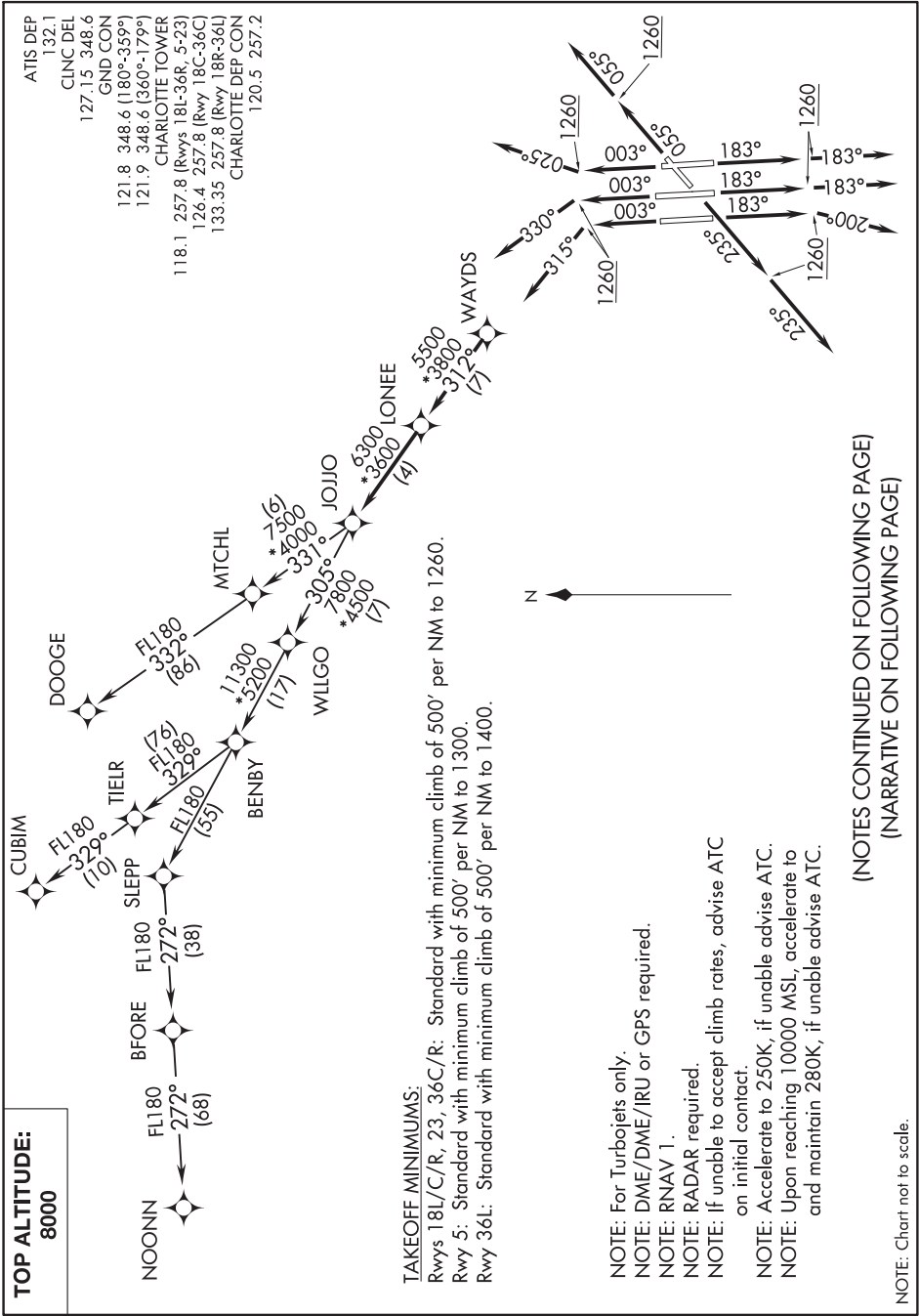
CHARLOTTE, NORTH CAROLINA

(ICONS1.ICONS) 21JUL16

CHARLOTTE/DOUGLAS INTL (CLT)

JOJJO ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



JOJJO ONE DEPARTURE (RNAV)

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

(JOJJO1.JOJJO) 15232

JOJJO ONE DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to WAYDS, thence

. . . . on depicted route to JOJJO, then on assigned transition. Maintain 8000.

Expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO1.CUBIM):

DOOGE TRANSITION (JOJJO1.DOOGE):

NOONN TRANSITION (JOJJO1.NOONN): (ATC assigned only.)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.

Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.

Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.

Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.

Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.

Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.

Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.

Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.

Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.

Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.

Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

JOJJO ONE DEPARTURE (RNAV)

(JOJJO1.JOJJO) 15232

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

KILNS ONE DEPARTURE (RNAV)

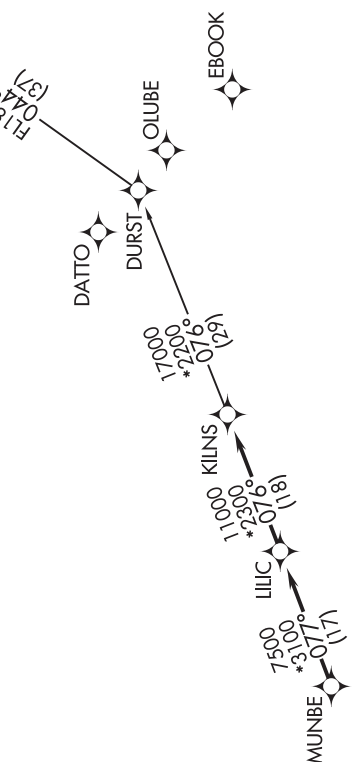
SE-2, 10 NOV 2016 to 05 JAN 2017

- ATIS DEP 132.1
- CINC DEL 127.15 348.6
- GND CON 121.8 348.6 (180°-359°)
- 121.9 348.6 (360°-179°)
- CHARLOTTE TOWER 118.1 257.8 (Rwys 5-23, 18L-36R)
- 126.4 257.8 (Rwy 18C-36C)
- 133.35 257.8 (Rwy 18R-36L)
- CHARLOTTE DEP CON 124.0 307.8

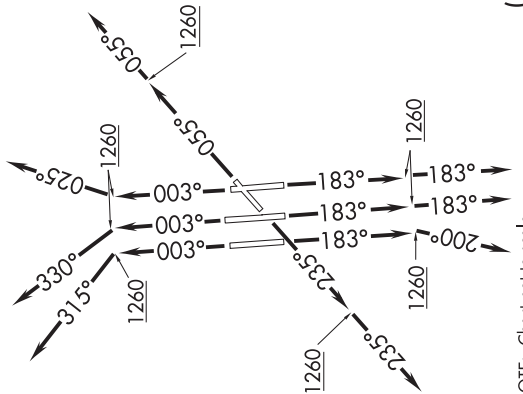
TAKEOFF MINIMUMS

Rwys 18L/C/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.
 Rwy 5: Standard with minimum climb of 500' per NM to 1300.
 Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

TOP ALTITUDE:
8000



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Accelerate to 250K; if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K; if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAYS 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to MUNBE, thence . . .

. . . on depicted route to KILNS, then on AUDII transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS1.AUDI)

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.
Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

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SE-2, 10 NOV 2016 to 05 JAN 2017

(KRITR2.KRITR) 16203

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

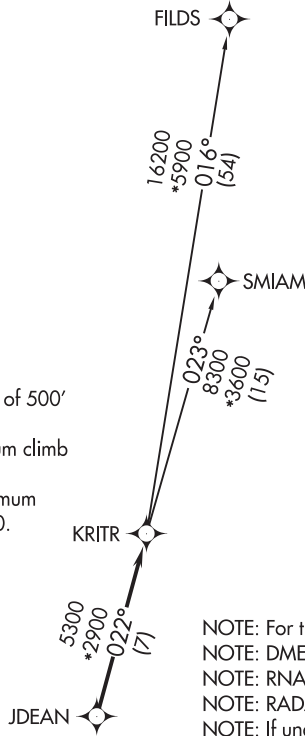
KRITR TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
8000**

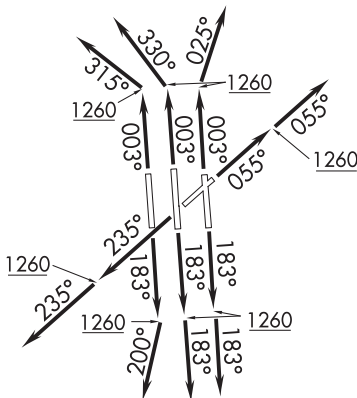
ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

TAKEOFF MINIMUMS

Rwys 18L/C/R, 23, 36C/R:
Standard with minimum climb of 500'
per NM to 1260.
Rwy 5: Standard with minimum climb
of 500' per NM to 1300.
Rwy 36L: Standard with minimum
climb of 500' per NM to 1400.



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KRITR TWO DEPARTURE (RNAV)

(KRITR2.KRITR) 21JUL16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 10 NOV 2016 to 05 JAN 2017

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KRITR TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to JDEAN, thence

. . . . on track 022° to KRITR, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)

SMIAM TRANSITION (KRITR2.SMIAM)

(NOTES CONTINUED ON FOLLOWING PAGE)

KRITR TWO DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA



TAKEOFF OBSTACLE NOTES

- Rwy 5: Tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.
- Rwy 18C: Airfield light 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
- Rwy 18L: Airfield light 10' from DER, centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Tower and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Ground 145' from DER, 522' left of centerline, 748' MSL.
- Rwy 23: MALSR 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
- Rwy 36C: Airfield light 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: Airport sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1297' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

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SE-2, 10 NOV 2016 to 05 JAN 2017

KRITR TWO DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA

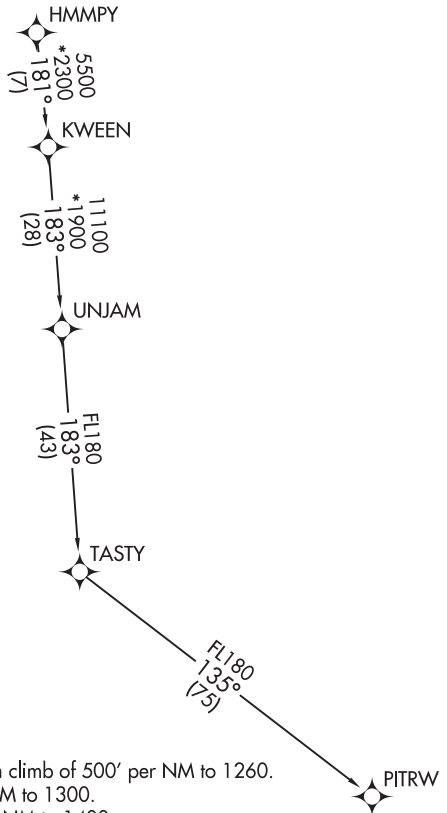
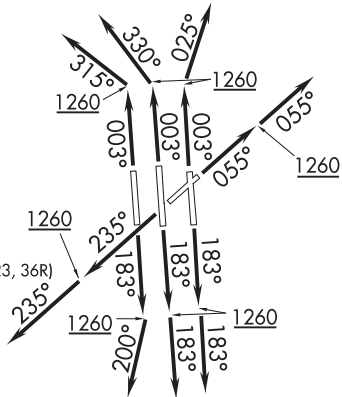
(KRITR2.KRITR) 21JUL16

CHARLOTTE/DOUGLAS INTL (CLT)

KWEEN ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
8000**

ATIS DEP
 132.1
 CLNC DEL
 127.15 348.6
 GND CON
 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER
 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwy 18C-36C)
 133.35 257.8 (Rwy 18R-36L)
 CHARLOTTE DEP CON
 120.5 257.2 (Rwys 36C, 36L)
 124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.
 Rwy 5: Standard with minimum climb of 500' per NM to 1300.
 Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

(NOTES ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KWEEN ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAYS 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200 or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to HMMPY, thence

. . . . on track 181° to KWEEN, then on PITRW transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

(CONTINUED ON FOLLOWING PAGE)

KWEEN ONE DEPARTURE (RNAV)

(NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES

- Rwy 5: Tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.
- Rwy 18C: Airfield light 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
- Rwy 18L: Airfield light 10' from DER, on centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Tower and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Ground 145' from DER, 522' left of centerline, 748' MSL.
- Rwy 23: MALSR 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
- Rwy 36C: Airfield light 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: Airport sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

(KWEEN1.KWEEN) 21JUL16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(LILLS8.LILLS) 16147

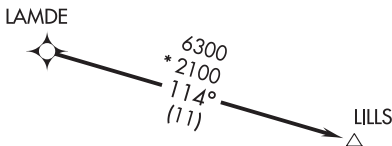
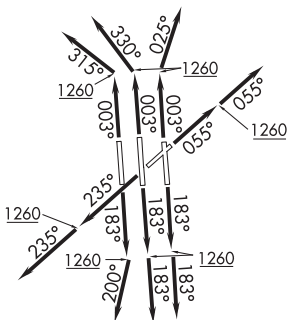
SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

**TOP ALTITUDE:
8000**

ATIS DEP
 132.1
 CLNC DEL
 127.15 348.6
 GND CON
 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER
 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwys 18C-36C)
 133.35 257.8 (Rwys 18R-36L)
 CHARLOTTE DEP CON
 124.0 307.8



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

- Rwys 18L/C/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.
- Rwys 5: Standard with minimum climb of 500' per NM to 1300.
- Rwys 36L: Standard with minimum climb of 500' per NM to 1400.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

LILLS EIGHT DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAYS 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to LAMDE, thence . . .

. . . on depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.
Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

(PAN3.PAN) 15344

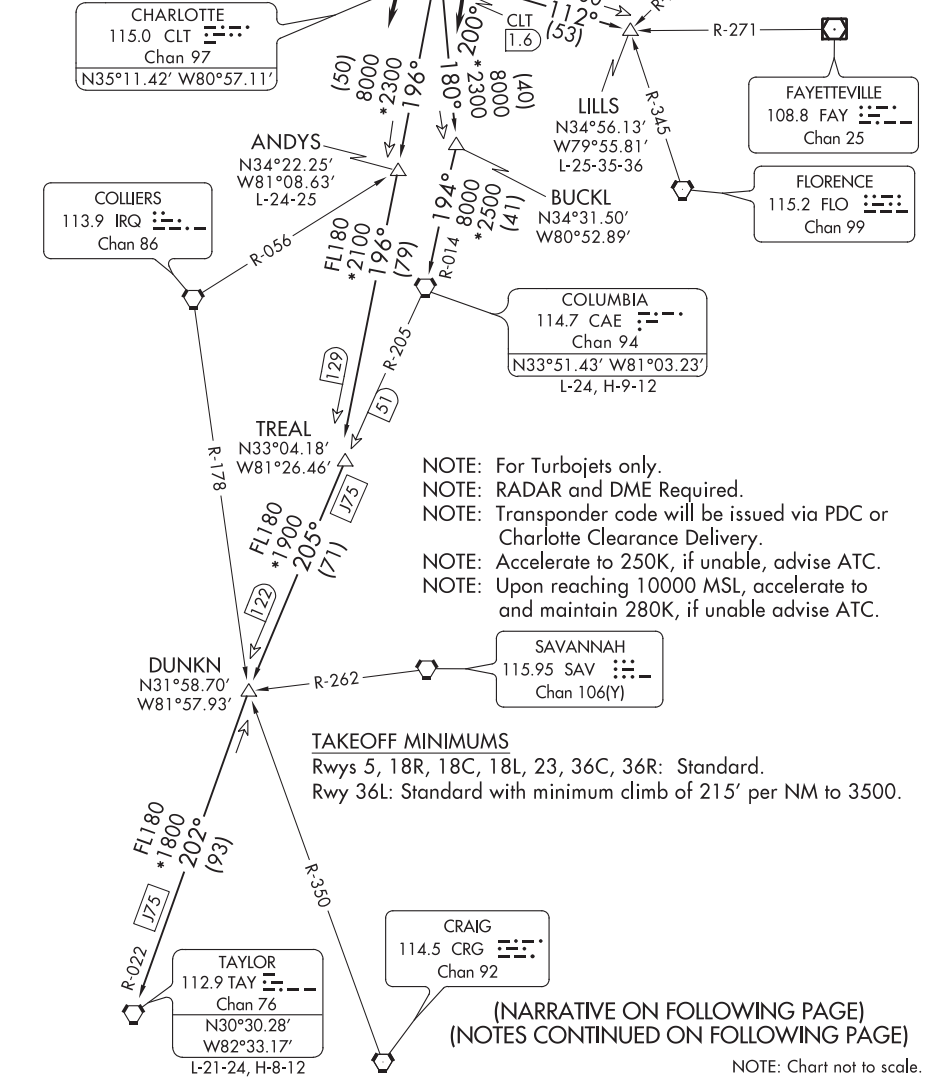
PANTHER THREE DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
133.35 257.8 (Rwy 18R-36L)
118.1 257.8 (Rwy 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
124.0 307.8

**TOP ALTITUDE:
8000**



NOTE: For Turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 5, 18R, 18C, 18L, 23, 36C, 36R: Standard.
Rwy 36L: Standard with minimum climb of 215' per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE

(PAN3.PAN) 15344

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(PAN3.PAN) 15176

PANTHER THREE DEPARTURE

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SL-78 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055°, thence. . . .TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence. . . .TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME
1.6 DME, then turn right heading 200°, thence. . . .TAKEOFF RUNWAY 18L: Climb heading 183°, thence. . . .TAKEOFF RUNWAY 23: Climb heading 235°, thence. . . .TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, thence. . . .TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, thence. . . .TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute
fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes
after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196
to ANDYS.COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180
to BUCKL, then on CAE R-014 to CAE VORTAC.LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to
LILLS.TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196
to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.

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

PANTHER THREE DEPARTURE

(PAN3.PAN) 15176

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

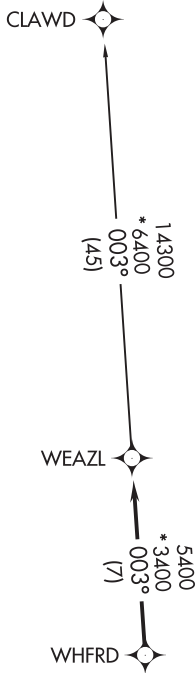
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
8000**

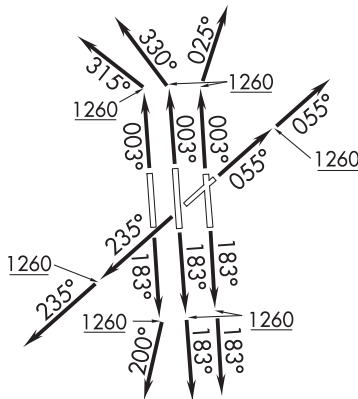
ATIS DEP 132.1
 CLNC DEL 127.15 348.6
 GND CON 121.8 348.6 (180°-359°)
 121.9 348.6 (360°-179°)
 CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R, 5-23)
 126.4 257.8 (Rwy 18C-36C)
 133.35 257.8 (Rwy 18R-36L)
 CHARLOTTE DEP CON 120.5 257.2



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.
 Rwy 5: Standard with minimum climb of 500' per NM to 1300.
 Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



(NOTES CONTINUED ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WEAZL ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . . .

. . . .on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
- Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
- Rwy 18L: Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/850' MSL.
- Rwy 23: Trees 2242' from DER, 1097' right of centerline, up to 92' AGL/811' MSL.
- Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
- Rwy 36R: Trees beginning 1476' from DER, 741' left of centerline, up to 92' AGL/851' MSL.
Railroad, pole, and trees beginning 471' from DER, 93' right of centerline, up to 36' AGL/795' MSL.
Tower and trees beginning 3686' from DER, 530' right of centerline, up to 93' AGL/852' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

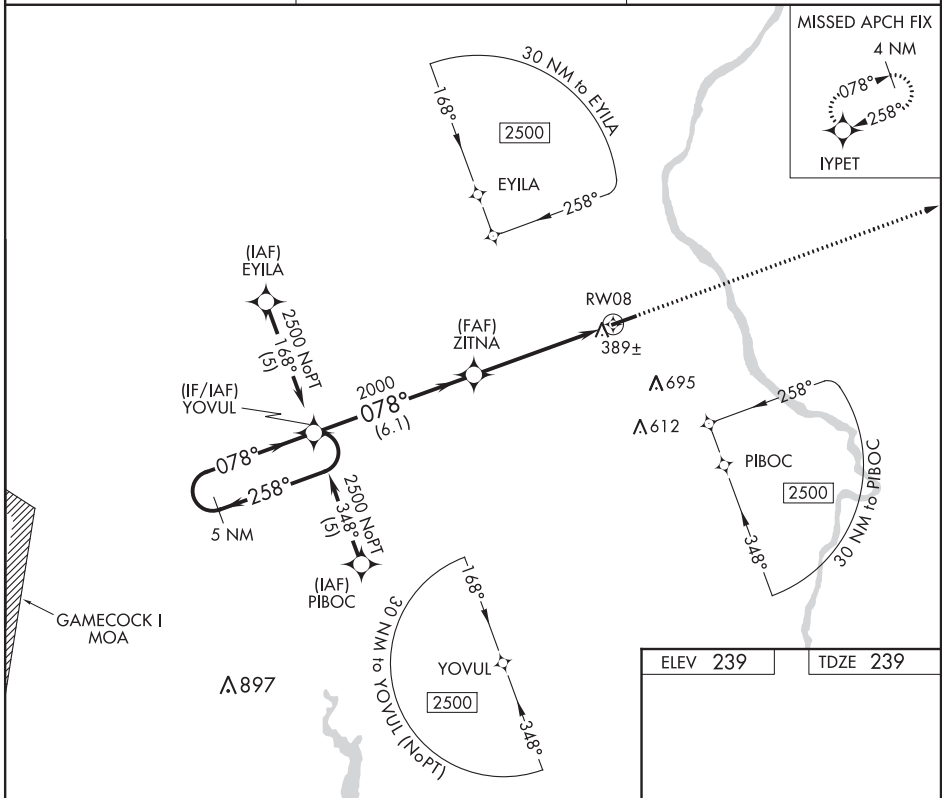
SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

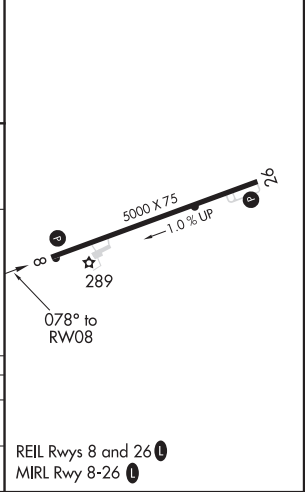
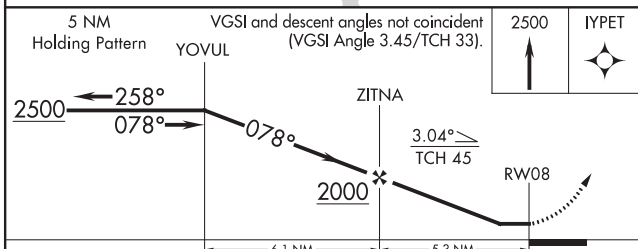
<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2500 direct IYPET and hold.</p>	
<p>AWOS-3 124.825</p>	<p>FLORENCE APP CON ★ 118.6 341.7</p>	<p>UNICOM 122.8 (CTAF) 📞</p>



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	239	TDZE	239
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CATEGORY	A	B	C	D
LNVA MDA	640-1	401 (500-1)	640-1¼	401 (500-1¼)
CIRCLING	700-1	461 (500-1)	700-1½	800-2 561 (600-2)

REIL Rwy 8 and 26 **📞**
MIRL Rwy 8-26 **📞**

CHERAW, SOUTH CAROLINA

AL-5553 (FAA)

15176

WAAS CH 82134 W26A	APP CRS 258°	Rwy Idg TDZE Apt Elev	5000 209 239
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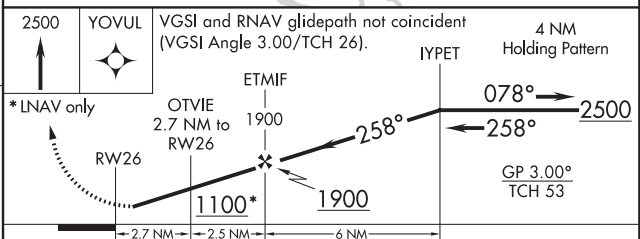
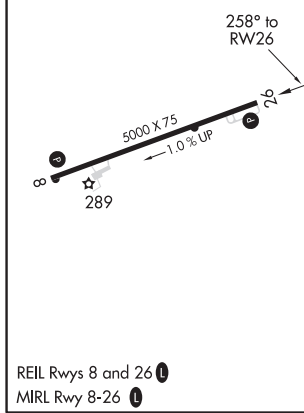
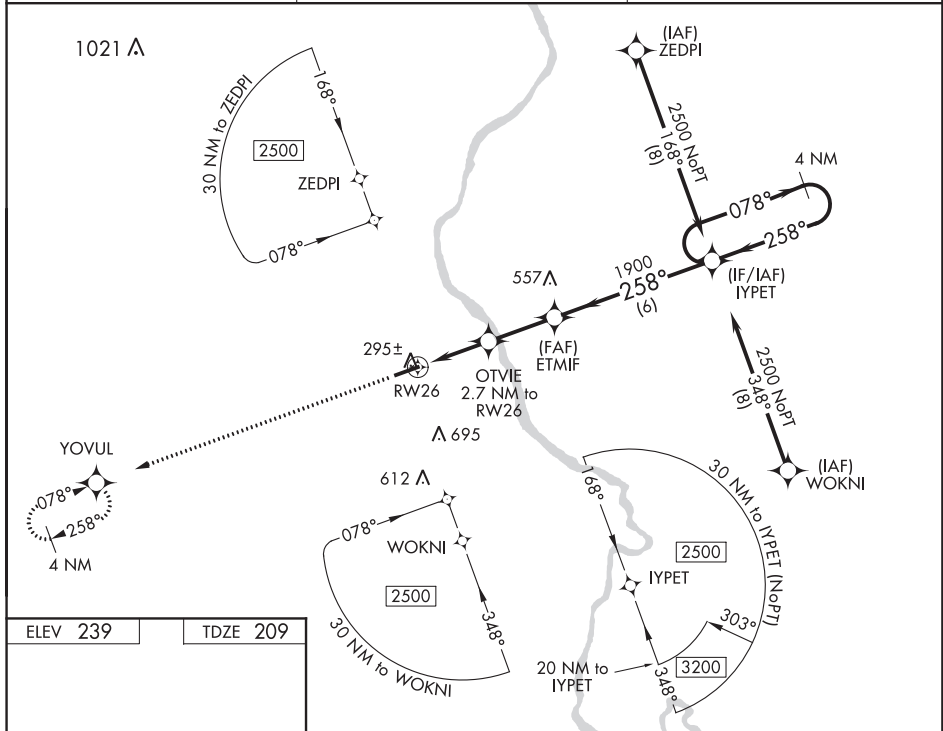
RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

⚠ MISSED APPROACH: Climb to 2500 direct YOVL and hold.

AWOS-3 124.825	FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		459-1	250 (300-1)	
LNAV/VNAV DA		578-1½	369 (400-1½)	
LNAV MDA		560-1	351 (400-1)	
C CIRCLING	700-1 461 (500-1)		1060-2½ 821 (900-2½)	1060-2¾ 821 (900-2¾)

CHERAW, SOUTH CAROLINA
Amdt 1B 18SEP14

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)
34°43'N-79°57'W
RNAV (GPS) RWY 26

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME CTF 108.2 Chan 19	APP CRS 080°	Rwy Idg 5000 TDZE 239 Apt Elev 239
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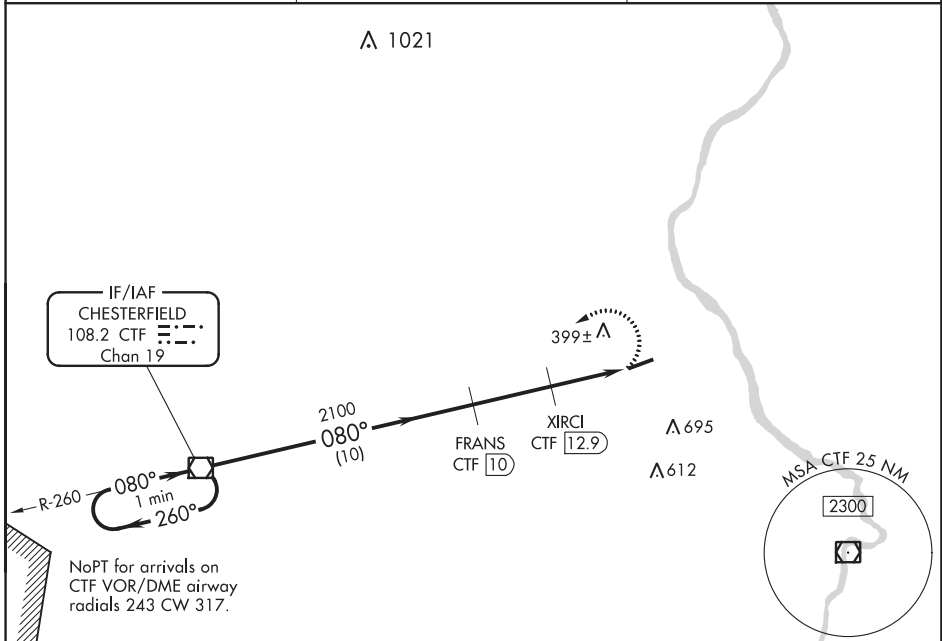
VOR/DME RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

⚠ When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet, and S-8 Cat C/D visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

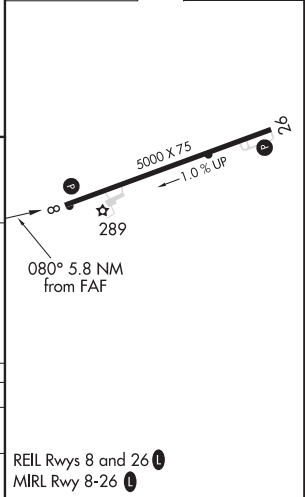
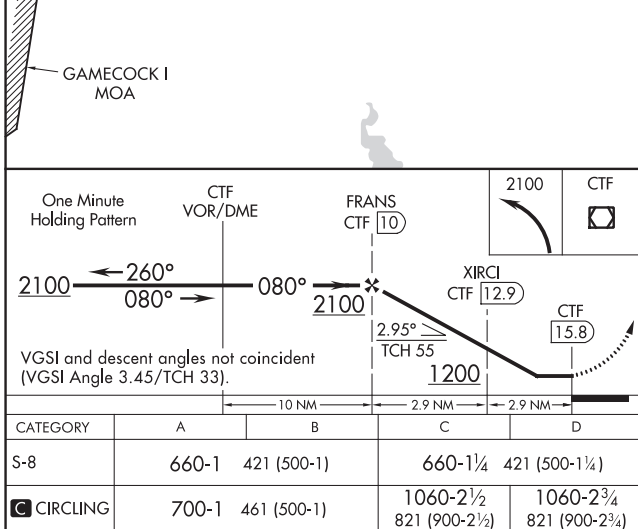
AWOS-3 124.825	FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF) 📞
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SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 239	TDZE 239
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CHERRY POINT, NORTH CAROLINA

ILS or LOC/DME RWY 23R

LOC/DME I-NKT 108.9 Chan 26	APCH CRS 234°	Rwy Idg THRE 19 Arpt Elev 29	7553
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AL-471 [USN]

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

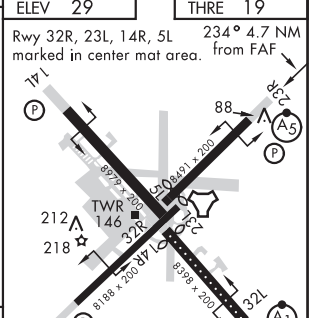
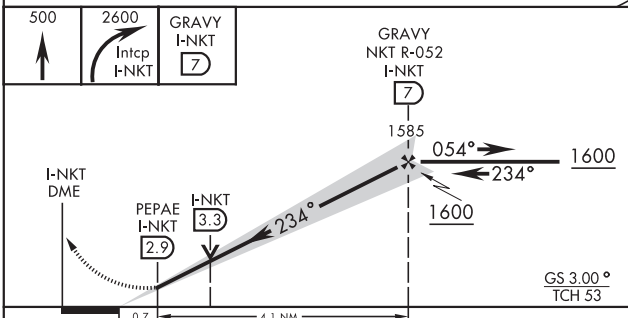
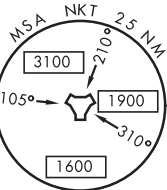
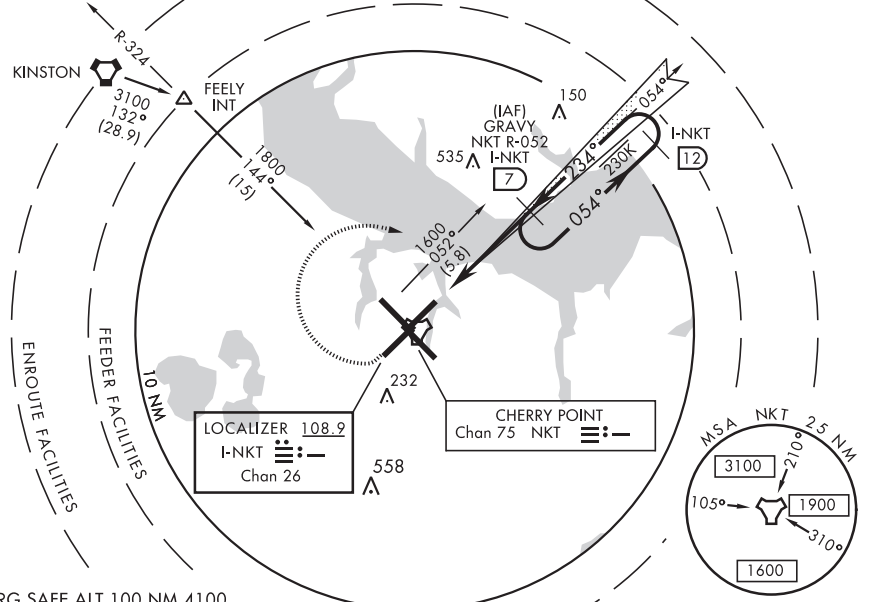
▼ * When ALS inop, increase CAT ABCD vis to 3/4 mile.
 ** When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1/2 mile.



MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via I-NKT north crs to GRAYV INT and hold.

ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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CAUTION: ILS RPI and PAPI RRP are not coincident.



CATEGORY	A	B	C	D
S-ILS 23R*	219-1/2	200	(200-1/2)	
S-LOC 23R**	400-1/2	381 (400-1/2)	400-5/8	381 (400-5/8)
CIRCLING	540-1	511 (600-1)	560-1 1/2 531 (600-1 1/2)	580-2 551 (600-2)

HIRL all Rwy REIL Rwy 5L and 14R Rwy 5L-23R Idg 7553', 14R-32L Idg 7551'				
FAF to MAP 4.0 NM				
Knots	60	90	120	150
Min:Sec	4:00	2:40	2:00	1:36
			1:20	

CHERRY POINT, NORTH CAROLINA 34° 54'N-76° 53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amr 2 23JUN16

ILS or LOC/DME RWY 23R

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SE-2, 10 NOV 2016 to 05 JAN 2017

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 5R

WAAS Chan 71199 W05A	APCH CRS 054°	Rwy Idg THRE Arpt Elev 8188 23 29
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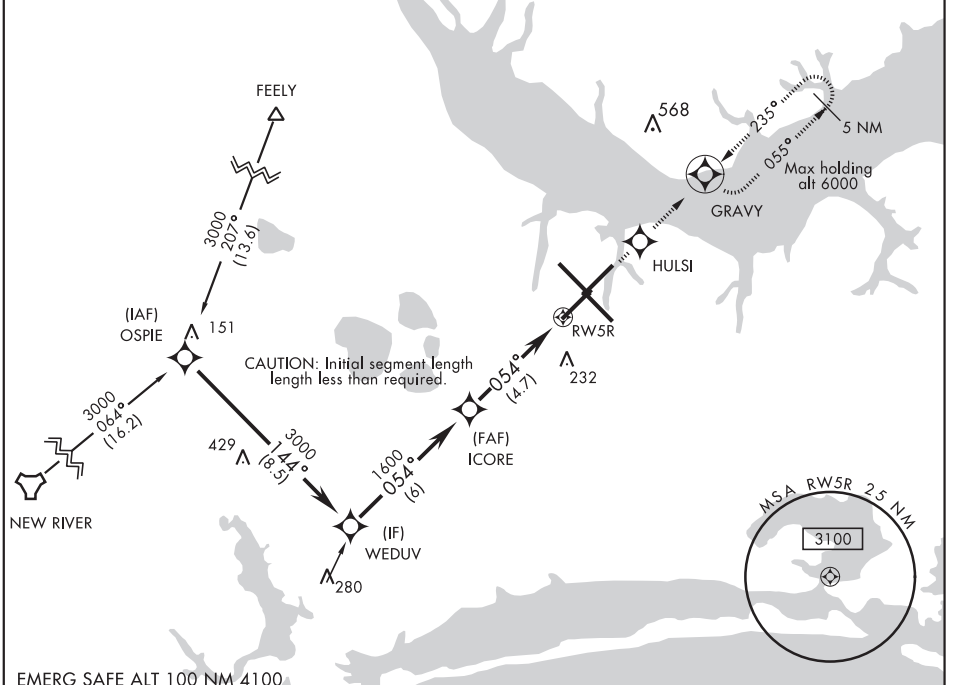
AL-471 [USN]

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

MISSED APPROACH: Climb to 3000 direct HULSI direct GRAVY and hold, continue climb in hold.

ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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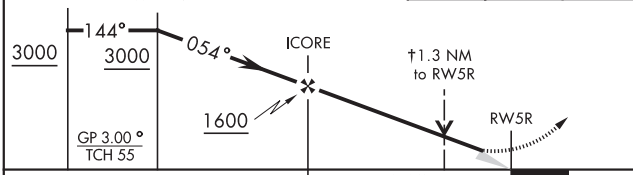


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4100

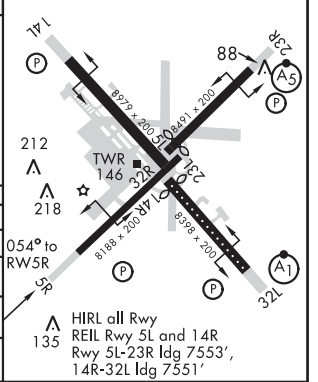
† LNAV only	3000	HULSI	GRAVY
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CATEGORY	A	B	C	D
LPV DA		223-3/4	200	(200-3/4)
LNAV/VNAV DA		580-1 7/8	557	(600-1 7/8)
LNAV MDA	500-1	477 (500-1)	500-1 3/8	477 (500-1 3/8)
CIRCLING	540-1	511 (600-1)	560-1 1/2	580-2
			531 (600-1 1/2)	551 (600-2)

ELEV 29	THRE 23
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Rwy 32R, 23L, 14R, 5L marked in center mat area.



CHERRY POINT, NORTH CAROLINA

34° 54' N-76° 53' W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amtd 3 31MAR16

RNAV (GPS) RWY 5R

CHERRY POINT, NORTH CAROLINA

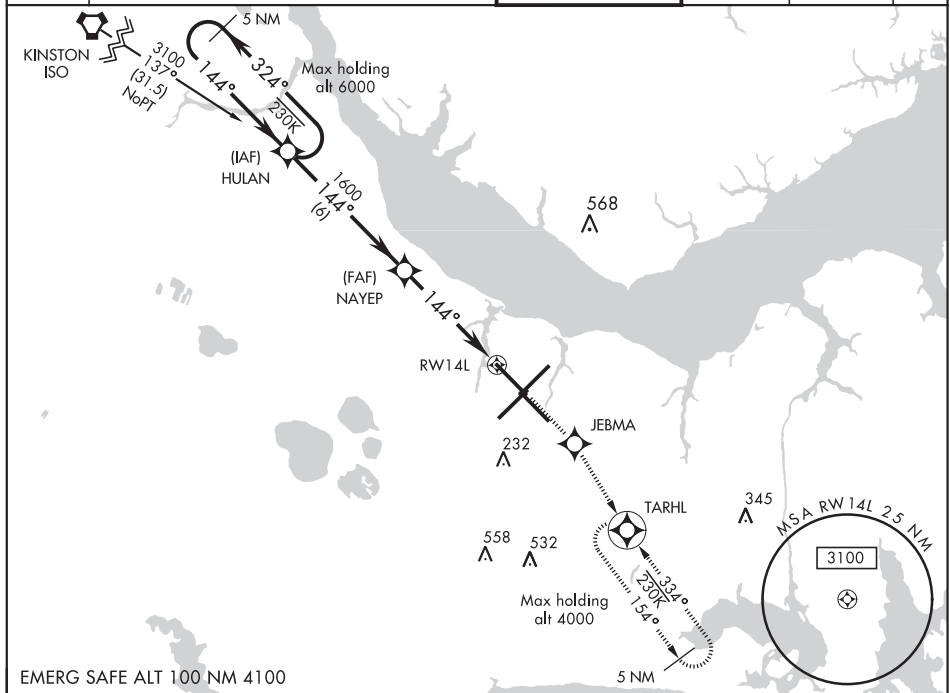
RNAV (GPS) RWY 14L

WAAS Chan 41117 W14A	APCH CRS 144°	Rwy Idg THRE Arpt Elev 8979 19 29
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AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

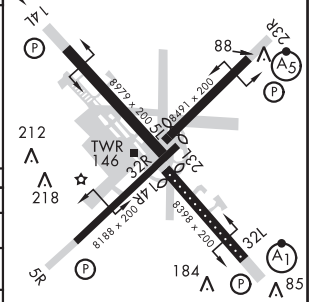
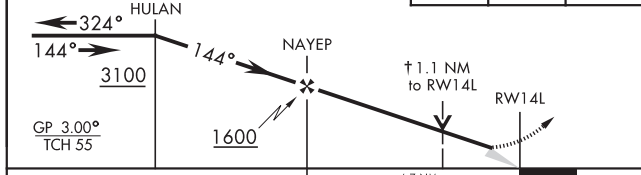
▼ DME/DME RNP-0.3 NA. For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F).	MISSED APPROACH: Climb to 1600 direct JEBMA, direct TARHL and hold.
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ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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EMERG SAFE ALT 100 NM 4100

VGSi and Descent Angles not coincident † LNAV only	1600 ↑	JEBMA ⬠	TARHL ⬠	ELEV 29 THRE 19
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CATEGORY	A	B	C	D
LPV DA		219-¾	200	(200-¾)
LNAV/VNAV DA		480-1½	461	(500-1½)
LNAV MDA	440-1	421 (500-1)	440-1¼	421 (500-1¼)
CIRCLING	540-1	511 (600-1)	560-1½ 531 (600-1½)	580-2 551 (600-2)

HIRL all Rwy
 REIL Rwy 5L and 14R
 Rwy 5L-23R Idg 7553'
 Rwy 14R-32L Idg 7551'

CHERRY POINT, NORTH CAROLINA 34° 54'N-76° 53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
 Amdt 1 31MAR16

RNAV (GPS) RWY 14L

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CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 23R

APCH CRS 235°	Rwy ldg 7553
	THRE 19
	Arprt Elev 29

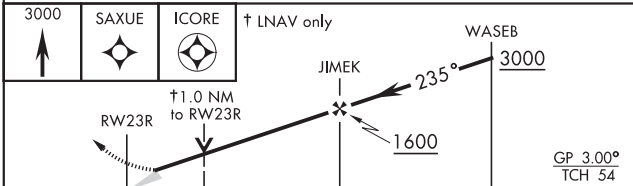
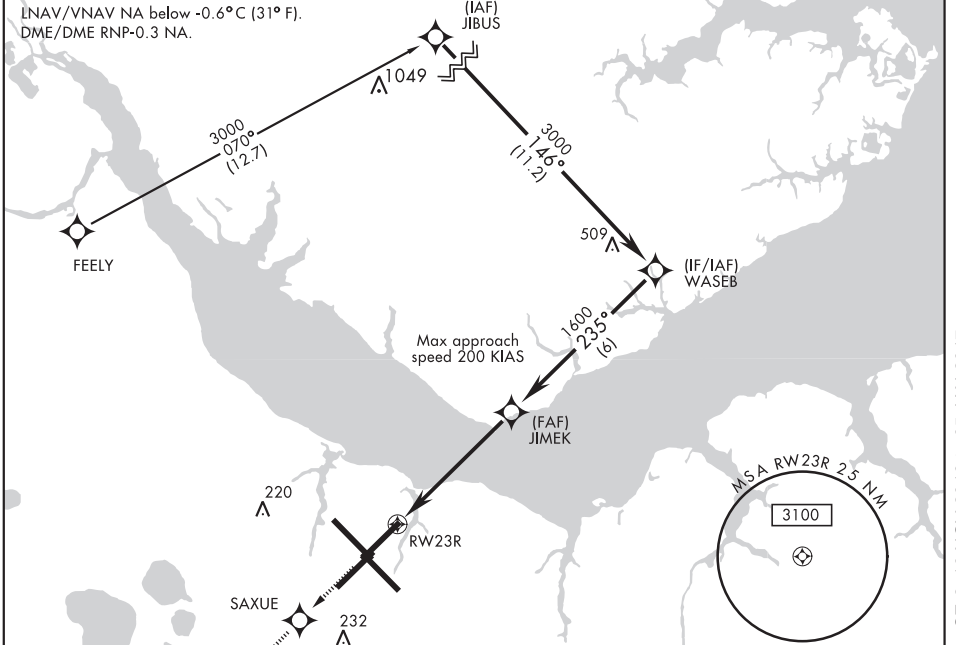
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase CAT ABCD vis to 1 3/8 mile.
 ** When ALS inop, increase CAT AB to 1 mile; CAT CD to 1 1/8 mile.



Missed Approach: Climb to 3000 direct SAXUE direct ICORE and hold. Continue climb in hold.

ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/PAR
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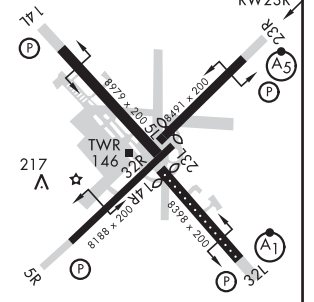


CATEGORY	A	B	C	D
LNAV/VNAV DA*	420-7/8		401	(400-7/8)
LNAV MDA**	400-1/2	381 (400-1/2)	400-5/8	381 (400-5/8)
CIRCLING	540-1	511 (600-1)	560-1 1/2 531 (600-1 1/2)	580-2 551 (600-2)

EMERG SAFE ALT 100 NM 4100

ELEV 29	THRE 19
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Rwy 32R, 23L, 14R, 5L marked in center mat area. 235° to RWY23R



HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7553',
14R-32L ldg 7551'

CHERRY POINT, NORTH CAROLINA

34°54'N-76°53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 1 31MAR16

RNAV (GPS) RWY 23R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHERRY POINT, NORTH CAROLINA

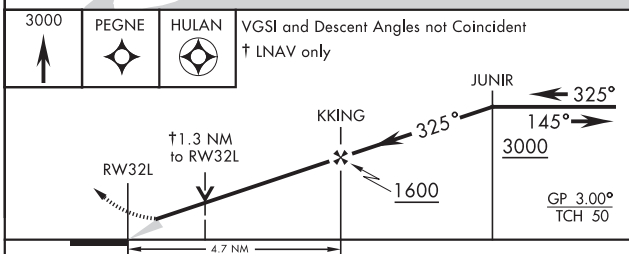
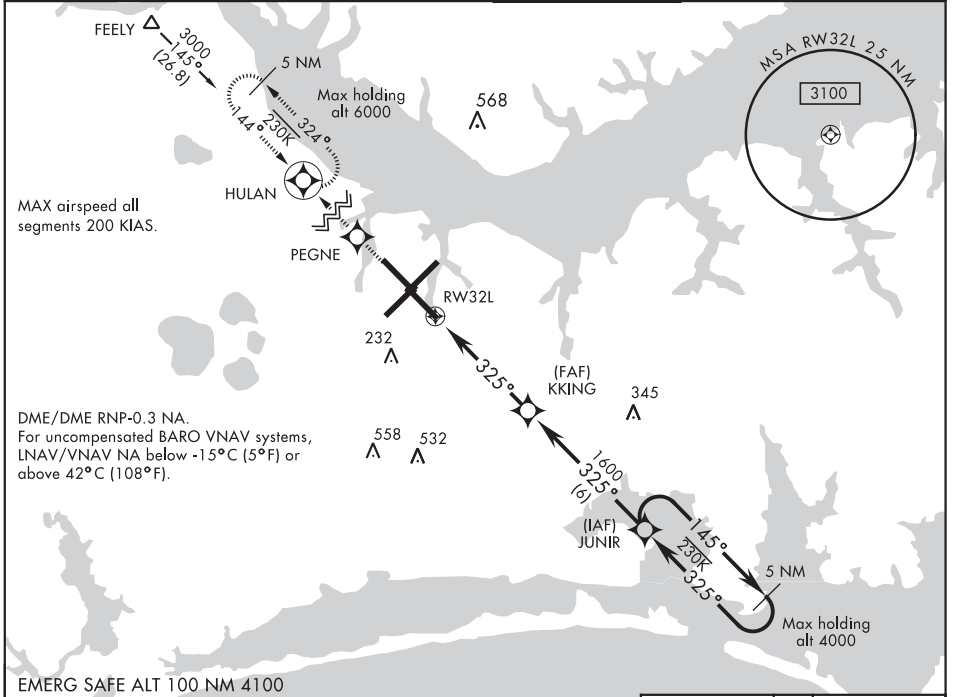
RNAV (GPS) RWY 32L

WAAS Chan 54304 W32A	APCH CRS 325°	Rwy Idg THRE 17 Arpt Elev 29
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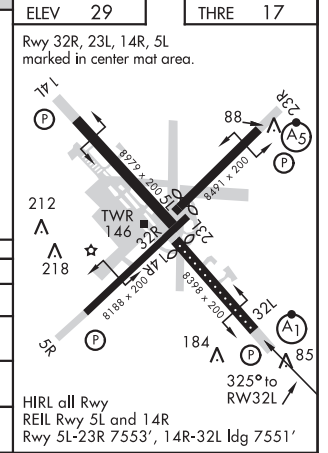
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

<p>▼ **When ALS inop, increase CAT ABCD vis to ¾ mile.</p> <p>***When ALS inop, increase CAT AB vis to 1 ½ mile.</p> <p>***When ALS inop, increase CAT CD vis to 1 ¾ miles.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 3000 direct PEGNE direct HULAN and hold.</p>
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<p>ATIS</p> <p>127.475</p> <p>244.875</p>	<p>CHERRY POINT APP CON</p> <p>(E) 124.1 268.7 (abv 2600')</p> <p>(E) 132.575 299.6 (at/blw 2600')</p> <p>(W) 119.35 377.175 (N) 119.75 360.775</p>	<p>CHERRY POINT TOWER</p> <p>121.3 340.2</p>	<p>GND CON</p> <p>128.625</p> <p>239.025</p>	<p>CLNC DEL</p> <p>125.95</p> <p>316.125</p>	<p>ASR/PAR</p>
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CATEGORY	A	B	C	D
LPV DA*		217-½	200	(200-½)
LNAV/VNAV DA**		420-¾	403	(400-¾)
LNAV MDA***	480-½	463 (500-½)	480-1	463 (500-1)
CIRCLING	540-1	511 (600-1)	560-1½ 531 (600-1½)	580-2 551 (600-2)



CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

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RNAV (GPS) RWY 32L

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHERRY POINT, NORTH CAROLINA

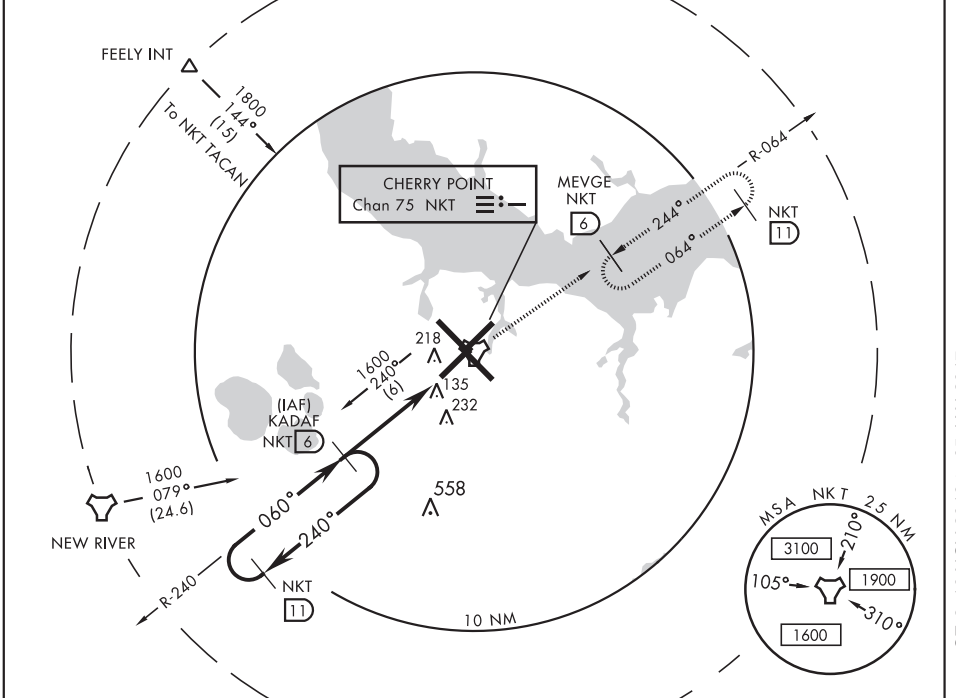
TACAN RWY 5R

TACAN NKT Chan 75	APCH CRS 060°	Rwy ldg THRE 23 Arprt Elev 29	8188
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AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ MISSED APPROACH: Climb to 1600 via NKT R-240 to NKT TACAN, then via R-064 to MEVGE and hold.

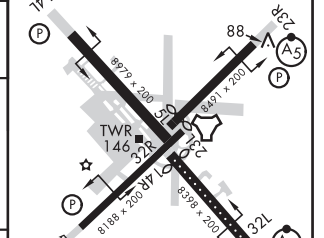
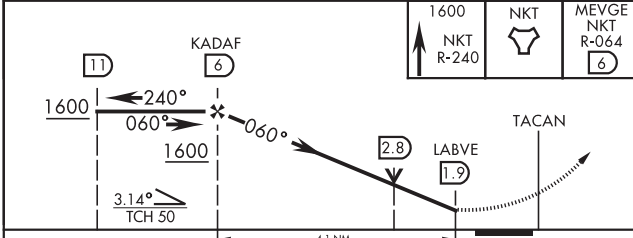
ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 29	THRE 23
Rwy 32R, 23L, 14R, 5L marked in center mat area.	



CATEGORY	A	B	C	D
S-5R	500-1	477 (500-1)	500-1 $\frac{3}{8}$	477 (500-1 $\frac{3}{8}$)
CIRCLING	540-1	511 (600-1)	560-1 $\frac{1}{2}$ 531 (600-1 $\frac{1}{2}$)	580-2 551 (600-2)

060° to TACAN
HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7553', 14R-32L ldg 7551'

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 2 31MAR16

TACAN RWY 5R

CHERRY POINT, NORTH CAROLINA

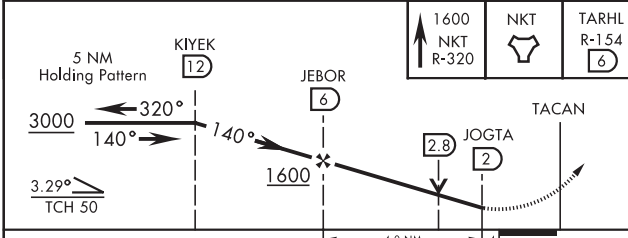
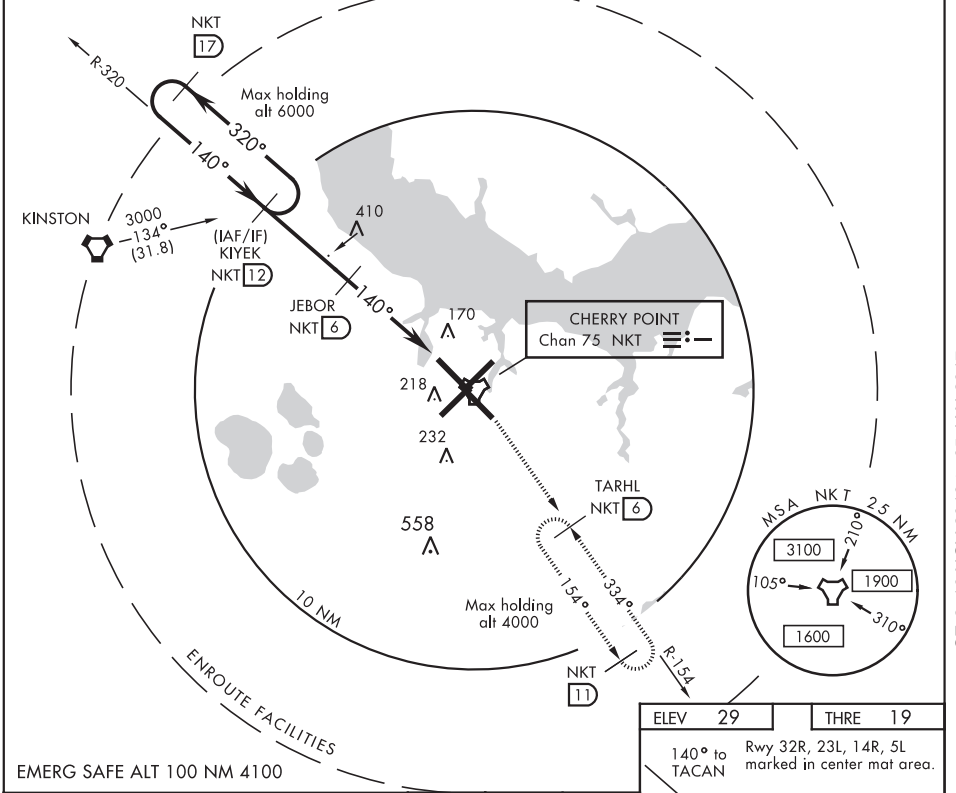
TACAN RWY 14L

TACAN NKT Chan 75	APCH CRS 140°	Rwy ldg THRE 19 Arprt Elev 29	8979
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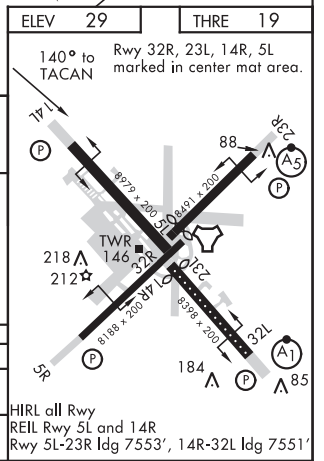
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-320 to NKT TACAN, then via R-154 to TARHL and hold.

ATIS 127.475 244.875	(E) 124.1 (E) 132.575 (W) 119.35	268.7 (abv 2600') 299.6 (at/blw 2600') 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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CATEGORY	A	B	C	D
S-14L	460-1 441 (500-1)		460-1½ 441 (500-1½)	
CIRCLING	540-1	511 (600-1)	560-1½ 531 (600-1½)	580-2 551 (600-2)



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CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 4 31MAR16

TACAN RWY 14L

CHERRY POINT, NORTH CAROLINA

TACAN RWY 32L

TACAN NKT Chan 75	APCH CRS 334°	Rwy ldg 7551 THRE 17 Arprt Elev 29
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AL-471 [USN]

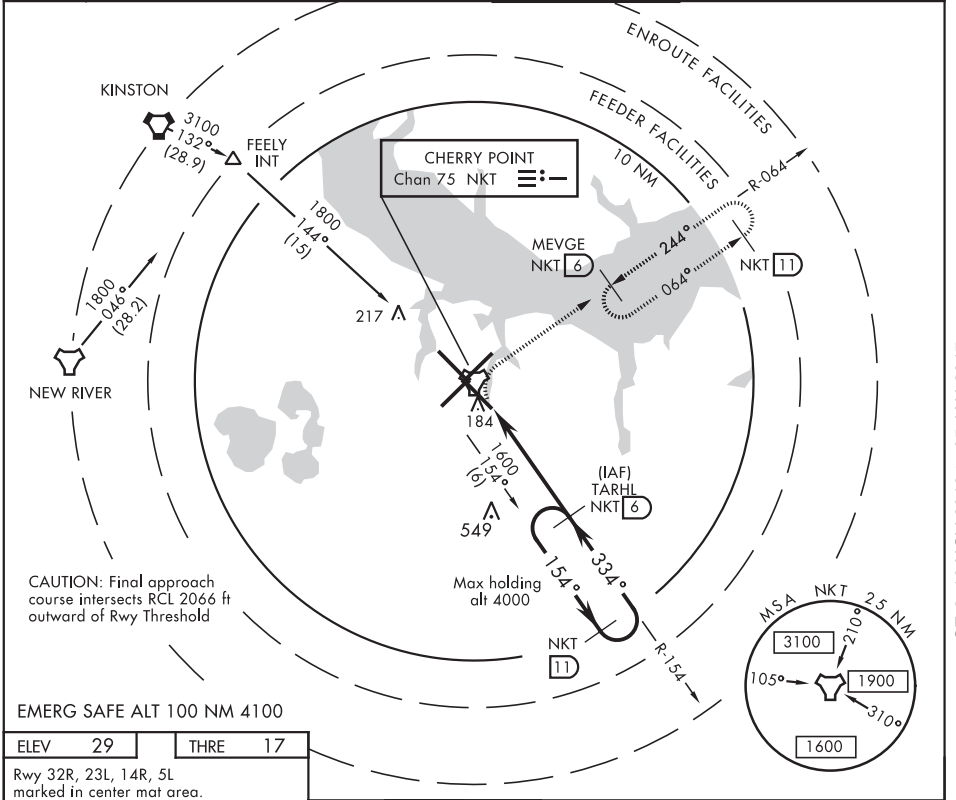
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.
** Circling to land Rwy 5L NA at night.



MISSED APPROACH: Climb to 500 then climbing right turn to 1600 direct MEVGE and hold.

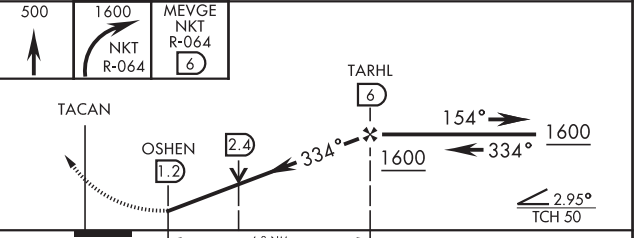
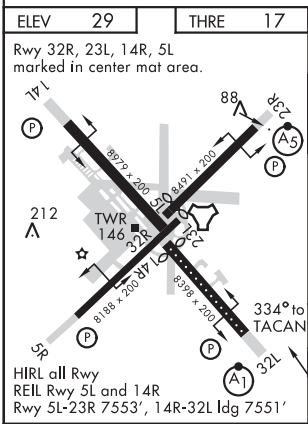
ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR
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SE-2, 10 NOV 2016 to 05 JAN 2017

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EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-32L *	480-½	463 (500-½)	480-1	463 (500-1)
CIRCLING**	540-1	511 (600-1)	560-1½ 531 (600-1½)	580-2 551 (600-2)

CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amtd 3 23JUN16

TACAN RWY 32L

CHERRY POINT, NORTH CAROLINA

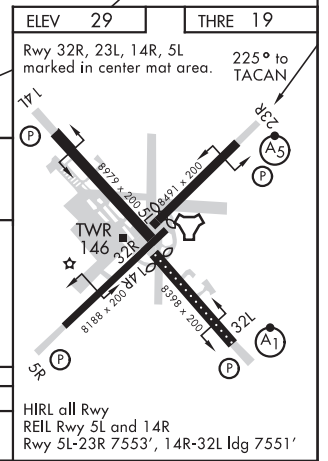
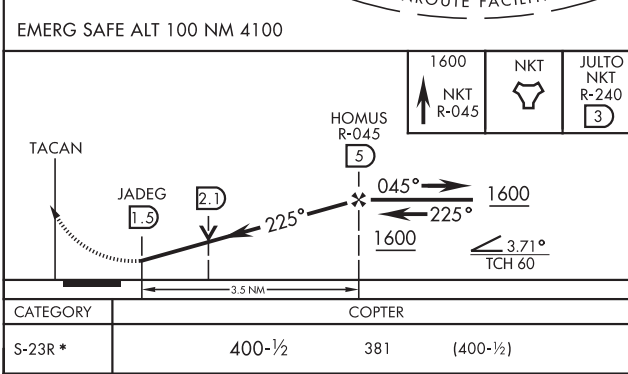
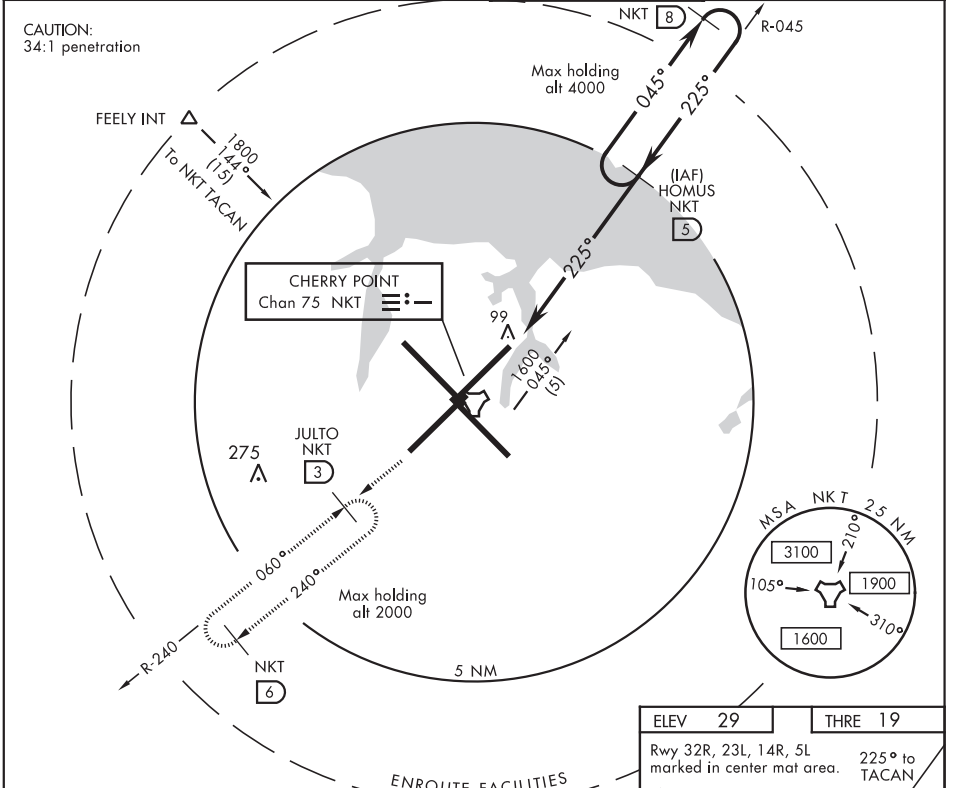
COPTER TACAN RWY 23R

TACAN NKT Chan 75	APCH CRS 225°	Rwy Idg THRE 19 Arpt Elev 29	7553
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AL-471 [USN]

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase vis to 1 mile. Max Airspeed 90 KIAS		MALSR 	MISSED APPROACH: Climb to 1600 via NKT R-045 to NKT TACAN, then via R-240 to JULTO and hold.		
ATIS 127.475 244.875	CHERRY POINT APP CON (E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	CHERRY POINT TOWER 121.3 340.2	GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR



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CHERRY POINT, NORTH CAROLINA
Amdt 4 31MAR16

34°54'N-76°53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

COPTER TACAN RWY 23R

AIRPORT DIAGRAM

ATIS
 127.475 244.875
 CHERRY POINT TOWER
 121.3 340.2
 GND CON
 128.625 239.025

NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.0°W

34°56'N

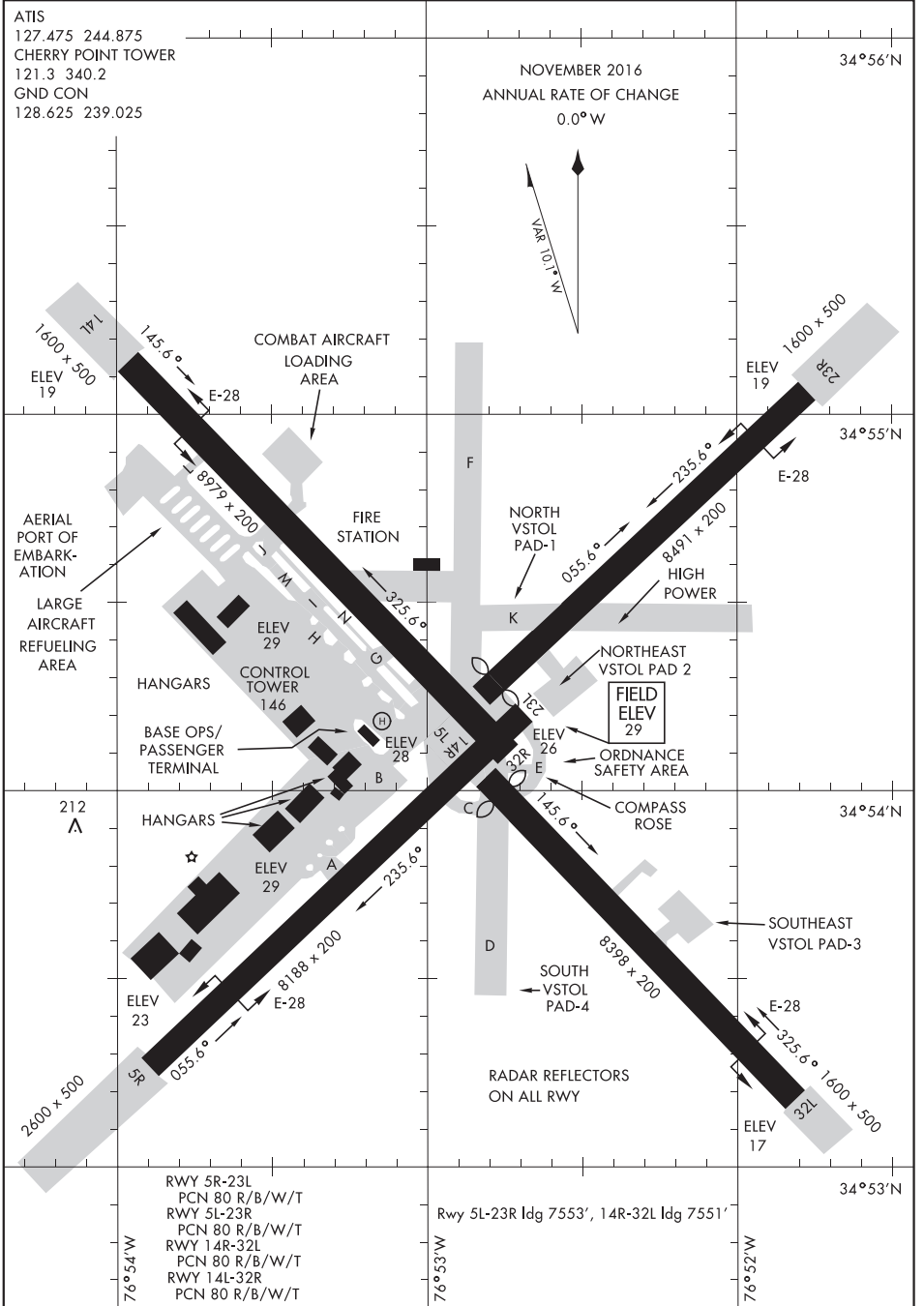
34°55'N

34°54'N

34°53'N

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

WAAS CH 93818 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 657 657
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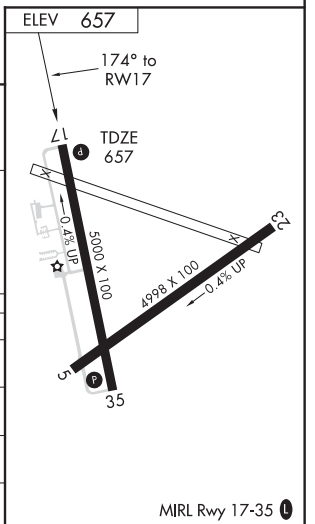
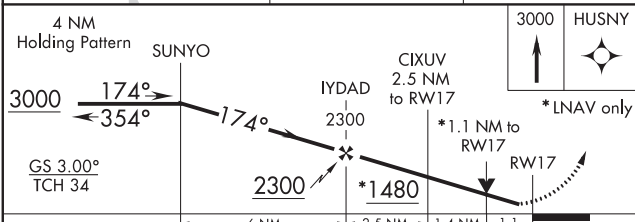
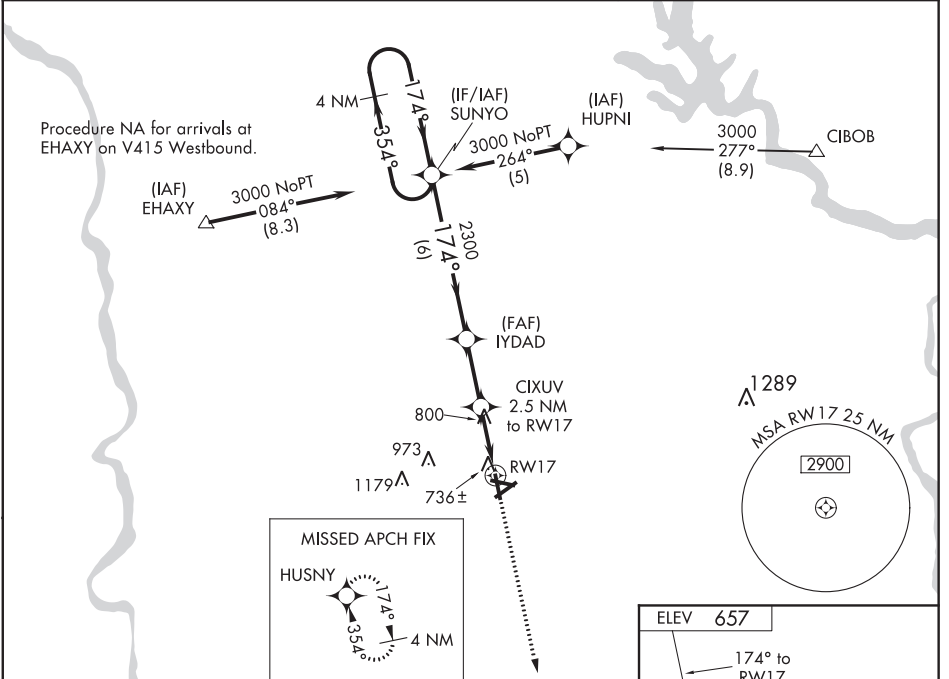
RNAV (GPS) RWY 17

CHESTER CATAWBA RGNL (DCM)

⚠ Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

AWOS-3 120.975	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	907-1		250 (300-1)	
LNAV/VNAV DA	1134-1 ¾		477 (500-1¾)	
LNAV MDA	1060-1	403 (500-1)	1060-1 ¼	403 (500-1 ¼)
CIRCLING	1160-1	503 (600-1)	1160-1 ½	1220-2 563 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40318 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 648 657
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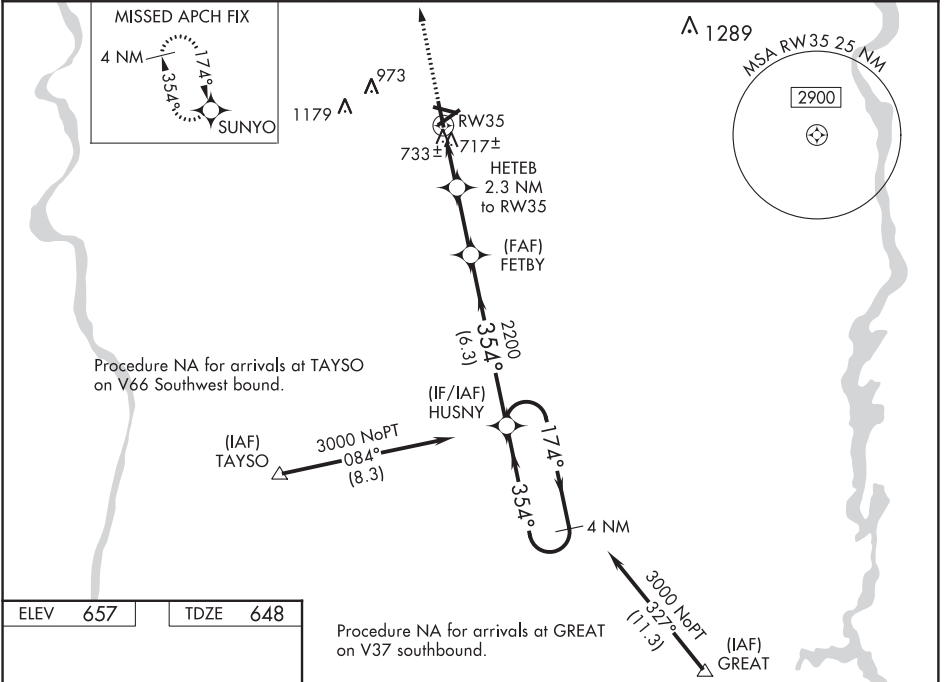
RNAV (GPS) RWY 35

CHESTER CATAWBA RGNL (DCM)

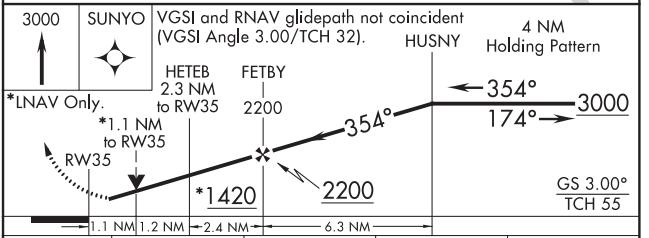
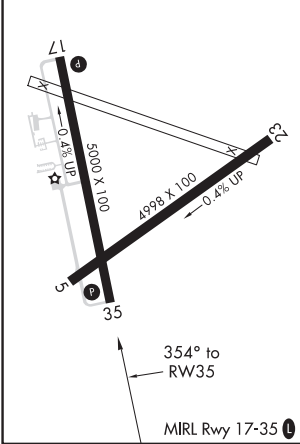
⚠ Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

AWOS-3 120.975	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.7 (CTAF) 0
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ELEV 657	TDZE 648
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CATEGORY	A	B	C	D
LPV DA	940-1		292 (300-1)	
LNAV/VNAV DA	1010-1½		362 (400-1½)	
LNAV MDA	1020-1		372 (400-1)	
CIRCLING	1160-1 503 (600-1)		1160-1½ 503 (600-1½)	
			1220-2 563 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

14037

NDB DCM 220	APP CRS 340°	Rwy Idg TDZE Apt Elev	5000 648 657
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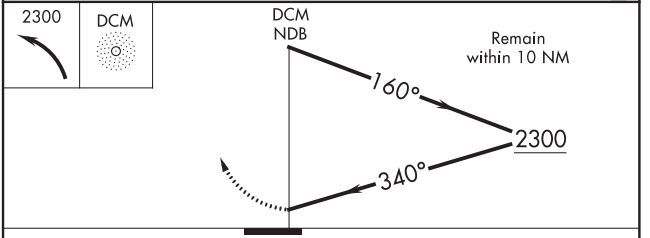
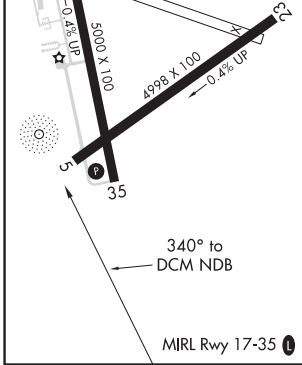
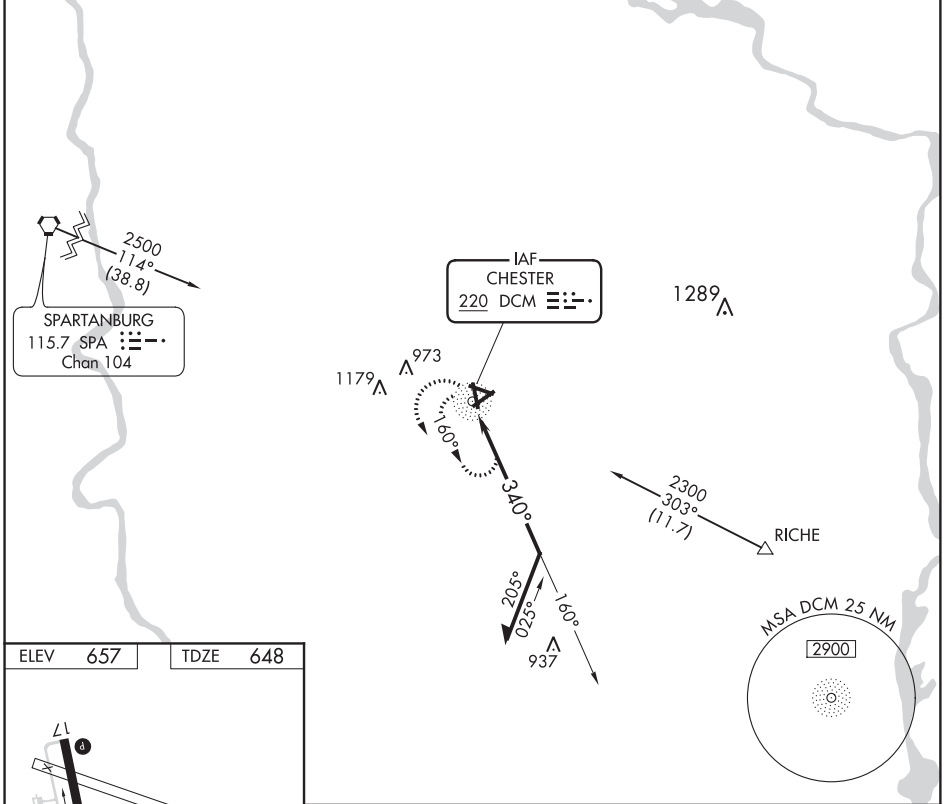
NDB RWY 35

CHESTER CATAWBA RGNL (DCM)

⚠ Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

⚠ MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3 120.975	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1	683 (700-1)	1340-2 683 (700-2)	1340-2¼ 683 (700-2¼)

CHESTER, SOUTH CAROLINA
Amdt 2 23SEP10

34° 47'N - 81° 12'W

CHESTER CATAWBA RGNL (DCM)
NDB RWY 35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97605 W07A	APP CRS 073°	Rwy Idg TDZE 891 Apt Elev 891	5000
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RNAV (GPS) RWY 7

OCONEE COUNTY RGNL (CEU)

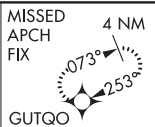
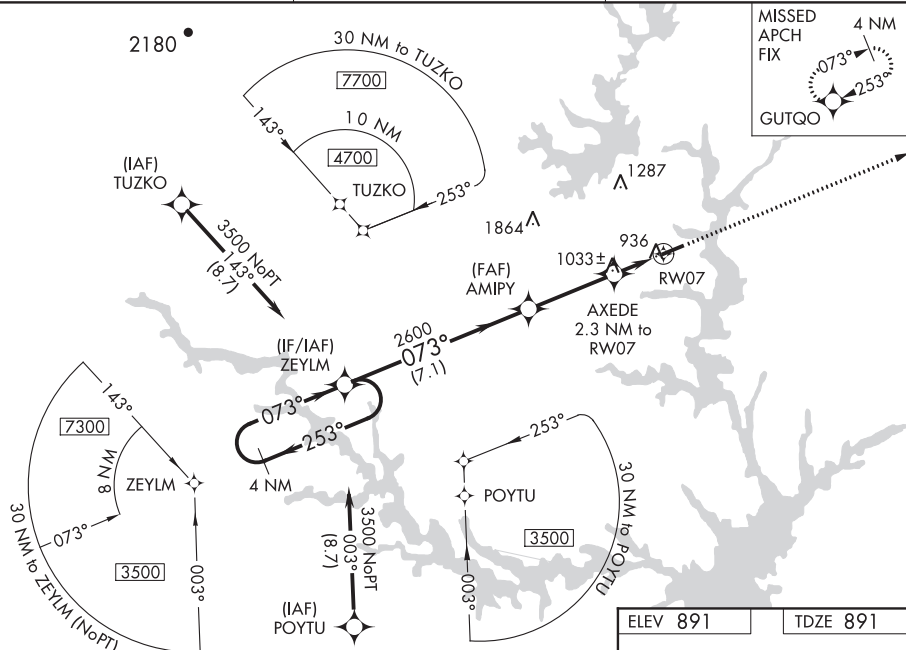
⚠ Baro-VNAV NA when using Anderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV and LNAV/VNAV Cats A and B, and LNAV Cat C visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH:
Climb to 3000 direct GUTQO and hold.

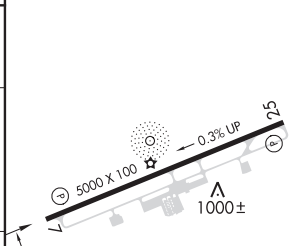
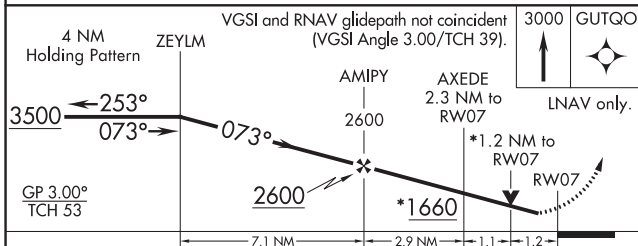
ASOS
119.275

GREER APP CON ★
118.8 270.275

UNICOM
122.7 (CTAF) **0**



ELEV 891	TDZE 891
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CATEGORY	A	B	C	D
LPV DA	1146-¾	255 (300-¾)	1146-1 255 (300-1)	NA
LNAV/VNAV DA	1144-¾	253 (300-¾)	1144-1 253 (300-1)	NA
LNAV MDA	1300-1	409 (500-1)	1300-1½ 409 (500-1½)	NA
C CIRCLING	1300-1 409 (500-1)	1360-1 469 (500-1)	1640-2¼ 749 (800-2¼)	NA

MIRL Rwy 7-25 **0**
REIL Rwy 7 and 25

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CLEMSON, SOUTH CAROLINA

AL-5996 (FAA)

16231

WAAS CH 50405 W25A	APP CRS 253°	Rwy Idg TDZE Apt Elev	5000 891 891
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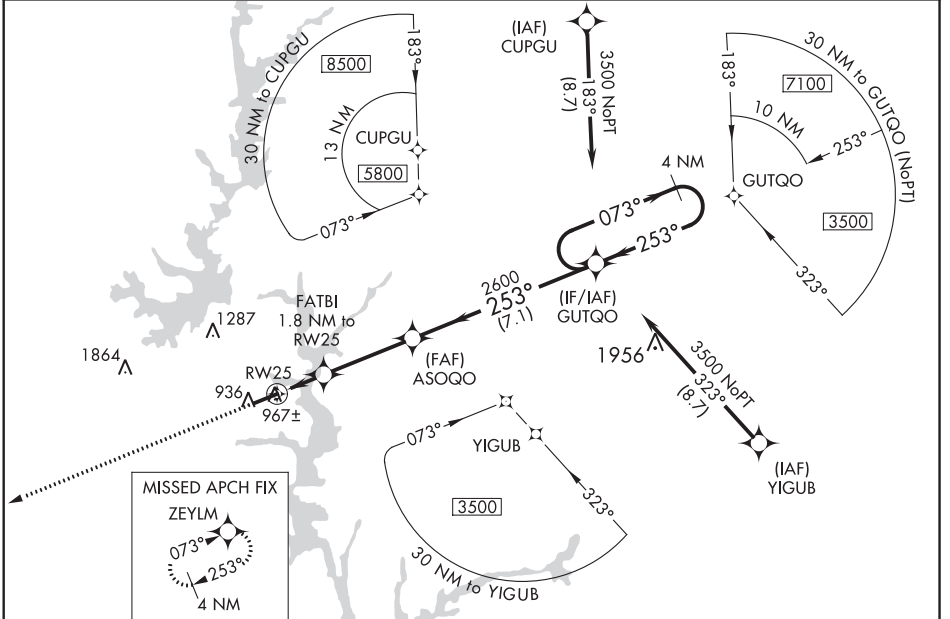
RNAV (GPS) RWY 25

OCONEE COUNTY RGNL (CEU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility 1/8 mile; increase LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV and VDP NA when using Anderson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

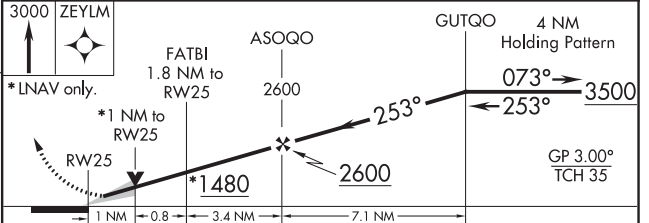
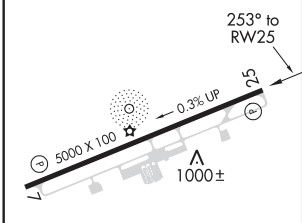
ASOS 119.275	GREER APP CON* 118.8 270.275	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 891	TDZE 891
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	A	B	C	D
LPV DA	1091-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1141-7/8	250 (300-7/8)		NA
LNAV MDA	1220-1	329 (400-1)		NA
C CIRCLING	1300-1 409 (500-1)	1360-1 469 (500-1)	1640-2 1/4 749 (800-2 1/4)	NA

CLEMSON, SOUTH CAROLINA
Amdt 3B 18AUG16

34°40'N-82°53'W

RNAV (GPS) RWY 25

NDB CEU	APP CRS	Rwy ldg	5000
257	267°	TDZE	891
		Apt Elev	892

NDB RWY 25

OCONEE COUNTY RGNL (CEU)

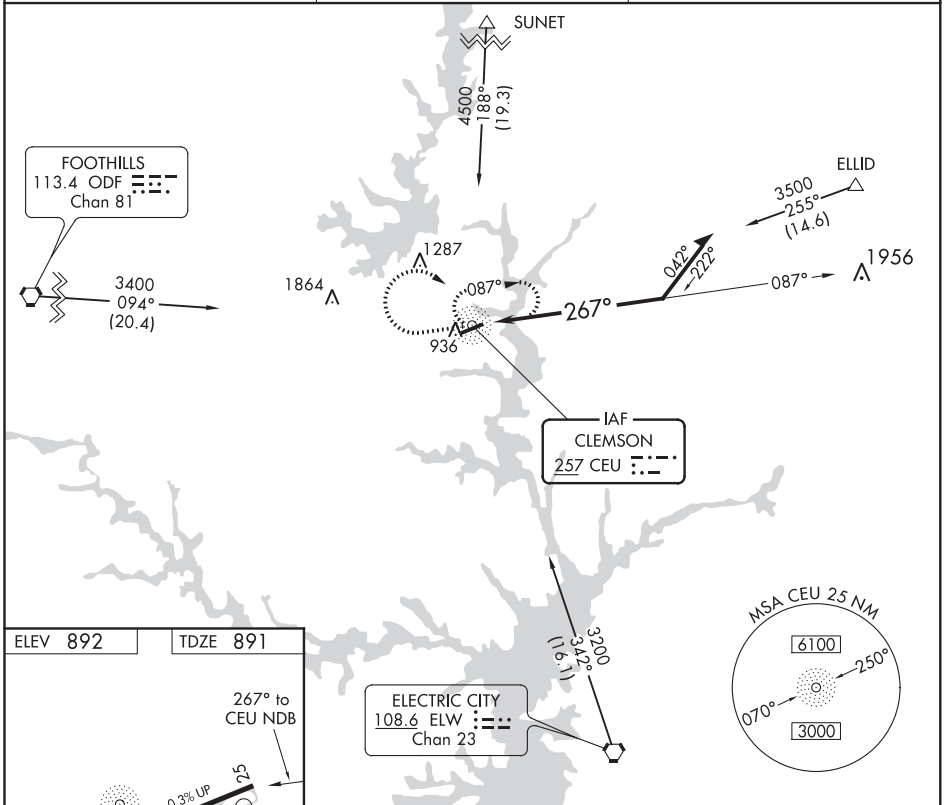
⚠ When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 60 feet, and increase S-25 and Circling Cat B visibility ¼ mile, and increase S-25 and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3100 direct CEU NDB and hold.

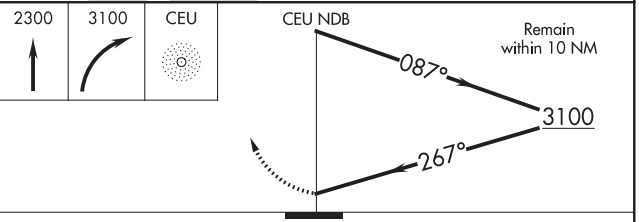
ASOS
119.275

GREER APP CON ★
118.8 270.275

UNICOM
122.7 (CTAF) 0



ELEV 892 TDZE 891



CATEGORY	A	B	C	D
S-25	1600-1	709 (800-1)	1600-2 709 (800-2)	NA
CIRCLING	1600-1	708 (800-1)	1600-2 708 (800-2)	NA

MIRL Rwy 7-25 0
REIL Rwy 7 and 25

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CLINTON, NORTH CAROLINA

AL-5782 (FAA)

15176

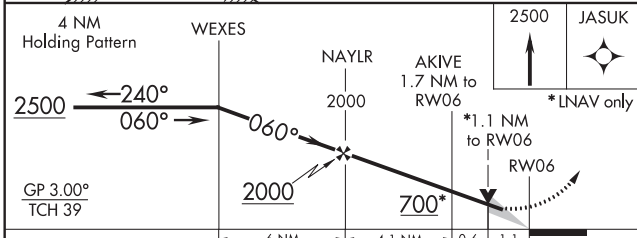
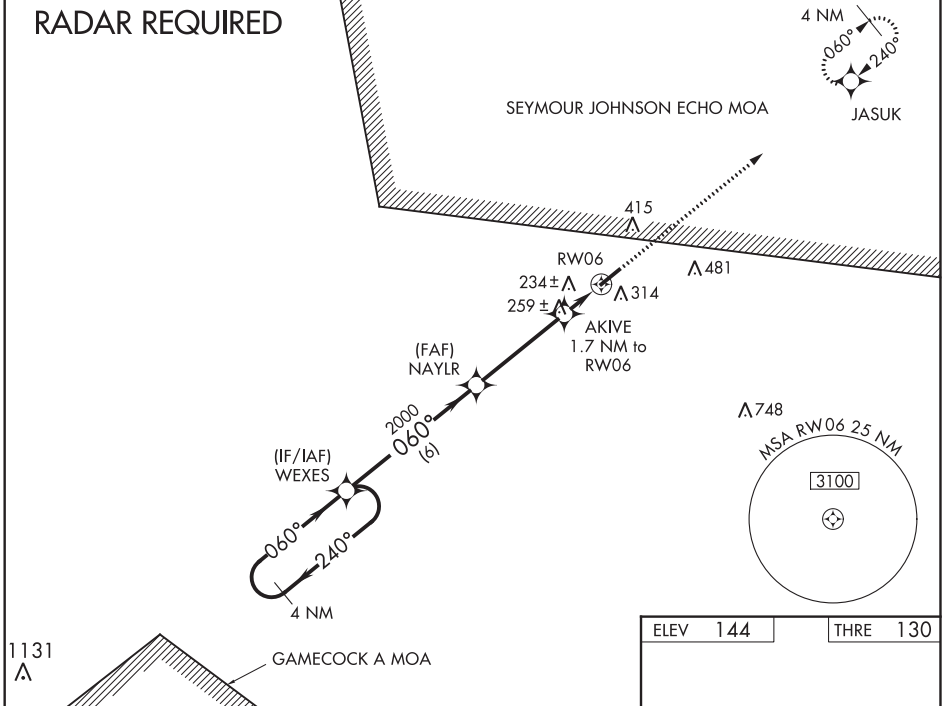
WAAS CH 53720 W06A	APP CRS 060°	Rwy Idg THRE 130 Apt Elev 144	5002
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RNAV (GPS) RWY 6
CLINTON-SAMPSON COUNTY (CTZ)

⚠ Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Kenansville altimeter setting. When local altimeter setting not received, use Kenansville altimeter setting and increase all DA 45 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. Circling to Rwy 24 NA at night.

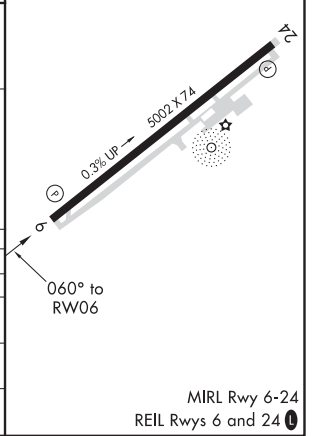
MISSED APPROACH:
Climb to 2500 direct JASUK and hold.

AWOS-3 119.125	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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ELEV 144	THRE 130
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CATEGORY	A	B	C	D
LPV DA		330-3/4	200 (200-3/4)	
LNAV/ VNAV DA		533-1 1/8	403 (400-1 1/8)	
LNAV MDA	520-1	390 (400-1)	520-1 1/8	390 (400-1 1/8)
CIRCLING	680-1	536 (600-1)	780-1 3/4 636 (700-1 3/4)	780-2 636 (700-2)



CLINTON, NORTH CAROLINA
Amdt 2A 03APR14

34°58'N-78°22'W

CLINTON-SAMPSON COUNTY (CTZ)
RNAV (GPS) RWY 6

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99321 W24B	APP CRS 240°	Rwy Idg THRE 144 Apt Elev 144	5002
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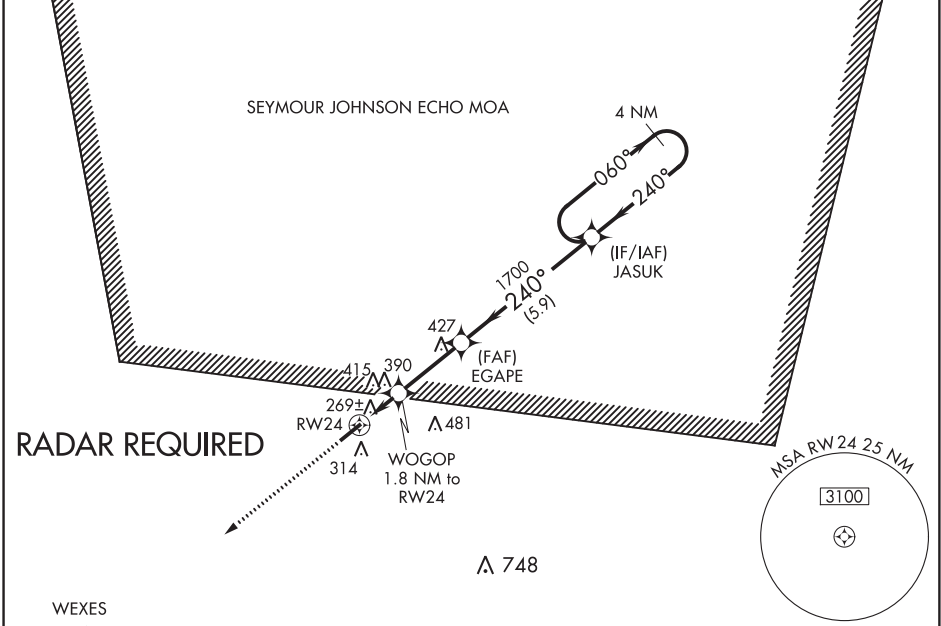
RNAV (GPS) Y RWY 24

CLINTON-SAMPSON COUNTY (CTZ)

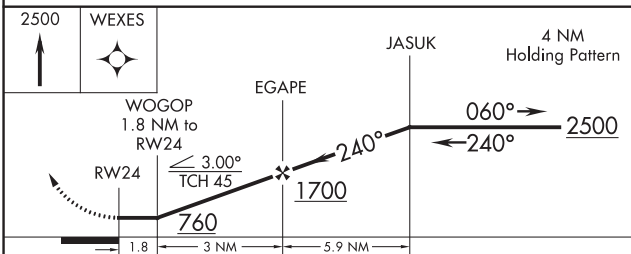
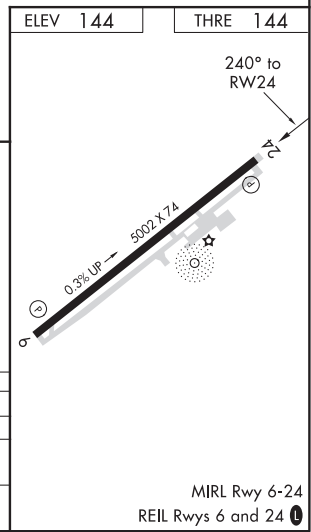
⚠ Rwy 24 Straight-in and Circling minimums NA at night. DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase LNAV, LP and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct WEXES and hold.

AWOS-3 119.125	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF)
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RADAR REQUIRED



CATEGORY	A	B	C	D
LP MDA	520-1 376 (400-1)			
LNAV MDA	640-1	496 (500-1)	640-1 $\frac{3}{8}$	496 (500-1 $\frac{3}{8}$)
CIRCLING	680-1	536 (600-1)	780-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	780-2 636 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CLINTON, NORTH CAROLINA

AL-5782 (FAA)

15176

WAAS CH 82620 W24A	APP CRS 240°	Rwy Idg THRE Apt Elev	5002 144 144
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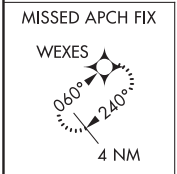
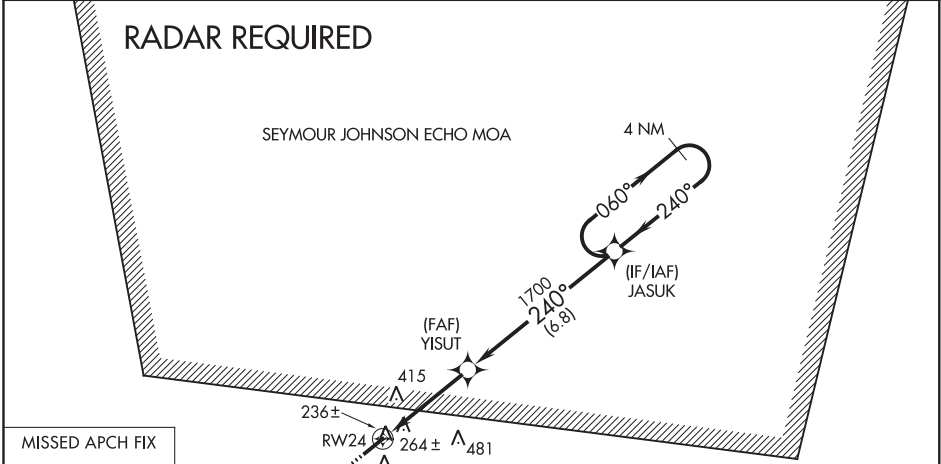
RNAV (GPS) Z RWY 24

CLINTON-SAMPSON COUNTY (CTZ)

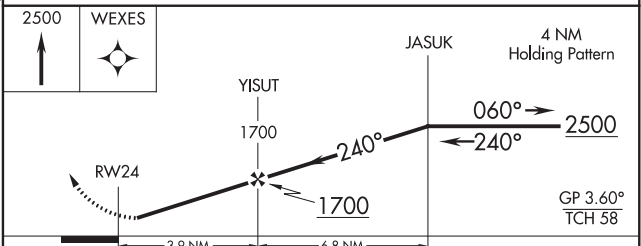
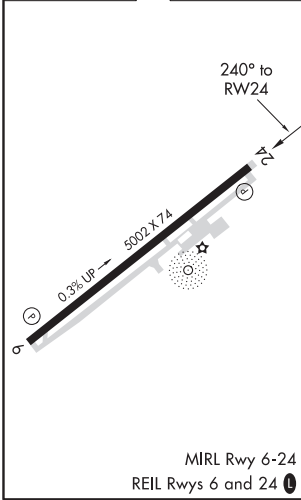
⚠ Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all DA 45 feet, increase LNAV/VNAV Cats A/B/C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Rwy 24 Straight-In and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2500 direct WEXES and hold.

AWOS-3 119.125	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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ELEV 144	THRE 144
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CATEGORY	A	B	C	D
LPV DA	466-1		322 (400-1)	NA
LNAV/VNAV DA	566-1¼		422 (500-1¼)	NA

CLINTON, NORTH CAROLINA
Orig-A 06FEB14

34°58'N-78°22'W

RNAV (GPS) Z RWY 24

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-SGO	APP CRS	Rwy Idg	5002
109.7	060°	THRE	130
		Apt Elev	144

LOC RWY 6

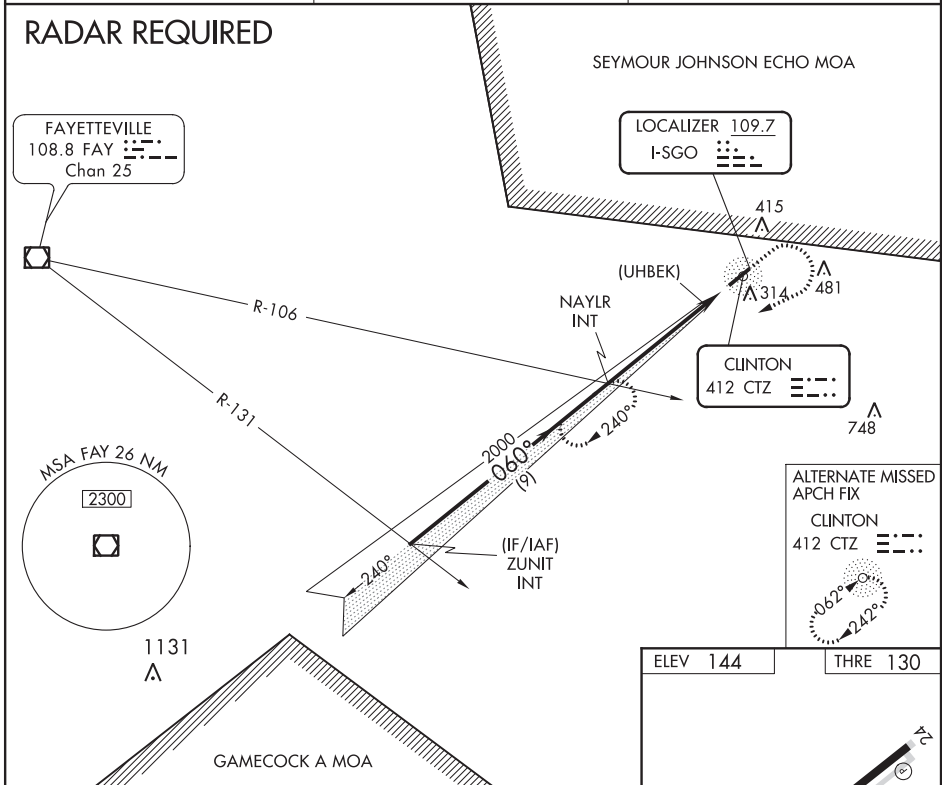
CLINTON-SAMPSON COUNTY (CTZ)

⚠ When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase S-6 Cats C/D visibility 1/8 mile and increase Circling Cats C/D visibility 1/4 mile. Circling to Rwy 24 NA at night.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 on heading 270° and I-SGO southwest course to NAYLR INT and hold.

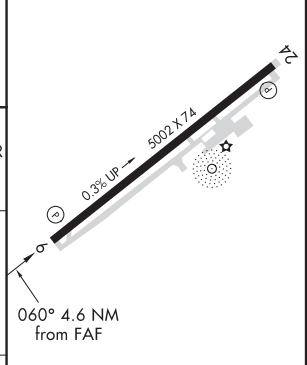
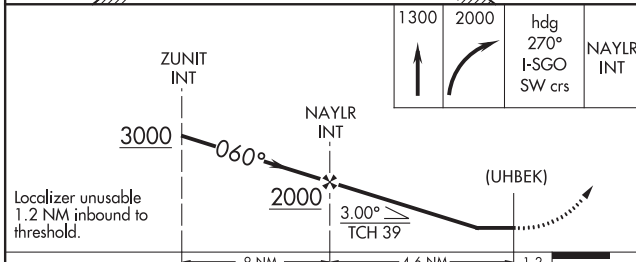
AWOS-3 119.125	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF)
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RADAR REQUIRED



ALTERNATE MISSED APCH FIX
CLINTON 412 CTZ

ELEV 144	THRE 130
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CATEGORY	A	B	C	D
S-6	620-1½ 490 (500-1½)			
CIRCLING	680-1½	536 (600-1½)	780-1¾ 636 (700-1¾)	780-2 636 (700-2)

MIRL Rwy 6-24				
REIL Rws 6 and 24				
FAF to MAP 4.6 NM				
Knots	60	90	120	150
Min:Sec	4:36	3:04	2:18	1:50

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CLINTON, NORTH CAROLINA

AL-5782 (FAA)

15176

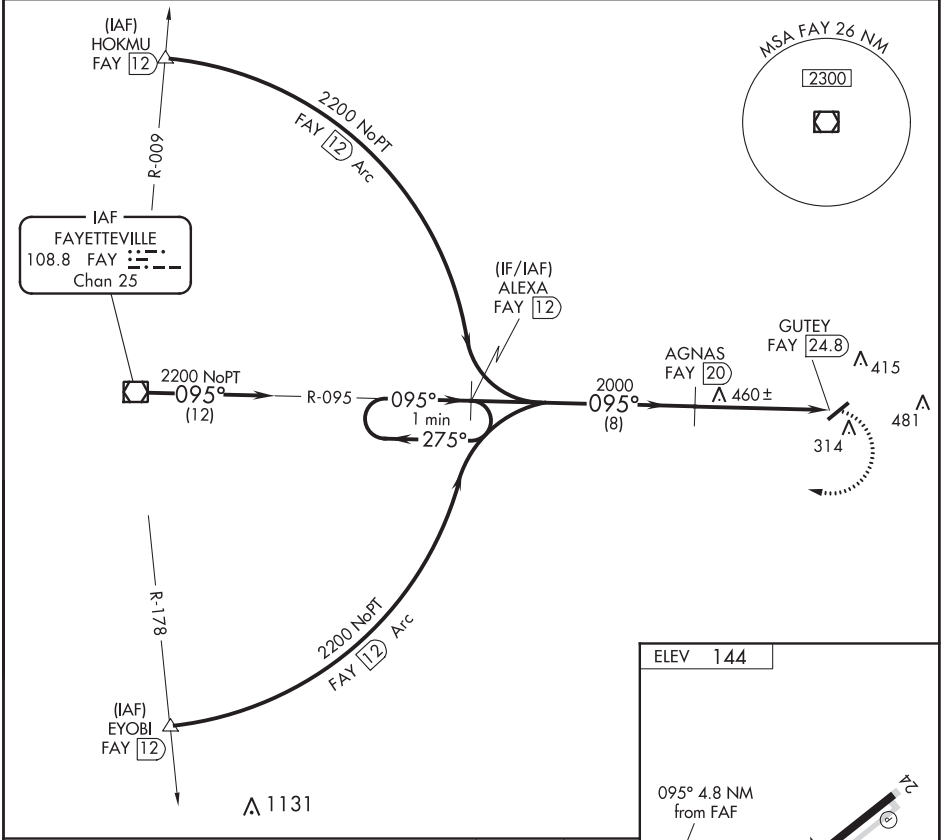
VOR/DME FAY 108.8 Chan 25	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 144
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VOR/DME-A
CLINTON-SAMPSON COUNTY (CTZ)

⚠ When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile. Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA.

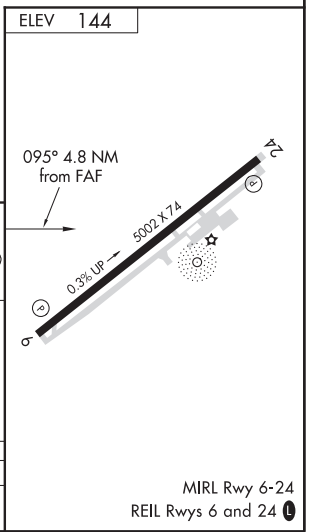
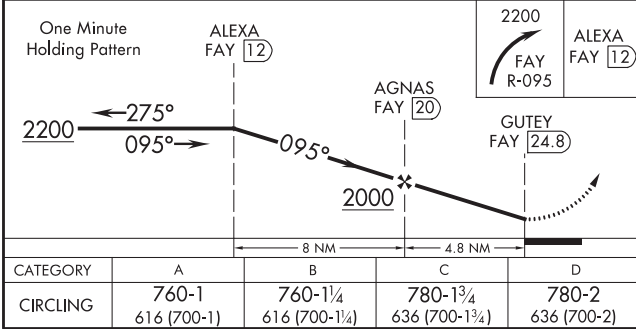
⚠ MISSED APPROACH: Climbing right turn to 2200 on FAY VOR/DME R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3 119.125	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CLINTON, NORTH CAROLINA
Amdt 6A 03APR14

34°58'N - 78°22'W

CLINTON-SAMPSON COUNTY (CTZ)
VOR/DME-A

MIRL Rwy 6-24
REIL Rws 6 and 24

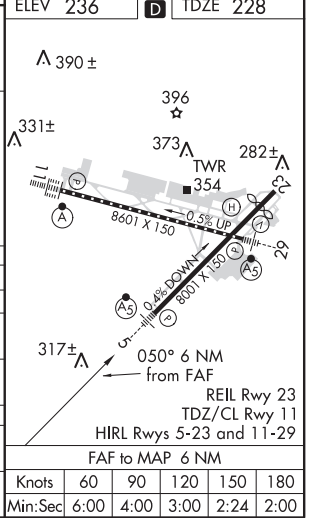
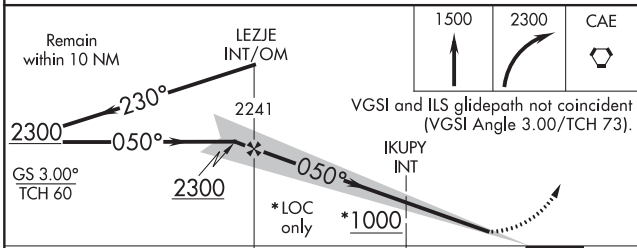
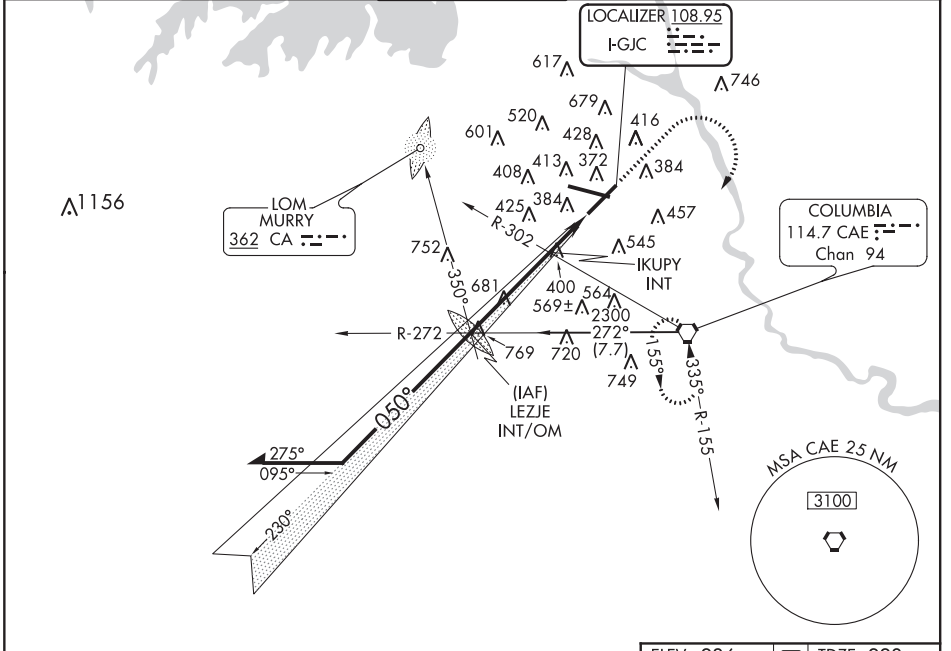
LOC I-GJC 108.95	APP CRS 050°	Rwy Idg TDZE Apt Elev	7001 228 236
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ILS or LOC RWY 5

COLUMBIA METROPOLITAN (CAE)

ASR	**RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.
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ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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CATEGORY	A	B	C	D
S-ILS 5	**428/24 200 (200-½)			
S-LOC 5	1000/24 772 (800-½)	1000/40 772 (800-¾)	1000-1¾ 772 (800-1¾)	1000-2 772 (800-2)
CIRCLING	1000-1 764 (800-1)	1000-1¼ 764 (800-1¼)	1000-2¼ 764 (800-2¼)	1000-2½ 764 (800-2½)
IKUPY INT MINIMUMS				
S-LOC 5	700/24 472 (500-½)	700/40 472 (500-¾)	700/50 472 (500-1)	700/50 472 (500-1)
CIRCLING	760-1 524 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

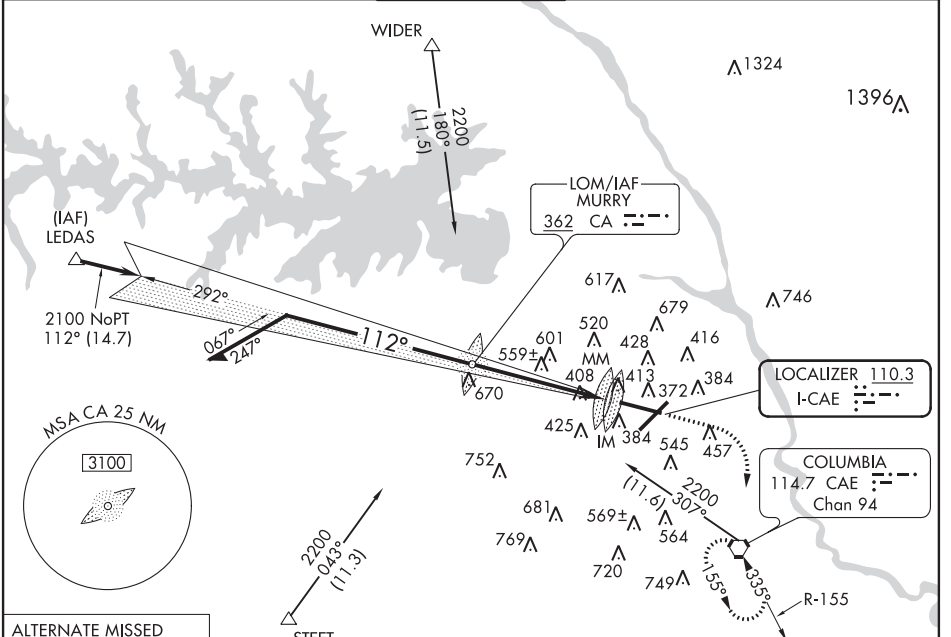
SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-CAE 110.3	APP CRS 112°	Rwy ldg TDZE Apt Elev	8601 236 236
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ILS or LOC RWY 11
COLUMBIA METROPOLITAN (CAE)

 ASR	 ALS-F2	MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.	

ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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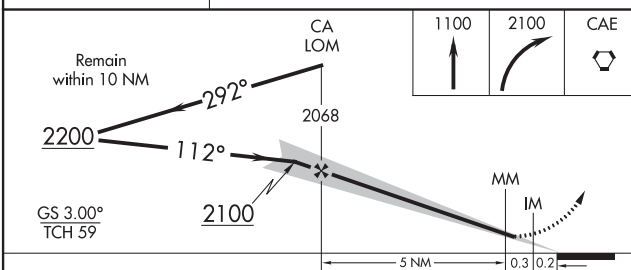


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALTERNATE MISSED APCH FIX

MURRY CA 362



ELEV 236	TDZE 236
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REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rws 5-23 and 11-29

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

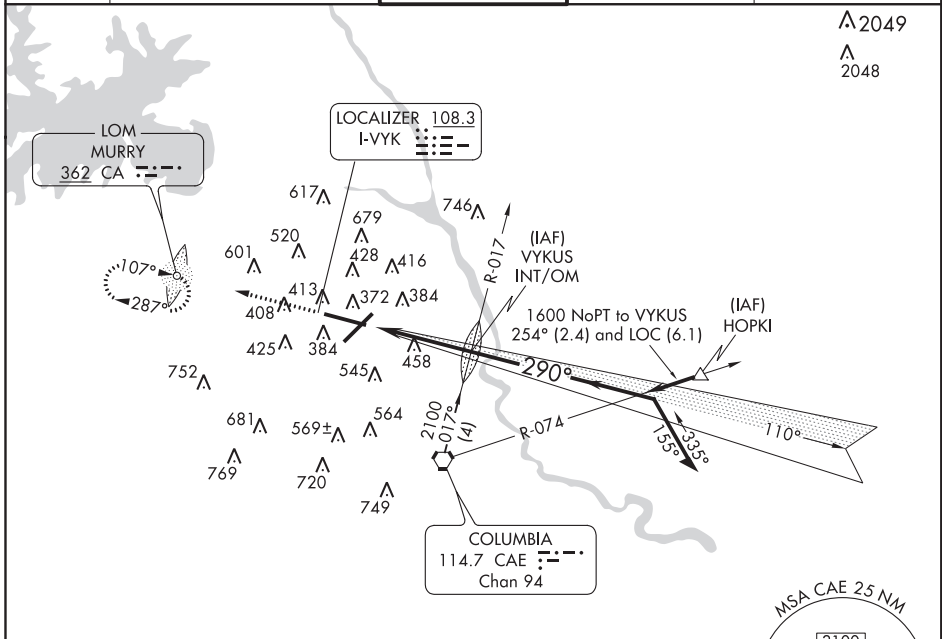
LOC I-VYK 108.3	APP CRS 290°	Rwy Idg TDZE Apt Elev	8506 227 236
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ILS or LOC RWY 29

COLUMBIA METROPOLITAN (CAE)

ADF REQUIRED. * RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 2100 direct MURRY LOM and hold.
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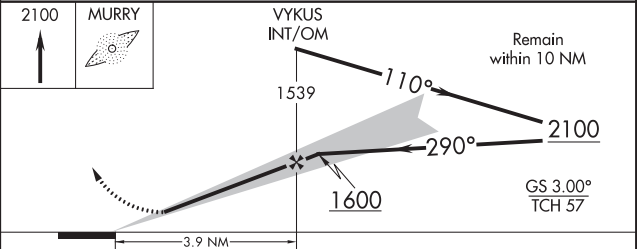
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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ELEV 236	D	TDZE 227
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390±
 331±
 396
 373
 TWR 354
 282±
 8601 X 150
 0.5% UP
 0.4% DOWN
 8601 X 150
 317±
 290° 3.9 NM from FAF

REIL Rwy 23	TDZ/CL Rwy 11	HIRL Rws 5-23 and 11-29			
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-ILS 29		* 427/24	200 (200-½)	
S-LOC 29	700/24	473 (500-½)	700/40 473 (500-¾)	700/50 473 (500-1)
CIRCLING	760-1	524 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

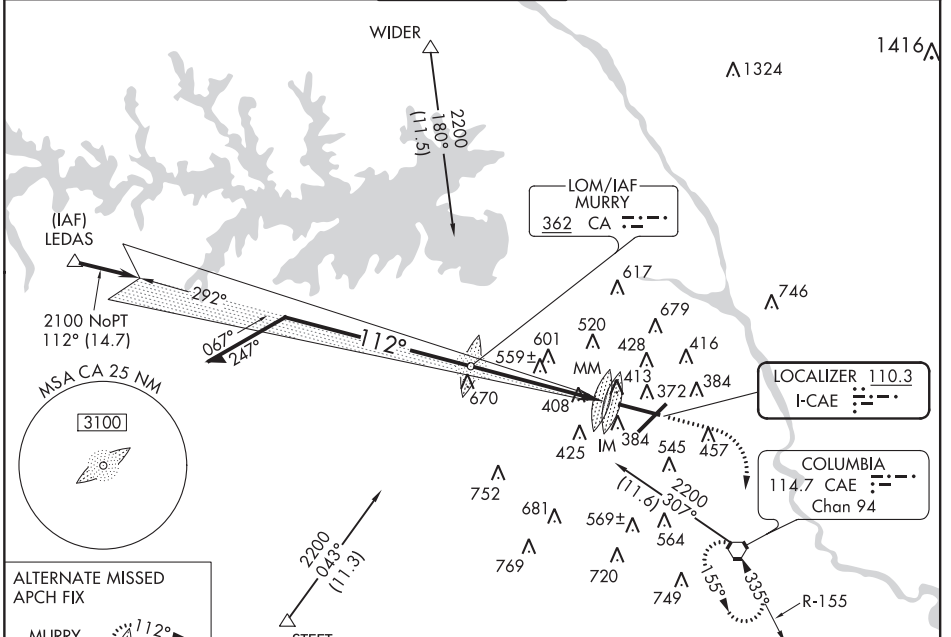
LOC I-CAE 110.3	APP CRS 112°	Rwy Idg TDZE Apt Elev	8601 236 236
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ILS RWY 11 (CAT II & III)

COLUMBIA METROPOLITAN (CAE)

ASR	ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.
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ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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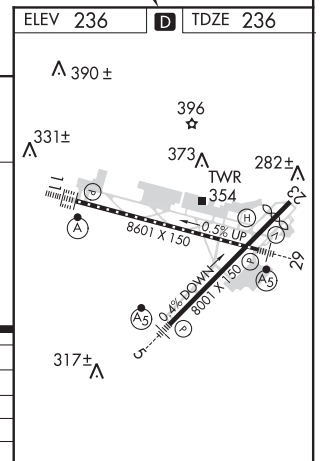
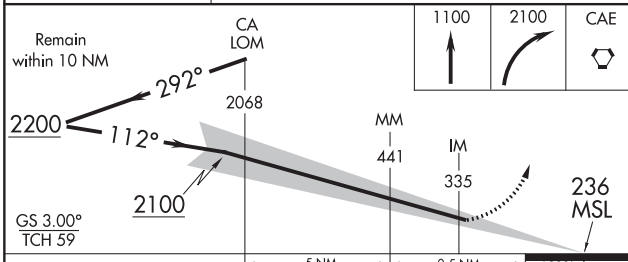


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ADF REQUIRED

ELEV 236	TDZE 236
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CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 128/12 100 DA 336			
S-ILS 11	CAT IIIA RVR 07			
S-ILS 11	CAT IIIB RVR 06			
S-ILS 11	CAT IIIC NA			

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwy 5-23 and 11-29

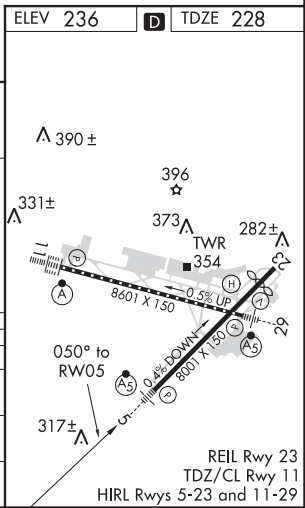
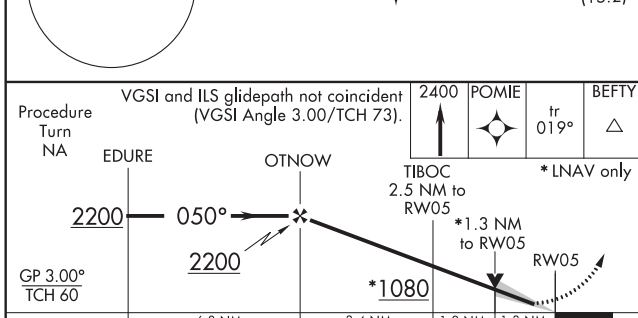
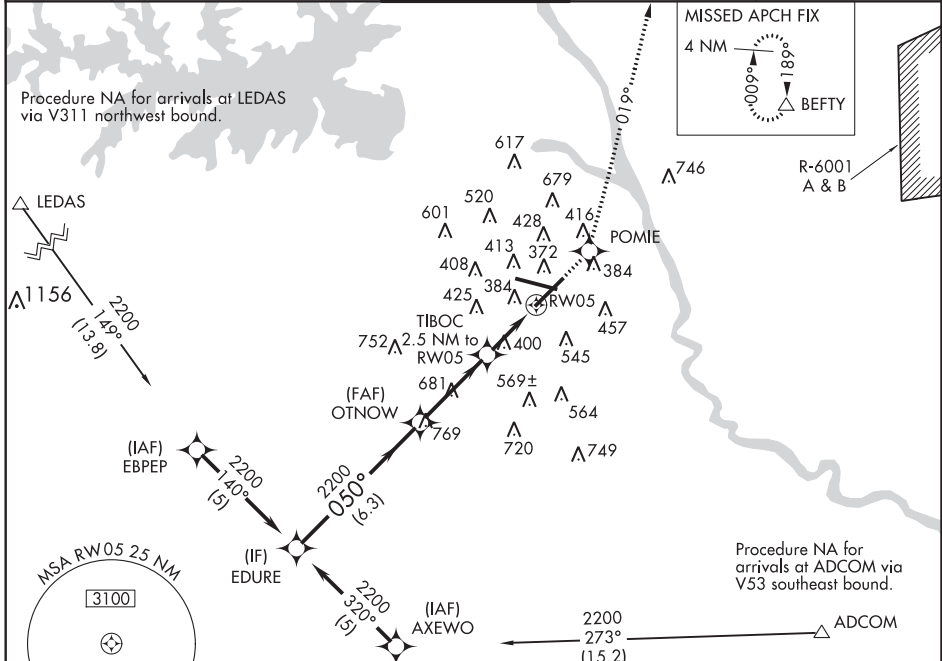
WAAS CH 45526 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	7001 228 236
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RNAV (GPS) RWY 5

COLUMBIA METROPOLITAN (CAE)

<p>ASR 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2400 direct POMIE and via track 019° to BEFTY and hold.</p>
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<p>ATIS 120.15</p>	<p>COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)</p>	<p>COLUMBIA TOWER 119.5 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 119.75</p>
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CATEGORY	A	B	C	D
LPV DA		428/24	200 (200-1/2)	
LNAV/VNAV DA		638/50	410 (500-1)	
LNAV MDA	700/24	472 (500-1/2)	700/40 472 (500-3/4)	700/50 472 (500-1)
CIRCLING	740-1	504 (600-1)	840-13/4 604 (700-13/4)	880-2 644 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

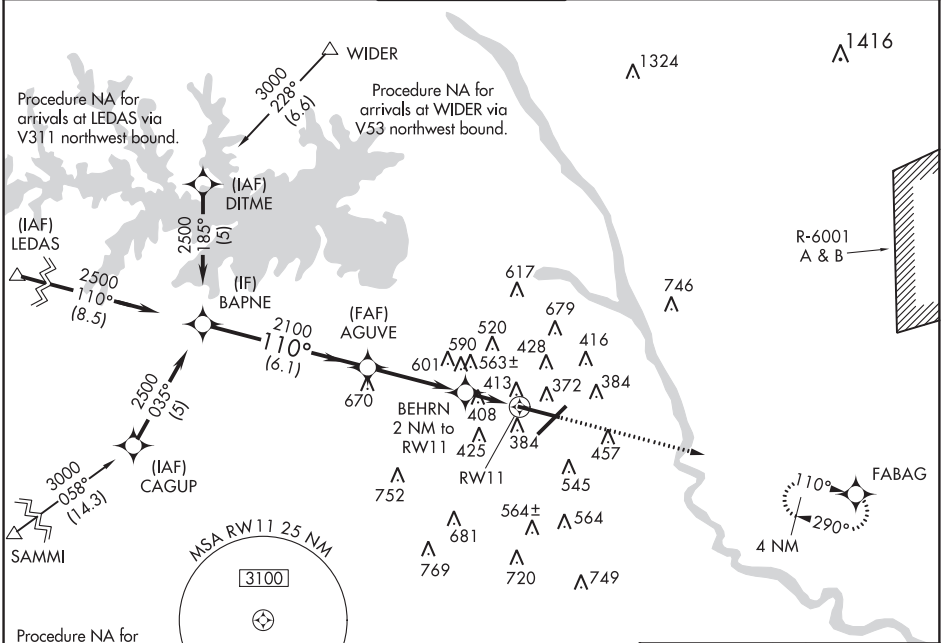
WAAS CH 61014 W11A	APP CRS 110°	Rwy Idg 8601 TDZE 236 Apt Elev 236
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RNAV (GPS) RWY 11

COLUMBIA METROPOLITAN (CAE)

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.		MISSED APPROACH: Climb to 3000 direct FABAG and hold.

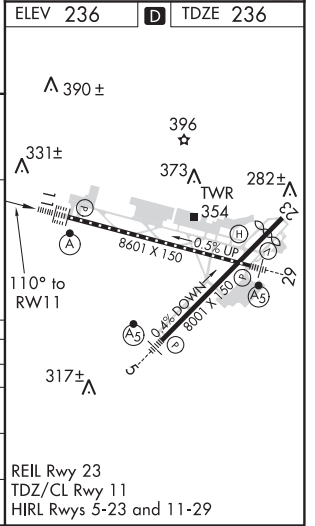
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

Procedure Turn NA	BAPNE	AGUVE	BEHRN 2 NM to RW11	3000	FABAG
	2500	2100	*920	↑	✧
	110°	110°	*1.4 NM to RW11	*LNAV Only	
GP 3.00°					
TCH 59'	6.1 NM	3.6 NM	0.6	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA		436/24	200 (200-½)		
LNAV/VNAV DA		744/60	508 (600-1¼)		
LNAV MDA	740/24	504 (600-½)	740/50	504 (600-1)	
CIRCLING	740-1	504 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)	



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwy 5-23 and 11-29

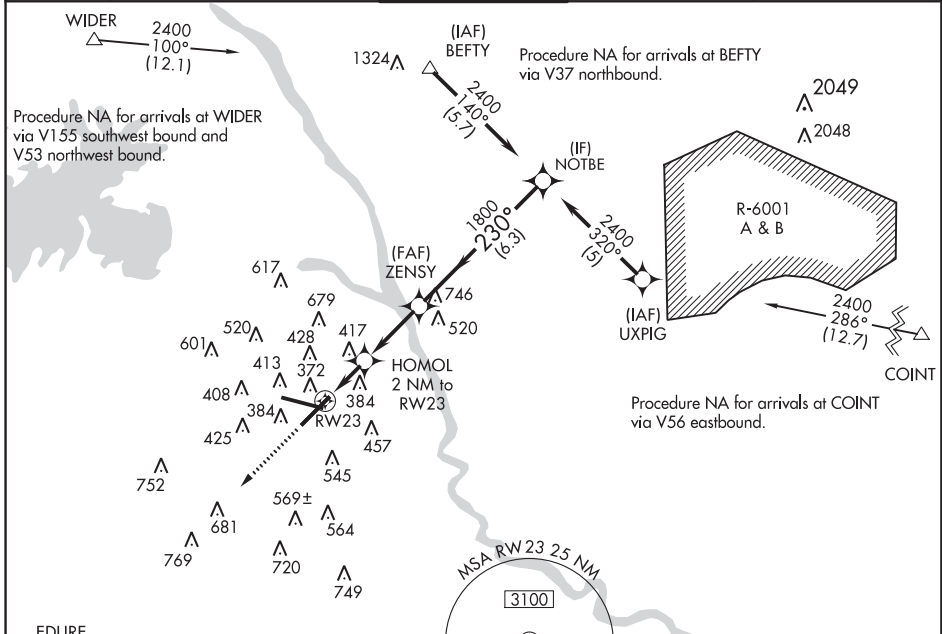
WAAS CH 40026 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	7001 213 236
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RNAV (GPS) RWY 23

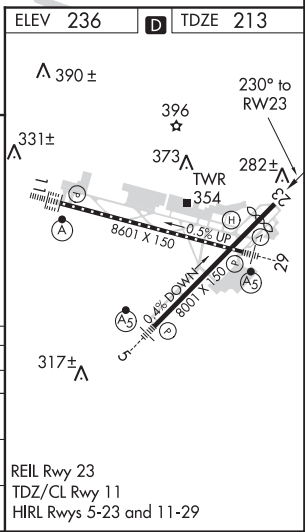
COLUMBIA METROPOLITAN (CAE)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2300 direct EDURE and hold.	
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ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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2300	EDURE	HOMOL 2 NM to RW23		NOTBE	Procedure Turn NA
*LNAV only		*1.3 NM to RW23		2400	
		900*	1800		GP 3.00° TCH 54
		1.3	0.7	2.8 NM	6.3 NM
CATEGORY	A	B	C	D	
LPV DA		503/50	290 (300-1)		
LNAV/VNAV DA		699-1¼	486 (500-1¼)		
LNAV MDA	680/50	467 (500-1)	680/60 467 (500-1¼)	680-1½ 467 (500-1½)	
CIRCLING	740-1	504 (600-1)	840-1¼ 604 (700-1¼)	880-2 644 (700-2)	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53414 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	8506 227 236
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RNAV (GPS) RWY 29

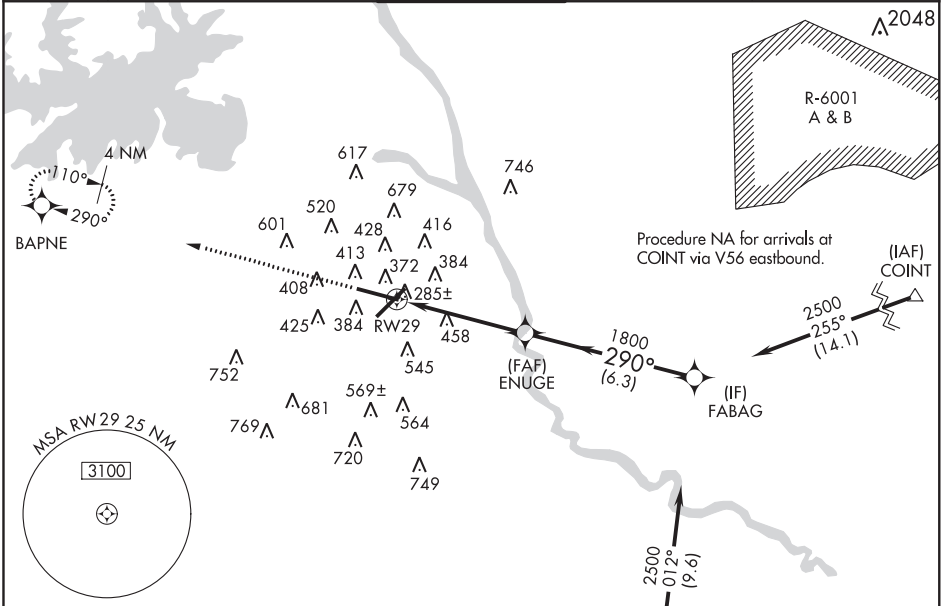
COLUMBIA METROPOLITAN (CAE)

ASR For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
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.

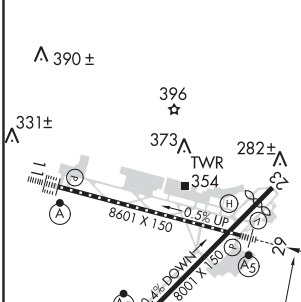
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

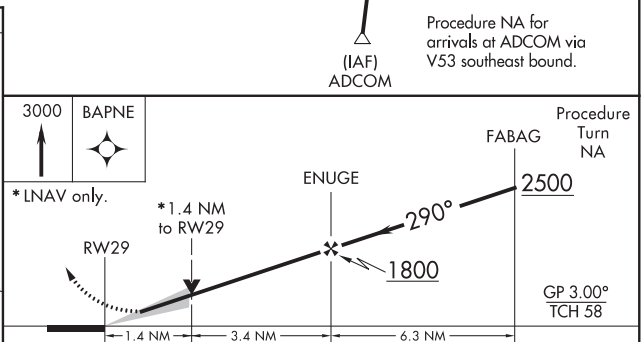
ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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ELEV 236	D	TDZE 227
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REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwy 5-23 and 11-29



CATEGORY	A	B	C	D
LPV DA	427/24 200 (200-½)			
LNAV/VNAV DA	544/24		317 (400-½)	
LNAV MDA	720/24		493 (500-½)	
CIRCLING	740-1		504 (600-1)	
			720/40	
			493 (500-¾)	
			840-1¾	
			604 (700-1¾)	
			544/40	
			317 (400-¾)	
			720/50	
			493 (500-1)	
			880-2	
			644 (700-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

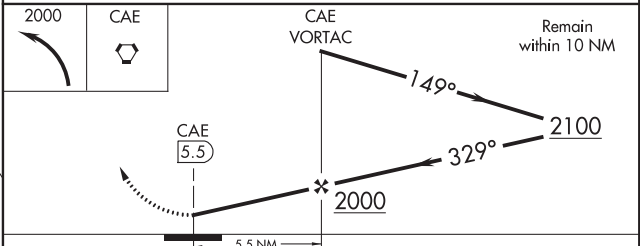
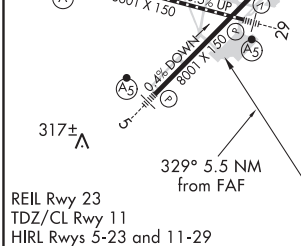
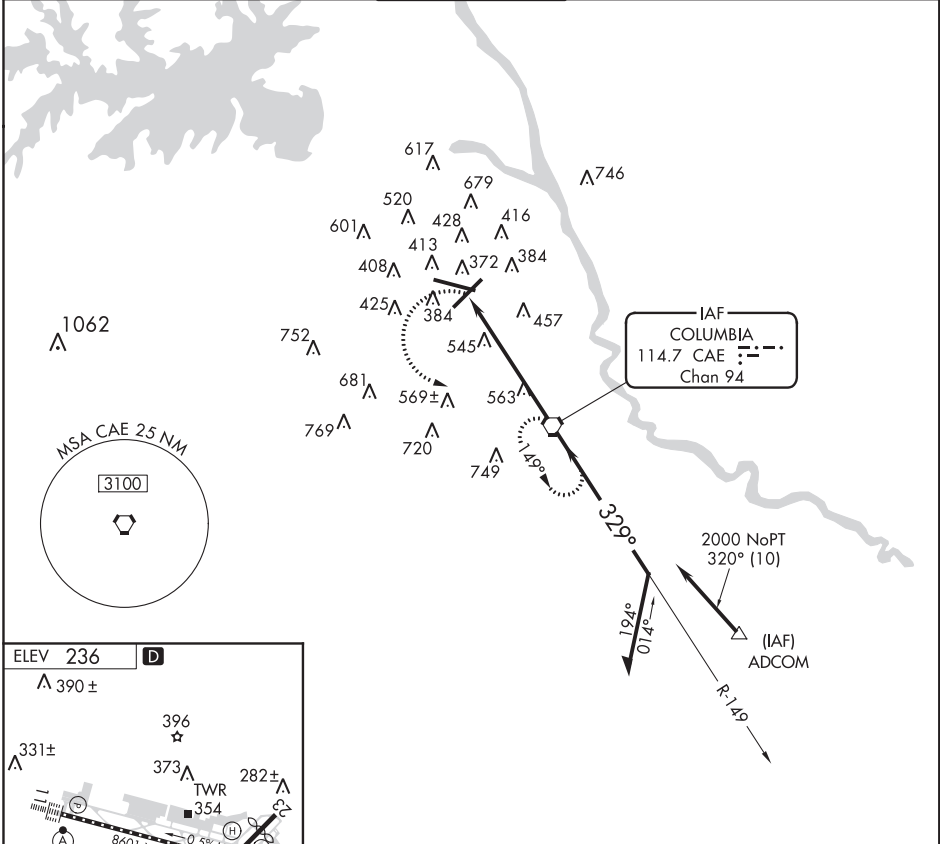
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CAE 114.7 Chan 94	APP CRS 329°	Rwy Idg TDZE Apt Elev	N/A N/A 236
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VOR-A
COLUMBIA METROPOLITAN (CAE)

ASR	MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.			
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ATIS 120.15	COLUMBIA APP CON 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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FAF to MAP 5.5 NM						
Knots	60	90	120	150	180	
Min:Sec	5:30	3:40	2:45	2:12	1:50	
CATEGORY	A		B		C	D
CIRCLING	820-1 584 (600-1)		840-1 3/4 604 (700-1 3/4)		880-2 644 (700-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

COLUMBIA METROPOLITAN (CAE)
COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

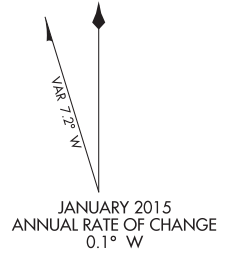
ATIS
120.15
COLUMBIA TOWER
119.5 257.8
GND CON
121.9 348.6
CLNC DEL
119.75

D

NON-MOVEMENT
AREA



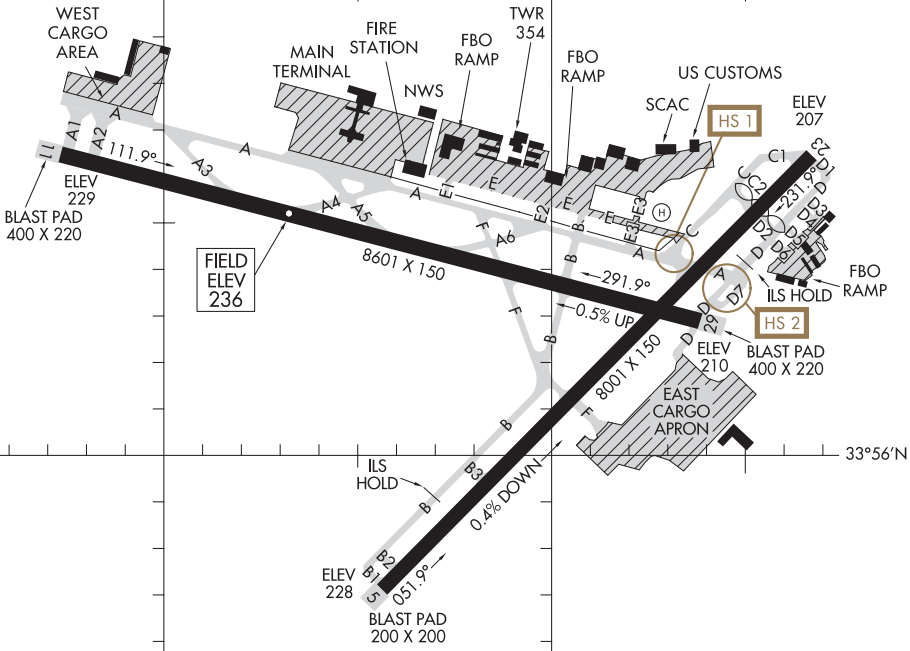
396



33°57'N

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



33°56'N

RWY 05-23
PCN 87 R/B/W/T
S-100, D-200, 2S-175, 2D-355,
2D/2D2-675

RWY 11-29
PCN 90 R/B/W/T
S-72, D-225, 2S-175, 2D-409,
2D/2D2-700

**CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.**

33°55'N

81°08'W

81°07'W

AIRPORT DIAGRAM

COLUMBIA, SOUTH CAROLINA
COLUMBIA METROPOLITAN (CAE)

APP CRS 311°	Rwy Idg 4599
	TDZE 190
	Apt Elev 194

GPS RWY 31

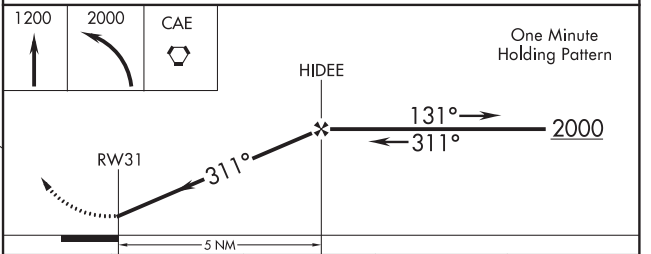
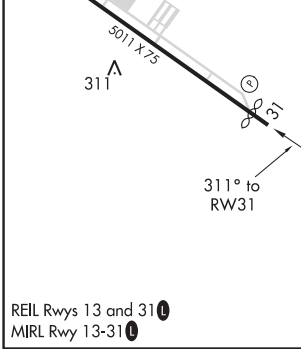
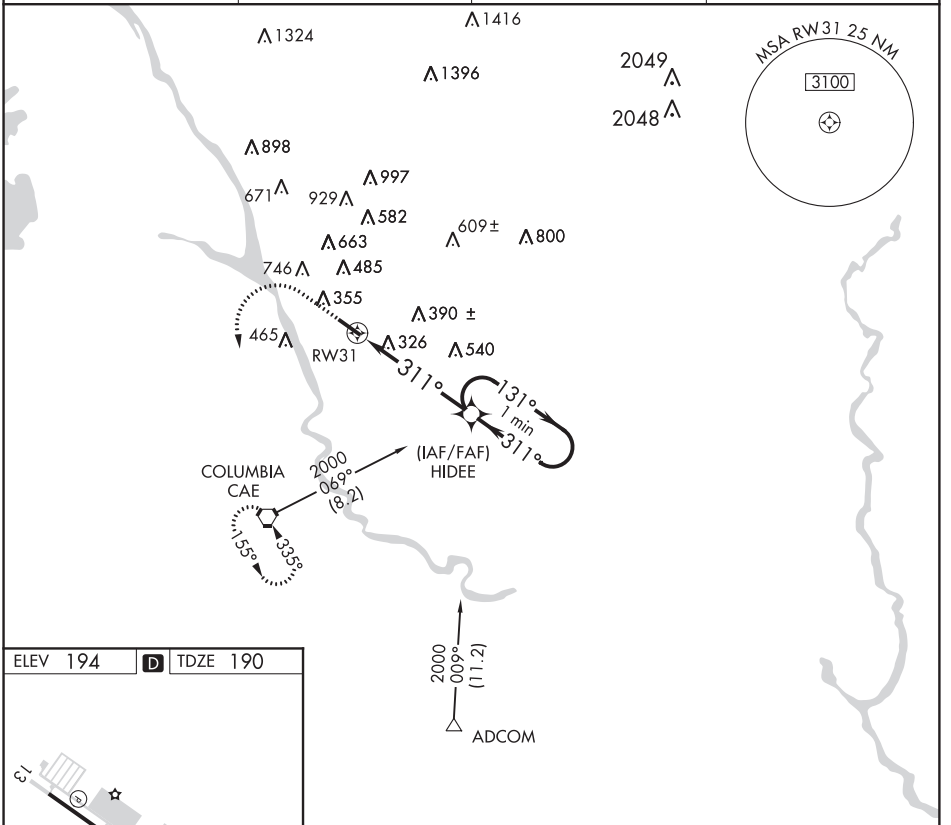
JIM HAMILTON L B OWENS (CUB)

⚠ NA
ASR

When local altimeter setting not received, use Columbia Metropolitan altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 13 NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS 119.675	COLUMBIA APP CON 133.4	CLNC DEL 124.4	UNICOM 122.8 (CTAF) ⓪
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CATEGORY	A	B	C	D
S-31	680-1	490 (500-1)	680-1¼ 490 (500-1¼)	680-1½ 490 (500-1½)
CIRCLING	NA			

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

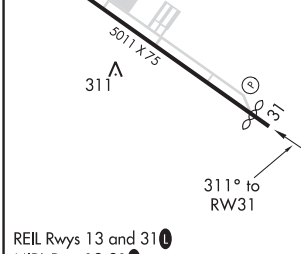
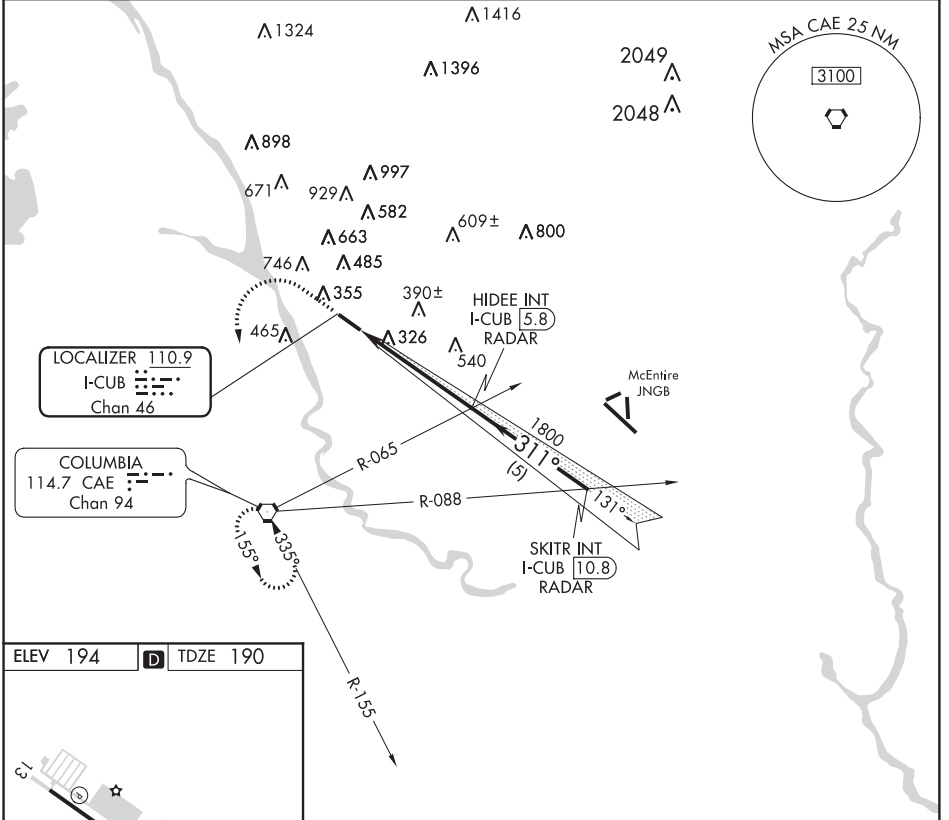
LOC/DME I-CUB 110.9 Chan 46	APP CRS 311°	Rwy Idg 4599 TDZE 190 Apt Elev 194
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LOC RWY 31
JIM HAMILTON L B OWENS (CUB)

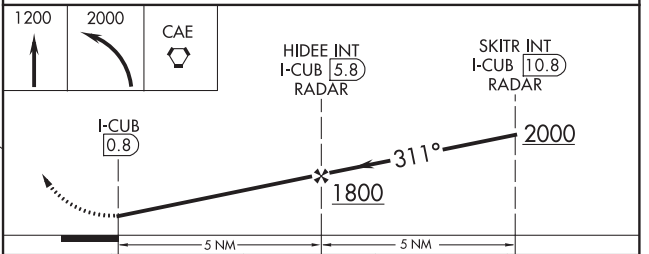
⚠ When local altimeter setting not received, use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
ASR RADAR REQUIRED.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS 119.675	COLUMBIA APP CON 133.4	CLNC DEL 124.4	UNICOM 122.8 (CTAF) 📻
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ELEV 194	D	TDZE 190			
REL Rws 13 and 31 📻 MIRL Rwy 13-31 📻					
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-31	660-1	470 (500-1)	660-1¼ 470 (500-1¼)	660-1½ 470 (500-1½)
CIRCLING	NA			

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

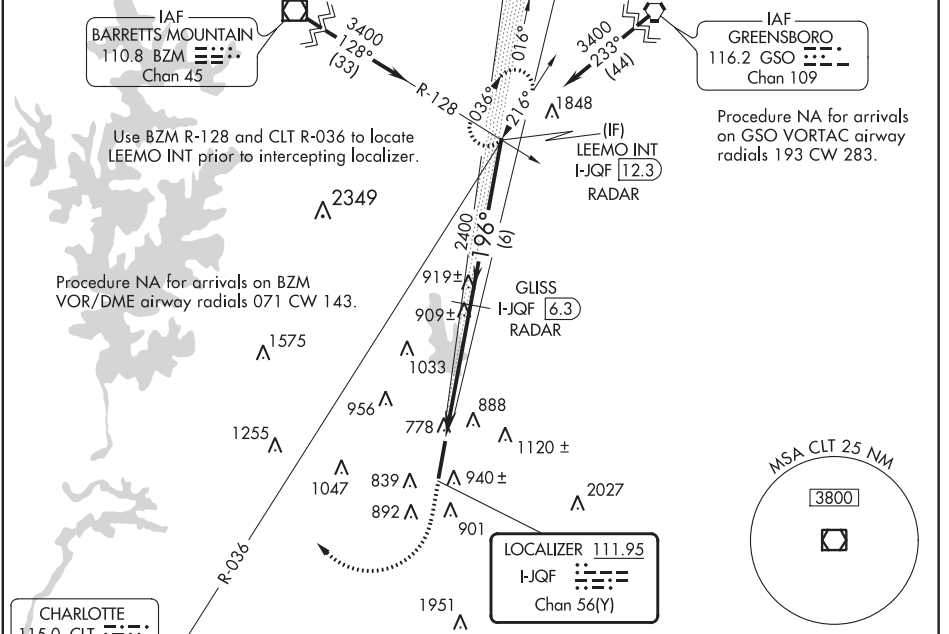
LOC/DME I-JQF 111.95 Chan 56 (Y)	APP CRS 196°	Rwy Idg 6350
		TDZE 705
		Apt Elev 705

ILS or LOC RWY 20

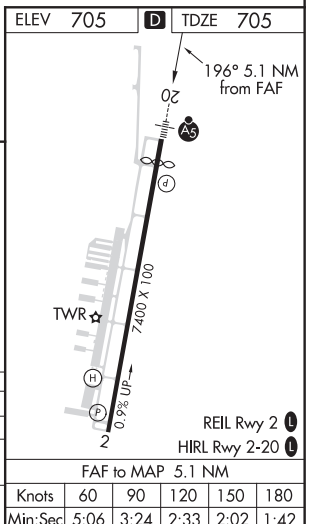
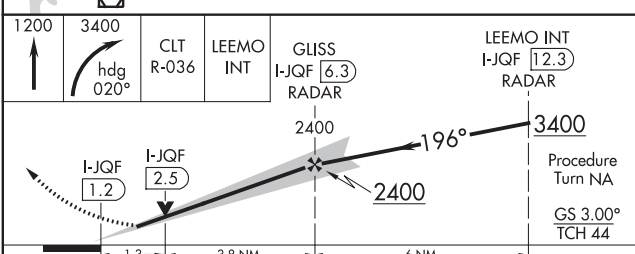
CONCORD RGNL (JQF)

<p>⚠ If local altimeter setting not received, use Charlotte altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Charlotte altimeter setting. Radar or DME Required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 via heading 020° and CLT R-036 to LEEMO INT/I-JQF 12.3 DME and hold.</p>
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ATIS 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
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ELEV 705	TDZE 705
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CATEGORY	A	B	C	D
S-ILS 20	905-1/2 200 (200-1/2)			
S-LOC 20	1160-1/2 455 (500-1/2)	1160-3/4 455 (500-3/4)	1160-1 455 (500-1)	
CIRCLING	1300-1 595 (600-1)	1300-1/2 595 (600-1/2)	1480-2 1/2 775 (800-2 1/2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CONCORD, NORTH CAROLINA

AL-9155 (FAA)

16203

WAAS CH 93903 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	7400 667 705
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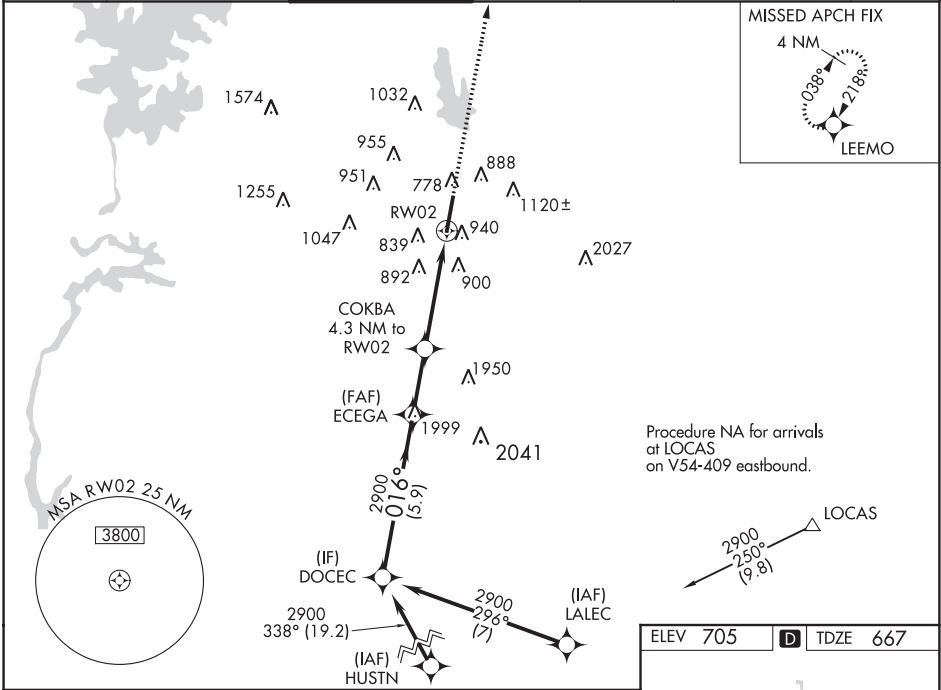
RNAV (GPS) RWY 2

CONCORD RGNL (JQF)

⚠ 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 Charlotte altimeter setting and increase all LPV DA to 1029 feet and LNAV/VNAV DA to 1263 feet and all MDA 60 feet and increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cat C and D ½ mile and Circling visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Charlotte altimeter setting.

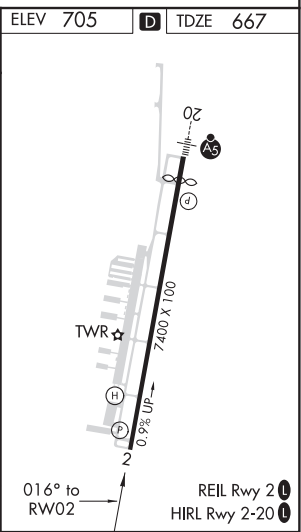
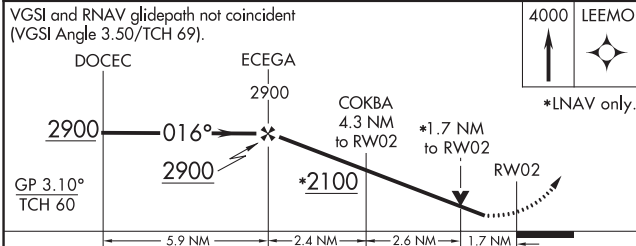
MISSED APPROACH:
Climb to 4000 direct LEEMO and hold, continue climb-in-hold to 4000.

ATIS 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER * 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CONCORD, NORTH CAROLINA
Amdt 1 10DEC15

35°23'N-80°43'W

CONCORD RGNL (JQF) RNAV (GPS) RWY 2

WAAS CH 56499 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	6350 705 705
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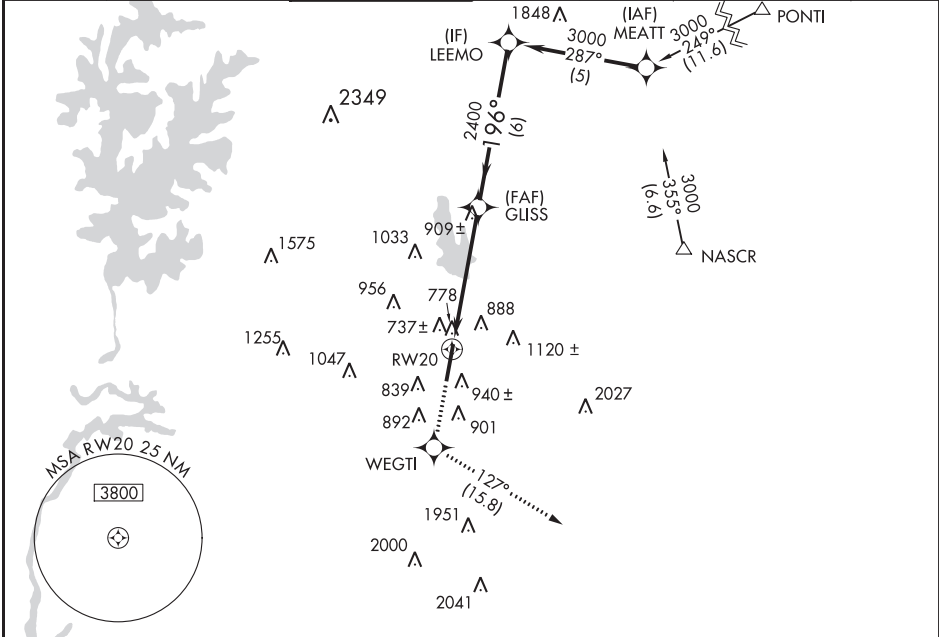
RNAV (GPS) RWY 20

CONCORD RGNL (JQF)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility to 1. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

MALSR MISSED APPROACH: Climb to 3000 direct WEGTI and via 127° track to LOCAS and hold.

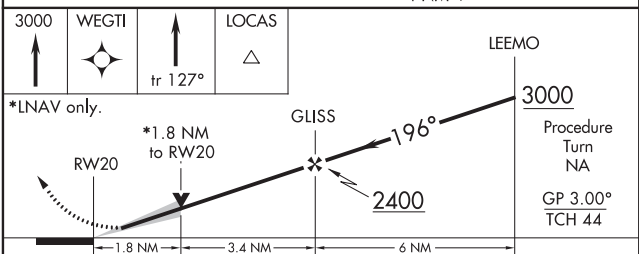
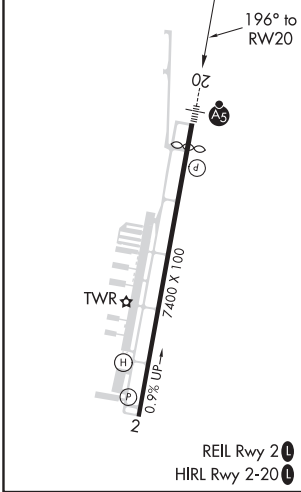
ATIS 133.675	CHARLOTTE APP CON 128.32 307.8	CONCORD TOWER * 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CHARLOTTE CLNC DEL 127.25 (when tower closed)	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 705	D	TDZE 705
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CATEGORY	A	B	C	D
LPV DA		955-1/2	250 (300-1/2)	
LNAV/VNAV DA		1222-1 1/4	517 (600-1 1/4)	
LNAV MDA	1300-1/2	595 (600-1/2)	1300-1 595 (600-1)	1300-1 1/4 595 (600-1 1/4)
CIRCLING		1300-1 3/4	595 (600-1 3/4)	1480-2 1/2 775 (800-2 1/2)

AIRPORT DIAGRAM

AL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

ATIS ★
 133.675
 CONCORD TOWER ★
 134.65
 GND CON
 121.85
 CLNC DEL
 118.55
 CHARLOTTE CLNC DEL
 127.25 (When Tower Closed)

D

35°24.0'N

VAR 1.7° W
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

FIELD ELEV 705

35°23.5'N

RWY 02-20
 PCN 37 F/C/X/T
 D-129

TWR
 GENERAL AVIATION TERMINAL

PASSENGER TERMINAL

35°23.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°43.0'W

80°42.5'W

80°42.0'W

2
 ELEV 640

0.9% UP

018.2°

7400 X 100

SE-2, 10 NOV 2016 to 05 JAN 2017

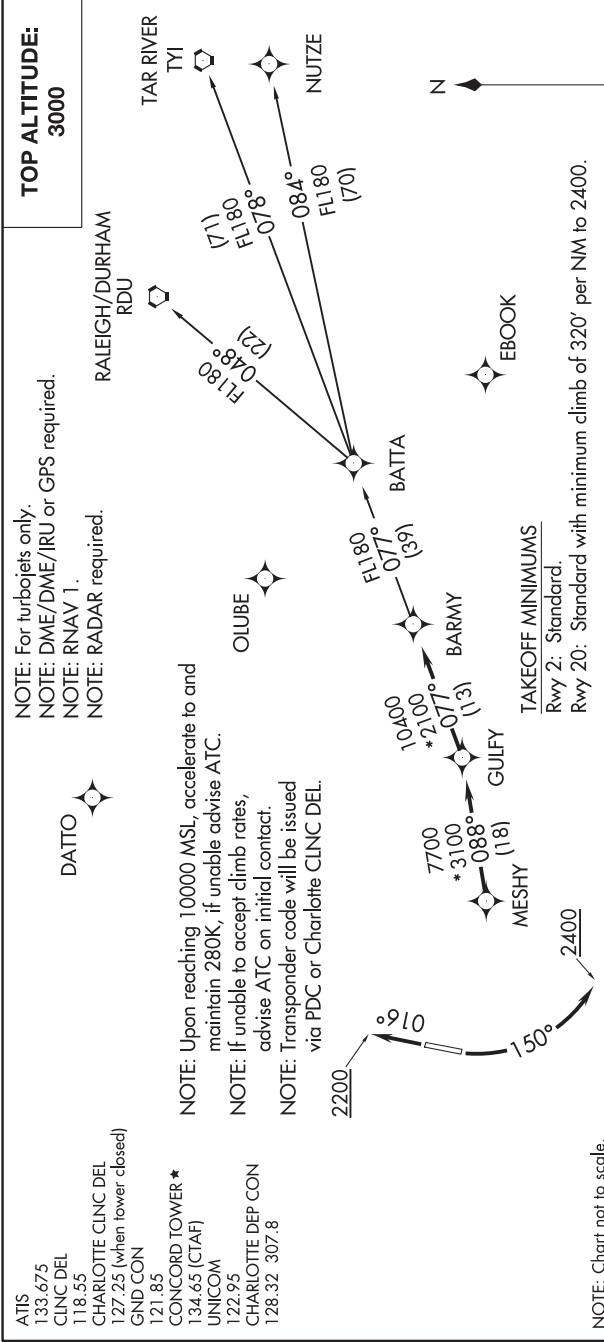
SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



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

- ATIS 133.675
- CINC DEL 118.55
- CHARLOTTE CINC DEL 127.25 (when tower closed)
- GND CON 121.85
- CONCORD TOWER * 134.65 (CTAF)
- UNICOM 122.95
- CHARLOTTE DEP CON 128.32 307.8

- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CINC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
- Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence...
- TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence... on heading assigned by ATC, expect RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000. Expect filed altitude within 10 minutes after departure.

- NUTIZE TRANSITION (BARMY1.NUTIZE)
- RALEIGH/DURHAM TRANSITION (BARMY1.RDU)
- TAR RIVER TRANSITION (BARMY1.TVI)

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16203

SL-9155 (FAA)

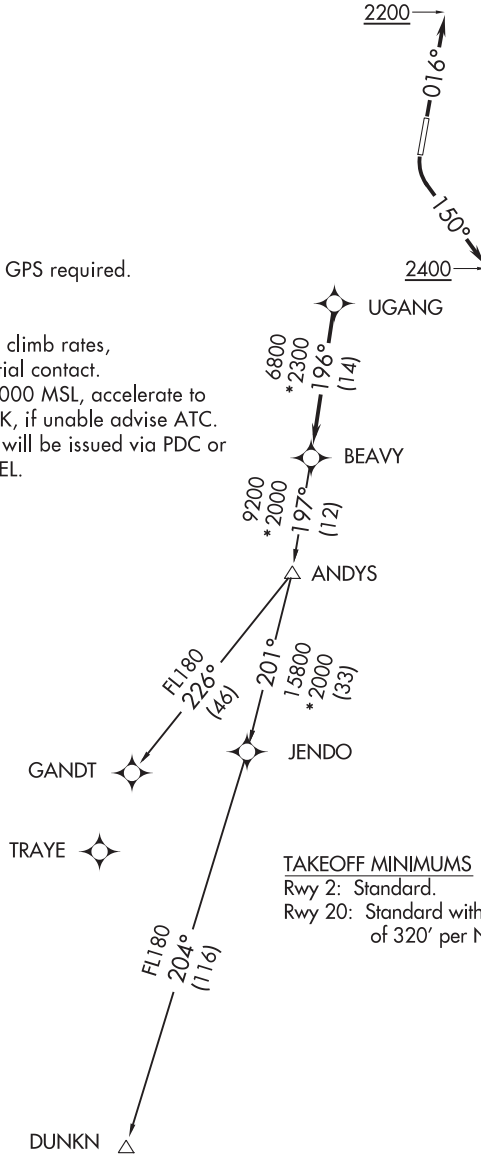
CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

BEAVY ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS
 133.675
 CLNC DEL
 118.55
 CHARLOTTE CLNC DEL
 127.25 (when tower closed)
 GND CON
 121.85
 CONCORD TOWER ★
 134.65 (CTAF)
 UNICOM
 122.95
 CHARLOTTE DEP CON
 128.32 307.8

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS

Rwy 2: Standard.
 Rwy 20: Standard with minimum climb of 320' per NM to 2400.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAVY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence

. . . . on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

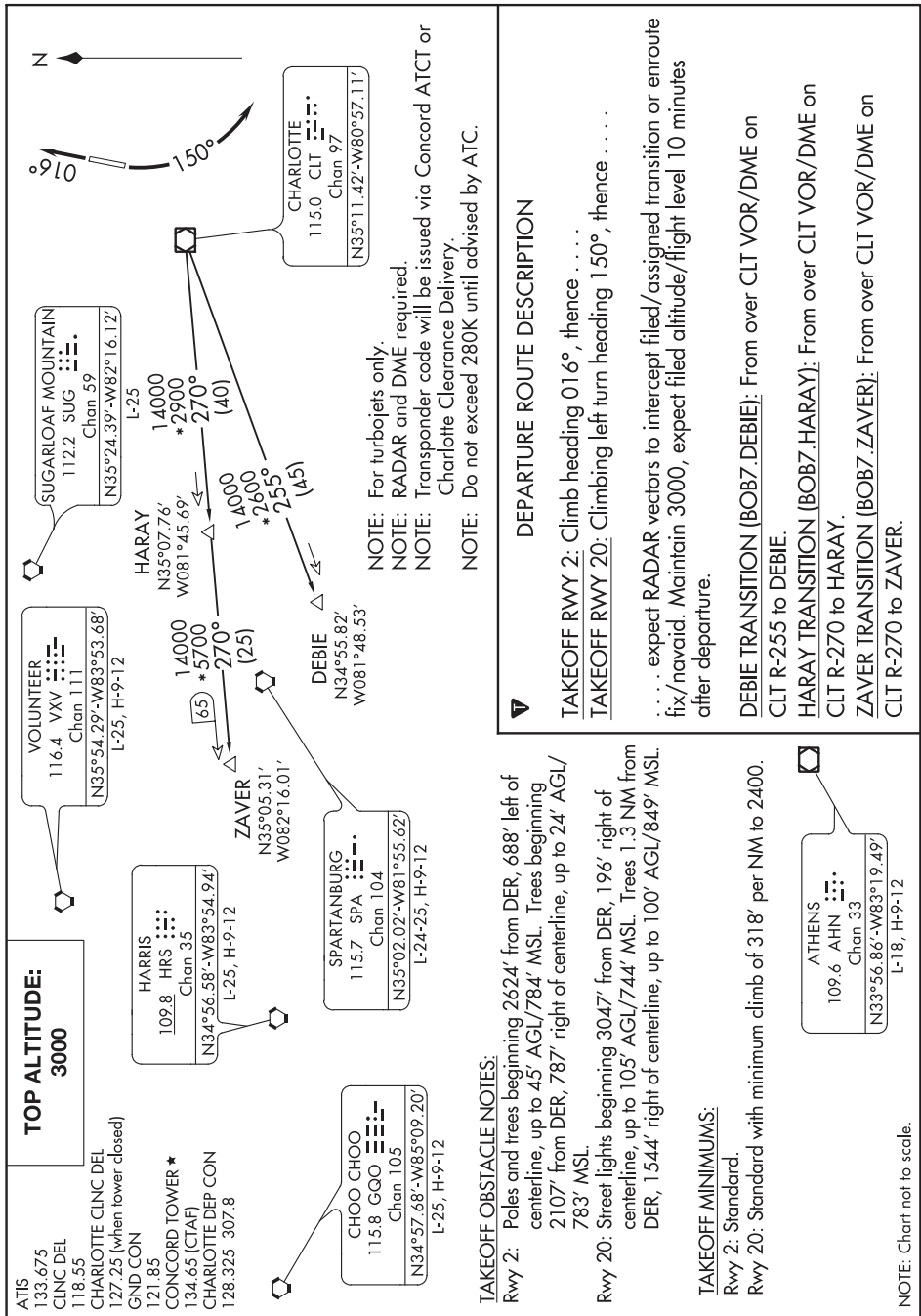
- Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
- Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

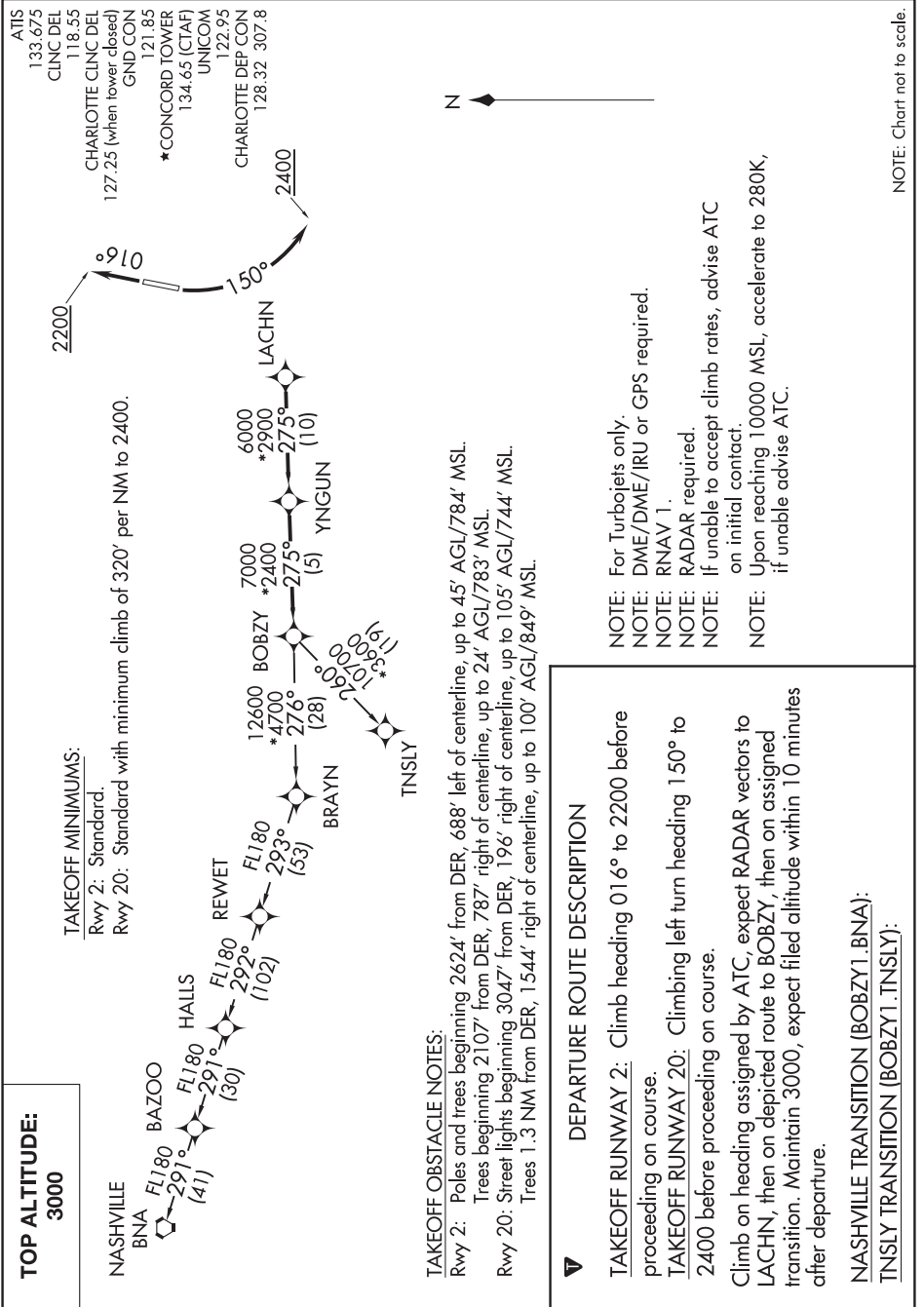


SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1. ESTRR) 15232

ESTRR ONE DEPARTURE (RNAV) SL-9155 (FAA)

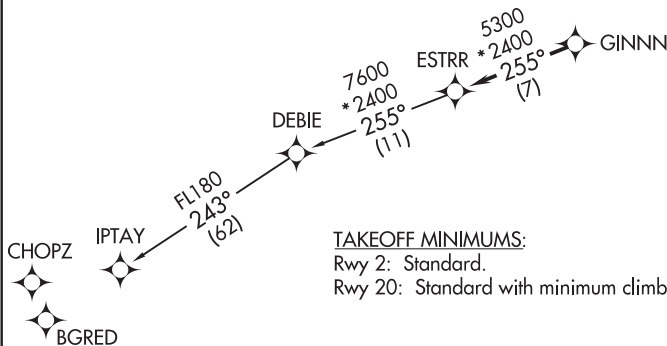
CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

ATIS
133.675
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (when tower closed)
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.32 307.8

NOTE: Chart not to scale.

**TOP ALTITUDE:
3000**

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



TAKEOFF MINIMUMS:

Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320' per NM to 2400.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200 before proceeding on course.
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400 before proceeding on course.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)

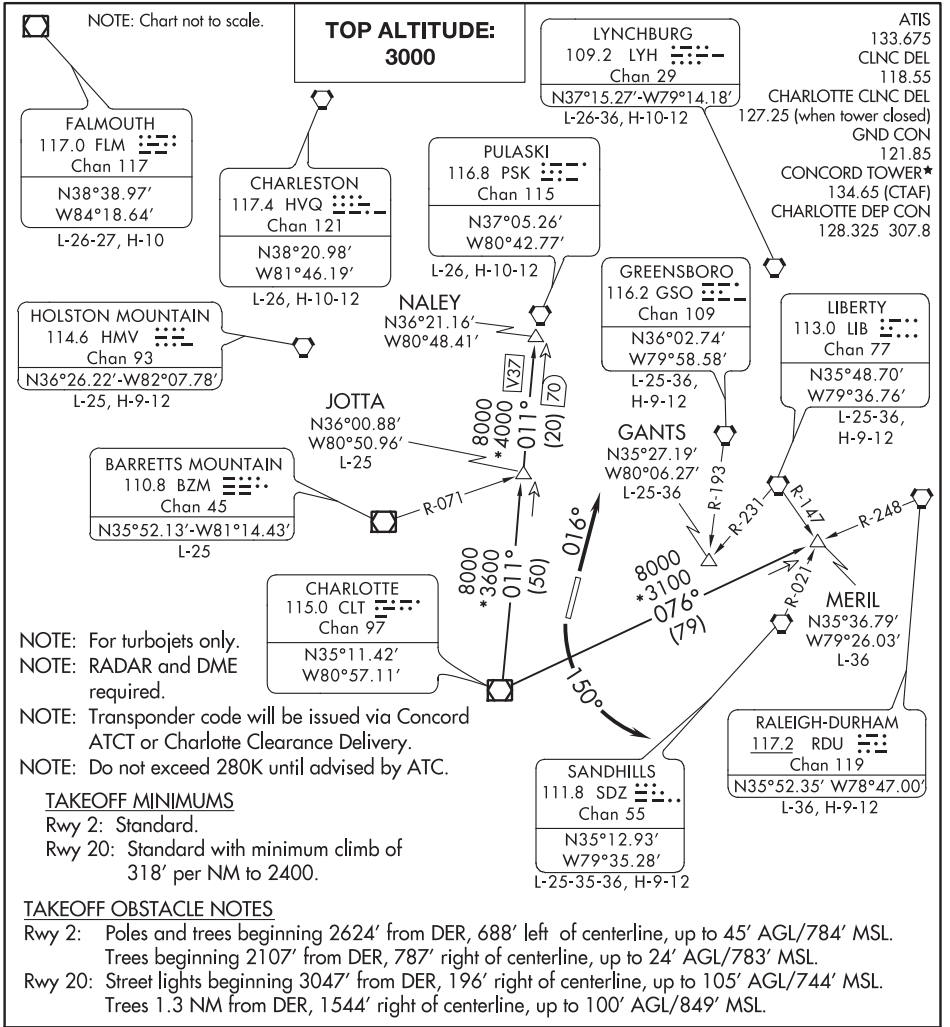
(ESTRR1. ESTRR) 15232

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence

TAKEOFF RUNWAY 20: Climbing left turn heading 150°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

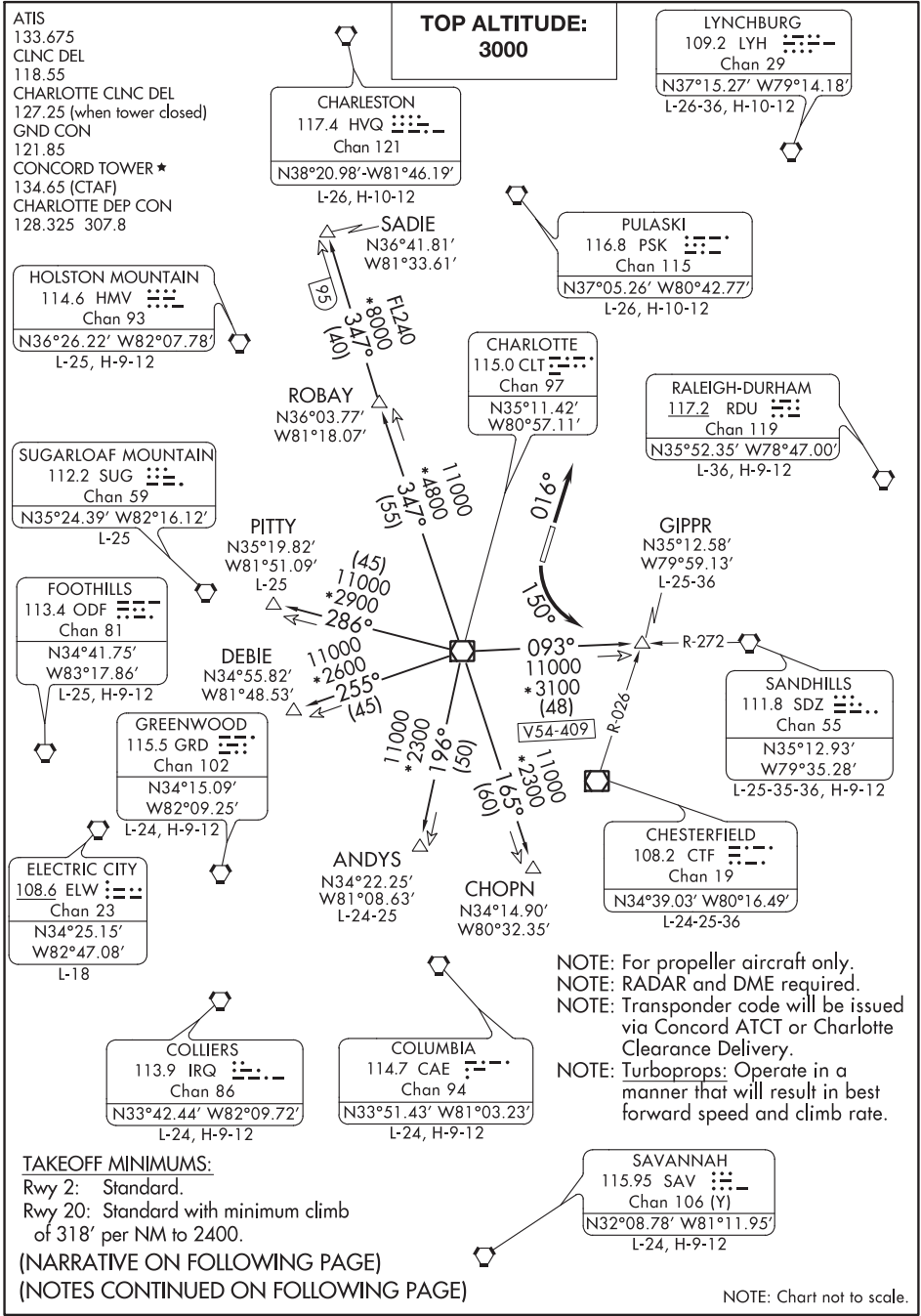
HORNET EIGHT DEPARTURE

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

(HUG3.HUG) 15176

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.
- DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.
- PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.
- ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.
- SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
- Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

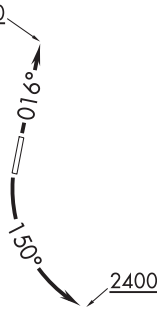
ICONS ONE DEPARTURE (RNAV)

ATIS
133.675
CHARLOTTE CLNC DEL
118.55
GND CON
121.85
CONCORD TOWER
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.32 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS

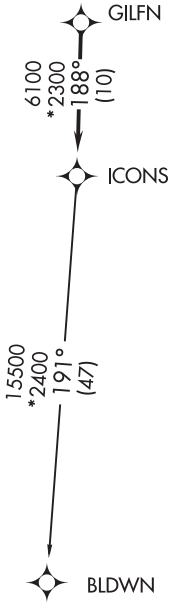
Rwy 2: Standard.
Rwy 20: Standard with minimum climb
of 320' per NM to 2400.



TAKEOFF OBSTACLE NOTES

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence

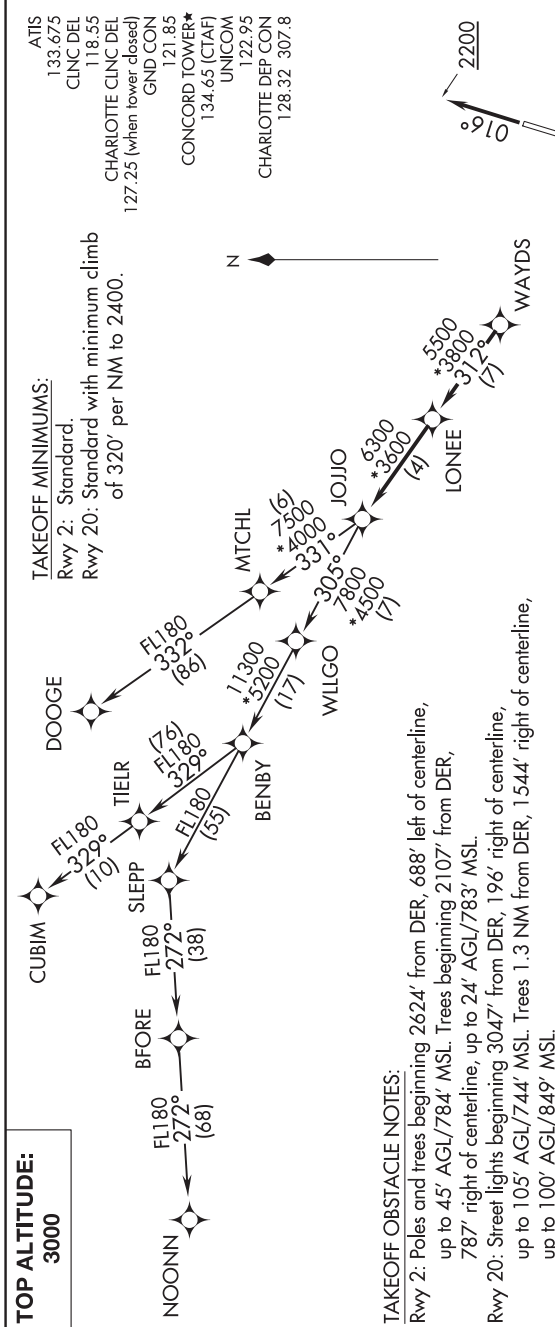
. . . .on heading as assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transitions. Maintain 3000, expect filed altitude within 10 minutes after departure.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JOJJO ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

JOJJO ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
 Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
 Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
 Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

TAKEOFF MINIMUMS

Rwy 2: Standard.
 Rwy 20: Standard with minimum climb of 320' per NM to 2400.

ATIS 133.675
 CLNC DEL 118.55
 CHARLOTTE CLNC DEL 127.25 (when tower closed)
 GND CON 121.85
 CONCORD TOWER * 134.65 (CTAF)
 UNICOM 122.95
 CHARLOTTE DEP CON 128.32 307.8

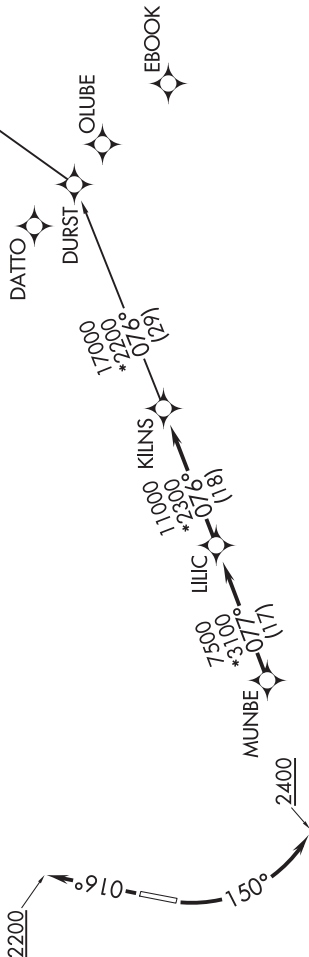
**TOP ALTITUDE:
3000**



AUDII



N



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence

. . . . on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1 .KILNS)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

KRITR TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

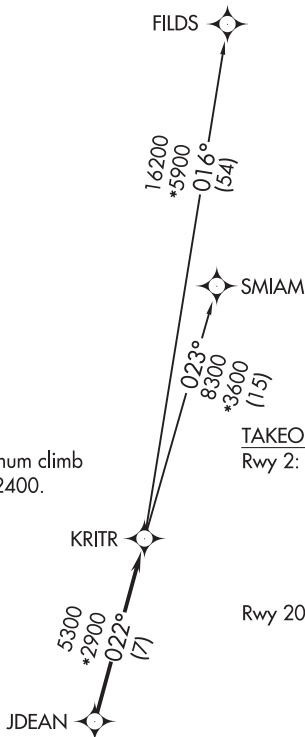
ATIS
133.675
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (when tower closed)
GND CON
121.85
CONCORD TOWER *
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS

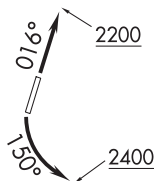
Rwy 2: Standard.
Rwy 20: Standard with minimum climb
of 320' per NM to 2400.

TAKEOFF OBSTACLE NOTES

Rwy 2: Poles and trees beginning 2624'
from DER, 688' left of centerline,
up to 45' AGL/784' MSL.
Trees beginning 2107' from DER,
787' right of centerline, up to
24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from
DER, 196' right of centerline, up to
105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right
of centerline, up to
100' AGL/849' MSL.



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates,
advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL,
accelerate to and maintain 280K,
if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence . . .

. . . on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)
SMIAM TRANSITION (KRITR2.SMIAM)

KRITR TWO DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

ATIS
 133.675
 CLNC DEL
 118.55 127.25
 CHARLOTTE CLNC DEL
 127.25 (when tower closed)
 GND CON
 121.85
 CONCORD TOWER ★
 134.65 (CTAF)
 UNICOM
 122.95
 CHARLOTTE DEP CON
 128.32 307.8

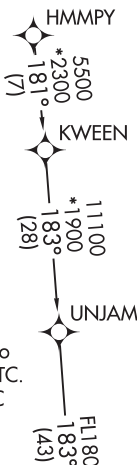


**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS

Rwy 2: Standard.
 Rwy 20: Standard with minimum climb of 320' per NM to 2400.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF OBSTACLE NOTES

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
 Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
 Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
 Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence . . .
 . . . on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition.
 Maintain 3000, expect filed altitude within 10 minutes after departure.
PITRW TRANSITION (KWEEN1.PITRW)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(LILLS8.LILLS) 16147

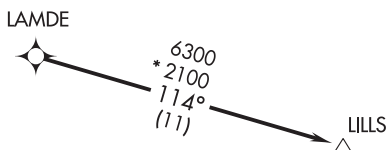
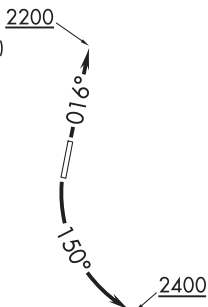
SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS
133.675
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (when tower closed)
GND CON
121.85
CONCORD TOWER *
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.32 307.8



TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: Standard with minimum climb of 320' per NM to 2400.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence

. . . . on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000.

Expect clearance to filled altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

ATIS
133.675
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (when tower closed)
GND CON
121.85
CONCORD TOWER *
134.65 (CTAF)
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE:
3000**

SANDHILLS
111.8 SDZ
Chan 55

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

ANDYS
N34°22.25'
W81°08.63'
L-24-25

COLLIERS
113.9 IRQ
Chan 86

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

BUCKL
N34°31.50'
W80°52.89'

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

TREAL
N33°04.18'
W81°26.46'

NOTE: For Turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.
NOTE: Do not exceed 280K until advised by ATC.

DUNKN
N31°58.70'
W81°57.93'

SAVANNAH
115.95 SAV
Chan 106(Y)

TAKEOFF MINIMUMS

Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 318' per NM to 2400.

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24, H-8-12

CRAIG
114.5 CRG
Chan 92

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

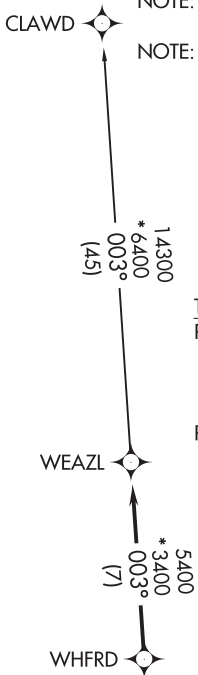
SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)

TOP ALTITUDE:
3000

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

- ATIS 133.675
- CLNC DEL 118.55
- CHARLOTTE CLNC DEL 127.25 (when tower closed)
- GND CON 121.85
- CONCORD TOWER * 134.65 (CTAF)
- UNICOM 122.95
- CHARLOTTE DEP CON 128.32 307.8

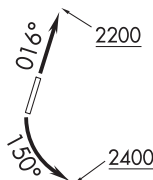


TAKEOFF OBSTACLE NOTES

- Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
- Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

TAKEOFF MINIMUMS

- Rwy 2: Standard.
- Rwy 20: Standard with minimum climb of 320' per NM to 2400.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 016° to 2200 before proceeding on course.
- TAKEOFF RWY 20: Climbing left turn heading 150° to 2400 before proceeding on course.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

WAAS CH 56524 W04A	APP CRS 040°	Rwy Idg 4401 TDZE 34 Apt Elev 35
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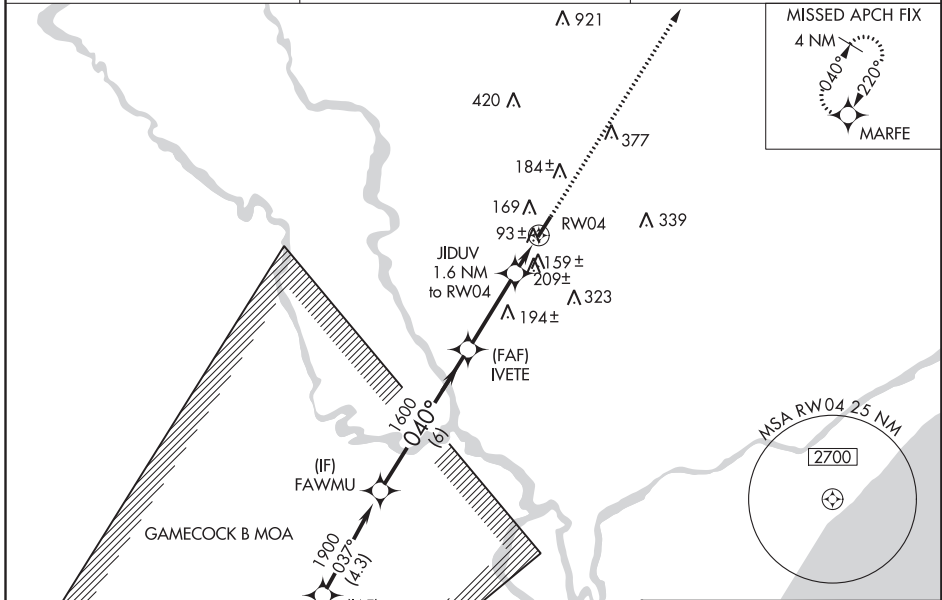
RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

⚠ Baro-VNAV NA when using Myrtle Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/8 mile. When VGSI inop, Straight-In minimums NA at night. When VGSI inop, Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

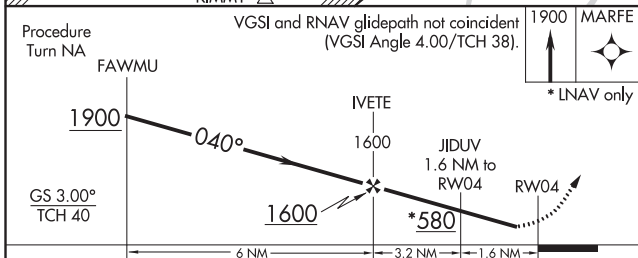
AWOS-3 119.525	MYRTLE BEACH APP CON★ 127.4 257.95	UNICOM 122.7 (CTAF)
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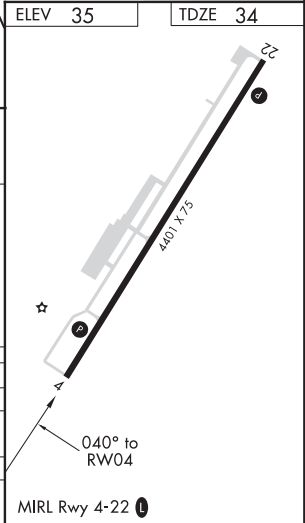
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 35	TDZE 34
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CATEGORY	A	B	C	D
LPV DA	315-1		281 (300-1)	
LNAV/DA VNAV	525-1¾		491 (500-1¾)	
LNAV MDA	460-1	426 (500-1)	460-1¼	426 (500-1¼)
CIRCLING	520-1	485 (500-1)	520-1½	600-2 565 (600-2)



WAAS CH 90424 W22A	APP CRS 220°	Rwy Idg 4401 TDZE 35 Apt Elev 35
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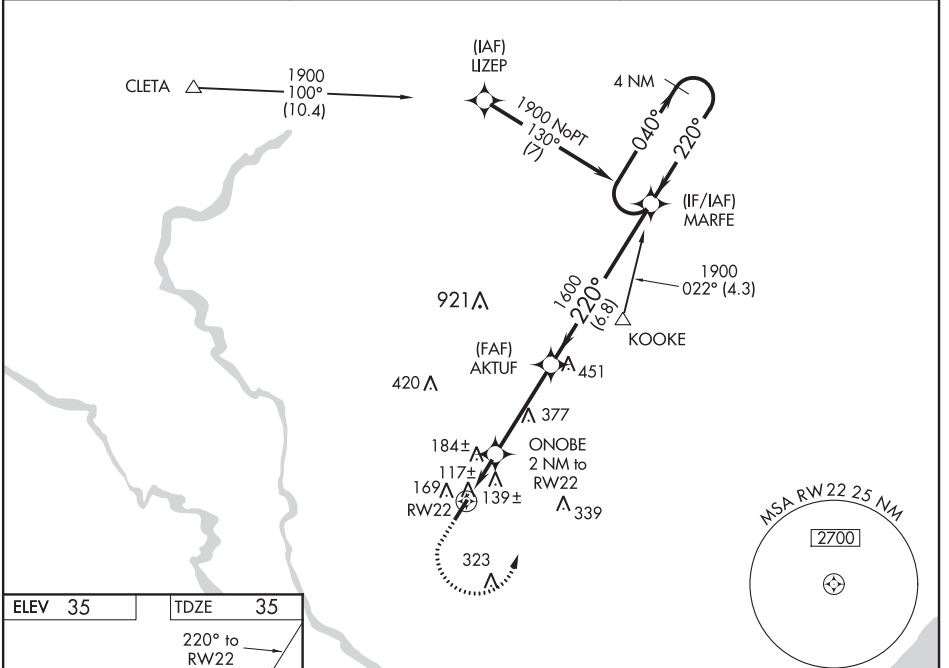
RNAV (GPS) RWY 22

CONWAY-HORRY COUNTY (HYW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C and D visibility 1/4 mile. Baro-VNAV NA when using Myrtle Beach altimeter setting. When VGSi inop, Straight-in/Circling Rwy 22 procedure NA at night.

⚠ MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct MARFE and hold.

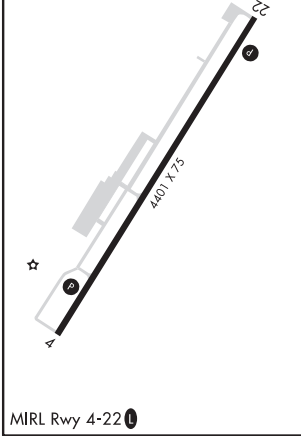
AWOS-3 119.525	MYRTLE BEACH APP CON★ 127.4 257.95	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 35	TDZE 35
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500	1900	MARFE	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 43).	4 NM Holding Pattern
*LNAV only.		ONOBE 2 NM to RW22	AKTUF 1600	MARFE 1900
RW22 700*		2 NM	3.7 NM	6.8 NM
220° to RW22	040°	220°	040°	1900
				GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA		285-1	250 (300-1)	
LNAV/VNAV DA		438-1 3/8	403 (500-1 3/8)	
LNAV MDA	440-1	405 (500-1)	440-1 1/8	405 (500-1 1/8)
CIRCLING	520-1	485 (500-1)	520-1 1/2	600-2
			485 (500-1 1/2)	565 (600-2)

NDB HYW	APP CRS	Rwy Idg	4401
370	028°	TDZE	34
		Apt Elev	35

NDB RWY 4

CONWAY-HORRY COUNTY (HYW)

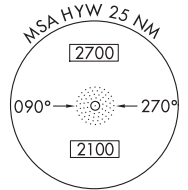
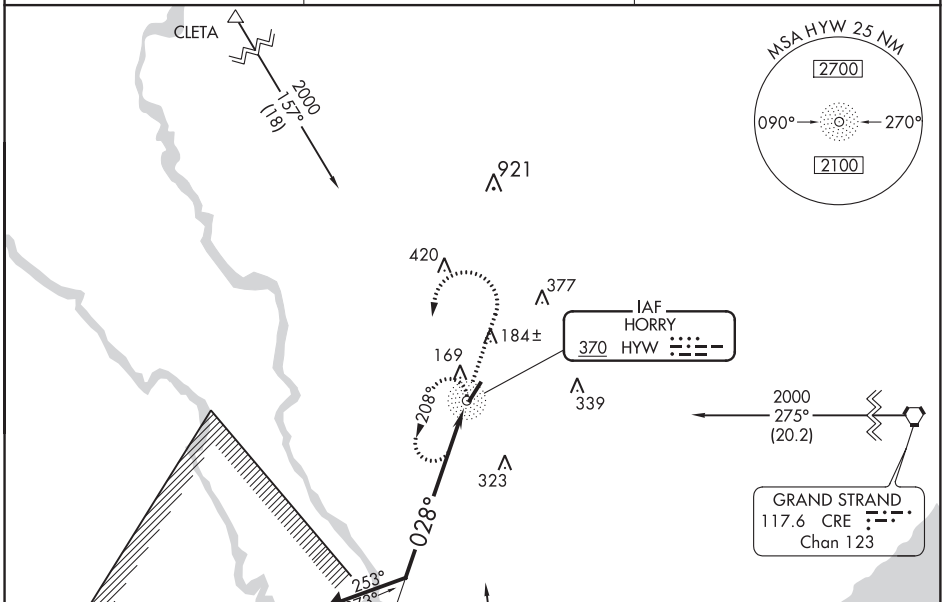
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet.
⚠ NA When VGSi inop, Straight-In minimums NA at night. When VGSi inop, Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct HYW NDB and hold.

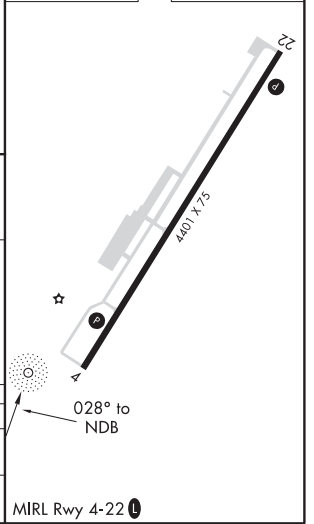
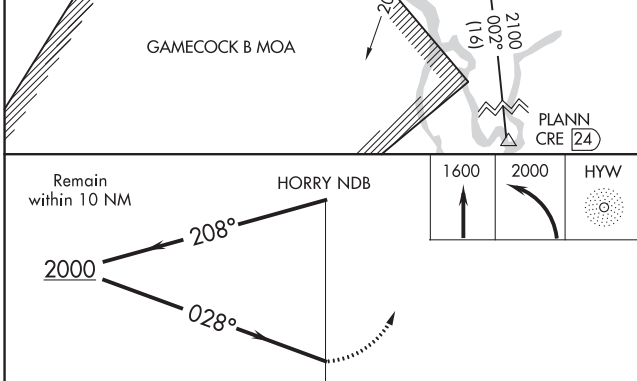
AWOS-3
119.525

MYRTLE BEACH APP CON★
127.4 257.95

UNICOM
122.7 (CTAF) 0



ELEV	35	TDZE	34
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CATEGORY	A	B	C	D
S-4	620-1 586 (600-1)		620-1¾ 586 (600-1¾)	
CIRCLING	620-1 585 (600-1)		620-1¾ 585 (600-1¾)	620-2 585 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CONWAY, SOUTH CAROLINA

AL-6274 (FAA)

14345

NDB HYW 370	APP CRS 224°	Rwy Idg 4401
		TDZE 35
		Apt Elev 35

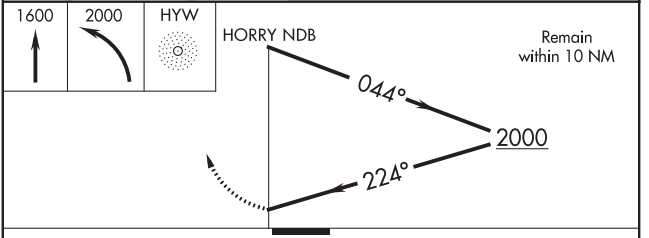
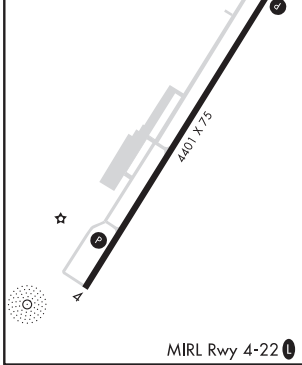
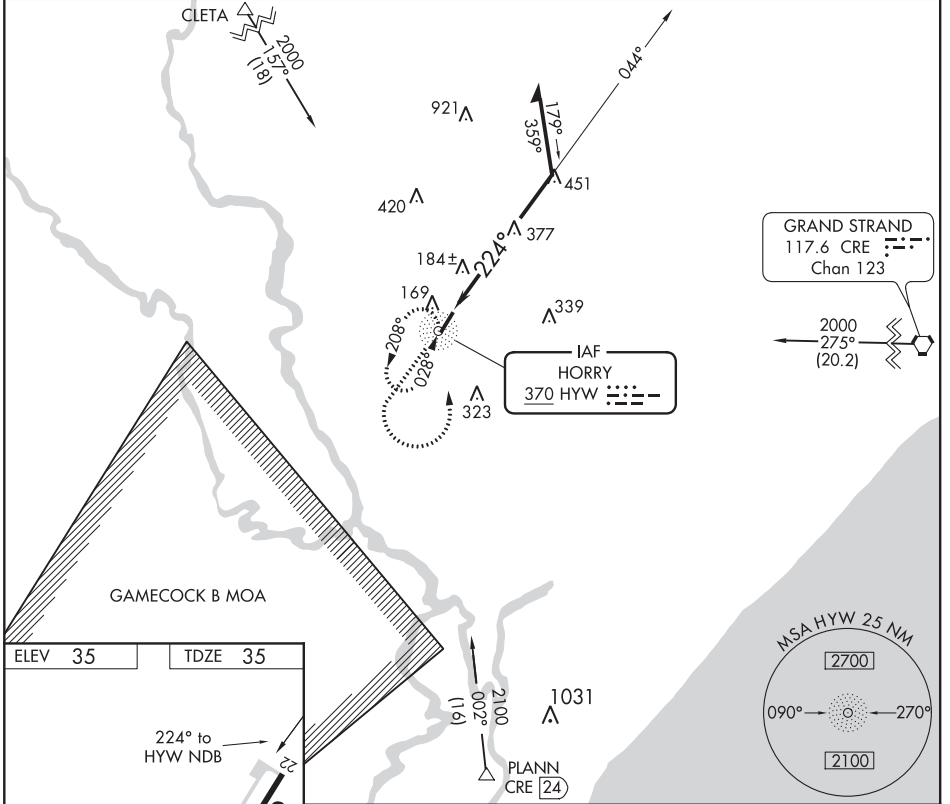
NDB RWY 22

CONWAY-HORRY COUNTY (HYW)

⚠ When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA. When **⚠** NA VGSi inop, Straight-in/Circling Rwy 22 procedure NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3 119.525	MYRTLE BEACH APP CON★ 127.4 257.95	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-22	860-1 825 (900-1)	860-1¼ 825 (900-1¼)	860-2½	825 (900-2½)
CIRCLING	860-1¼ 825 (900-1¼)		860-2½ 825 (900-2½)	860-2¾ 825 (900-2¾)

CONWAY, SOUTH CAROLINA
Amdt 1A 11DEC14

33°50'N-79°07'W

CONWAY-HORRY COUNTY (HYW)
NDB RWY 22

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49008 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5500 18 18
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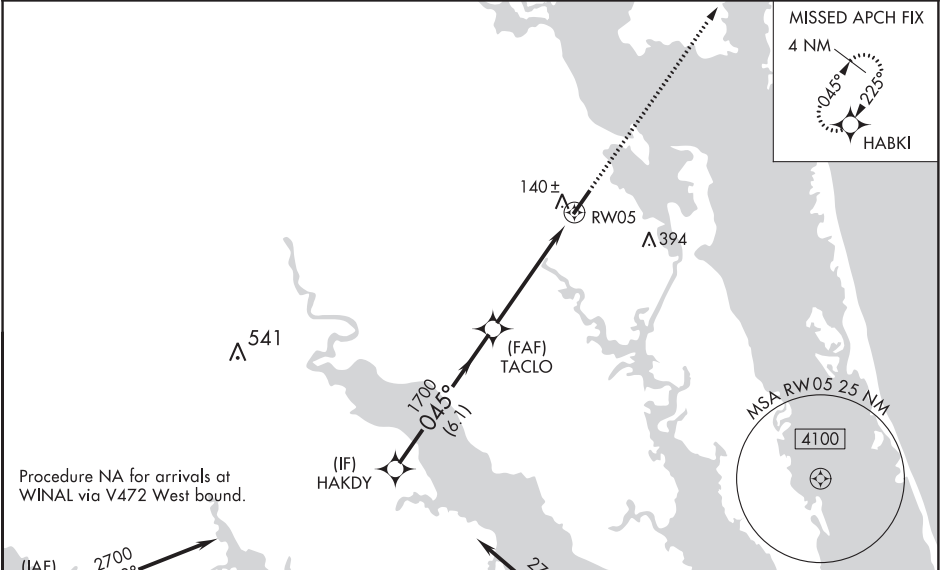
RNAV (GPS) RWY 5

CURRITUCK COUNTY RGNL (ONX)

▼ Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct HABKI and hold.

AWOS-3 119.775	OCEANA APP CON 123.9 266.8	CTAF 122.90
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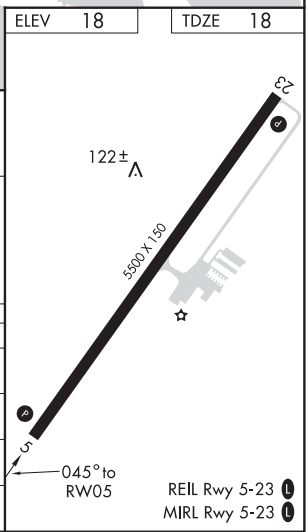
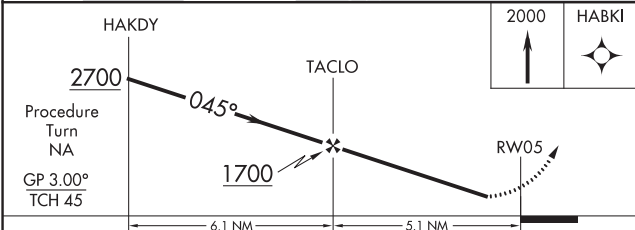
Procedure NA for arrivals at WINAL via V472 West bound.



Procedure NA for arrivals at OCSIP via V266 Southeast bound.



ELEV 18	TDZE 18
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CATEGORY	A	B	C	D
LPV DA		343-1¼	325 (400-1¼)	
LNAV/VNAV DA		410-1½	392 (400-1½)	
LNAV MDA	400-1	382 (400-1)		400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CURRITUCK, NORTH CAROLINA

AL-9245 (FAA)

16315

WAAS CH 97408 W23A	APP CRS 225°	Rwy Idg TDZE Apt Elev	5500 18 18
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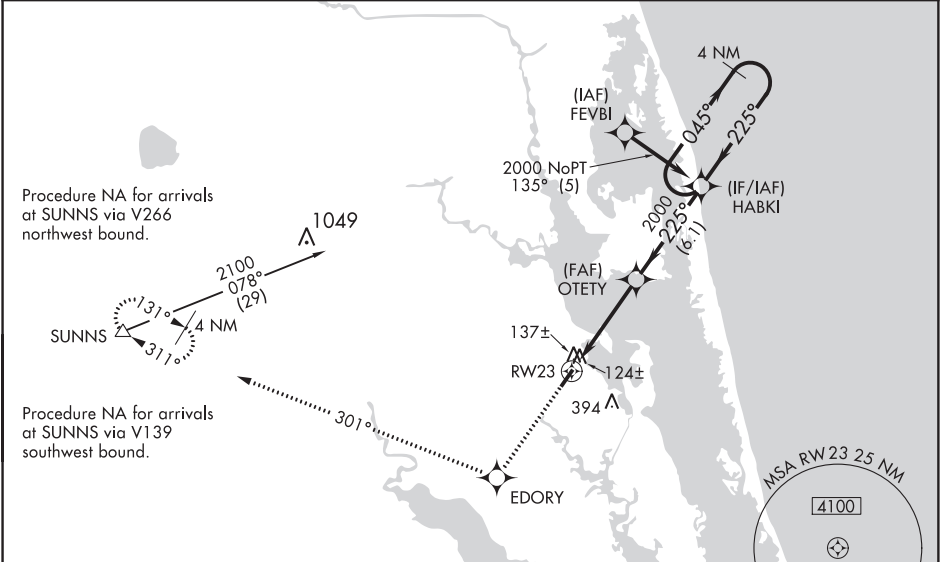
RNAV (GPS) RWY 23

CURRITUCK COUNTY RGNL (ONX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. VDP NA when using Oceana NAS/Apollo Soucek altimeter setting. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility and LNAV/VNAV visibility ¼ mile and LNAV Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct EDORY and right turn via 301° track to SUNNS and hold.

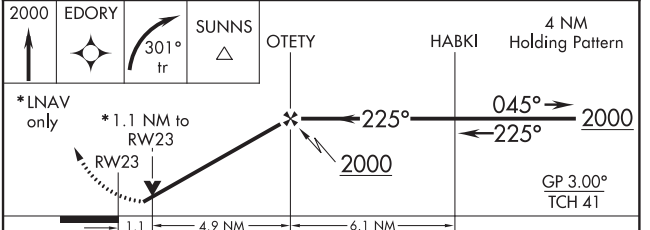
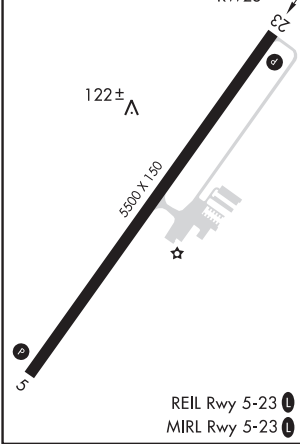
AWOS-3 119.775	OCEANA APP CON 123.9 266.8	CTAF 122.9 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 18	TDZE 18
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CATEGORY	A	B	C	D
LPV DA		384-1¼	366 (400-1¼)	
LNAV/VNAV DA		424-1½	406 (500-1½)	
LNAV MDA		400-1	382 (400-1)	400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

CURRITUCK, NORTH CAROLINA
Orig-A 24SEP09

36°24'N-76°01'W

RNAV (GPS) RWY 23

VOR/DME ECG 112.5 Chan 72	APP CRS 050°	Rwy Idg TDZE Apt Elev	N/A N/A 18
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VOR/DME-A
CURRITUCK COUNTY RGNL (ONX)

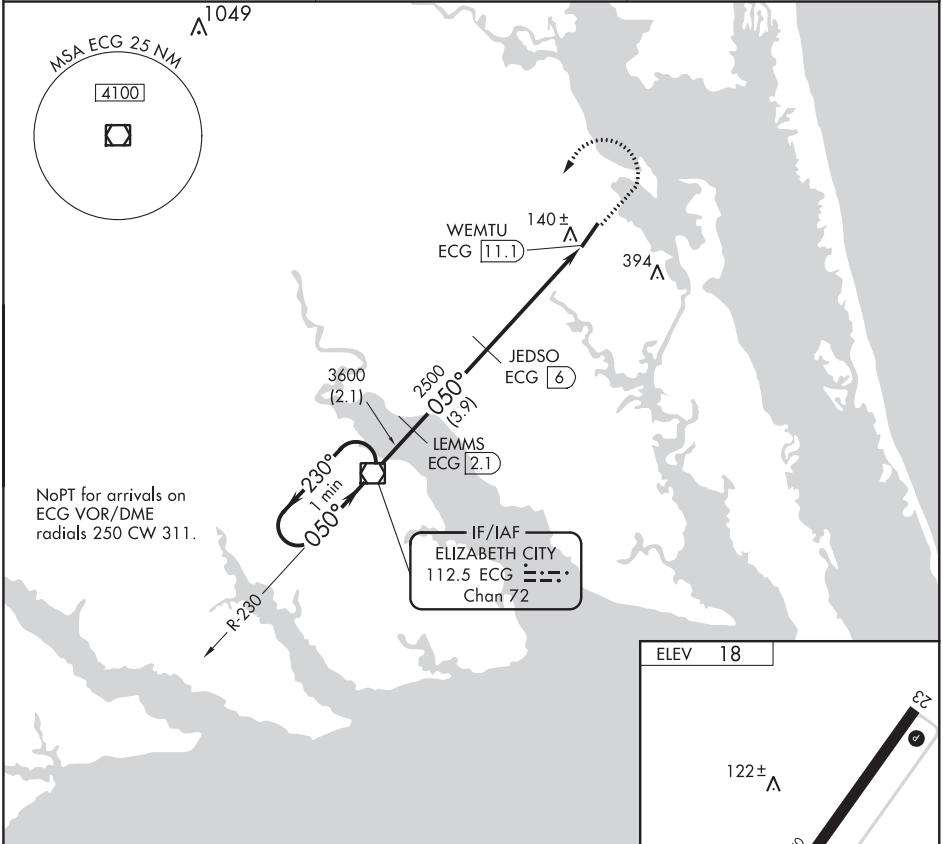
▼
▲ NA
When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3
119.775

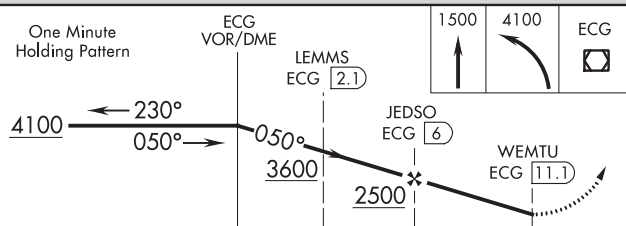
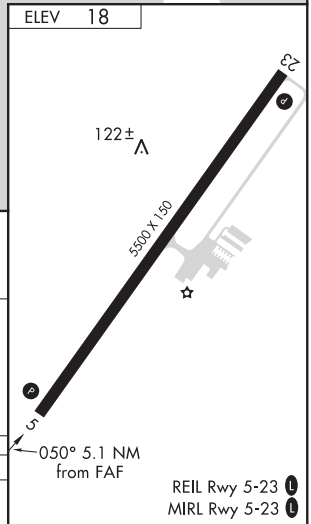
OCEANA APP CON
123.9 266.8

CTAF
122.9



NoPT for arrivals on ECG VOR/DME radials 250 CW 311.

IF/IAF
ELIZABETH CITY
112.5 ECG
Chan 72



CATEGORY	A	B	C	D
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	620-2 602 (700-2)

REIL Rwy 5-23
MIRL Rwy 5-23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DARLINGTON, SOUTH CAROLINA

AL-5375 (FAA)

16203

WAAS CH 42704 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	5500 189 192
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RNAV (GPS) RWY 5

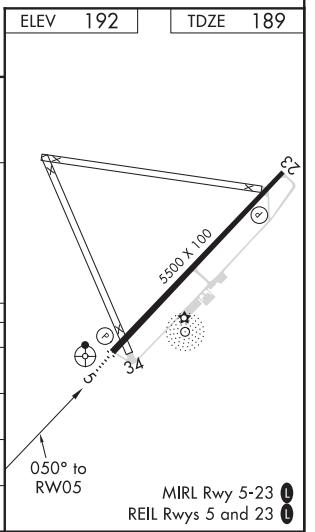
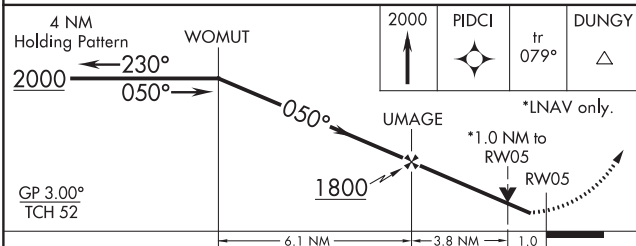
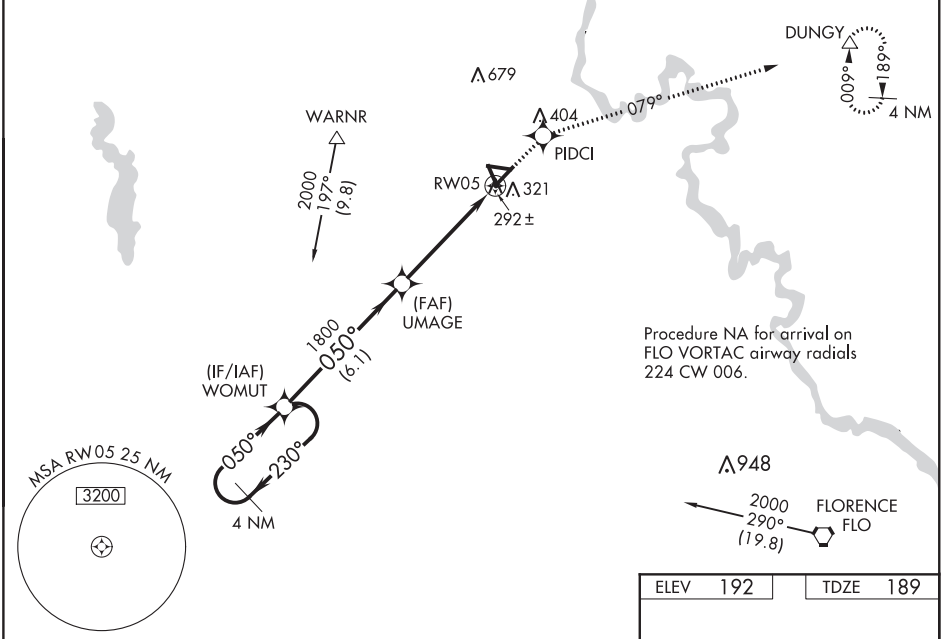
DARLINGTON COUNTY (UDG)

⚠ When local altimeter setting not received, use Florence altimeter setting and increase DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F).

ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.

AWOS-3PT 119.925	FLORENCE APP CON * 118.6 341.7	CLNC DEL 118.55	UNICOM 123.0(CTAF)
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CATEGORY	A	B	C	D
LPV DA	493-1		304 (400-1)	
LNAV/VNAV DA	562-1¼		373 (400-1¼)	
LNAV MDA	560-1		371 (400-1)	
	560-1		560-1¼	
	428 (500-1)		371 (400-1¼)	
CIRCLING	620-1	660-1	660-1½	760-2
	428 (500-1)	468 (500-1)	468 (500-1½)	568 (600-2)

DARLINGTON, SOUTH CAROLINA
Orig-C 28APR16

34°27'N-79°53'W

DARLINGTON COUNTY (UDG)

RNAV (GPS) RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86904 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5500 185 192
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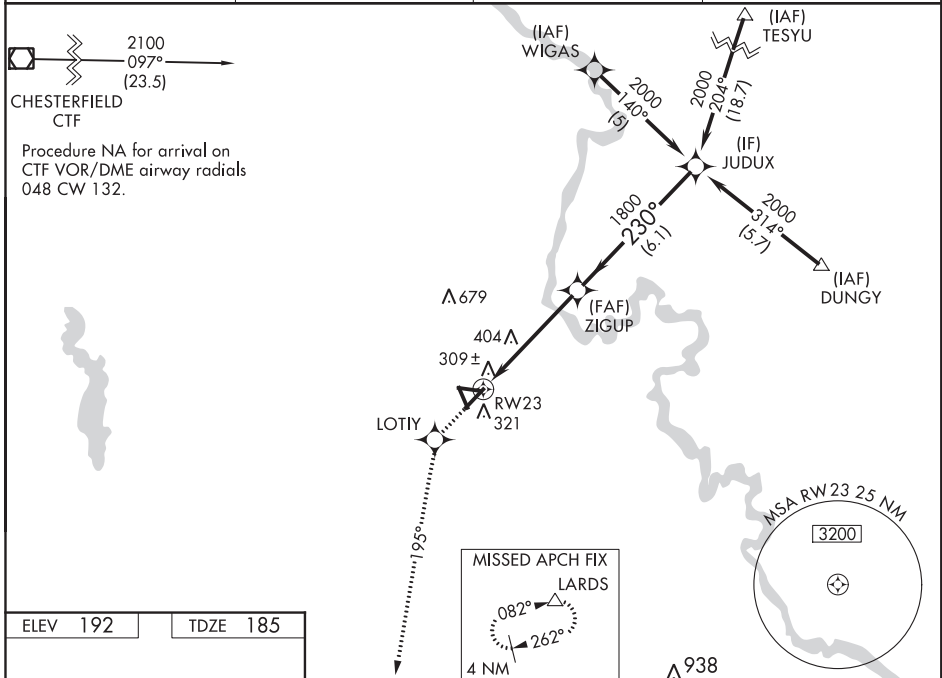
RNAV (GPS) RWY 23

DARLINGTON COUNTY (UDG)

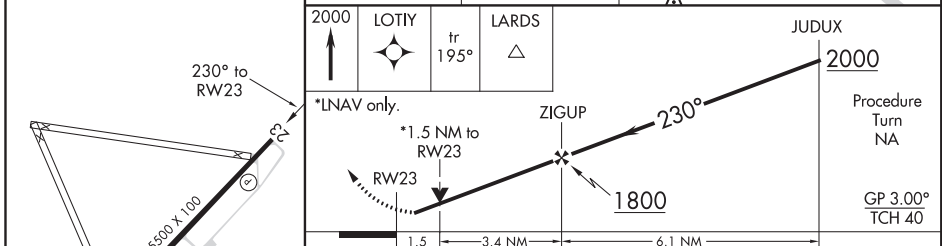
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527, LNAV/VNAV DA to 627, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA when using Florence altimeter setting.

⚠ MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3PT 119.925	FLORENCE APP CON* 118.6 341.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
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ELEV 192	TDZE 185
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CATEGORY	A	B	C	D
LPV DA	479-1 294 (300-1)			
LNAV/VNAV DA	579-1½ 394 (400-1½)			
LNAV MDA	700-1	515 (600-1)	700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)
CIRCLING	700-1	508 (600-1)	700-1½ 508 (600-1½)	760-2 568 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DARLINGTON, SOUTH CAROLINA

AL-5375 (FAA)

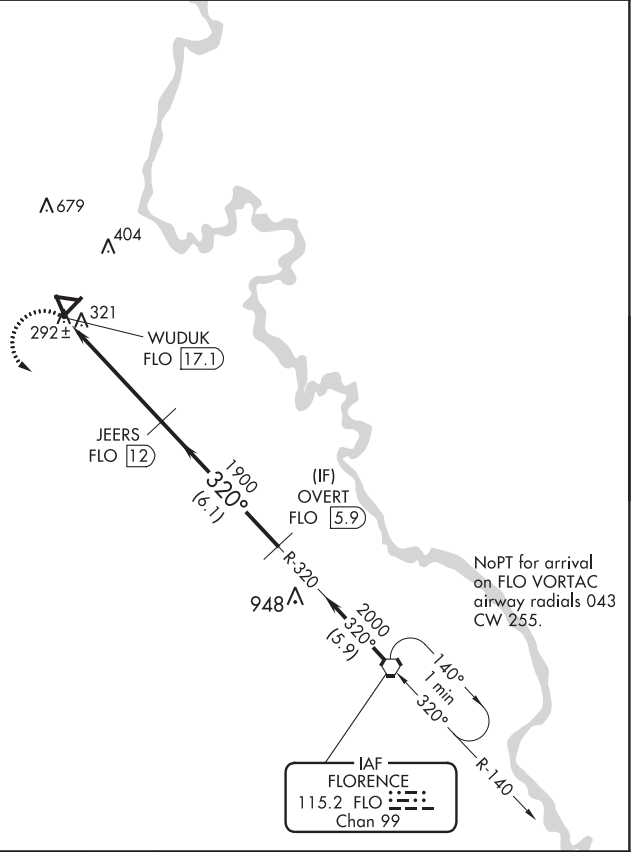
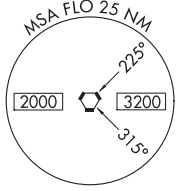
16203

VORTAC FLO 115.2 Chan 99	APP CRS 320°	Rwy Idg TDZE Apt Elev	N/A N/A 192
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VOR/DME-A
DARLINGTON COUNTY (UDG)

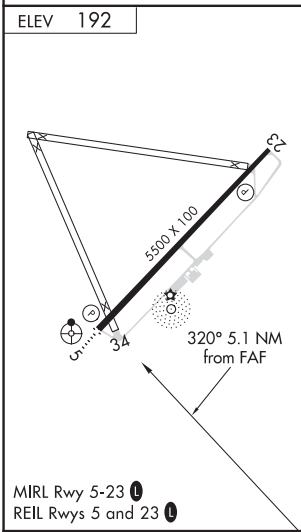
<p>▼ If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.</p> <p>▲</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.</p>
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AWOS-3PT 119.925	FLORENCE APP CON * 118.6 341.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



2000	FLO	OVERT FLO [5.9]	Procedure Turn NA	
WUDUK FLO [17.1]	JEERS FLO [12]	2000		
5.1 NM		6.1 NM		
CATEGORY	A	B	C	D
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

DARLINGTON, SOUTH CAROLINA
Amdt 7A 28APR16

34°27'N-79°53'W

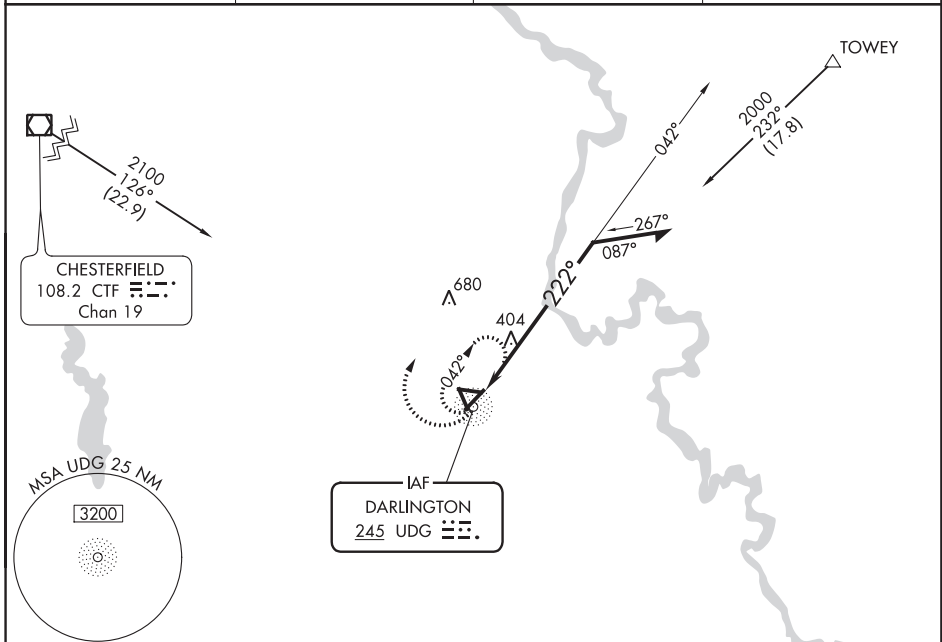
DARLINGTON COUNTY (UDG)
VOR/DME-A

NDB	UDG	APP CRS	Rwy Idg	5500
245		222°	TDZE	185
			Apt Elev	192

NDB RWY 23

DARLINGTON COUNTY (UDG)

<p>▼ If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet. ▲ NA Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.</p>	
AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) 0



SE-2, 10 NOV 2016 to 05 JAN 2017

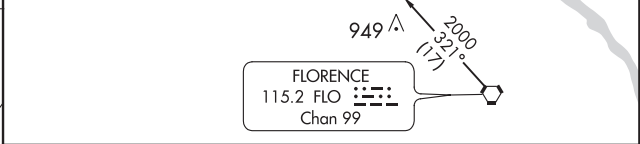
SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	192	TDZE	185
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222° to UDG NDB

5500 x 100

34



CATEGORY	A	B	C	D
S-23	800-1	615 (700-1)	800-1 3/4 615 (700-1 3/4)	800-2 615 (700-2)
CIRCLING	800-1	608 (700-1)	800-1 3/4 608 (700-1 3/4)	800-2 608 (700-2)

DILLON, SOUTH CAROLINA

AL-5887 (FAA)

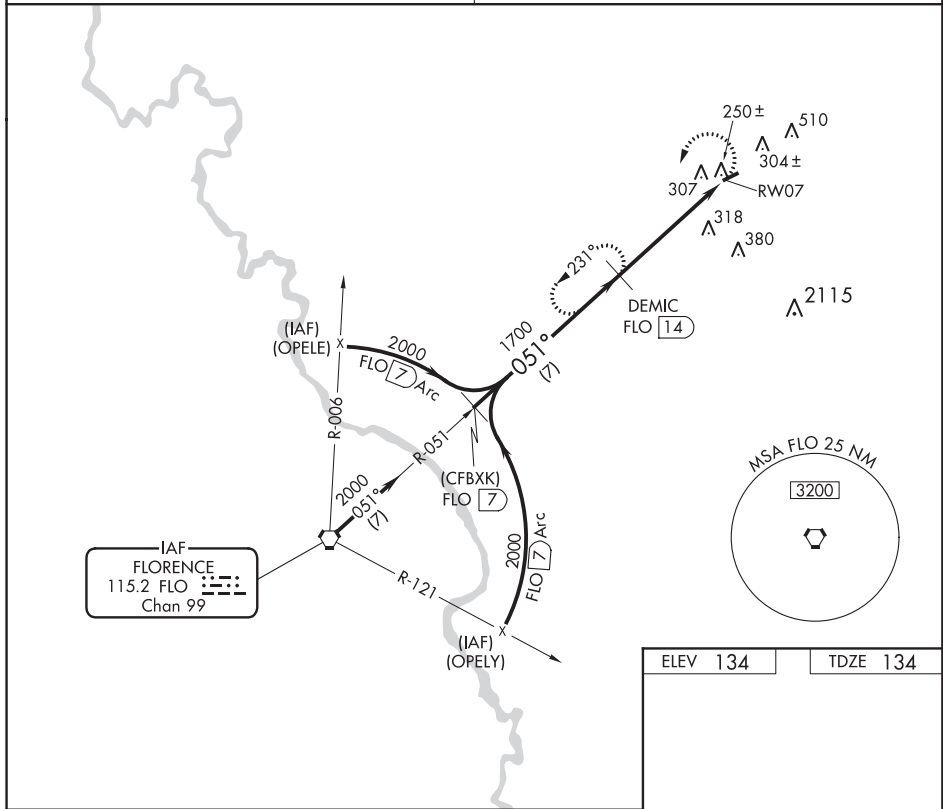
15344

VORTAC FLO 115.2 Chan 99	APP CRS 051°	Rwy Idg 3000 TDZE 134 Apt Elev 134
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VOR/DME or GPS RWY 7

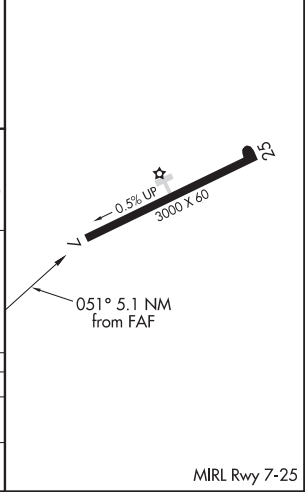
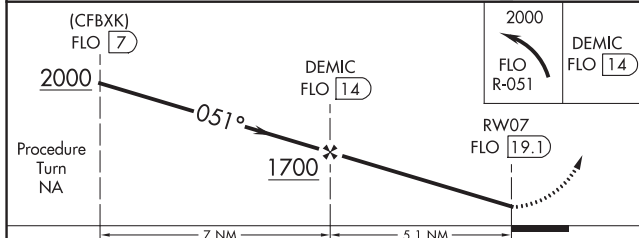
DILLON COUNTY (DLC)

<p>▲ NA Use Florence altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.</p>
<p>FLORENCE APP CON ★ 118.6 341.7</p>	<p>CTAF 122.9</p>



IAF
FLORENCE
115.2 FLO
Chan 99

ELEV 134	TDZE 134
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CATEGORY	A	B	C	D
S-7	660-1	526 (600-1)	660-1½ 526 (600-1½)	NA
CIRCLING	700-1	566 (600-1)	700-1½ 566 (600-1½)	NA

MIRL Rwy 7-25

DILLON, SOUTH CAROLINA
Amdt 5A 13AUG98

34°27'N-79°22'W

VOR/DME or GPS RWY 7

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

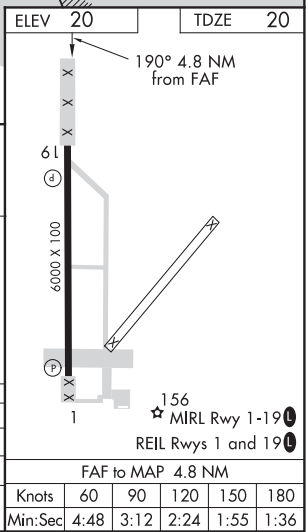
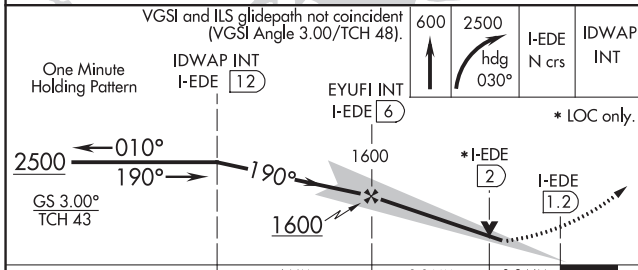
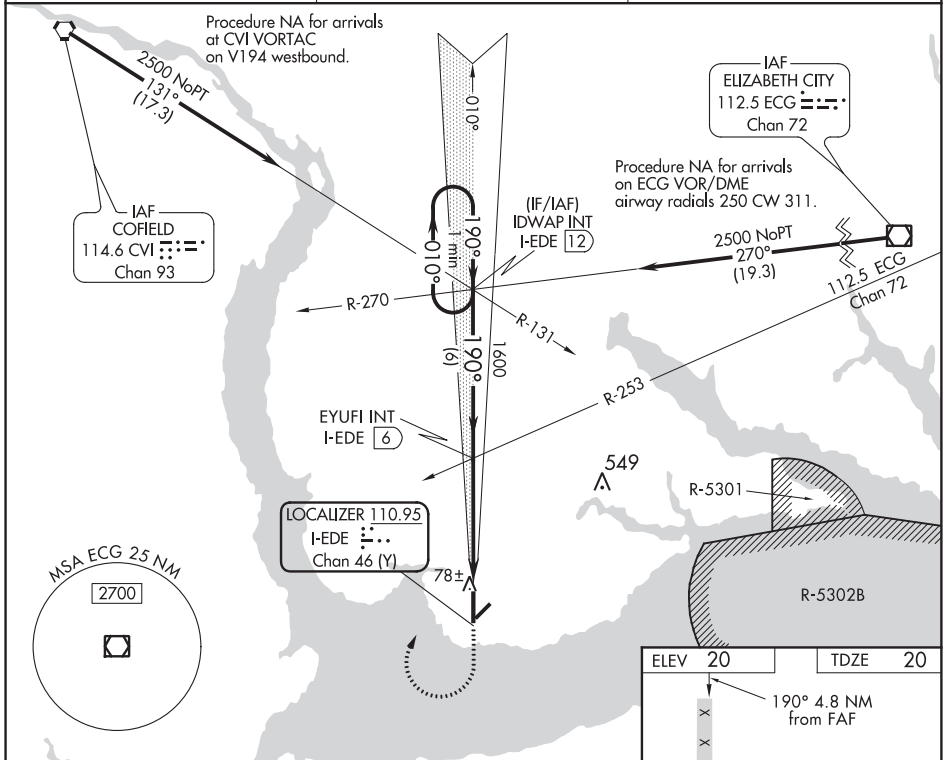
LOC/DME I-EDE 110.95 Chan 46 (Y)	APP CRS 190°	Rwy Idg 6000 TDZE 20 Apt Elev 20
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ILS or LOC RWY 19
NORTHEASTERN RGNL (E/D/E)

⚠ When local altimeter setting not received, use Elizabeth City altimeter setting and increase all DA 56 feet and all MDA 60 feet and increase S-ILS 19 all Cats and S-LOC 19 Cats C/D visibility 1/8 mile. VDP NA when using Elizabeth City altimeter setting. DME or Radar required.

⚠ MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 030° and I-EDE localizer N course to IDWAP INT/I-EDE 12 DME and hold.

AWOS-3 121.125	WASHINGTON CENTER 123.85 323.0	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 19		220-3/4	200 (200-3/4)	
S-LOC 19		340-1	320 (400-1)	
CIRCLING	520-1	500 (500-1)	520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EDENTON, NORTH CAROLINA

AL-741 (FAA)

RNAV (GPS) RWY 1

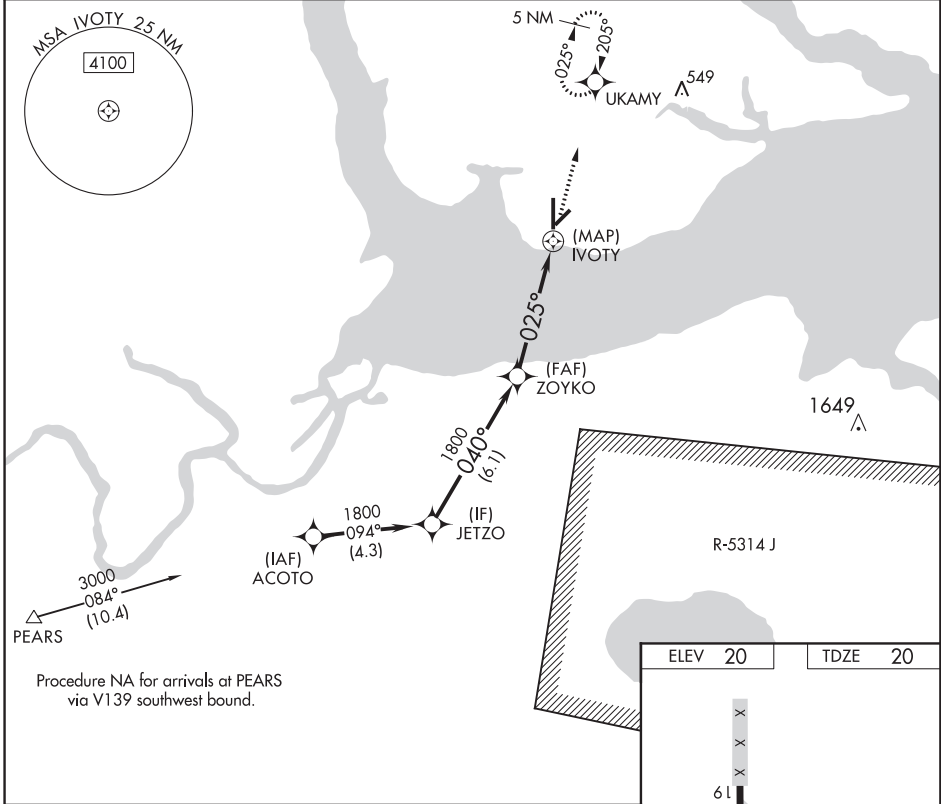
NORTHEASTERN RGNL (E/D/E)

APP CRS 025°	Rwy Idg 6000
	TDZE 20
	Apt Elev 20

⚠ If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

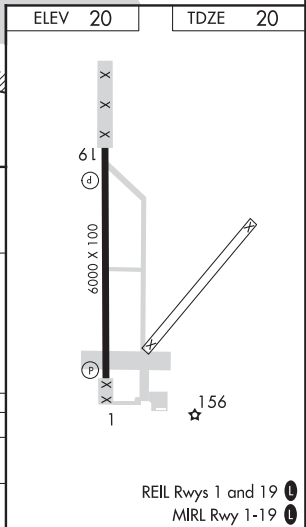
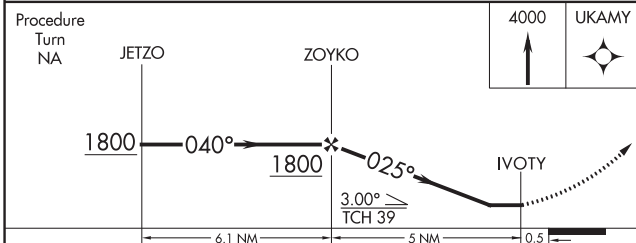
AWOS-3 121.125	WASHINGTON CENTER 123.85 323.0	UNICOM 123.0 (CTAF) Ⓛ
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at PEARLS via V139 southwest bound.



CATEGORY	A	B	C	D
LNVA MDA	460-1 440 (500-1)		460-1½ 440 (500-1½)	460-1½ 440 (500-1½)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

EDENTON, NORTH CAROLINA
Amdt 1 14037

36°02'N-76°34'W

NORTHEASTERN RGNL (E/D/E)

RNAV (GPS) RWY 1

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg THRE 19 Apt Elev 20	6000
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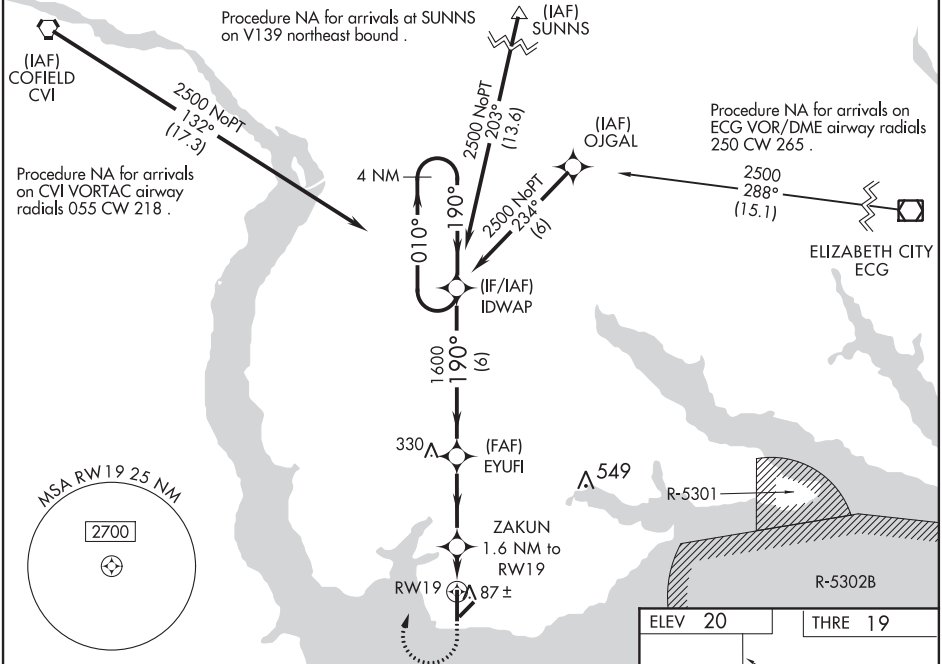
RNAV (GPS) RWY 19

NORTHEASTERN RGNL (E,DE)

⚠ Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).
When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 275 LNAV/VNAV DA to 325 and all MDA 60 feet, increase LPV all Cats and LNAV Cat C/D visibility 1/8 mile and LNAV/VNAV visibility all Cats 1/4 mile.
DME/DME RNP-0.3 NA. VDP NA when using Elizabeth City altimeter setting.

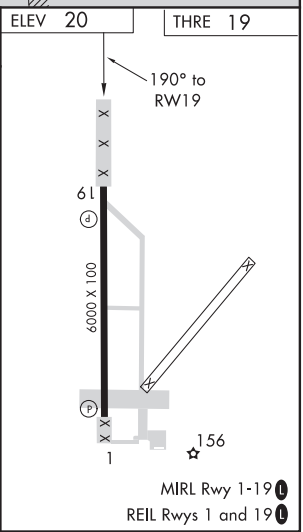
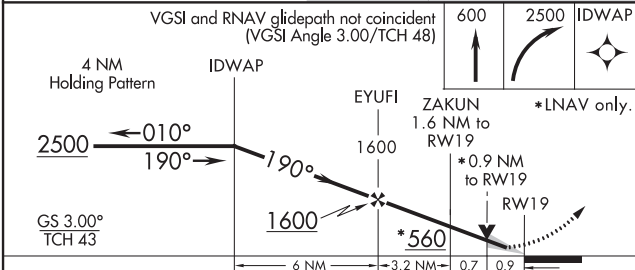
MISSED APPROACH: Climb to 600 then right turn to 2500 direct IDWAP and hold.

AWOS-3 121.125	WASHINGTON CENTER 123.85 323.0	UNICOM 123.0 (CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		219-3/4	200 (200-3/4)	
LNAV/VNAV DA		269-3/4	250 (300-3/4)	
LNAV MDA		340-1	321 (400-1)	
CIRCLING	520-1	500 (500-1)	520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

LOC/DME I-EPR 111.35 Chan 50 (Y)	APP CRS 099°	Rwy Idg 7219 TDZE 11 Apt Elev 12
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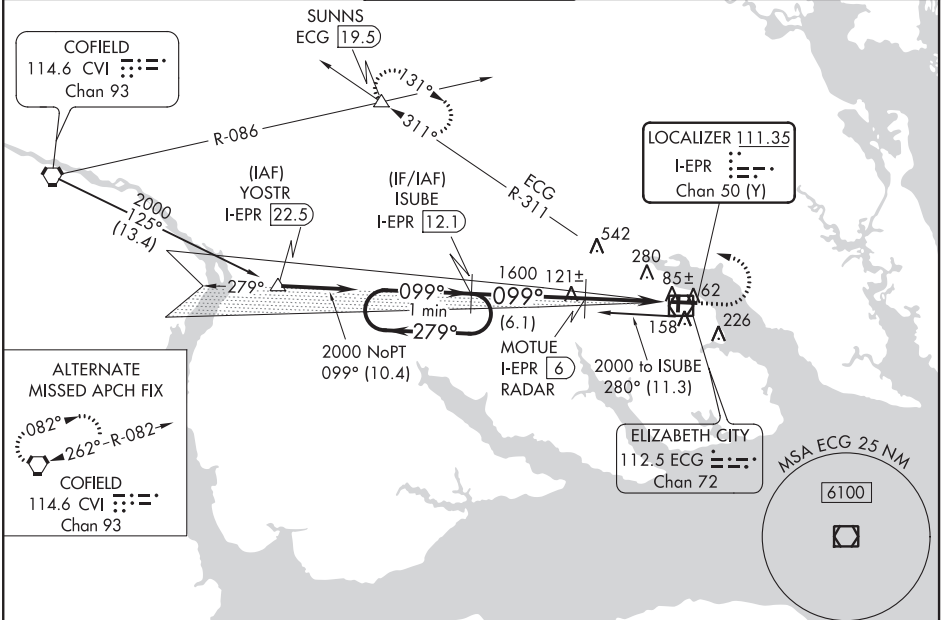
ILS or LOC RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

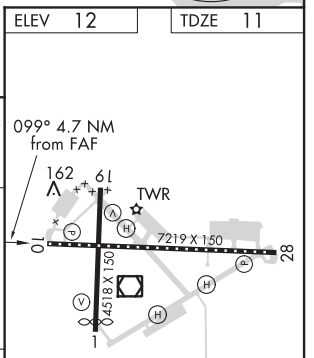
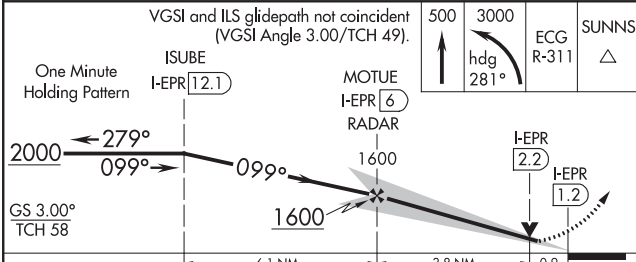
⚠ Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME or RADAR required. When local altimeter setting not received, use Currituck altimeter setting and increase call DA 27 feet and all MDA 40 feet and increase S-LOC 10 Cat C visibility ¼ mile. VDP NA when using Currituck altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 281° and ECG VOR/DME R-311 to SUNNS INT/ ECG 19.5 DME and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER ★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10	229-¾ 218 (300-¾)			
S-LOC 10	380-1 369 (400-1)		380-1¼ 369 (400-1¼)	
CIRCLING	480-1 468 (500-1)		480-1½ 468 (500-1½)	640-2 628 (700-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4219
354°	TDZE	10
	Apt Elev	11

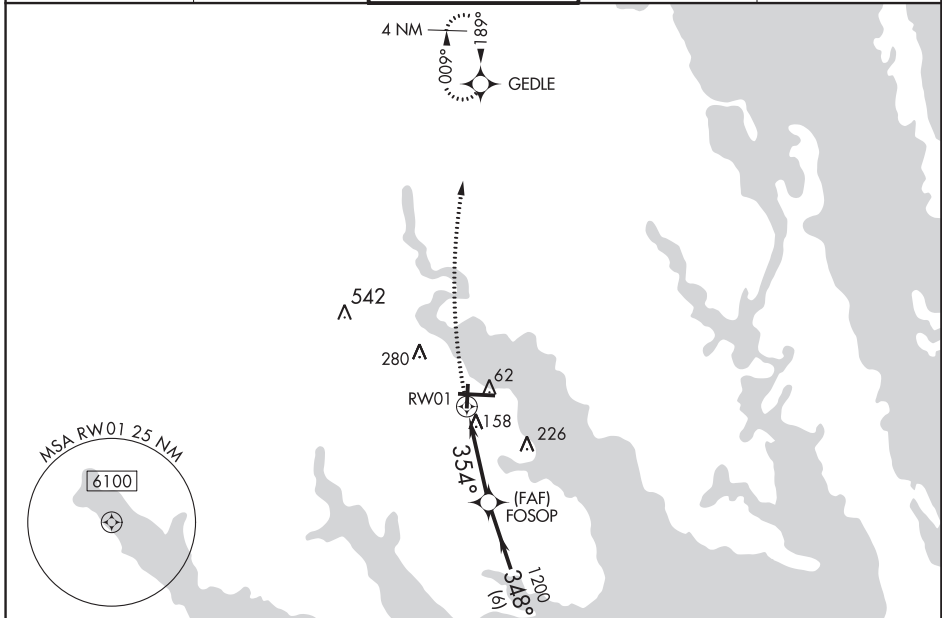
RNAV (GPS) RWY 1

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

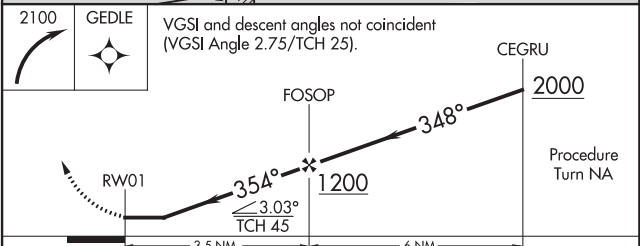
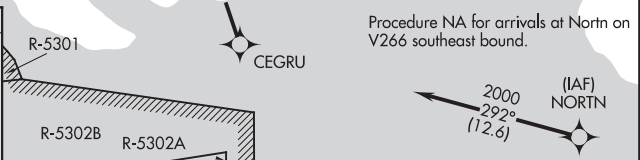
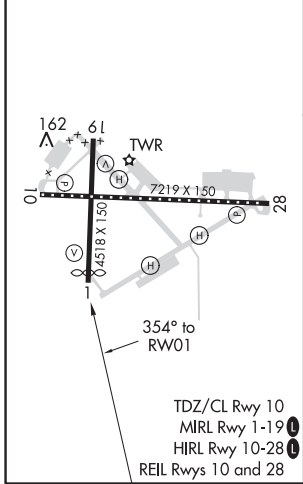
NA DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. ATC clearance required to penetrate R-5302B. Night landing: Rwy 1 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE WP and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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ELEV 11	TDZE 10
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CATEGORY	A	B	C	D
LNNAV MDA	460-1	450 (500-1)	460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	640-2 629 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

14261

WAAS CH 65703 W10A	APP CRS 099°	Rwy Idg 7219 TDZE 11 Apt Elev 11
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RNAV (GPS) RWY 10

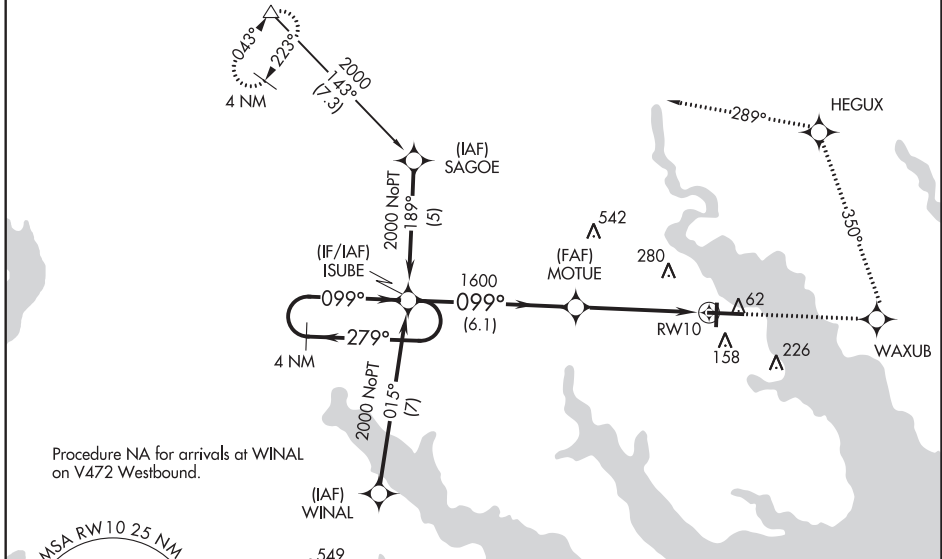
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (E/C/G)

⚠ Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Currituck altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV all Cats and LNAV Cat D visibility ¼ mile. VDP NA when using Currituck altimeter setting.

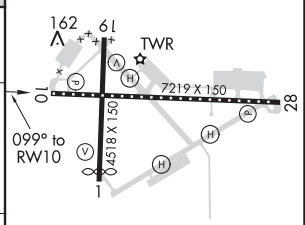
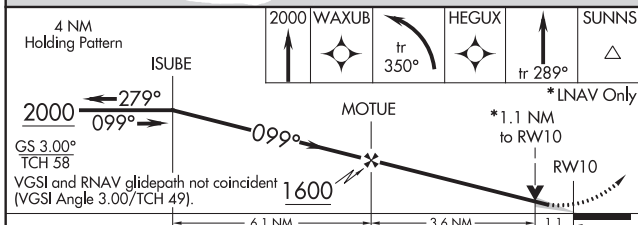
⚠ MISSED APPROACH: Climb to 2000 direct WAXUB and left turn via 350° track to HEGUX and 289° track to SUNNS and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER ★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrivals at SUNNS on V266 Northwest bound.



ELEV 11	TDZE 11
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CATEGORY	A	B	C	D
LPV DA	261 - 3/4		250 (300 - 3/4)	
LNAV MDA	420-1	409 (500-1)	420-1 1/4	409 (500-1 1/4)
CIRCLING	480-1	469 (500-1)	480-1 1/2	640-2
			469 (500-1 1/2)	629 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REL Rwy 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Amdt 1B 18SEP14

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (E/C/G)
36°16'N-76°10'W
RNAV (GPS) RWY 10

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4518
189°	TDZE	10
	Apt Elev	11

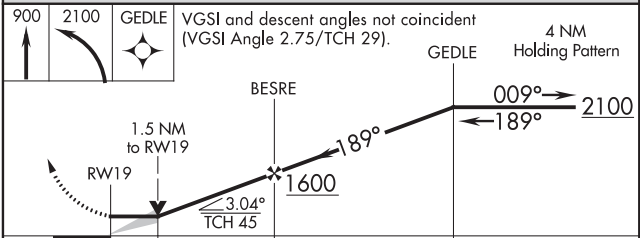
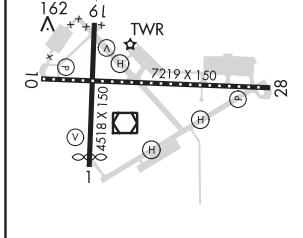
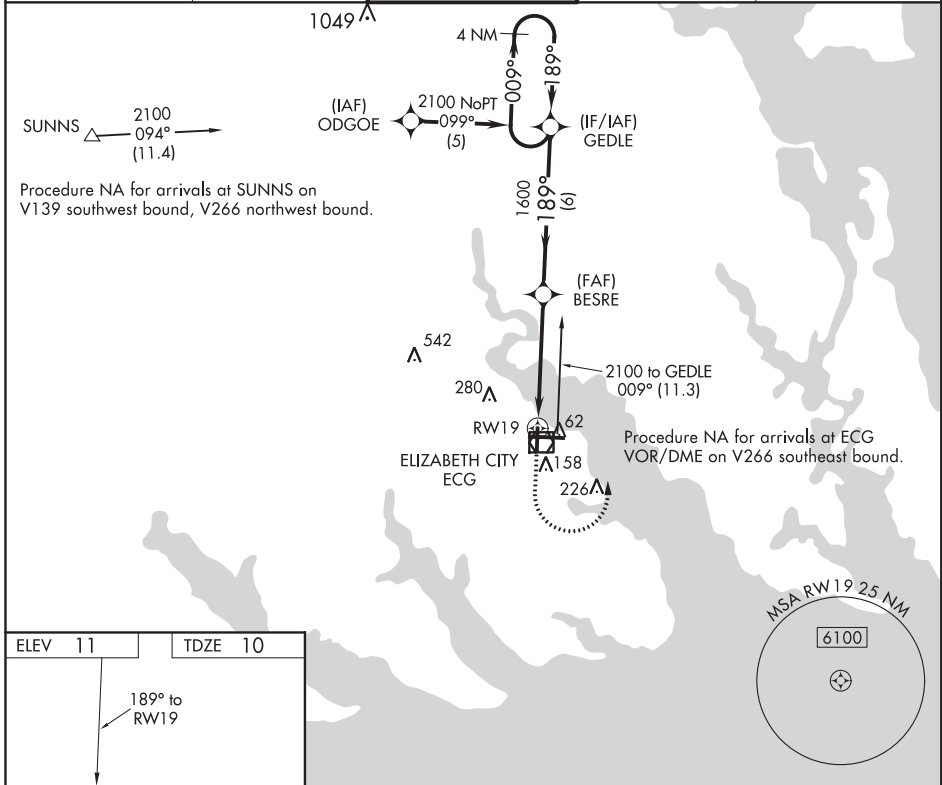
RNAV (GPS) RWY 19

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

⚠ DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE WP and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1	469 (500-1)	480-1½ 469 (500-1½)	640-2 629 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

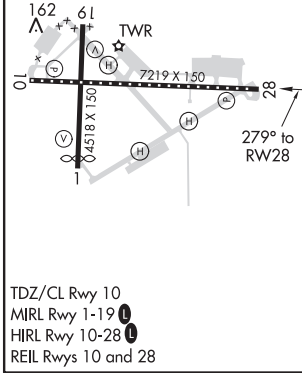
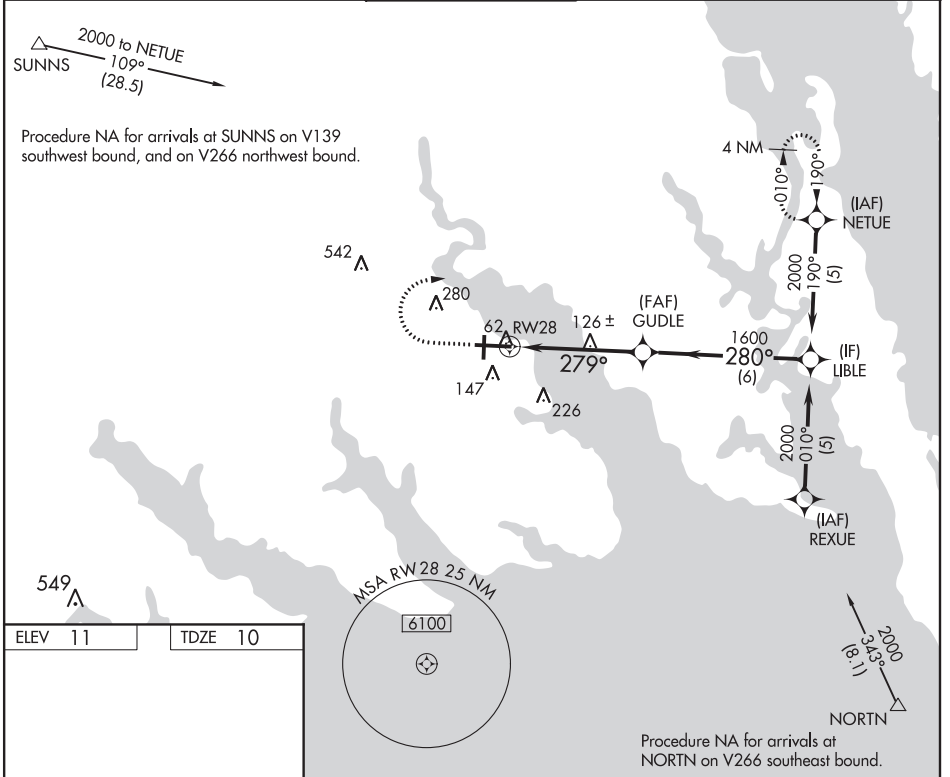
APP CRS	Rwy Idg	7219
279°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet and LNAV Cat C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE and hold.</p>
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ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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	800	2000	NETUE	
CATEGORY	A	B	C	D
LNAV MDA	380-1 370 (400-1)			
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

14261

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	11
Chan 72		Apt Elev	11

VOR/DME RWY 10

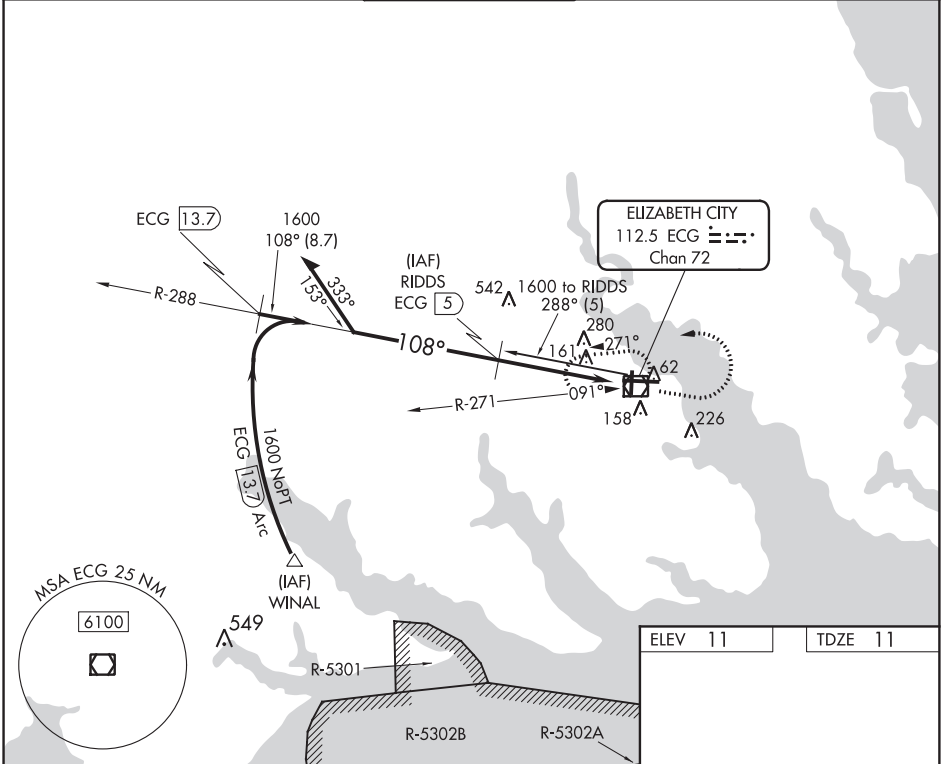
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)



Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet and increase S-10 Cat D visibility ¼ mile.

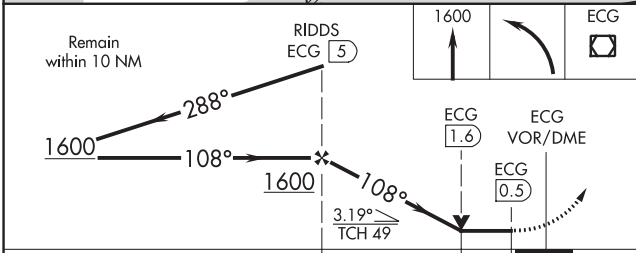
MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER ★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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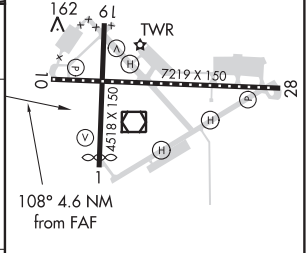


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 11	TDZE 11
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CATEGORY	A	B	C	D
S-10	420-1 409 (500-1)		420-1¼ 409 (500-1¼)	
CIRCLING	480-1 469 (500-1)		480-1½ 469 (500-1½)	640-2 629 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rwy 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Orig-E 18SEP14

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W
VOR/DME RWY 10

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

14261

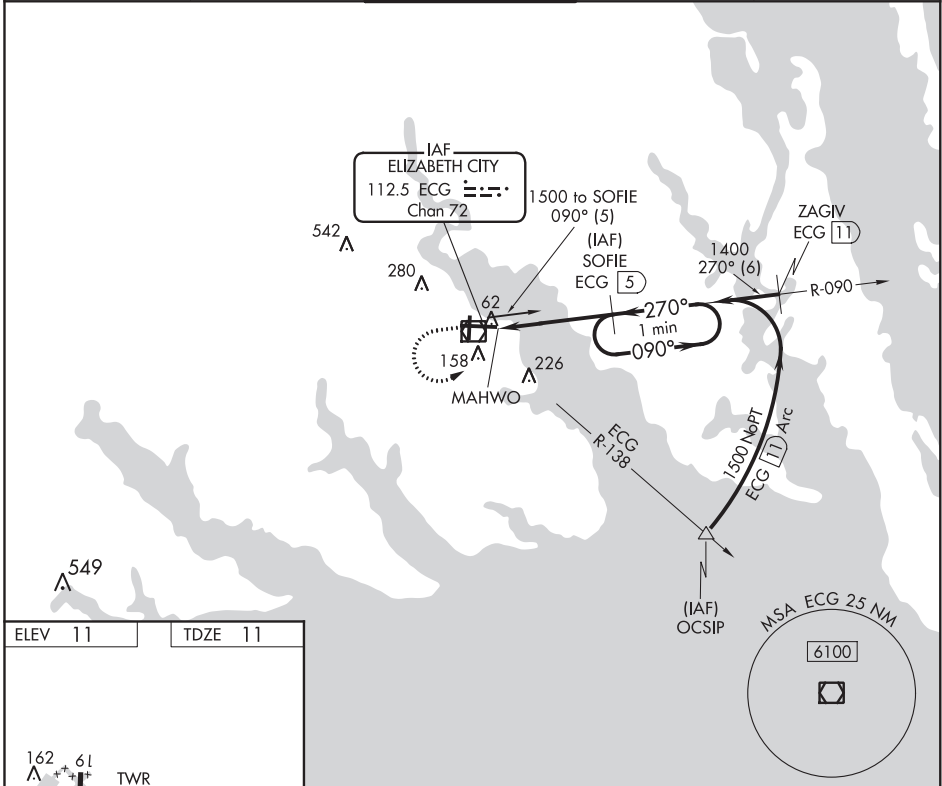
VOR/DME ECG 112.5 Chan 72	APP CRS 270°	Rwy Idg 7219 TDZE 11 Apt Elev 11
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ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
VOR/DME RWY 28

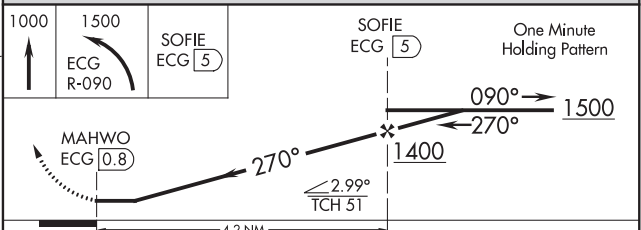
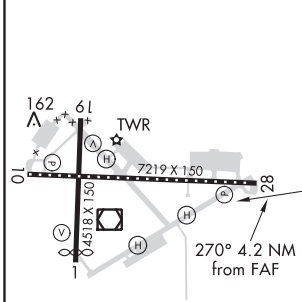
⚠ Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet and S-28 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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ELEV 11	TDZE 11
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TDZ/CL Rwy 10
MIRL Rwy 1-19
HIRL Rwy 10-28
REIL Rwy 10 and 28

CATEGORY	A	B	C	D
S-28	380-1 369 (400-1)			380-1½ 369 (400-1½)
CIRCLING	480-1	469 (500-1)	480-1½ 469 (500-1½)	640-2 629 (700-2)

ELIZABETH CITY, NORTH CAROLINA
Amdt 1B 18SEP14

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W
VOR/DME RWY 28

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB LLW 254	APP CRS 101°	Rwy Idg 7219 TDZE 11 Apt Elev 11
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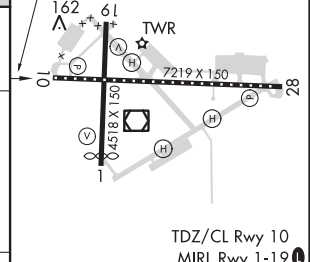
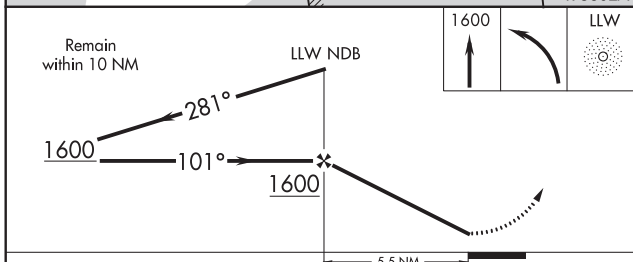
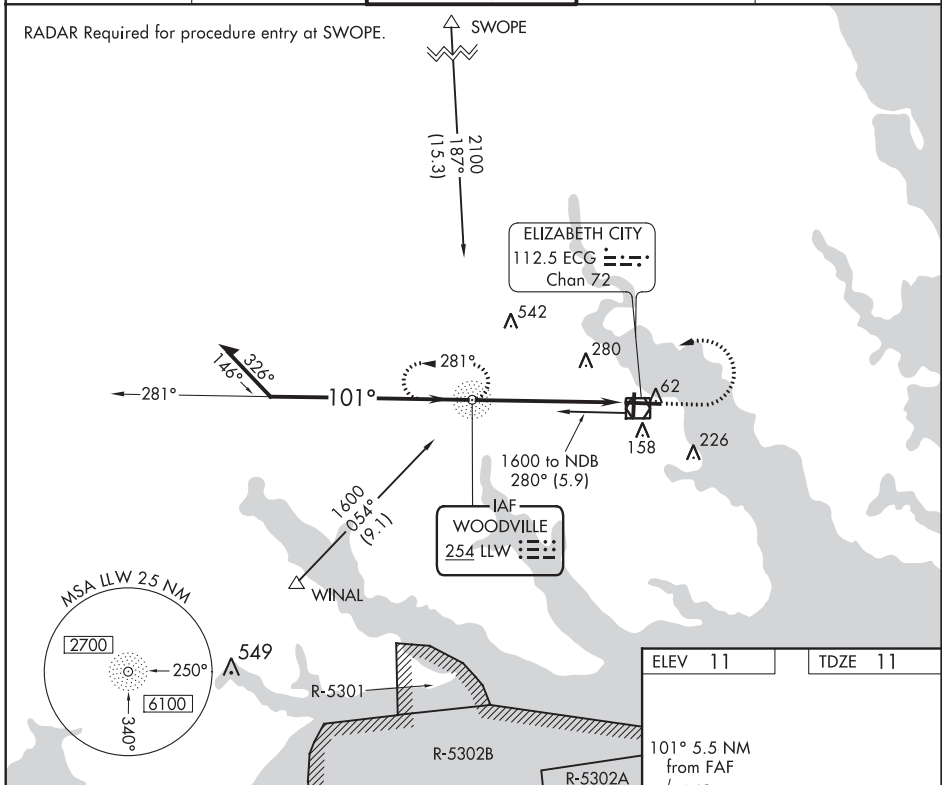
NDB RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (E.C.G)

NA Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS 124.375	NORFOLK APP CON 119.55 269.42	ELIZABETH CITY TOWER* 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-10	640-1 629 (700-1)		640-1¼ 629 (700-1¼)	640-2 629 (700-2)
CIRCLING	640-1 629 (700-1)		640-1¼ 629 (700-1¼)	640-2 629 (700-2)

ELEV 11	TDZE 11
101° 5.5 NM from FAF	
162 61 TWR	
7219 X 150	
101 X 150	
TDZ/CL Rwy 10	
MIRL Rwy 1-19	
HIRL Rwy 10-28	
REIL Rws 10 and 28	
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

NDB RWY 10

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

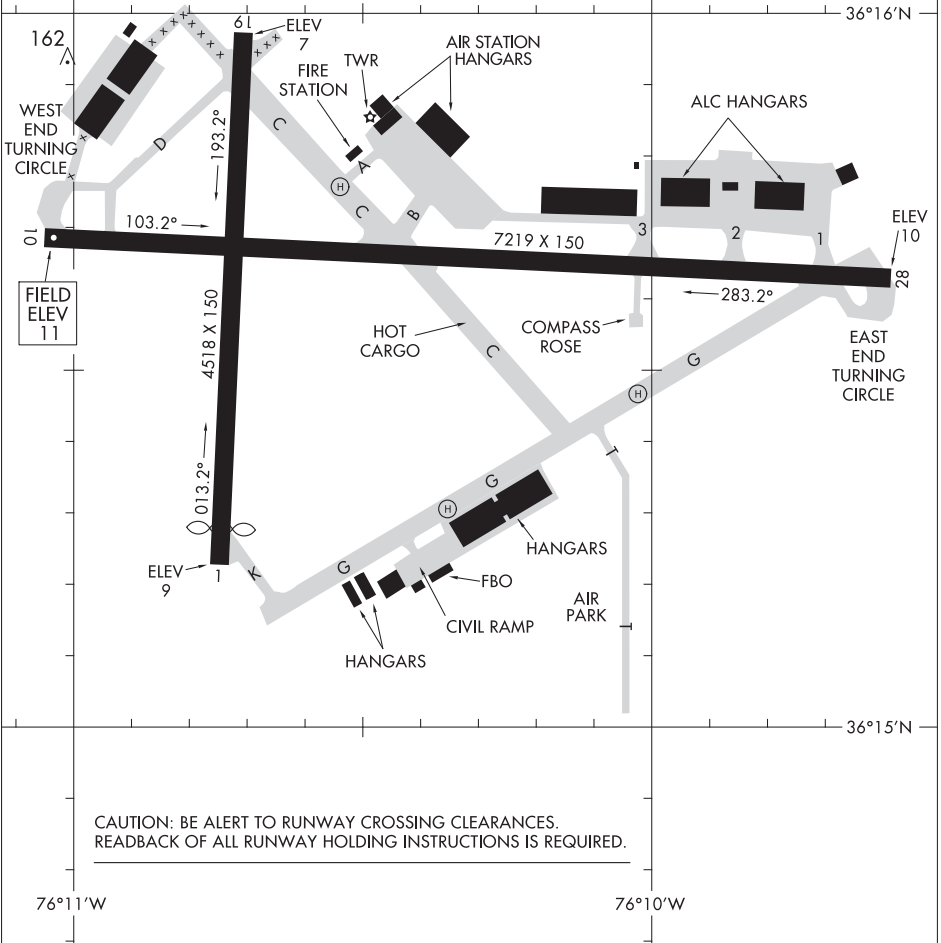
AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (E/C/G)
AL-617 (FAA) ELIZABETH CITY, NORTH CAROLINA

ASOS
124.375
ELIZABETH CITY TOWER★
120.5 355.6
GND CON
121.9

RWY 01-19
S-20
RWY 10-28
S-100, D-200, 2S-175, 2D-400

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°11'W

76°10'W

36°16'N

36°15'N

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ELIZABETH CITY, NORTH CAROLINA
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (E/C/G)

WAAS CH 82419 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	5006 132 132
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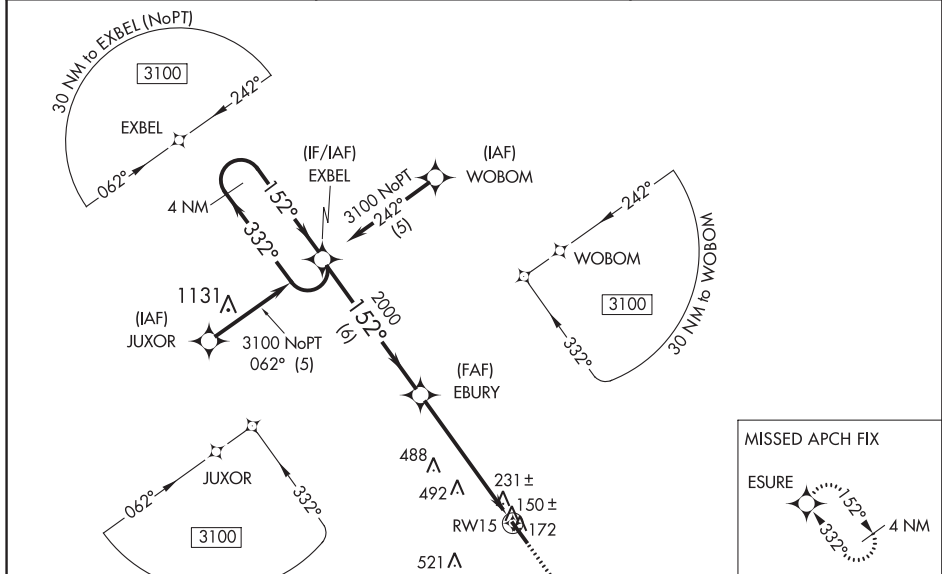
RNAV (GPS) RWY 15

CURTIS L BROWN JR FIELD (EYF)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and increase Circling visibility Cat C, ½ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

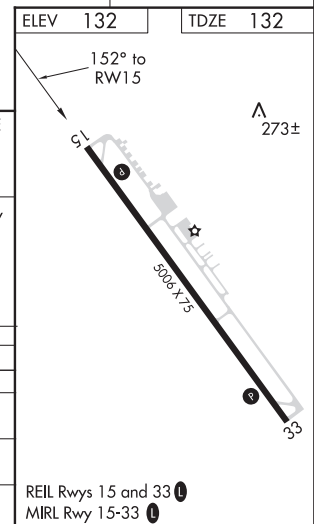
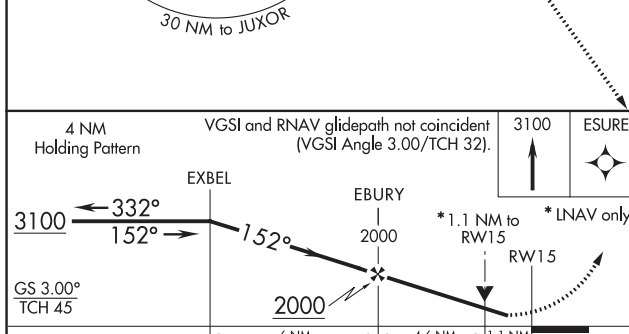
MISSED APPROACH: Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

AWOS-3 119.475	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		382-1	250 (300-1)	
LNAV/VNAV DA		529-1½	397 (400-1½)	
LNAV MDA	660-1	528 (600-1)	660-1½ 528 (600-1½)	660-1¾ 528 (600-1¾)
CIRCLING	660-1	528 (600-1)	660-1½ 528 (600-1½)	800-2 668 (700-2)

WAAS CH 70519 W33A	APP CRS 332°	Rwy Ldg TDZE Apt Elev	5006 131 132
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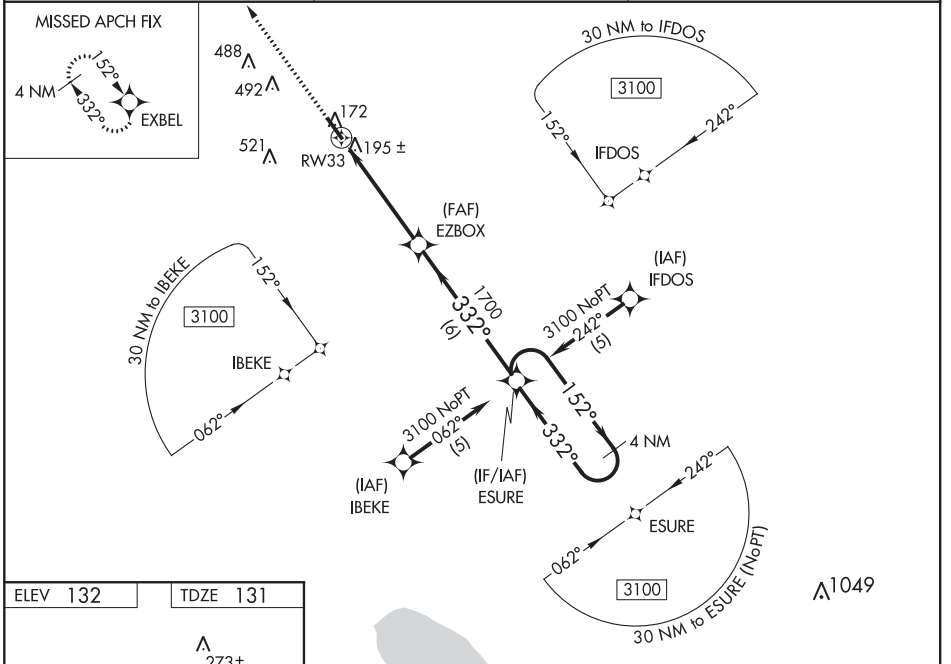
RNAV (GPS) RWY 33

CURTIS L BROWN JR FIELD (EYF)

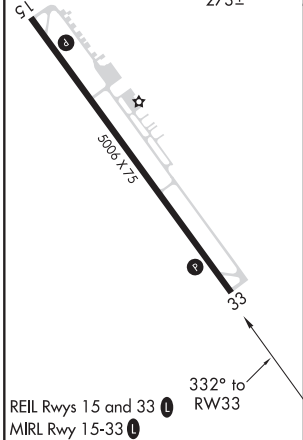
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV visibility all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and Circling visibility Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

AWOS-3 119.475	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF)
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ELEV 132	TDZE 131
⚠ 273 ±	

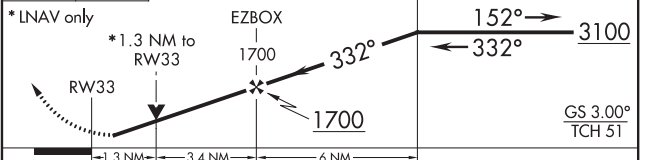


3100 EXBEL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

4 NM Holding Pattern

ESURE



CATEGORY	A	B	C	D
LPV DA		331-¾	200 (200-¾)	
LNAV/VNAV DA		465-1¼	334 (400-1¼)	
LNAV MDA	580-1	449 (500-1)	580-1¼ 449 (500-1¼)	580-1½ 449 (500-1½)
CIRCLING	580-1 448 (500-1)	600-1 468 (500-1)	600-1½ 468 (500-1½)	800-2 668 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME FAY	APP CRS	Rwy Idg	5006
108.8	152°	TDZE	132
Chan 25		Apt Elev	132

VOR/DME RWY 15
CURTIS L BROWN JR FIELD (EYF)

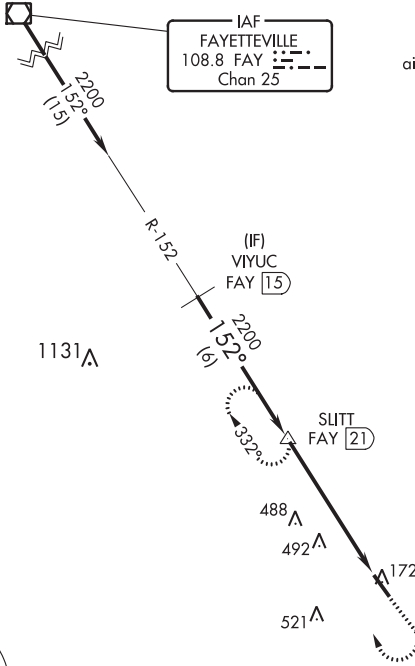
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting and increase all MDA 80 feet and increase S-15 visibility Cats C and D ¼ mile and increase Circling visibility Cat C ¼ mile and Cat D ½ mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

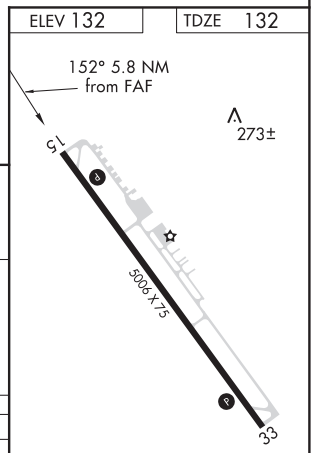
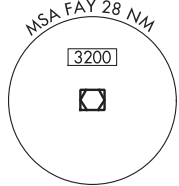
AWOS-3
119.475

FAYETTEVILLE APP CON
133.0 295.0

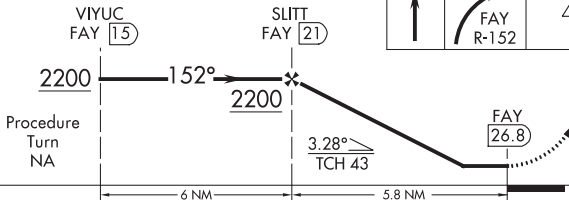
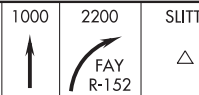
UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at FAY VOR/DME on airway radials 102 CW 178.



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	800-2 668 (700-2)

REIL Rwy 15 and 33 0
MRL Rwy 15-33 0

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELKIN, NORTH CAROLINA

AL-5952 (FAA)

16203

WAAS CH 65836 W07A	APP CRS 074°	Rwy Idg TDZE Apt Elev	4001 1067 1067
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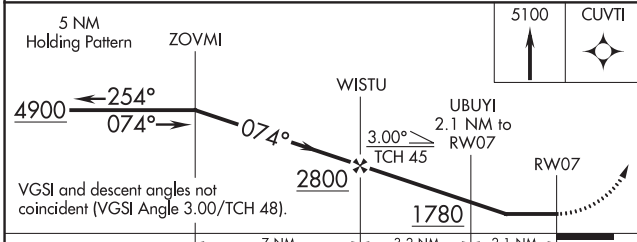
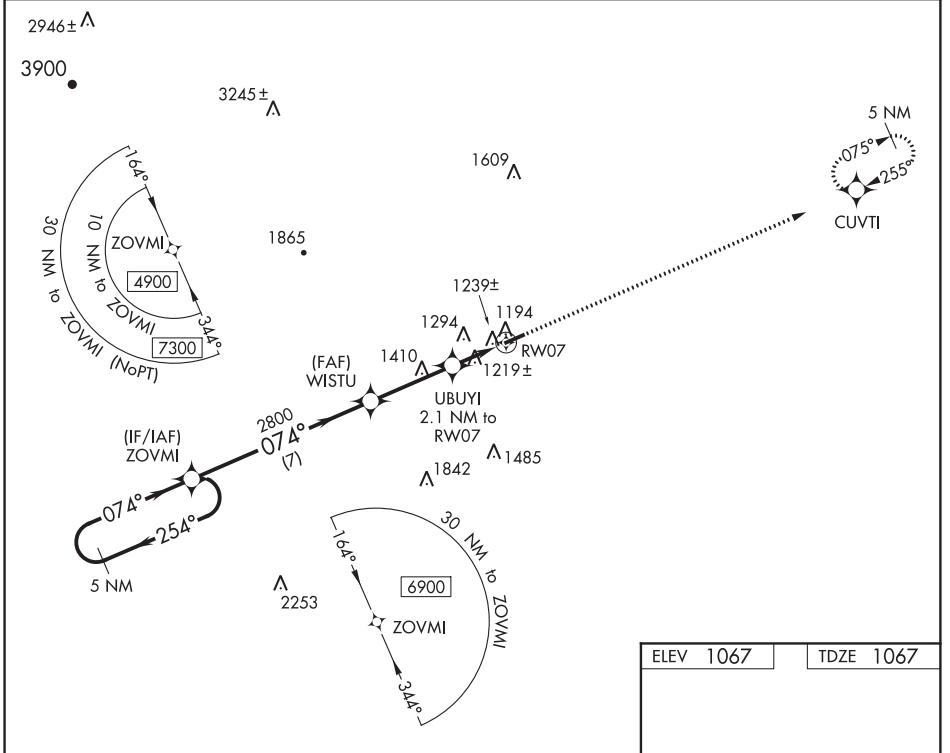
RNAV (GPS) RWY 7

ELKIN MUNI (ZEF)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 feet and Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.

ATLANTA CENTER 125.15 263.0	UNICOM 123.05 (CTAF)
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ELEV 1067	TDZE 1067
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MIRL Rwy 7-25
REIL Rwy 7 and Rwy 25

CATEGORY	A	B	C	D
LP MDA	1460-1	393 (400-1)	1460-1½	393 (400-1½)
LNAV MDA	1500-1	433 (500-1)	1500-1¼	433 (500-1¼)
C CIRCLING	1540-1 473 (500-1)	1600-1 533 (600-1)	1680-1¾ 613 (700-1¾)	1840-2½ 773 (800-2½)

ELKIN, NORTH CAROLINA
Orig 13NOV14

36°17'N-80°47'W

RNAV (GPS) RWY 7

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70536 W25A	APP CRS 255°	Rwy Idg TDZE Apt Elev	4001 1065 1067
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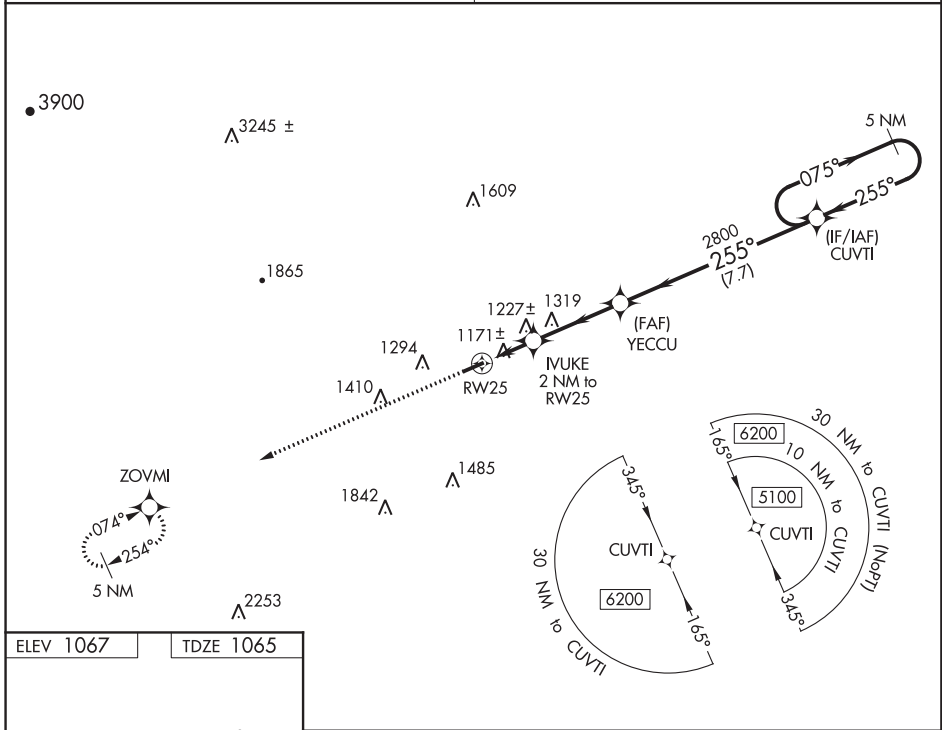
RNAV (GPS) RWY 25

ELKIN MUNI (ZEF)

▽ Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 ft and LP and Circling Cats C/D
▲ NA visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4900 direct ZOWMI and hold, continue climb-in-hold to 4900.

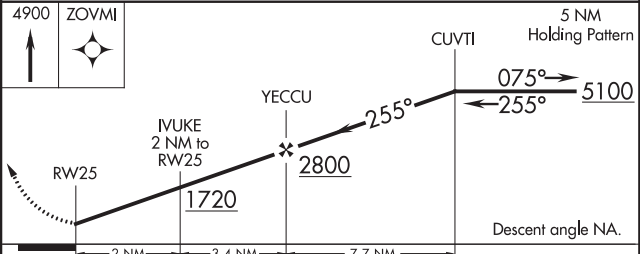
ATLANTA CENTER 125.15 263.0	UNICOM 123.05 (CTAF)
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ELEV 1067	TDZE 1065
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0.8% UP
4001 x 75

MIRL Rwy 7-25 **Ⓛ**
REIL Rwy 7 and Rwy 25 **Ⓛ**



CATEGORY	A	B	C	D
LP MDA	1 440-1	375 (400-1)	1 440-1½	375 (400-1½)
LNAV MDA	1 480-1	415 (500-1)	1 480-1¾	415 (500-1¾)
Ⓛ CIRCLING	1 540-1	1 600-1	1 680-1¾	1 840-2½
	473 (500-1)	533 (600-1)	613 (700-1¾)	773 (800-2½)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB ZEF 326	APP CRS 245°	Rwy Idg TDZE Apt Elev	N/A N/A 1067
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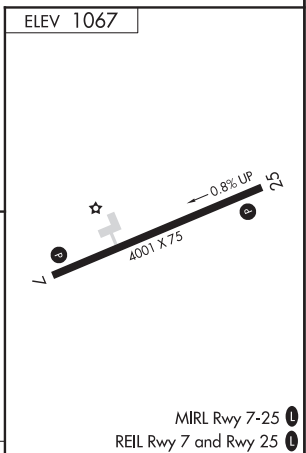
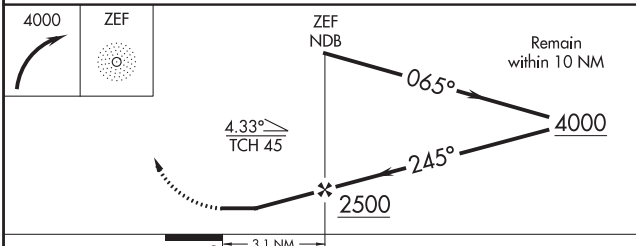
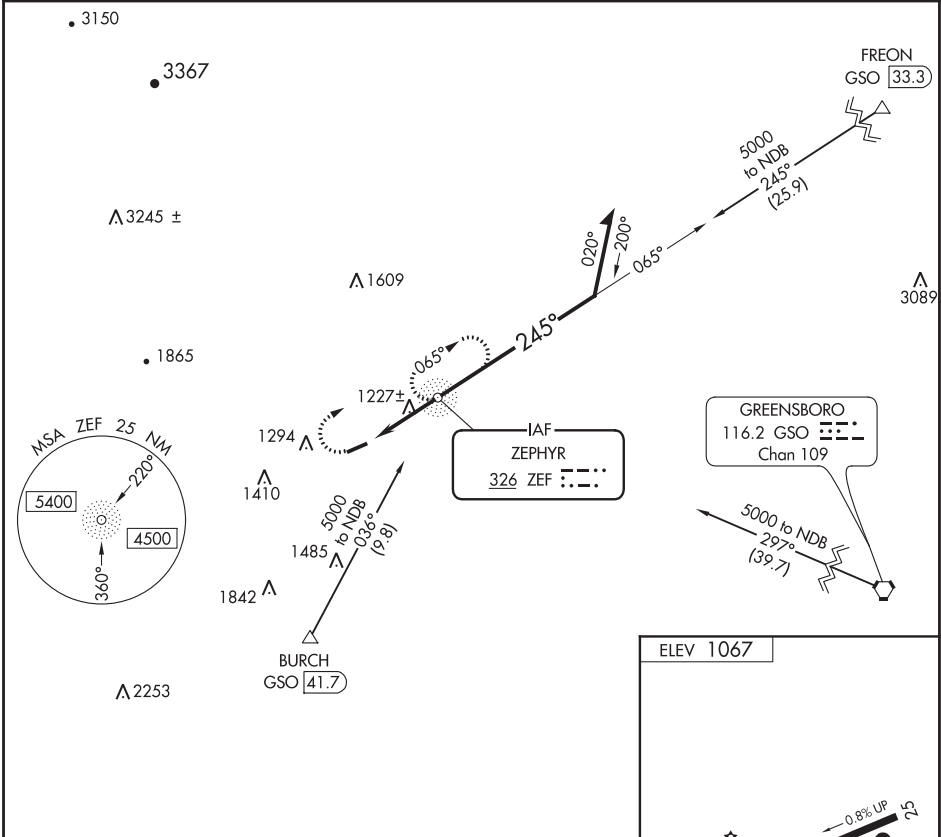
NDB-A
ELKIN MUNI (ZEF)

Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 feet and Cats C/D visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZEF NDB and hold, continue climb-in-hold to 4000.

ATLANTA CENTER
125.15 263.0

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 3.1 NM					
	1600-1	533 (600-1)	1680-1¾ 613 (700-1¾)	1840-2½ 773 (800-2½)	Knots	60	90	120	150	180
C CIRCLING					Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66004 W05A	APP CRS 048°	Rwy Idg TDZE Apt Elev	5000 195 202
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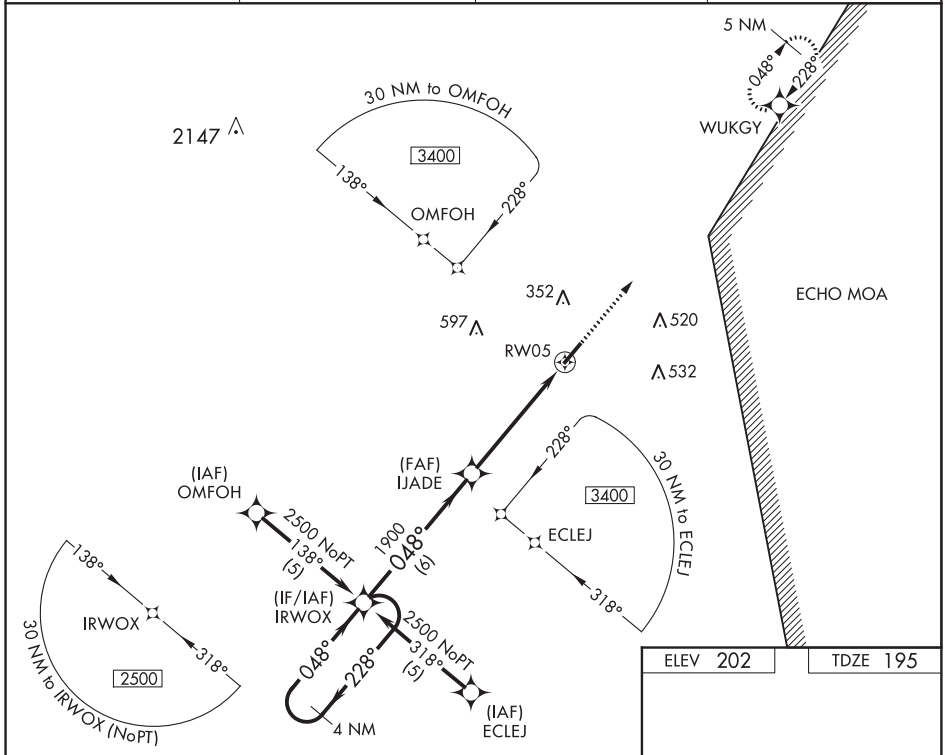
RNAV (GPS) RWY 5

HARNETT RGNL JETPORT (H.R.J)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

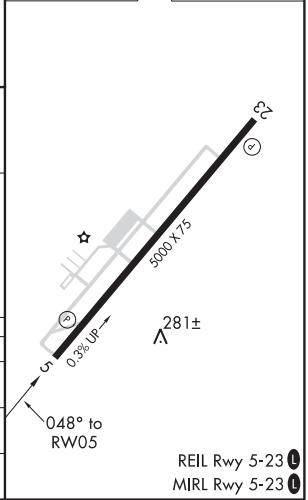
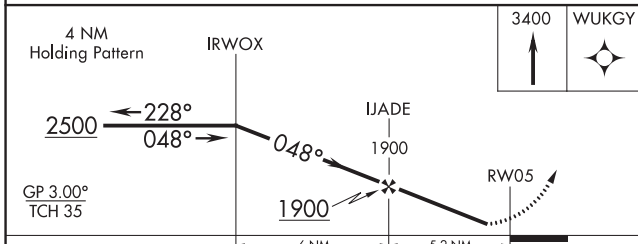
AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	GCO 135.075	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 202	TDZE 195
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CATEGORY	A	B	C	D
LPV DA	474-1	279 (300-1)		NA
LNAV MDA	540-1	345 (400-1)		NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

16315

WAAS CH 45904 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	5000 202 202
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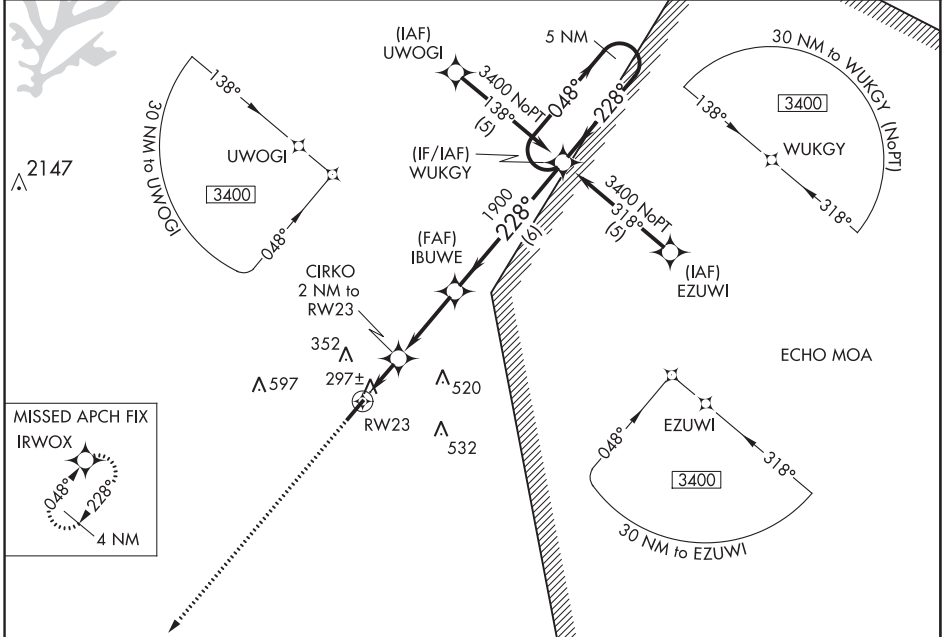
RNAV (GPS) RWY 23

HARNETT RGNL JETPORT (HRJ)

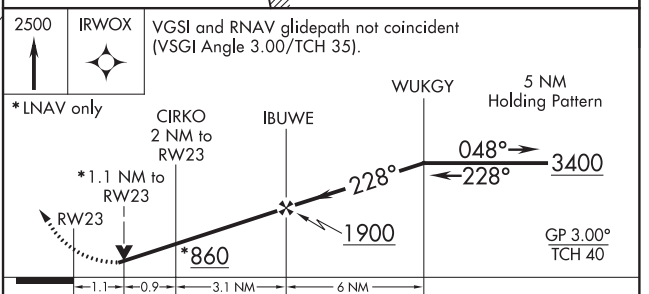
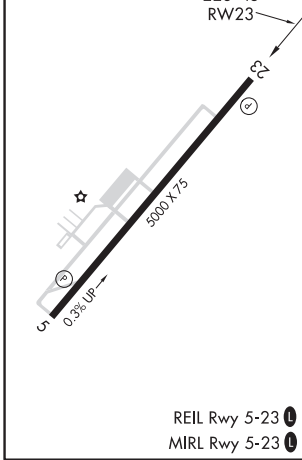
⚠ When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	GCO 135.075	UNICOM 122.7 (CTAF) 0
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ELEV 202	TDZE 202
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CATEGORY	A	B	C	D
LPV DA	551-1¼ 349 (400-1¼)			NA
LNAV MDA	600-1 398 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

ERWIN, NORTH CAROLINA
Amdt 2A 04JUN09

35°23'N-78°44'W

RNAV (GPS) RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HRJ 108.35 Chan 20 (Y)	APP CRS 048°	Rwy Idg 5000 TDZE 195 Apt Elev 202
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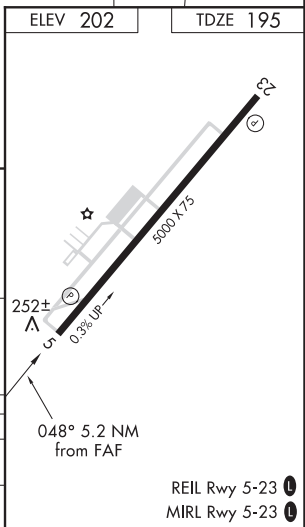
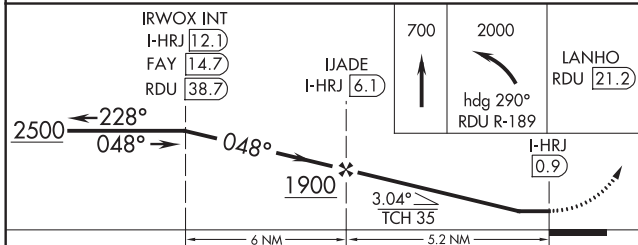
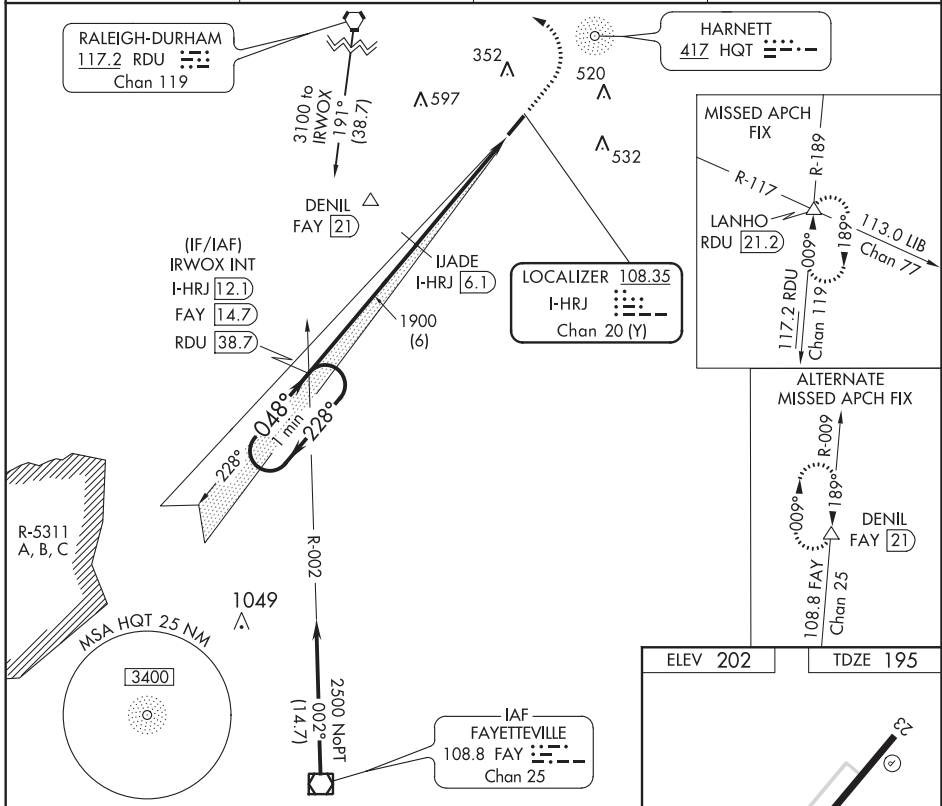
LOC/DME RWY 5

HARNETT RGNL JETPORT (HRJ)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet.

⚠ MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 290° and RDU R-189 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	GCO 135.075	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	520-1 325 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

16315

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

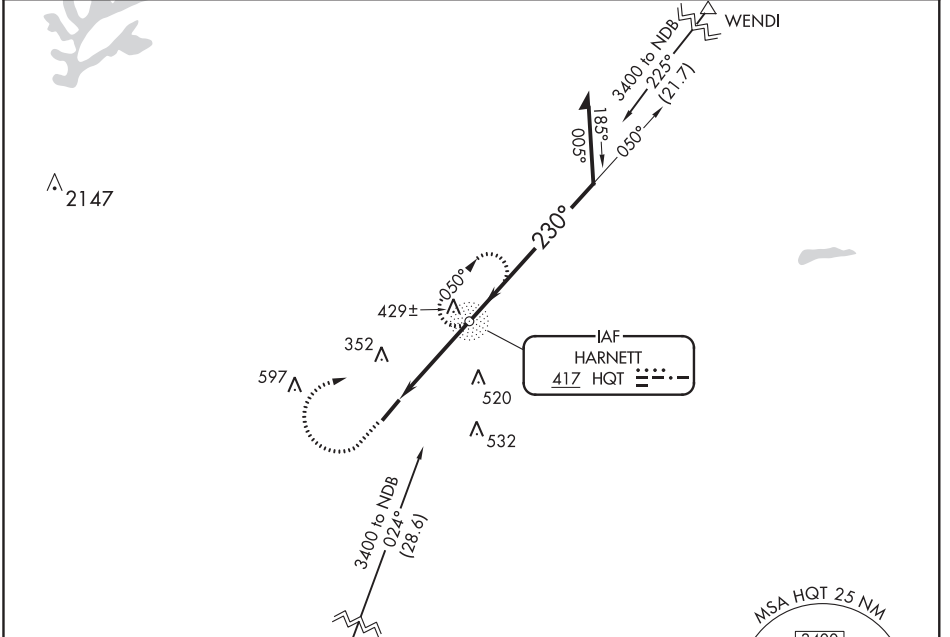
NDB RWY 23

HARNETT RGNL JETPORT (HRJ)

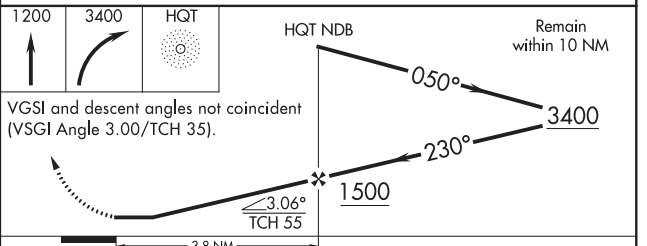
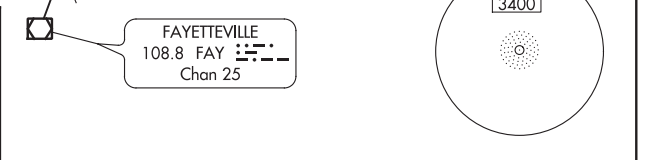
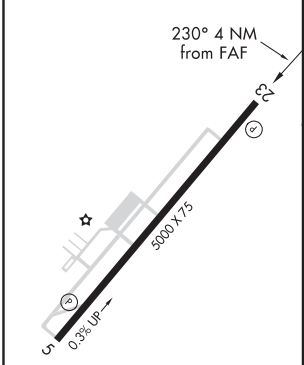
▼ When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet, and S-23 and Circling Cat C visibility 1/8 mile.
▲ NA Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	GCO 135.075	UNICOM 122.7 (CTAF)
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ELEV 202	TDZE 202
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	REIL Rwy 5-23				
	MIRL Rwy 5-23				
FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16
CATEGORY	A	B	C	D	
S-23	780-1	578 (600-1)	780-1 1/2 578 (600-1 1/2)	NA	
CIRCLING	780-1	578 (600-1)	780-1 1/2 578 (600-1 1/2)	NA	

ERWIN, NORTH CAROLINA
Amdt 2B 11DEC14

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)

NDB RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GR A	APP CRS	Rwy Idg	6508
110.5	038°	THRE	185
Chan 42		Apt Elev	189

ILS or LOC/DME RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

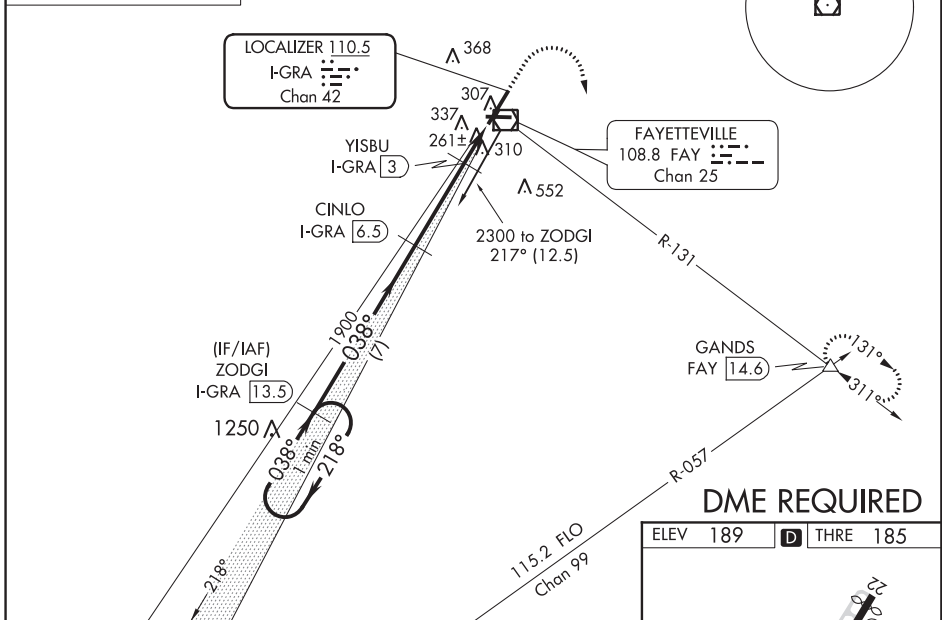
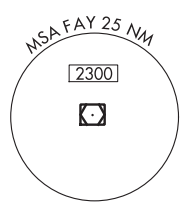
▽ For inop MALS, increase S-LOC 4 Cats C/D visibility to RVR 5000.



MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

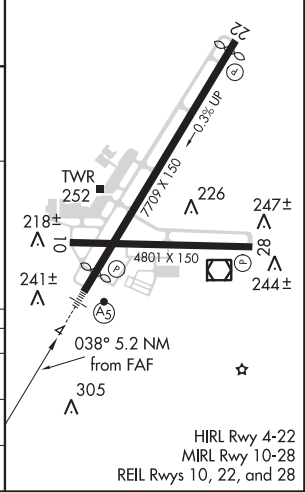
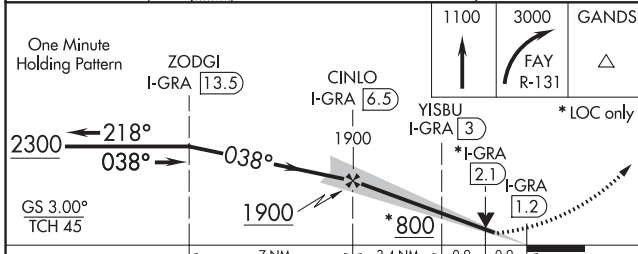
ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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ALTERNATE MISSED APCH FIX
FORT BRAGG
FGP
393
093°
273°



DME REQUIRED

ELEV 189	D THRE 185
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CATEGORY	A	B	C	D
S-ILS 4	385/24		200 (200-½)	
S-LOC 4	520/24	335 (400-½)	520/26	335 (400-⅔)
C CIRCLING	640-1	451 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)


16315

WAAS CH 50111 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6508 189 189
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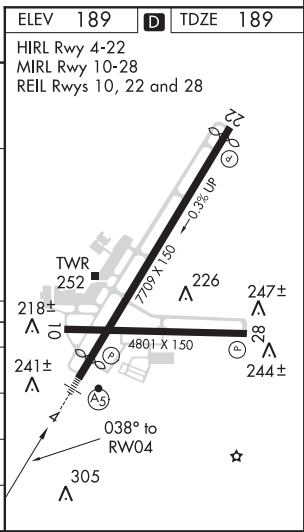
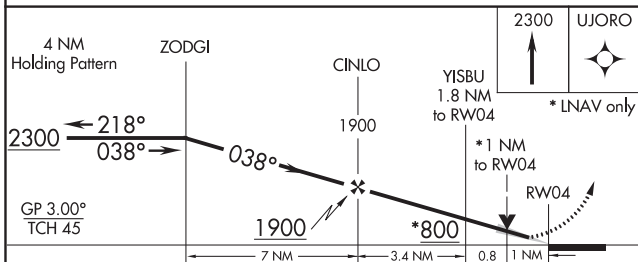
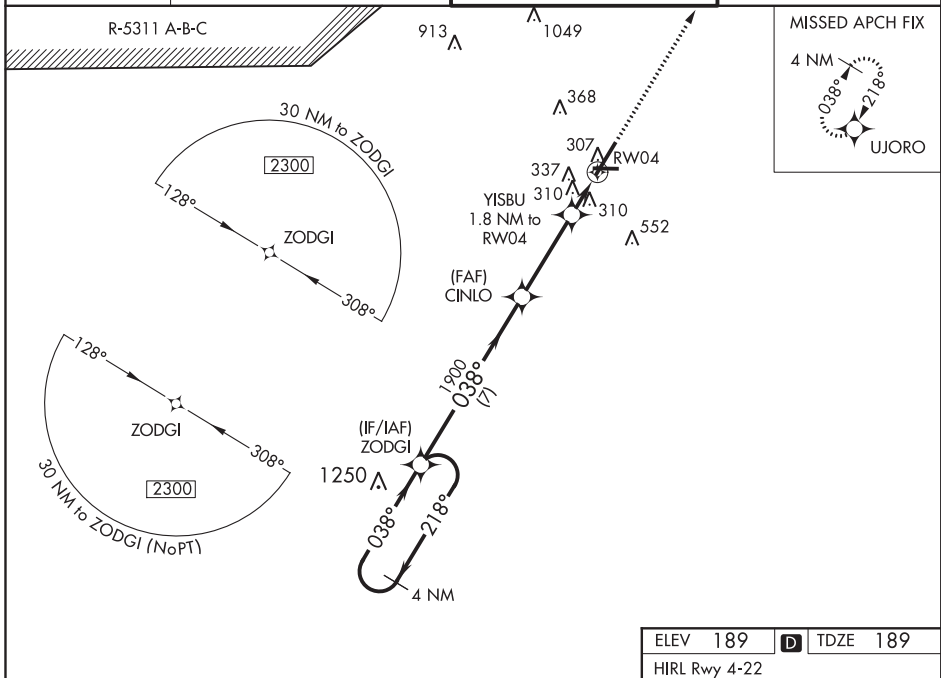
RNAV (GPS) RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

▽ 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 inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000; increase LNAV Cats C/D visibility to RVR 5500.

△ MALSR  MISSED APPROACH: Climb to 2300 direct UJORO and hold.

ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
LPV DA		389/24	200 (200-½)	
LNAV/VNAV DA		470/24	281 (300-½)	
LNAV MDA	560/24	371 (400-½)	560/35	371 (400-¾)
C CIRCLING	640-1	451 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

FAYETTEVILLE, NORTH CAROLINA
Amdt 3A 11DEC14

34°59'N-78°53'W

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNAV (GPS) RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

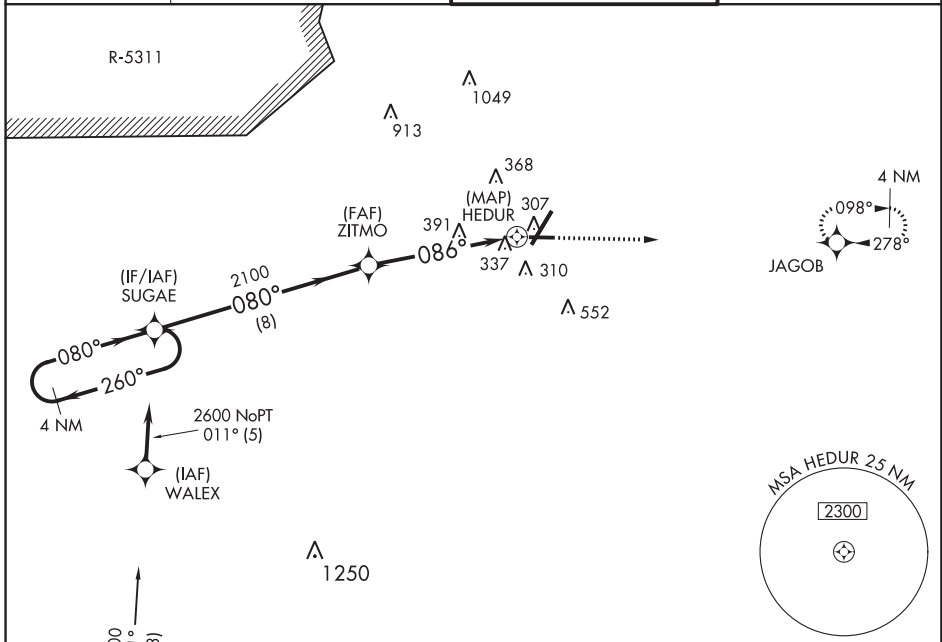
SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

RNAV (GPS) RWY 10

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

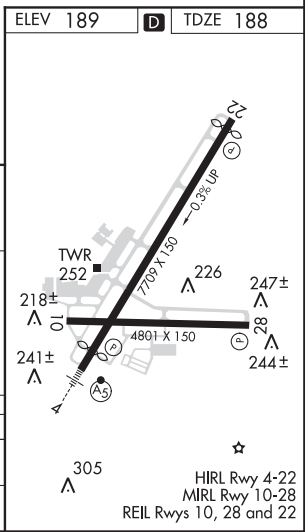
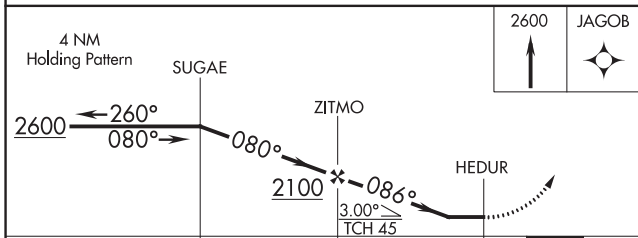
NA	DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2600 direct JAGOB WP and hold.	
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON	
121.25	133.0 295.0	118.3 269.2	121.7 348.6	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 189		TDZE 188
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CATEGORY	A	B	C	D
LNVA MDA	660-1	472 (500-1)	660-1 $\frac{3}{8}$	472 (500-1 $\frac{3}{8}$)
CIRCLING	660-1	471 (500-1)	660-1 $\frac{1}{2}$	740-2 471 (600-2)

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

16203

WAAS CH 45511 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	6413 180 189
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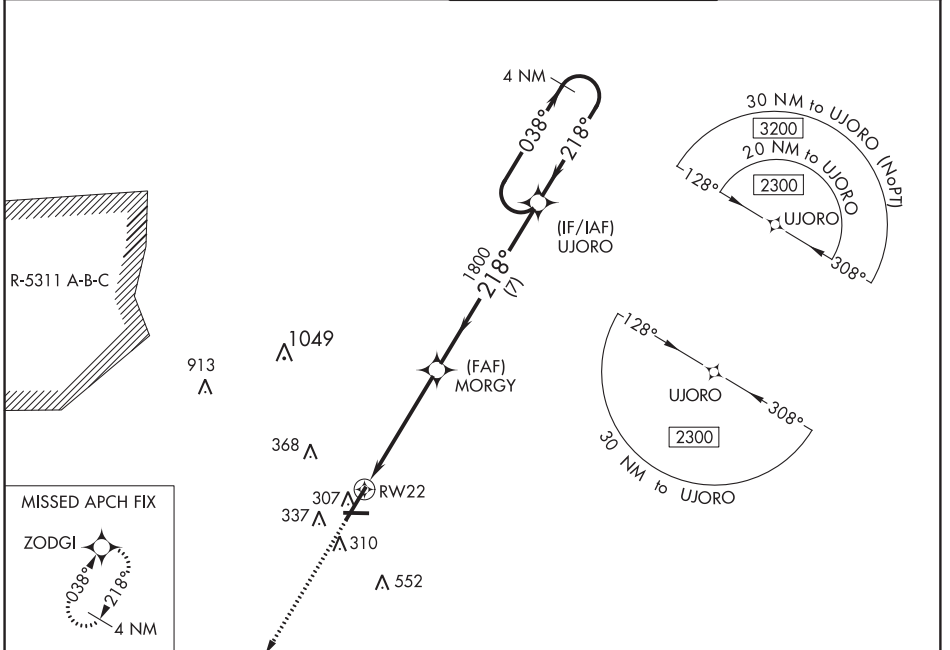
RNAV (GPS) RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

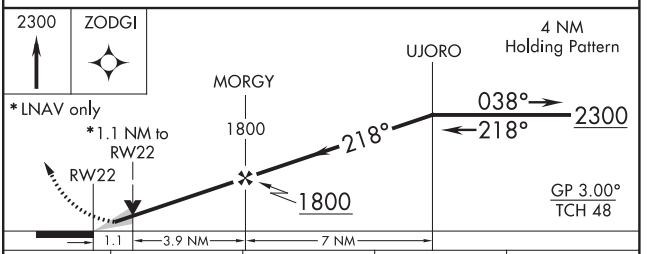
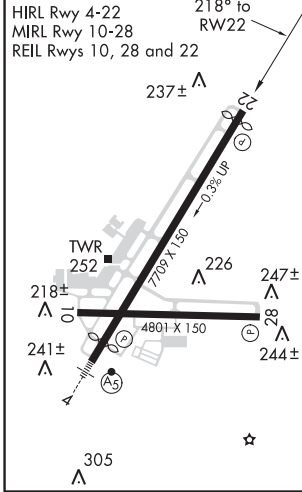
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠ MISSED APPROACH: Climb to 2300 direct ZODGI and hold.

ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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ELEV 189	D	TDZE 180
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CATEGORY	A	B	C	D
LPV DA		380-3/4	200 (200-3/4)	
LNAV/VNAV DA		490-1	310 (300-1)	
LNAV MDA		560-1	380 (400-1)	
C CIRCLING	640-1	451 (500-1)	860-2 671 (700-2)	860-2 1/4 671 (700-2 1/4)

FAYETTEVILLE, NORTH CAROLINA
Amdt 5A 11DEC14

34°59'N-78°53'W

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
RNAV (GPS) RWY 22

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 278°	Rwy Idg 4801
	TDZE 188
	Apt Elev 189

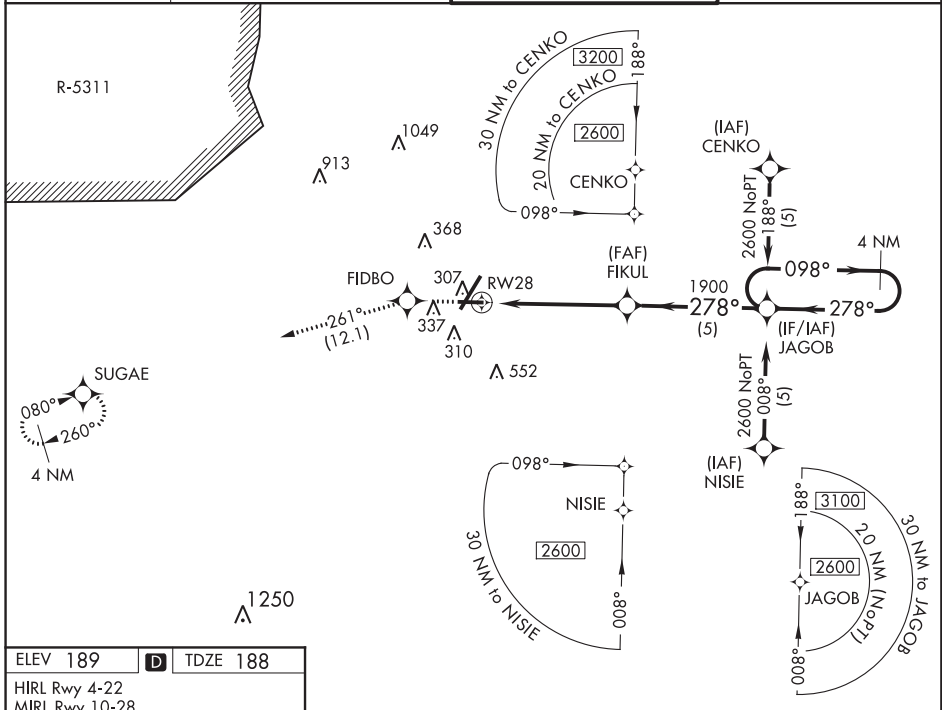
RNAV (GPS) RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

▼ GPS or RNP-0.3 Required.
▲ NA DME/DME RNP-0.3 NA.
▲ NA Baro-VNAV NA below -1.5° C (5° F).

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

ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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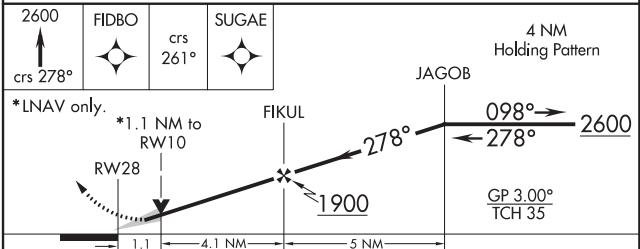
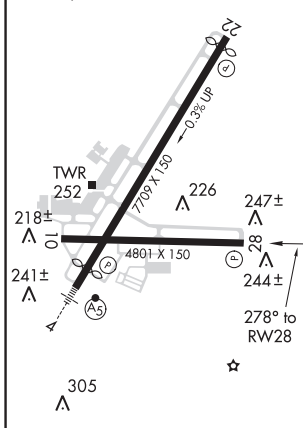


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 189	D	TDZE 188
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HIRL Rwy 4-22
 MIRL Rwy 10-28
 REIL Rwy 10, 28 and 22



CATEGORY	A	B	C	D
GLS (PA) DA	NA			
LNVA/VNAV DA	500-1¼		312 (400-1¼)	
LNVA MDA	560-1		372 (400-1)	
CIRCLING	640-1¼		451 (500-1¼)	
	451 (500-1¼)		640-1½	
	451 (500-1½)		740-2	
	551 (600-2)		560-1¼	
	372 (400-1¼)		372 (400-1¼)	

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

16203

LOC/DME I-GR A 110.5 Chan 42	APP CRS 218°	Rwy Idg TDZE Apt Elev	6413 180 189
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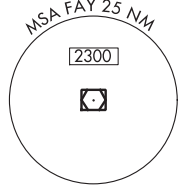
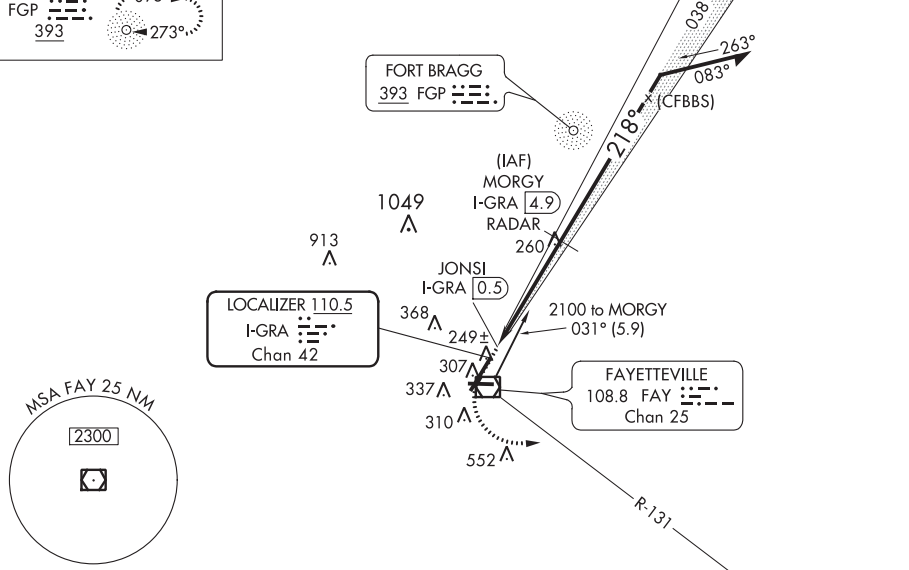
LOC BC RWY 22
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

DME or RADAR required. MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

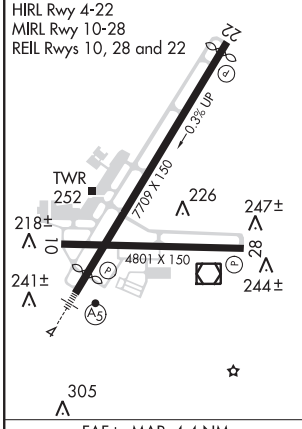
ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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ALTERNATE MISSED APCH FIX
FORT BRAGG
FGP
393
093°
273°

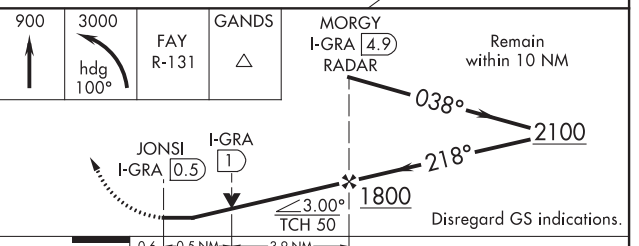
DME or RADAR REQUIRED



ELEV 189	D	TDZE 180
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BACK COURSE



CATEGORY	A	B	C	D
S-22	560-1	380 (400-1)	560-1	380 (400-1)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)

FAYETTEVILLE, NORTH CAROLINA
Amdt 8A 11DEC14

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
34°59'N-78°53'W
LOC BC RWY 22

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

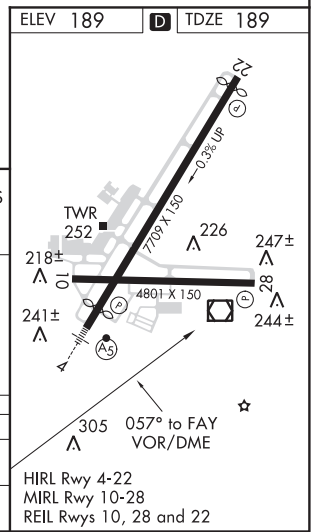
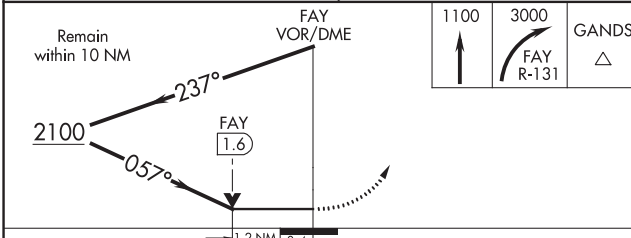
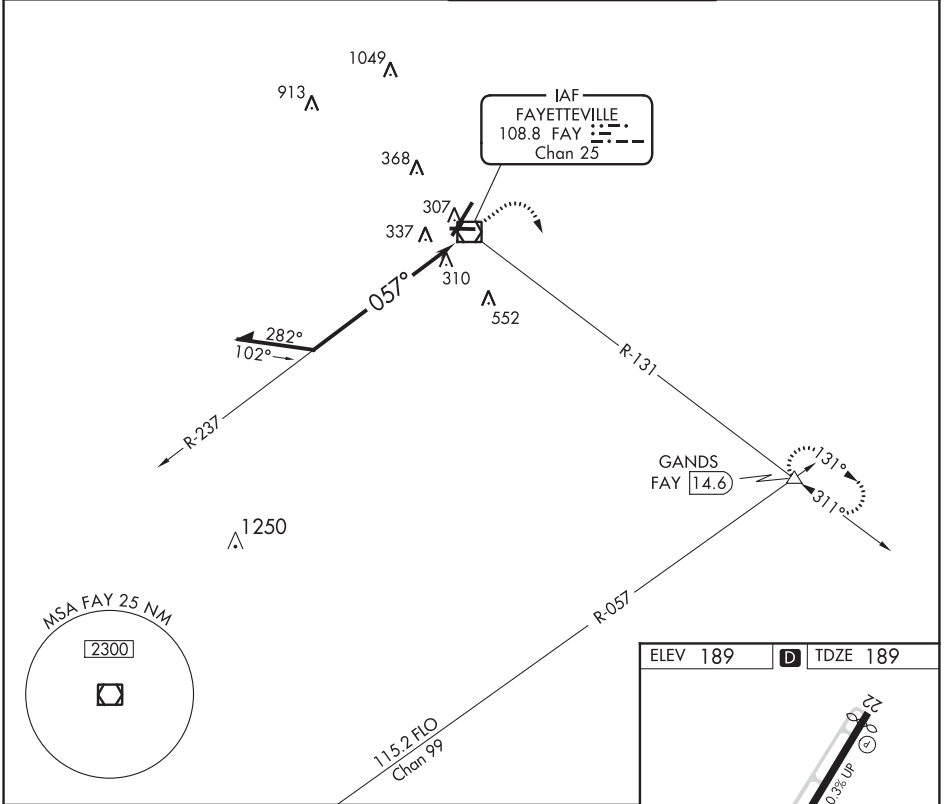
VOR/DME	FAY	APP CRS	Rwy Idg	6508
108.8		057°	TDZE	189
Chan 25			Apt Elev	189

VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

<p>For inop MALSR, increase Cat A/B visibility to 1 mile, Cat C visibility to 1¼ mile. Visibility reduction by helicopters NA.</p>		<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS INT/FAY 14.6 DME and hold.</p>
		<p>ATIS 121.25</p>

FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
S-4	640/40	451 (500-¾)		640/50 451 (500-1)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

16203

VOR/DME FAY 108.8 Chan 25	APP CRS 198°	Rwy Idg 6413 TDZE 182 Apt Elev 189
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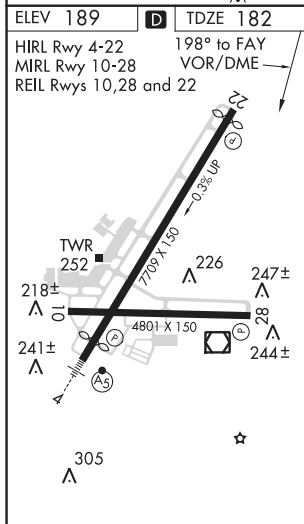
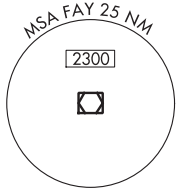
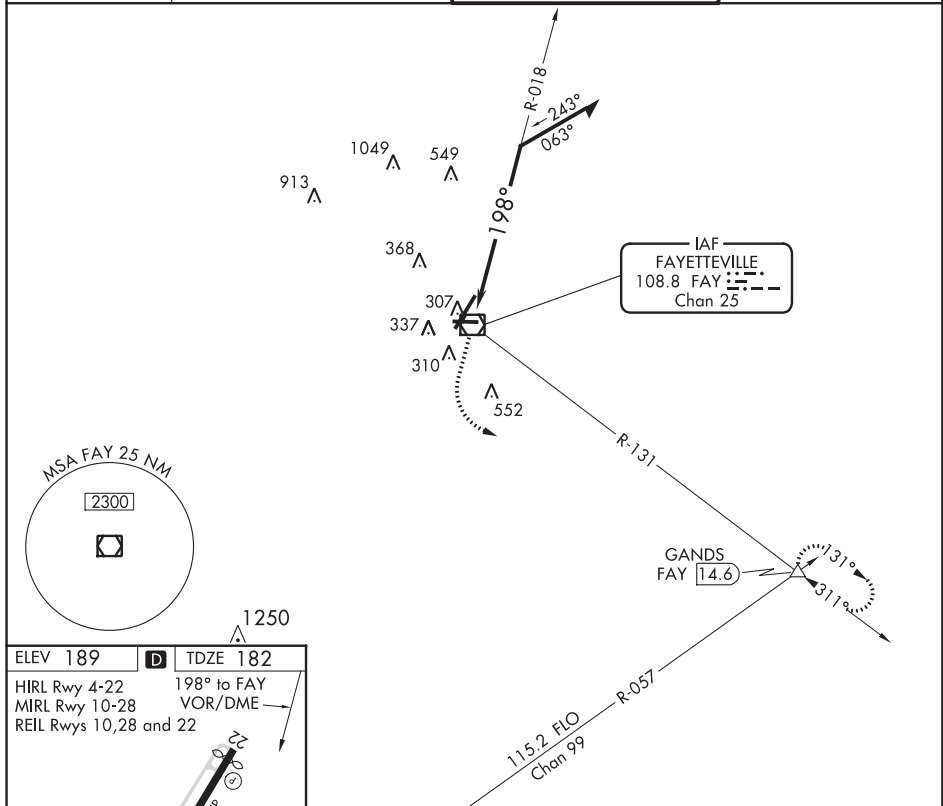
VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

⚠ When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cats C/D and Circling Cats C/D visibilities ¼ mile.

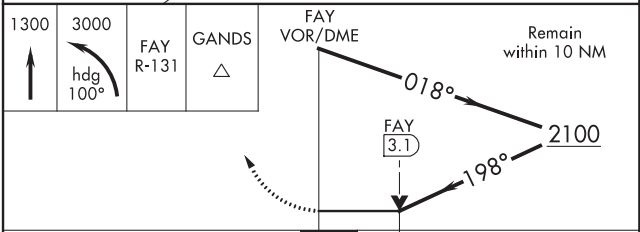
⚠ MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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ELEV 189 **D** TDZE 182

HIRL Rwy 4-22 198° to FAY
MIRL Rwy 10-28 VOR/DME
REIL Rwys 10, 28 and 22



CATEGORY	A	B	C	D
S-22	900-1 720 (800-1)		900-2 720 (800-2)	
CIRCLING	900-1 711 (800-1)		900-2 711 (800-2)	900-2¼ 711 (800-2¼)

FAYETTEVILLE, NORTH CAROLINA
Amdt 7A 28APR16

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
34°59'N-78°53'W

VOR RWY 22

SE-2, 10 NOV 2016 to 05 JAN 2017

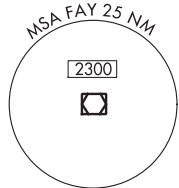
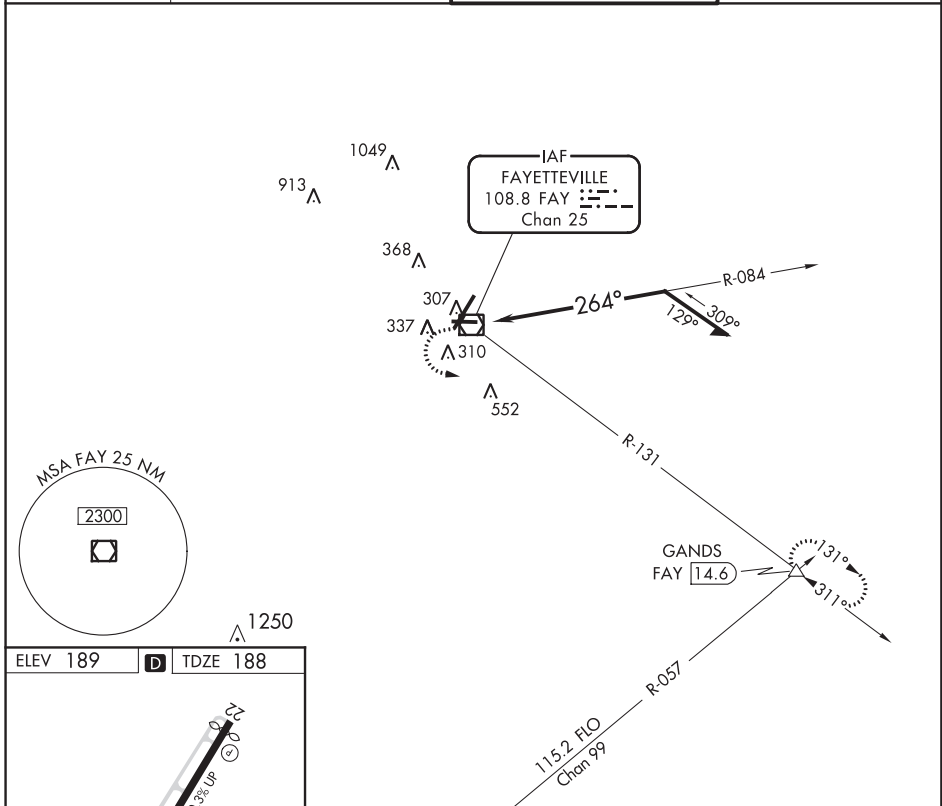
SE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME FAY 108.8 Chan 25	APP CRS 264°	Rwy Idg TDZE Apt Elev	4801 188 189
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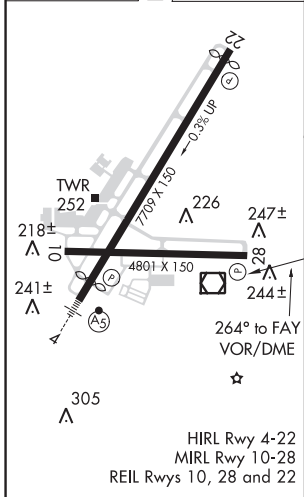
VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.			
ATIS 121.25	FAYETTEVILLE APP CON 133.0 295.0	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6



ELEV 189	D	TDZE 188
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1100	3000	GANDS	FAY VOR/DME			
↑	FAY R-131	△	Remain within 10 NM			
CATEGORY	A	B	C	D		
S-28	700-1	512 (600-1)	700-1 ³ / ₈	512 (600-1 ³ / ₈)		
CIRCLING	700-1	511 (600-1)	700-1 ¹ / ₂	740-2	551 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE, NORTH CAROLINA

ATIS
121.25
FAYETTEVILLE TOWER
118.3 269.2
GND CON
121.7 348.6

D

78°53.0'W

78°52.5'W

**FIELD
ELEV
189**

ELEV 158

RWY 04-22
PCN 42 F/A/X/T
S-109, D-178, 2S-175, 2D-321

RWY 10-28
PCN 11 F/B/Y/T
S-35, D-52.5

GENERAL AVIATION

HANGARS

HANGARS

FIRE STATION

PASSENGER TERMINAL

307

TWR 252

FBO

HANGAR

CARGO RAMP

AIR CARRIER RAMP

AREA NOT VISIBLE BY TOWER

ELEV 183

100.0°

10

K

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

A

HOT CARGO

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HOT CARGO

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HOT CARGO

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HOT CARGO

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HOT CARGO

A

ELEV 183

040.0°

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4801 X 150

ZI

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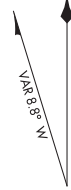
0.3% UP

22

220.0°

0.3% UP

22



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

☆

AIRPORT DIAGRAM

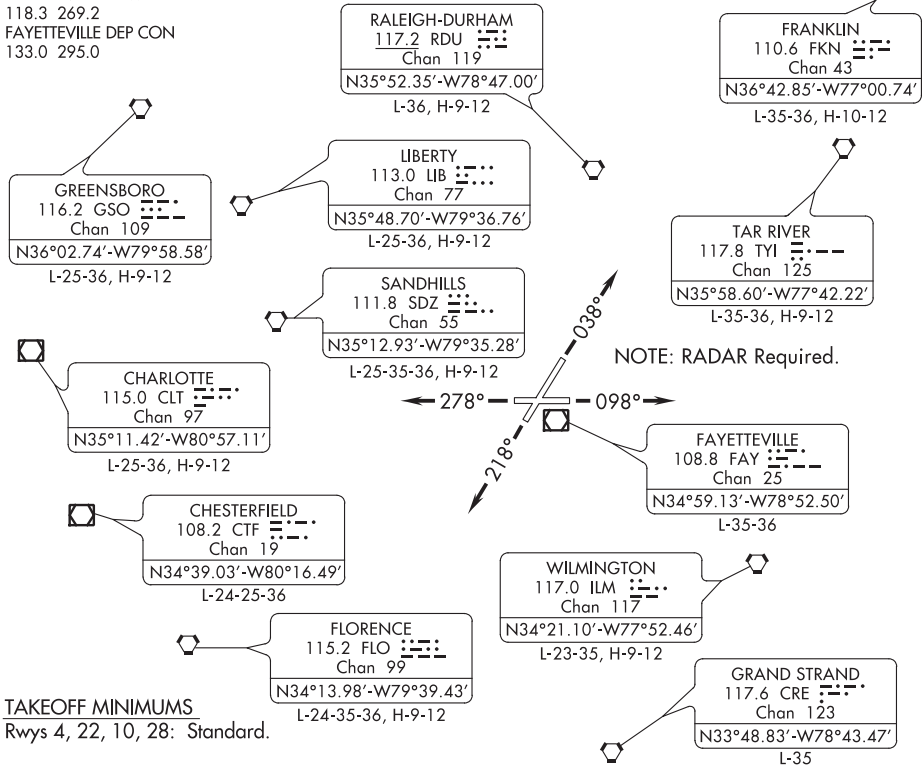
MOUNTY THREE DEPARTURE

SL-690 (FAA)

FAYETTEVILLE, NORTH CAROLINA

ATIS
121.25
GND CON
121.7 348.6
FAYETTEVILLE TOWER
118.3 269.2
FAYETTEVILLE DEP CON
133.0 295.0

**TOP ALTITUDE:
2000**



TAKEOFF MINIMUMS
Rwys 4, 22, 10, 28: Standard.

TAKEOFF OBSTACLE NOTES

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

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

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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned, thence . . .

TAKEOFF RUNWAY 10: Climb heading 098° or as assigned, thence . . .

TAKEOFF RUNWAY 22: Climb heading 218° or as assigned, thence . . .

TAKEOFF RUNWAY 28: Climb heading 278° or as assigned, thence . . .

. . . Maintain 2000 feet or assigned altitude. Expect vectors to join filed route.
Expect further clearance to filed altitude 10 minutes after departure.

MOUNTY THREE DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	147
		Apt Elev	147

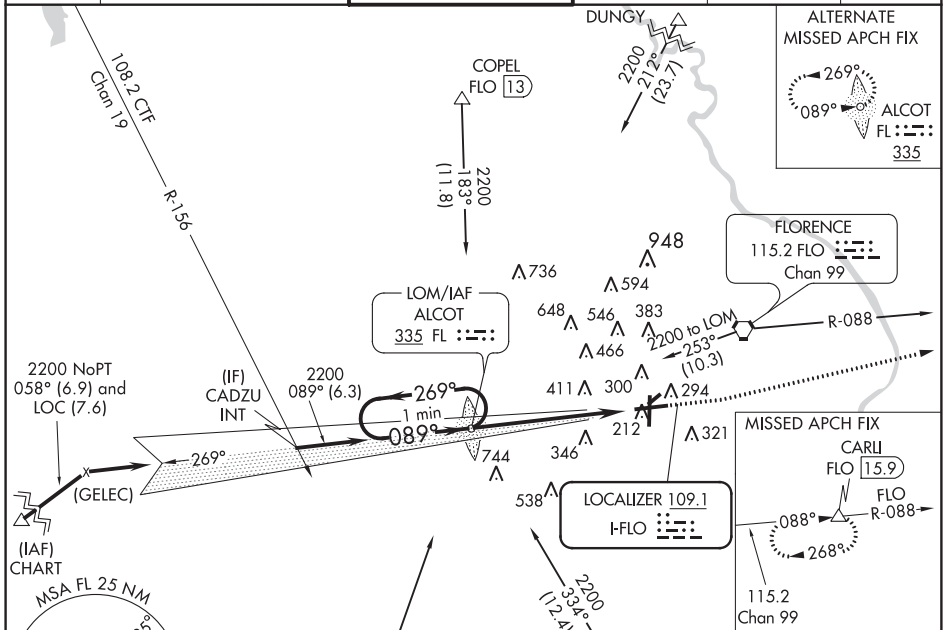
ILS or LOC RWY 9

FLORENCE RGNL (FLO)

⚠ DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile. Night Landing: Rwy 1, 19 NA.

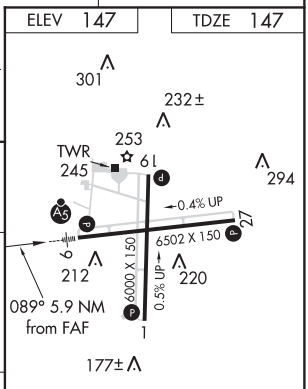
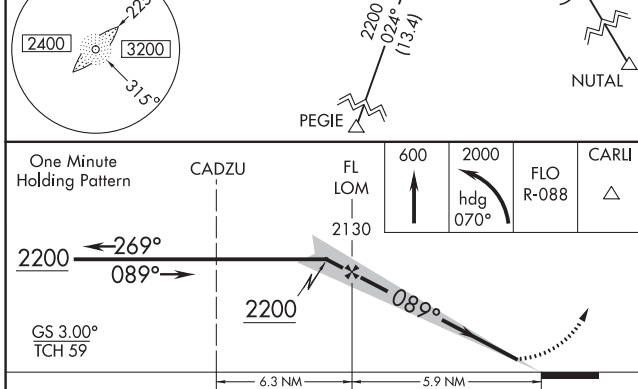
MALS MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/ FLO 15.9 DME and hold.

ATIS	FLORENCE APP CON*	FLORENCE TOWER*	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) 353.85	121.9 353.85	121.9 353.85	122.95



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 9	347-½ 200 (200-½)			
S-LOC 9	840-½ 693 (700-½)	840-1½ 693 (700-1½)	840-1¾ 693 (700-1¾)	840-2 693 (700-2)
CIRCLING	840-1 693 (700-1)	840-2 693 (700-2)	840-2¼ 693 (700-2¼)	840-3 693 (700-3)

REIL Rwy 1, 19 and 27	HIRL Rwy 9-27
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	146

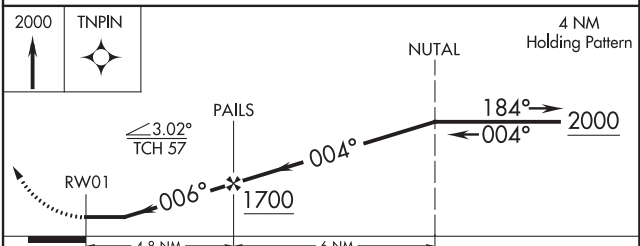
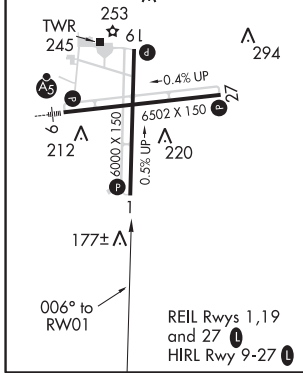
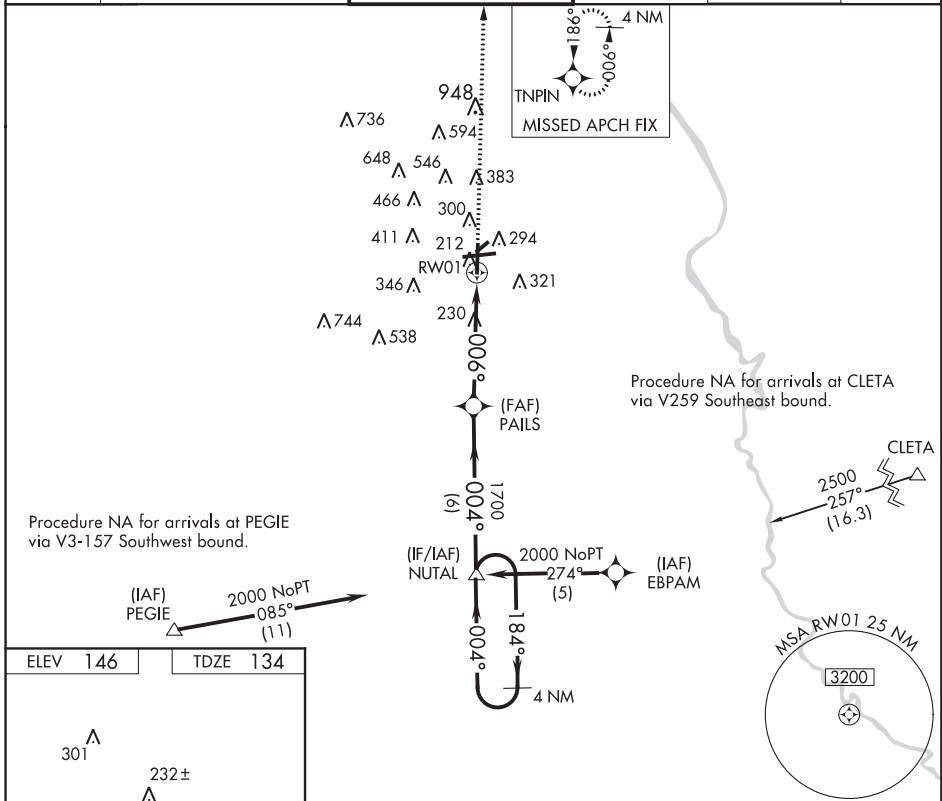
RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. Night Landing: Rwy 1, 19, 27 NA.

▲ MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS	FLORENCE APP CON*	FLORENCE TOWER*	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	480-1 346 (400-1)			480-1¼ 346 (400-1¼)
CIRCLING	640-1 494 (500-1)	660-1 514 (600-1)	660-1½ 514 (600-1½)	740-2 594 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70710 W09A	APP CRS 088°	Rwy Idg TDZE Apt Elev	6502 147 147
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RNAV (GPS) RWY 9

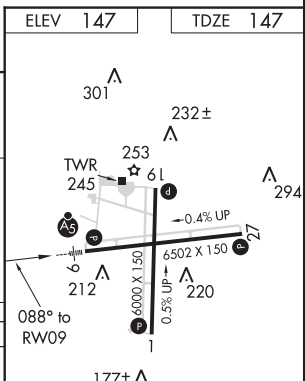
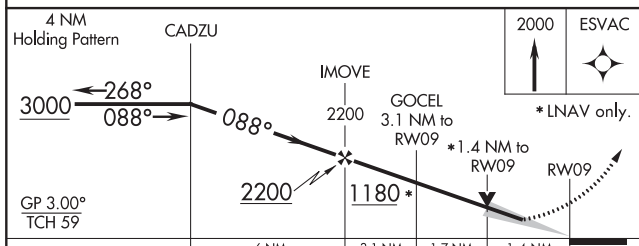
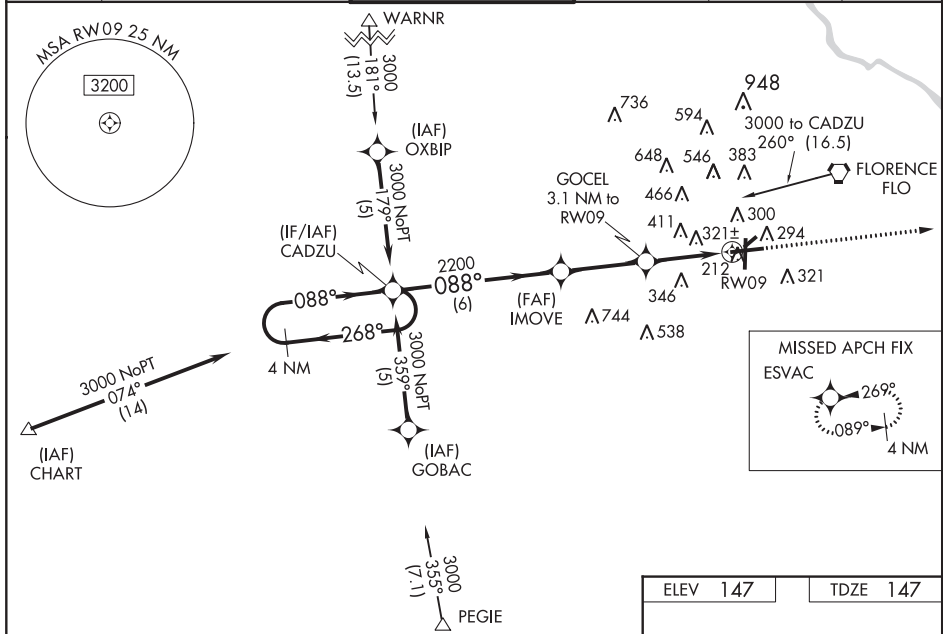
FLORENCE RGNL (FLO)

▼ Night landing: Rwy 1, 19 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Darlington altimeter setting and increase LPV DA 489 feet, LNAV/VNAV DA to 695 feet and all visibilities to 1 ¼ miles; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inoperative MALS/R when using Darlington altimeter setting, increase LPV all Cats visibility to 1 ¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

MALS/R

MISSED APPROACH:
Climb to 2000 direct
ESVAC and hold.

ATIS 123.625	FLORENCE APP CON* 118.6 341.7 135.25 316.15 (256°-074°) (075°-255°)	FLORENCE TOWER* 125.1 (CTAF) 0 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	441-½ 294 (300-½)			
LNAV/VNAV DA	623-1¼ 476 (500-1¼)			
LNAV MDA	660-½ 513 (600-½)	660-1 513 (600-1)	660-1¼ 513 (600-1¼)	
CIRCLING	660-1 513 (600-1)	660-1½ 513 (600-½)	740-2 593 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

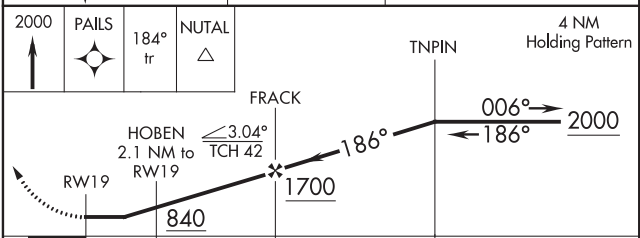
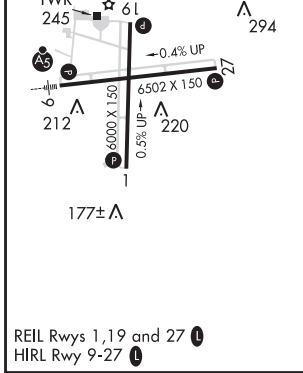
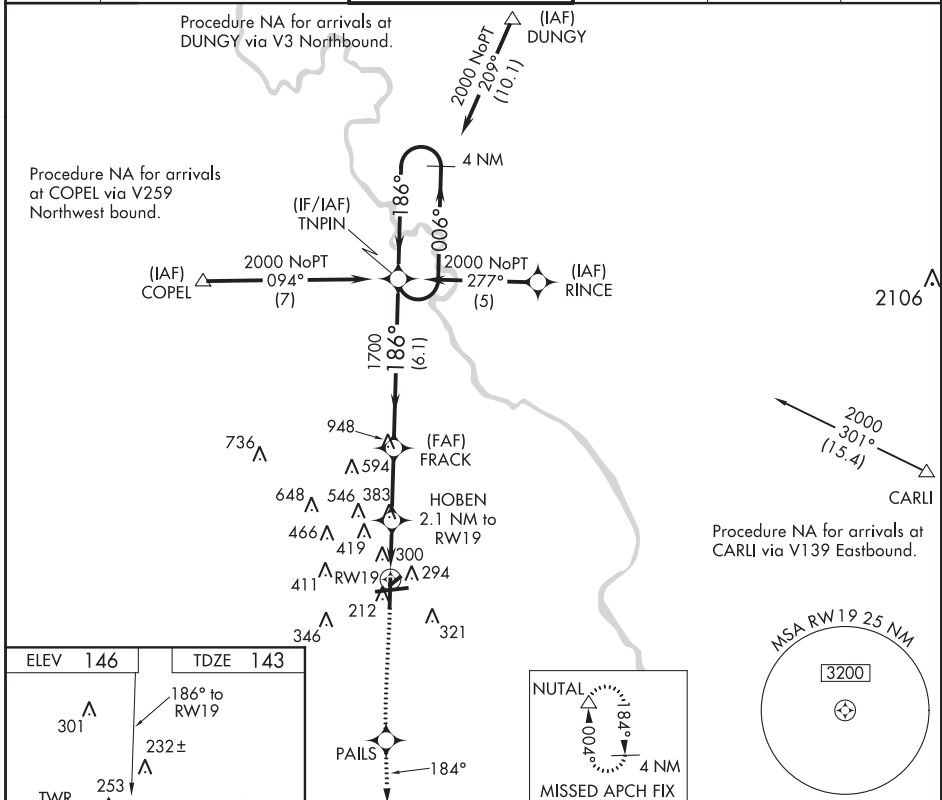
RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
▲ When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet. Night Landing: Rwy 1, 19, 27 NA.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

ATIS	FLORENCE APP CON*	FLORENCE TOWER*	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	580-1	437 (500-1)	580-1¼ 437 (500-1¼)	580-1½ 437 (500-1½)
CIRCLING	640-1 494 (500-1)	660-1 514 (600-1)	660-1½ 514 (600-1½)	740-2 594 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FLORENCE, SOUTH CAROLINA

AL-145 (FAA)

15344

WAAS CH 61310 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	6502 139 147
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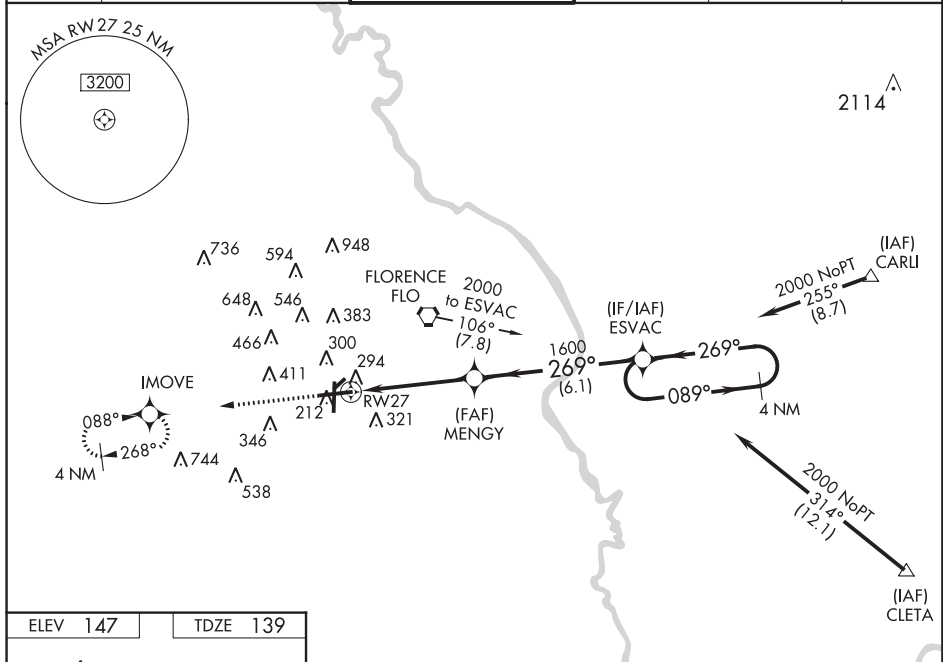
RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

⚠ Baro-VNAV NA when using Darlington 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 Darlington altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D ½ mile. Night Landing: Rwy 1, 19 NA.

MISSED APPROACH: Climb to 2000 direct IMOVE and hold.

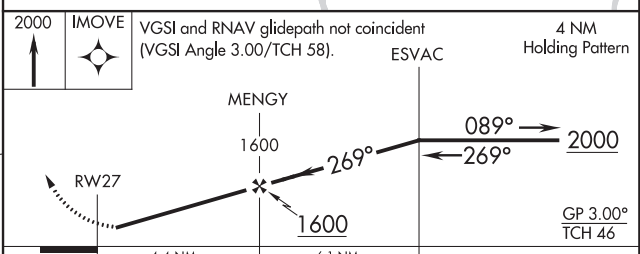
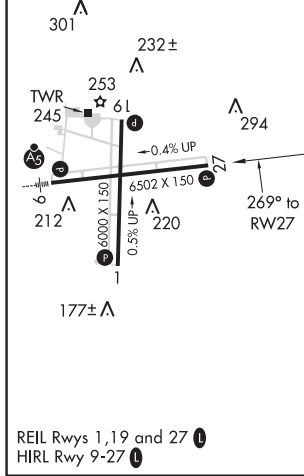
ATIS 123.625	FLORENCE APP CON* 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER* 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 147	TDZE 139
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CATEGORY	A	B	C	D
LPV DA		474-1¼	335 (400-1¼)	
LNAV/VNAV DA		595-1¾	456 (500-1¾)	
LNAV MDA	560-1	421 (500-1)	560-1¼	421 (500-1¼)
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	660-1½ 513 (600-1½)	740-2 593 (600-2)

FLORENCE, SOUTH CAROLINA
 Orig-B 20AUG15

34°11'N-79°43'W

FLORENCE RGNL (FLO) RNAV (GPS) RWY 27

VORTAC FLO 115.2 Chan 99	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 147
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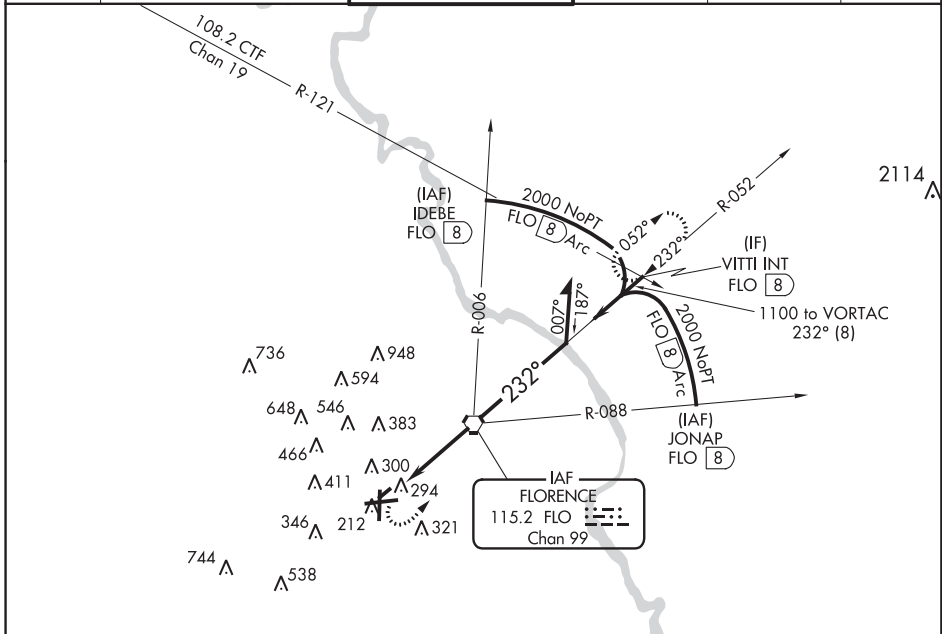
VOR or TACAN-A

FLORENCE RGNL (FLO)

⚠ When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1, 19 NA.

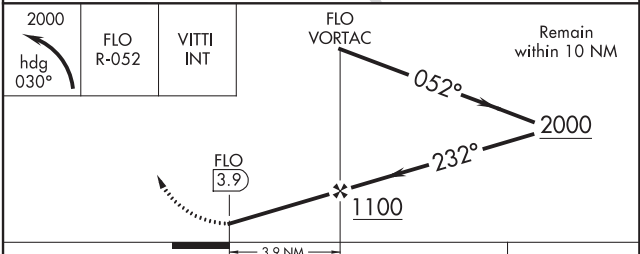
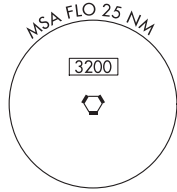
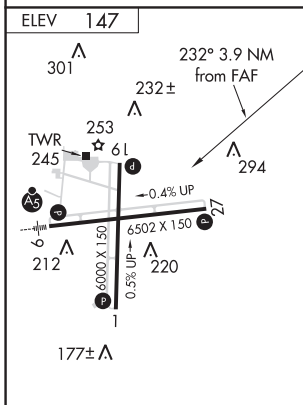
MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI Int/FLO 8 DME and hold.

ATIS 123.625	FLORENCE APP CON* 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER* 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	660-1½ 513 (600-1½)	740-2 593 (600-2)

AIRPORT DIAGRAM

AL-145 (FAA)

FLORENCE RGNL (FLO)
FLORENCE, SOUTH CAROLINA

ATIS
123.625
FLORENCE TOWER ★
125.1 353.85
GND CON
121.9 353.85
CLNC DEL
121.9 353.85

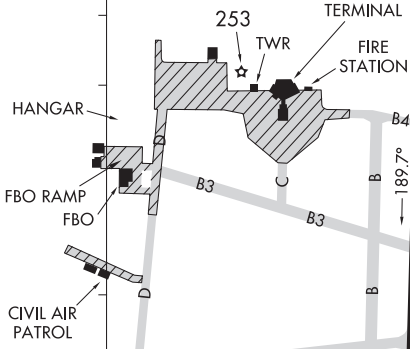
34°12'N

FIELD
ELEV
147

NON-MOVEMENT
AREA



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



ELEV
147

ELEV
143

ELEV
122

6502 X 150

6000 X 0009

ELEV
112



RWY 01-19
PCN 34 F/B/Y/T
S-87, D-139, 2S-127, 2D-238
RWY 09-27
PCN 38 F/B/X/T
S-97, D-156, 2S-98, 2D-261

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

79°44'W

79°43'W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16147

FLORENCE, SOUTH CAROLINA
FLORENCE RGNL (FLO)

APP CRS 340°	Rwy Idg TDZE Apt Elev	N/A N/A 2020
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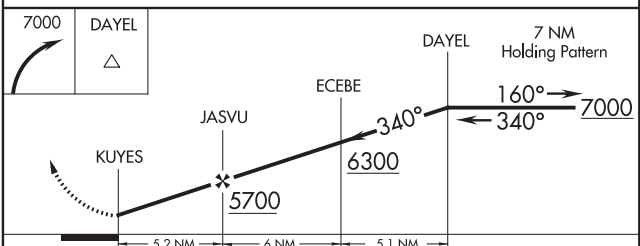
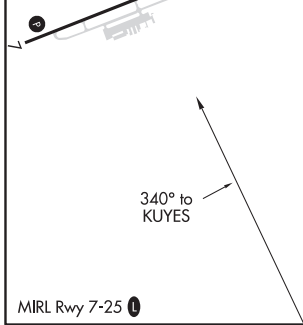
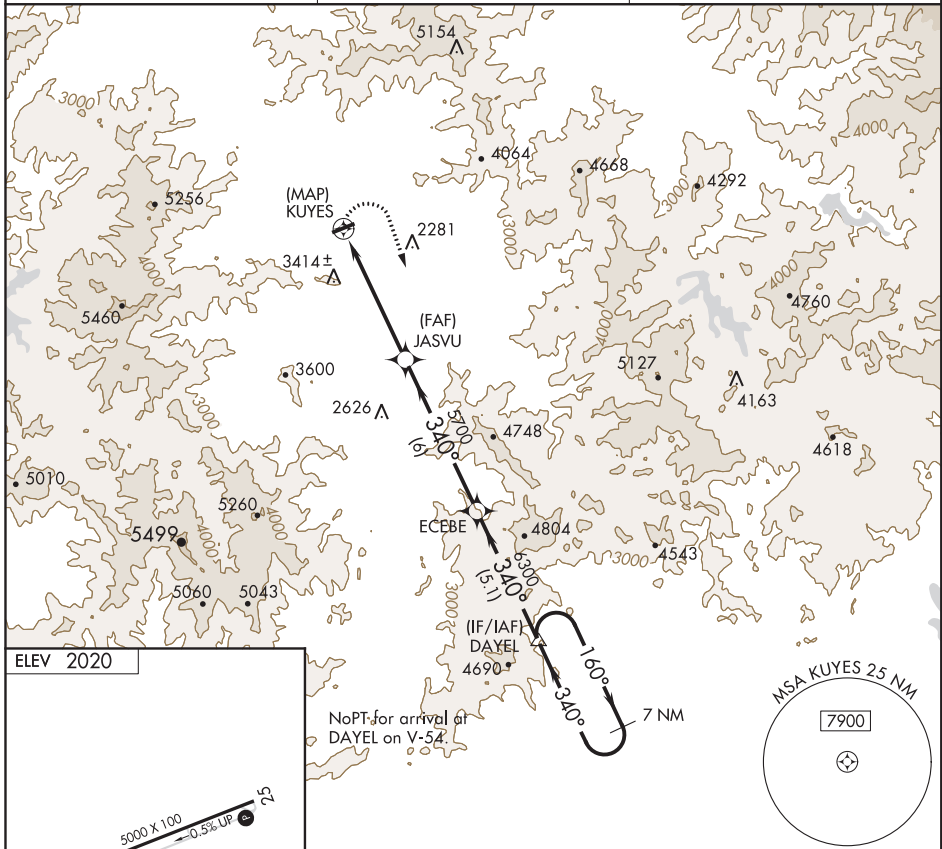
RNAV (GPS)-A

MACON COUNTY (1A5)

When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

AWOS-3 118.225	ATLANTA CENTER 134.8 379.95	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	3620-1¼ 1600 (1600-1¼)	3620-1½ 1600 (1600-1½)	3760-3 1740 (1800-3)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90302 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	3770 798 798
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RNAV (GPS) RWY 3

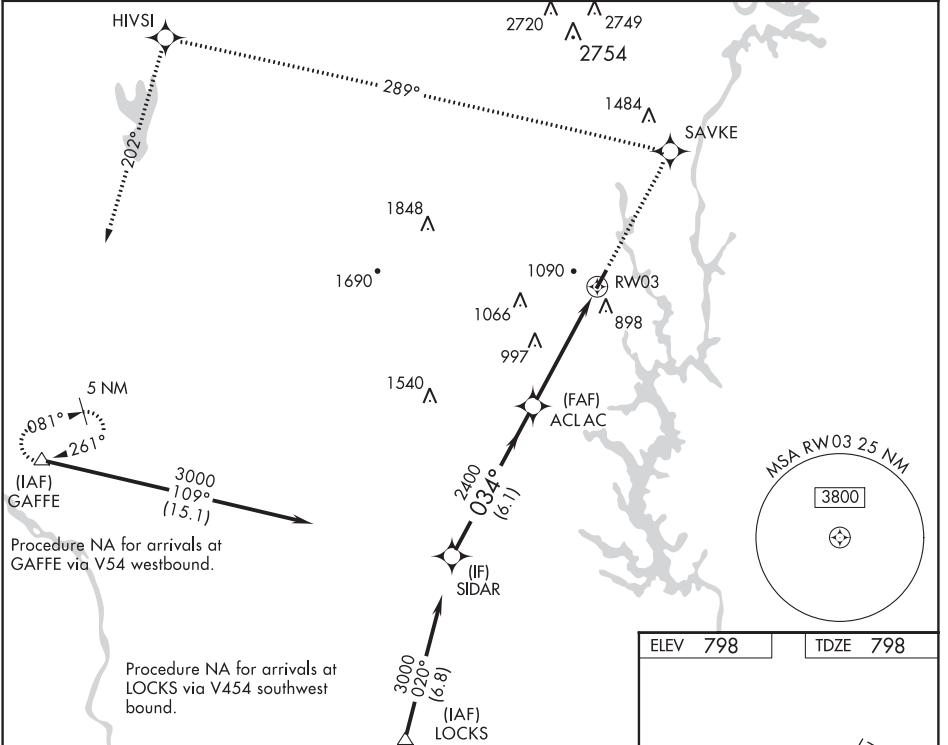
GASTONIA MUNI (AKH)

▼ If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Inoperative table does not apply.

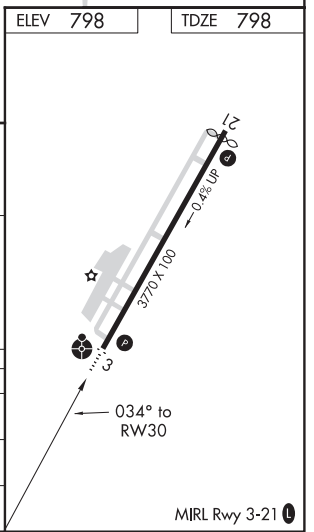
ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS 135.725	CHARLOTTE APP CON 134.75 257.2	CLNC DEL 127.2	UNICOM 123.0 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).	3200	SAVKE	tr 289°	HIVSI	tr 202°	GAFFE
Procedure Turn NA	3000	ACLAC		RW03		
GS 3.00° TCH 40	2400					
	6.1 NM	4.8 NM				



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50402 W21A	APP CRS 214°	Rwy ldg TDZE Apt Elev	3680 798 798
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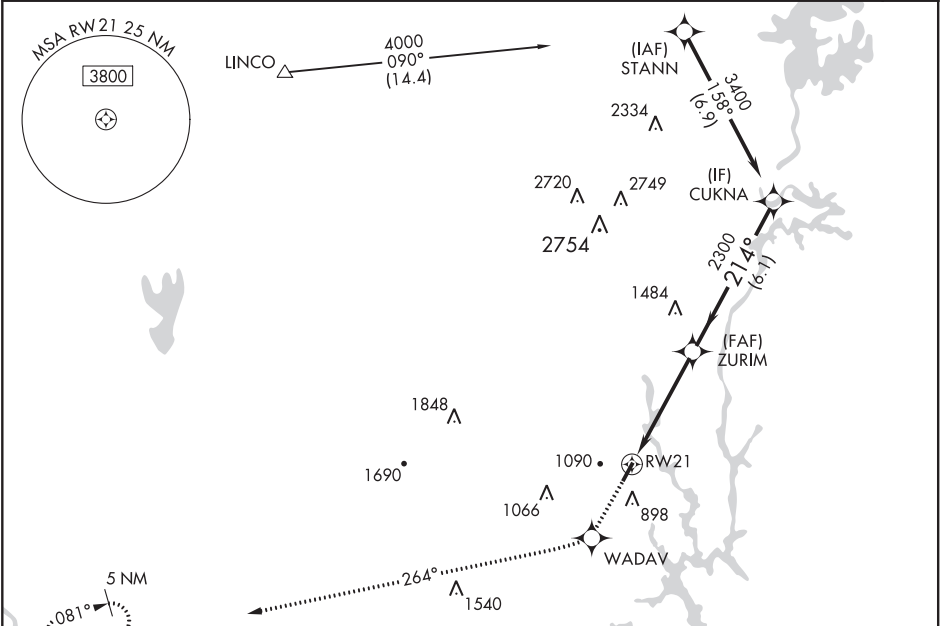
RNAV (GPS) RWY 21

GASTONIA MUNI (AKH)

⚠ If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet.
⚠ Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.

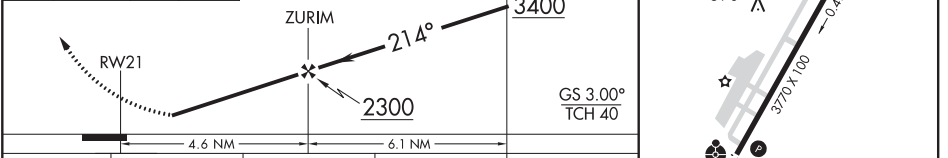
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS 135.725	CHARLOTTE APP CON 134.75 257.2	CLNC DEL 127.2	UNICOM 123.0 (CTAF)
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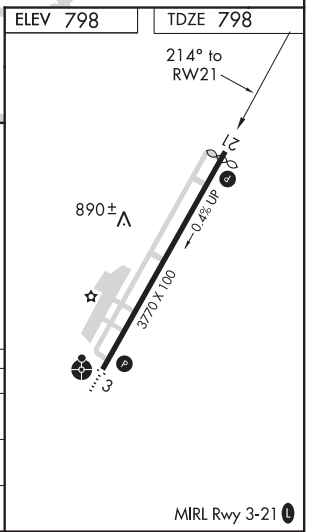


ELEV 798	TDZE 798
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3200 WADAV tr 264° GAFFE VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38). Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1111-1¼ 313 (400-1¼)			NA
LNAV MDA	1420-1	622 (700-1)	1420-1¾ 622 (700-1¾)	NA
CIRCLING	1500-1	702 (800-1)	1500-2 702 (800-2)	NA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 3-21

GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

16315

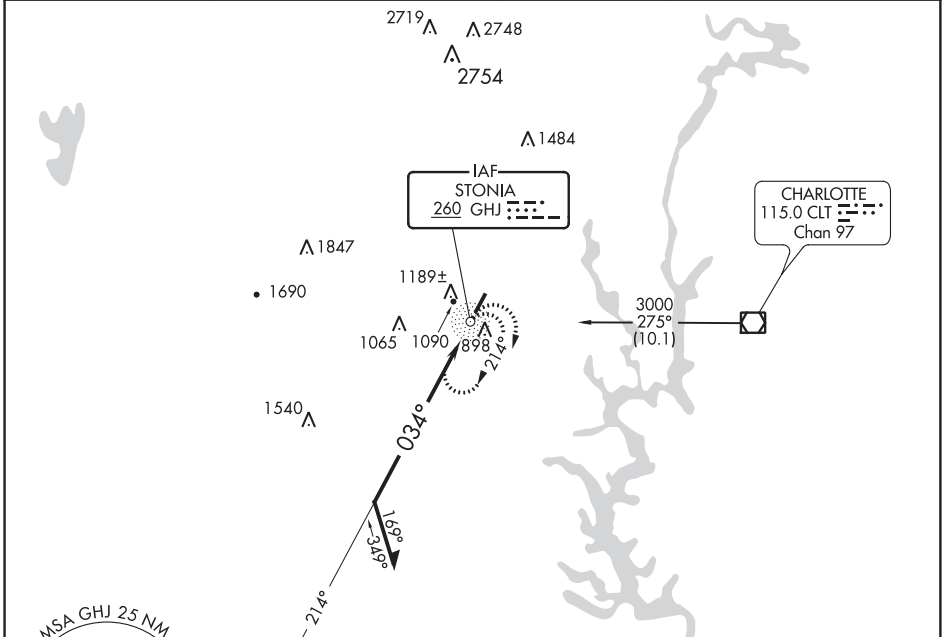
NDB GHJ	APP CRS	Rwy Idg	3770
260	034°	TDZE	797
		Apt Elev	797

NDB RWY 3

GASTONIA MUNI (AKH)

<p>NA Inoperative table does not apply to Cats B and C.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climbing right turn to 2600 in GHJ NDB holding pattern.</p>

ASOS 135.725	CHARLOTTE APP CON 134.75 257.2	CLNC DEL 127.2	UNICOM 123.0 (CTAF)
------------------------	--	--------------------------	-------------------------------



ELEV 797	TDZE 797
----------	----------

MIRL Rwy 3-21

Remain within 10 NM	GHJ NDB	2600	GHJ

CATEGORY	A	B	C	D
S-3	1540-3/4 743 (800-3/4)	1540-1 1/4 743 (800-1 1/4)	1540-2 1/4 743 (800-2 1/4)	NA
CIRCLING	1540-1 743 (800-1)	1540-1 1/4 743 (800-1 1/4)	1540-2 1/4 743 (800-2 1/4)	NA

GASTONIA, NORTH CAROLINA
Amdt 9 20APR00

35°12'N-81°09'W

GASTONIA MUNI (AKH)
NDB RWY 3

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16203

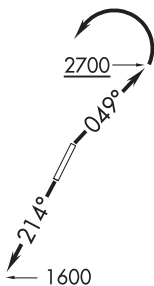
SL-06081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

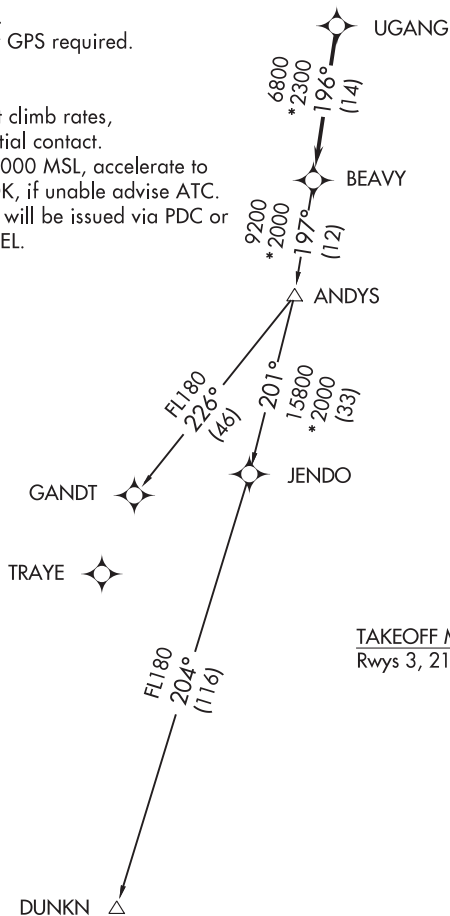
BEAVY ONE DEPARTURE (RNAV)

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAVY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.

TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.

Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.

Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.

Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.

Rwy 21: Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.

Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.

Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.

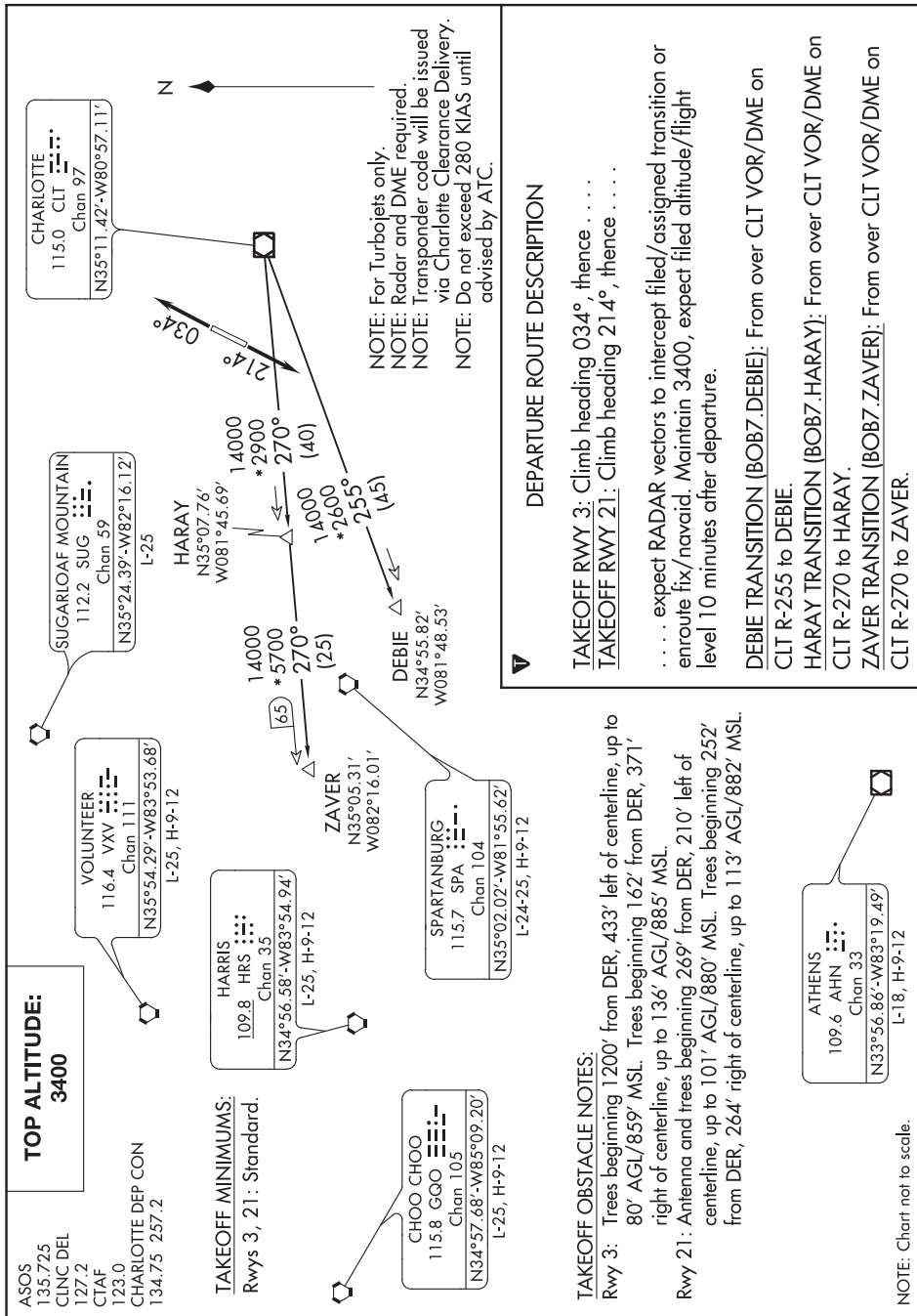
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

BOBZY ONE DEPARTURE (RNAV)

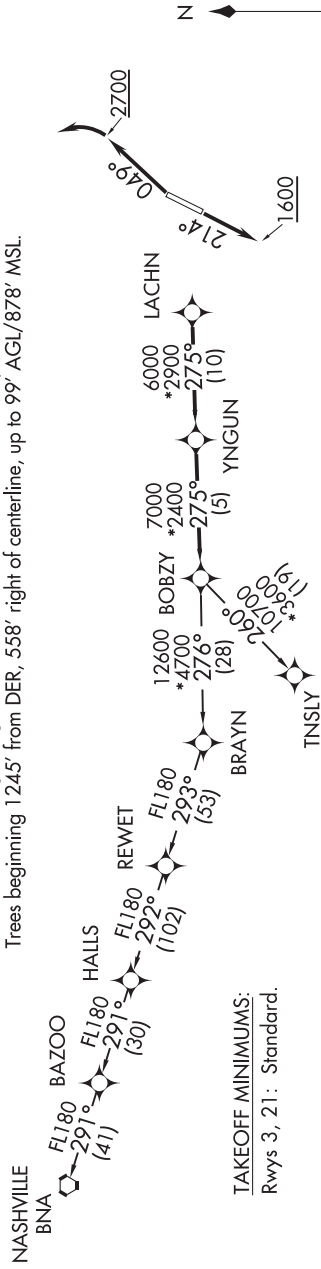
SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
 Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
 Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
 Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
 Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
 Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
 Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
 Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2



TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1.ESTRR) 15232

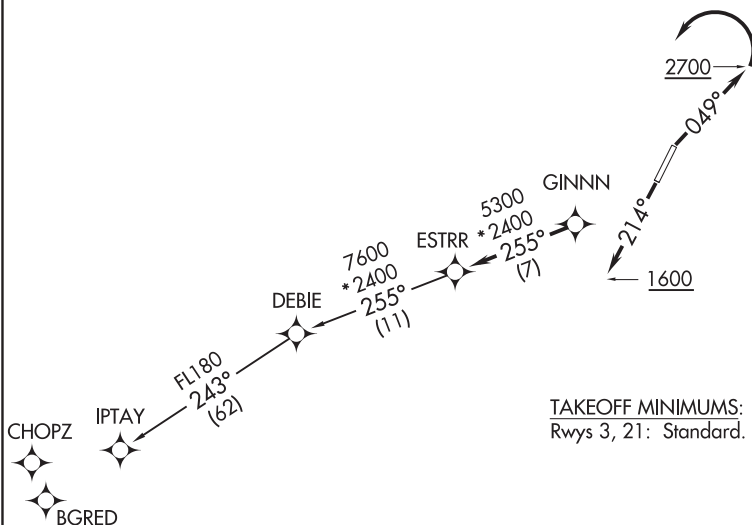
ESTRR ONE DEPARTURE (RNAV) SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
- Rwy 21: Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.

TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

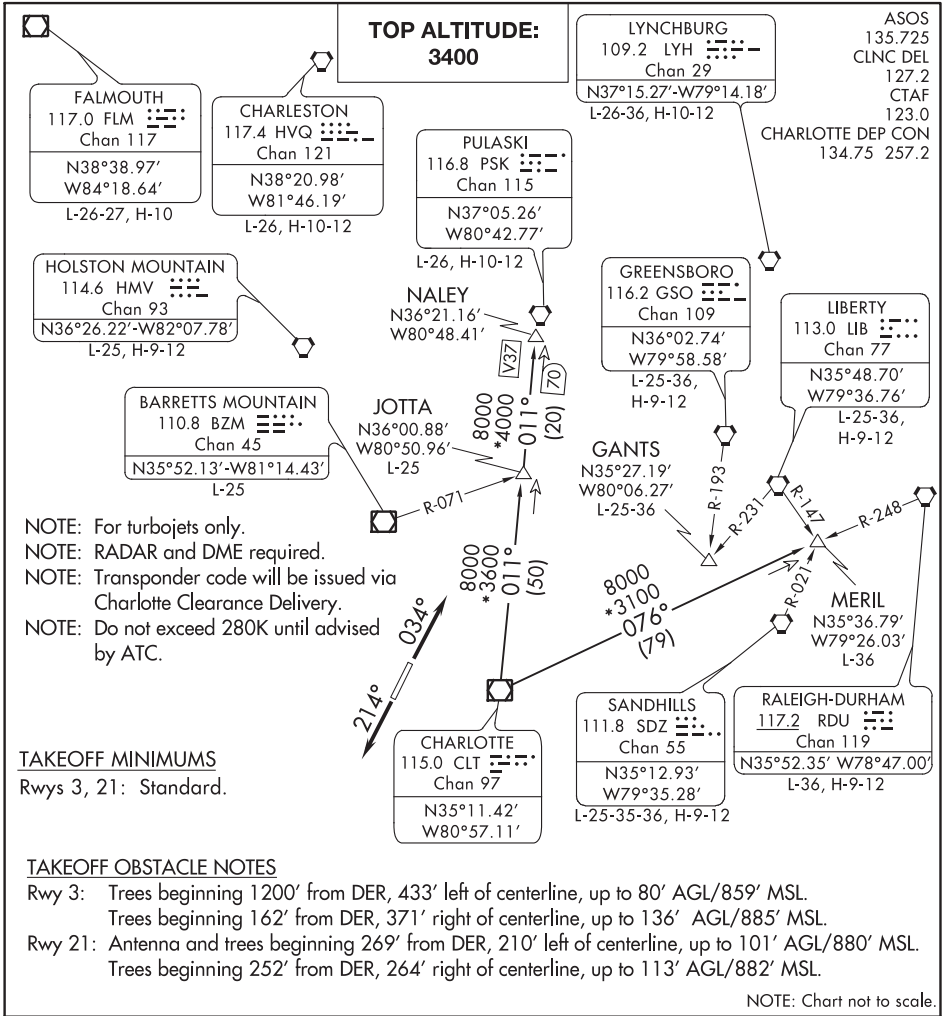
IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)

(ESTRR1.ESTRR) 15232

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

HORNET EIGHT DEPARTURE



NOTE: For turbojets only.
 NOTE: RADAR and DME required.
 NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
 NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF MINIMUMS
 Rws 3, 21: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.
- Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.
Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°, thence . . .
TAKEOFF RUNWAY 21: Climb heading 214°, thence . . .

. . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
 Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

- JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
- MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
- NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3400**

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81' W81°33.61'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77' W81°18.07'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

PITTY
N35°19.82' W81°51.09'
L-25

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

DEBIE
N34°55.82' W81°48.53'

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

ANDYS
N34°22.25' W81°08.63'
L-24-25

CHOPN
N34°14.90' W80°32.35'

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HUGO THREE DEPARTURE

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

(HUG3.HUG) 15176

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°, thence. . . .

TAKEOFF RUNWAY 21: Climb heading 214°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.
- Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.
Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

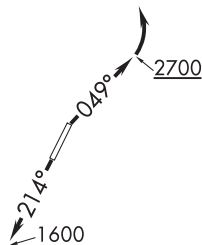
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 3, 21: Standard.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

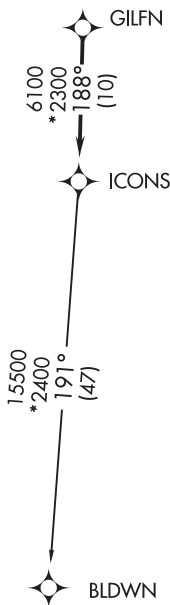
NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF OBSTACLE NOTES

Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.

Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.

Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.

Rwy 21: Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.

Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.

Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.

Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.

TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

JOJJO ONE DEPARTURE (RNAV)

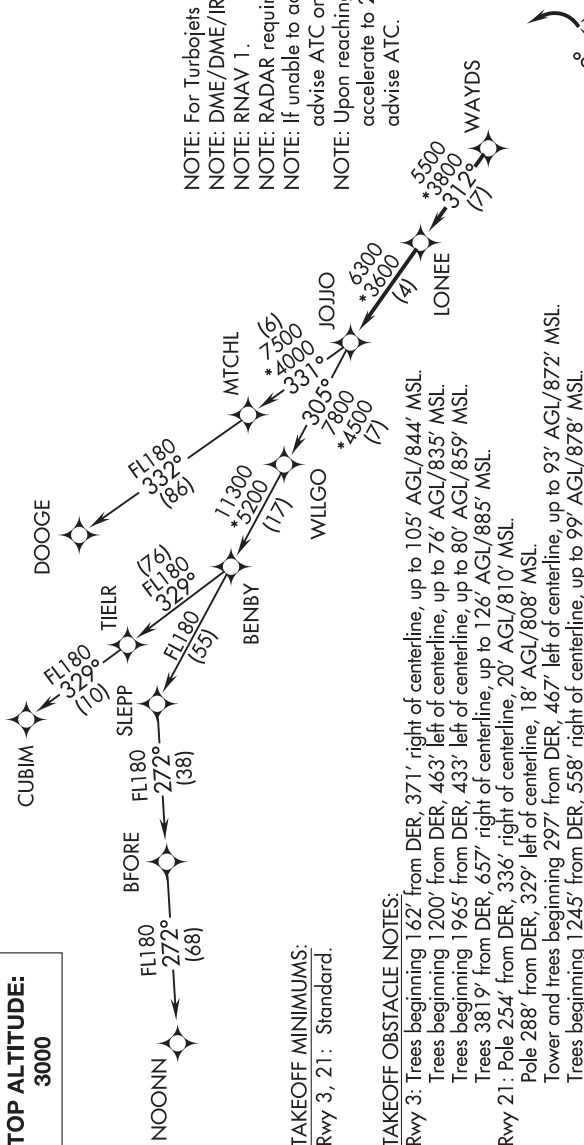
SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



JOJJO ONE DEPARTURE (RNAV)

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
 Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
 Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
 Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
 Rwy 21: Pole 254' from DER, 336' right of centerline, up to 126' AGL/810' MSL.
 Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
 Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
 Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2

TAKEOFF MINIMUMS

Rwys 3, 21: Standard.

**TOP ALTITUDE:
3000**



AUDII



N

DATTO
DURST
OLUBE
EBOOK

1700

*2200

076

(29)

KILNS

11000

*2300

076

(18)

LIIIC

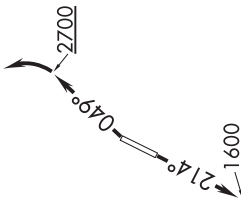
7500

*3100

076

(11)

MUNBE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1 .KILNS)

NOTE: For turbojets only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
 NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

KILNS ONE DEPARTURE (RNAV)

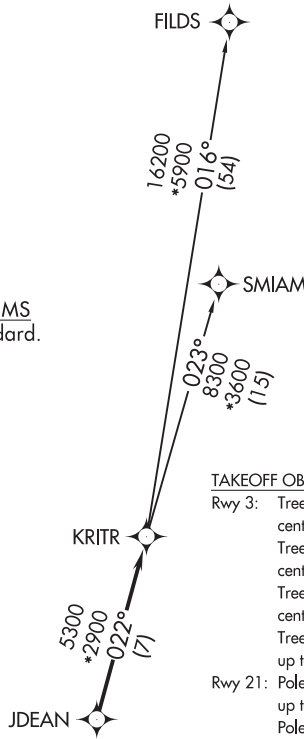
SE-2, 10 NOV 2016 to 05 JAN 2017

KRITR TWO DEPARTURE (RNAV)

ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

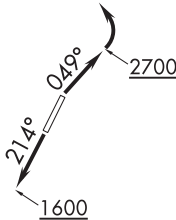
TAKEOFF MINIMUMS
Rwys 3, 21: Standard.



TAKEOFF OBSTACLE NOTES

- Rwy 3:** Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
- Rwy 21:** Pole 254' from DER, 336' right of centerline, up to 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)
SMIAM TRANSITION (KRITR2.SMIAM)

NOTE: Chart not to scale.

KRITR TWO DEPARTURE (RNAV)

(KRITR2.KRITR) 21JUL16

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
134.75 257.2



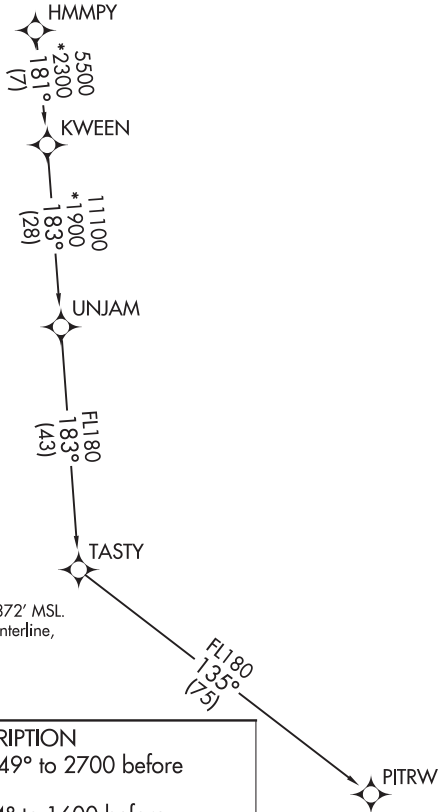
- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
- Rwy 21: Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL. Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

NOTE: Chart not to scale.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing heading 049° to 2700 before turning left.
TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.
 Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.
PITRW TRANSITION (KWEEN1.PITRW)

(LILLS8.LILLS) 16147

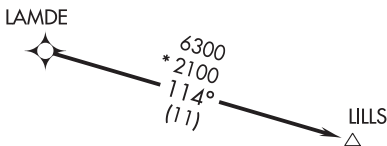
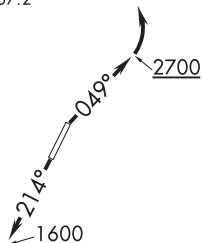
SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

CLNC DEL
127.2
UNICOM (CTAF)
123.0
ASOS
135.725
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 3, 21: Standard.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
- Rwy 21: Pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700 before turning left.

TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

(LILLS8.LILLS) 26MAY16

PANTHER THREE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

**TOP ALTITUDE:
3400**

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

NOTE: For Turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued
via Charlotte Clearance Delivery.
NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°, thence. . . .

TAKEOFF RUNWAY 21: Climb heading 214°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.

Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.

Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

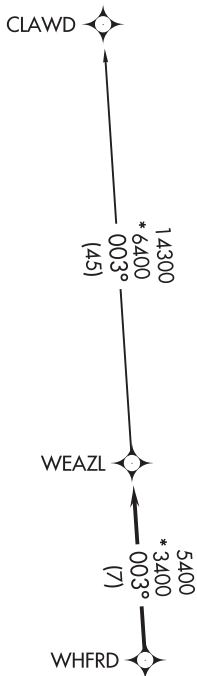
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)

TOP ALTITUDE:
3000

ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
134.75 257.2



TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 3: Trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.

Rwy 21: Pole 254' from DER, 336' right of centerline, up to 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

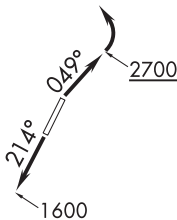
NOTE: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)



WAAS CH 97635 W05A	APP CRS 049°	Rwy Idg THRE Apt Elev 40	6005 40 40
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RNAV (GPS) RWY 5

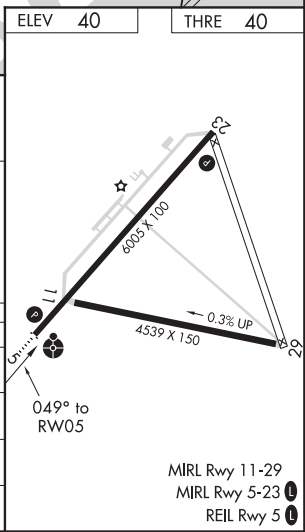
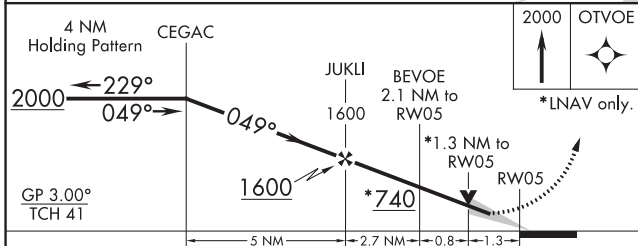
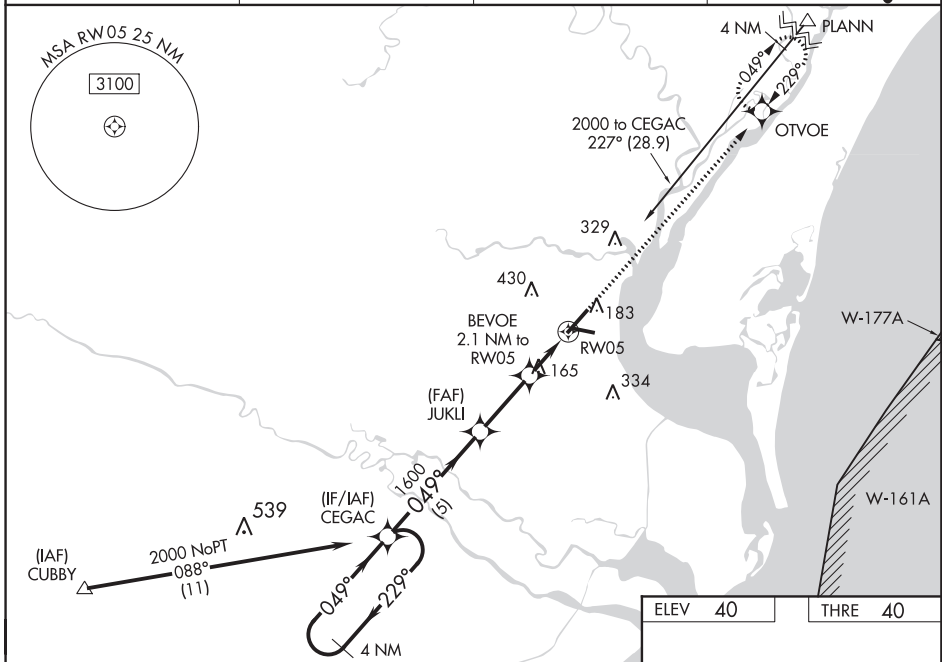
GEORGETOWN COUNTY (GGE)

⚠ Circling to Rwy 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 370, and all MDA 80 feet; increase LPV all Cats visibility $\frac{3}{8}$, LNAV/VNAV all Cats and Circling Cats C and D visibility $\frac{1}{4}$, and LNAV Cats C and D visibility $\frac{1}{8}$ mile. VDP and Baro-VNAV NA when using Myrtle Beach altimeter setting. For inop ODALS, increase LPV and LNAV/VNAV all Cats visibility to $\frac{3}{8}$, and LNAV Cats C and D visibility to $\frac{1}{4}$ mile.

ODALS

MISSED APPROACH:
Climb to 2000 direct OTVOE and hold.

AWOS-3 118.275	MYRTLE BEACH APP CON ★ 127.4 257.95	GCO 121.725	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		290- $\frac{5}{8}$	250 (300- $\frac{5}{8}$)	
LNAV/VNAV DA		299- $\frac{3}{4}$	259 (300- $\frac{3}{4}$)	
LNAV MDA	480- $\frac{3}{4}$	440 (500- $\frac{3}{4}$)	480-1 $\frac{1}{8}$	440 (500-1 $\frac{1}{8}$)
C CIRCLING	500-1 460 (500-1)	520-1 480 (500-1)	740-2 700 (700-2)	740-2 $\frac{1}{4}$ 700 (700-2 $\frac{1}{4}$)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58108 W23A	APP CRS 229°	Rwy Idg 6005 THRE 34 Apt Elev 40
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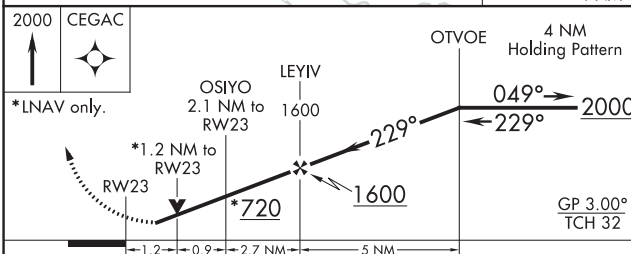
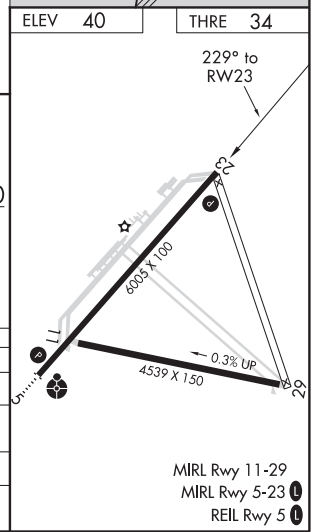
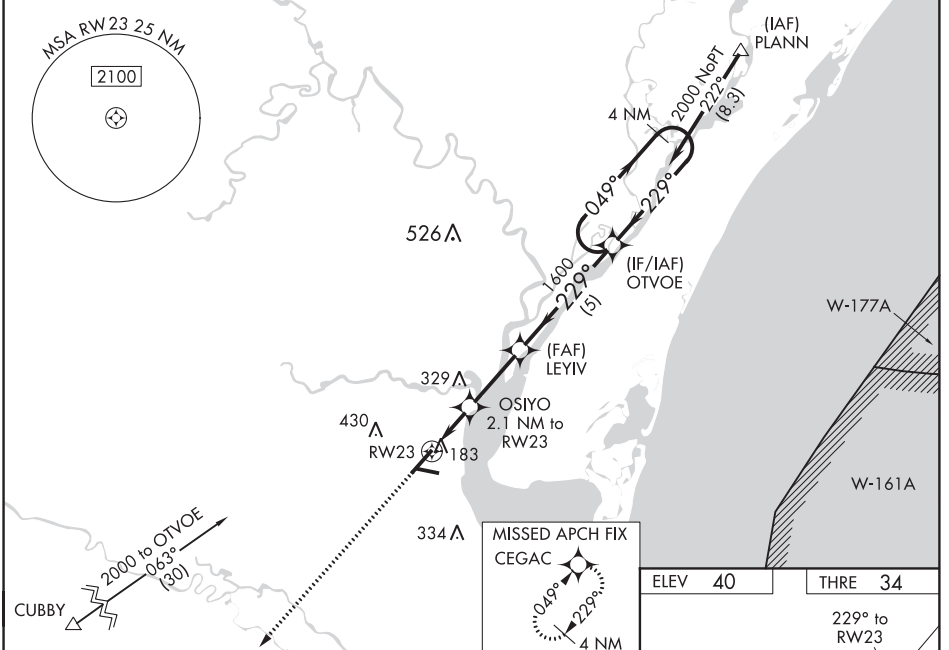
RNAV (GPS) RWY 23

GEORGETOWN COUNTY (GGE)

⚠ Circling to Rwy 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase LPV DA to 391, LNAV/VNAV DA to 415, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Myrtle Beach altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2000 direct CEGAC and hold.

AWOS-3 118.275	MYRTLE BEACH APP CON * 127.4 257.95	GCO 121.725	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		320-1	286 (300-1)	
LNAV/VNAV DA		344-1½	310 (400-1½)	
LNAV MDA	440-1	406 (400-1)	440-1½	406 (400-1½)
C CIRCLING	500-1 460 (500-1)	520-1 480 (500-1)	740-2 700 (700-2)	740-2¼ 700 (700-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017

NDB GGE	APP CRS	Rwy Idg	6005
242	040°	THRE	40
		Apt Elev	40

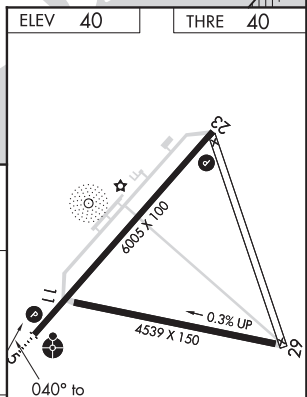
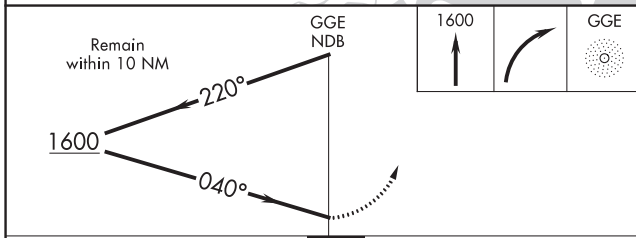
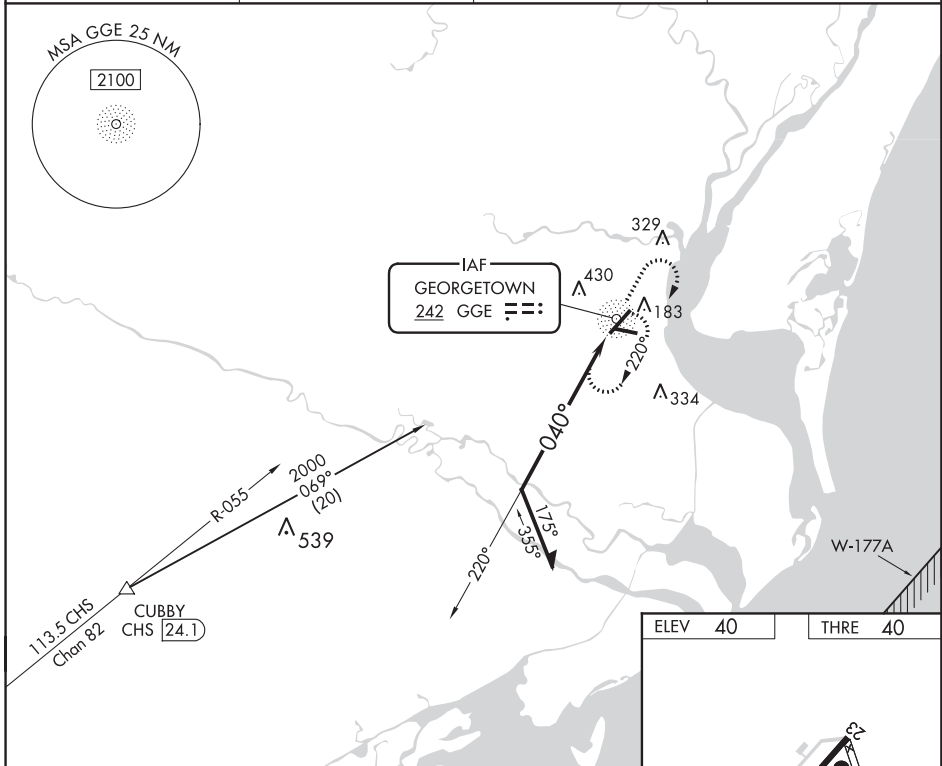
NDB RWY 5

GEORGETOWN COUNTY (GGE)

⚠ Circling to Rwy 29 NA at night. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all MDA 80 feet; increase S-5 and Circling Cats C and D visibility ¼ mile. For inop ODALS, increase S-5 Cats C and D visibility to 1½. For inop ODALS when using Myrtle Beach altimeter setting, increase S-5 Cats C and D visibility to 1¾. Helicopter visibility reduction below ¾ SM NA.

ODALS
 MISSED APPROACH: Climb to 1600 then right turn direct GGE NDB and hold.

AWOS-3 118.275	MYRTLE BEACH APP CON★ 127.4 257.95	GCO 121.725	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-5	580-¾ 540 (600-¾)		580-1⅓ 540 (600-1⅓)	
C CIRCLING	580-1 540 (600-1)		740-2 700 (700-2)	740-2¼ 700 (700-2¼)

MIRL Rwy 11-29
 MIRL Rwy 5-23 
 REIL Rwy 5 

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

16259

LOC I-UGZ 111.9	APP CRS 227°	Rwy Idg 5500
		TDZE 133
		Apt Elev 133

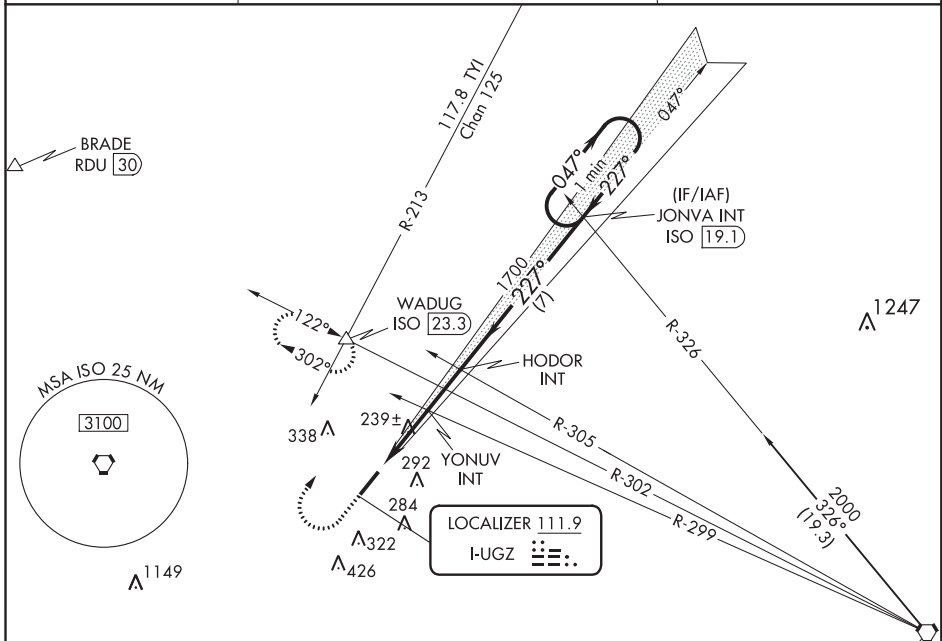
ILS or LOC RWY 23

WAYNE EXECUTIVE JETPORT (GWW)

⚠ Inoperative table does not apply to S-LOC 23 Cat C. When local altimeter setting not received, use Smithfield altimeter setting and increase DA to 387 feet and all MDA 60 feet, increase S-LOC 23 Cat C and D visibility to 1½ mile.

ODALS MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

AWOS-3P 118.975	SEYMOUR JOHNSON APP CON ★ 123.7 290.9	UNICOM 122.7 (CTAF) 0
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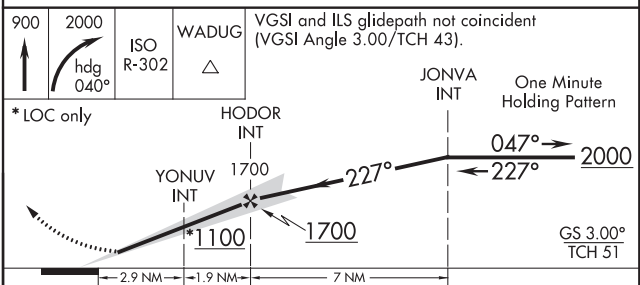
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 133	TDZE 133
212± A	
227° 4.8 NM from FAF	
193★	
5500 X 100	
A 195±	
REIL Rwy 23 0	
MIRL Rwy 5-23 0	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

DME or RADAR REQUIRED

KINSTON
109.6 ISO Chan 33



CATEGORY	A	B	C	D
S-ILS 23	333-5/8 200 (200-5/8)			
S-LOC 23	500-3/4	367 (400-3/4)	500-1	367 (400-1)
CIRCLING	580-1 447 (500-1)	600-1 467 (500-1)	600-1½ 467 (500-1½)	700-2 567 (600-2)

GOLDSBORO, NORTH CAROLINA
Amdt 2A 29MAY14

35°28'N-77°58'W

ILS or LOC RWY 23

WAYNE EXECUTIVE JETPORT (GWW)

WAAS CH 99624 W05A	APP CRS 047°	Rwy Idg TDZE Apt Elev	5500 132 133
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RNAV (GPS) RWY 5

WAYNE EXECUTIVE JETPORT (GWW)

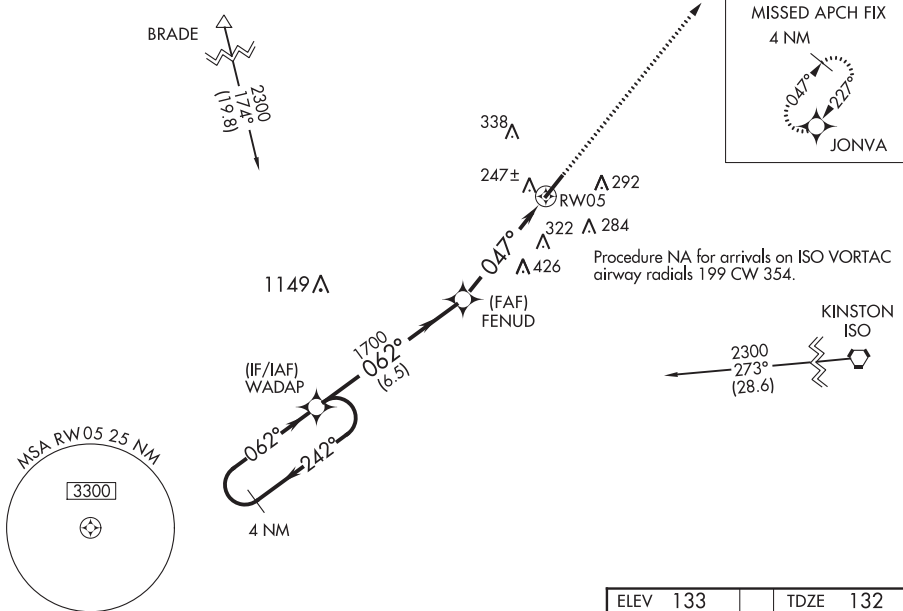
⚠ Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 feet, and all MDA 60 feet; increase LPV all Cats visibility to 1½ and LNAV/VNAV all Cats visibility to 1 mile.

MISSED APPROACH:
Climb to 2000 direct JONVA and hold.

AWOS-3P
118.975

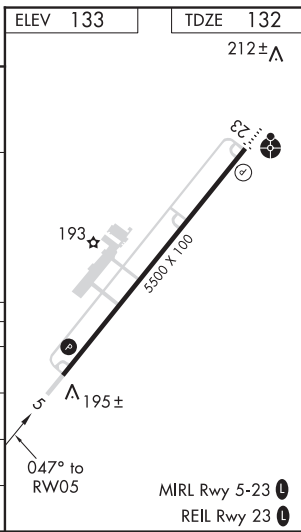
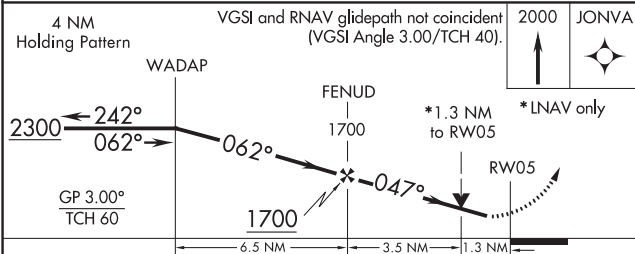
SEYMOUR JOHNSON APP CON *
123.7 290.9

UNICOM
122.7 (CTAF) 0



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		436-1	304 (400-1)	
LNAV/VNAV DA		408-7/8	276 (300-7/8)	
LNAV MDA	580-1	448 (500-1)	580-13/8	448 (500-13/8)
CIRCLING	580-1 447 (500-1)	600-1 467 (500-1)	600-1½ 467 (500-1½)	700-2 567 (600-2)

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

16259

WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg TDZE 133 Apt Elev 133	5500
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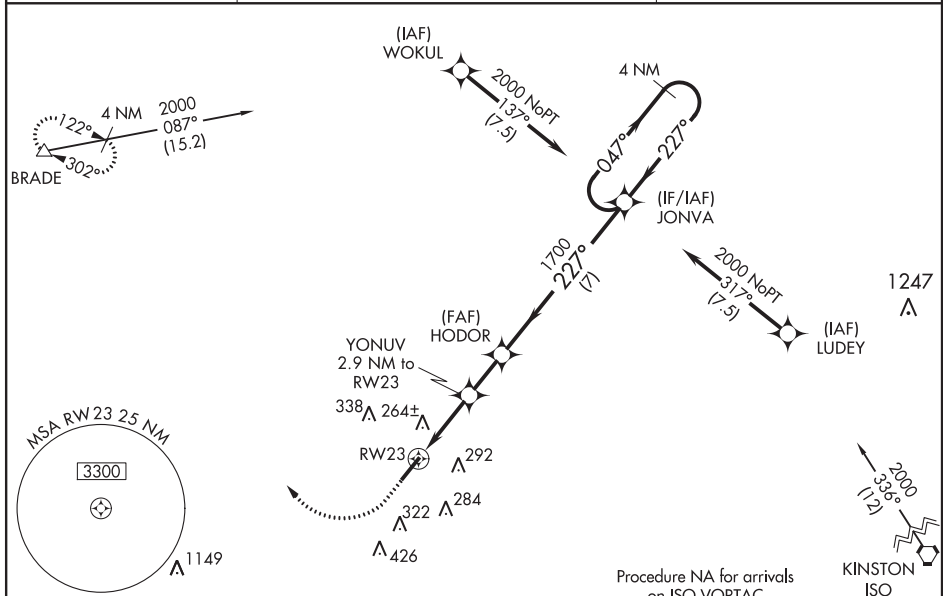
RNAV (GPS) RWY 23

WAYNE EXECUTIVE JETPORT (GWW)

⚠ Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). For inoperative ODALS, increase LNAV/VNAV Cat A/B/C visibility to 1 mile, LNAV Cat C to 1½ mile. DME/DME RNP-0.3 NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 387 feet, LNAV/VNAV DA to 499 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1½ mile.

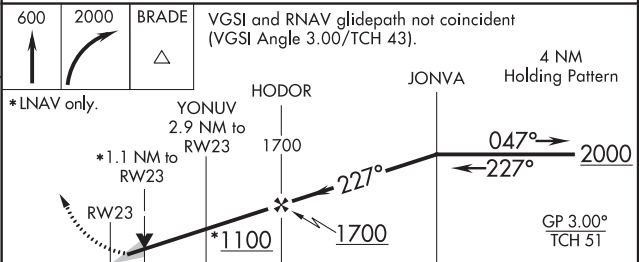
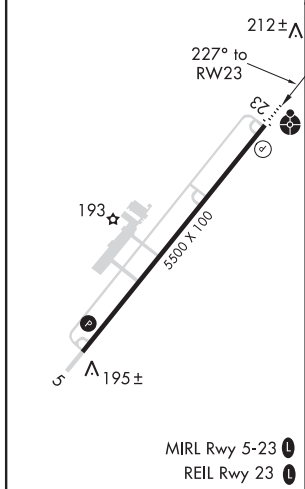
ODALS
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BRADE and hold.

AWOS-3P 118.975	SEYMOUR JOHNSON APP CON * 123.7 290.9	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals on ISO VORTAC
airway radials 256 CW 055.

ELEV 133	TDZE 133
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CATEGORY	A	B	C	D
LPV DA		333-5/8	200 (200-5/8)	
LNAV/VNAV DA		445-7/8	312 (400-7/8)	
LNAV MDA	520-3/4	387 (400-3/4)	520-1	387 (400-1)
CIRCLING	580-1 447 (500-1)	600-1 467 (500-1)	600-1½ 467 (500-1½)	700-2 567 (600-2)

GOLDSBORO, NORTH CAROLINA
Amdt 1A 29MAY14

35°28'N-77°58'W

WAYNE EXECUTIVE JETPORT (GWW)

RNAV (GPS) RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC ISO 109.6 Chan 33	APP CRS 290°	Rwy Idg THRE Apt Elev 133	N/A N/A 133
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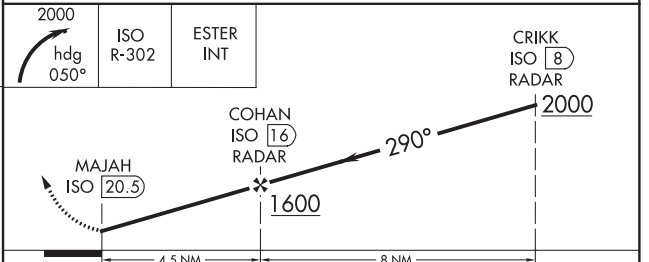
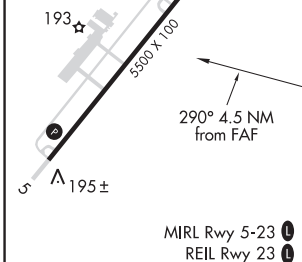
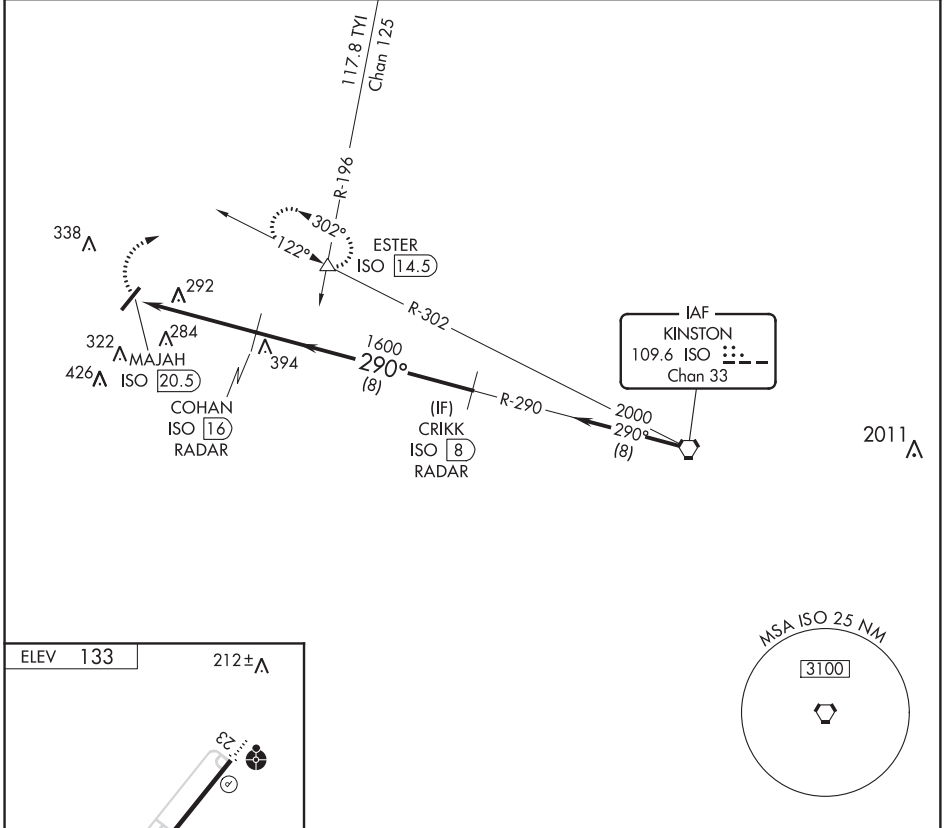
VOR-A

WAYNE EXECUTIVE JETPORT (GWW)

⚠ When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet. DME or radar required.

MISSED APPROACH: Climbing right turn to 2000 on heading 050° and ISO VORTAC R-302 to ESTER INT/ISO 14.5 DME and hold.

AWOS-3P 118.975	SEYMOUR JOHNSON APP CON * 123.7 290.9	UNICOM 122.7 (CTAF) 1
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FAF to MAP 4.5 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	620-1 487 (500-1)	620-1¼ 487 (500-1¼)	620-1½ 487 (500-1½)	700-2 567 (600-2)
Min:Sec	4:30 3:00 2:15 1:48 1:30					

VOR-A

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LLG 109.55 Chan 32 (Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev	9000 916 926
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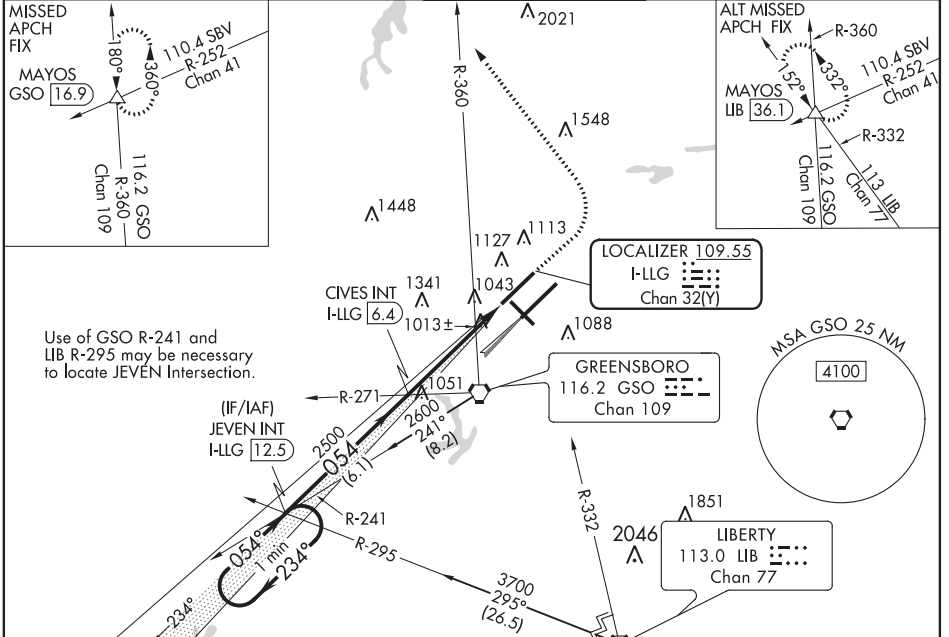
ILS or LOC RWY 5L

PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 5R.

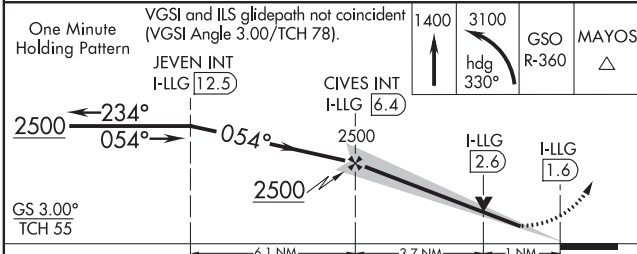
ALSF-2 MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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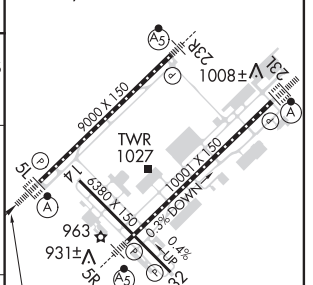


Use of GSO R-241 and LIB R-295 may be necessary to locate JEVEN Intersection.

DME or RADAR required for procedure entry at LIB VORTAC.



ELEV 926	D TDZE 916
TDZ/CL Rwys 5L, 23R and 23L	
REIL Rwy 32	
HIRL Rwys 14-32, 5R-23L and 5L-23R	



CATEGORY	A	B	C	D
S-ILS 5L	1116/18		200 (200-½)	
S-LOC 5L	1280/24 364 (400-½)		1280/40 364 (400-¾)	
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	
			1480-2 554 (600-2)	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LZY 111.9 Chan 56	APP CRS 054°	Rwy Idg 10001 TDZE 900 Apt Elev 926
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ILS or LOC RWY 5R

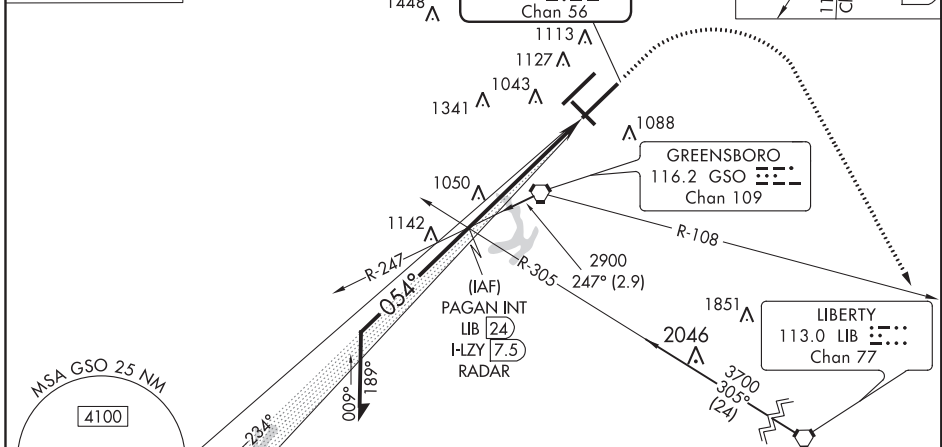
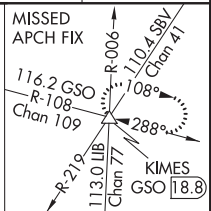
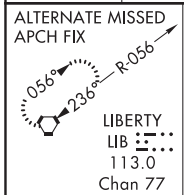
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 5L
 * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

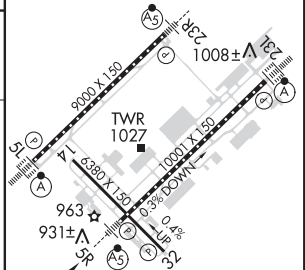
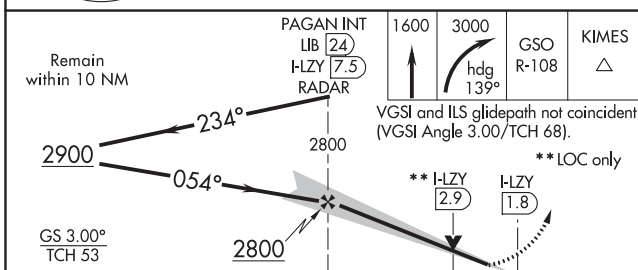
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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ELEV 926 **D** TDZE 900

TDZ/CL Rwsy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwsy 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
S-ILS 5R		*1100/24	200 (200-½)	
S-LOC 5R	1320/24	420 (400-½)	1320/40	420 (400-¾)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

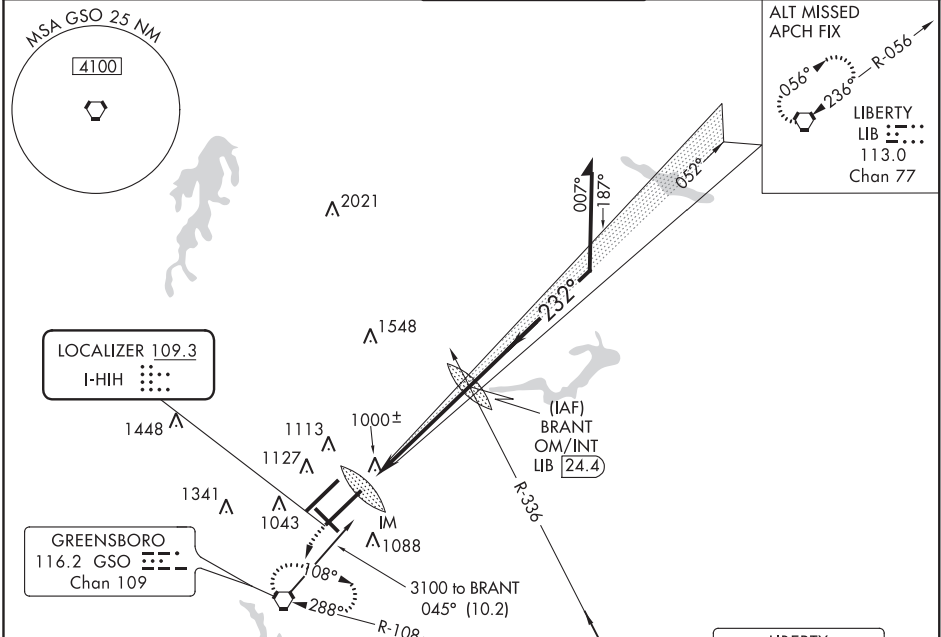
LOC I-HIH 109.3	APP CRS 232°	Rwy Idg TDZE Apt Elev	9601 889 926
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ILS or LOC RWY 23L

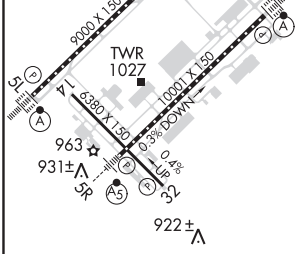
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 23R. MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.6 327.075 (050°-049°) (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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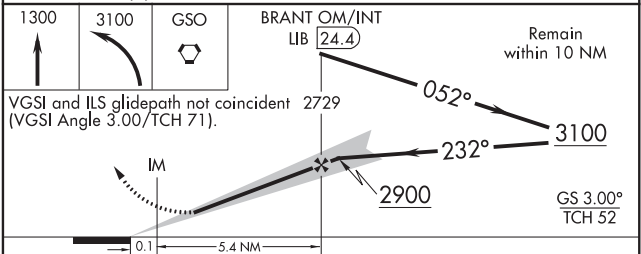
ELEV 926	D	TDZE 889
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TDZ/CL Rws 5L, 23R and 23L
REIL Rwy 32
HIRL Rws 14-32, 5R-23L and 5L-23R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23L	1089/18		200 (200-½)	
S-LOC 23L	1260/24		371 (400-½) 1260/40 371 (400-¾)	
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½) 1480-2 554 (600-2)	

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SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DBD 109.55 Chan 32 (Y)	APP CRS 234°	Rwy Idg TDZE 9000 855 Apt Elev 926
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ILS or LOC RWY 23R

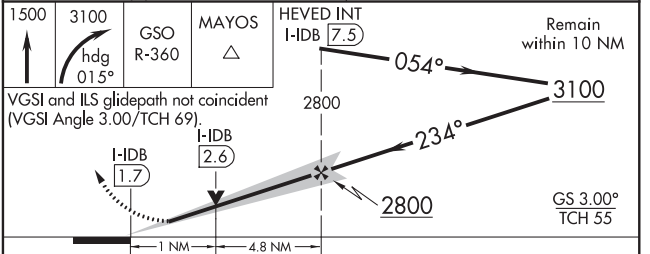
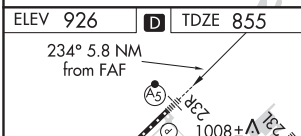
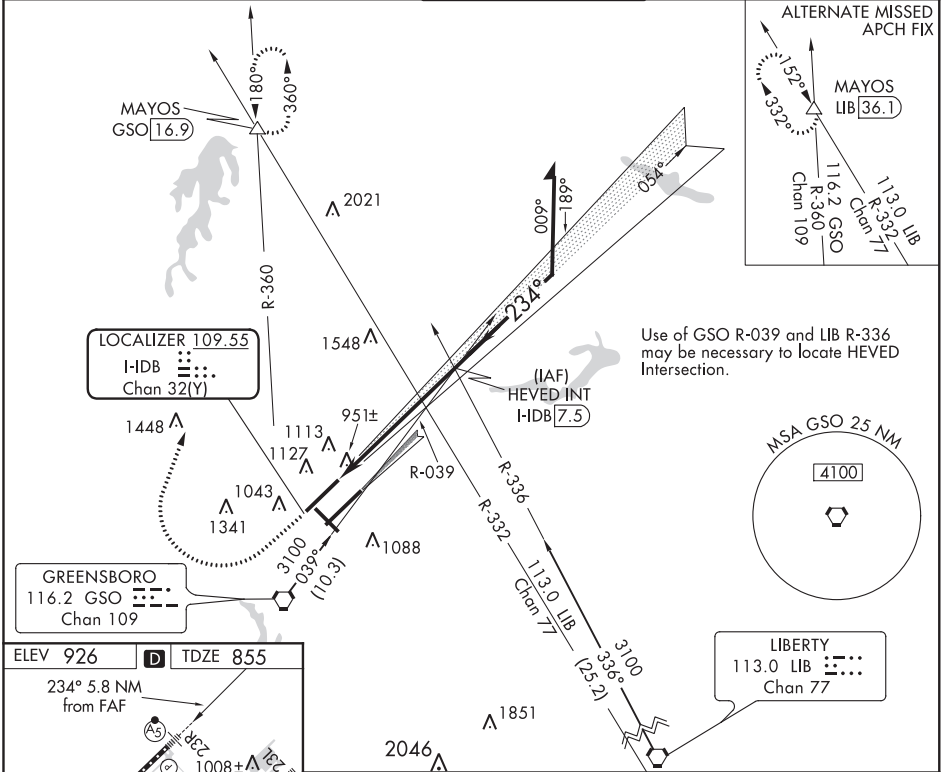
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 23L.

MALS R

MISSED APPROACH: Climb to 1500 then dimbing right turn to 3100 via heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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TDZ/CL Rwys 5L, 23R and 23L
REL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R
FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 23R	1055/24		200 (200-½)	
S-LOC 23R	1240/24		385 (400-½) 1240/40 385 (400-¾)	
CIRCLING	1440-1 514 (600-1)		1440-1½ 1480-2 514 (600-1½) 554 (600-2)	

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GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

16091

LOC/DME I-GFN 111.15 Chan 48 (Y)	APP CRS 325°	Rwy Idg TDZE Apt Elev	6380 902 926
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ILS Y or LOC/DME Y RWY 32

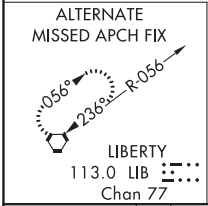
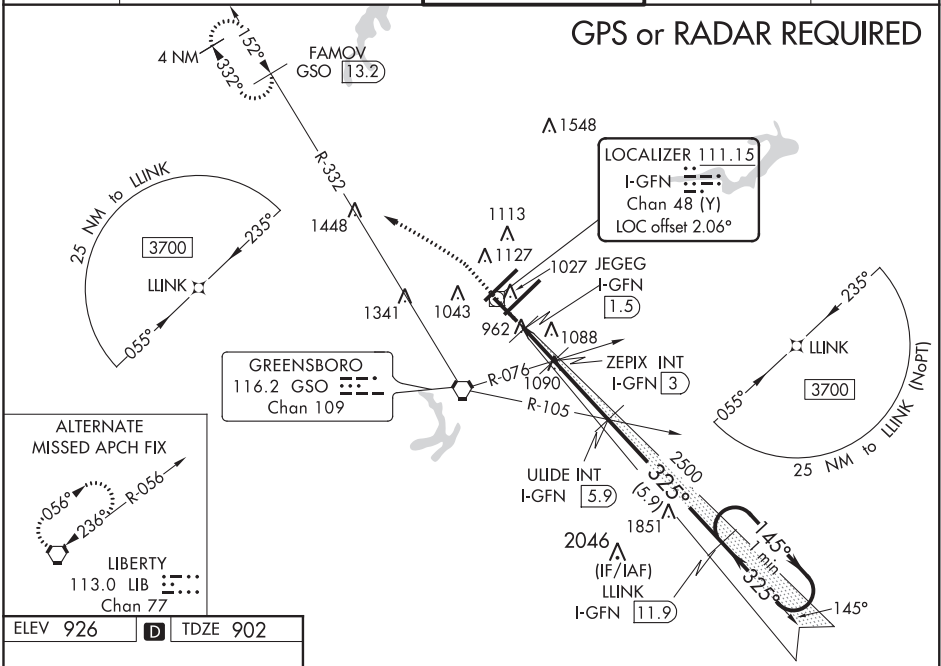
PIEDMONT TRIAD INTL (GSO)

⚠ DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-ILS 32 all Cats visibility 1/8 mile and S-LOC 32 Cats C/D 1/8 mile, and Circling Cats C/D 1/8 mile.

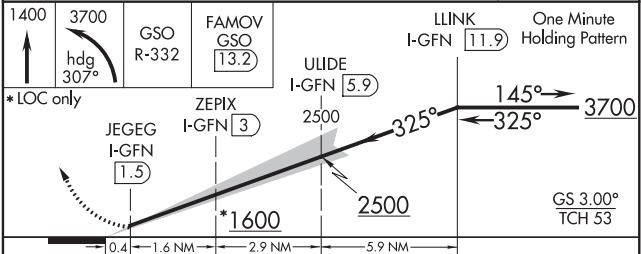
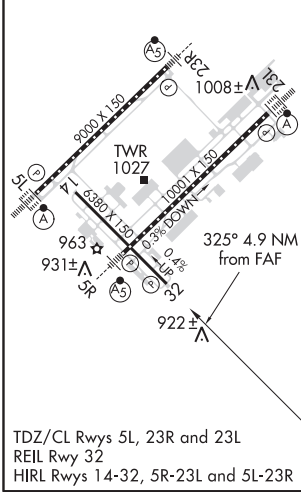
MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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GPS or RADAR REQUIRED



ELEV 926	D	TDZE 902
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CATEGORY	A	B	C	D
S-ILS 32		1152-3/4	250 (300-3/4)	
S-LOC 32	1220-1	318 (400-1)	1220-7/8	318 (400-7/8)
C CIRCLING	1440-1	514 (600-1)	1700-2 1/4 774 (800-2 1/4)	1700-2 1/2 774 (800-2 1/2)

GREENSBORO, NORTH CAROLINA
Orig 31MAR16

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS Y or LOC/DME Y RWY 32

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GFN 111.15 Chan 48 (Y)	APP CRS 325°	Rwy Idg 6380 TDZE 902 Apt Elev 926
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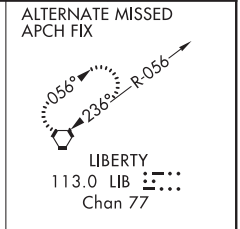
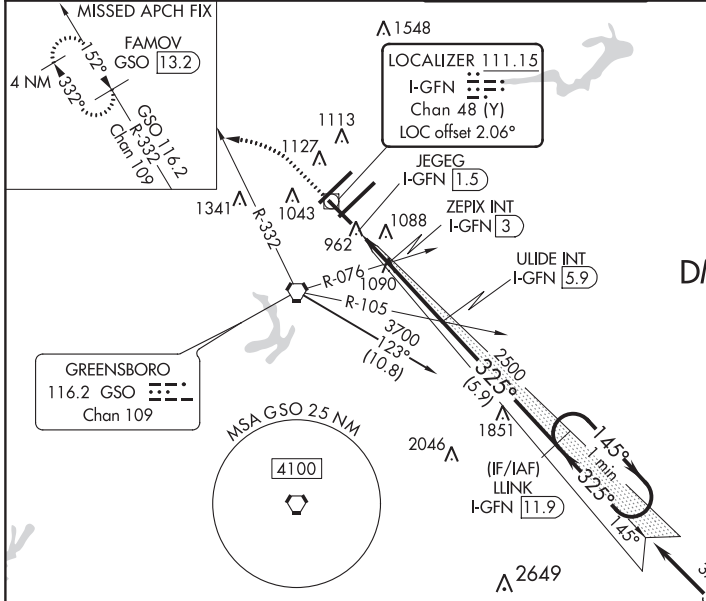
ILS Z or LOC/DME Z RWY 32

PIEDMONT TRIAD INTL (GSO)

⚠ DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-LS 32 all Cats visibility 1/8 mile and S-LOC 32 Cats C/D 1/8 mile, and Circling Cats C/D 1/4 mile.

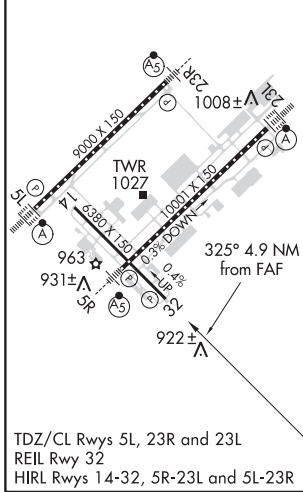
MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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DME REQUIRED

ELEV 926	D TDZE 902
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1400	3700	GSO R-332	FAMOV GSO 13.2	WINK I-GFN 11.9	One Minute Holding Pattern
↑	hdg 307°				
*LOC only		JEJEG I-GFN 1.5	ULIDE INT I-GFN 5.9	3700	
		ZEPIX INT I-GFN 3	2500	145° →	
			*1600	← 325°	
			2500	GS 3.00°	
				TCH 53	
0.4	1.6 NM	2.9 NM	5.9 NM		
CATEGORY	A	B	C	D	
S-ILS 32	1152-3/4 250 (300-3/4)				
S-LOC 32	1220-1	318 (400-1)	1220-7/8 318 (400-7/8)		
C CIRCLING	1440-1	514 (600-1)	1700-2 1/4 774 (800-2 1/4)		1700-2 1/2 774 (800-2 1/2)

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LOC/DME I-LZY 111.9 Chan 56	APP CRS 054°	Rwy Idg 10011 TDZE 900 Apt Elev 926
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ILS RWY 5R (CAT II)

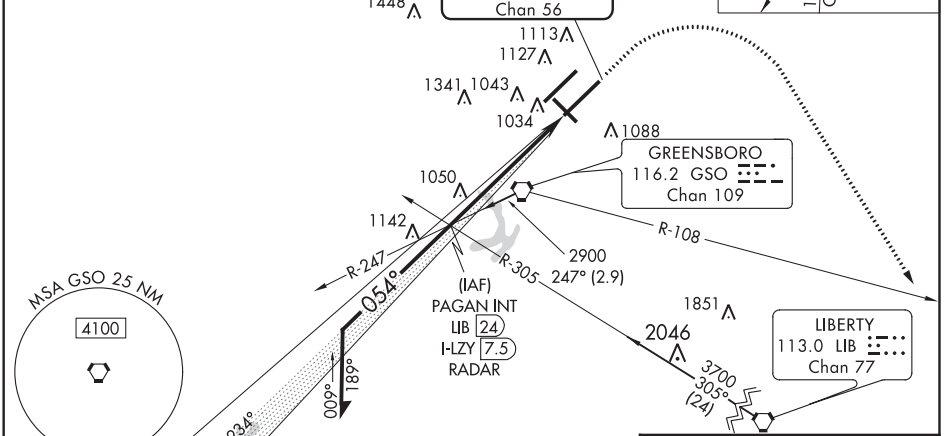
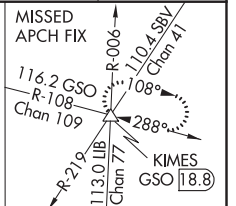
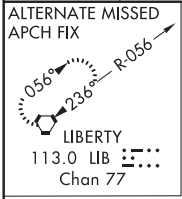
PIEDMONT TRIAD INTL (GSO)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 5L.

MALSR 

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

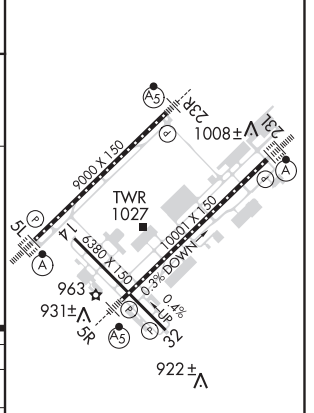
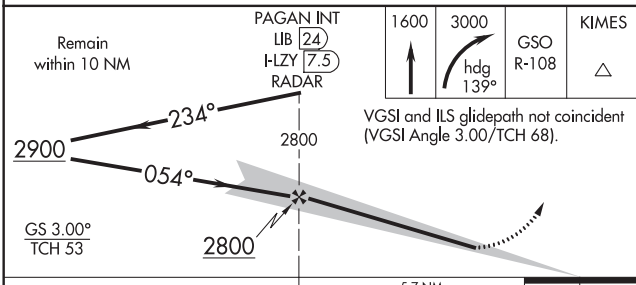
ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 926	D TDZE 900
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CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

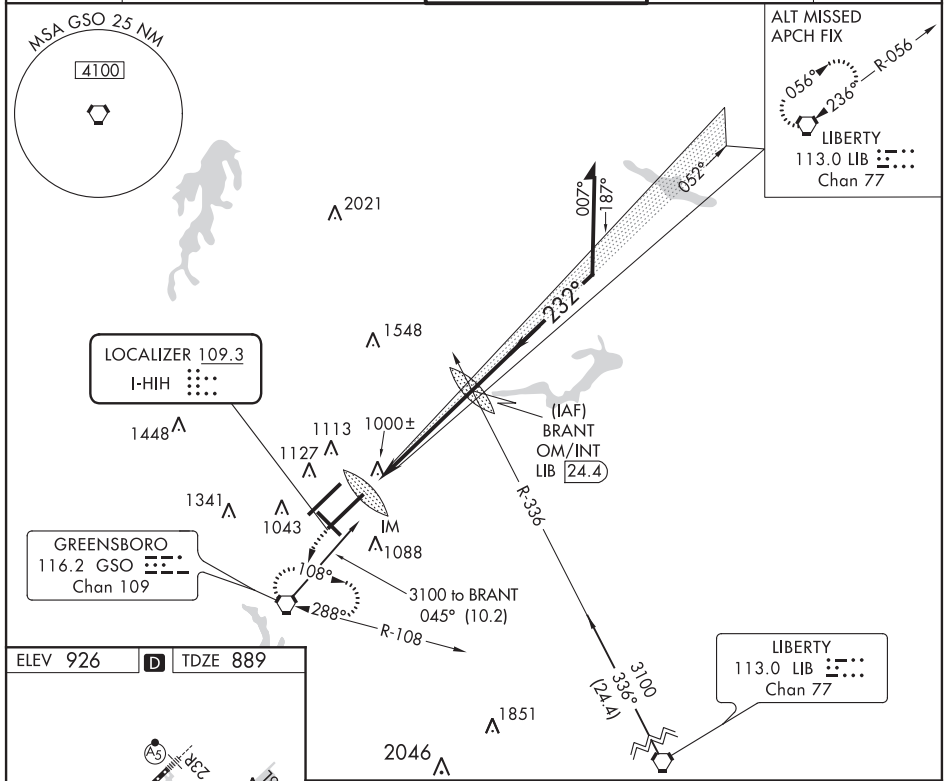
LOC I-HIH 109.3	APP CRS 232°	Rwy Idg TDZE Apt Elev	9601 889 926
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ILS RWY 23L (CAT II)

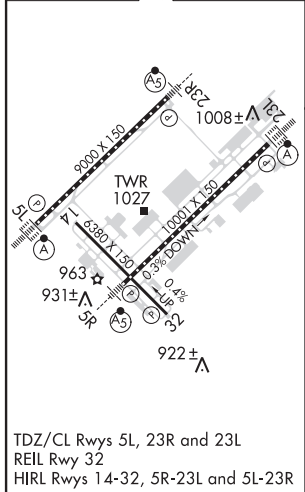
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 23R.	ALSF-2 	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.
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ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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ELEV 926	D	TDZE 889
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1300	3100	GSO	BRANT OM/INT LIB 24.4	Remain within 10 NM
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).

232° glidepath

2729 3100 2900 altitudes

052° 232° headings

GS 3.00° TCH 52

CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12 100 DA 989			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LLG 109.55 Chan 32(Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev	9000 916 926
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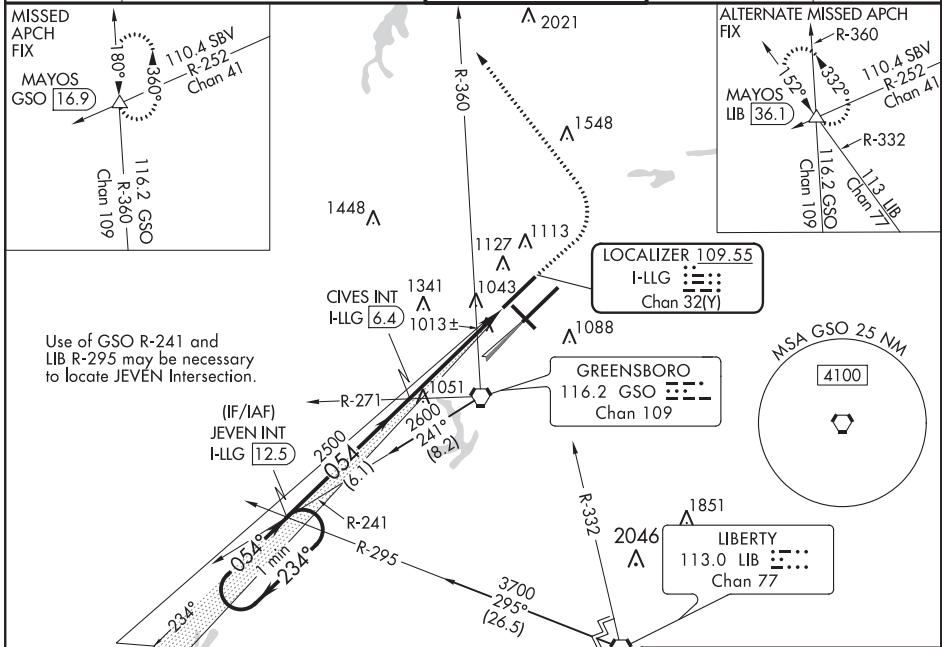
ILS RWY 5L (CAT II & III)
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

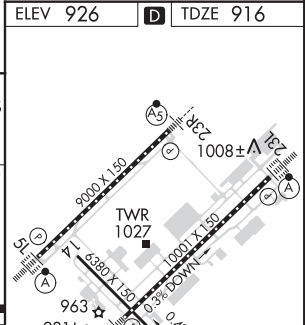
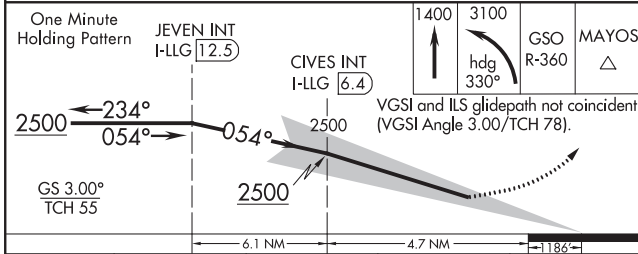
MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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DME or RADAR required for procedure entry at LIB VORTAC.

ELEV 926 TDZE 916



CATEGORY	A	B	C	D
S-ILS-05L	CAT II RA 113/12 100 DA 1016			
S-ILS-05L	CAT IIIa RVR 07			
S-ILS-05L	CAT IIIb RVR 06			
S-ILS-05L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

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SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53610 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	10001 900 926
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RNAV (GPS) RWY 5R

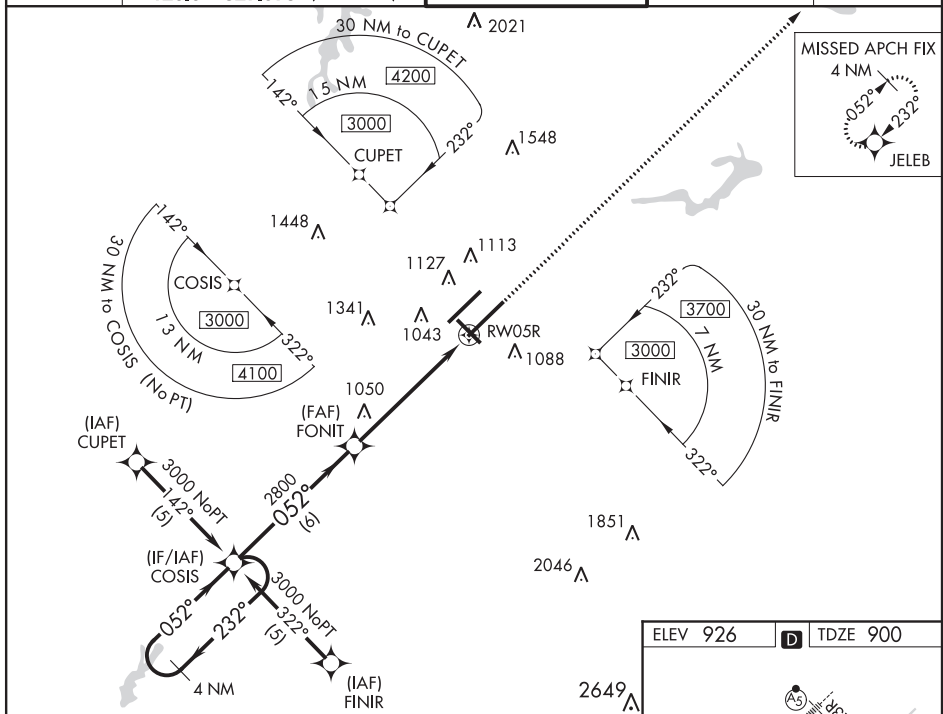
PIEDMONT TRIAD INTL (GSO)

▼ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. 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. Simultaneous approach authorized with ILS or LOC Rwy 5L, ILS Rwy 5L (CAT II), ILS Rwy 5L (CAT III). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV Procedure NA during simultaneous operations.



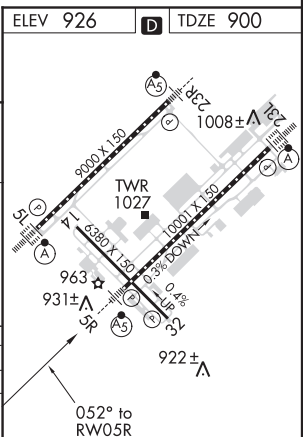
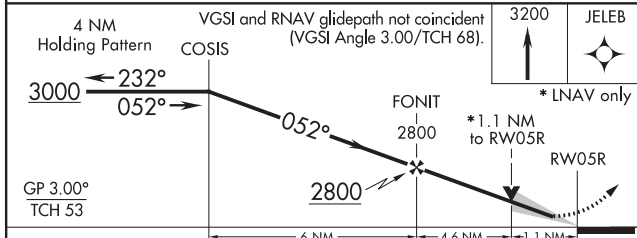
MISSED APPROACH:
Climb to 3200 direct JELEB and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
		1100/24	200 (200-½)	
LPV DA		1321/50		
LNAV/VNAV DA		421 (400-1)		
LNAV MDA	1320/24	420 (400-½)	1320/40 420 (400-¾)	1320/50 420 (400-1)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R

WAAS CH 93919 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	6380 925 926
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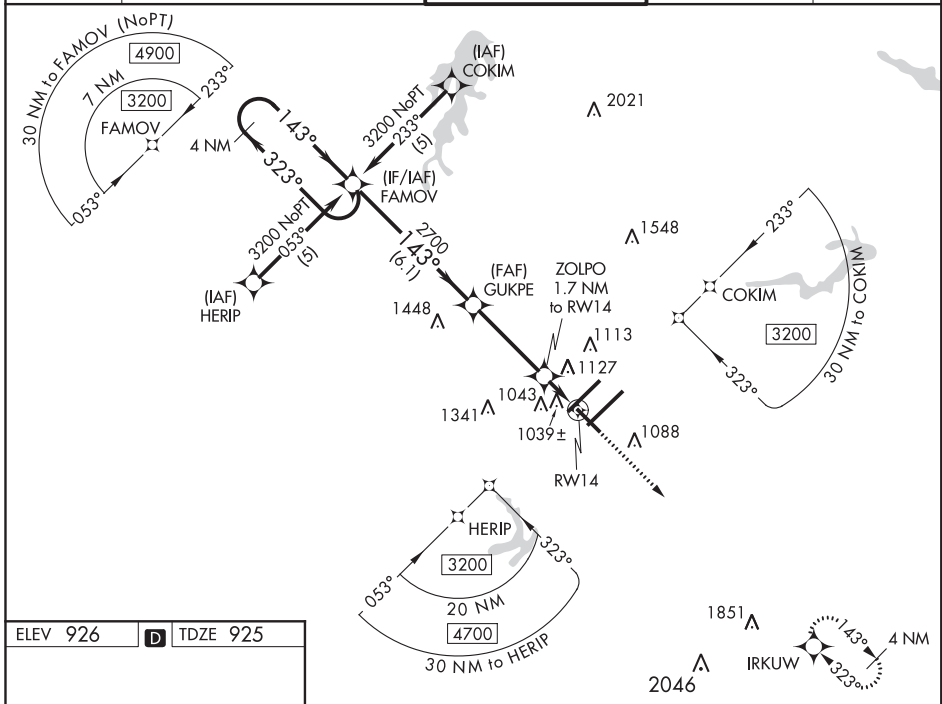
RNAV (GPS) RWY 14

PIEDMONT TRIAD INTL (GSO)

Baro-VNAV NA when using Winston-Salem 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. When local altimeter setting not received, use Winston-Salem altimeter setting and increase all DA 38 feet and all MDA 40 feet. VDP NA with Winston-Salem altimeter setting.

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

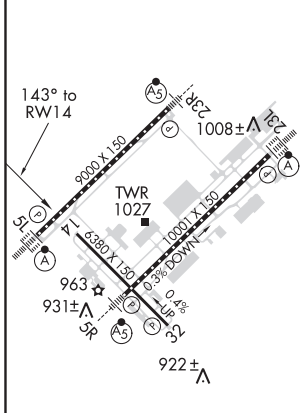
ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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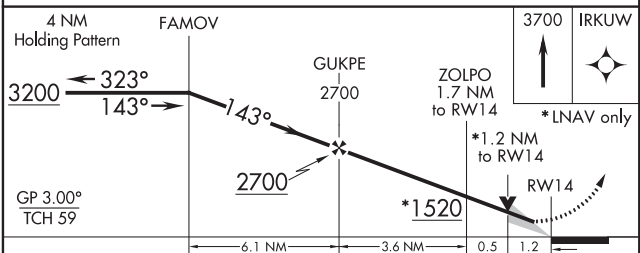
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 926	D	TDZE 925
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TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
LPV DA		1125-3/4	200 (200-3/4)	
LNAV/VNAV DA		1423-13/4	498 (500-13/4)	
LNAV MDA	1360-1	435 (500-1)	1360-1 1/4 435 (500-1 1/4)	1360-1 1/2 435 (500-1 1/2)
CIRCLING	1440-1	514 (600-1)	1440-1 1/2 514 (600-1 1/2)	1480-2 554 (600-2)

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

15344

WAAS CH 97710 W23A	APP CRS 232°	Rwy Idg TDZE Apt Elev	9601 889 926
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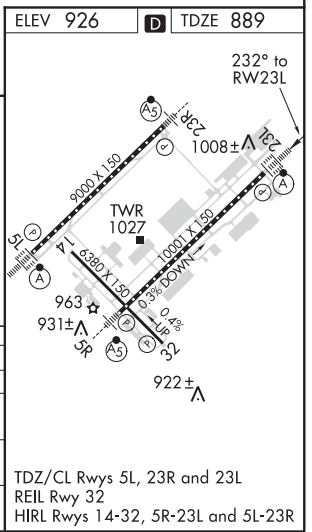
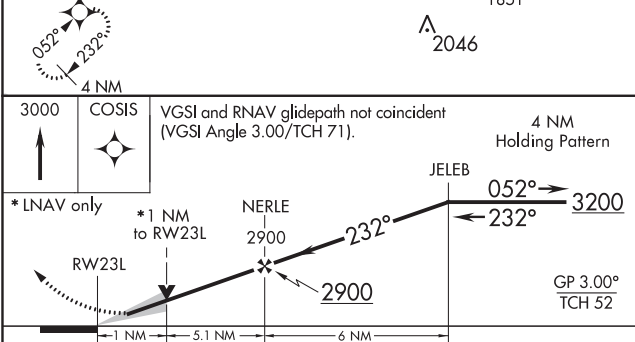
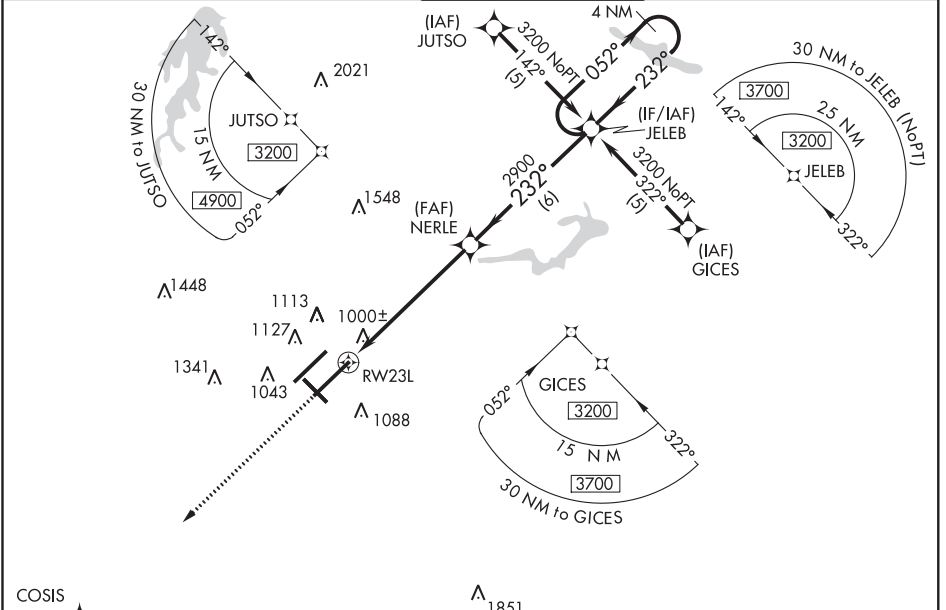
RNAV (GPS) RWY 23L

PIEDMONT TRIAD INTL (GSO)

▼ For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 23R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2
MISSED APPROACH:
Climb to 3000 direct COSIS and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	1089/24		200 (200-½)	
LNAV/VNAV DA	1276/40		387 (400-¾)	
LNAV MDA	1260/24		371 (400-½)	
			1260/50	
			371 (400-1)	
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	
			1480-2 554 (600-2)	

GREENSBORO, NORTH CAROLINA
Amdt 2B 08MAR12

36°06'N-79°56'W

RNAV (GPS) RWY 23L

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90315 W23B	APP CRS 234°	Rwy Idg TDZE 855 Apt Elev 926	9000
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RNAV (GPS) RWY 23R

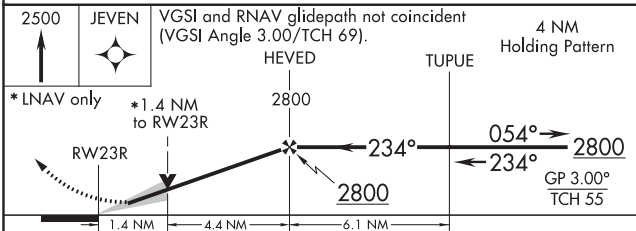
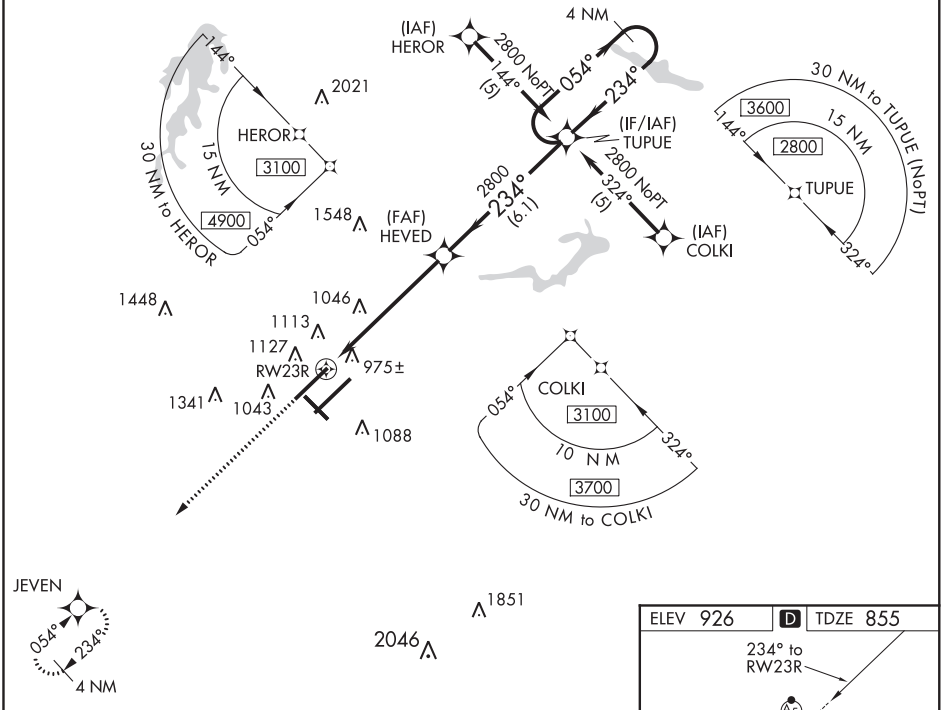
PIEDMONT TRIAD INTL (GSO)

▼ 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. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

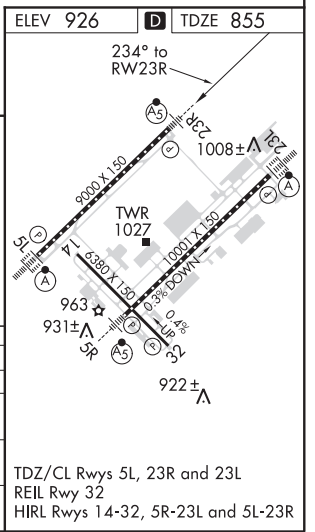
MALSR 

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.65 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	1055/24 200 (200-½)			
LNAV/VNAV DA	1405-1½ 550 (500-1½)			
LNAV MDA	1340/24 485 (500-½)	1340/40 485 (500-¾)	1340/50 485 (500-1)	
CIRCLING	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61035 W32A	APP CRS 323°	Rwy Idg THRE 900 Apt Elev 926	6380
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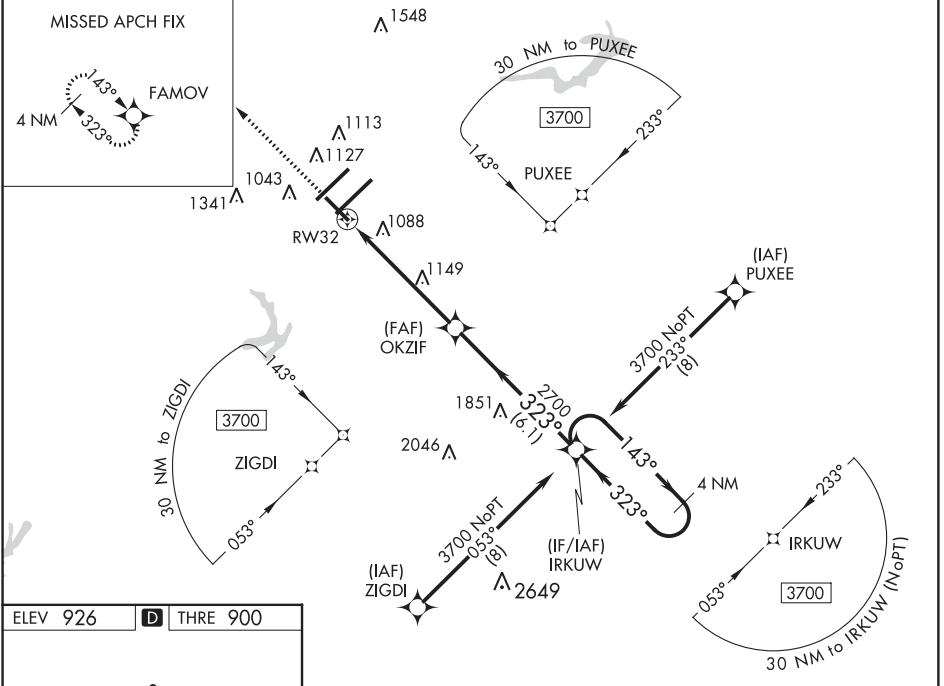
RNAV (GPS) RWY 32

PIEDMONT TRIAD INTL (GSO)

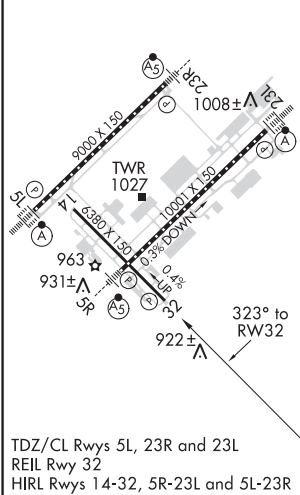
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Smith Reynolds altimeter setting. When local altimeter setting is not received use Smith Reynolds altimeter setting: increase all DA 38 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities 1/8 mile, increase Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3700 direct FAMOV and hold.

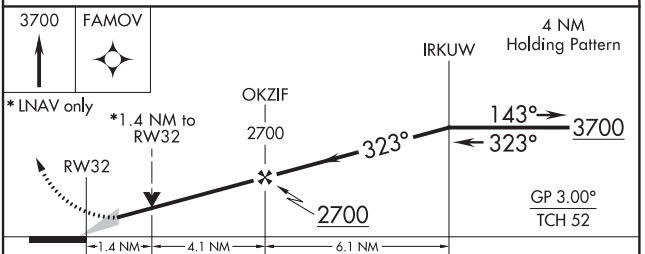
ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.6 327.075 (250°-049°) (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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ELEV 926	D THRE 900
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TDZ/CL Rws 5L, 23R and 23L
REIL Rwy 32
HIRL Rws 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
LPV DA		1100-3/4	200 (200-3/4)	
LNAV/VNAV DA		1417-1 3/4	517 (500-1 3/4)	
LNAV MDA	1400-1	500 (500-1)	1400-1 3/8	500 (500-1 3/8)
C CIRCLING	1440-1	514 (600-1)	1700-2 1/4 774 (800-2 1/4)	1700-2 1/2 774 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

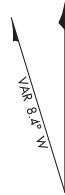
AIRPORT DIAGRAM

AL-178 (FAA)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

ATIS
 128.55
 GREENSBORO TOWER
 119.1 290.325
 GND CON
 121.9 348.6
 CLNC DEL
 121.75
D A₁₁₂₇

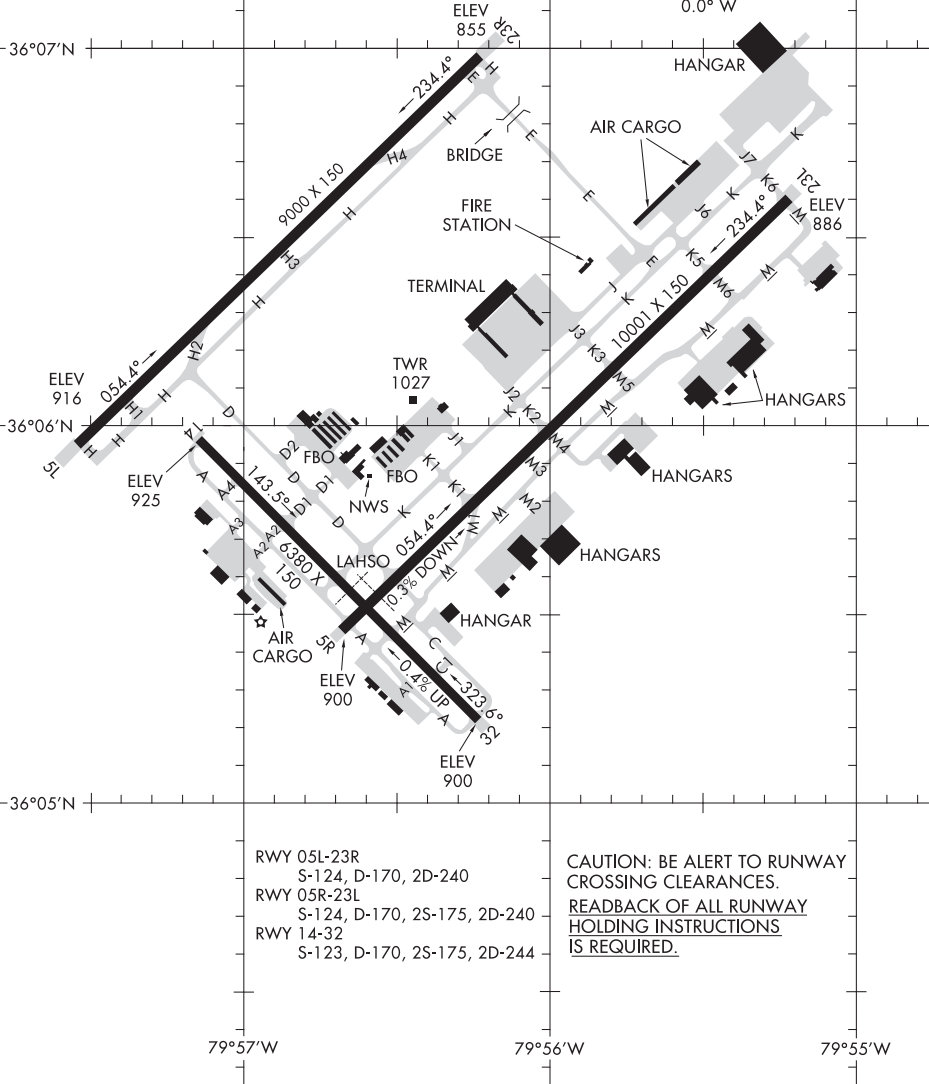
**FIELD
 ELEV
 926**



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



RWY 05L-23R
 S-124, D-170, 2D-240
 RWY 05R-23L
 S-124, D-170, 2S-175, 2D-240
 RWY 14-32
 S-123, D-170, 2S-175, 2D-244

**CAUTION: BE ALERT TO RUNWAY
 CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY
 HOLDING INSTRUCTIONS
 IS REQUIRED.**

AIRPORT DIAGRAM

GREENSBORO, NORTH CAROLINA
PIEDMONT TRIAD INTL (GSO)

QUAKER FOUR DEPARTURE

ATIS 128.55
 CLNC DEL 121.75
 GND CON
 121.9 348.6
 GREENSBORO TOWER
 119.1 290.325
 GREENSBORO DEP CON
 124.35 269.225 (250°-049°)
 126.6 327.075 (050°-249°)

NOTE: RADAR required.

LYNCHBURG
 109.2 LYH
 Chan 29
 N37°15.27' - W79°14.18'
 L-26-36, H-10-12

RICHMOND
 114.1 RIC
 Chan 88
 L-34-36, H-10-12

SOUTH BOSTON
 110.4 SBV
 Chan 41
 N36°40.50' - W79°00.87'
 L-26-36, H-12

ROANOKE
 109.4 ROA
 Chan 31
 N37° 20.61' - W80° 04.22'
 L-26, H-10-12

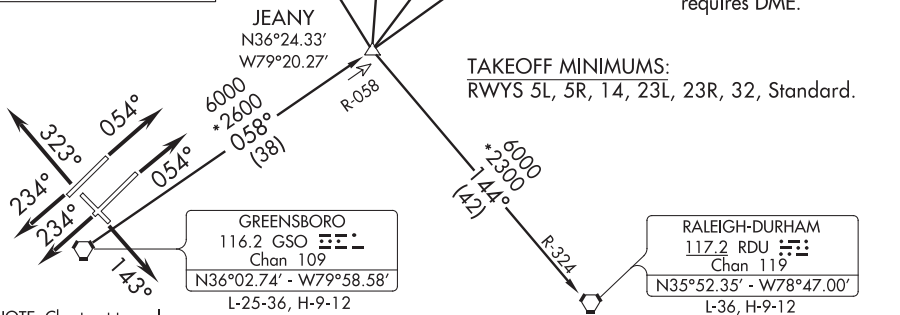
**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: RICHMOND TRANSITION
requires DME.

TAKEOFF MINIMUMS:
 RWYS 5L, 5R, 14, 23L, 23R, 32, Standard.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 5R: Climb heading 054°. Thence. . .
- TAKEOFF RWY 5L: Climb heading 054°. Thence. . .
- TAKEOFF RWY 14: Climb heading 143°. Thence. . .
- TAKEOFF RWY 23L: Climb heading 234°. Thence. . .
- TAKEOFF RWY 23R: Climb heading 234°. Thence. . .
- TAKEOFF RWY 32: Climb heading 323°. Thence. . .

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



DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK4.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK4.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK4.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK4.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK4.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.

Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.

Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.

RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

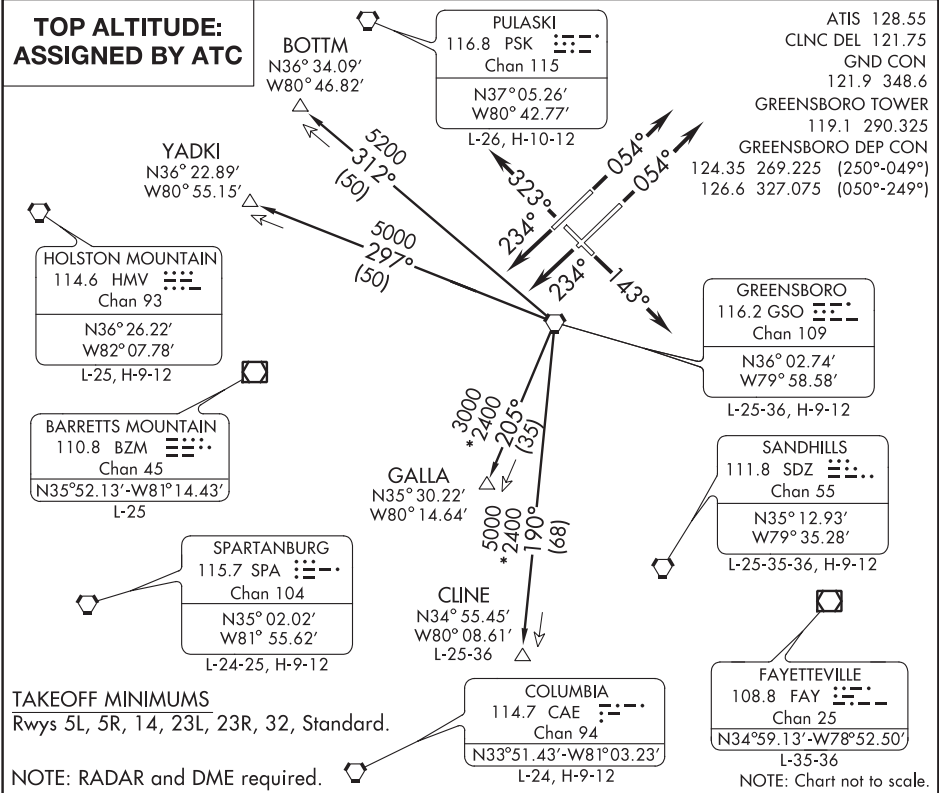
TRIAD EIGHT DEPARTURE

SL-178 (FAA)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 128.55
 CLNC DEL 121.75
 GND CON
 121.9 348.6
 GREENSBORO TOWER
 119.1 290.325
 GREENSBORO DEP CON
 124.35 269.225 (250°-049°)
 126.6 327.075 (050°-249°)



TAKEOFF MINIMUMS

Rwys 5L, 5R, 14, 23L, 23R, 32, Standard.

NOTE: RADAR and DME required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R: Climb heading 054°. Thence . . .

TAKEOFF RUNWAY 5L: Climb heading 054°. Thence . . .

TAKEOFF RUNWAY 14: Climb heading 143°. Thence . . .

TAKEOFF RUNWAY 23L: Climb heading 234°. Thence . . .

TAKEOFF RUNWAY 23R: Climb heading 234°. Thence . . .

TAKEOFF RUNWAY 32: Climb heading 323°. Thence . . .

. . . Maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

TRIAD EIGHT DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOTTM TRANSITION (TRI8.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI8.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI8.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI8.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES:

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PGV 110.7 Chan 44	APP CRS 197°	Rwy Idg 6505 TDZE 25 Apt Elev 26
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ILS Y or LOC Y RWY 20

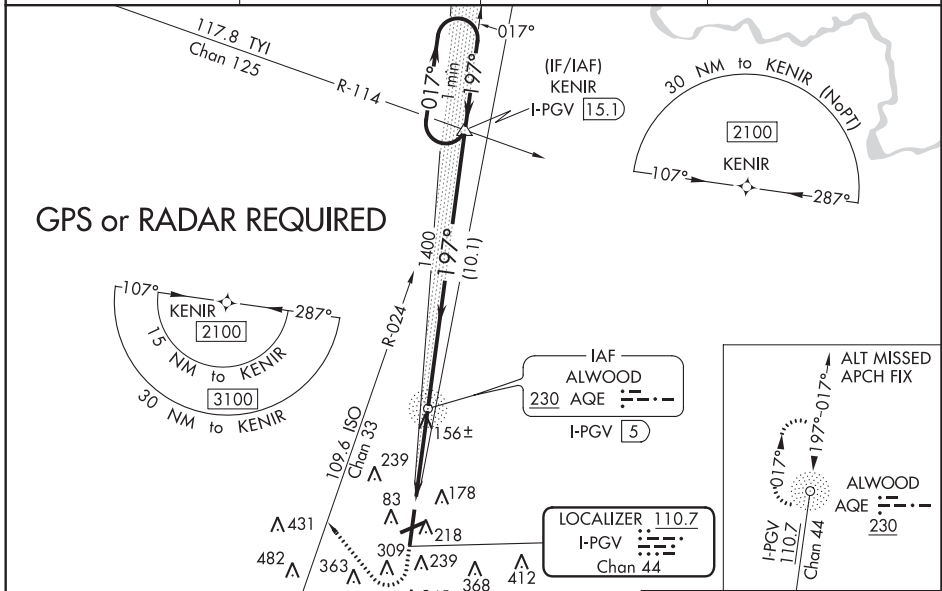
PITT-GREENVILLE (PGV)

⚠ Night landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility 1/4 mile. For inop MALSR when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to 3/8 mile.

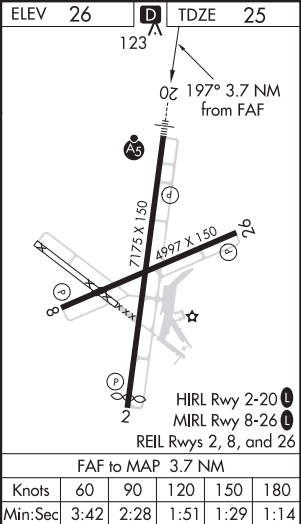
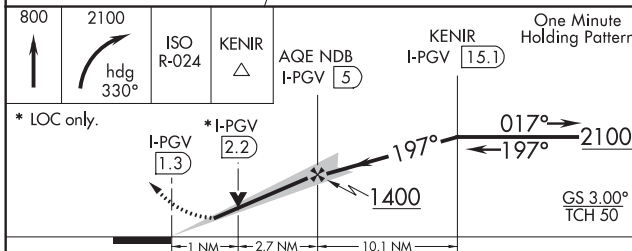


MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on heading 330° and on ISO VORTAC R-024 to KENIR INT/ I-PGV 15.1 DME and hold.

AWOS-3 128.425	WASHINGTON CENTER 135.5 281.42	RALEIGH CLNC DEL 122.35	UNICOM 122.8 (CTAF)
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ELEV 26	TDZE 25
123	197° 3.7 NM from FAF



CATEGORY	A	B	C	D
S-ILS 20	256-1/2		231 (300-1/2)	
S-LOC 20	420-1/2	395 (400-1/2)	420-5/8	395 (400-5/8)
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	680-1 1/4 654 (700-1 1/4)	800-2 1/4 774 (800-2 1/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PGV 110.7 Chan 44	APP CRS 197°	Rwy Idg 6505 TDZE 25 Apt Elev 26
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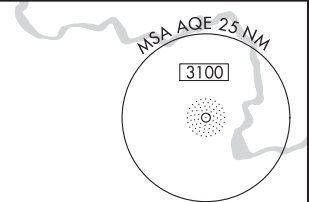
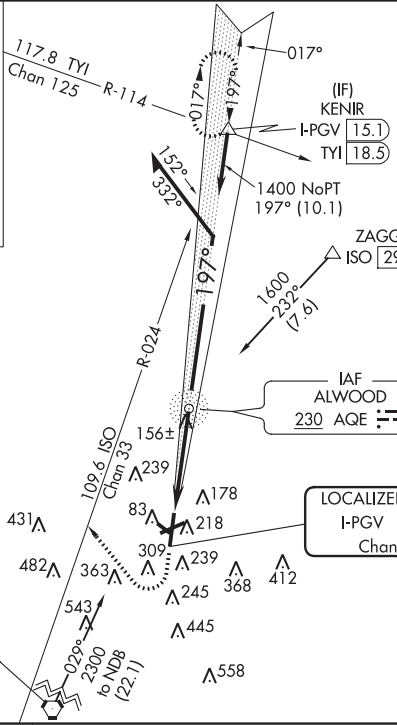
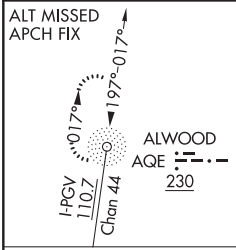
ILS Z or LOC Z RWY 20

PITT-GREENVILLE (PGV)

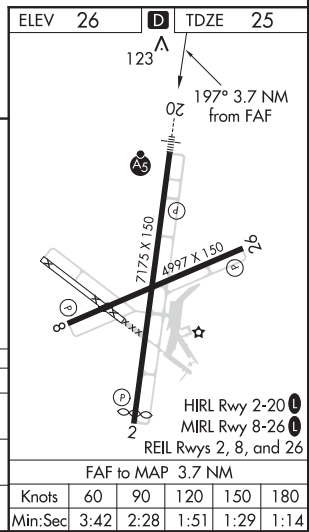
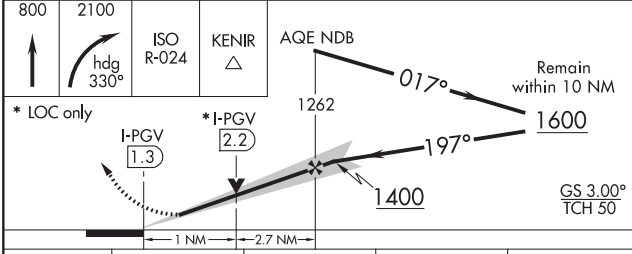
⚠ Night Landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. For inop MALSRL when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to ¾ mile.

MALSRL
AS
MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on heading 330° and on ISO VORTAC R-024 to KENIR INT/15.1 DME and hold.

AWOS-3 128.425	WASHINGTON CENTER 135.5 281.42	RALEIGH CLNC DEL 122.35	UNICOM 122.8 (CTAF) Ⓜ
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Procedure NA for arrivals at ZAGGY on V472 southwest bound.



CATEGORY	A	B	C	D
S-ILS 20		256-½	231 (300-½)	
S-LOC 20	420-½	395 (400-½)	420-⅝	395 (400-⅝)
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	680-1¾ 654 (700-1¾)	800-2¼ 774 (800-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42738 W02A	APP CRS 017°	Rwy Idg TDZE 24 Apt Elev 26	6905
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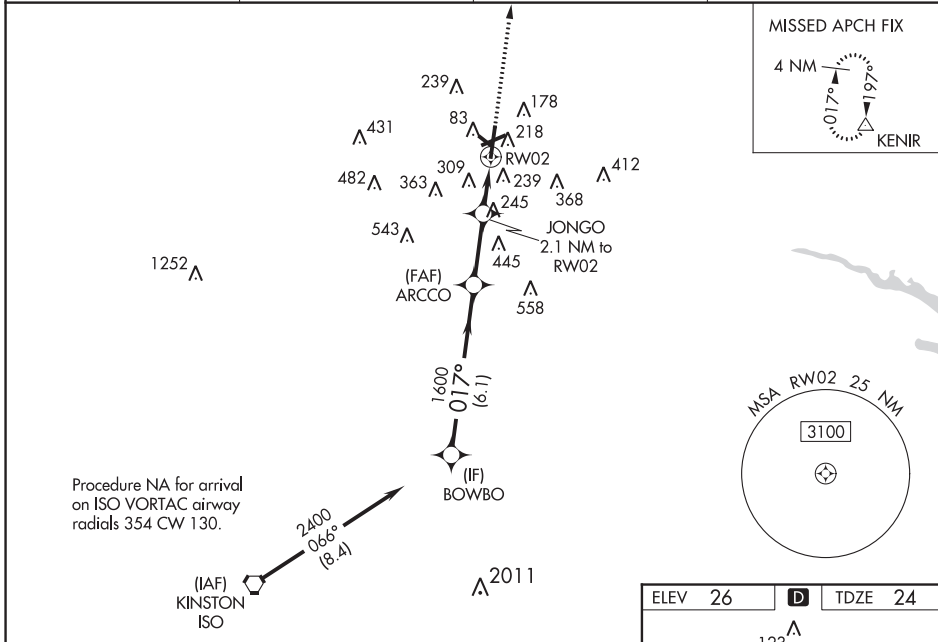
RNAV (GPS) RWY 2

PITT-GREENVILLE (PGV)

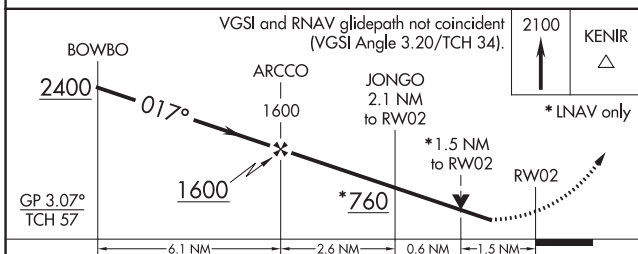
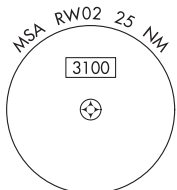
⚠ Night landing: Rwy 8 NA. Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Washington altimeter setting; increase LPV DA to 444 feet and LNAV/VNAV DA to 661 feet and all MDA 60 feet; increase LPV all Cats visibility 1/2 mile and LNAV/VNAV all Cats visibility 1/2 mile and LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile. VDP NA when using Washington altimeter setting.

MISSED APPROACH:
Climb to 2100 direct KENIR and hold.

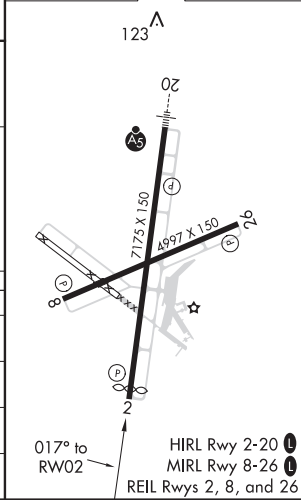
AWOS-3 128.425	WASHINGTON CENTER 135.5 281.42	RALEIGH CLNC DEL 122.35	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival on ISO VORTAC airway radials 354 CW 130.



ELEV 26	D	TDZE 24
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CATEGORY	A	B	C	D
LPV DA		403-1 1/4	379 (400-1 1/4)	
LNAV/VNAV DA		620-2	596 (600-2)	
LNAV MDA	540-1	516 (600-1)	540-1 3/8	516 (600-1 3/8)
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	680-1 3/4 654 (700-1 3/4)	800-2 1/2 774 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4997
076°	TDZE	24
	Apt Elev	26

RNAV (GPS) RWY 8

PITT-GREENVILLE (PGV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

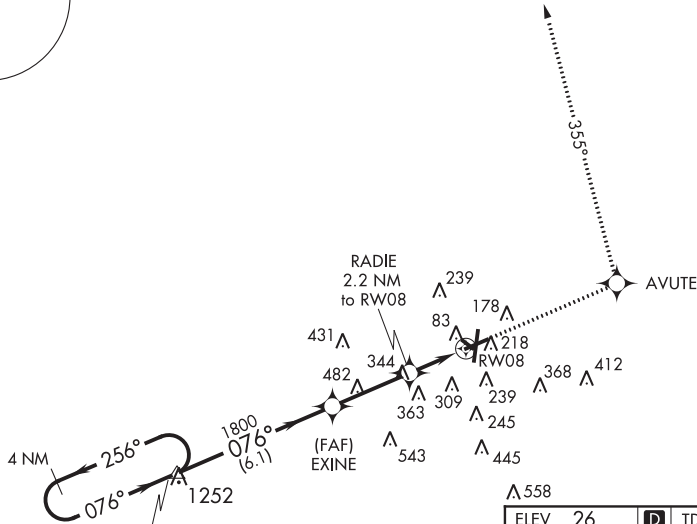
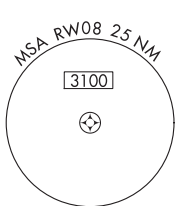
MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3
128.425

WASHINGTON CENTER
135.5 281.42

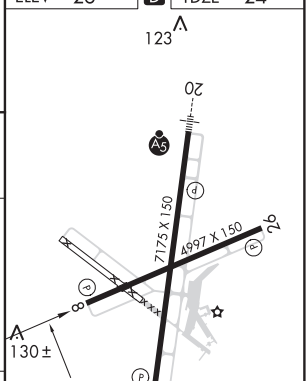
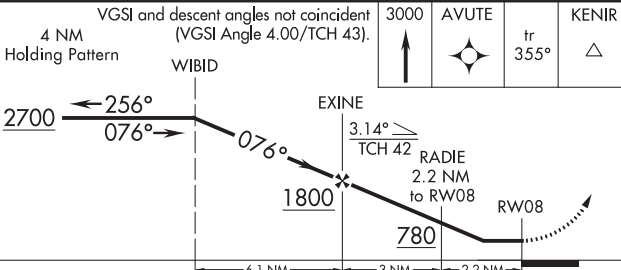
RALEIGH CLNC DEL
122.35

UNICOM
122.8 (CTAF)



NoPT for arrivals on V157 southbound.

ELEV	26	D	TDZE	24
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CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1½ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

HIRL Rwy 2-20 **Ⓡ**
MIRL Rwy 8-26 **Ⓡ**
REIL Rws 2, 8, and 26

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 87011 W20A	APP CRS 197°	Rwy Idg 6505 TDZE 25 Apt Elev 26
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RNAV (GPS) RWY 20

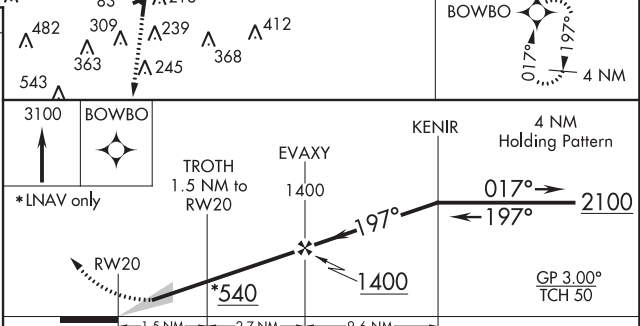
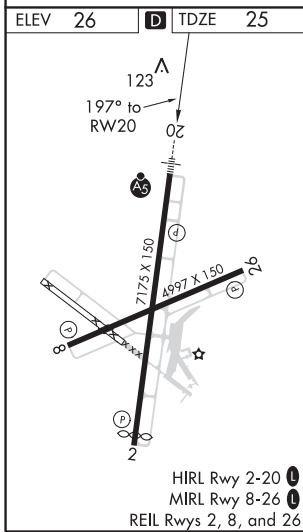
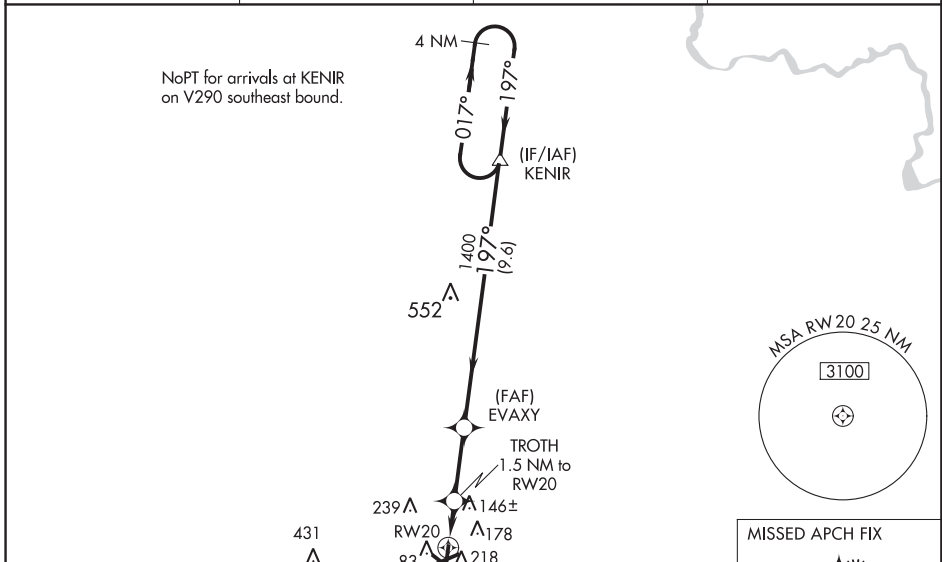
PITT-GREENVILLE (PGV)

⚠ Night landing: Rwy 8 NA. Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington altimeter setting: increase LPV DA to 271 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile and increase Circling Cats C/D visibility 1/4 mile. For inop MALS, increase LNAV/VNAV all Cats visibility to 7/8 mile and LNAV Cats C/D visibility to 1 mile. For inop MALS when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility to 1 mile.

MALS

MISSED APPROACH:
Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3 128.425	WASHINGTON CENTER 135.5 281.42	RALEIGH CLNC DEL 122.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		230-1/2	205 (300-1/2)	
LNAV/VNAV DA		303-1/2	278 (300-1/2)	
LNAV MDA	400-1/2	375 (400-1/2)	400-5/8	375 (400-5/8)
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	680-1 3/4 654 (700-1 3/4)	800-2 1/2 774 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53711 W26A	APP CRS 256°	Rwy Idg 4997 TDZE 24 Apt Elev 26
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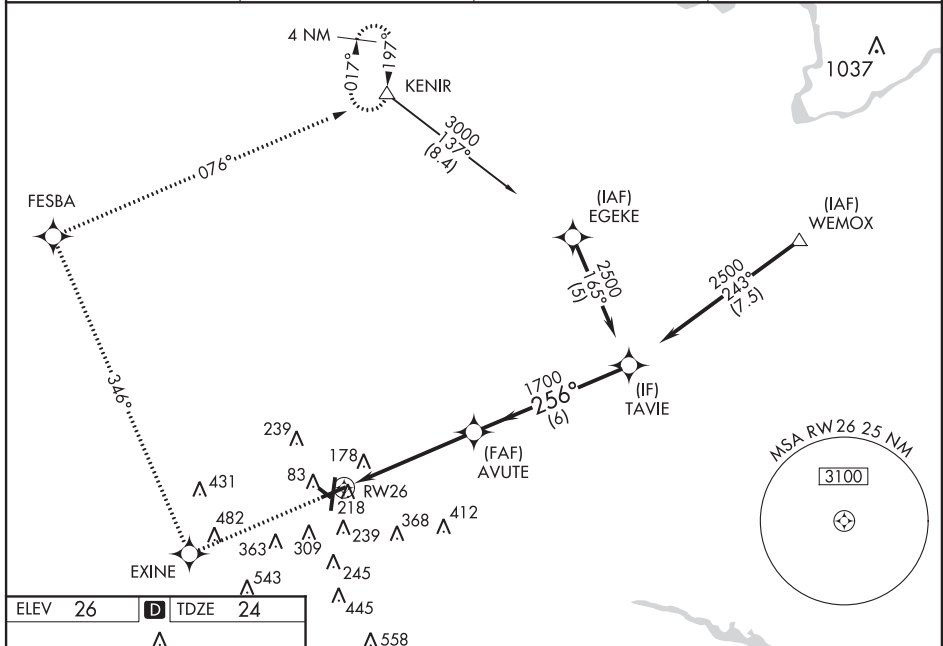
RNAV (GPS) RWY 26

PITT-GREENVILLE (PGV)

⚠ Baro-VNAV NA when using Washington altimeter setting. 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. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

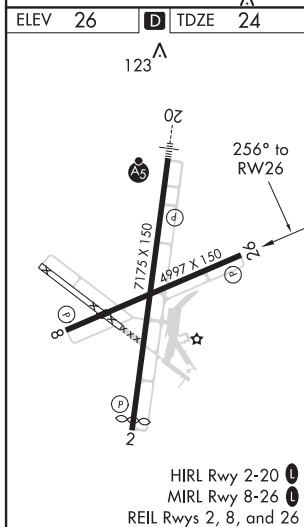
MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3 128.425	WASHINGTON CENTER 135.5 281.42	RALEIGH CLNC DEL 122.35	UNICOM 122.8 (CTAF) 0
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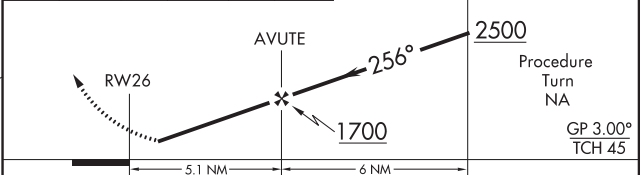


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 26	D	TDZE 24				
3000	EXINE	tr 346°	FESBA	tr 076°	KENIR	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).



CATEGORY	A	B	C	D
LPV DA	335-1 311 (400-1)			
LNAV/VNAV DA	464-1½ 440 (500-1½)			
LNAV MDA	520-1 496 (500-1)	520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)	520-1½ 496 (500-1½)
CIRCLING	620-1 594 (600-1)	620-1½ 594 (600-1½)	620-2 594 (600-2)	620-2 594 (600-2)

AIRPORT DIAGRAM

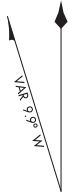
AL-5521 (FAA)

PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA

AWOS-3
128.425
CTAF/UNICOM
122.8
CLNC DEL
122.35 (RALEIGH)



FIELD
ELEV
26



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

35°38.5'N

35°38.0'N

35°37.5'N

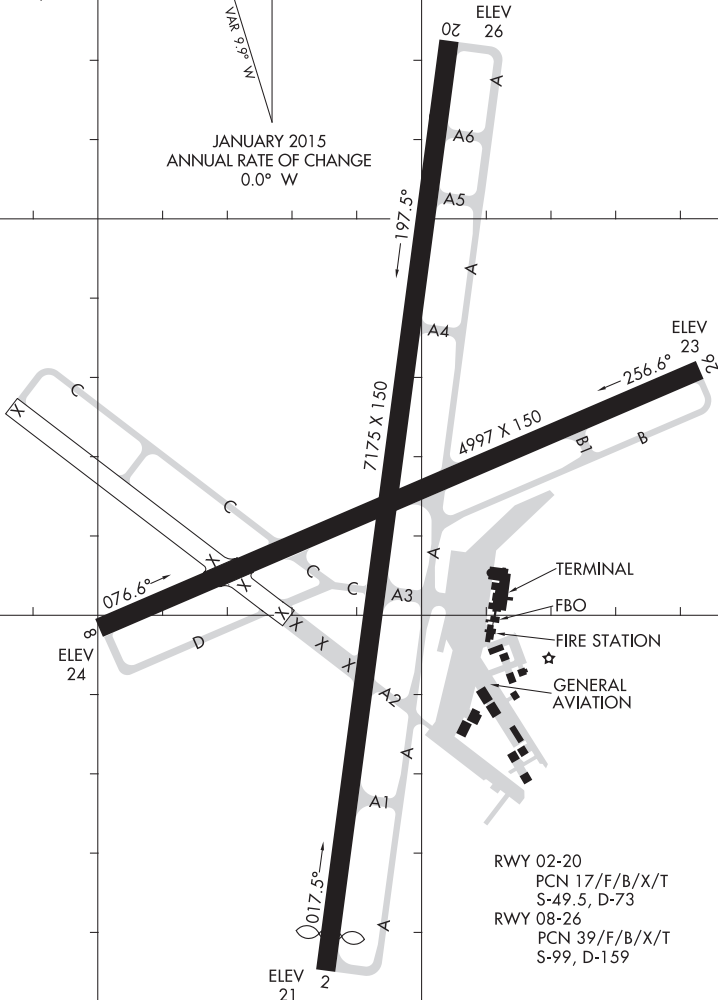
77°23.5'W

77°23.0'W

77°22.5'W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



RWY 02-20
PCN 17/F/B/X/T
S-49.5, D-73

RWY 08-26
PCN 39/F/B/X/T
S-99, D-159

AIRPORT DIAGRAM

GREENVILLE, NORTH CAROLINA
PITT-GREENVILLE (PGV)

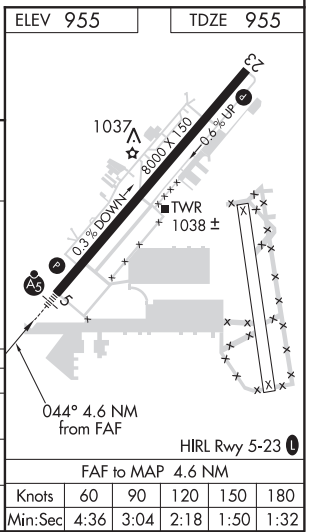
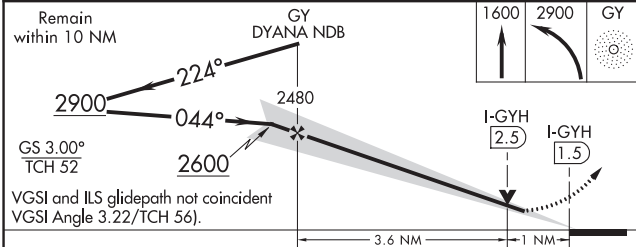
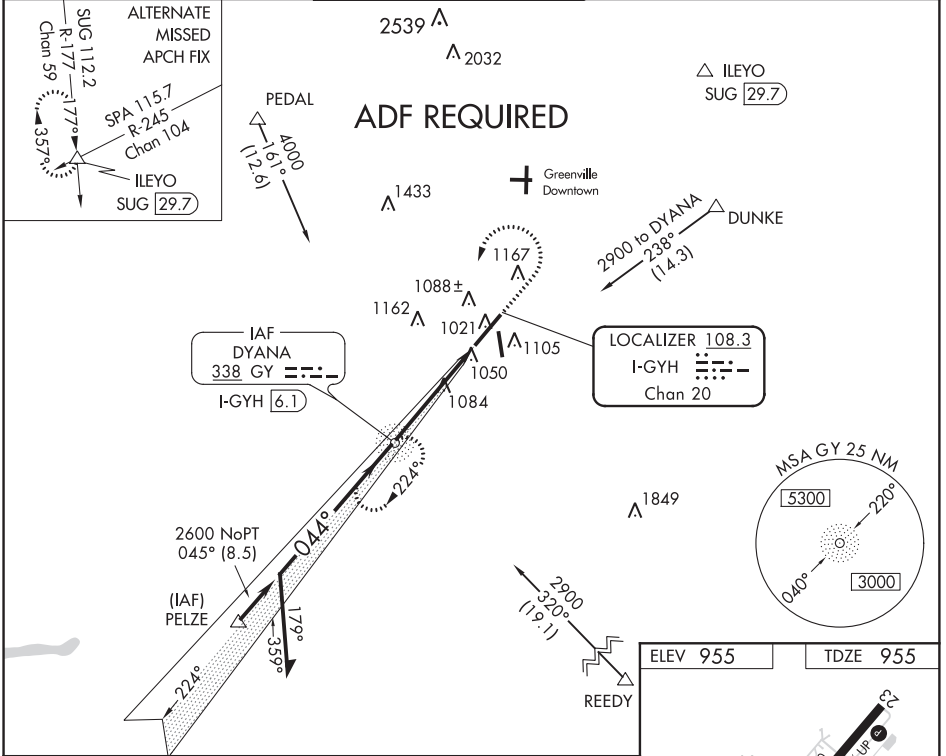
LOC/DME I-GYH 108.3 Chan 20	APP CRS 044°	Rwy Idg 8000 TDZE 955 Apt Elev 955
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ILS or LOC RWY 5

DONALDSON FIELD (GYH)

<p>⚠ When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat C visibility 1/4 mile.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.</p>
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AWOS-3 127.325	GREER APP CON ★ 118.8 270.275	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4	UNICOM 122.7
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CATEGORY	A	B	C	D
S-ILS 5	1155-1/2 200 (200-1/2)			
S-LOC 5	1340-1/2	385 (400-1/2)	1340-3/4 385 (400-3/4)	
CIRCLING	1420-1 465 (500-1)	1480-1 1/2 525 (600-1/2)	1520-2 565 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

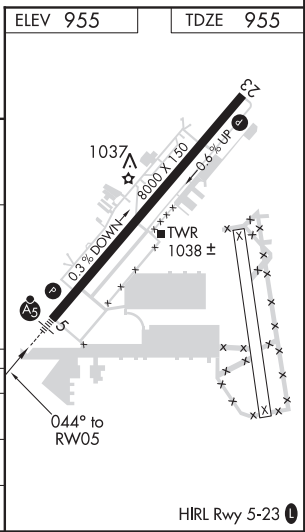
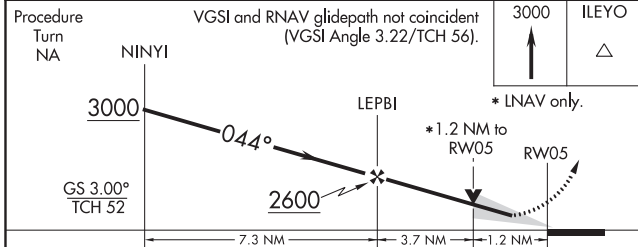
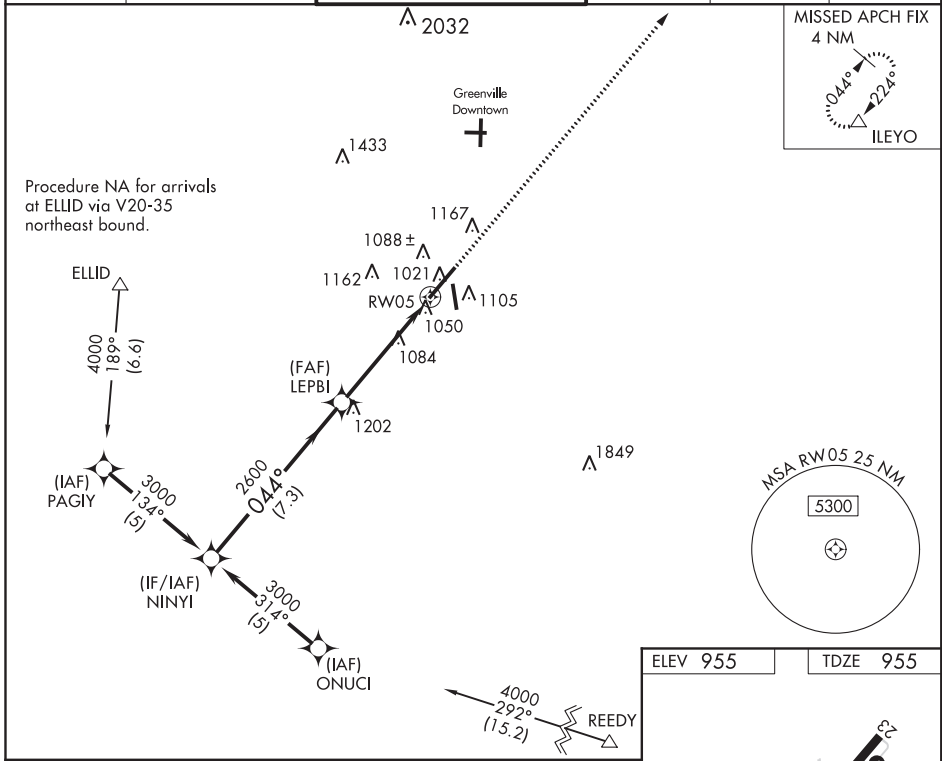
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

WAAS CH 72603 W05A	APP CRS 044°	Rwy Idg TDZE Apt Elev	8000 955 955
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RNAV (GPS) RWY 5

DONALDSON FIELD (GYH)

<p>▼ If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0,3 NA.</p> <p>▲ NA</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct ILEYO and hold.</p>		
AWOS-3 127.325	GREER APP CON ★ 118.8 270.275	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4	UNICOM 122.7



CATEGORY	A	B	C	D
LPV DA	1208-1/2 253 (300-1/2)			
LNAV MDA	1400-1/2 445 (500-1/2)	1400-3/4 445 (500-3/4)	1400-1 445 (500-1)	
CIRCLING	1420-1 465 (500-1)	1480-1/2 525 (600-1/2)	1520-2 565 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, SOUTH CAROLINA

AL-179 (FAA)

15008

APP CRS 224°	Rwy Idg TDZE Apt Elev	8000 937 955
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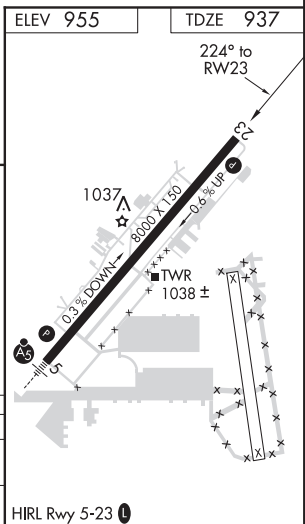
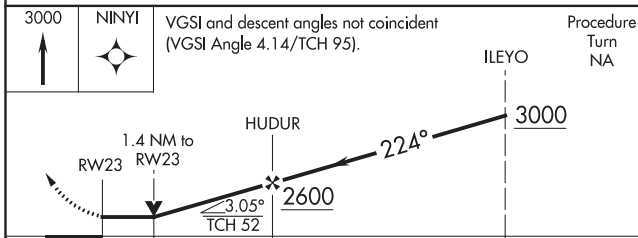
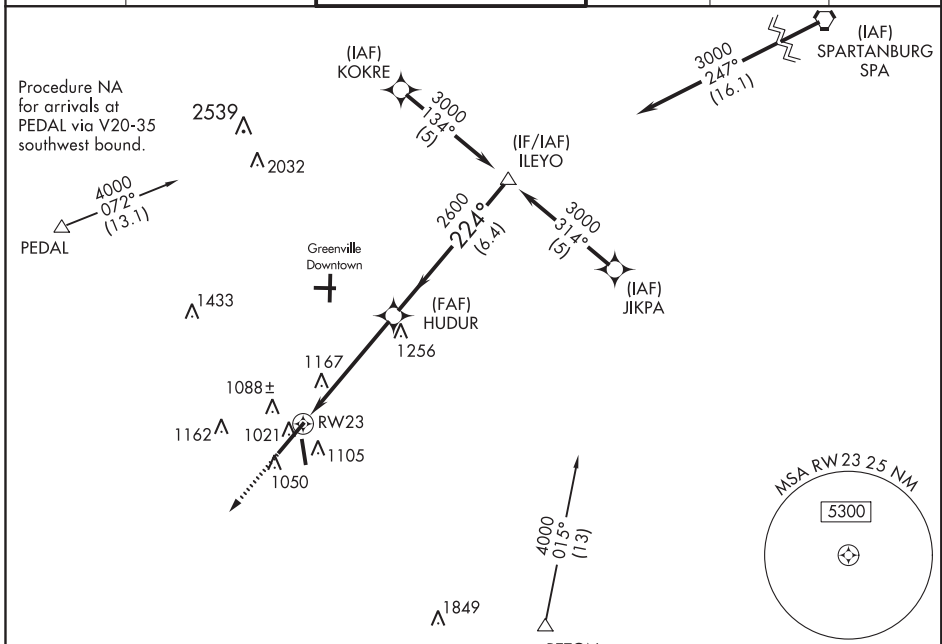
RNAV (GPS) RWY 23

DONALDSON FIELD (GYH)

NA If local altimeter setting not received, use Greer altimeter setting and increase all MDA's 40 feet. VDP NA when using Greer altimeter setting. Helicopter visibility reduction below 3/4 statute mile NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3 127.325	GREER APP CON ★ 118.8 270.275	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4	UNICOM 122.7
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CATEGORY	A	B	C	D
RNAV MDA	1420-1	483 (500-1)	1420-1½ 483 (500-1½)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)

GREENVILLE, SOUTH CAROLINA
Orig-A 18OCT12

34° 46' N-82° 23' W

DONALDSON FIELD (GYH)

RNAV (GPS) RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

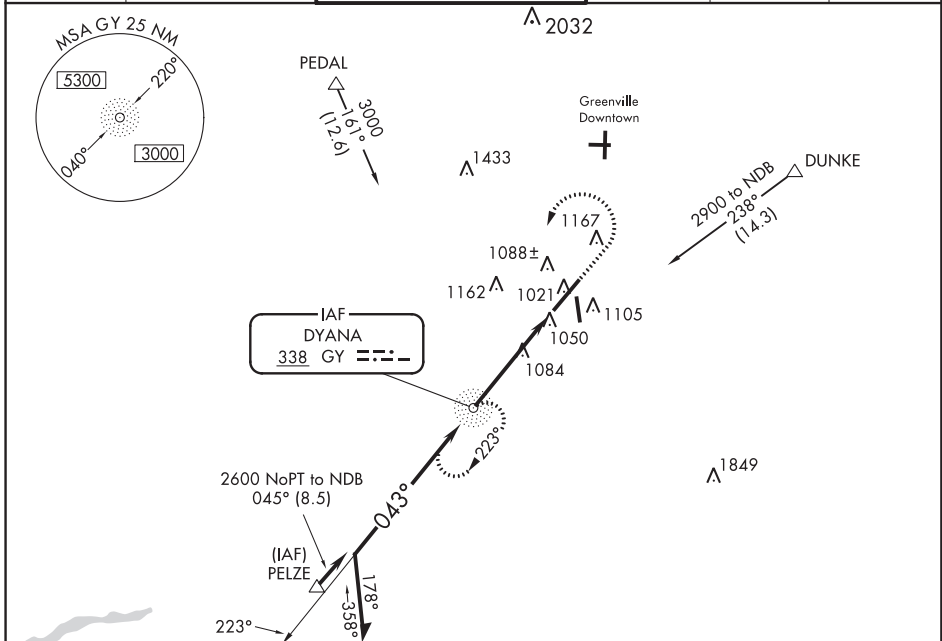
SE-2, 10 NOV 2016 to 05 JAN 2017

NDB GY 338	APP CRS 043°	Rwy ldg TDZE Apt Elev	8000 955 955
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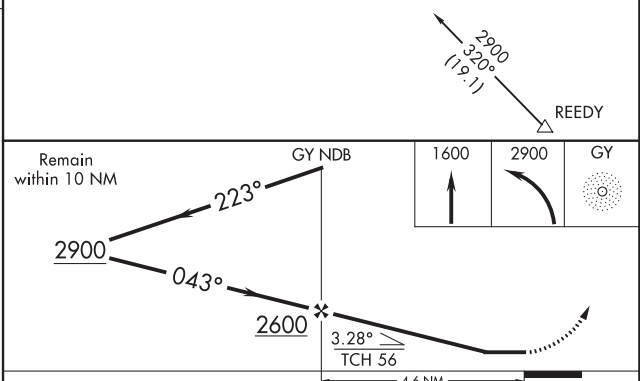
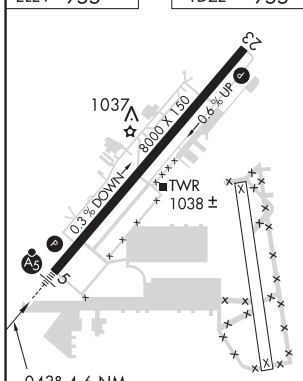
NDB RWY 5
DONALDSON FIELD (GYH)

▼ If local alimeter setting not received, use Greer alimeter setting and increase all MDAs 40 feet.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct GY NDB and hold.
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AWOS-3 127.325	GREER APP CON ★ 118.8 270.275	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4	UNICOM 122.7
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ELEV 955	TDZE 955
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CATEGORY	A	B	C	D
S-5	1440-3/4 485 (500-3/4)			1440-1 1/4 485 (500-1 1/4)
CIRCLING	1440-1 485 (500-1)		1480-1 1/2 525 (600-1 1/2)	1520-2 565 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-179 (FAA)

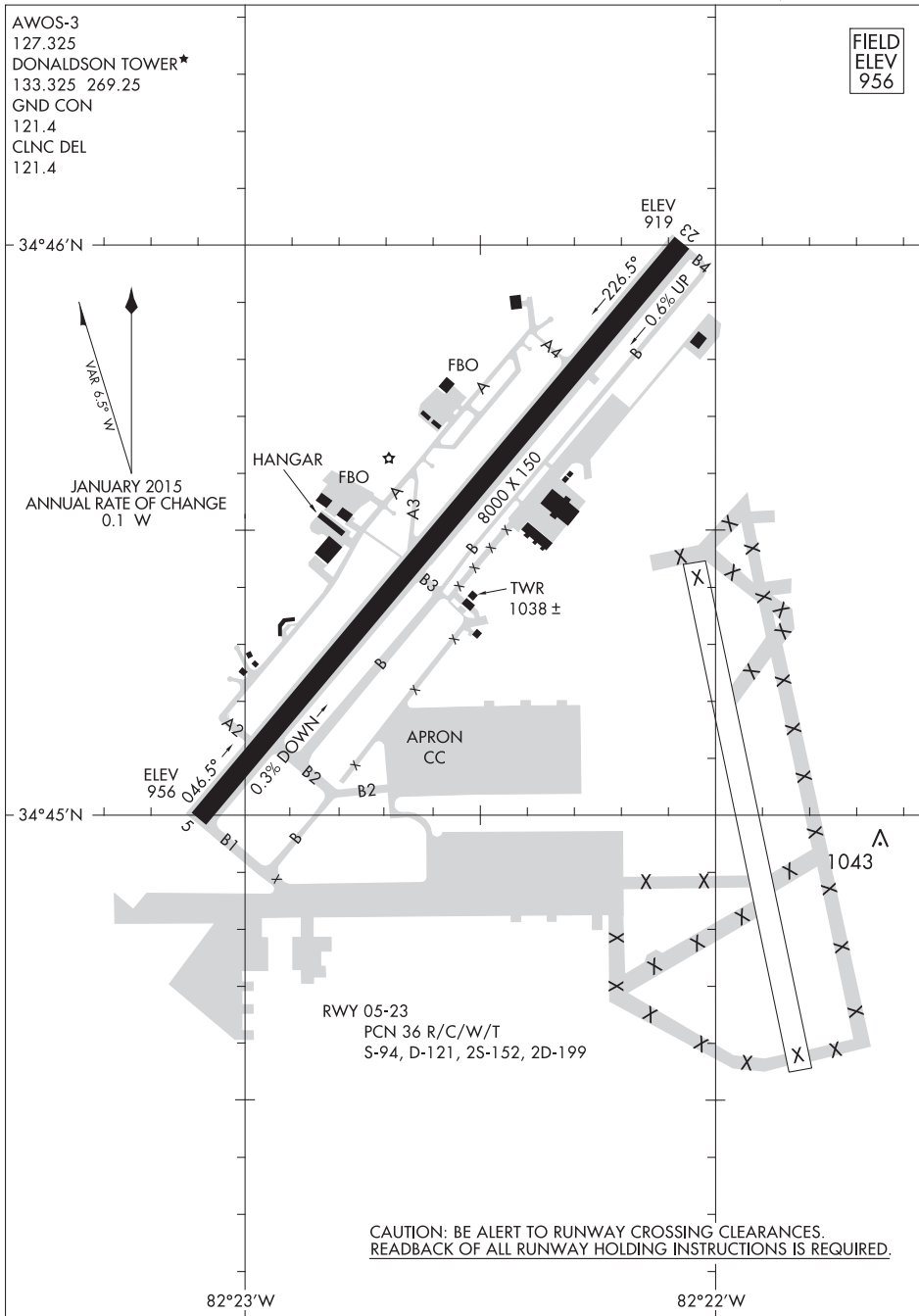
DONALDSON FIELD (GYH)
GREENVILLE, SOUTH CAROLINA

AWOS-3
 127.325
 DONALDSON TOWER*
 133.325 269.25
 GND CON
 121.4
 CLNC DEL
 121.4

FIELD
 ELEV
 956

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

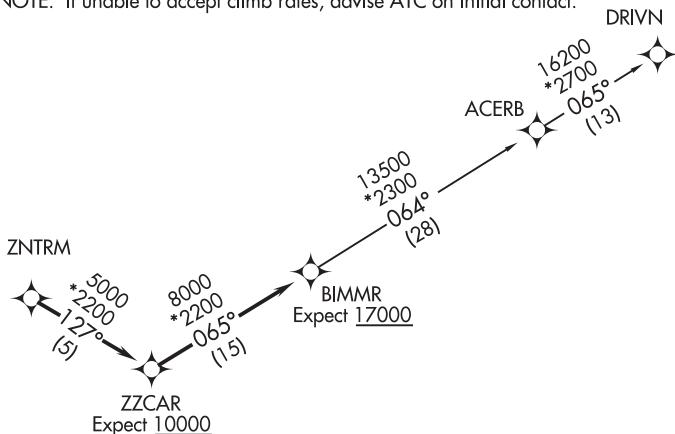
GREENVILLE, SOUTH CAROLINA
DONALDSON FIELD (GYH)

BIMMR ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7
GREER DEP CON ★
118.8 270.275

- NOTE: Do not exceed 250 KIAS until advised by ATC.
- NOTE: For turbojets only.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS

Rwy 23: Standard.

Rwy 5: 300-1³/₄ or standard with minimum climb of 220' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading, expect RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR1.ACERB)

DRIVN TRANSITION (BIMMR1.DRIVN)

BIMMR ONE DEPARTURE (RNAV)

LOC I-GMU 109.7	APP CRS 006°	Rwy Idg TDZE Apt Elev	5393 1015 1048
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ILS Y or LOC Y RWY 1

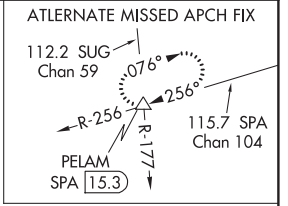
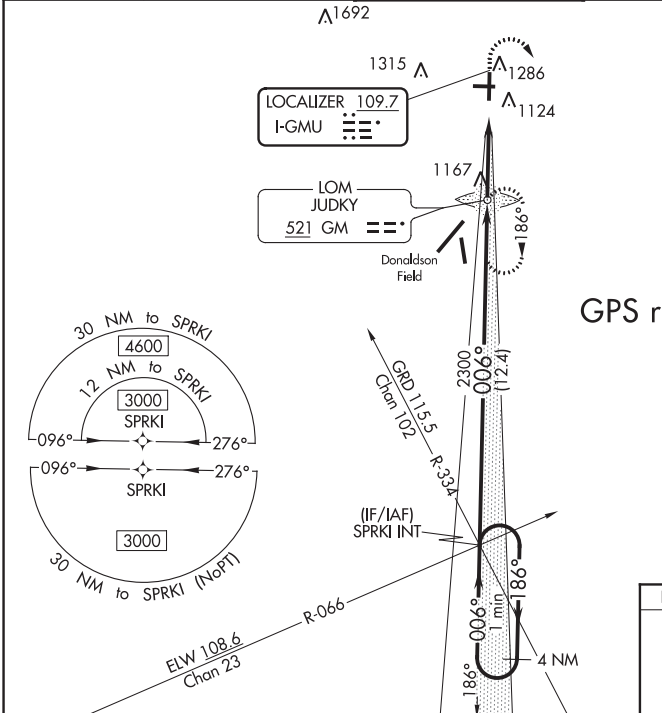
GREENVILLE DOWNTOWN (GMU)

ASR **ADF** required. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ mile. Inop table does not apply to S-LS 1. For inop MALSF, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile. For inop MALSF when using Greer altimeter setting, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile.

MALSF
MALSF symbol:

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

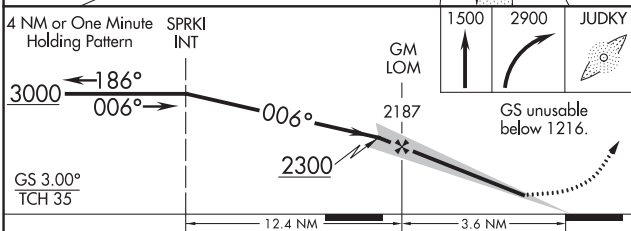
ATIS ★ 127.075	GREER APP CON★ 118.8 270.275	GREENVILLE TOWER★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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GPS required for TAA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1048	D	TDZE 1015
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FAF to MAP 3.6 NM	Knots	60	90	120	150	180
	Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-LS 1	1216-¾		201 (200-¾)	
S-LOC 1	1420-¾	405 (400-¾)	1420-1	405 (400-1)
C CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

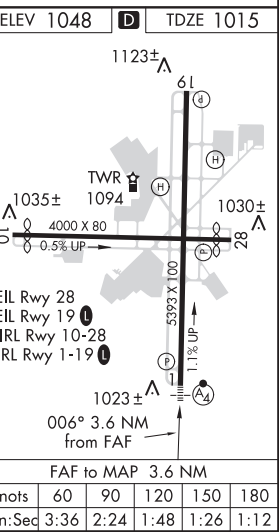
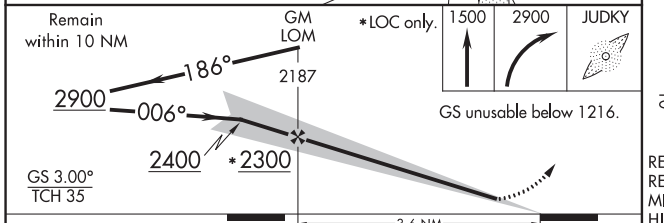
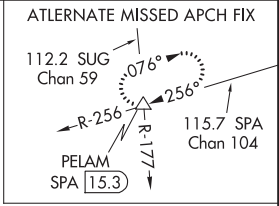
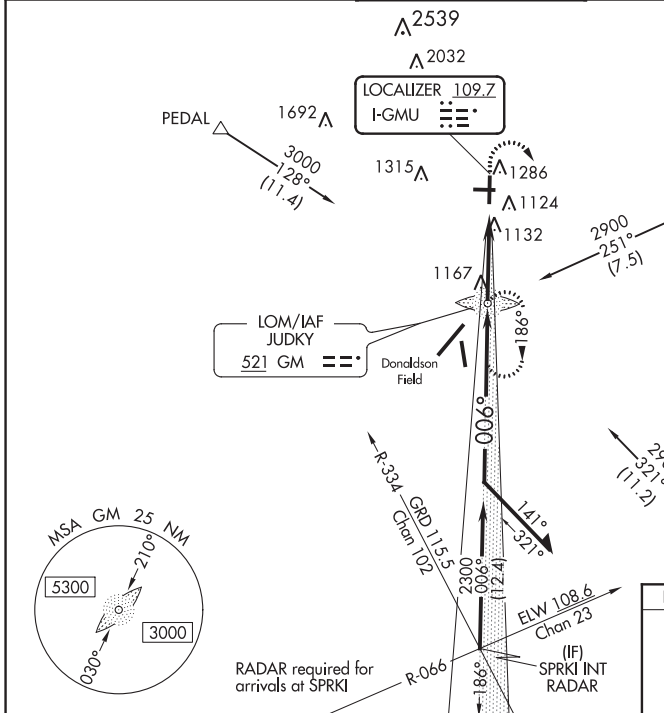
LOC I-GMU 109.7	APP CRS 006°	Rwy Idg TDZE Apt Elev	5393 1015 1048
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ILS Z or LOC Z RWY 1
GREENVILLE DOWNTOWN (GMU)

ADFS required. When local altimeter not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ mile. Inop table does not apply to S-ILS 1. For inop MALSF, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile. For inop MALSF when using Greer altimeter setting, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D visibility to 1½ mile.

MALSFS
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

ATIS ★ 127.075	GREER APP CON★ 118.8 270.275	GREENVILLE TOWER★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 1	1216-3/4		201 (200-3/4)	
S-LOC 1	1420-3/4	405 (400-3/4)	1420-1	405 (400-1)
C CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2 3/4 812 (900-2 3/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1048	D	TDZE 1015
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Knots	60	90	120	150	180
Min:Seq	3:36	2:24	1:48	1:26	1:12

GREENVILLE, SOUTH CAROLINA

AL-180 (FAA)

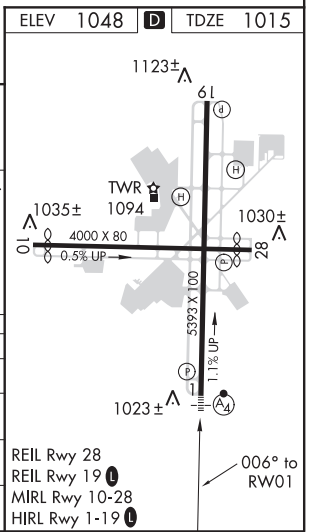
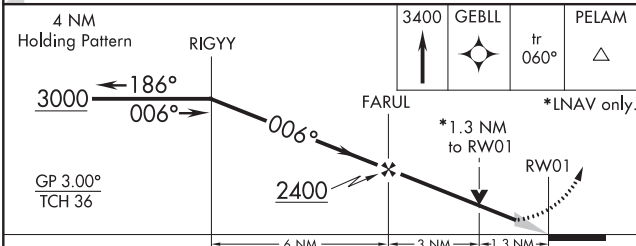
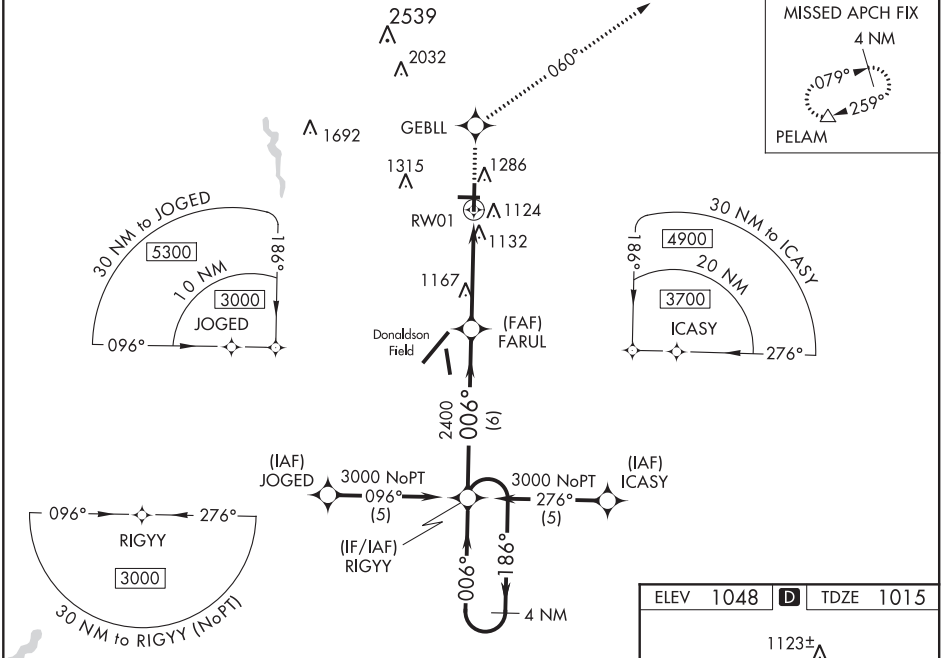
16259

WAAS CH 53413 W01A	APP CRS 006°	Rwy Idg TDZE Apt Elev	5393 1015 1048
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RNAV (GPS) RWY 1

GREENVILLE DOWNTOWN (GMU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C.	MALSF	MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.		
			ATIS ★ 127.075	GREER APP CON ★ 118.8 270.275



CATEGORY	A	B	C	D
LPV DA		1215-¾	200 (200-¾)	
LNAV/VNAV DA		1415-1½	400 (400-1½)	
LNAV MDA	1440-¾ 425 (400-¾)		1440-1¼ 425 (400-1¼)	
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

GREENVILLE, SOUTH CAROLINA
Orig-C 20AUG15

34°51'N-82°21'W

GREENVILLE DOWNTOWN (GMU) RNAV (GPS) RWY 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49137 W10A	APP CRS 096°	Rwy Idg 3463 TDZE 1013 Apt Elev 1048
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RNAV (GPS) RWY 10

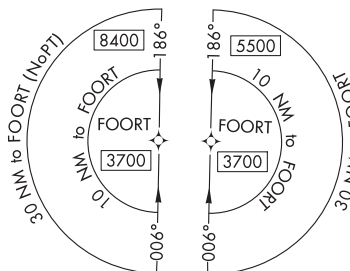
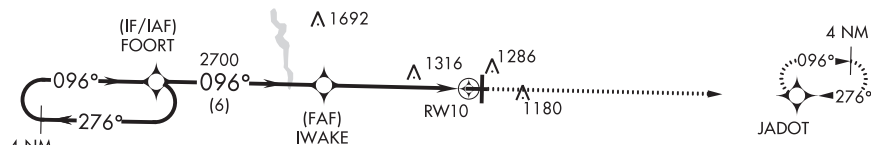
GREENVILLE DOWNTOWN (GMU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Green altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3700 direct JADOT and hold.

ATIS ★ 127.075	GREER APP CON ★ 118.8 270.275	GREENVILLE TOWER ★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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2539 **△**
△ 2032

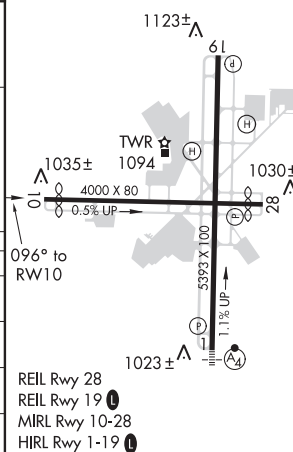
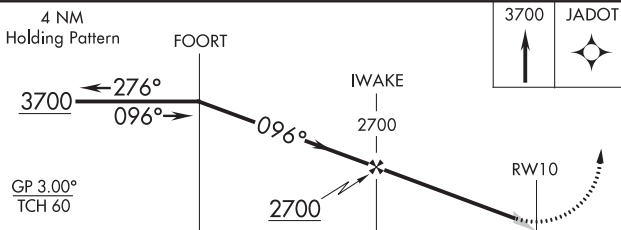


Donaldson Field **↗**

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1048	D	TDZE 1013
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CATEGORY	A	B	C	D
LPV DA	1269-1 256 (300-1)			
LNAV/VNAV DA	1351-1 1/8 338 (400-1 1/8)			
LNAV MDA	1580-1 567 (600-1)		1580-1 1/8 567 (600-1 1/8)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2) 1860-2 3/4 812 (900-2 3/4)	

REIL Rwy 28
REIL Rwy 19 **Ⓢ**
MIRL Rwy 10-28
HIRL Rwy 1-19 **Ⓢ**

GREENVILLE, SOUTH CAROLINA

AL-180 (FAA)

16259

WAAS CH 93837 W19A	APP CRS 186°	Rwy Idg TDZE Apt Elev	5393 1048 1048
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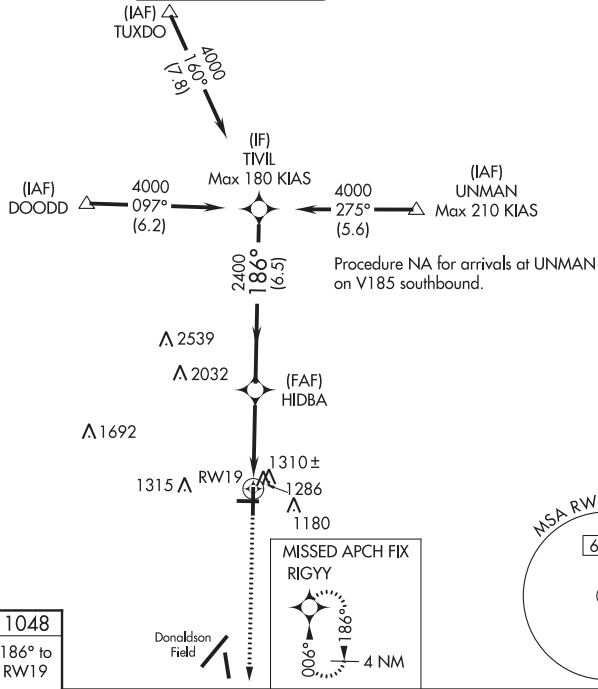
RNAV (GPS) RWY 19

GREENVILLE DOWNTOWN (GMU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
ASR DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct RIGYY and hold.

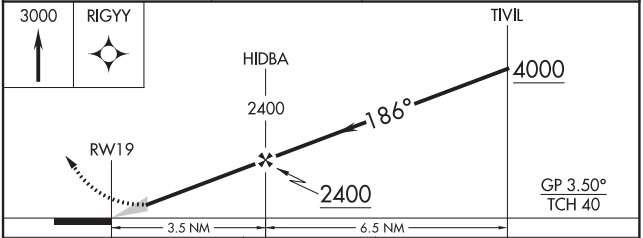
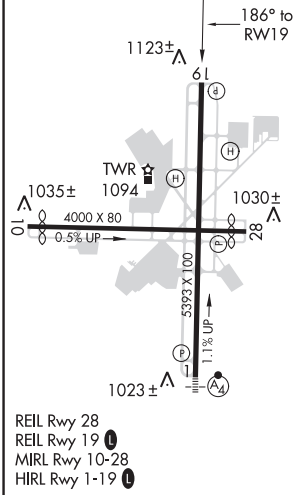
ATIS ★ 127.075	GREER APP CON ★ 118.8 270.275	GREENVILLE TOWER ★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1048	D	TDZE 1048
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CATEGORY	A	B	C	D
LPV DA	1373-1	325 (400-1)		NA
LNAV/VNAV DA	1480-1¼	432 (500-1¼)		NA
LNAV MDA	1560-1	512 (600-1)	1560-1⅓	512 (600-1⅓)
C CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

GREENVILLE, SOUTH CAROLINA
Amdt 1A 20AUG15

34°51'N-82°21'W

GREENVILLE DOWNTOWN (GMU) RNAV (GPS) RWY 19

WAAS CH 87037 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	3463 1013 1048
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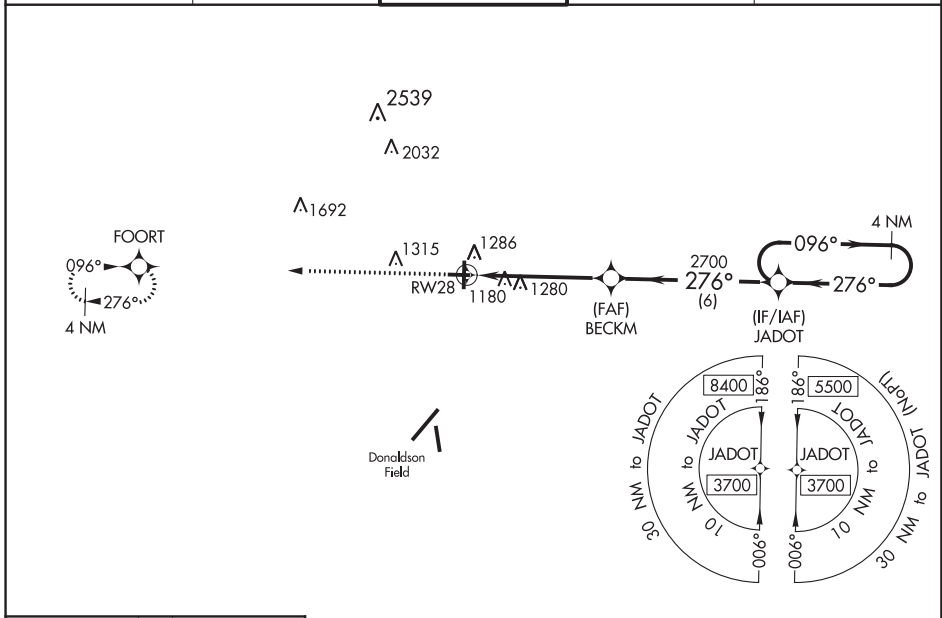
RNAV (GPS) RWY 28

GREENVILLE DOWNTOWN (GMU)

ASR Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile.
 Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.

MISSED APPROACH: Climb to 3700 direct FOORT and hold.

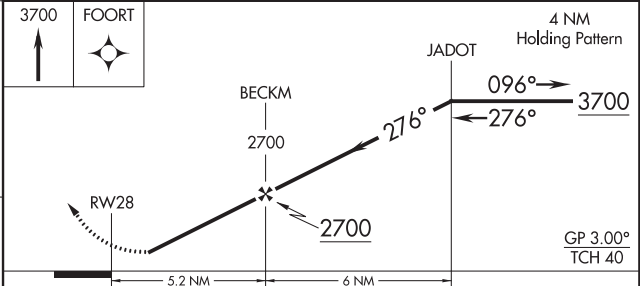
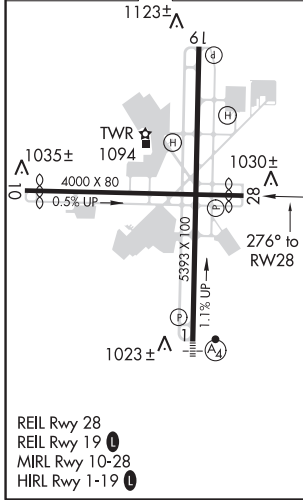
ATIS ★ 127.075	GREER APP CON ★ 118.8 270.275	GREENVILLE TOWER ★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1048	D	TDZE 1013
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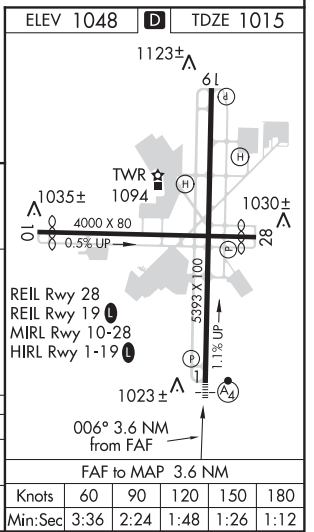
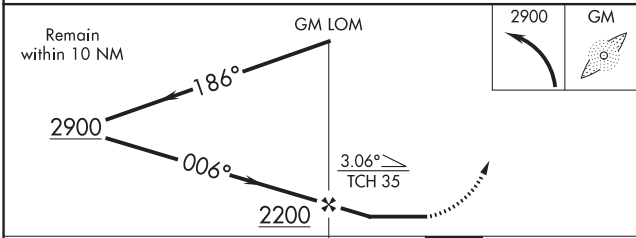
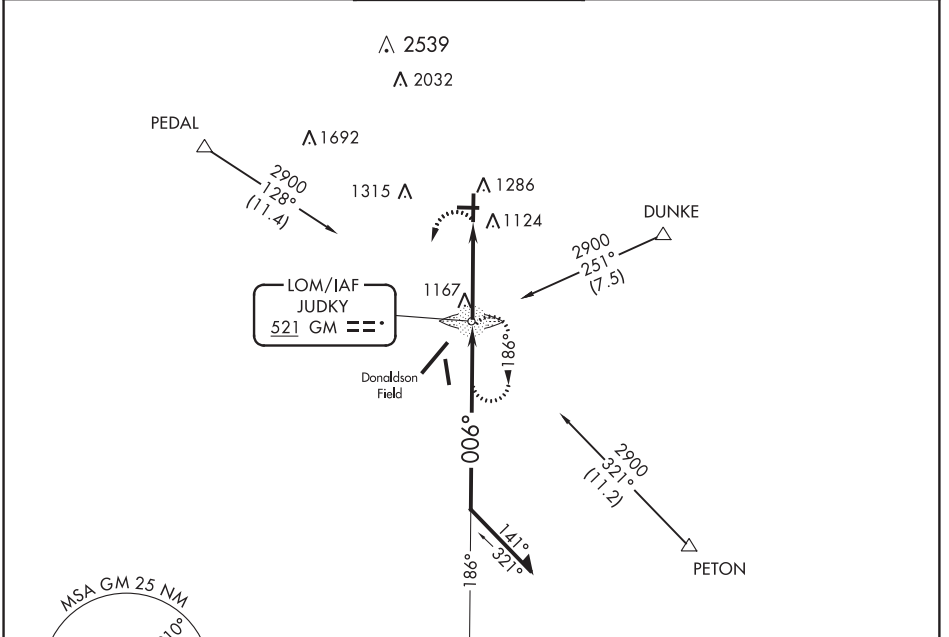
CATEGORY	A	B	C	D
LPV DA	1263-1 250 (300-1)			
LNAV/VNAV DA	1463-1½ 450 (500-1½)			
LNAV MDA	1540-1	527 (500-1)	1540-1½	527 (500-1½)
C CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

LOM GM 521	APP CRS 006°	Rwy Idg 5393
		TDZE 1015
		Apt Elev 1048

NDB RWY 1
GREENVILLE DOWNTOWN (GMU)

NA ASR	Inop table does not apply to Cat C. When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet; increase S-1 Cat C visibility ¼.	MALSF 	MISSED APPROACH: Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.
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ATIS ★ 127.075	GREER APP CON ★ 118.8 270.275	GREENVILLE TOWER ★ 119.9 (CTAF) 257.7	GND CON 121.25	UNICOM 122.95
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CATEGORY	A	B	C	D
S-1	1480-3/4 465 (500-3/4)		1480-1 1/4 465 (500-1 1/4)	1480-1 1/2 465 (500-1 1/2)
CIRCLING	1620-1 572 (600-1)		1620-1 1/2 572 (600-1 1/2)	1740-2 1/4 692 (700-2 1/4)

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

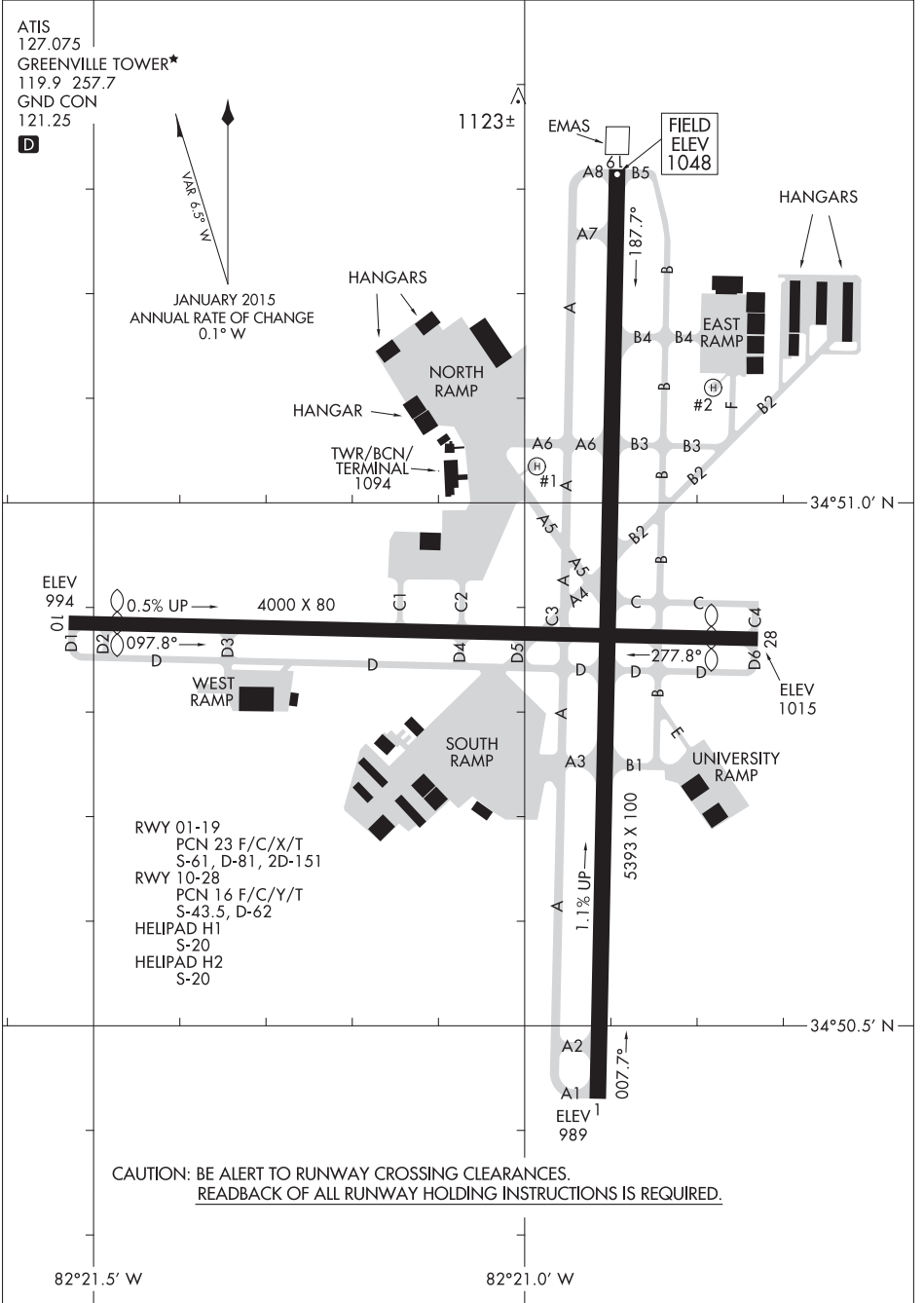
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

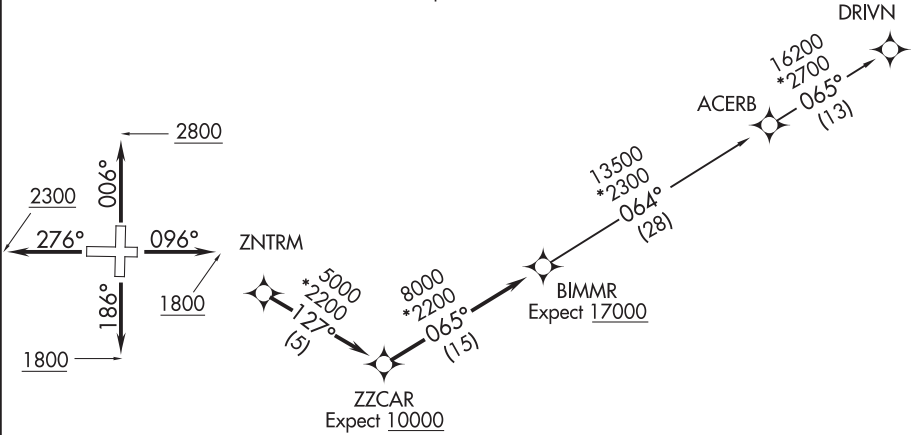
GREENVILLE, SOUTH CAROLINA
GREENVILLE DOWNTOWN (GMU)

BIMMR ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS★
127.075
GND CON
121.25
DOWNTOWN TOWER★
119.9 257.7
UNICOM
122.95
GREER DEP CON★
118.8 270.275

NOTE: Do not exceed 250 KIAS until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS

Rwy 1, 19: Standard.

Rwy 10: 300-1 or standard with minimum climb of 355' per NM to 1300.

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

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading, expect RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 1: Climb heading 006° to 2800 before turning west or northwest.

TAKEOFF RUNWAY 10: Climb heading 096° to 1800 before turning west or northwest.

TAKEOFF RUNWAY 19: Climb heading 186° to 1800 before turning north.

TAKEOFF RUNWAY 28: Climb heading 276° to 2300 before turning north or northwest.

ACERB TRANSITION (BIMMR1.ACERB)

DRIVN TRANSITION (BIMMR1.DRIVN)

BIMMR ONE DEPARTURE (RNAV)

BIMMR ONE DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES

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

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BIMMR ONE DEPARTURE (RNAV)

WAAS CH 78239 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	5001 631 631
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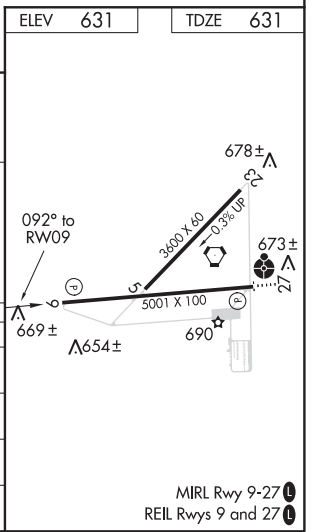
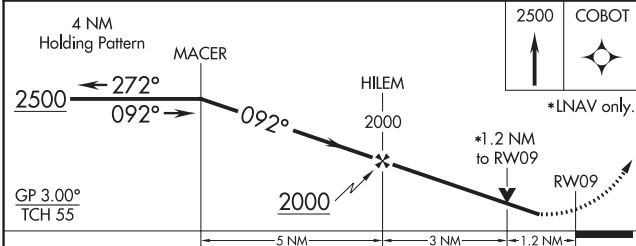
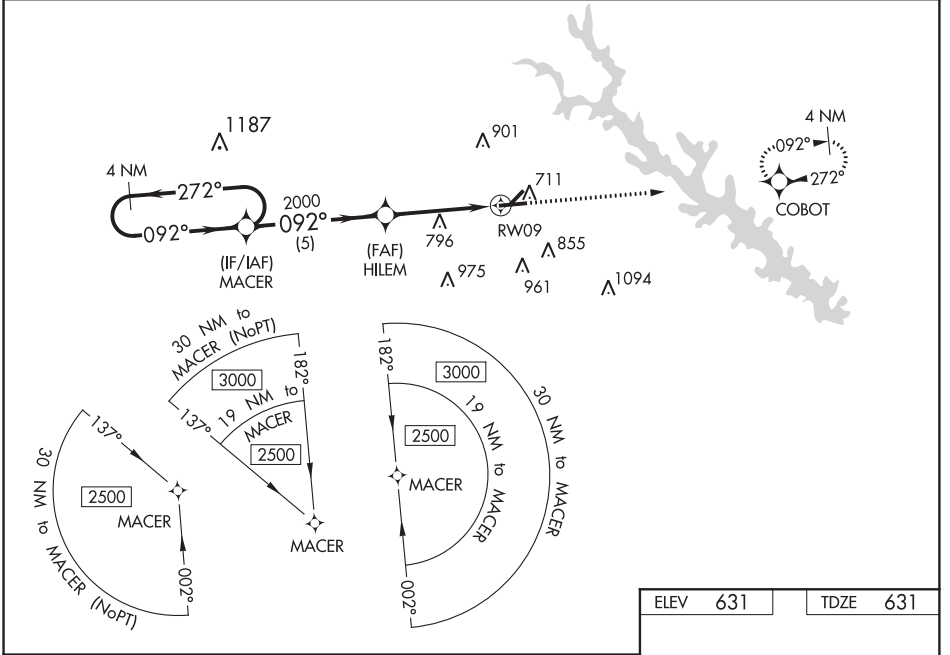
RNAV (GPS) RWY 9

GREENWOOD COUNTY (G.R.D)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase LPV DA to 991 feet and visibility 1/8 SM all Cats, LNAV/VNAV DA to 1070 feet and visibility 1/4 SM all Cats, increase all MDA 60 feet, and LNAV Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM. Rwy 9 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2500 direct COBOT and hold.

ASOS 121.125	GREER APP CON ★ 120.6 350.2	UNICOM 122.8(CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	938-1 307 (400-1)			
LNAV/VNAV DA	1017-1 1/4 386 (400-1 1/4)			
LNAV MDA	1060-1 429 (500-1)	1060-1 1/4 429 (500-1 1/4)		
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2 1/4 709 (800-2 1/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

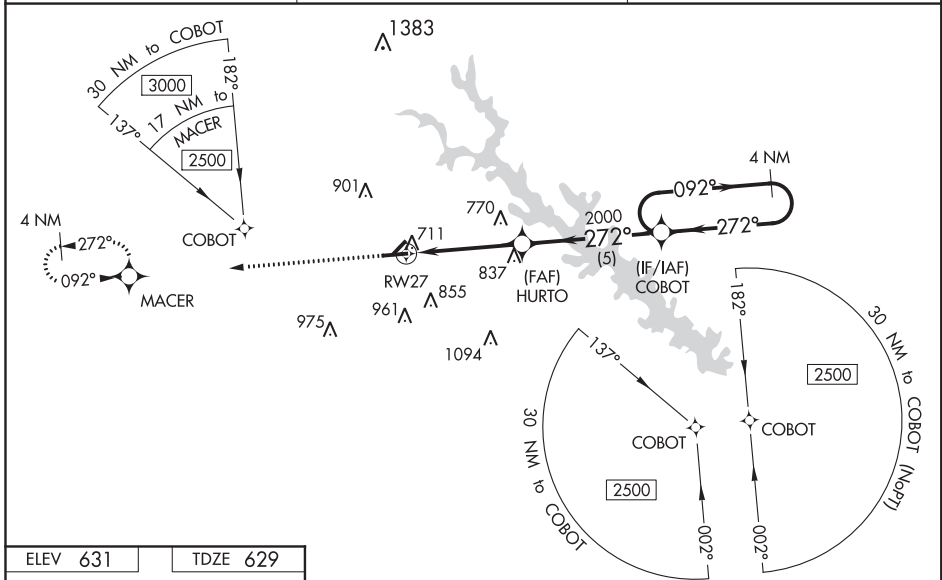
WAAS CH 82539 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	5001 629 631
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RNAV (GPS) RWY 27
GREENWOOD COUNTY (G.R.D)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA.
 Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Laurens altimeter setting: increase LPV DA to 932 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 936 feet and all visibilities 1/8 SM; increase all MDA 60 feet and LNAV visibility Cats C and D 1/8 SM and Circling visibility Cats C and D 1/4 SM. For inop ODALS, increase LNAV/VNAV all Cats visibility to 7/8 SM and LNAV all Cats visibility to 1 SM. For inop ODALS when using Laurens altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM and LNAV Cats C and D visibility to 1/8 SM.

MISSED APPROACH:
Climb to 2500 direct MACER and hold.

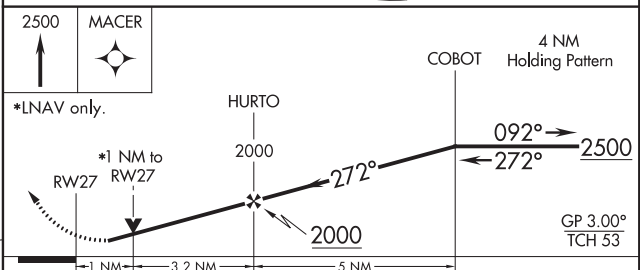
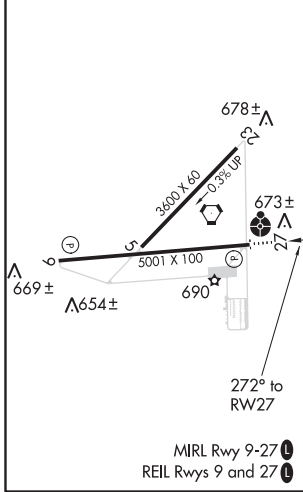
ASOS 121.125	GREER APP CON ★ 120.6 350.2	UNICOM 122.8(CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 631	TDZE 629
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CATEGORY	A	B	C	D
LPV DA		879-3/4	250 (300-3/4)	
LNAV/VNAV DA		883-3/4	254 (300-3/4)	
LNAV MDA	980-3/4	351 (400-3/4)	980-7/8	351 (400-7/8)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2 1/4 709 (800-2 1/4)

GREENWOOD, SOUTH CAROLINA

AL-183 (FAA)

16315

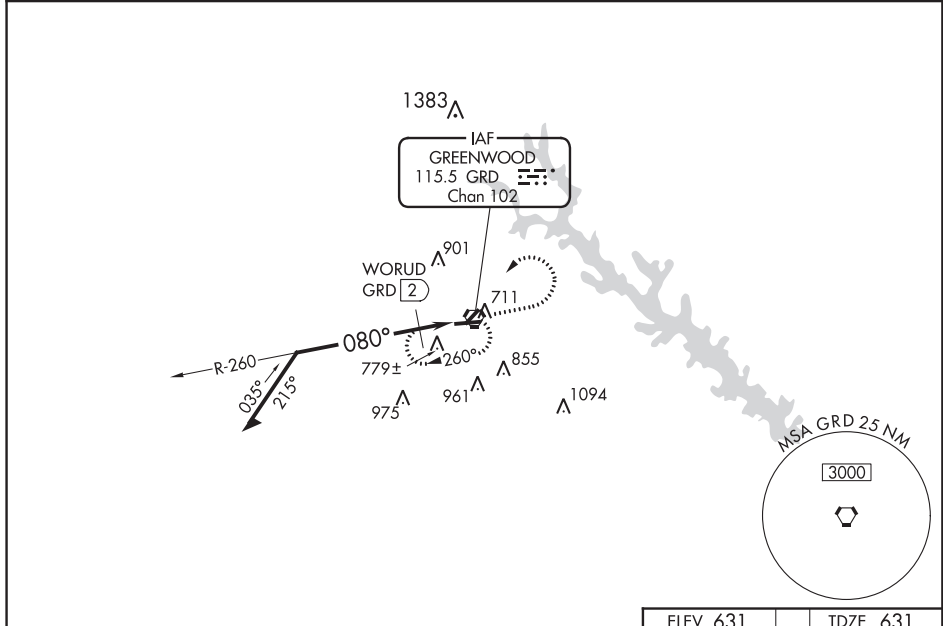
VORTAC GRD 115.5 Chan 102	APP CRS 080°	Rwy Idg 5001 TDZE 631 Apt Elev 631
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VOR RWY 9
GREENWOOD COUNTY (GRD)

⚠ Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting: increase all MDA 60 feet and Cats C and D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA.

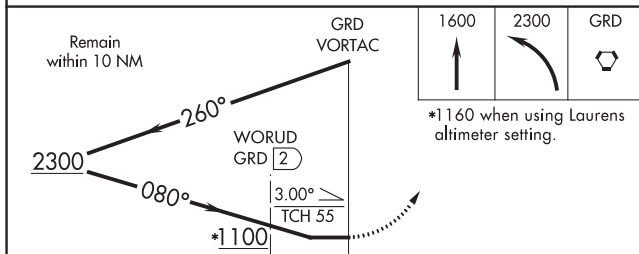
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS 121.125	GREER APP CON ★ 120.6 350.2	UNICOM 122.8 (CTAF) 0
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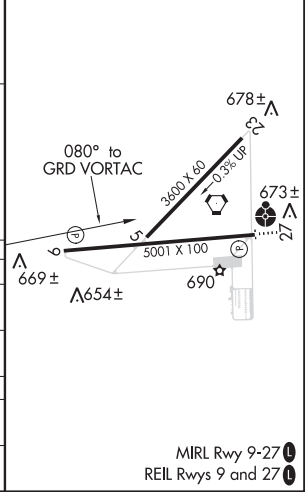


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 631	TDZE 631
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CATEGORY	A	B	C	D
S-9	1100-1	469 (500-1)	1100-1 3/8	469 (500-1 3/8)
C CIRCLING	1100-1	469 (500-1)	1320-2 689 (700-2)	1340-2 1/4 709 (800-2 1/4)
WORUD FIX MINIMUMS (DME REQUIRED)				
S-9	1040-1	409 (500-1)	1040-1 1/8	409 (500-1 1/8)
C CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2 1/4 709 (800-2 1/4)

GREENWOOD, SOUTH CAROLINA
Amdt 14 10NOV16

34°15'N-82°09'W

GREENWOOD COUNTY (GRD)
VOR RWY 9

MIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

NDB GIW 239	APP CRS 272°	Rwy Idg TDZE Apt Elev	5001 629 631
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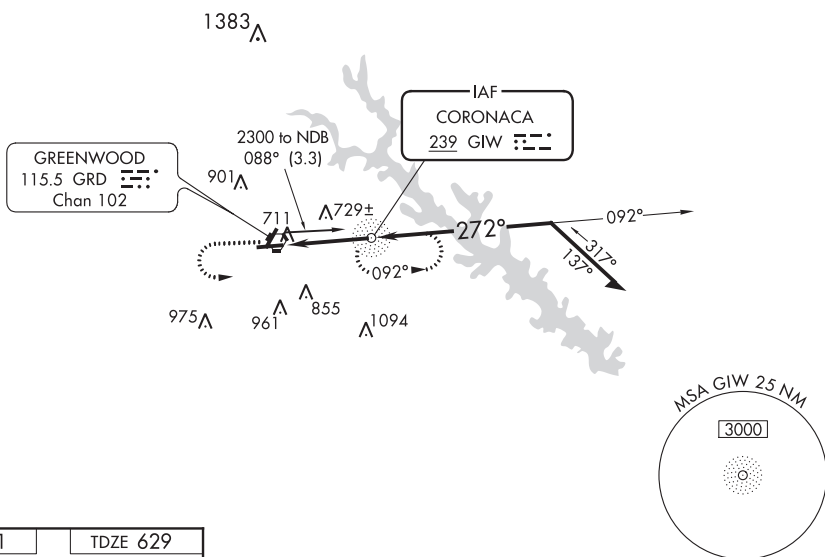
NDB RWY 27

GREENWOOD COUNTY (G.R.D)

⚠ Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Laurens altimeter setting. For inop ODALS increase S-27 visibility Cat C/D to 1 1/2 SM. For inop ODALS when using Laurens altimeter setting, increase S-27 visibility Cat C/D to 1 1/2 SM.

ODALS MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

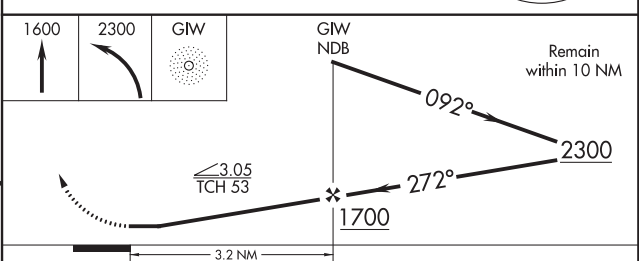
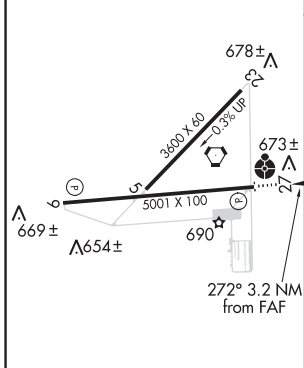
ASOS 121.125	GREER APP CON ★ 120.6 350.2	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 631	TDZE 629
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CATEGORY	A	B	C	D
S-27	1040-3/4	411 (500-3/4)	1040-1	411 (500-1)
C CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2 1/4 709 (800-2 1/4)
LAURENS ALTIMETER SETTING MINIMUMS				
S-27	1100-3/4	471 (500-3/4)	1100-1 1/4	471 (500-1 1/4)
C CIRCLING	1140-1	509 (600-1)	1380-2 1/4 749 (800-2 1/4)	1380-2 1/2 749 (800-2 1/2)

MIRL Rwy 9-27
REIL Rwys 9 and 27

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

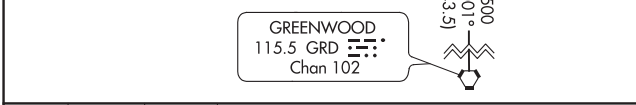
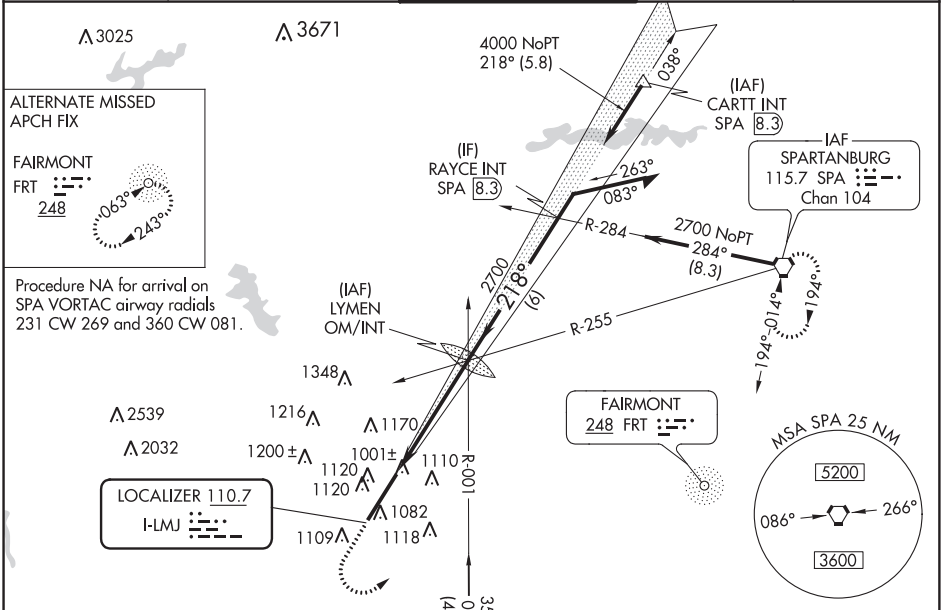
LOC I-LMJ 110.7	APP CRS 218°	Rwy Idg 11001
		TDZE 964
		Apt Elev 964

ILS or LOC RWY 22

GREENVILLE SPARTANBURG INTL (GSP)

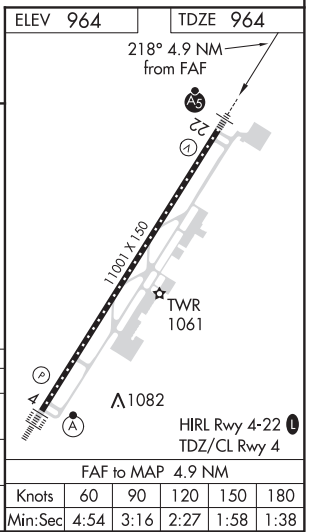
<p>ASR</p> <p>When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase S-LOC 22 Cats C/D visibility to RVR 3500. For inoperative MALS, increase S-LOC 22 Cats C/D visibility to RVR 5500. For inoperative MALS, when using Greenville Downtown altimeter setting, increase S-LOC 22 Cats C and D visibility to RVR 5500.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct SPA VORTAC and hold.</p>
	<p>When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase S-LOC 22 Cats C/D visibility to RVR 3500. For inoperative MALS, increase S-LOC 22 Cats C/D visibility to RVR 5500. For inoperative MALS, when using Greenville Downtown altimeter setting, increase S-LOC 22 Cats C and D visibility to RVR 5500.</p>	

ATIS 134.25	GREER APP CON* 118.8 270.275	GREER TOWER* 120.1(CTAF) 251.15	GND CON 121.9	UNICOM 122.95
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<p>2000</p> <p>2700</p> <p>SPA</p>	<p>LYMEN OM/INT</p> <p>Remain within 10 NM</p>
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).</p>	<p>2601</p> <p>038°</p> <p>218°</p> <p>2700</p> <p>2700</p> <p>GS 3.00° TCH 61</p>

CATEGORY	A	B	C	D
S-ILS 22	1164/24		200 (200-½)	
S-LOC 22	1320/24	356 (400-½)	1320/30	356 (400-¾)
CIRCLING	1420-1	456 (500-1)	1420-1½ 456 (500-1½)	1520-2 556 (600-2)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GSP 109.3 Chan 30	APP CRS 038°	Rwy Idg 11001 THRE 941 Apt Elev 964
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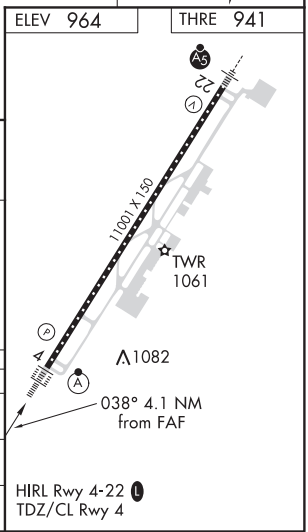
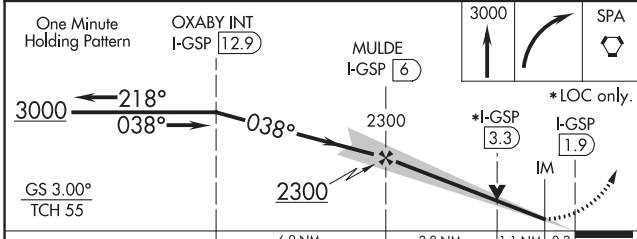
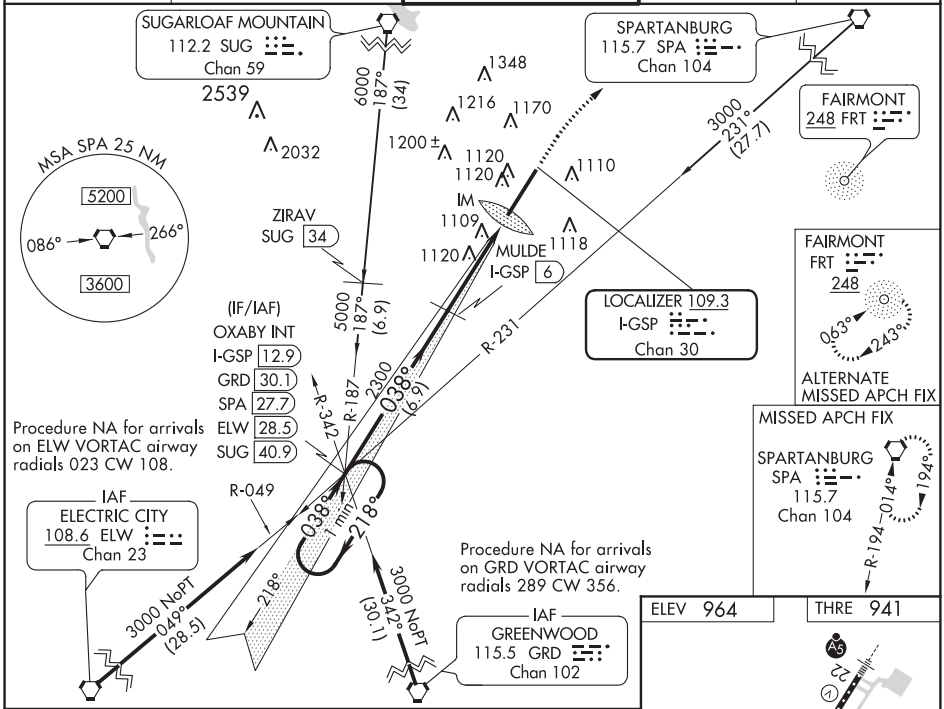
ILS or LOC/DME RWY 4

GREENVILLE SPARTANBURG INTL (GSP)

VDP NA with Greenville Downtown altimeter setting.
 When local altimeter setting not received, use Greenville Downtown altimeter setting and increase DA 29 feet and all MDA 40 feet; increase S-LOC 4 Cats C and D visibility to RVR 5500. For inoperative ALSF-2, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C and D visibility to 1 1/2 miles. When control tower closed, SA Cat I, Cat II/III NA.

ALSF-2
 MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS 134.25	GREER APP CON* 118.8 270.275	GREER TOWER* 120.1(CTAF) 251.15	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 4	1141/18 200 (200-1/2)			
S-LOC 4	1420/24	479 (500-1/2)	1420/50	479 (500-1)
CIRCLING	1420-1	456 (500-1)	1420-1 1/2	1520-2
			456 (500-1 1/2)	556 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GREER, SOUTH CAROLINA

AL-5124 (FAA)

15288

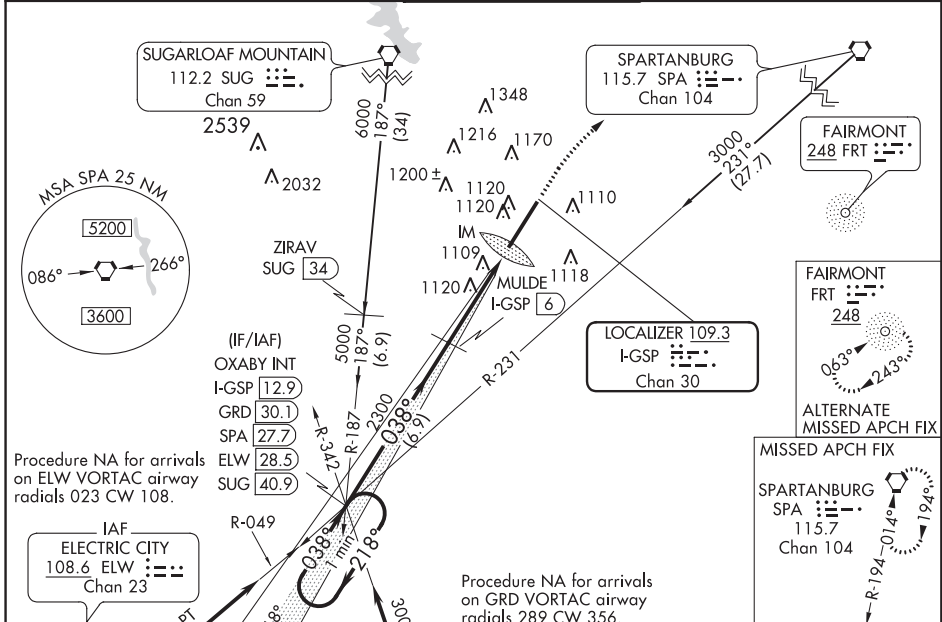
LOC/DME I-GSP 109.3 Chan 30	APP CRS 038°	Rwy Idg THRE Apt Elev	11001 941 964
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ILS RWY 4 (SA CAT I)

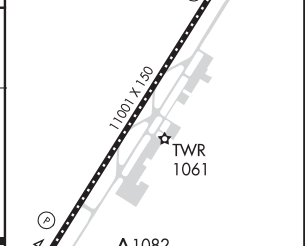
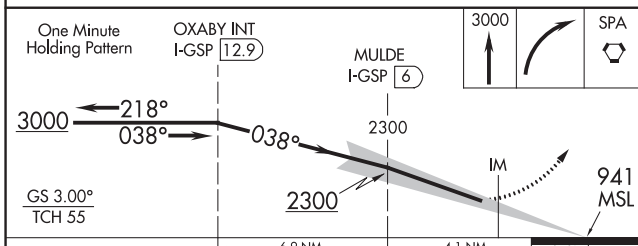
GREENVILLE SPARTANBURG INTL (GSP)

 ASR	Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. When control tower closed, SA Cat I and Cats II/III NA.	ALSF-2 	MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.
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ATIS 134.25	GREER APP CON ★ 118.8 270.275	GREER TOWER ★ 120.1 (CTAF) 251.15	GND CON 121.9	UNICOM 122.95
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ELEV 964	THRE 941
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CATEGORY	A	B	C	D
S-ILS 4	RA 252/14		150 DA 1091	

SA CATEGORY I - ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 4-22

TDZ/CL Rwy 4

GREER, SOUTH CAROLINA
Amdt 24 18SEP14

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)
ILS RWY 4 (SA CAT I)

SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017

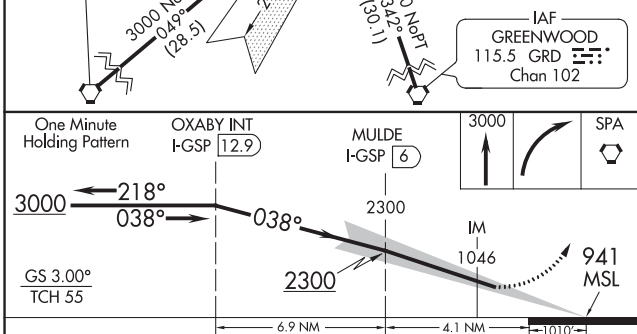
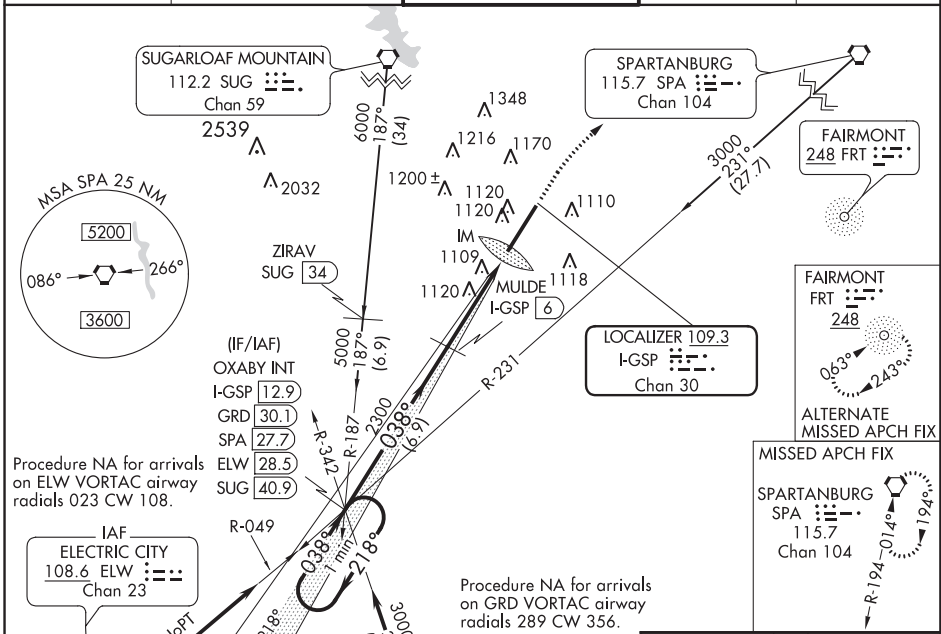
LOC/DME I-GSP 109.3 Chan 30	APP CRS 038°	Rwy Idg THRE Apt Elev	11001 941 964
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ILS RWY 4 (CAT II & III)

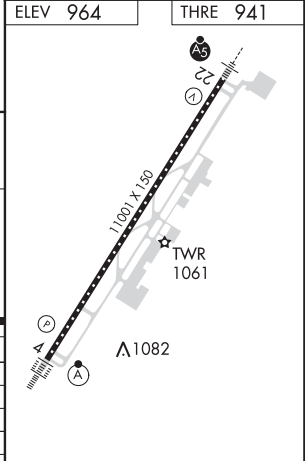
GREENVILLE SPARTANBURG INTL (GSP)

<p>When control tower closed, SA Cat I and Cats II/III NA. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.</p>
	<p>ASR</p>	

ATIS 134.25	GREER APP CON ★ 118.8 270.275	GREER TOWER ★ 120.1 (CTAF) 251.15	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 4	CAT II RA	136/12	100 DA	1041
S-ILS 4	CAT IIIa	RVR 07		
S-ILS 4	CAT IIIb	RVR 06		
S-ILS 4	CAT IIIc	NA		



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 4-22
TDZ/CL Rwy 4

SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017

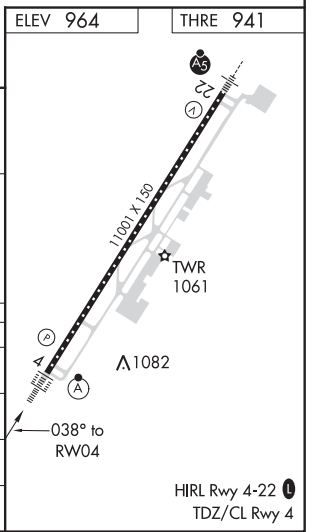
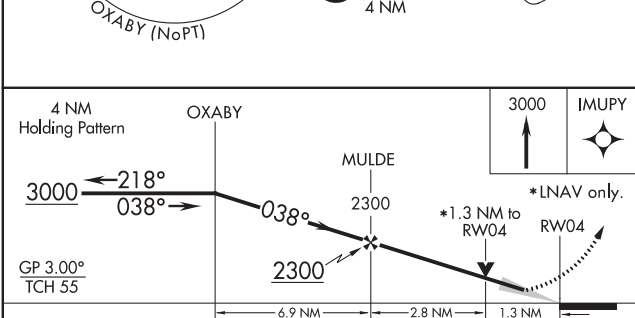
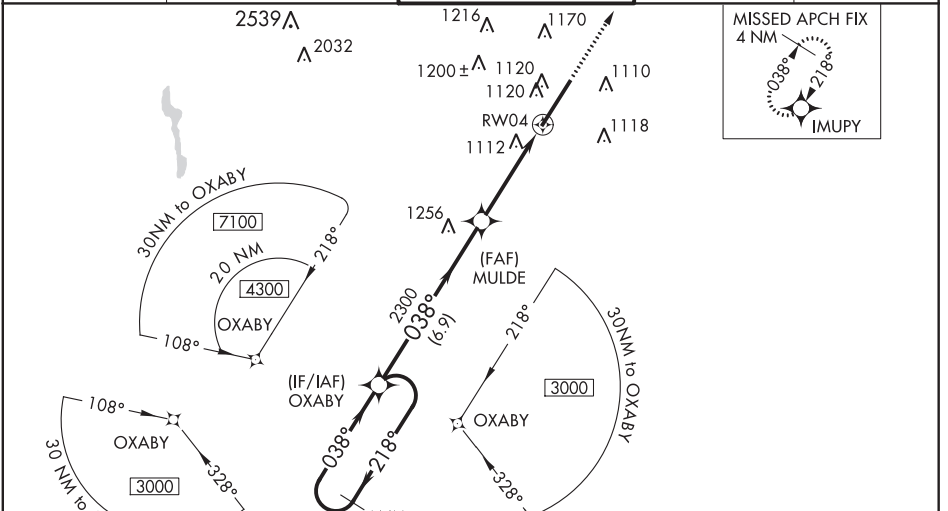
WAAS CH 78103 W04A	APP CRS 038°	Rwy Idg THRE 941 Apt Elev 964	11001
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RNAV (GPS) RWY 4
GREENVILLE SPARTANBURG INTL (GSP)

ASR Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. VDP NA with Greenville Downtown altimeter setting. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase all DA 29 feet and all MDA 40 feet; increase LNAV Cats C and D visibility to RVR 5000. For inoperative ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ miles; LNAV Cats A and B visibility to RVR 5500 and LNAV Cats C and D visibility to 1¾ miles. For inoperative ALSF-2, when using Greenville Downtown altimeter setting, increase LNAV/VNAV all Cats visibility to 1¾ miles.

ALSF-2 **MISSED APPROACH:** Climb to 3000 direct IMUPY and hold.

ATIS 134.25	GREER APP CON ★ 118.8 270.275	GREER TOWER ★ 120.1 (CTAF) 0 251.15	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1141/24	200 (200-½)	
LNAV/VNAV DA		1401/60	460 (500-1¼)	
LNAV MDA	1400/24	459 (500-½)	1400/45	459 (500-¾)
CIRCLING	1420-1	456 (500-1)	1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99602 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	11001 964 964
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RNAV (GPS) RWY 22

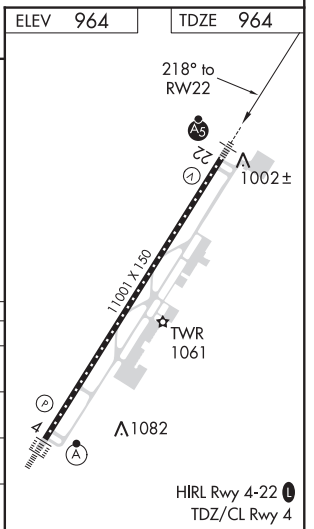
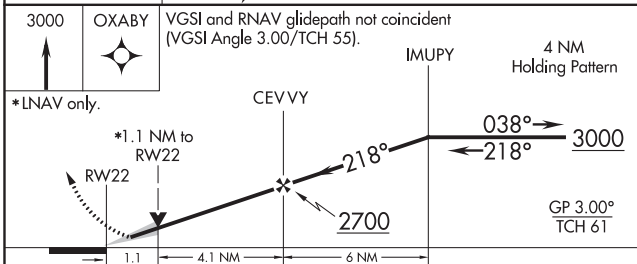
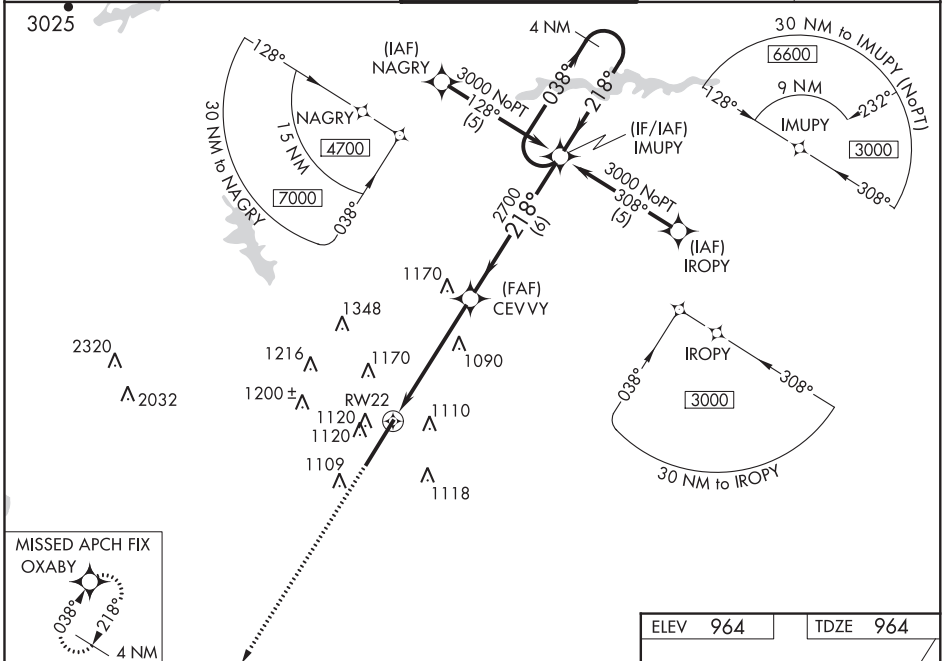
GREENVILLE SPARTANBURG INTL (GSP)

⚠ If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown 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. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH:
Climb to 3000 direct OXABY and hold.

ATIS 134.25	GREER APP CON* 118.8 270.275	GREER TOWER* 120.1 (CTAF) 251.15	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1164/24	200 (200-½)	
LNAV/VNAV DA		1367/40	403 (500-¾)	
LNAV MDA	1360/24	396 (400-½)		1360/50 396 (400-1)
CIRCLING	1420-1	456 (500-1)	1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA

AL-5124 (FAA)

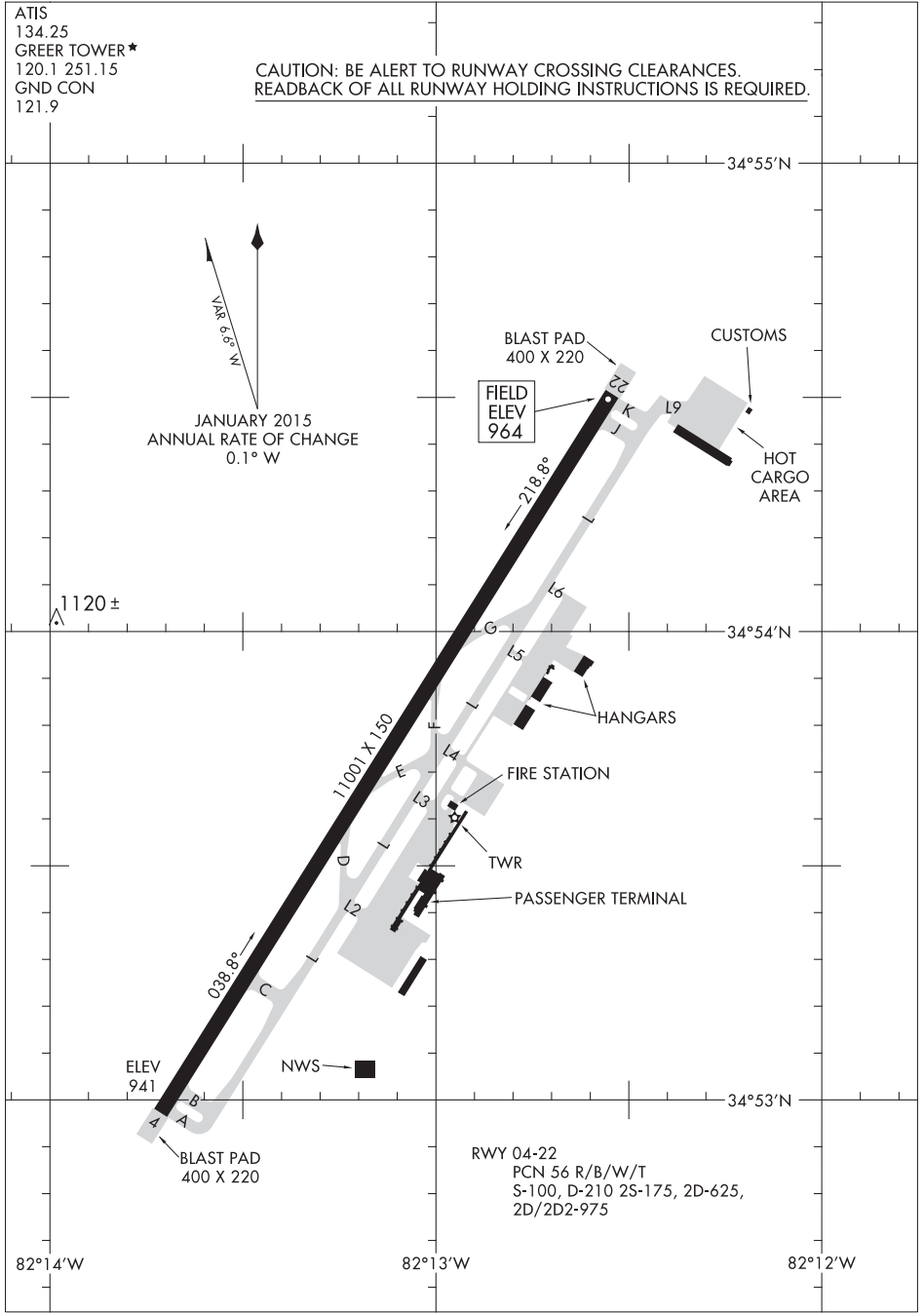
ATIS
134.25
GREER TOWER*
120.1 251.15
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

▲
VAK 6.5° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



1120 ±

11001 X 150

038.8°

BLAST PAD
400 X 220

FIELD
ELEV
964

CUSTOMS

HOT
CARGO
AREA

HANGARS

FIRE STATION

TWR

PASSENGER TERMINAL

ELEV
941

NWS

BLAST PAD
400 X 220

RWY 04-22
PCN 56 R/B/W/T
S-100, D-210 2S-175, 2D-625,
2D/2D2-975

82°14'W

82°13'W

82°12'W

AIRPORT DIAGRAM

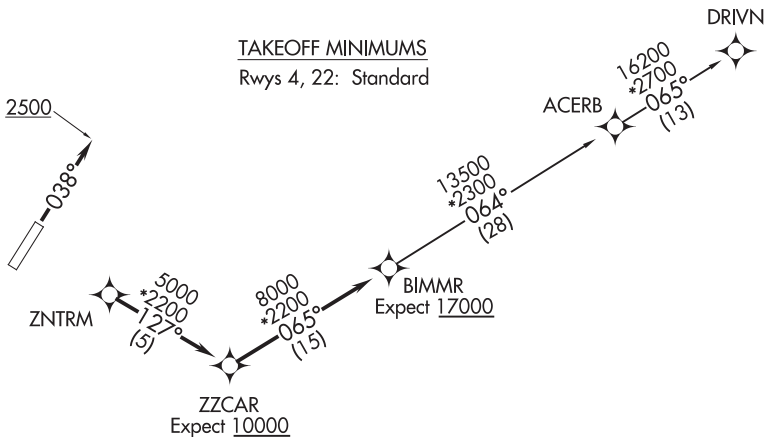
GREER, SOUTH CAROLINA
GREENVILLE SPARTANBURG INTL (GSP)

BIMMR ONE DEPARTURE (RNAV)

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA

ATIS
134.25
GND CON
121.9
GREER TOWER*
120.1 251.15
UNICOM
122.95
GREER DEP CON*
119.4 350.2

**TOP ALTITUDE:
5000**



TAKEOFF OBSTACLE NOTES

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

- NOTE: Do not exceed 250 KIAS until advised by ATC.
- NOTE: For turbojets only.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading, expect RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning west or northwest.

ACERB TRANSITION (BIMMR1.ACERB)

DRIVN TRANSITION (BIMMR1.DRIVN)

BIMMR ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HARTSVILLE, SOUTH CAROLINA

AL-5739 (FAA)

16231

APP CRS	Rwy Idg	5000
029°	TDZE	349
	Apt Elev	364

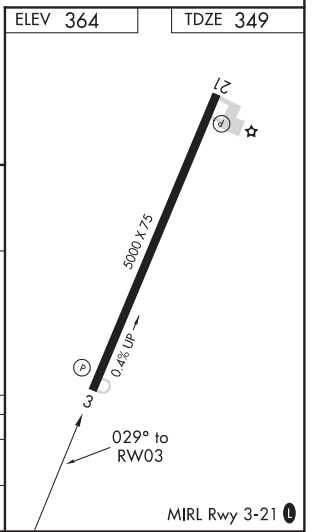
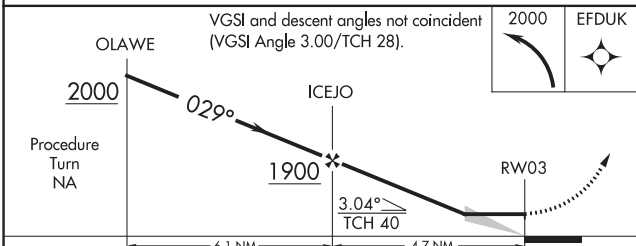
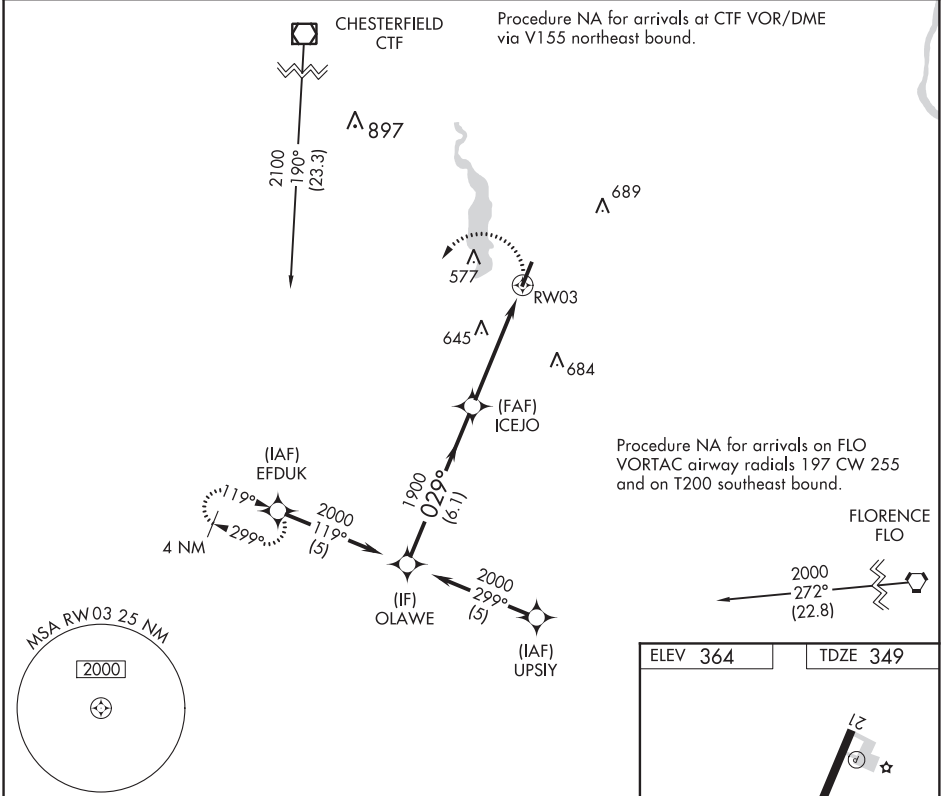
RNAV (GPS) RWY 3

HARTSVILLE RGNL (HVS)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile. **⚠** Night landing: Rwy 21 NA.

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

AWOS-3 118.225	SHAW APP CON ★ 125.4 318.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	840-1	491(500-1)	840-1¼ 491(500-1¼)	NA
CIRCLING	840-1	476 (500-1)	840-1½ 476(500-1½)	NA

HARTSVILLE, SOUTH CAROLINA
Orig-C 18AUG16

34°24'N-80°07'W

HARTSVILLE RGNL (HVS)

RNAV (GPS) RWY 3

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
209°	TDZE	364
	Apt Elev	364

RNAV (GPS) RWY 21

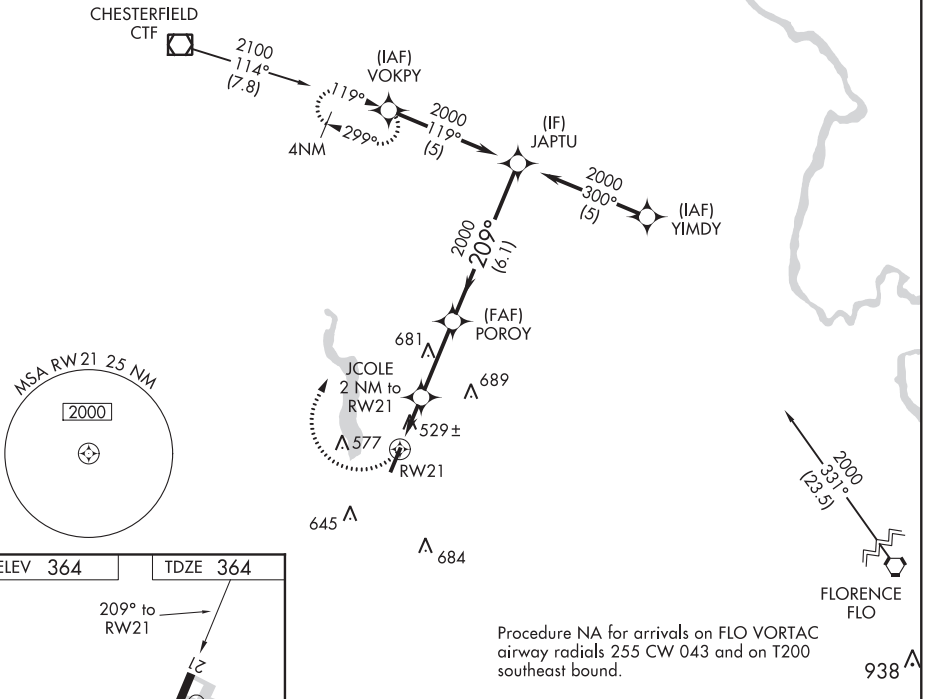
HARTSVILLE RGNL (HVS)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility 1/4 mile. Night landing: Rwy 21 NA.

▲ MISSED APPROACH: Climbing right turn to 2100 direct VOKPY and hold.

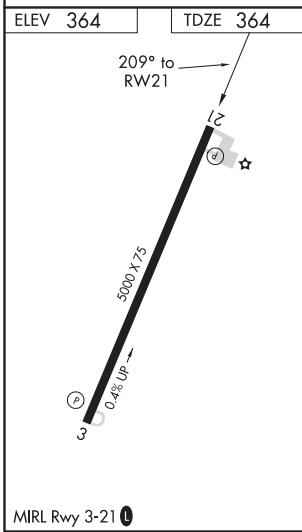
AWOS-3 118.225	SHAW APP CON * 125.4 381.1	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at CTF VORTAC on V155 southwest bound.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



2100	VOKPY	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 23).		Procedure Turn NA
	JCOLE 2 NM to RWY 21	POROY	JAPTU	
	1040	2000	2000	
	2 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	780-1 416 (500-1)		780-1 1/4 416 (500-1 1/4)	NA
CIRCLING	840-1 476 (500-1)		840-1 1/2 476 (500-1 1/2)	NA

HARTSVILLE, SOUTH CAROLINA

AL-5739 (FAA)

16231

NDB HVS	APP CRS	Rwy Idg	5000
341	218°	TDZE	364
		Apt Elev	364

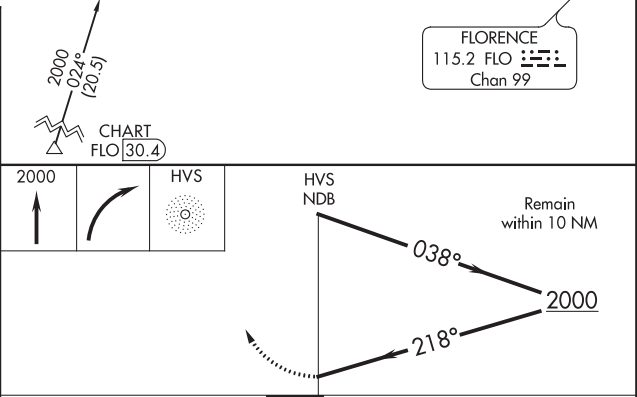
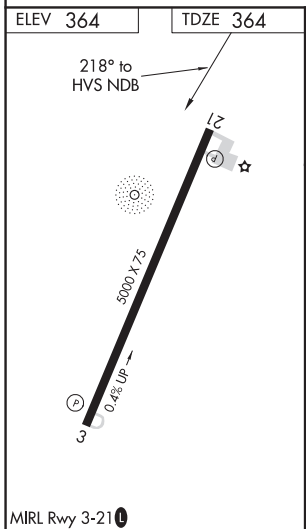
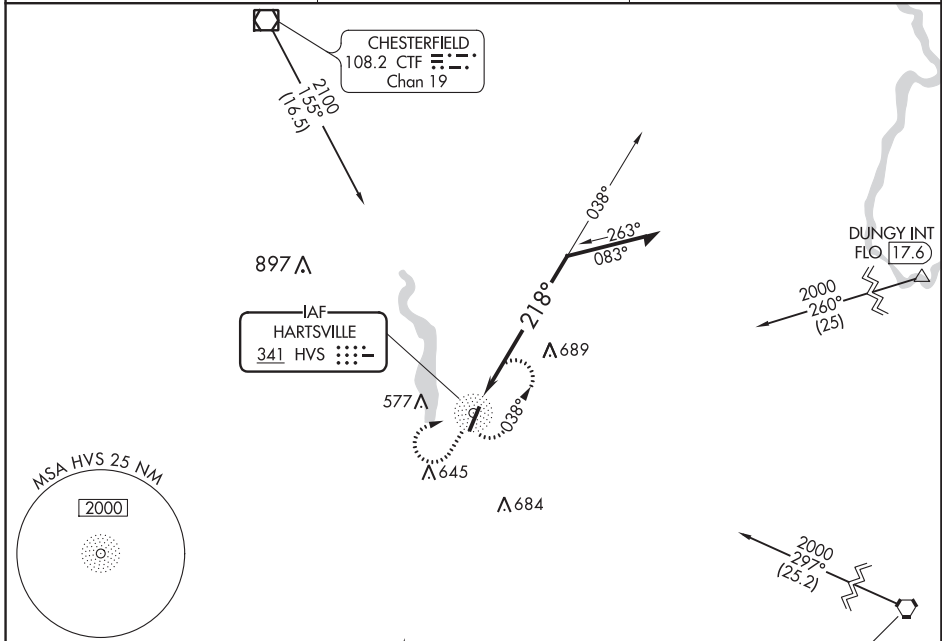
NDB RWY 21

HARTSVILLE RGNL (HVS)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ¼ mile. Night landing: Rwy 21 NA.

⚠ MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3 118.225	SHAW APP CON ★ 125.4 318.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-21	1040-1	676 (700-1)	1040-2 676 (700-2)	NA
CIRCLING	1040-1	676 (700-1)	1040-2 676 (700-2)	NA

HARTSVILLE, SOUTH CAROLINA
Amdt 1B 18AUG16

34°24'N-80°07'W

HARTSVILLE RGNL (HVS) NDB RWY 21

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

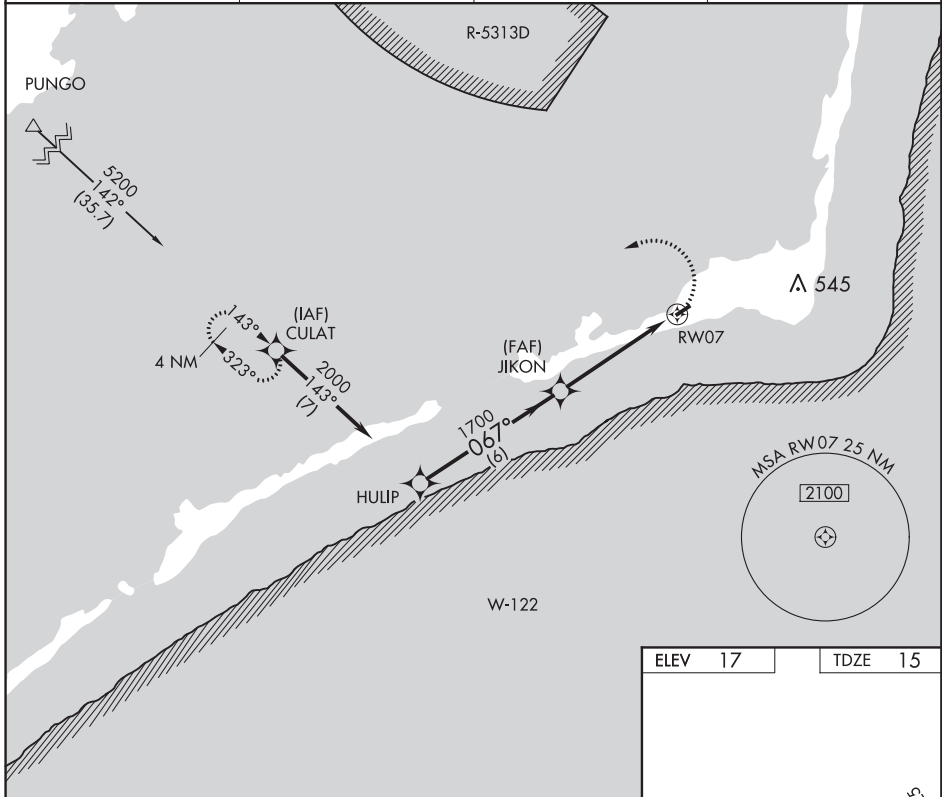
APP CRS	Rwy Idg	3002
067°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 7

BILLY MITCHELL (HSE)

Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.
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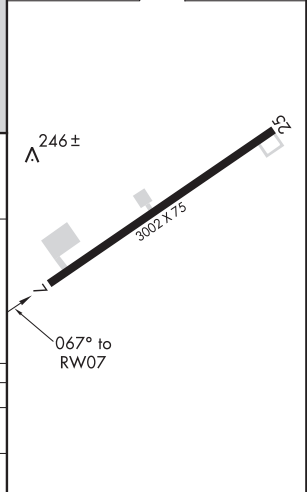
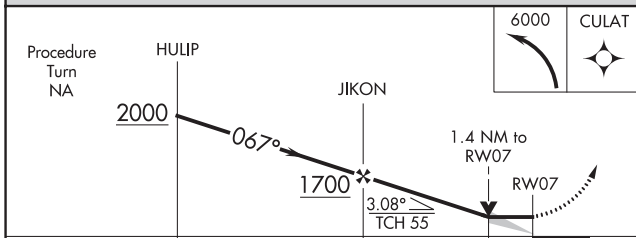
ASOS 118.375	CHERRY POINT APP CON 119.75 360.775	RALEIGH RADIO 122.3	CTAF 122.9
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 17	TDZE 15
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CATEGORY	A	B	C	D
LNVA MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

HATTERAS, NORTH CAROLINA

AL-6362 (FAA)

16203

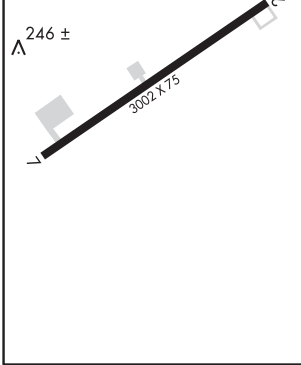
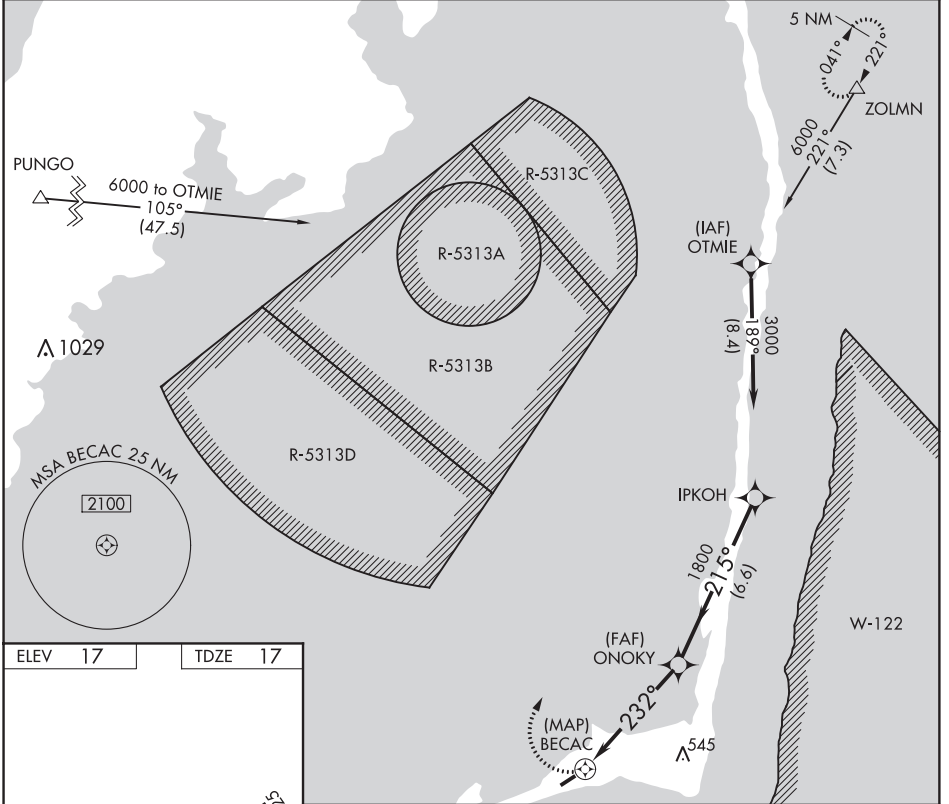
APP CRS 232°	Rwy Idg TDZE Apt Elev	3002 17 17
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RNAV (GPS) RWY 25

BILLY MITCHELL (HSE)

NA Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.
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ASOS 118.375	CHERRY POINT APP CON 119.75 360.775	RALEIGH RADIO 122.3	CTAF 122.9
------------------------	---	-------------------------------	----------------------



6000	ZOLMN	ONOKY	IPKOH
crs 032°	Δ		
	BECAC	ONOKY	IPKOH
	232°	1800	215°
	3.00°		3000
	TCH 40		Procedure Turn NA
0.5	5 NM	6.6 NM	
CATEGORY	A	B	C
LNAV MDA	520-1	503 (600-1)	520-1½ 503 (600-1½)
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)
			D
			NA

HATTERAS, NORTH CAROLINA
Orig 30OCT03

35°14'N-75°37'W

RNAV (GPS) RWY 25

BILLY MITCHELL (HSE)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-HKY 108.7	APP CRS 241°	Rwy Idg TDZE Apt Elev	6400 1190 1190
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ILS or LOC RWY 24

HICKORY RGNL (HKY)

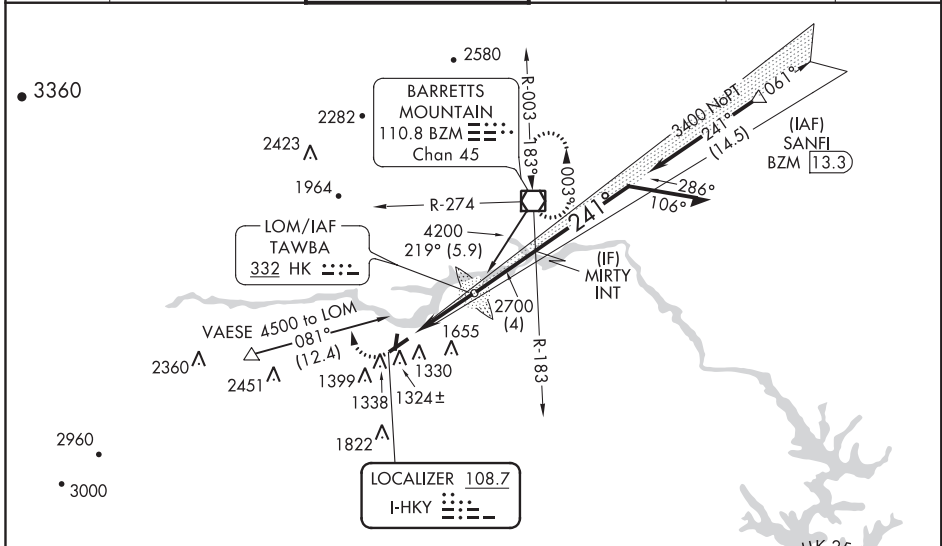
⚠ When local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 24 Cat C and D visibility 1/8 mile. For inoperative MALSRL, increase S-LOC 24 Cat C/D visibility to 1 1/8 mile. When VGSI inop, Circling to Rwy 1, 6, and 19 NA at night.

MALSRL



MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 340° and on BZM VOR/DME R-274 to BZM VOR/DME and hold.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ALTERNATE MISSED APCH FIX

TAWBA HK 332

ELEV 1190	TDZE 1190
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HIRL Rwy 6-24
MIRL Rwy 1-19
REIL Rwy 1
REIL Rws 6 and 19

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1700	4000	BZM	HK LOM	Remain within 10 NM
↑	hdg 340°	R-274	2662	MIRTY INT
			2700	061°
			3400	241°
			3400	3400
			GS 3.00°	TCH 53

4.4 NM 4 NM

CATEGORY	A	B	C	D
S-ILS 24	1390-1/2 200 (200-1/2)			
S-LOC 24	1600-1/2	410 (500-1/2)	1600-3/4	410 (500-3/4)
CIRCLING	1640-1	450 (500-1)	1640-1 1/2	1740-2
			450 (500-1 1/2)	550 (600-2)

WAAS CH 49221 W01A	APP CRS 014°	Rwy Idg THRE 1142 Apt Elev 1190	4400
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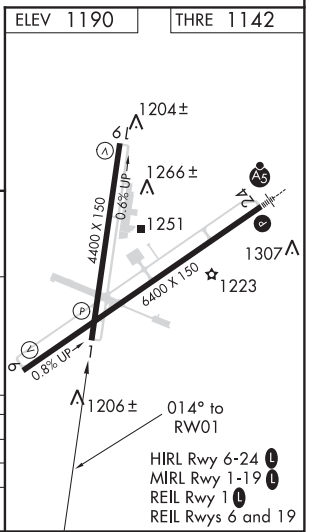
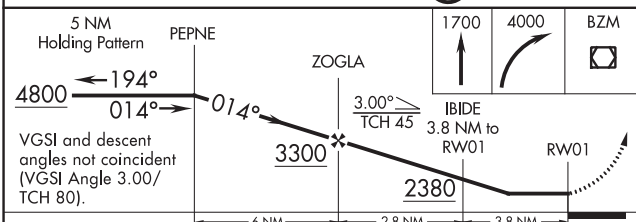
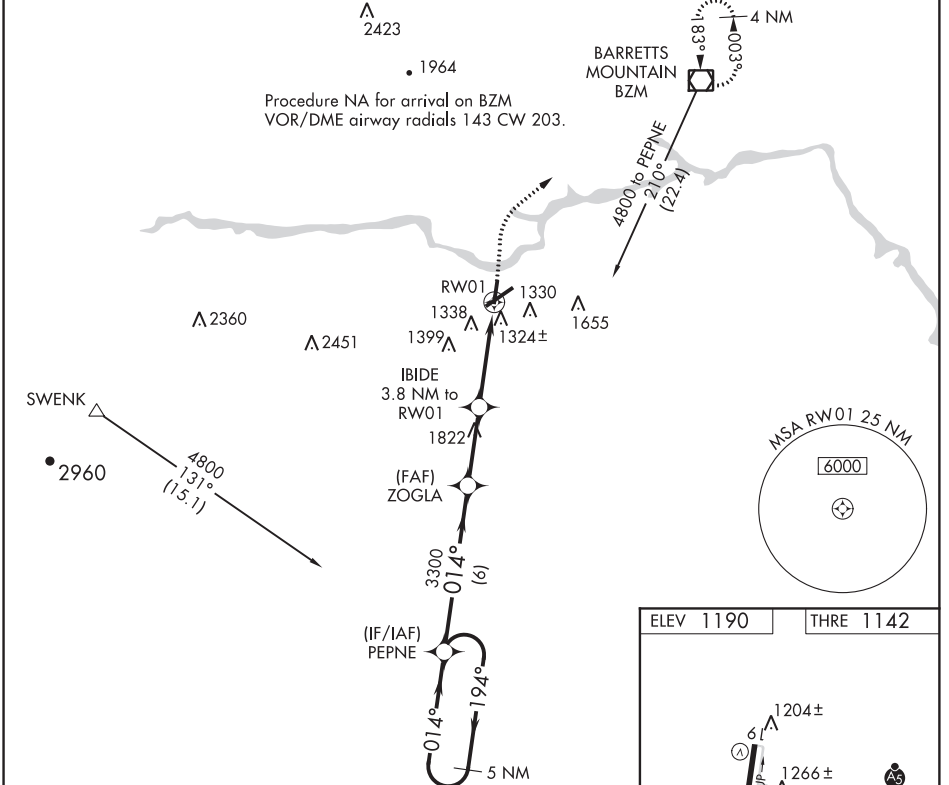
RNAV (GPS) RWY 1

HICKORY RGNL (HKY)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility 1/8 mile. When VGSI inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSI inop, Circling Rwy 6 and 19 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct BZM VOR/DME and hold, continue climb-in-hold to 4000.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
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CATEGORY	A	B	C	D
LP MDA	1580-1	438 (400-1)	1580-1/4	438 (400-1/4)
LNAV MDA	1620-1	478 (500-1)	1620-1 3/8	478 (500-1 3/8)
CIRCLING	1640-1	450 (500-1)	1640-1 1/2	550 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82623 W06A	APP CRS 061°	Rwy Idg THRE Apt Elev 1136 1190	6400
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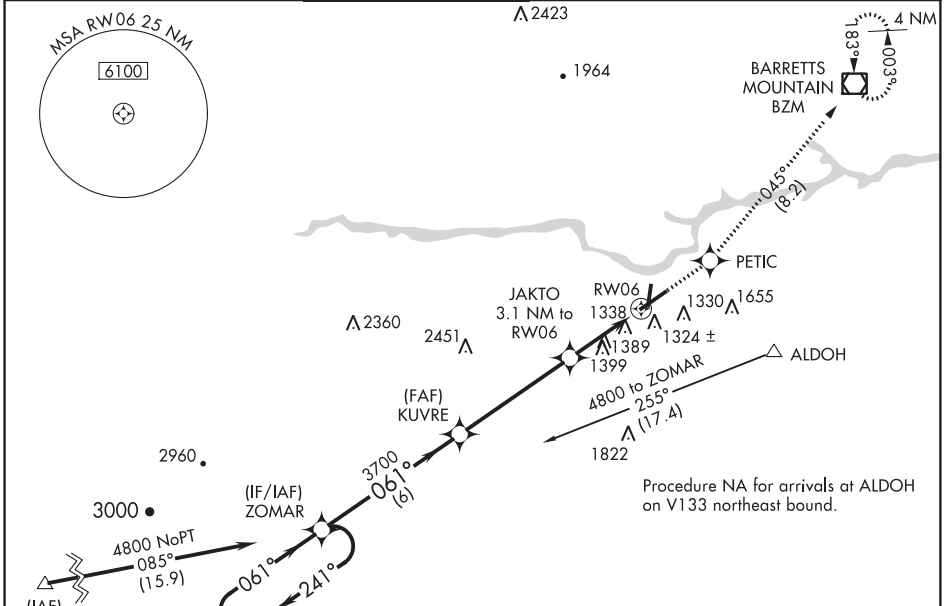
RNAV (GPS) RWY 6

HICKORY RGNL (HKY)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet; increase LNAV and LP Cat C/D and Circling Cat C visibility 1/8 mile. When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night. When VGSI inop, Circling Rwy 1 and 19 NA at night.

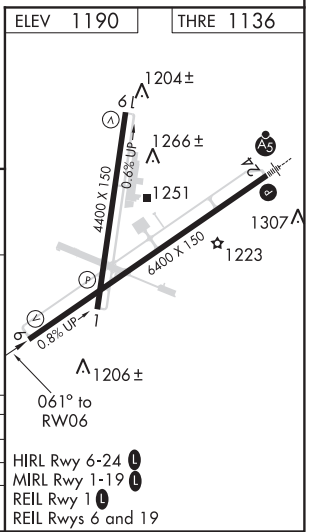
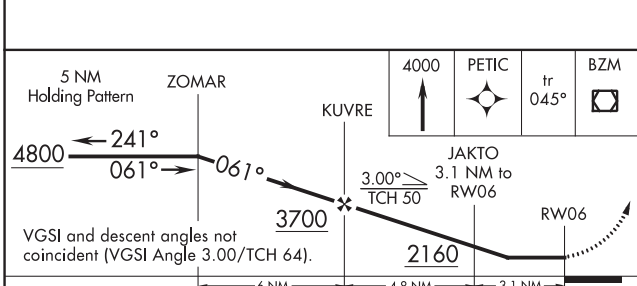
⚠ MISSED APPROACH: Climb to 4000 direct PETIC and on track 045° to BZM VOR/DME and hold.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
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Procedure NA for arrivals at GENOD on V20-222 southwest bound and V605 southbound.

Procedure NA for arrivals at ALDOH on V133 northeast bound.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HICKORY, NORTH CAROLINA

AL-706 (FAA)

11237

WAAS CH 99422 W19A	APP CRS 194°	Rwy Idg TDZE 1166 Apt Elev 1190	4400 1166 1190
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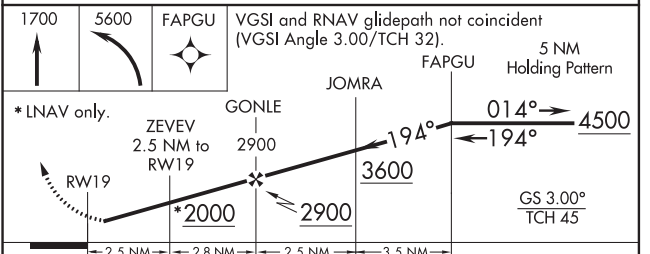
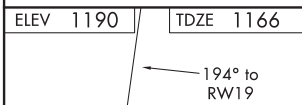
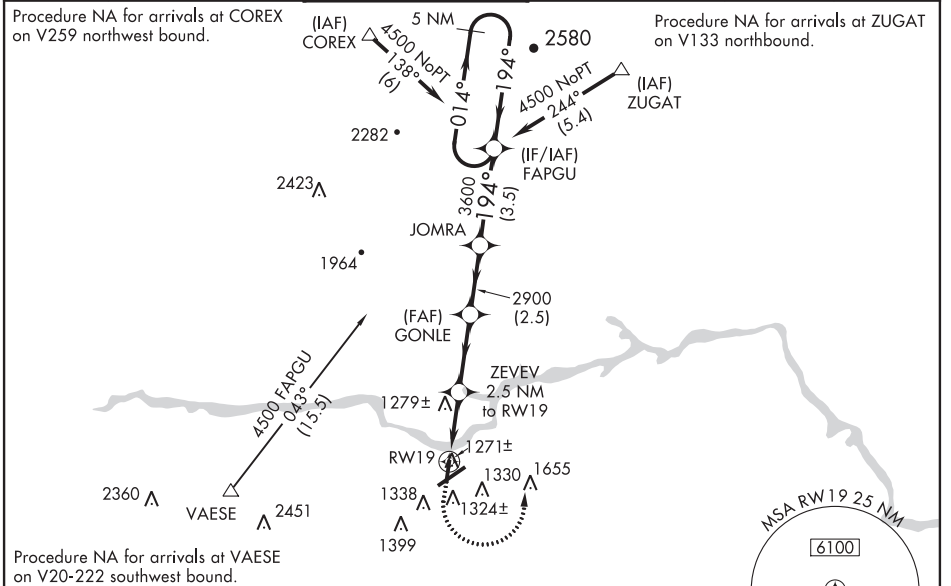
RNAV (GPS) RWY 19

HICKORY RGNL (HKY)

⚠ Baro-VNAV NA when using Morganton 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 Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats, and LNAV Cat C/D visibility 1/8 mile. When VGSI inop, Straight-in/Circling Rwy 19 procedure NA at night. When VGSI inop, Circling Rwy 1 and 6 NA at night.

⚠ MISSED APPROACH: Climb to 1700 then climbing left turn to 5600 direct FAPGU and hold, continue climb-in-hold to 5600.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
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CATEGORY	A	B	C	D
LPV DA		1416-1	250 (300-1)	
LNAV/VNAV DA		1452-1	286 (300-1)	
LNAV MDA		1540-1	374 (400-1)	
CIRCLING	1640-1	450 (500-1)	1640-1½ 450 (500-1½)	1740-2 550 (600-2)

HICKORY, NORTH CAROLINA
Amdt 1 25AUG11

35°44'N-81°23'W

RNAV (GPS) RWY 19

HICKORY RGNL (HKY)

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42921 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	6400 1190 1190
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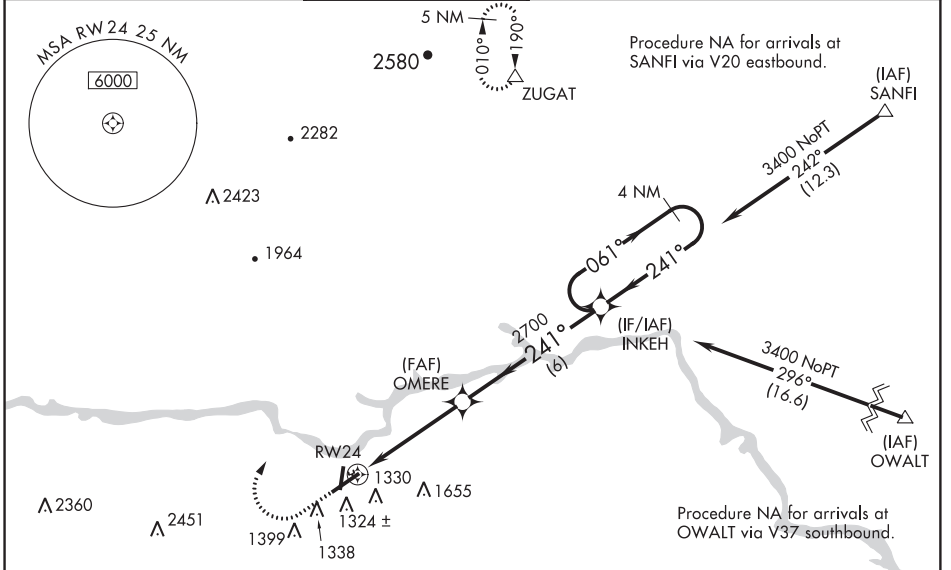
RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

⚠ Baro-VNAV NA when using Morganton 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 local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile. When VGSI inop, Circling to Rwy 1, 6, and 19 NA at night. VDP NA with Morganton altimeter setting. For inoperative MALSRS, increase LNAV/VNAV all Cats visibility to 1/8 mile.

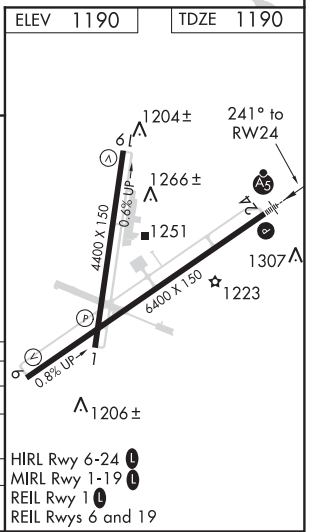
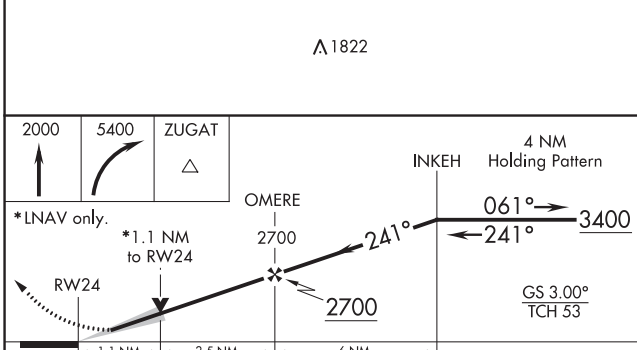
MALSRS

MISSED APPROACH:
Climb to 2000 then climbing right turn to 5400 direct ZUGAT and hold, continue climb-in-hold to 5400.

ASOS 118.325	ATLANTA CENTER 125.15 263.0	HICKORY TOWER ★ 128.15 (CTAF) 0	ATLANTA CLNC DEL 124.25 (when tower closed)	GND CON 121.7	CLNC DEL 121.7
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1390-1/2	200 (200-1/2)	
LNAV/VNAV DA		1468-1/2	278 (300-1/2)	
LNAV MDA	1580-1/2	390 (400-1/2)	1580-5/8	390 (400-5/8)
CIRCLING	1640-1	450 (500-1)	1640-1 1/2	1740-2
			450 (500-1 1/2)	550 (600-2)

HICKORY, NORTH CAROLINA

AL-706 (FAA)

15092

VOR/DME BZM	APP CRS	Rwy Idg	6400
110.8	229°	TDZE	1190
Chan 45		Apt Elev	1190

VOR/DME RWY 24

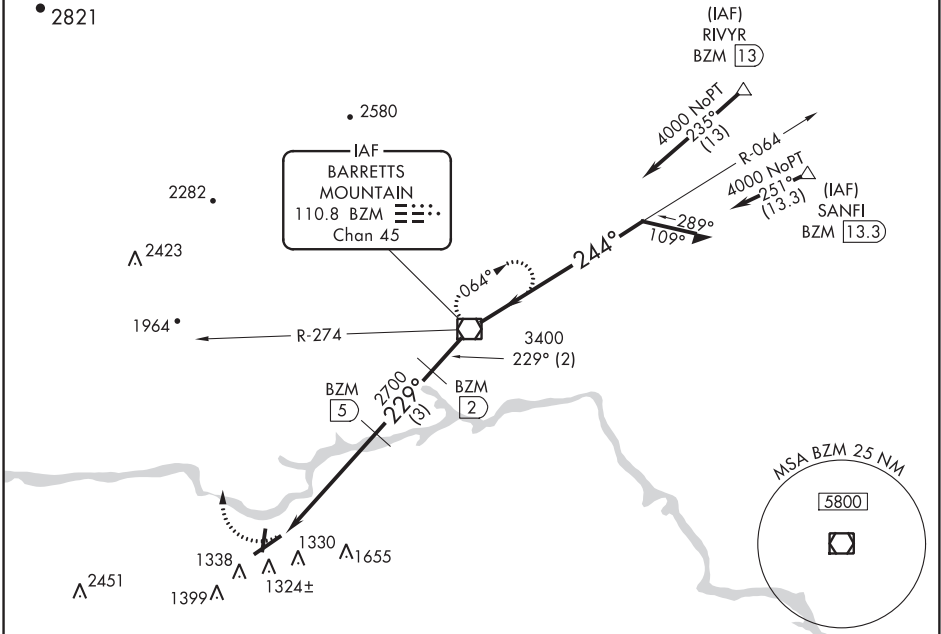
HICKORY RGNL (HKY)

▼ Inop table does not apply. Night landing: Rwy 1/6/19 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet and increase S-24 Cat D visibility ¼ mile.



MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

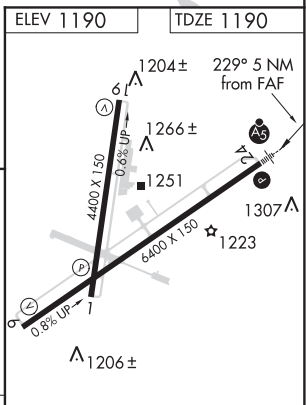
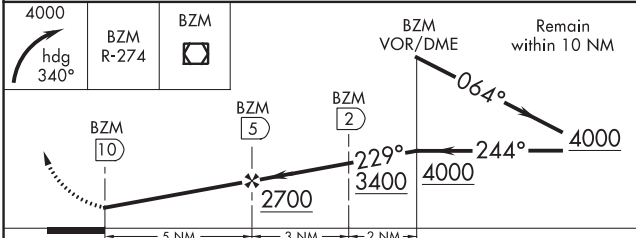
ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) 0	124.25 (when tower closed)	121.7	121.7



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1190	TDZE 1190
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CATEGORY	A	B	C	D
S-24	1600-1 410 (500-1)		1600-1¼ 410 (500-1¼)	
CIRCLING	1640-1 450 (500-1)		1640-1½ 450 (500-1½)	1740-2 550 (600-2)

HIRL Rwy 6-24 0
 MRL Rwy 1-19 0
 REIL Rwy 1 0
 REIL Rws 6 and 19

HICKORY, NORTH CAROLINA
 Orig-E 02APR15

35°44'N-81°23'W

HICKORY RGNL (HKY)

VOR/DME RWY 24

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

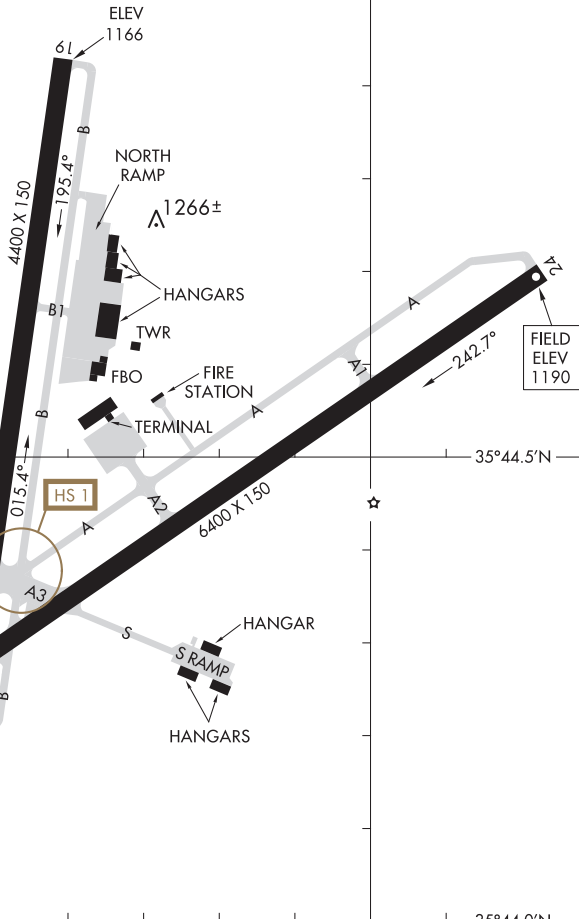
ASOS
118.325
HICKORY TOWER ★
128.15
GND CON
121.7
CLNC DEL
121.7

81°23.5'W

81°23.0'W

35°45.0'N

VAR 7.3° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HANGAR
W RAMP
W
HANGAR
HANGAR
0.6% UP
0.8% UP
062.7°
ELEV 1136

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 01-19
PCN 30 F/C/X/T
S-78, D-104
RWY 06-24
PCN 56 F/C/W/T
S-120, D-198, 2D-321, 2D/2D2-766

AIRPORT DIAGRAM

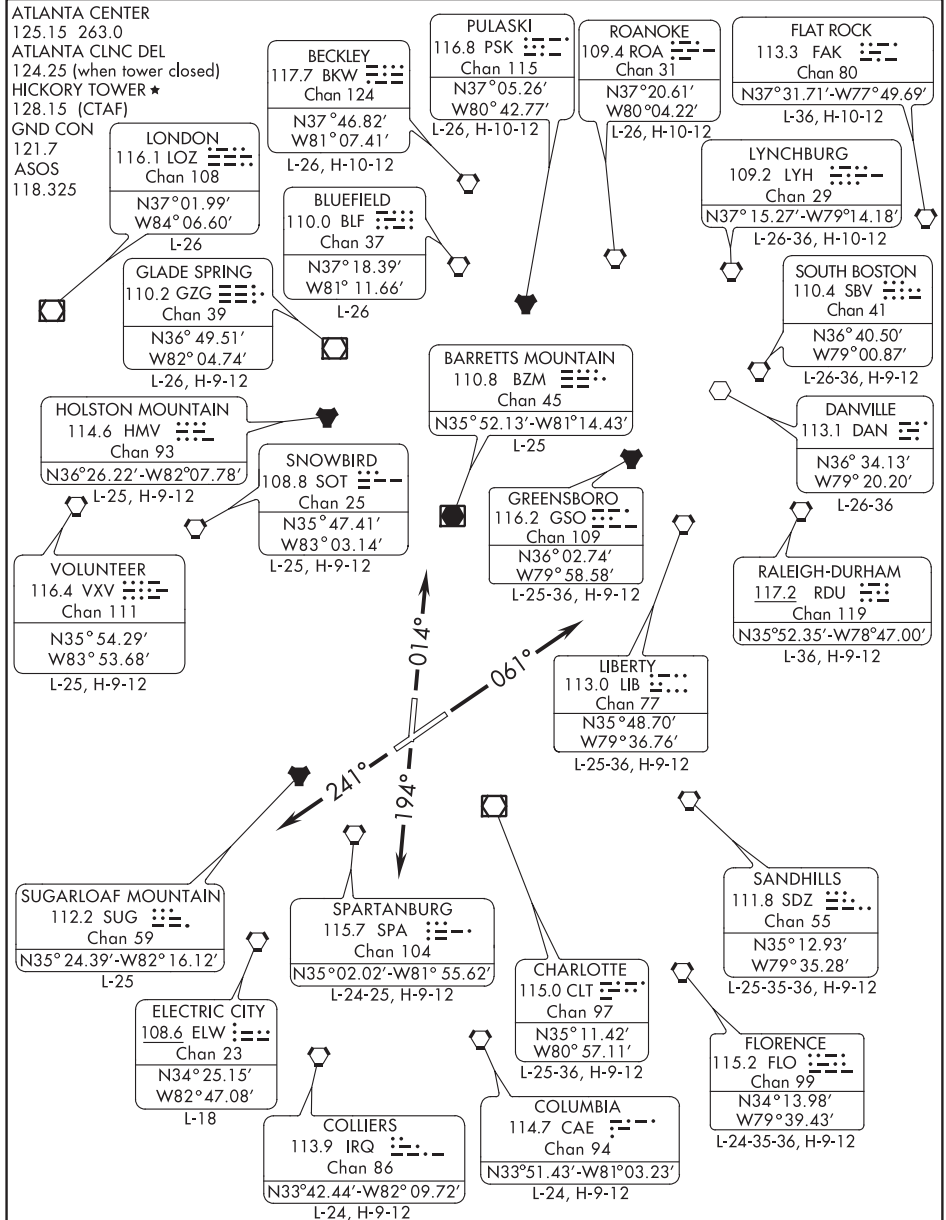
HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

(HKY3.HKY) 16315

SL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

HICKORY THREE DEPARTURE (OBSTACLE)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS:

Rwy 1, 6, 24: Standard with minimum climb of 340' per NM to 4000.
Rwy 19: Standard with minimum climb of 286' per NM to 4000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HICKORY THREE DEPARTURE (OBSTACLE)

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

(HKY3.HKY) 09FEB12

HICKORY THREE DEPARTURE (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014°, or heading assigned by ATC, Thence

TAKEOFF RUNWAY 6: Climb heading 061°, or heading assigned by ATC, Thence

TAKEOFF RUNWAY 19: Climb heading 194°, or heading assigned by ATC, Thence

TAKEOFF RUNWAY 24: Climb heading 241°, or heading assigned by ATC, Thence

. . . . expect radar vectors to join filed route. Maintain 4000 or assigned altitude.

Expect filed altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Trees beginning 51' from DER, 382' right of centerline, up to 100' AGL/1259' MSL.

Trees beginning 60' from DER, 212' left of centerline, up to 100' AGL/1279' MSL.

Rwy 6: Pole 151' from DER, 427' left of centerline, up to 6' AGL/1191' MSL.

Trees beginning 1269' from DER, 781' right of centerline, up to 100' AGL/1259' MSL.

Rwy 19: Light 178' from DER, 247' left of centerline, up to 10' AGL/1154' MSL.

Light 494' from DER, 95' right of centerline, up to 10' AGL/1161' MSL.

Trees beginning 755' from DER, 65' left of centerline, up to 100' AGL/1191' MSL.

Trees beginning 1001' from DER, 174' right of centerline, up to 100' AGL/1206' MSL.

Rwy 24: Trees beginning 17' from DER, 441' left of centerline, up to 100' AGL/1232' MSL.

Trees beginning 154' from DER, 413' right of centerline, up to 100' AGL/1237' MSL.

OL on pole 2681' from DER, 317' left of centerline, up to 50' AGL/1222' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

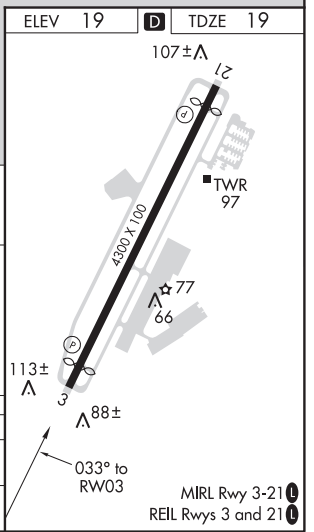
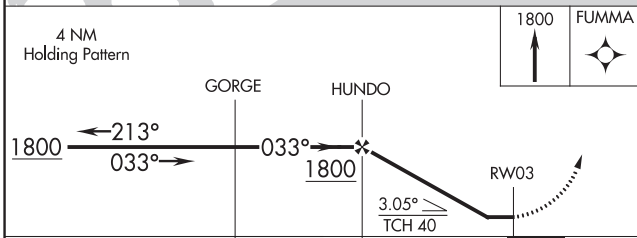
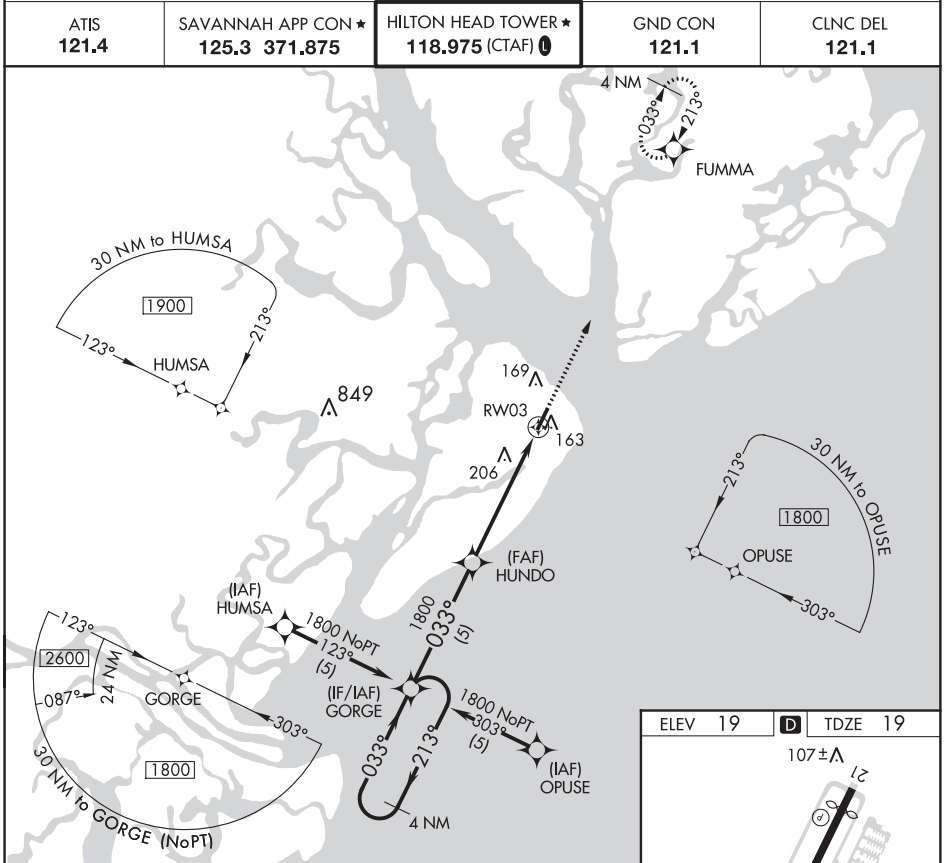
SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
033°	TDZE	19
	Apt Elev	19

RNAV (GPS) RWY 3

HILTON HEAD (HXD)

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1800 direct FUMMA WP and hold.			
	ATIS 121.4	SAVANNAH APP CON ★ 125.3 371.875	HILTON HEAD TOWER ★ 118.975 (CTAF) 0	GND CON 121.1



CATEGORY	A	B	C	D
LNVA MDA	540-1	521 (600-1)	540-1½	521 (600-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3803
213	TDZE	18
	Apt Elev	19

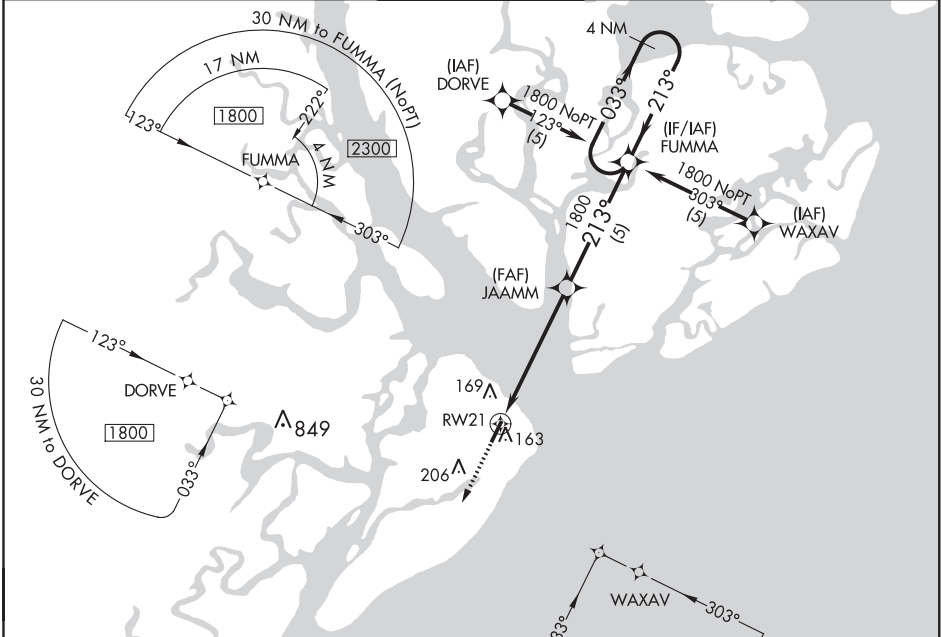
RNAV (GPS) RWY 21

HILTON HEAD (HXD)

Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

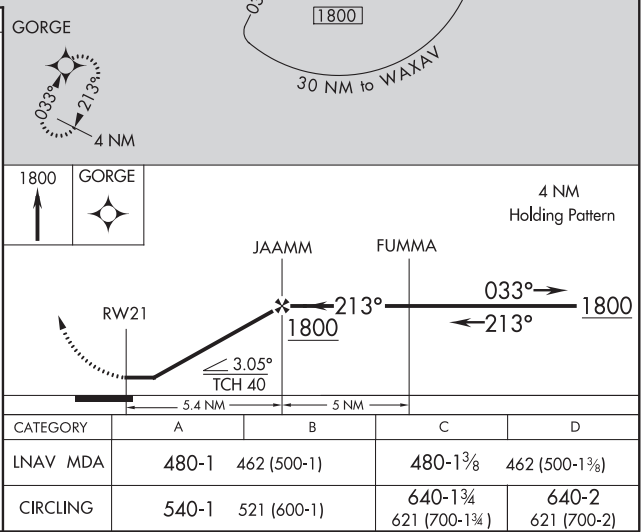
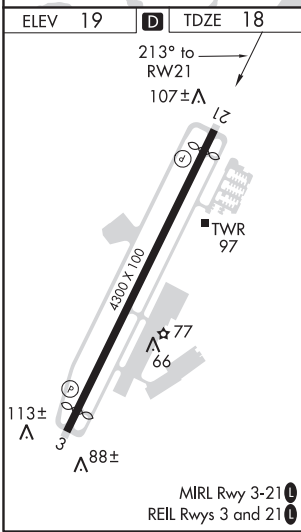
MISSED APPROACH: Climb to 1800 direct GORGE WP and hold.

ATIS 121.4	SAVANNAH APP CON * 125.3 371.875	HILTON HEAD TOWER * 118.975 (CTAF)	GND CON 121.1	CLNC DEL 121.1
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

15344

LOC/DME I-HXD 111.3 Chan 50	APP CRS 213°	Rwy Idg THRE 13 Apt Elev 19
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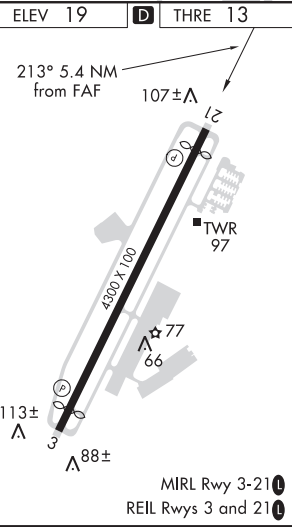
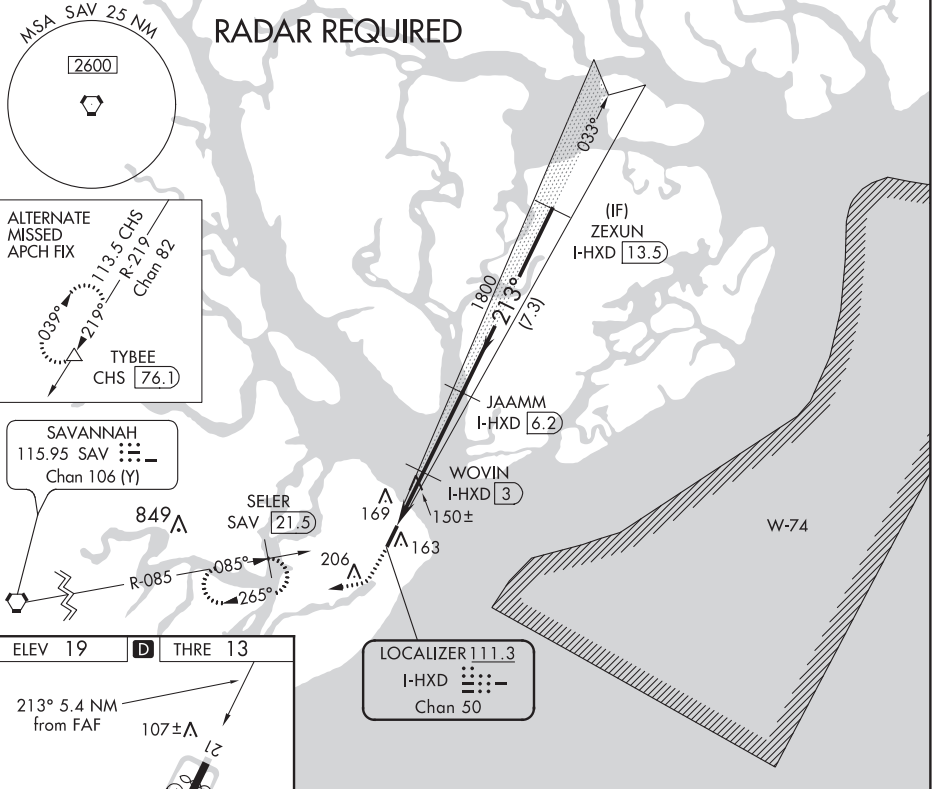
LOC/DME RWY 21

HILTON HEAD (HXD)

⚠ When Rwy 3 VGSi inoperative, Circling Rwy 3 NA at night. Use Savannah allimeter setting. When Rwy 21 VGSi inoperative, Straight-in and Circling minimums NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/SAV 21.5 DME and hold, continue climb-in-hold to 2000.

ATIS 121.4	SAVANNAH APP CON * 125.3 371.875	HILTON HEAD TOWER * 118.975 (CTAF) 0	GND CON 121.1	CLNC DEL 121.1
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800	2000	SELER SAV 21.5	JAAMM I-HXD 6.2	ZEXUN I-HXD 13.5
↑	SAV R-085			
		WOVIN I-HXD 3	1800	1800
		I-HXD 0.8	760	
		≤ 3.05° TCH 40		
		2.2 NM	3.2 NM	7.3 NM
CATEGORY	A	B	C	D
S-21	480-1	467 (500-1)	480-1 3/8	467 (500-1 1/8)
CIRCLING	540-1	521 (600-1)	640-1 3/4	640-2
			621 (700-1 1/4)	621 (700-2)

HILTON HEAD ISLAND, SOUTH CAROLINA
Amdt 5A 25JUL13

32°13'N-80°42'W

HILTON HEAD (HXD) LOC/DME RWY 21

SE-2, 10 NOV 2016 to 05 JAN 2017

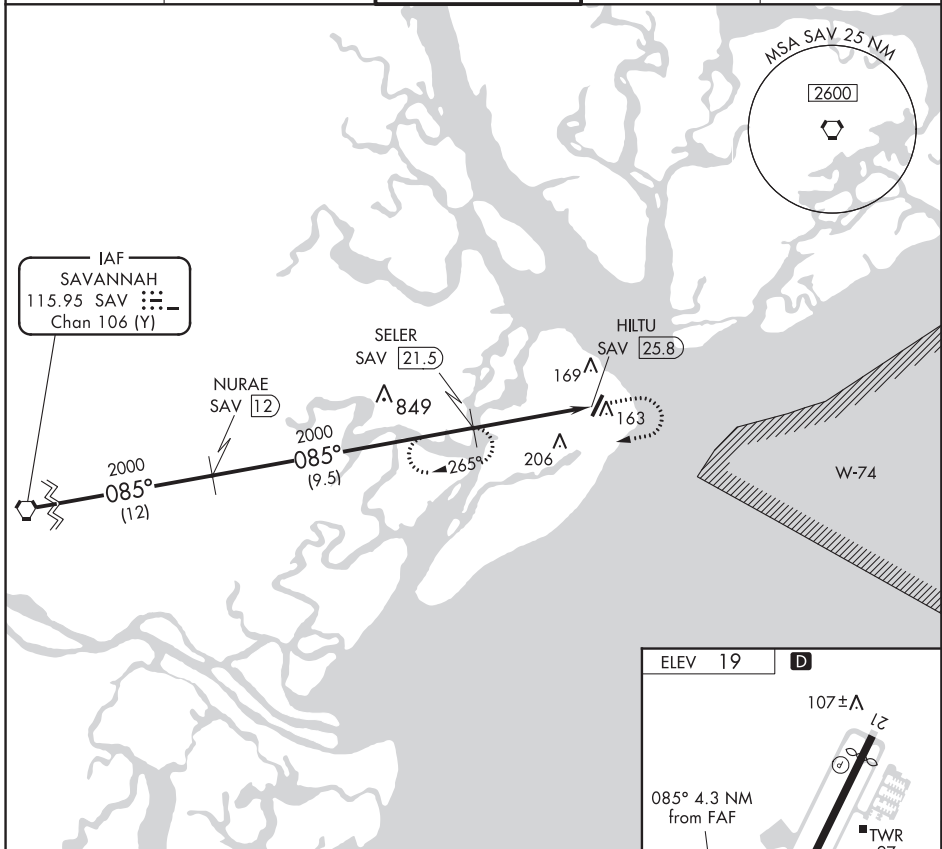
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC SAV 115.95 Chan 106 (Y)	APP CRS 085°	Rwy Idg TDZE Apt Elev N/A N/A 19
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VOR/DME-A
HILTON HEAD (HXD)

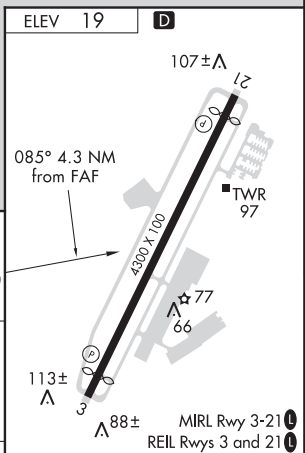
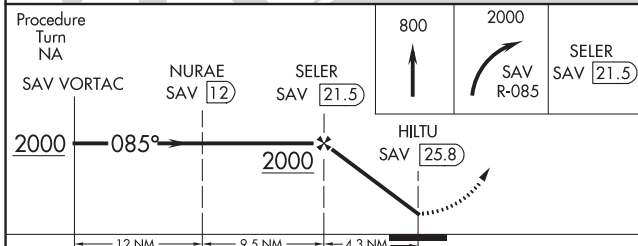
<p>Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.</p>
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ATIS 121.4	SAVANNAH APP CON ★ 125.3 371.875	HILTON HEAD TOWER ★ 118.975 (CTAF) 0	GND CON 121.1	CLNC DEL 121.1
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

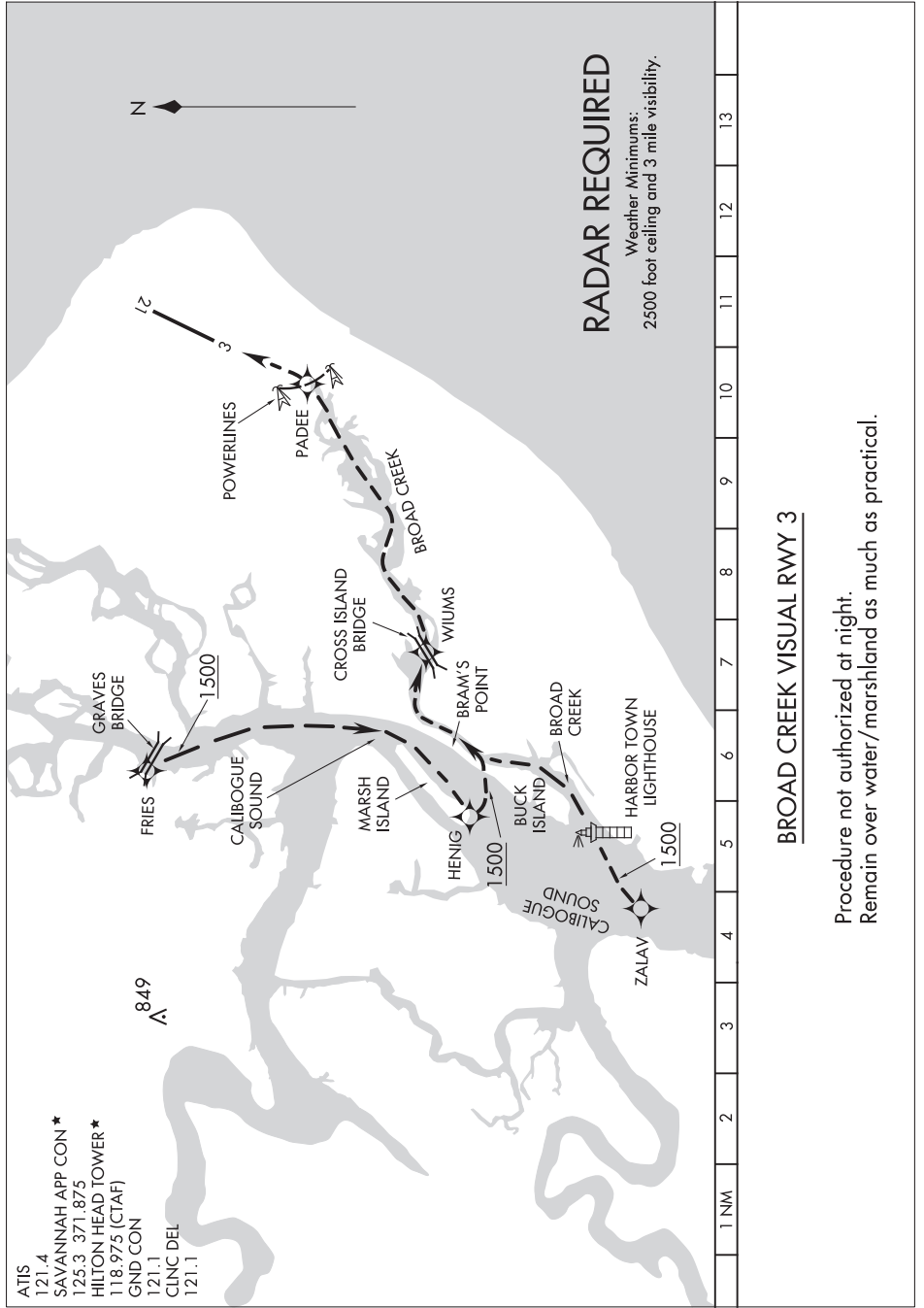


Procedure Turn NA	NURAE SAV 12	SELER SAV 21.5	800	2000	SELER SAV 21.5	ELEV 19
SAV VORTAC						
2000	085°	2000				
	12 NM	9.5 NM	4.3 NM			
CATEGORY	A	B	C	D	FAF to MAP 4.3 NM	
CIRCLING	800-1 781 (800-1)	800-1¼ 781 (800-1¼)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)	Knots	60 90 120 150 180
					Min:Sec	4:18 2:52 2:09 1:43 1:26

BROAD CREEK VISUAL RWY 3

HILTON HEAD (HXD)
HILTON HEAD ISLAND, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



- ATIS 121.4
- SAVANNAH APP CON * 125.3 371.875
- HILTON HEAD TOWER * 118.975 (CTAF)
- GND CON 121.1
- CLNC DEL 121.1

BROAD CREEK VISUAL RWY 3

Procedure not authorized at night.
Remain over water/marshland as much as practical.

SE-2, 10 NOV 2016 to 05 JAN 2017

BROAD CREEK VISUAL RWY 3

HILTON HEAD ISLAND, SOUTH CAROLINA
HILTON HEAD (HXD)

JACKSONVILLE, NORTH CAROLINA

AL-5880 (FAA)

16147

LOC/DME I-OAJ 108.7 Chan 24	APP CRS 052°	Rwy Idg TDZE Apt Elev	7100 89 93
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ILS or LOC Rwy 5

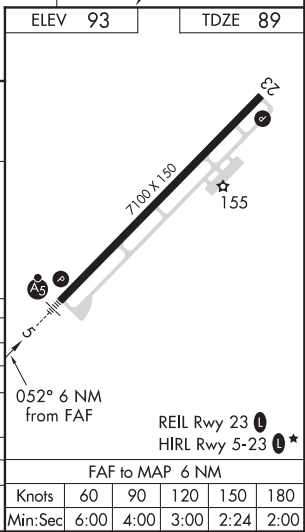
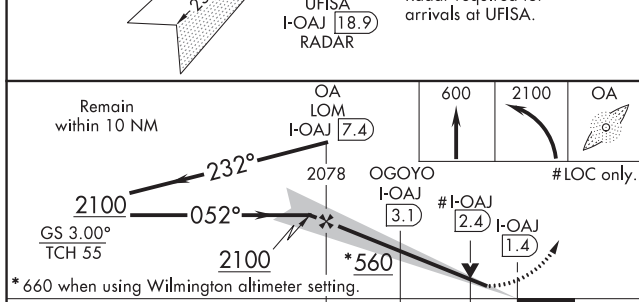
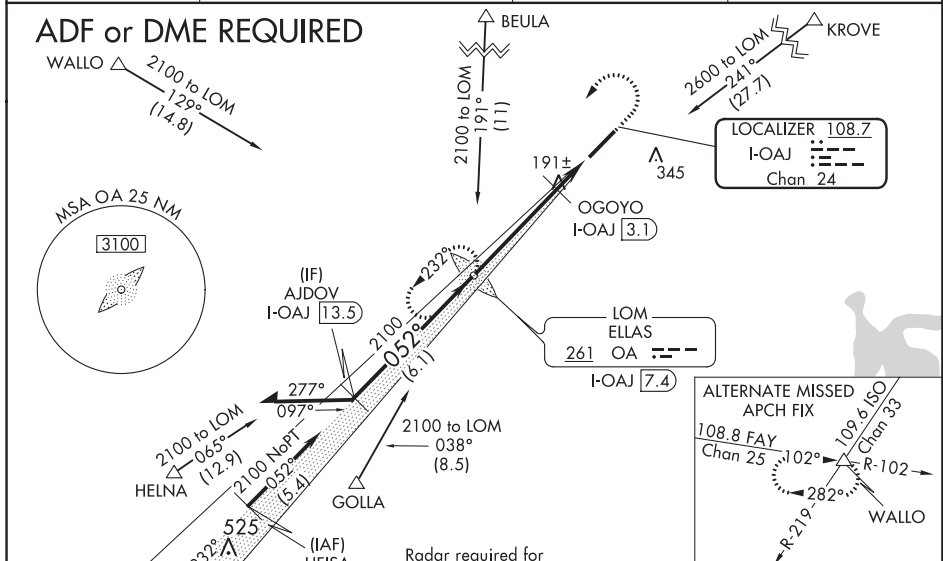
ALBERT J. ELLIS (OAJ)

VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase S-LOC 5 Cats C/D visibility 1/4 mile, increase Circling Cat C visibility 1/8 mile; increase OGOYO fix minimums, S-LOC 5 Cats C/D visibility 3/8 mile. For inoperative MALSR, increase S-LOC 5 Cats C/D visibility to 1 1/8 mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1 mile. For inoperative MALSR when using Wilmington altimeter setting, increase S-ILS 5 all Cats visibility to 7/8 mile, increase S-LOC 5 Cats C/D visibility to 1 1/8 mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1 1/8 mile. ADF required.

MALSR

MISSED APPROACH:
Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.

AWOS-3PT 124.475	WILMINGTON APP CON * 135.75 317.425 (344°-163°)	CLNC DEL 121.4 257.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 5	289-1/2 200 (200-1/2)			
S-LOC 5	560-1/2	471 (500-1/2)	560-1	471 (500-1)
CIRCLING	560-1	467 (500-1)	560-1/2 467 (500-1/2)	660-2 567 (600-2)
OGOYO FIX MINIMUMS (DME REQUIRED)				
S-LOC 5	460-1/2	371 (400-1/2)	460-5/8	371 (400-5/8)
CIRCLING	500-1 407 (500-1)	560-1 467 (500-1)	560-1/2 467 (500-1/2)	660-2 567 (600-2)

JACKSONVILLE, NORTH CAROLINA
Amdt 9B 25JUN15

34°50'N-77°37'W

ILS or LOC Rwy 5

ALBERT J. ELLIS (OAJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49009 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	7100 89 93
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RNAV (GPS) RWY 5

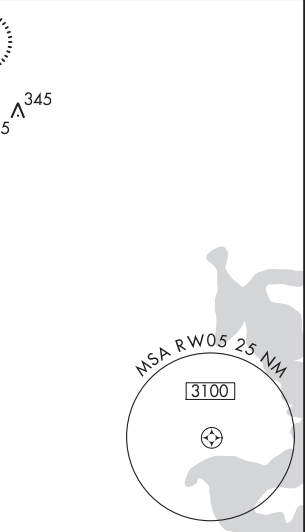
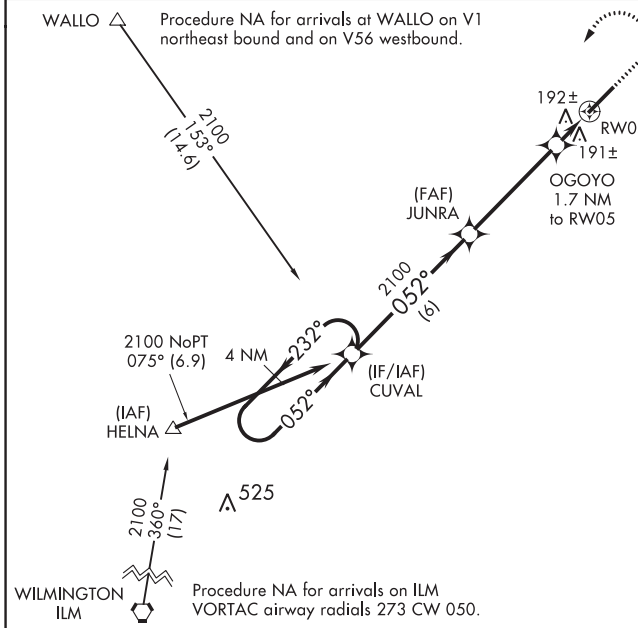
ALBERT J. ELLIS (O.A.J)

▼ Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 3/8 mile. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 7/8 mile, increase LNAV/VNAV all Cats to 1 1/2 mile, and LNAV Cat C/D to 1 3/8 mile.

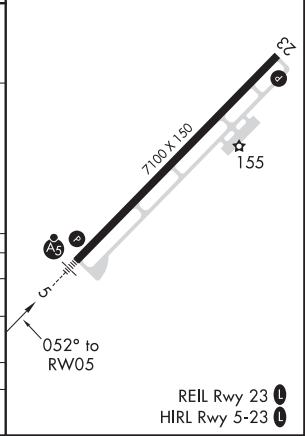
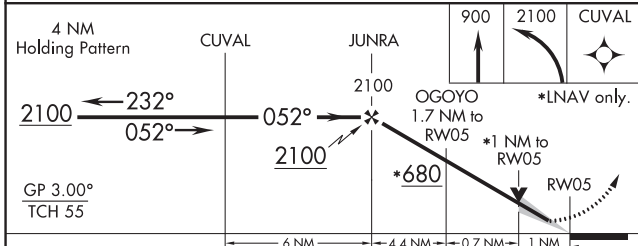
MALSR

MISSED APPROACH:
Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

AWOS-3PT 124.475	WILMINGTON APP CON* 135.75 317.425 (344-163°)	CLNC DEL 121.4 257.6	UNICOM 123.0 (CTAF) 0
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ELEV 93	TDZE 89
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CATEGORY	A	B	C	D
LPV DA		289-1/2	200 (200-1/2)	
LNAV/ VNAV DA		465-3/4	376 (400-3/4)	
LNAV MDA	460-1/2	371 (400-1/2)	460-5/8	371 (400-5/8)
CIRCLING	500-1 407 (500-1)	560-1 467 (500-1)	560-1 1/2 467 (500-1 1/2)	660-2 567 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA

AL-5880 (FAA)

16147

WAAS CH 62827 W23A	APP CRS 232°	Rwy Idg TDZE Apt Elev	7100 93 93
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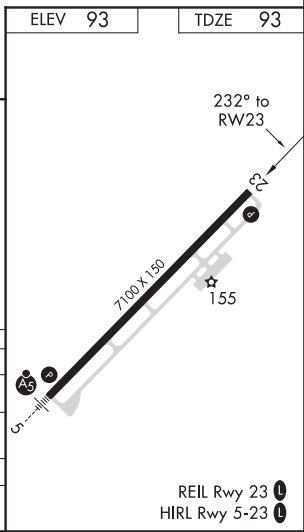
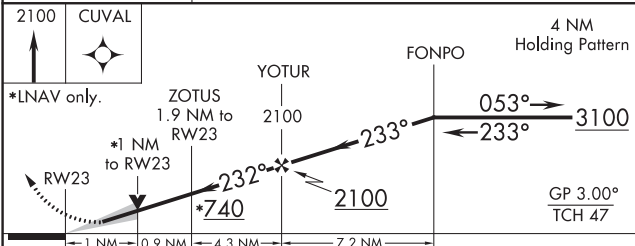
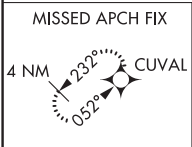
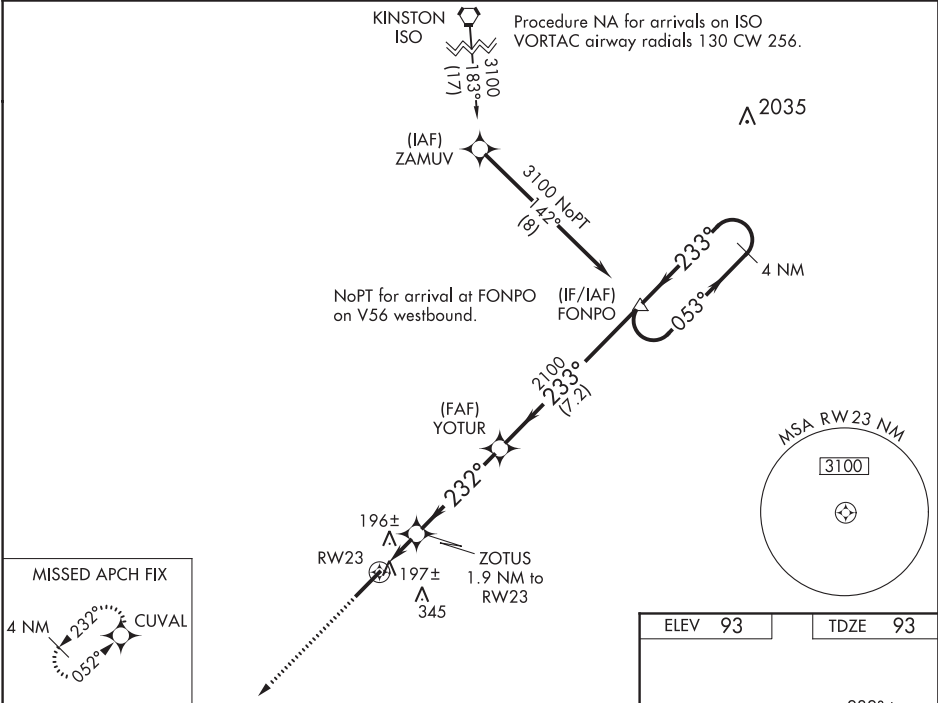
RNAV (GPS) RWY 23

ALBERT J. ELLIS (O.A.J)

⚠ Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.
⚠ VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅓ mile.

MISSED APPROACH:
Climb to 2100 direct
CUVAL and hold.

AWOS-3PT 124.475	WILMINGTON APP CON ★ 135.75 317.425 (344°-163°)	CLNC DEL 121.4 257.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		293-¾	200 (200-¾)	
LNAV/VNAV DA		497-1⅓	404 (500-1⅓)	
LNAV MDA		460-1	367 (400-1)	
CIRCLING	500-1 407 (500-1)	560-1 467 (500-1)	560-1½ 467 (500-1½)	660-2 567 (600-2)

JACKSONVILLE, NORTH CAROLINA
Orig-A 18SEP14

34°50'N-77°37'W

RNAV (GPS) RWY 23

ALBERT J. ELLIS (O.A.J)

REIL Rwy 23 **0**
HIRL Rwy 5-23 **0**

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

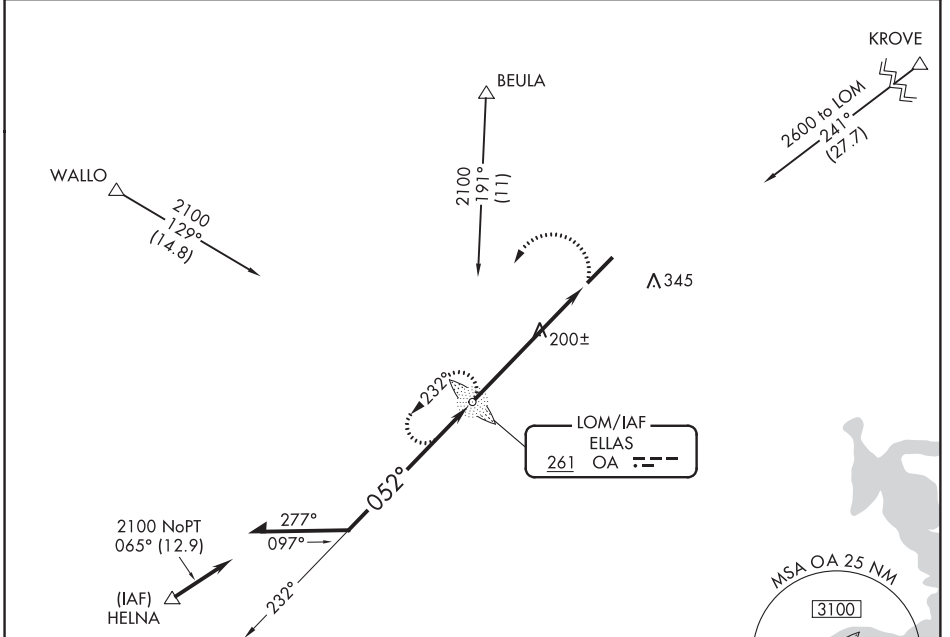
LOM OA 261	APP CRS 052°	Rwy Idg TDZE Apt Elev	7100 89 94
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NDB RWY 5

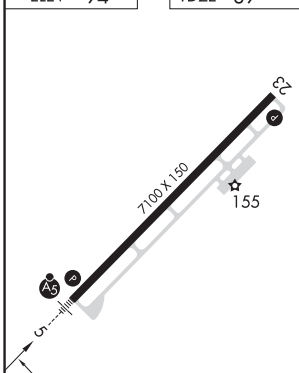
ALBERT J. ELLIS (O.A.J)

<p>When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and 5-5 visibility Cats C and D ¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.</p>	
			<p>AWOS-3PT 124.475</p>

AWOS-3PT 124.475	WILMINGTON APP CON* 135.75 317.425 (344°-163°)	CLNC DEL 121.4 257.6	UNICOM 123.0 (CTAF) 0
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ELEV 94	TDZE 89
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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-5	500-¾ 411 (500-¾)			500-1 411 (500-1)	
CIRCLING	500-1	560-1	560-1½	660-2	
	406 (500-1)	466 (500-1)	466 (500-1½)	566 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5002
276°	TDZE	3156
	Apt Elev	3180

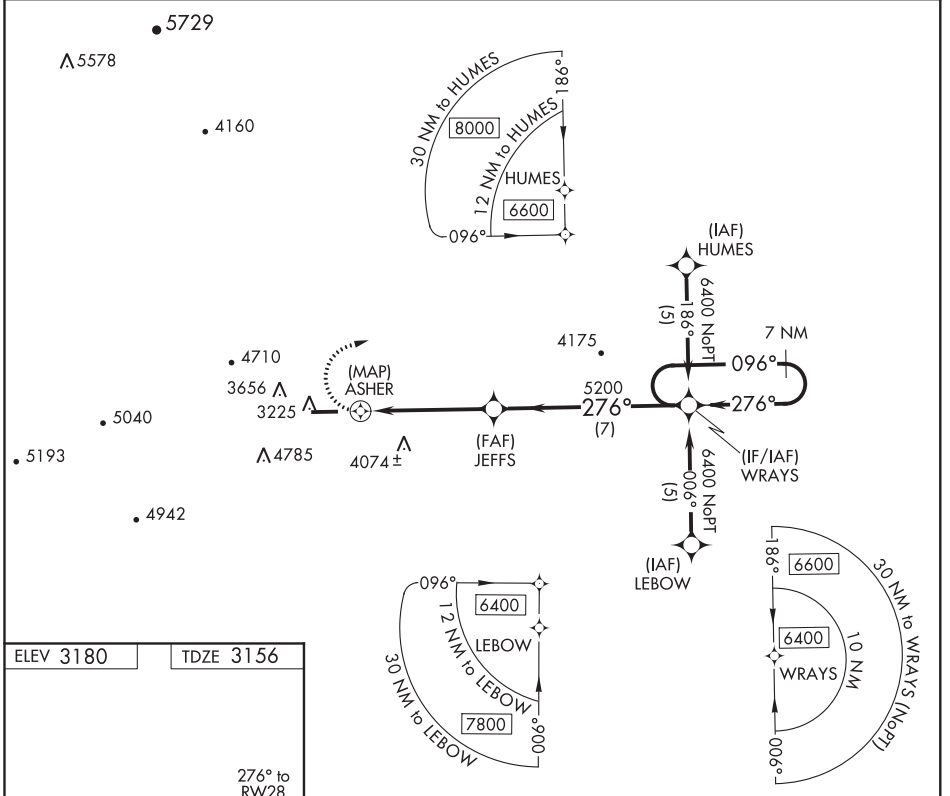
RNAV (GPS) RWY 28

ASHE COUNTY (GEV)

⚠ DME/DME RNP-0.3 NA. VDP NA when using Mountain Empire altimeter setting. When local altimeter setting not received, use Mountain Empire altimeter setting and increase all MDA 160 feet.

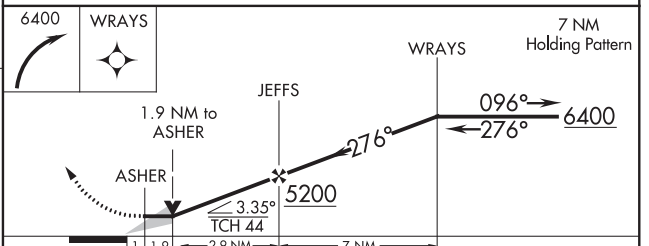
⚠ MISSED APPROACH: Climbing right turn to 6400 direct WRAYS and hold.

AWOS-3 120.675	ATLANTA CENTER 125.15 263.0	UNICOM 122.8 (CTAF) 0*
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ELEV 3180 TDZE 3156

REIL Rwy 28 0*
MIRL Rwy 10-28 0*



CATEGORY	A	B	C	D
LNAV MDA	4160-1¼ 1004 (1000-1¼)	4160-1½ 1004 (1000-1½)	4160-3	1004 (1000-3)
CIRCLING	4280-1¼ 1100 (1100-1¼)	4280-1½ 1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

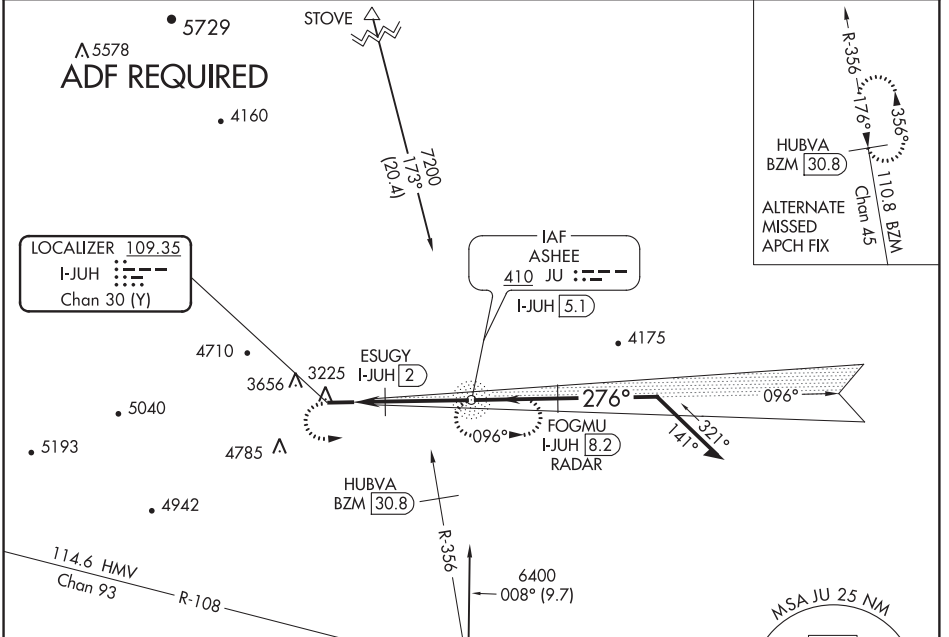
LOC/DME I-JUH 109.35 Chan 30(Y)	APP CRS 276°	Rwy Idg TDZE Apt Elev	5002 3156 3180
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LOC RWY 28
ASHE COUNTY (GEV)

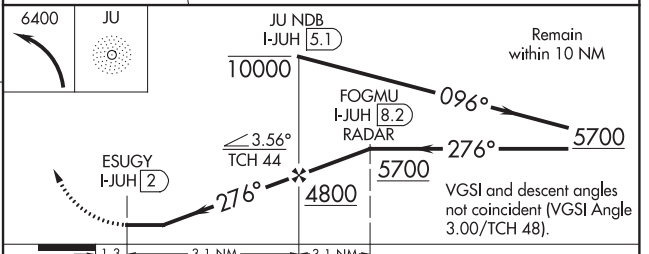
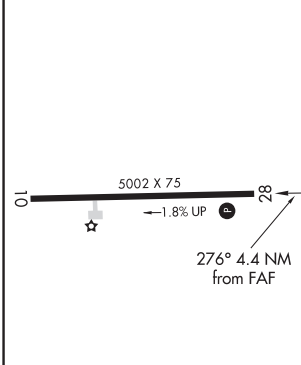
⚠ Visibility reduction by helicopters NA. ADF and DME or RADAR Required.
⚠ When local altimeter setting not received, use Marion/Wytheville altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climbing left turn to 6400 direct ASHEE NDB/I-JUH 5.1 DME and hold, continue climb-in-hold.

AWOS-3 120.675	ATLANTA CENTER 125.15 263.0	UNICOM 122.8 (CTAF) 0*
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ELEV 3180	TDZE 3156
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REIL Rwy 28 0*	MIRL Rwy 10-28 0*	FAF to MAP 3.1 NM			
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02
CATEGORY	A	B	C	D	
S-28	4220-1½	1064 (1100-1½)	4220-3	1064 (1100-3)	
CIRCLING	4280-1½	1100 (1100-1½)	4280-3	4680-3	1500 (1500-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KENANSVILLE, NORTH CAROLINA

AL-6228 (FAA)

15008

WAAS CH 63121 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	6002 135 137
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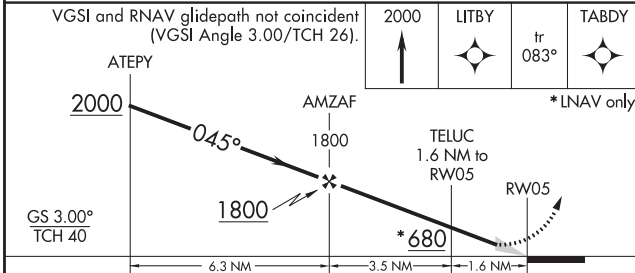
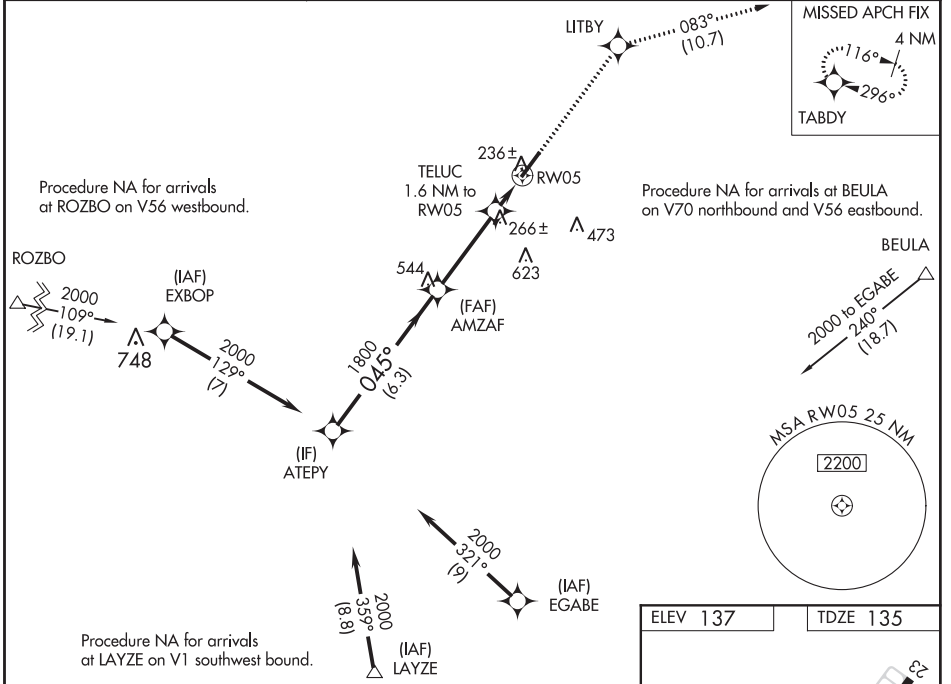
RNAV (GPS) RWY 5

DUPLIN COUNTY (DPL)

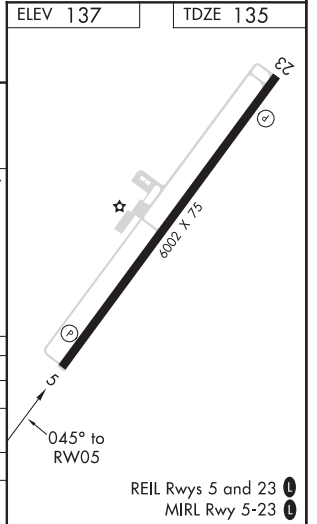
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and increase LNAV Cats C/D visibility 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). Baro-VNAV NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2000 direct LITBY and on track 083° to TABDY and hold.

AWOS-3 120.675	SEYMOUR JOHNSON APP CON * 119.7 273.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		335-3/4	200 (200-3/4)	
LNAV/VNAV DA		397-7/8	262 (300-7/8)	
LNAV MDA	520-1	385 (400-1)	520-1 1/8	385 (400-1 1/8)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1 1/2 463 (500-1 1/2)	700-2 563 (600-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KENANSVILLE, NORTH CAROLINA
Orig-A 11DEC14

35°00'N-77°59'W

DUPLIN COUNTY (DPL)
RNAV (GPS) RWY 5

WAAS CH 69521 W23A	APP CRS 225°	Rwy Idg TDZE Apt Elev	6002 137 137
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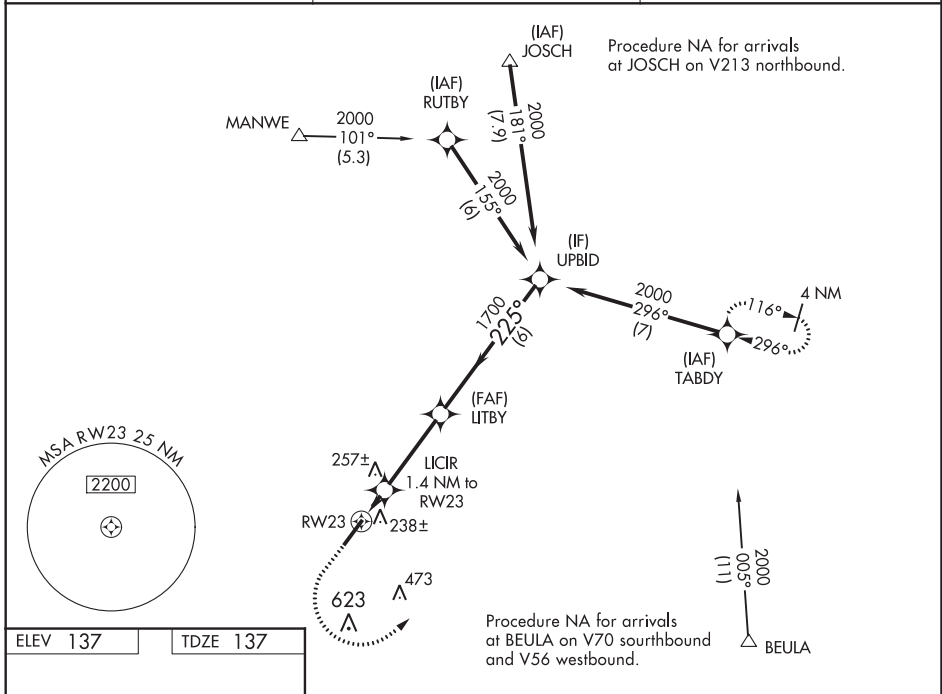
RNAV (GPS) RWY 23

DUPLIN COUNTY (DPL)

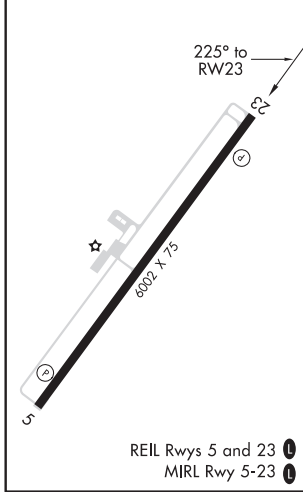
⚠ Baro-VNAV NA when using Clinton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

AWOS-3 120.675	SEYMOUR JOHNSON APP CON * 119.7 273.6	UNICOM 123.0 (CTAF) ①
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ELEV 137	TDZE 137
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1000	2000	TABDY	
*LNAV only		LICIR 1.4 NM to RW23	UPBID
RW23	LITBY 1700	225°	2000
	*620	1700	GS 3.00° TCH 42
	1.4 NM	3.4 NM	6 NM
CATEGORY	A	B	C
LPV DA		340-¾	203 (300-¾)
LNAV/VNAV DA		420-⅞	283 (300-⅞)
LNAV MDA	520-1	383 (400-1)	520-1½ 383 (400-1½)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½) 700-2 563 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-PZR 110.1	APP CRS 225°	Rwy Idg 6002
		TDZE 137
		Apt Elev 137

LOC/NDB RWY 23

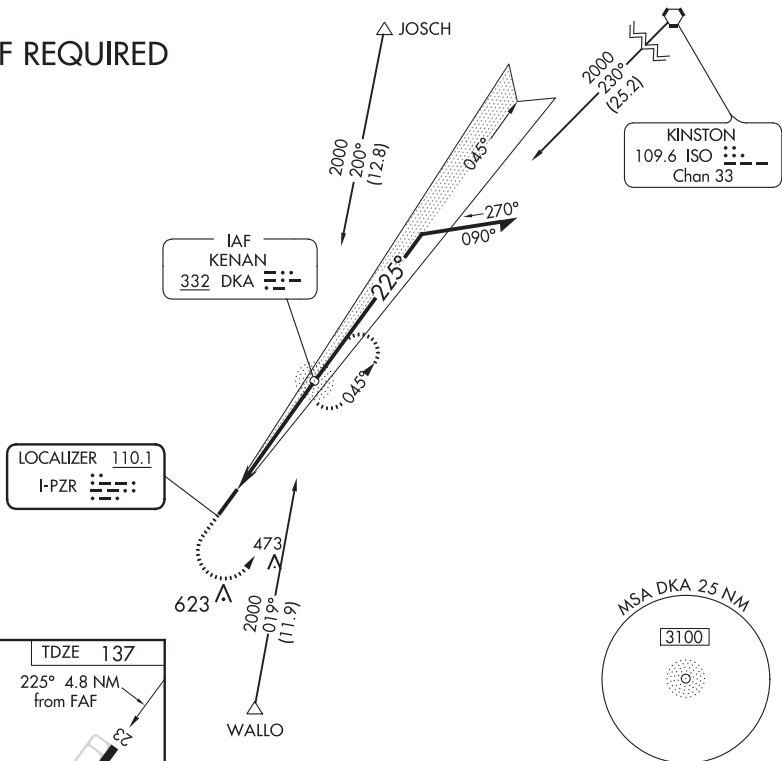
DUPLIN COUNTY (DPL)

NA When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 60 feet and increase S-23 Cats C/D visibility 1/8 mile. ADF Required.

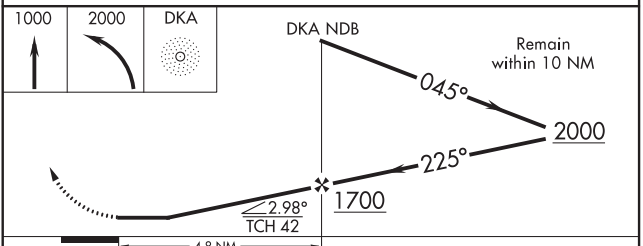
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct DKA NDB and hold.

AWOS-3 120.675	SEYMOUR JOHNSON APP CON * 119.7 273.6	UNICOM 123.0 (CTAF)
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ADF REQUIRED



ELEV 137	TDZE 137
225° 4.8 NM from FAF	
6002 x 75	
REIL Rwy 5 and 23	
MIRL Rwy 5-23	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 318°	Rwy Idg 5000
	TDZE 67
	Apt Elev 67

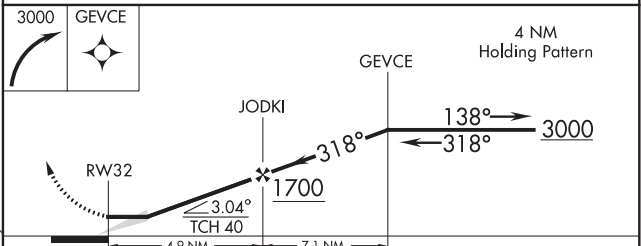
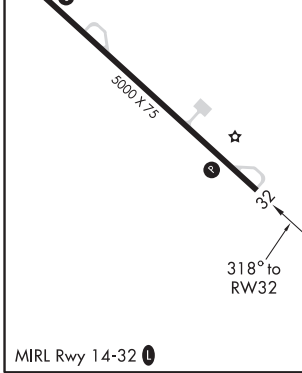
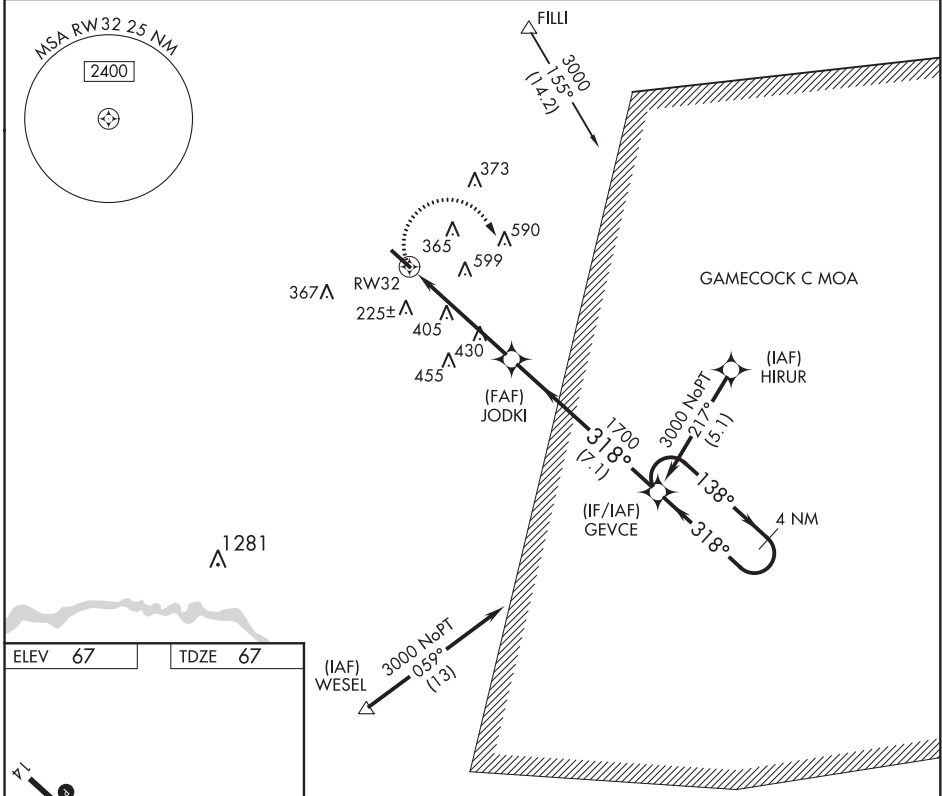
RNAV (GPS) RWY 32

WILLIAMSBURG RGNL (CKI)

When local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDA 80 feet, and increase LNAV Cat B/C/D and Circling Cat B/C visibility 1/4 mile. Procedure NA at night. DME/ DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct GEVCE and hold.

AWOS-3 124.775	MYRTLE BEACH APP CON ★ 127.4 257.95	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	760-1	693 (700-1)	760-2 693 (700-2)	760-2 1/4 693 (700-2 1/4)
CIRCLING	760-1	693 (700-1)	760-2 693 (700-2)	1020-3 953 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

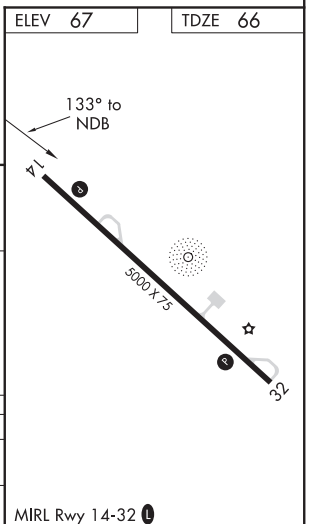
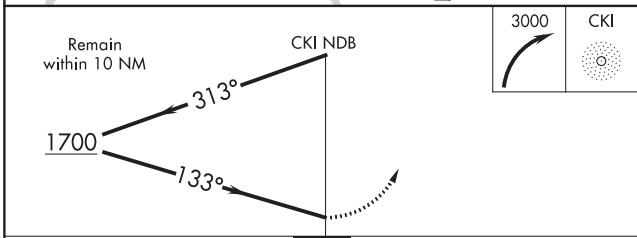
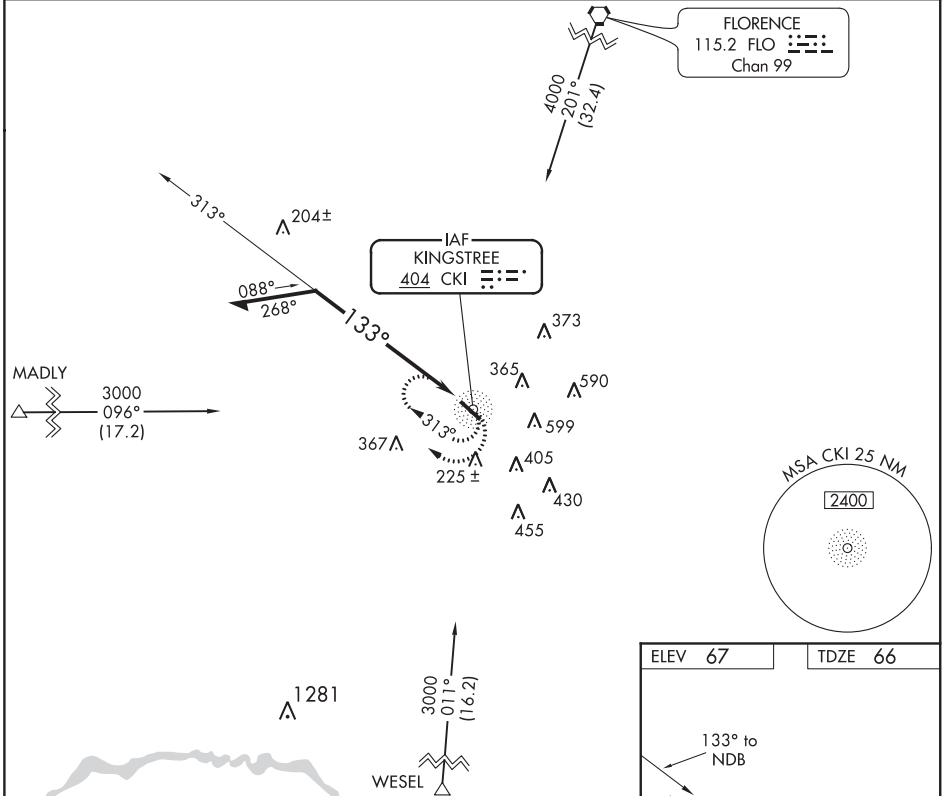
NDB CKI 404	APP CRS 133°	Rwy Idg TDZE 66 Apt Elev 67
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NDB RWY 14
WILLIAMSBURG RGNL (CKI)

NA Procedure NA at night. When local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDA 80 feet, and increase S-14 Cat B/C/D and Circling Cat B/C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 in CKI NDB holding pattern.

AWOS-3 124.775	MYRTLE BEACH APP CON ★ 127.4 257.95	UNICOM 122.7 (CTAF) U
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CATEGORY	A	B	C	D
S-14	760-1 694 (700-1)		760-2 694 (700-2)	760-2 ½ 694 (700-2 ½)
CIRCLING	760-1 693 (700-1)		760-2 693 (700-2)	1020-3 953 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017

ILS or LOC RWY 5

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

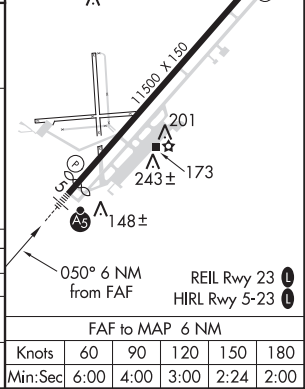
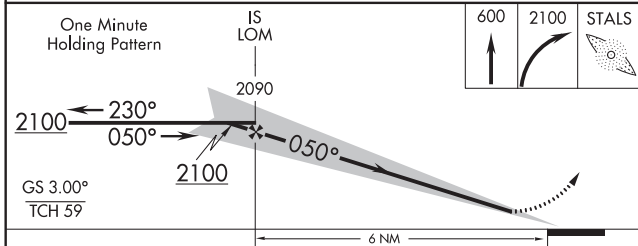
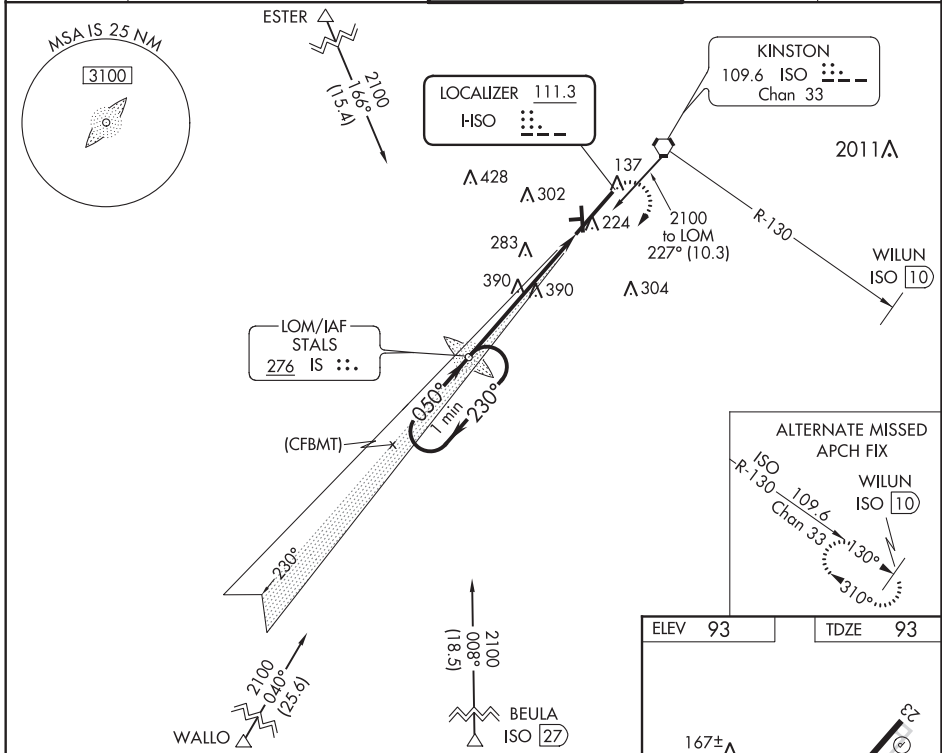
LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	93
		Apt Elev	93

⚠ ADF Required. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase DA to 336; increase all MDA 60 feet and S-LOC 5 Cats C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inop MALSRS, increase S-LOC 5 Cats C and D visibility to 1 1/8 mile. For inop MALSRS when using Seymour Johnson AFB altimeter setting, increase S-LOC 5 Cats C and D visibility to 1 1/4 mile.

MALSRS


MISSED APPROACH:
 Climb to 600 then climbing right turn to 2100 direct STALS LOM and hold.

AWOS-3	SEYMOUR JOHNSON APP CON *	KINSTON TOWER *	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) 0 335.55	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 5		293/24	200 (200-1/2)	
S-LOC 5	640/24	547 (600-1/2)	640/60	547 (600-1 1/4)
C CIRCLING	640-1	547 (600-1)	700-1 1/4 607 (700-1 1/4)	740-2 647 (700-2)

ILS or LOC RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82004 W05A	APP CRS 050°	Rwy ldg 10960 THRE 93 Apt Elev 93
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RNAV (GPS) RWY 5

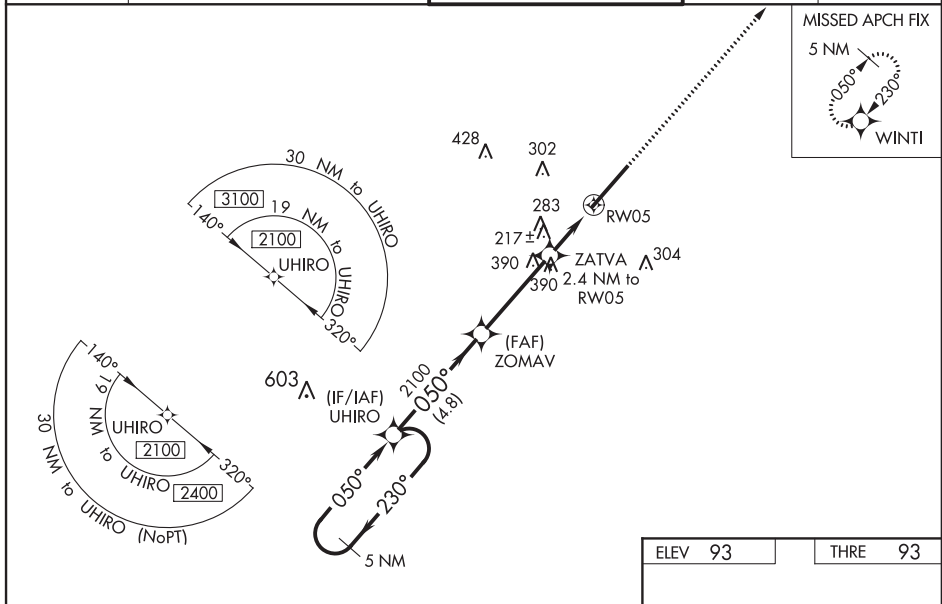
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

⚠ Baro-VNAV NA when using Seymour Johnson AFB 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. VDP NA when using Seymour Johnson AFB altimeter setting. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Increase LNAV/VNAV all Cats visibility to RVR 2600, increase LNAV Cats C and D visibility to RVR 4000, and Circling Cat D visibility to 2½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats A and B visibility to RVR 5500 and Cats C and D to RVR 6000. For inop MALSR when using Seymour Johnson AFB altimeter setting, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D to 1½ mile.

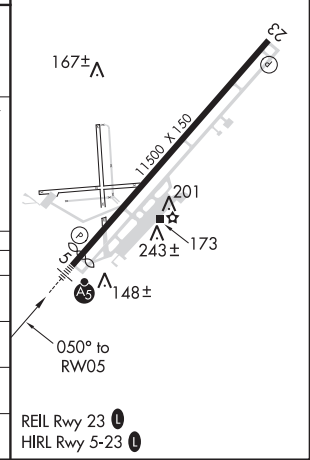


MISSED APPROACH:
Climb to 2500 direct WINTI and hold.

AWOS-3 132.75	SEYMOUR JOHNSON APP CON * 127.3 273.6	KINSTON TOWER * 120.6 (CTAF) 335.55	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		293/24	200 (200-½)	
LNAV/VNAV DA		368/24	275 (300-½)	
LNAV MDA	480/24	387 (400-½)	480/35	387 (400-¾)
C CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	700-1¾ 607 (700-1¾)	740-2 647 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 5

WAAS CH 77704 W23A	APP CRS 230°	Rwy ldg 11500 THRE 86 Apt Elev 93
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RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

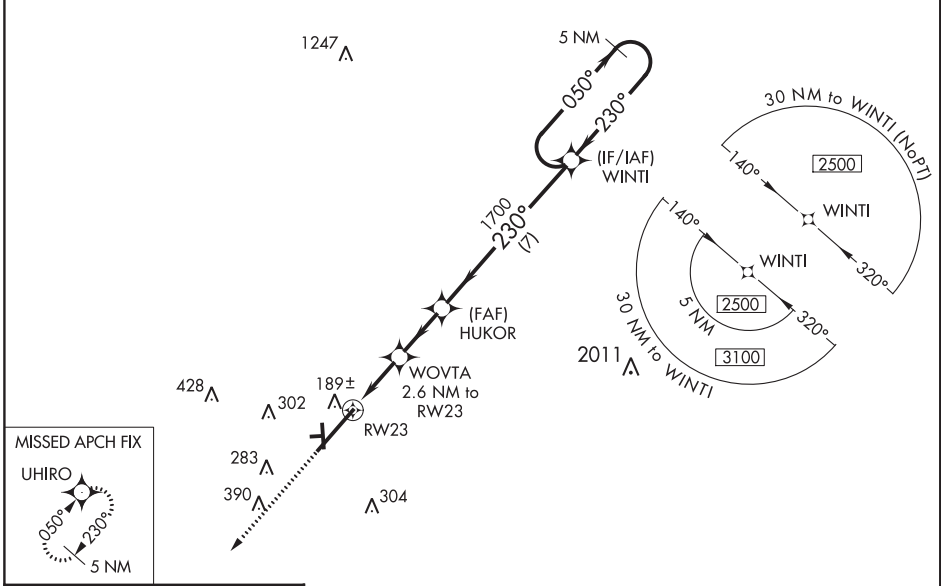
▼ Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ VDP NA with Seymour Johnson AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase LPV DA to 432, LNAV/VNAV DA to 413, and all MDA 60 feet. Increase LPV all Cats and LNAV and LNAV Cats C and D visibility 1/8 mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2100 direct UHIRO and hold.

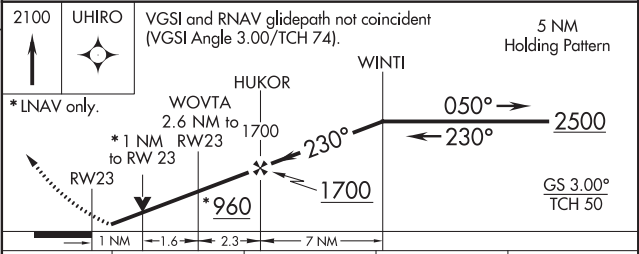
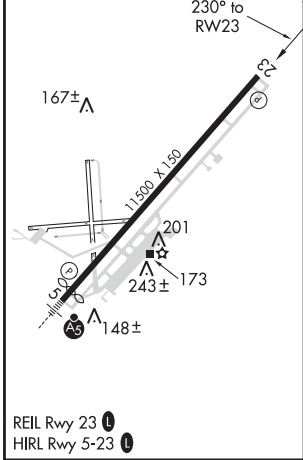
AWOS-3 132.75	SEYMOUR JOHNSON APP CON * 127.3 273.6	KINSTON TOWER * 120.6 (CTAF) 0 335.55	GND CON 121.9	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 93	THRE 86
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CATEGORY	A	B	C	D
LPV DA	389-1 303 (300-1)			
LNAV/VNAV DA	370-7/8 284 (300-7/8)			
LNAV MDA	440-1 354 (400-1)			
C CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	700-1 3/4 607 (700-1 3/4)	740-2 647 (700-2)

VORTAC ISO 109.6 Chan 33	APP CRS 233°	Rwy Idg 11500 THRE 86 Apt Elev 93
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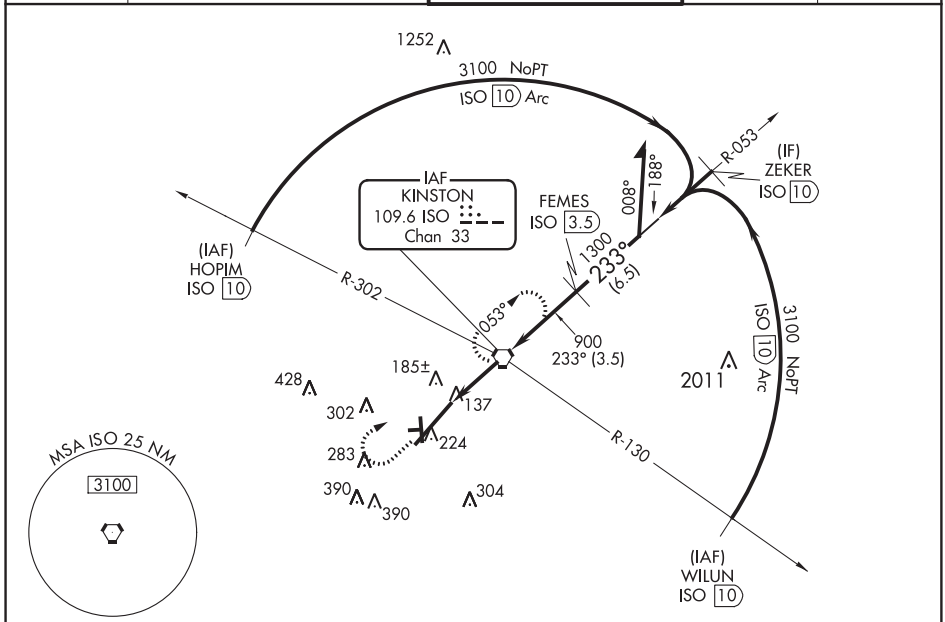
VOR RWY 23

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

▼ DME required. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all MDA 60 feet and increase Cats C and D visibility 1/8 mile; increase Circling visibility Cat D 1/4 mile. VDP NA with Seymour Johnson AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

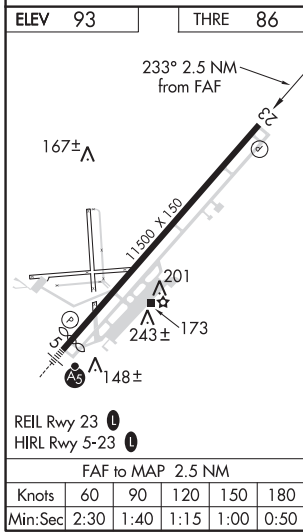
MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 direct ISO VORTAC and hold.

AWOS-3 132.75	SEYMOUR JOHNSON APP CON * 127.3 273.6	KINSTON TOWER * 120.6 (CTAF) 335.55	GND CON 121.9	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 93	THRE 86				
1200	2200	ISO	ISO VORTAC	FEMES ISO 3.5	Remain within 10 NM
		ISO 1.6	ISO 2.5	ISO 3.5	2.89° TCH 50
		VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 74).			
CATEGORY	A	B	C	D	
S-23	440-1		354 (400-1)		
C CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	700-1 ³ / ₄ 607 (700-1 ³ / ₄)	740-2 647 (700-2)	

VOR RWY 23

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

AL-5038 (FAA)

KINSTON, NORTH CAROLINA

AWOS-3
 132.75
 KINSTON TOWER★
 120.6 335.55
 GND CON
 121.9

FIELD
 ELEV
 93

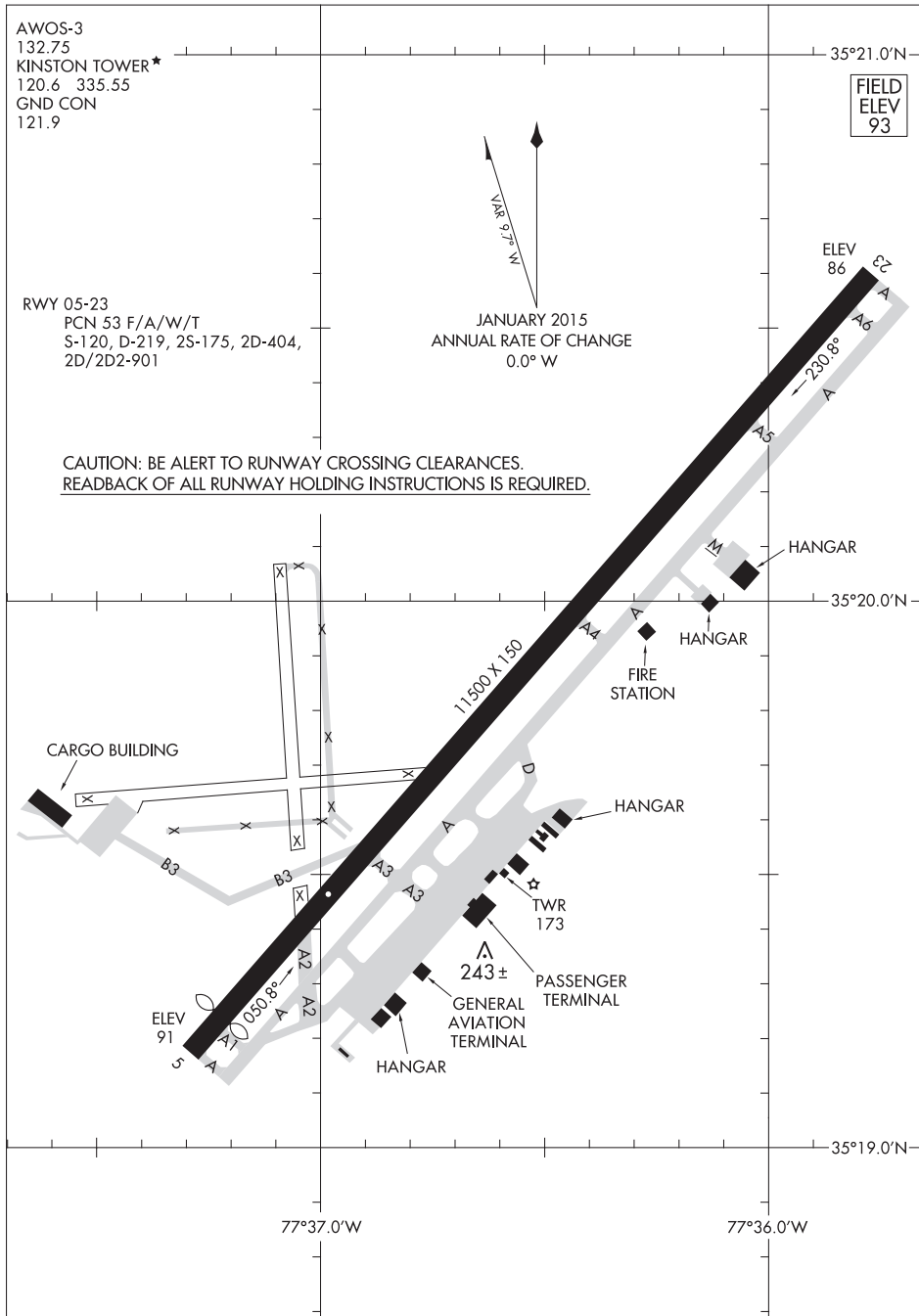
RWY 05-23
 PCN 53 F/A/W/T
 S-120, D-219, 2S-175, 2D-404,
 2D/2D2-901

JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

KINSTON, NORTH CAROLINA
 KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

LAKE CITY, SOUTH CAROLINA

AL-6914 (FAA)

RNAV (GPS) RWY 1

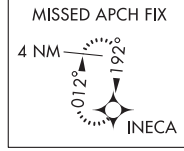
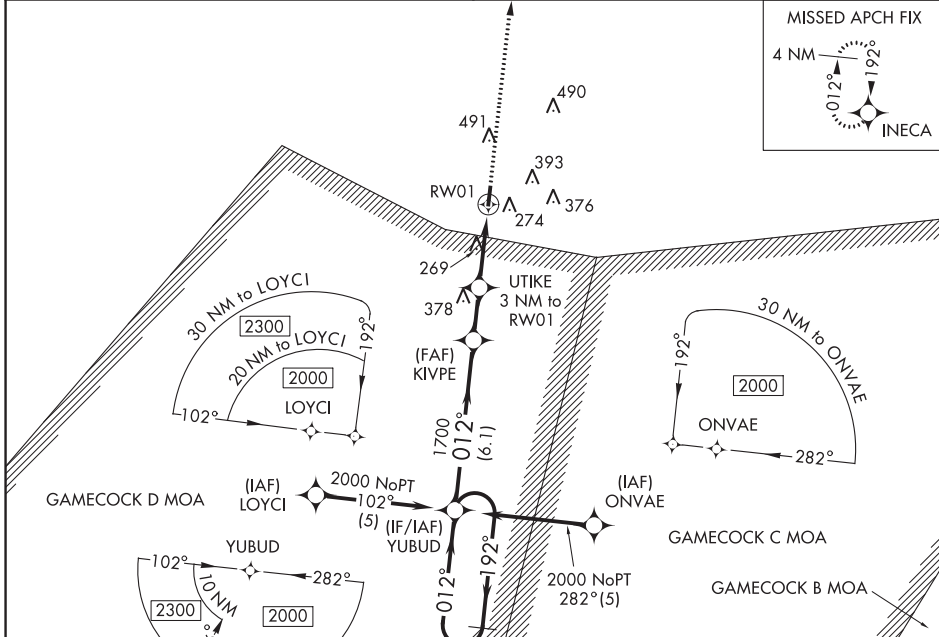
LAKE CITY MUNI C J EVANS FIELD (51J)

APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

▼ DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
▲ NA Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

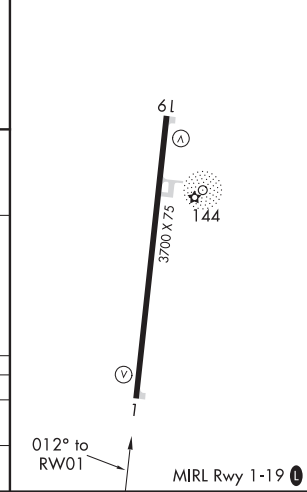
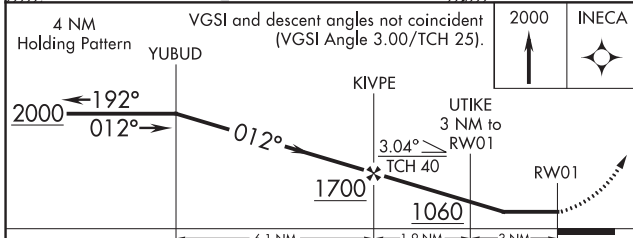
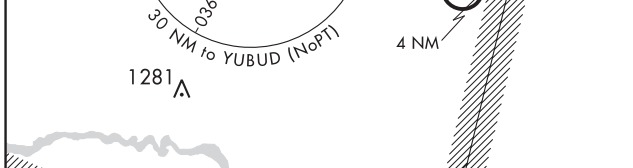
WILLIAMSBURG RGNL AWOS-3 124.775	FLORENCE APP CON * 135.25 316.15	CTAF 122.9
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	80	TDZE	80
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CATEGORY	A	B	C	D
LNVA MDA	560-1	480 (500-1)	560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1	580 (600-1)	880-2¼ 800 (800-2¼)	NA

LAKE CITY, SOUTH CAROLINA
 Orig 12040

33° 51' N-79° 46' W

LAKE CITY MUNI C J EVANS FIELD (51J)

RNAV (GPS) RWY 1

RNAV (GPS) RWY 19

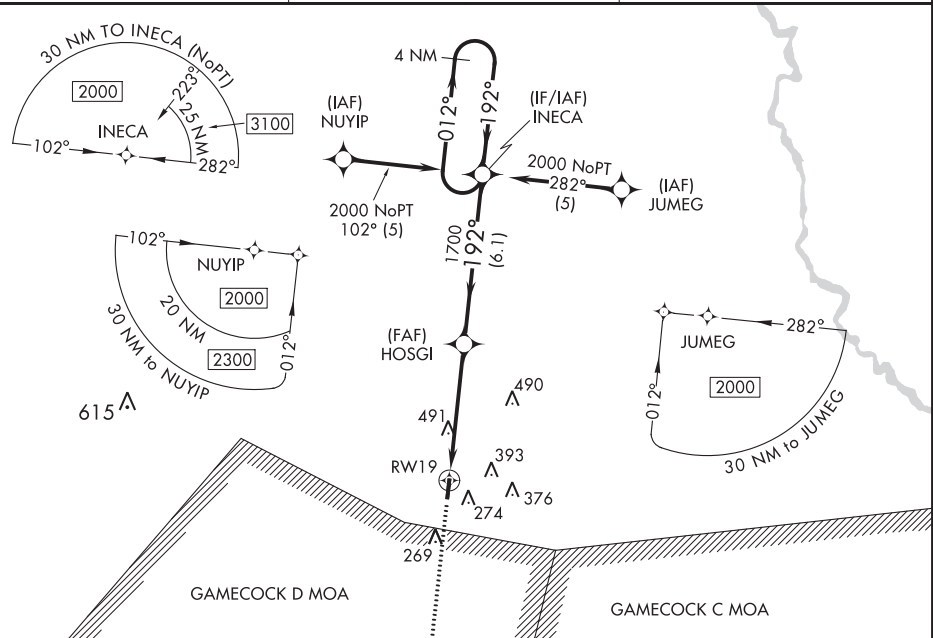
LAKE CITY MUNI C J EVANS FIELD (51J)

APP CRS	Rwy Idg	3700
192°	TDZE	80
	Apt Elev	80

▼ DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
▲ NA Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

WILLIAMSBURG RGNL AWOS-3 124.775	FLORENCE APP CON * 135.25 316.15	CTAF 122.9
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 80	TDZE 80
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MIRL Rwy 1-19

MISSED APCH FIX YUBUD

2000 YUBUD VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 25). 4 NM INECA Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	820-1 740 (800-1)		820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)		880-2 1/4 800 (800-2 1/4)	NA

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

16147

WAAS CH 86816 W06A	APP CRS 065°	Rwy Idg TDZE Apt Elev	5899 470 486
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RNAV (GPS) RWY 6

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

⚠ When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill 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 Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

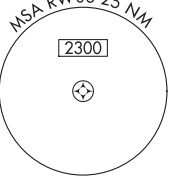
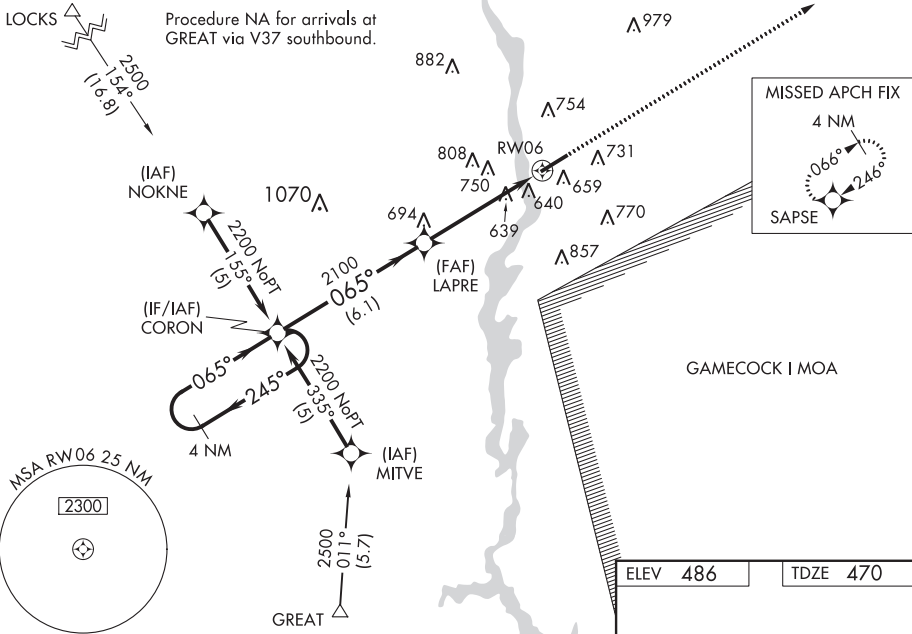
MISSED APPROACH:
Climb to 2500 direct SAPSE and hold.

AWOS-3
120.825

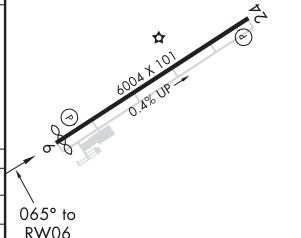
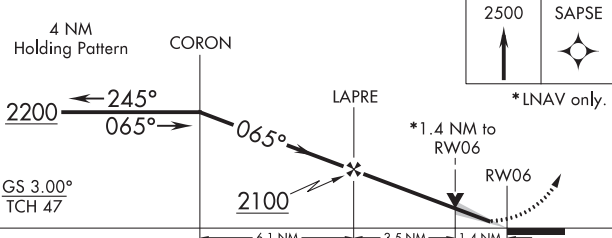
CHARLOTTE APP CON
120.05 307.8

GCO
121.725

UNICOM
122.725 (CTAF) **📻**



ELEV 486	TDZE 470
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CATEGORY	A	B	C	D
LPV DA		670-¾	200 (200-¾)	
LNAV/VNAV DA		993-2	523 (600-2)	
LNAV MDA	940-1	470 (500-1)	940-1½ 470 (500-1½)	940-1½ 470 (500-1½)
CIRCLING	1040-1	554 (600-1)	1060-1½ 574 (600-1½)	1080-2 594 (600-2)

MIRL Rwy 6-24 **📻**

LANCASTER, SOUTH CAROLINA
Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
RNAV (GPS) RWY 6

34°43'N-80°51'W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70416 W24A	APP CRS 246°	Rwy Idg TDZE Apt Elev	6004 486 486
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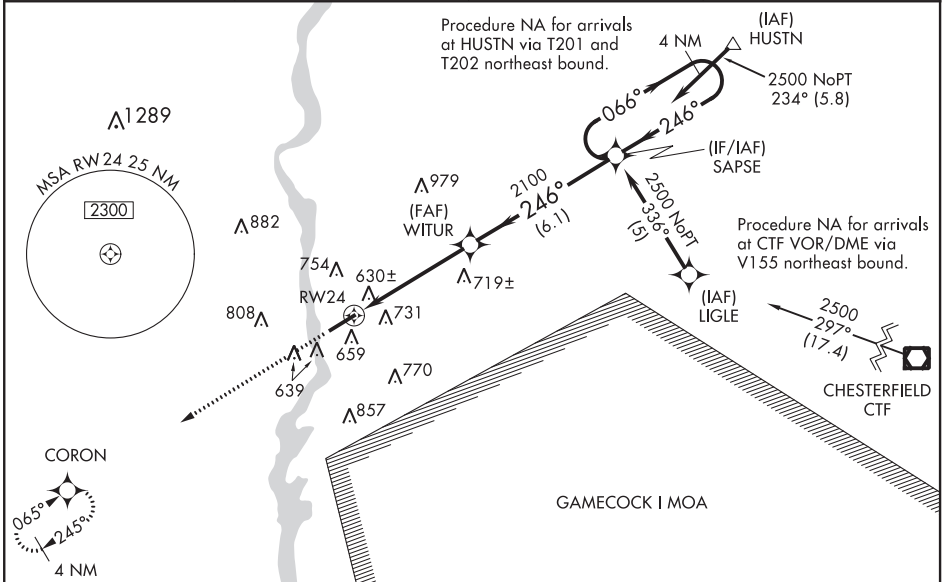
RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

⚠ When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2200 direct CORON and hold.

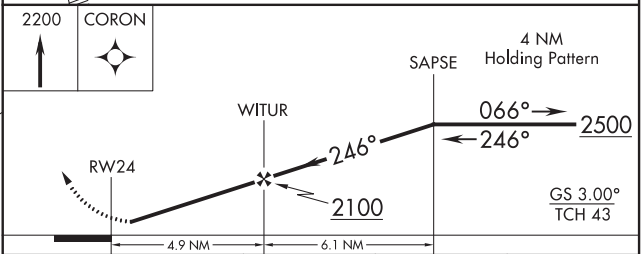
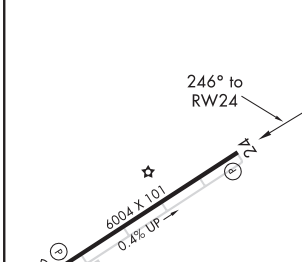
AWOS-3 120.825	CHARLOTTE APP CON 120.05 307.8	GCO 121.725	UNICOM 122.725 (CTAF) 📻
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 486	TDZE 486
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CATEGORY	A	B	C	D
LPV DA		736-1	250 (300-1)	
LNAV/VNAV DA		1017-2	531 (600-2)	
LNAV MDA	960-1	474 (500-1)	960-1½ 474 (500-1½)	960-1½ 474 (500-1½)
CIRCLING	1040-1	554 (600-1)	1060-1½ 574 (600-1½)	1080-2 594 (600-2)

RNAV (GPS) RWY 24

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

16147

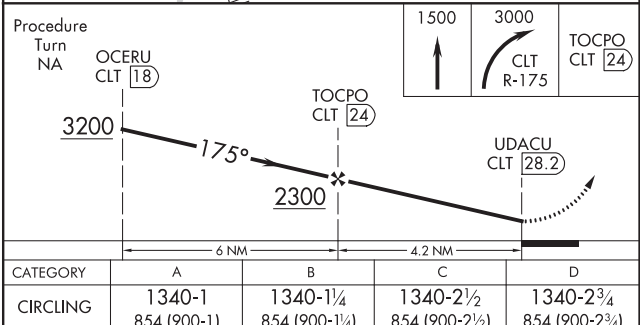
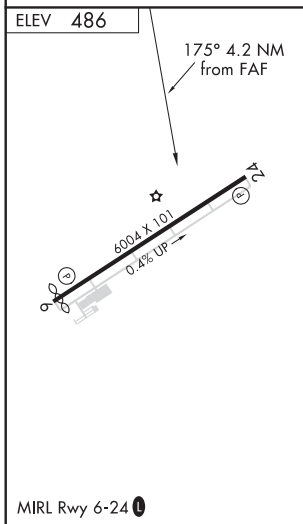
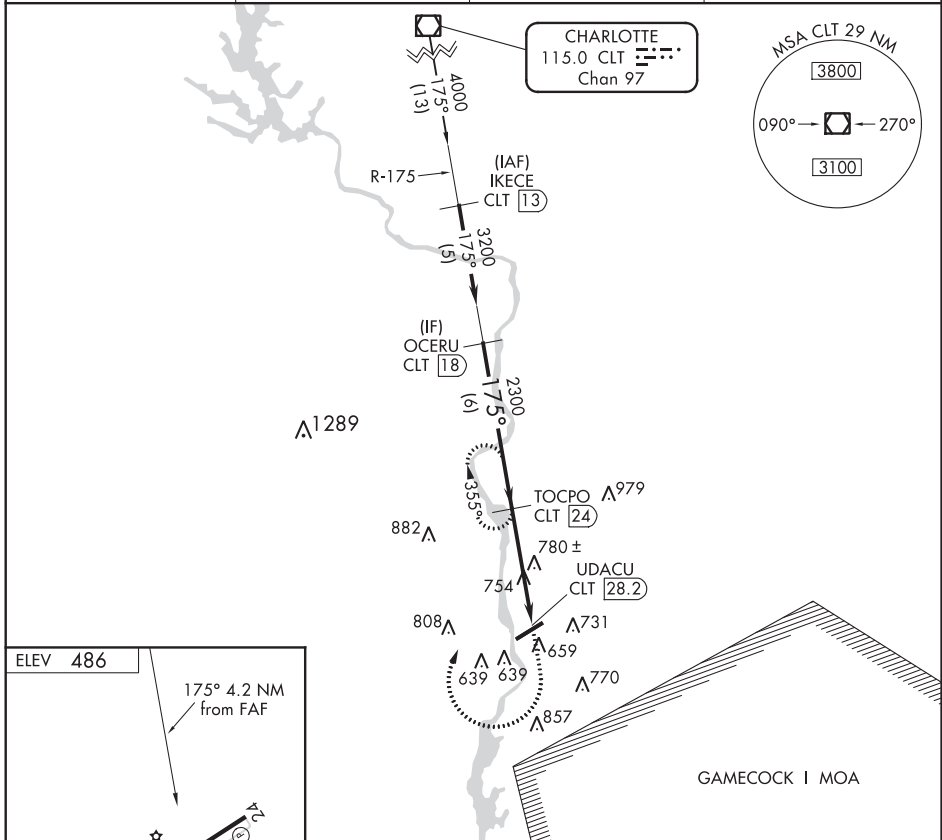
VOR/DME CLT 115.0 Chan 97	APP CRS 175°	Rwy Idg TDZE Apt Elev N/A N/A 486
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VOR/DME-A

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

<p>▼ When VGSI inoperative, Circling Rwy 24 NA at night. ▲ When local altimeter setting not received, use Rock Hill altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.</p>
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AWOS-3 120.825	CHARLOTTE APP CON 120.05 307.8	GCO 121.725	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1340-1 854 (900-1)	1340-1/4 854 (900-1/4)	1340-2 1/2 854 (900-2 1/2)	1340-2 3/4 854 (900-2 3/4)

LANCASTER, SOUTH CAROLINA
Amdt 1 17DEC09

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

34°43'N-80°51'W

VOR/DME-A

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB LKR 400	APP CRS 251°	Rwy Idg 6004
		TDZE 486
		Apt Elev 486

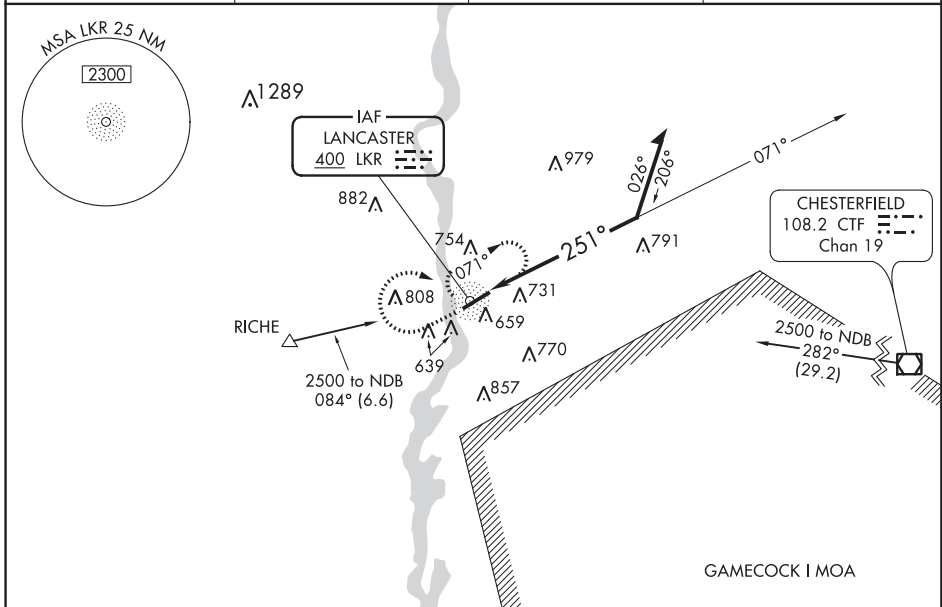
NDB RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

NA When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

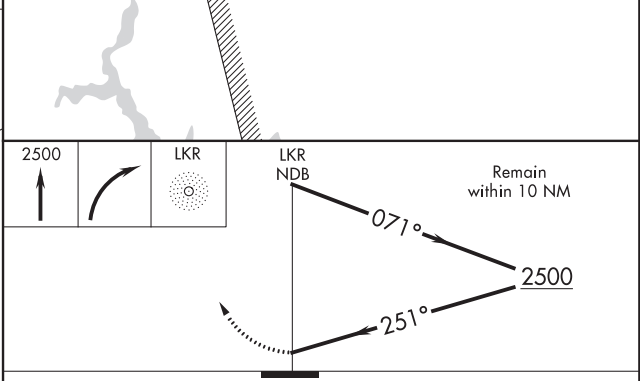
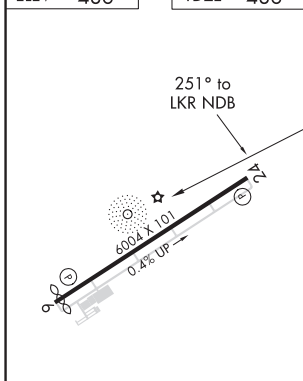
AWOS-3 120.825	CHARLOTTE APP CON 120.05 307.8	GCO 121.725	UNICOM 122.725 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	486	TDZE	486
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CATEGORY	A	B	C	D
S-24	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2½ 674 (700-2½)
CIRCLING	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2½ 674 (700-2½)

(BEAVY1.BEAVY) 16203

BEAVY ONE DEPARTURE (RNAV)

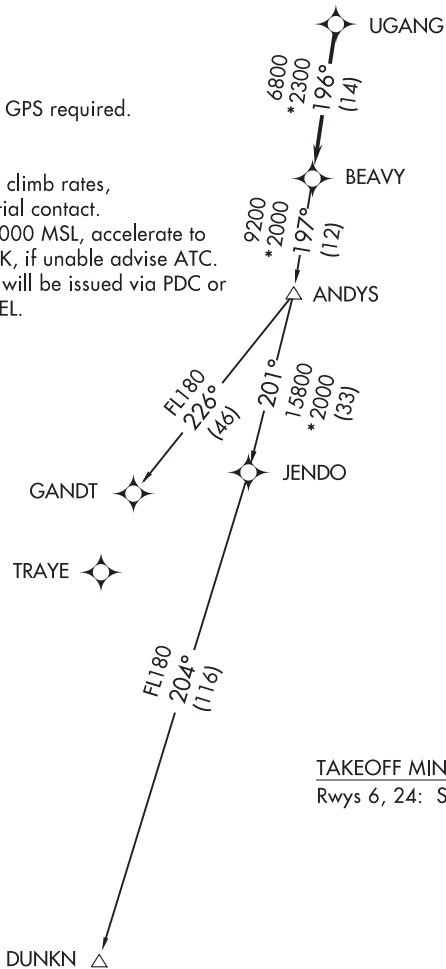
SL-5853 (FAA)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16203

SL-5853 (FAA)

BEAVY ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.
Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)GANDT TRANSITION (BEAVY1.GANDT)TAKEOFF OBSTACLE NOTES

Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

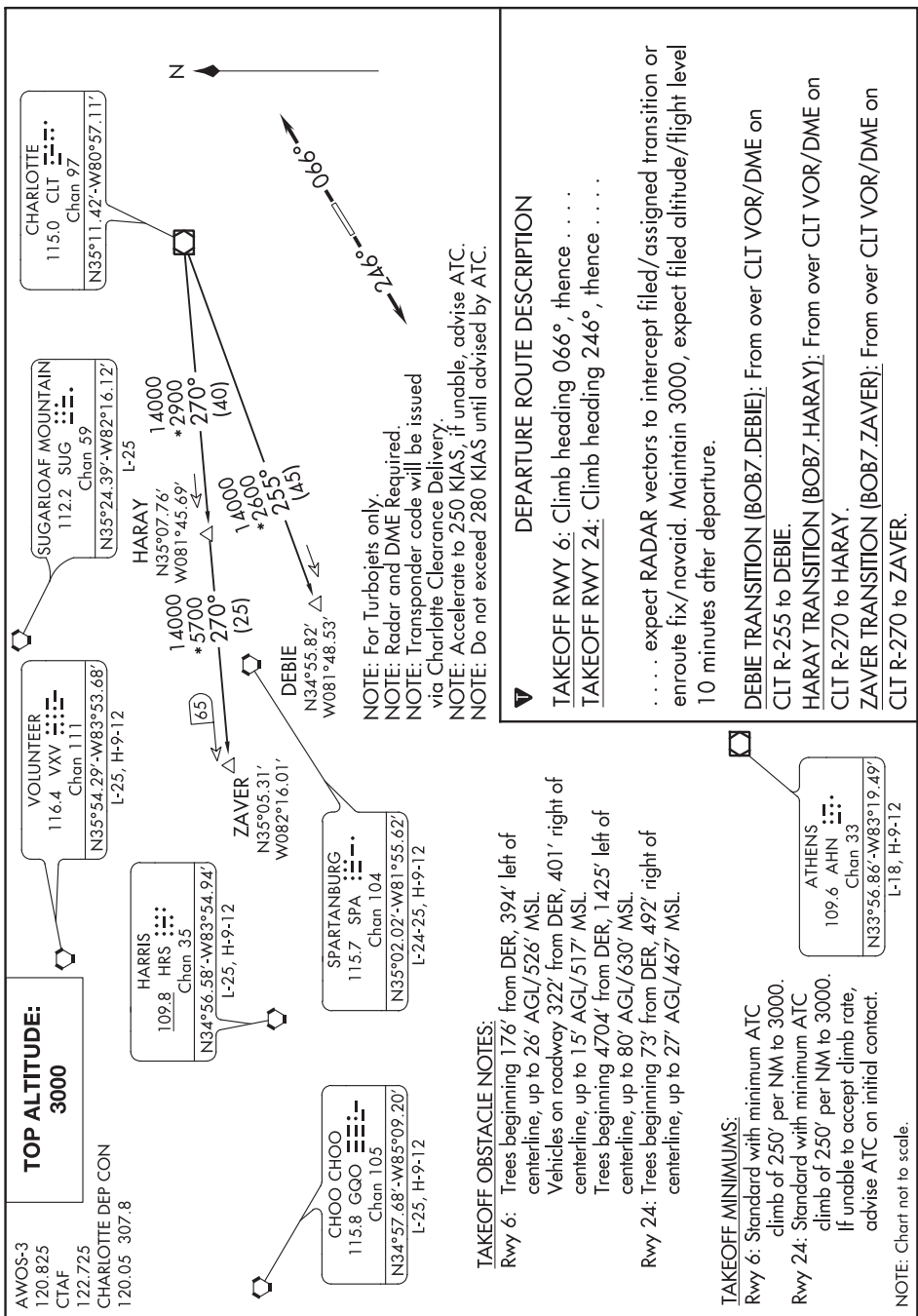
BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

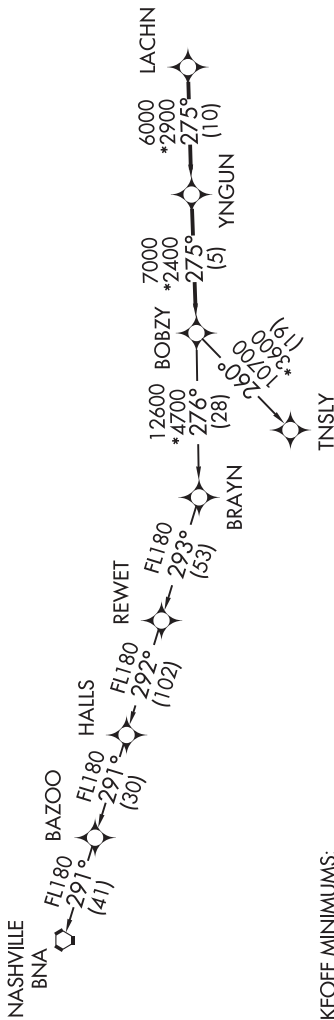


SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

BOBZY ONE DEPARTURE (RNAV)

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS:
Rwys 6, 24: Standard

TAKEOFF OBSTACLE NOTES:

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

- For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY ONE DEPARTURE (RNAV)

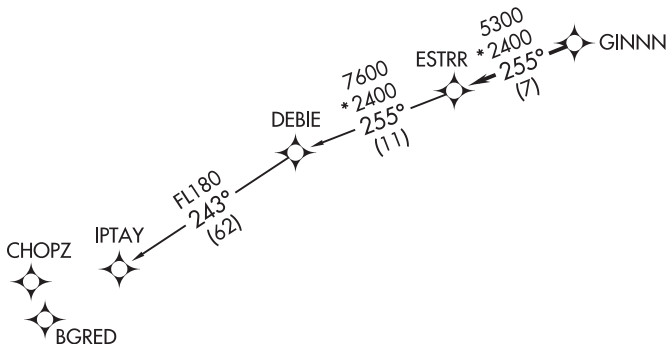
(ESTRR1.ESTRR) 15232

ESTRR ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

**TOP ALTITUDE:
3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS:
Rwys 6, 24: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES:

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)
(ESTRR1.ESTRR) 15232

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

NOTE: Chart not to scale.

**TOP ALTITUDE:
3000**

AWOS-3
120.825
CTAF
122.725
CHARLOTTE DEP CON
120.05 307.8

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'
L-26-27, H-10

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'
W81°46.19'
L-26, H-10-12

PULASKI
116.8 PSK
Chan 115
N37°05.26'
W80°42.77'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'-W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

NALEY
N36°21.16'
W80°48.41'
L-26, H-10-12

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'
L-25-36, H-9-12

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

BARRETT'S MOUNTAIN
110.8 BZM
Chan 45
N35°52.13'-W81°14.43'
L-25

JOTTA
N36°00.88'
W80°50.96'
L-25

GANTS
N35°27.19'
W80°06.27'
L-25-36

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

MERIL
N35°36.79'
W79°26.03'
L-36

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

- NOTE: For turbojets only.
- NOTE: RADAR and DME required.
- NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF MINIMUMS

- Rwy 6: Standard with minimum ATC climb of 250' per NM to 3000.
- Rwy 24: Standard with minimum ATC climb of 250' per NM to 3000.
If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL.
Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL.
Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL
- Rwy 24: Trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 066°, thence

TAKEOFF RUNWAY 24: Climb heading 246°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

HORNET EIGHT DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

AWOS-3
120.825
CTAF
122.725
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81' W81°33.61'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77' W81°18.07'

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'
L-26, H-10-12

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

PITTY
N35°19.82' W81°51.09'
L-25
11000
*2900
286°

V54-409
11000
*3100
093° (48)

GIPPR
N35°12.58' W79°59.13'
L-25-36

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

DEBIE
N34°55.82' W81°48.53'
11000
*2600
255° (45)

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' W79°35.28'
L-25-35-36, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

ANDYS
N34°22.25' W81°08.63'
L-24-25

CHOPN
N34°14.90' W80°32.35'

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum ATC climb of 250' per NM to 3000.
Rwy 24: Standard with minimum ATC climb of 250' per NM to 3000.
If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
SL-5853 (FAA) LANCASTER, SOUTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 066°, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 246°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.
PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.
ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.
SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

Rwy 6: Trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL.
Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL.
Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL.
Rwy 24: Trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

(HUG3.HUG) 15176

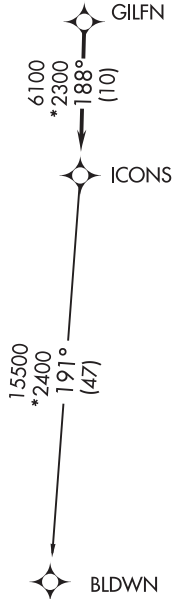
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

ICONS ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

ICONS ONE DEPARTURE (RNAV)

(ICONS1.ICONS) 21JUL16

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

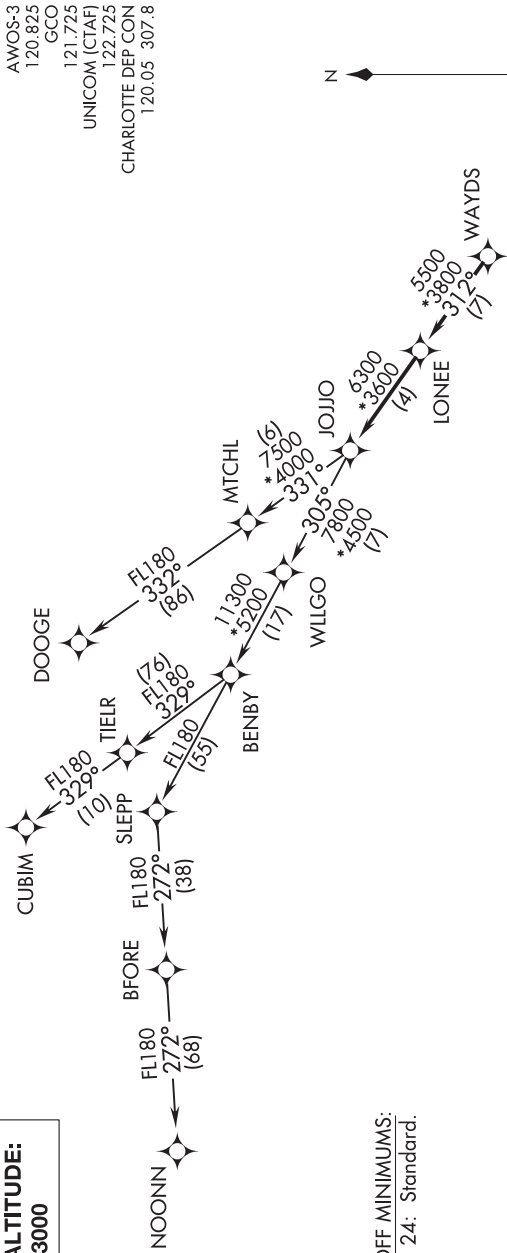
SE-2, 10 NOV 2016 to 05 JAN 2017

(JOJJO1.JOJJO) 15232

JOJJO ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
SL-5853 (FAA) LANCASTER, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:
Rwy 6, 24: Standard.

TAKEOFF OBSTACLE NOTES:
Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

DEPARTURE ROUTE DESCRIPTION

▼ Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO1.CUBIM):
DOOG TRANSITION (JOJJO1.DOOG):
NOONN TRANSITION (JOJJO1.NOONN): (ATC assigned only.)

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

JOJJO ONE DEPARTURE (RNAV)

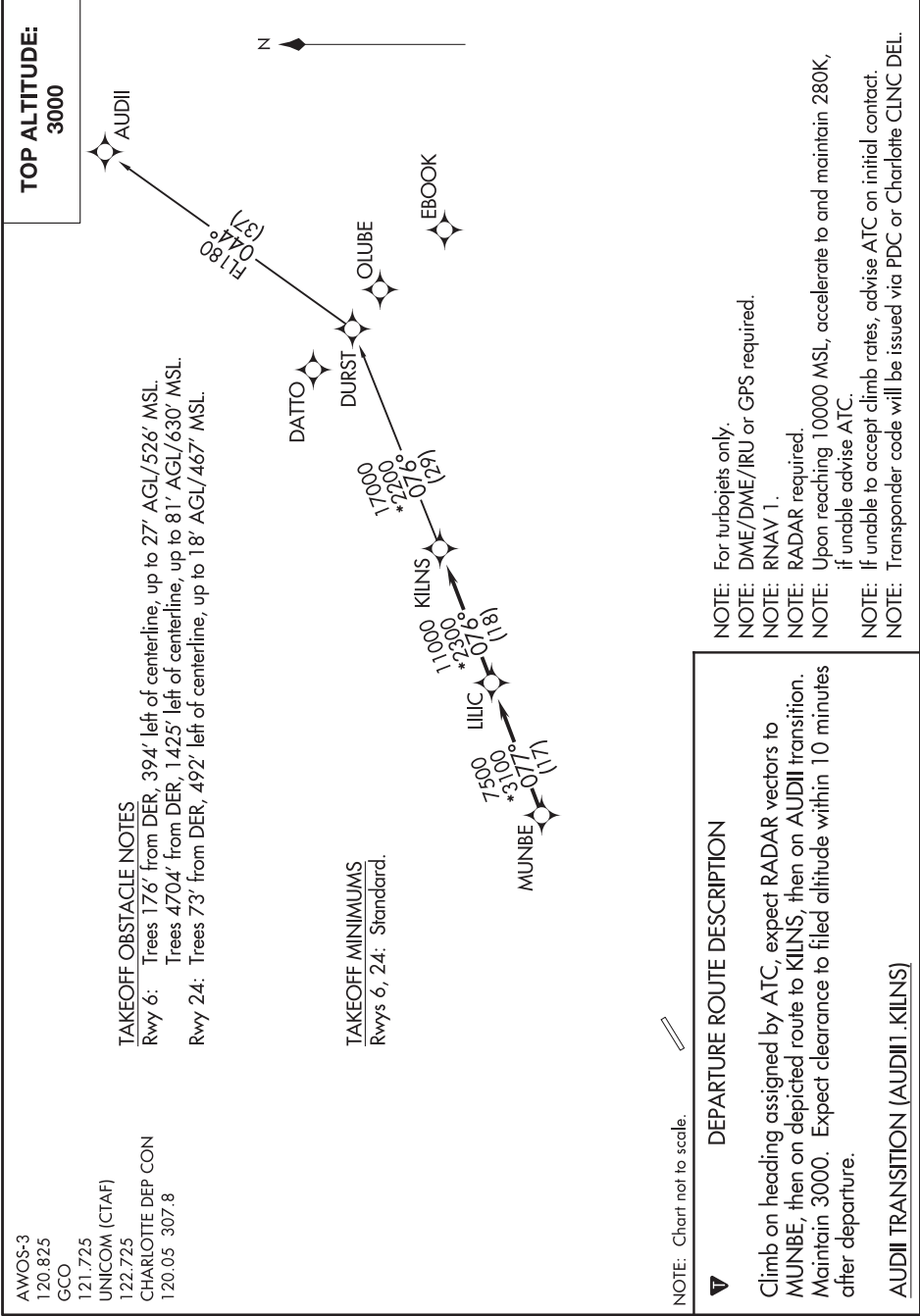
(JOJJO1.JOJJO) 15232

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

TAKEOFF OBSTACLE NOTES

Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1,425' left of centerline, up to 81' AGL/630' MSL.
Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1.KILNS)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(KRITR2.KRITR) 16203

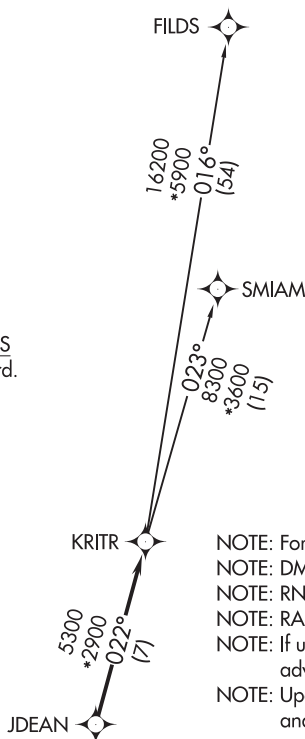
KRITR TWO DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
SL-5853 (FAA) LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
GCO
121.725
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)
SMIAM TRANSITION (KRITR2.SMIAM)

KRITR TWO DEPARTURE (RNAV)
(KRITR2.KRITR) 21JUL16

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

AWOS-3
120.825
GCO
121.725
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

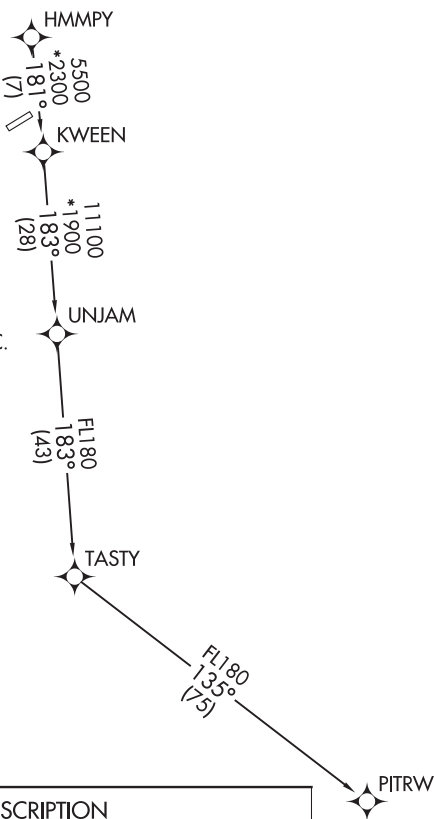
**TOP ALTITUDE:
3000**

TAKEOFF OBSTACLE NOTES

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

(LILLS8.LILLS) 16147

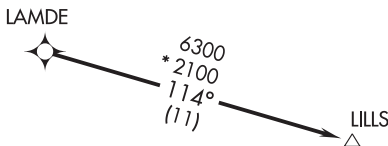
SL-5853 (FAA)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwys 6, 24: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

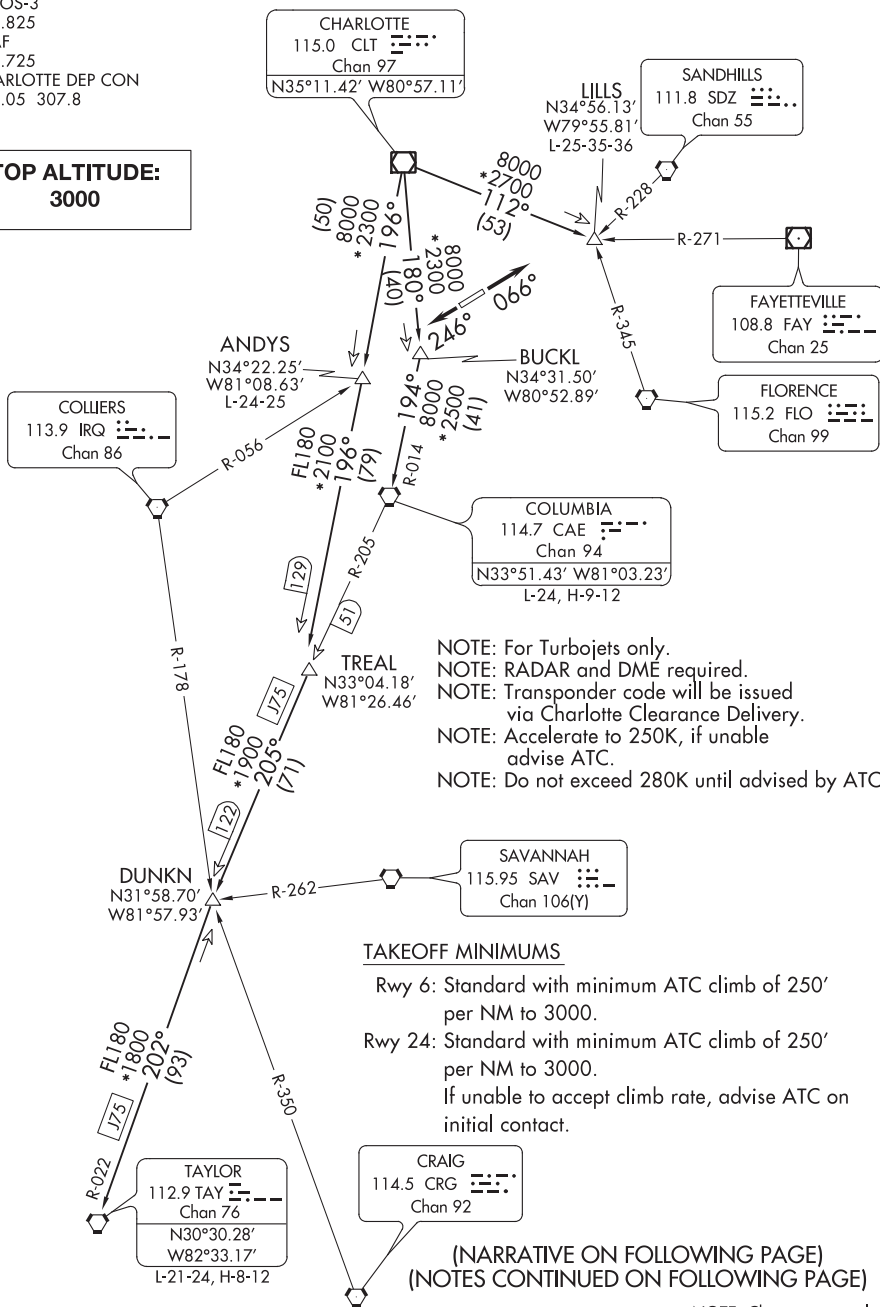
SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE

LANCASTER COUNTY-MC WHIRTER FIELD (L.K.R.)
SL-5853 (FAA) LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
CTAF
122.725
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**



NOTE: For Turbojets only.
 NOTE: RADAR and DME required.
 NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
 NOTE: Accelerate to 250K, if unable advise ATC.
 NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum ATC climb of 250' per NM to 3000.
 Rwy 24: Standard with minimum ATC climb of 250' per NM to 3000.
 If unable to accept climb rate, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 066°, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 246°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

- Rwy 6: Trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL.
Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL.
Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL.
- Rwy 24: Trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

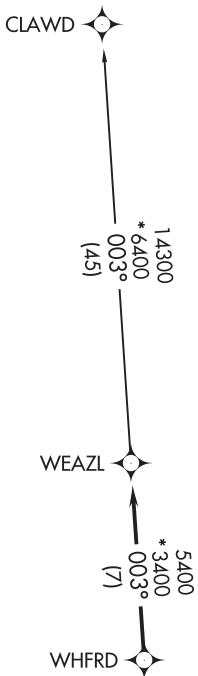
(WEAZL1.WEAZL) 15232

WEAZL ONE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
SL-5853 (FAA) LANCASTER, SOUTH CAROLINA

TOP ALTITUDE:
3000

AWOS-3
120.825
GCO
121.725
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
- Rwy 24: Trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

(WEAZL1.WEAZL) 15232

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LAURENS, SOUTH CAROLINA

AL-6166 (FAA)

14037

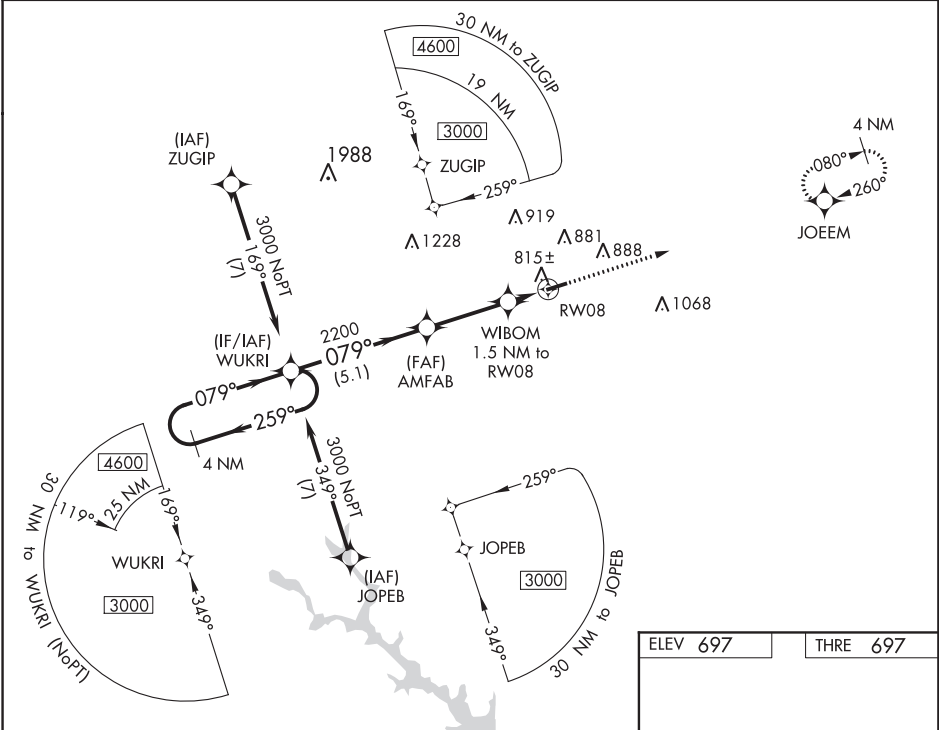
WAAS CH 72635 W08A	APP CRS 079°	Rwy Idg THRE 697 Apt Elev 697	4051
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RNAV (GPS) RWY 8
LAURENS COUNTY (LUX)

⚠ Circling to Rwy 26 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 Greenwood altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

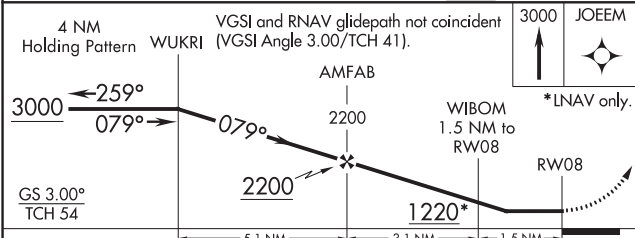
MISSED APPROACH:
Climb to 3000 direct JOEEM and hold.

AWOS-3 123.975	GREER APP CON ★ 120.6 350.2	UNICOM 122.8 (CTAF) ①
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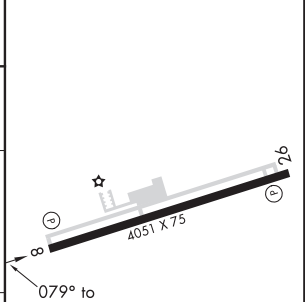


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 697	THRE 697
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CATEGORY	A	B	C	D
LPV DA	947-¾	250 (300-¾)		NA
LNAV/VNAV DA	957-¾	260 (300-¾)		NA
LNAV MDA	1080-1	383 (400-1)		NA
C CIRCLING	1140-1 443 (500-1)	1200-1 503 (600-1)		NA

REIL Rwy 8 and 26 ①
MIRL Rwy 8-26 ①

LAURENS, SOUTH CAROLINA
Orig 06FEB14

34°30'N-81°57'W

LAURENS COUNTY (LUX)
RNAV (GPS) RWY 8

WAAS CH 81935 W26A	APP CRS 259°	Rwy Idg THRE 693 Apt Elev 697	4051
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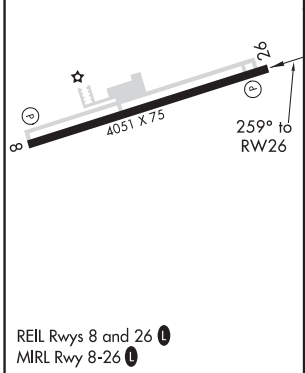
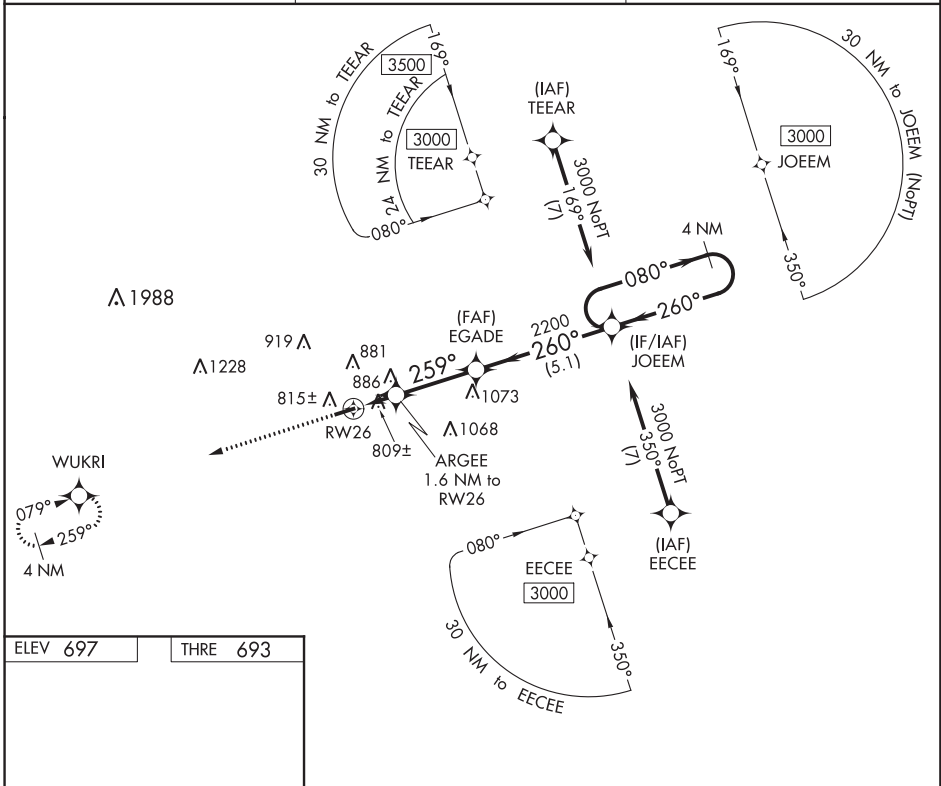
RNAV (GPS) RWY 26

LAURENS COUNTY (LUX)

⚠ When local altimeter setting not received, use Greenwood altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 26 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 3000 direct WUKRI and hold.

AWOS-3 123.975	GREER APP CON ★ 120.6 350.2	UNICOM 122.8 (CTAF) ①
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ELEV 697	THRE 693			
3000	WUKRI			
Descent angle NA.				
ARGEE	EGADDE			
1.6 NM to RWY 26				
JOEEM	4 NM Holding Pattern			
1240	2200			
1.6 NM	3 NM			
5.1 NM				
080°	260°			
3000				
CATEGORY	A	B	C	D
LP MDA	1060-1	367 (400-1)		NA
LNAV MDA	1140-1	447 (500-1)		NA
CIRCLING	1140-1	1200-1		NA
	443 (500-1)	503 (600-1)		

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EXX 108.75 Chan 24 (Y)	APP CRS 058°	Rwy Idg TDZE Apt Elev	5004 733 733
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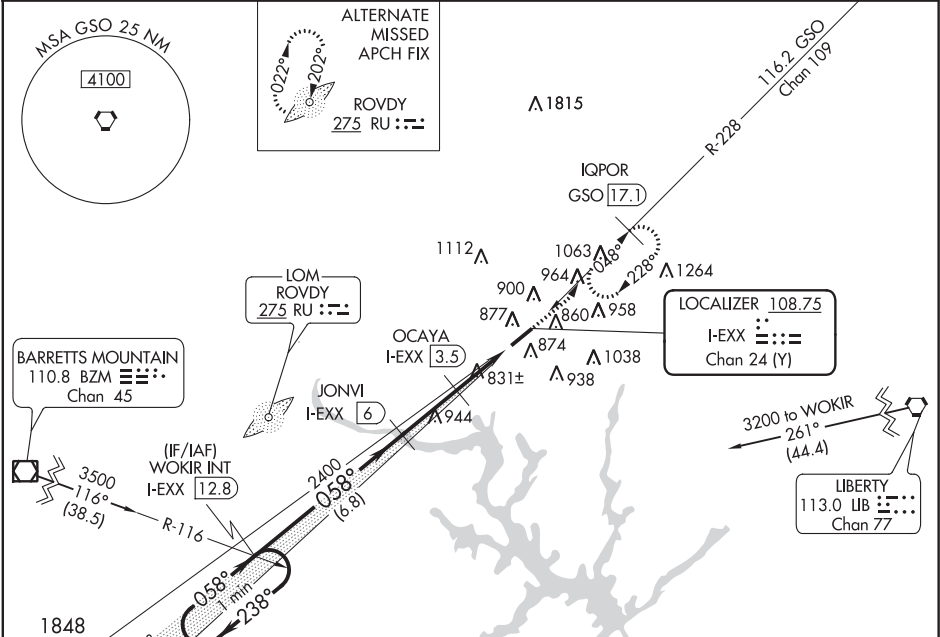
ILS or LOC/DME RWY 6

DAVIDSON COUNTY (E.XX)

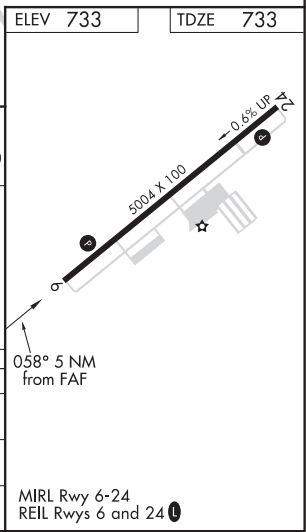
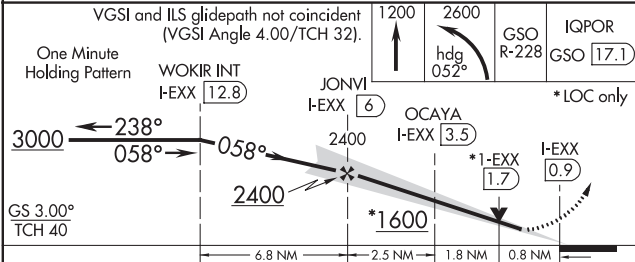
NA VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility 1/8 mile. DME required.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 733	TDZE 733
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CATEGORY	A	B	C	D
S-ILS 6	983-7/8 250 (300-7/8)			NA
S-LOC 6	1120-1	387 (400-1)	1120-1 1/8 387 (400-1 1/8)	NA
CIRCLING	1200-1	467 (500-1)	1220-1 1/2 487 (500-1 1/2)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97628 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	5004 733 733
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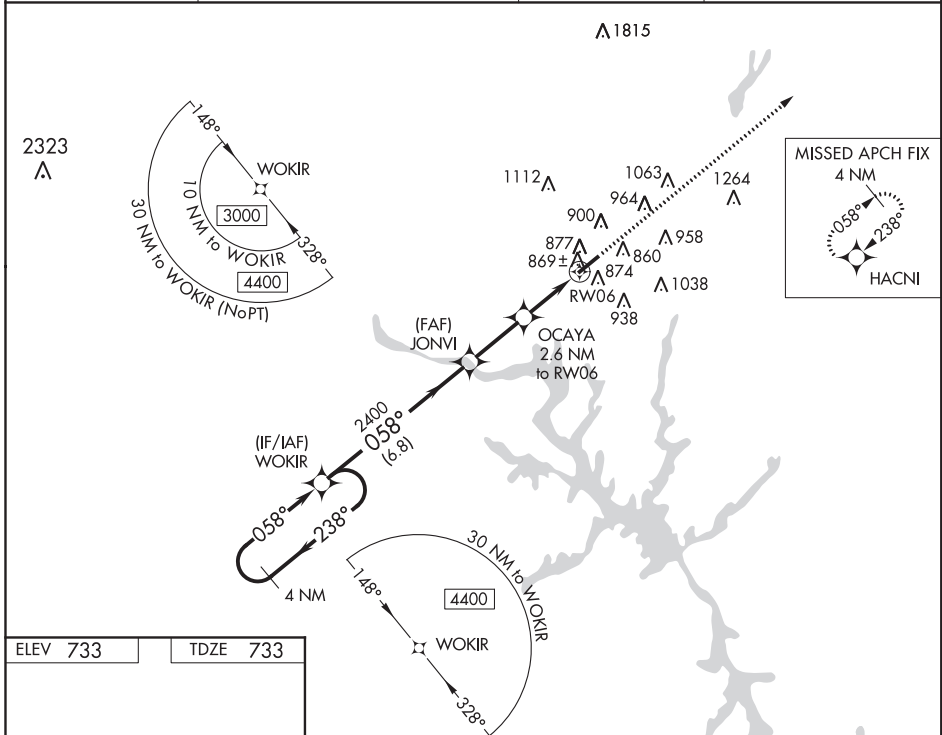
RNAV (GPS) RWY 6

DAVIDSON COUNTY (E.XX)

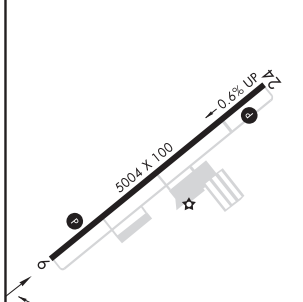
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH:
Climb to 3000 direct HACNI and hold.

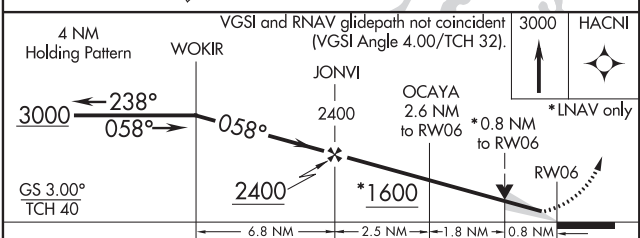
AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 733	TDZE 733
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MIRL Rwy 6-24
REIL Rwy 6 and 24 **0**



CATEGORY	A	B	C	D
LPV DA	983-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1020-1	287 (300-1)		NA
LNAV MDA	1120-1	387 (400-1)	1120-1 1/8 387 (400-1 1/8)	NA
CIRCLING	1200-1	467 (500-1)	1220-1 1/2 487 (500-1 1/2)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69326 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5004 713 733
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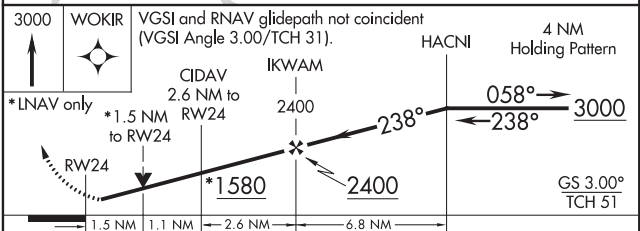
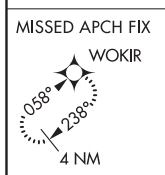
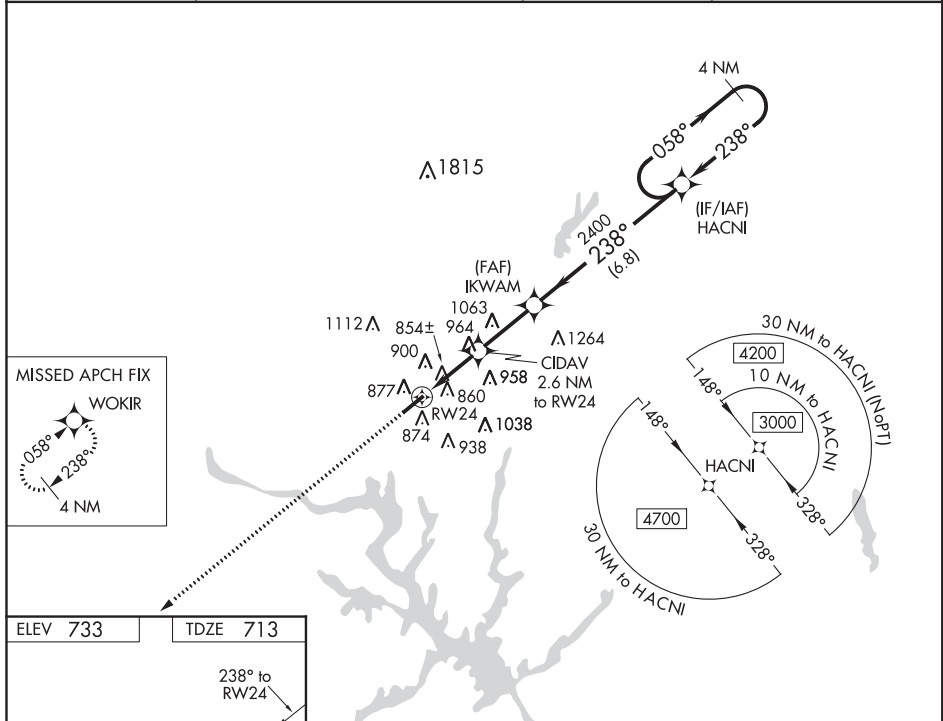
RNAV (GPS) RWY 24

DAVIDSON COUNTY (E.XX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV, LNAV/VNAV all Cats and Cat C Circling visibility ½ mile, LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	1026-1	313 (300-1)		NA
LNAV/VNAV DA	1150-1½	437 (500-1½)		NA
LNAV MDA	1220-1	507 (500-1)	1220-1¾ 507 (500-1¾)	NA
CIRCLING	1220-1	487 (500-1)	1220-1½ 487 (500-1½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

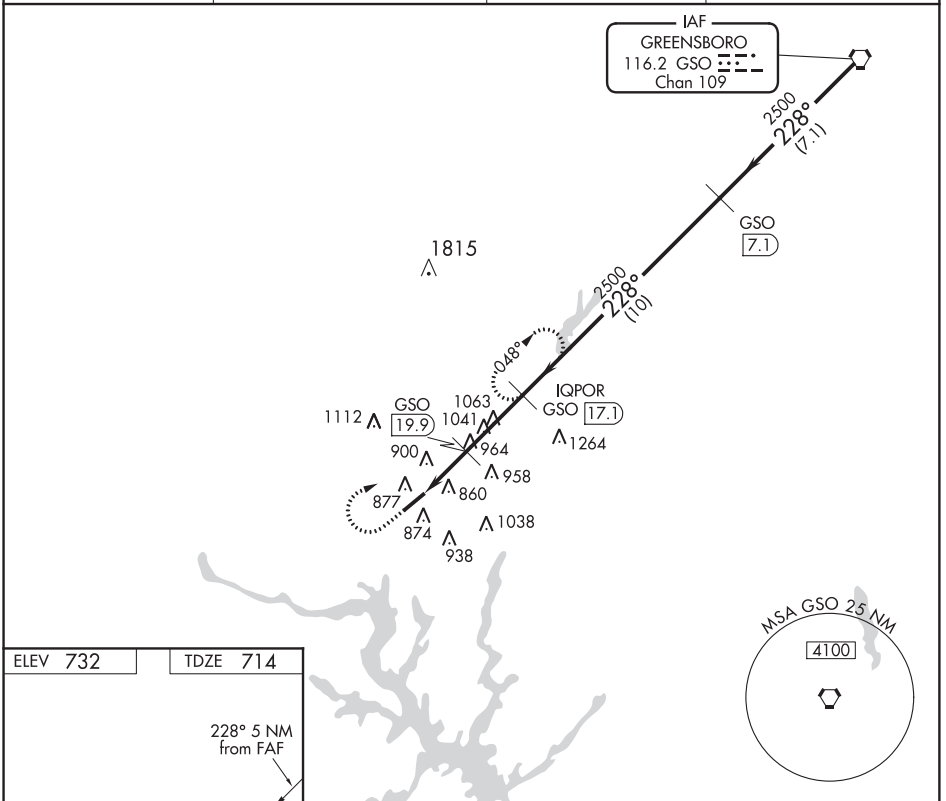
VOR/DME GSO 116.2 Chan 109	APP CRS 228°	Rwy Idg TDZE 714 Apt Elev 732	5004
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VOR/DME RWY 24

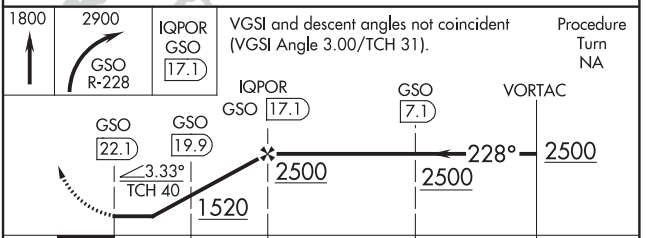
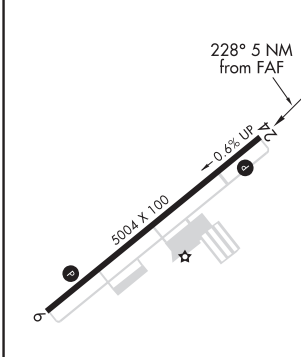
DAVIDSON COUNTY (E.X.X)

Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1800 then climbing right turn on GSO R-228 to 2900 to IQPQR/GSO 17.1 DME and hold.
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AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 732	TDZE 714
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CATEGORY	A	B	C	D
S-24	1360-1 646 (700-1)	1360-1¼ 646 (700-1¼)	1360-1¾ 646 (700-1¾)	NA
CIRCLING	1360-1 628 (700-1)	1360-1¼ 628 (700-1¼)	1360-1¾ 628 (700-1¾)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LIBERTY, NORTH CAROLINA

AL-5849 (FAA)

RNAV (GPS) RWY 2

CAUSEY (2A5)

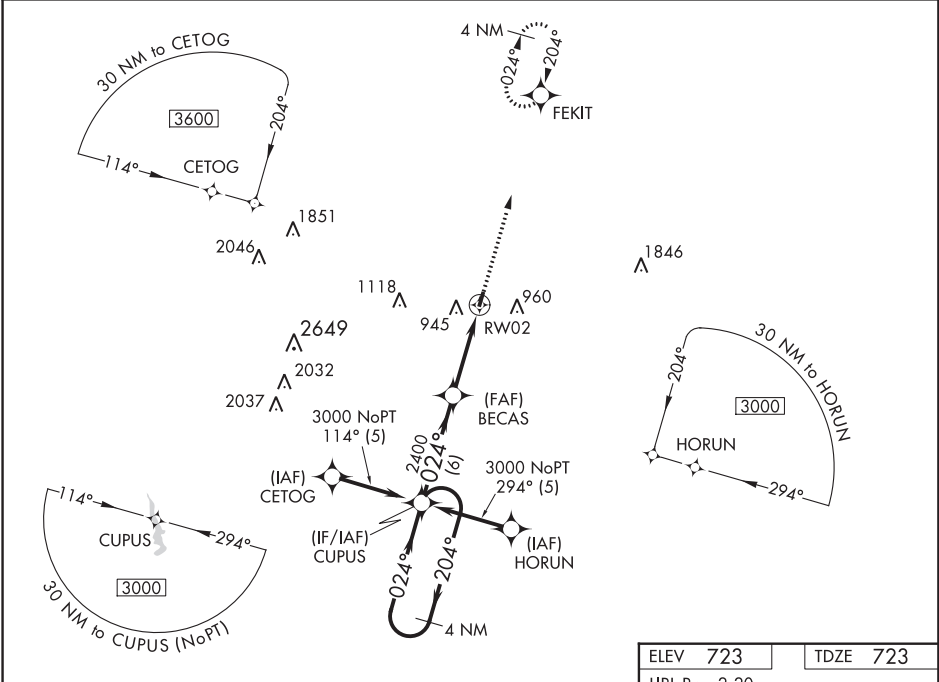
APP CRS 024°	Rwy Idg 3800
	TDZE 723
	Apt Elev 723

▼ Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

▲ MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

GREENSBORO APP CON
126.6 327.075

UNICOM
122.8 (CTAF)

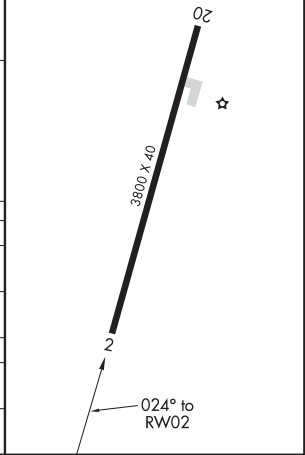
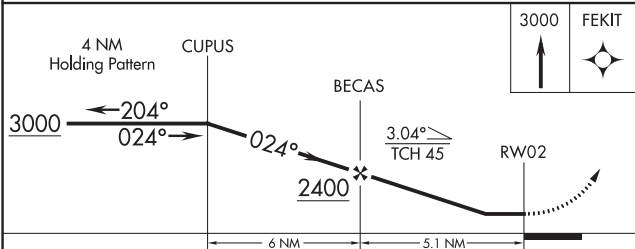


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 723	TDZE 723
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LIRL Rwy 2-20



CATEGORY	A	B	C	D
LNAV MDA	1140-1	417 (500-1)	1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1	457 (500-1)	1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

LIBERTY, NORTH CAROLINA
Orig 14037

35°55'N-79°37'W

RNAV (GPS) RWY 2

CAUSEY (2A5)

RNAV (GPS) RWY 20

CAUSEY (2A5)

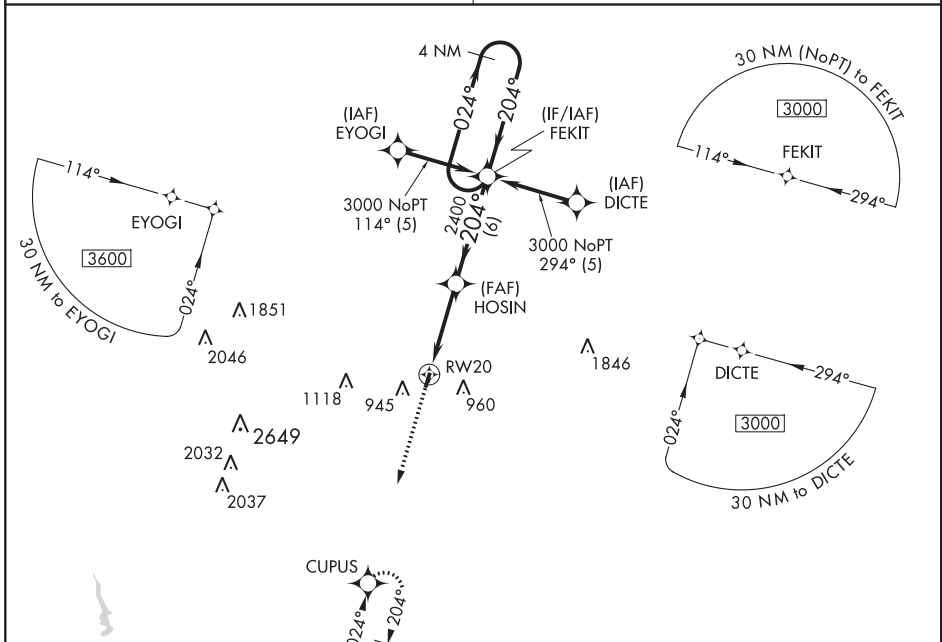
APP CRS 204°	Rwy Idg 3800
	TDZE 723
	Apt Elev 723

⚠ Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

GREENSBORO APP CON
126.6 327.075

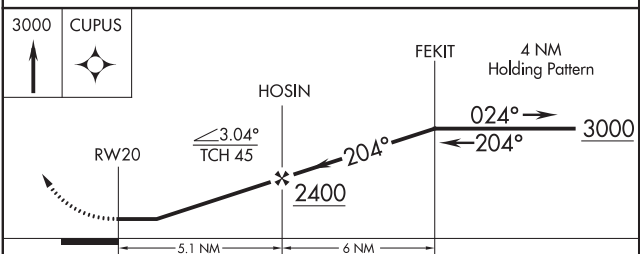
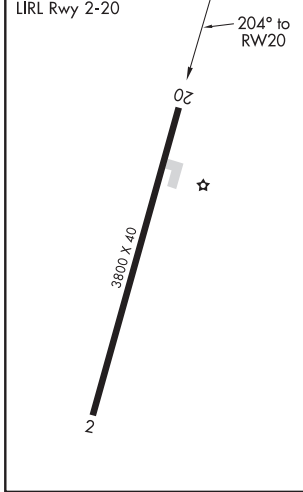
UNICOM
122.8 (CTAF)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 723	TDZE 723
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CATEGORY	A	B	C	D
LNAV MDA	1140-1	417 (500-1)	1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1	457 (500-1)	1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

LIBERTY, NORTH CAROLINA

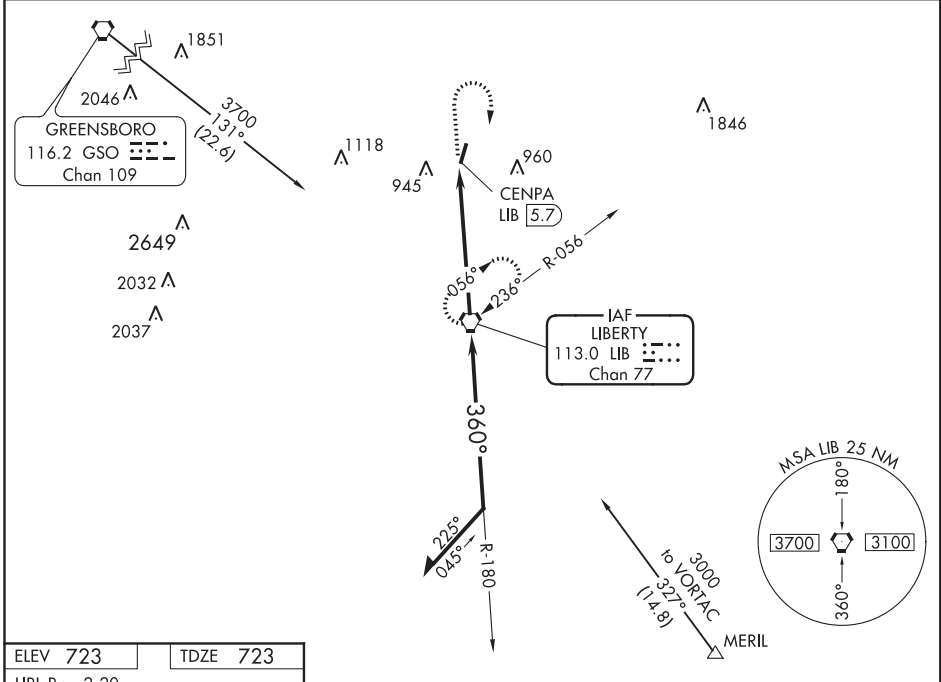
AL-5849 (FAA)

VOR RWY 2
CAUSEY (2A5)

VORTAC LIB 113.0 Chan 77	APP CRS 360°	Rwy Idg TDZE Apt Elev	3800 723 723
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<p>▼ Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 via LIB R-360 to LIB VORTAC and hold.</p>
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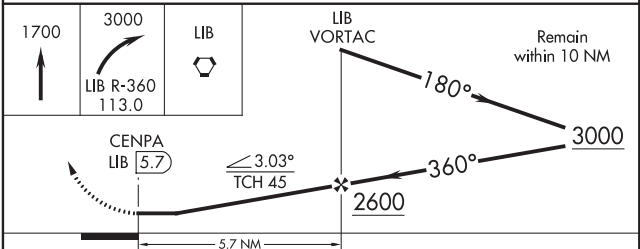
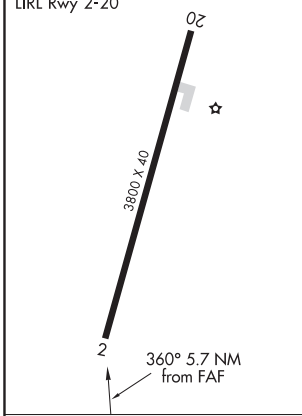
<p>GREENSBORO APP CON 126.6 327.075</p>	<p>UNICOM 122.8 (CTAF)</p>
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 723	TDZE 723
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CATEGORY	A		B		C		D	
	S-2	1220-1	497 (500-1)	1220-1¼	497 (500-1¼)			NA
CIRCLING	1220-1	497 (500-1)	1260-1	537 (600-1)	1260-1½	537 (600-1½)		NA
BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS								
S-2	1260-1	537 (600-1)	1260-1½	537 (600-1½)			NA	
CIRCLING	1260-1	537 (600-1)	1300-1	577 (600-1)	1300-1½	577 (600-1½)		NA

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

LIBERTY, NORTH CAROLINA
Amdt 5 14037

35°55'N-79°37'W

VOR RWY 2
CAUSEY (2A5)

LOC/DME I-IPJ 111.15 Chan 48 (Y)	APP CRS 233°	Rwy Idg TDZE Apt Elev	5294 872 878
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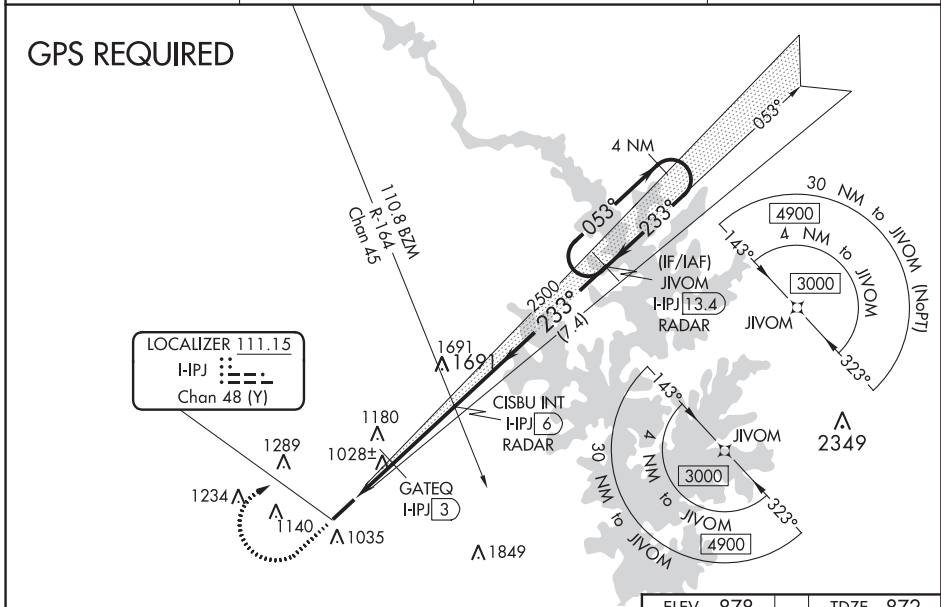
ILS Y or LOC Y RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

⚠ When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility 1/8 mile, increase S-ILS 23 all Cats and Circling Cats C/D visibility 1/4 mile, increase GATEQ Fix Minimums S-LOC 23 Cats C/D and Circling Cats C/D visibility 1/4 mile. VDP NA when using Charlotte altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

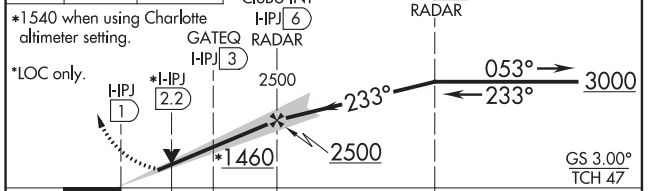
MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct JIVOM I-IPJ 13.4 DME/RADAR and hold (GPS Required).

AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 0
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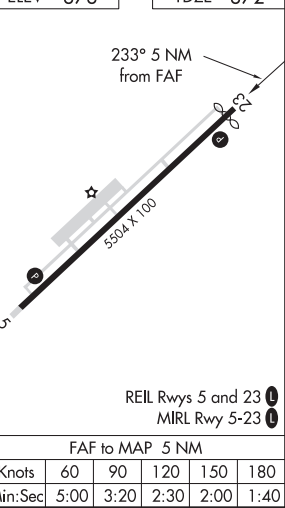


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 878	TDZE 872
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CATEGORY	A	B	C	D
S-ILS 23	1149-7/8 277 (300-7/8)			
S-LOC 23	1460-1	588 (600-1)	1460-1 3/4	588 (600-1 3/4)
C CIRCLING	1460-1	582 (600-1)	1640-2 1/4	1640-2 1/2
GATEQ FIX MINIMUMS				
S-LOC 23	1280-1	408 (500-1)	1280-1 1/8	408 (500-1 1/8)
C CIRCLING	1340-1	462 (500-1)	1640-2 1/4	1640-2 1/2

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

14345

LOC/DME I-IPJ 111.15 Chan 48 (Y)	APP CRS 233°	Rwy Idg TDZE Apt Elev	5294 872 878
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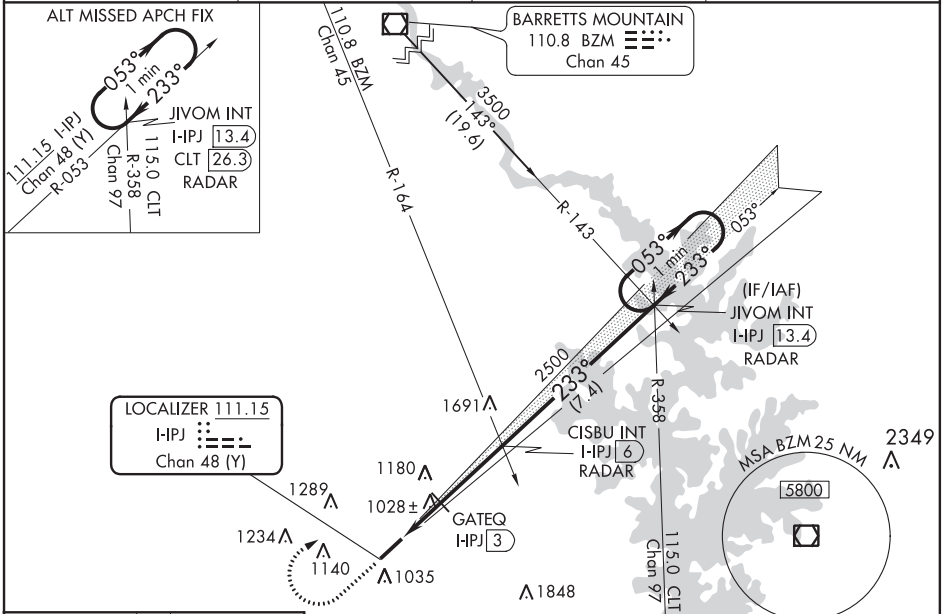
ILS Z or LOC Z RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

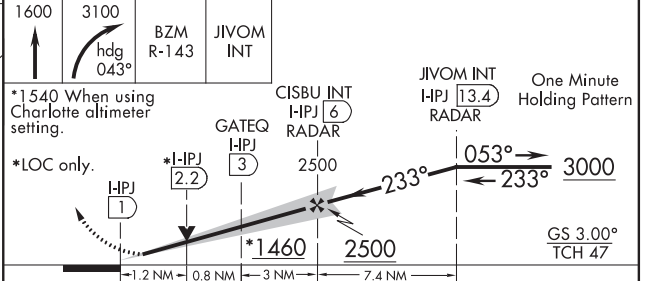
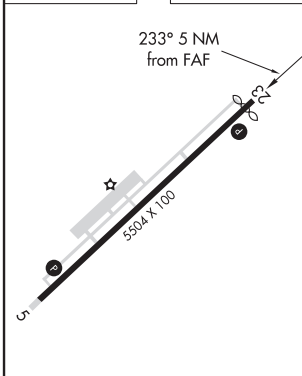
⚠ When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility 1/8 mile, increase S-ILS 23 all Cats and Circling Cats C/D visibility 1/4 mile, increase GATEQ Fix Minimums S-LOC 23 Cats C/D and Circling Cats C/D visibility 1/4 mile. VDP NA when using Charlotte altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

⚠ MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-PJ 13.4 DME/RADAR and hold.

AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 0
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ELEV 878	TDZE 872
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CATEGORY	A	B	C	D
S-ILS 23	1149-7/8 277 (300-7/8)			
S-LOC 23	1460-1 588 (600-1)	1460-1 3/4 588 (600-1 3/4)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)
C CIRCLING	1460-1 582 (600-1)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)	
GATEQ FIX MINIMUMS				
S-LOC 23	1280-1 408 (500-1)	1280-1 1/8 408 (500-1 1/8)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)
C CIRCLING	1340-1 462 (500-1)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LINCOLNTON, NORTH CAROLINA
Orig-A 11DEC14

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
35°29'N-81°10'W
ILS Z or LOC Z RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78408 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	5504 877 877
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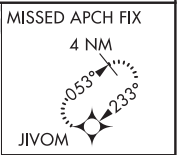
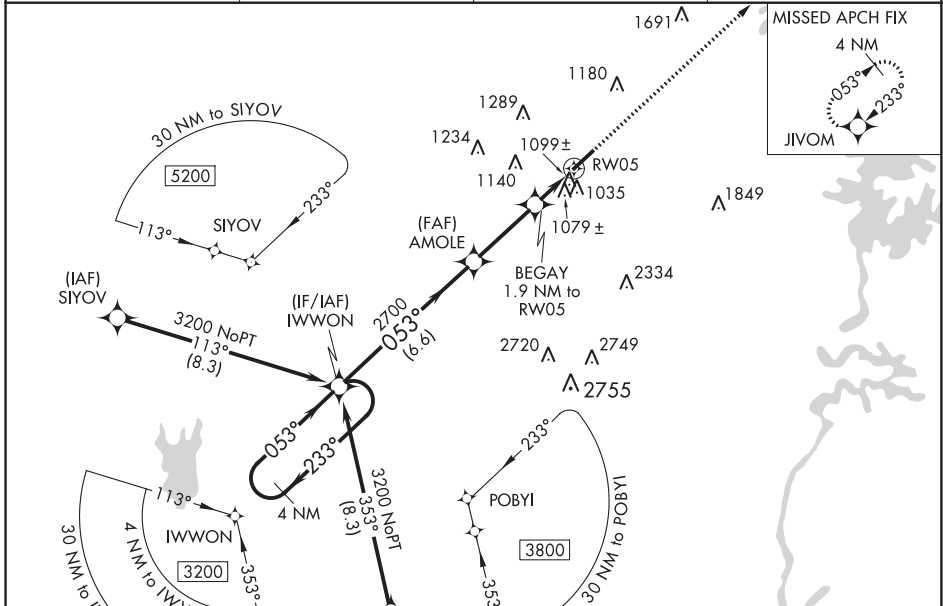
RNAV (GPS) RWY 5

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

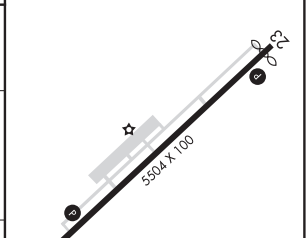
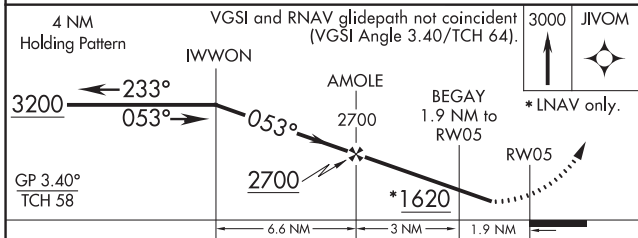
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV Cats A-C visibility 1/8 mile, LNAV-VNAV Cats A-C, LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

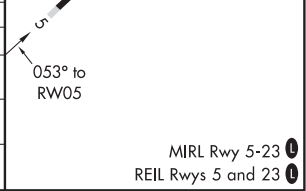
AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 📻
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ELEV 877	TDZE 877
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CATEGORY	A	B	C	D
LPV DA	1331-1 ³ / ₈	454 (500-1 ³ / ₈)		NA
LNAV/VNAV DA	1399-1 ¹ / ₂	522 (600-1 ¹ / ₂)		NA
LNAV MDA	1360-1	483 (500-1)	1360-1 ³ / ₈	483 (500-1 ³ / ₈)
C CIRCLING	1360-1	483 (500-1)	1640-2 ¹ / ₄ 762 (800-2 ¹ / ₄)	1640-2 ¹ / ₂ 762 (800-2 ¹ / ₂)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69210 W23A	APP CRS 233°	Rwy Idg THRE Apt Elev 5294 866 878
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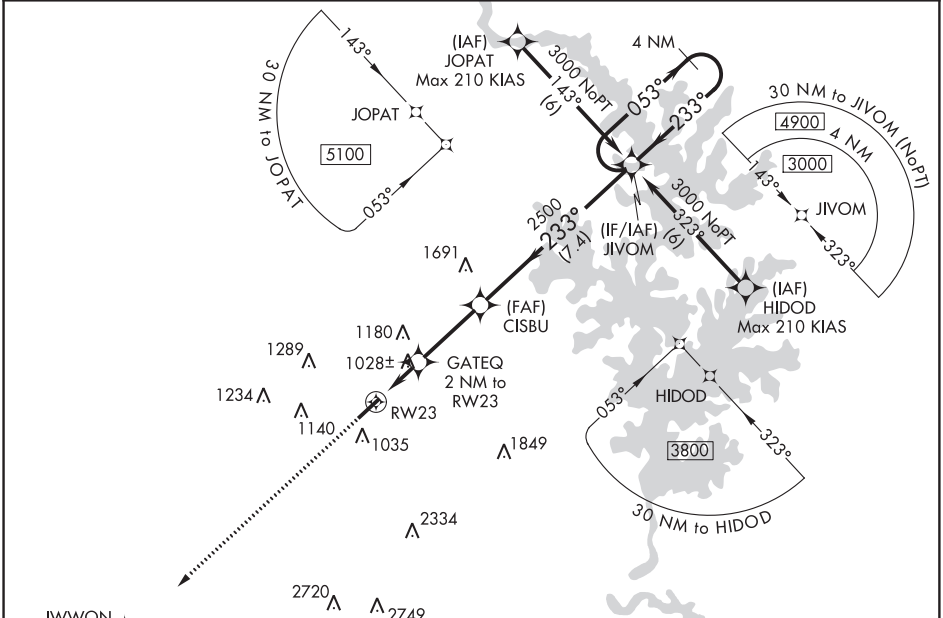
RNAV (GPS) RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

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 Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Helicopter visibility reduction below ¾ SM NA.

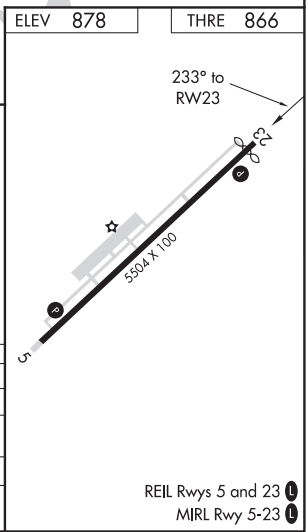
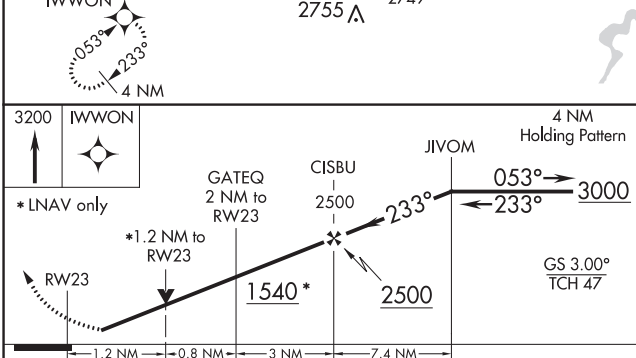
MISSED APPROACH:
Climb to 3200 direct
IWWON and hold.

AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1143-7/8	277 (300-7/8)	
LNAV/VNAV DA		1135-7/8	269 (300-7/8)	
LNAV MDA	1280-1	414 (500-1)	1280-1 1/8	414 (500-1 1/8)
CIRCLING	1340-1	462 (500-1)	1640-2 1/4	1640-2 1/2

REIL Rwy 5 and 23 0
MIRL Rwy 5-23 0

NDB IZN 432	APP CRS 235°	Rwy Idg TDZE Apt Elev	5294 872 877
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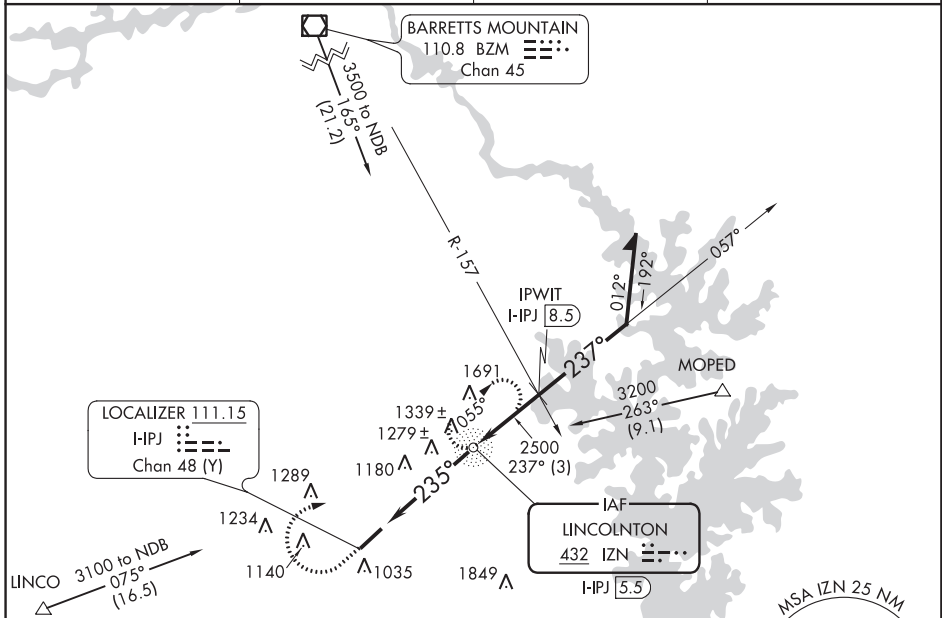
NDB RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

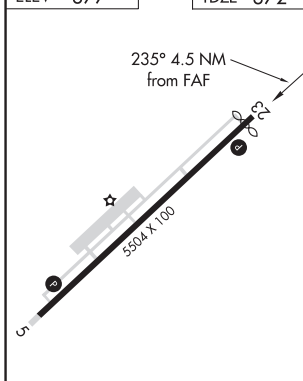
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 80 feet; increase S-23 Cat B/C and Circling Cats B/C/D visibility 1/4 mile and S-13 Cat D visibility 1/2 mile.

⚠ MISSED APPROACH: Climb to 1900 then climbing right turn to 3100 direct IZN NDB and hold.

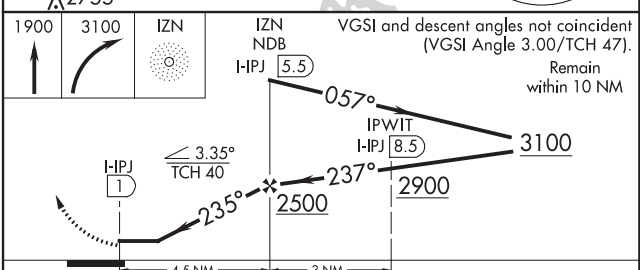
AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) ⓪
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ELEV 877	TDZE 872
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1900	3100	IZN	IZN NDB I-IPJ 5.5	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47). Remain within 10 NM
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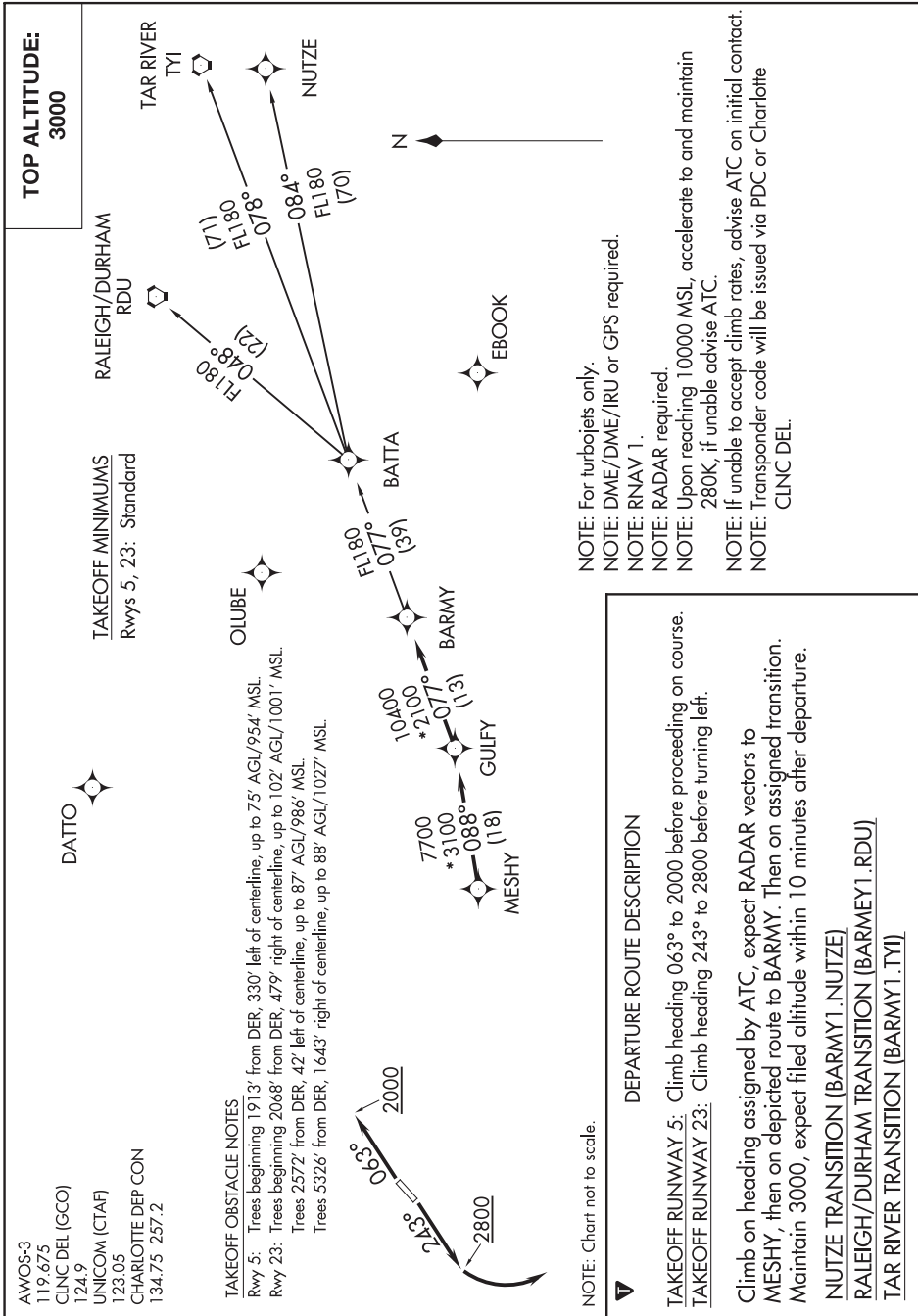
	A	B	C	D
S-23	1580-1 708 (800-1)		1580-2 708 (800-2)	
C CIRCLING	1580-1 703 (800-1)		1640-2 1/4 792 (800-2 1/4)	1640-2 1/2 792 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

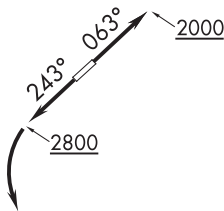
(BEAVY1.BEAVY) 16203

SL-6894 (FAA)
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)
LINCOLN-TON, NORTH CAROLINA

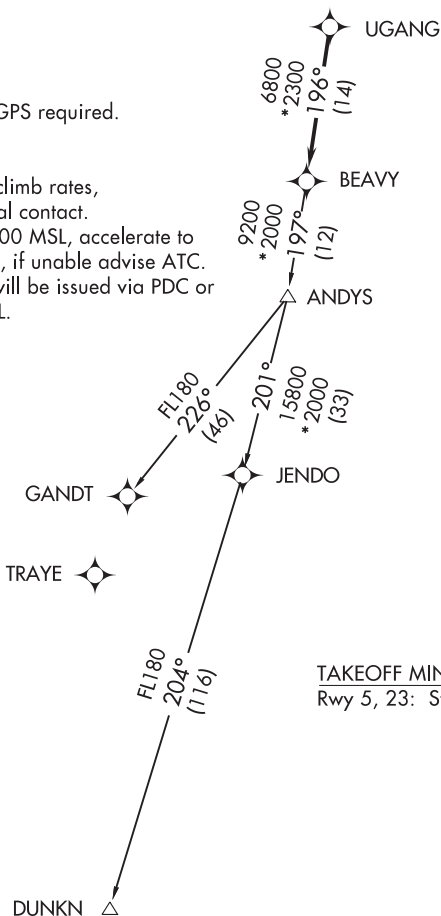
BEAVY ONE DEPARTURE (RNAV)

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS
Rwy 5, 23: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

LINCOLN-TON, NORTH CAROLINA
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.

TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.

Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.

Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.

Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.

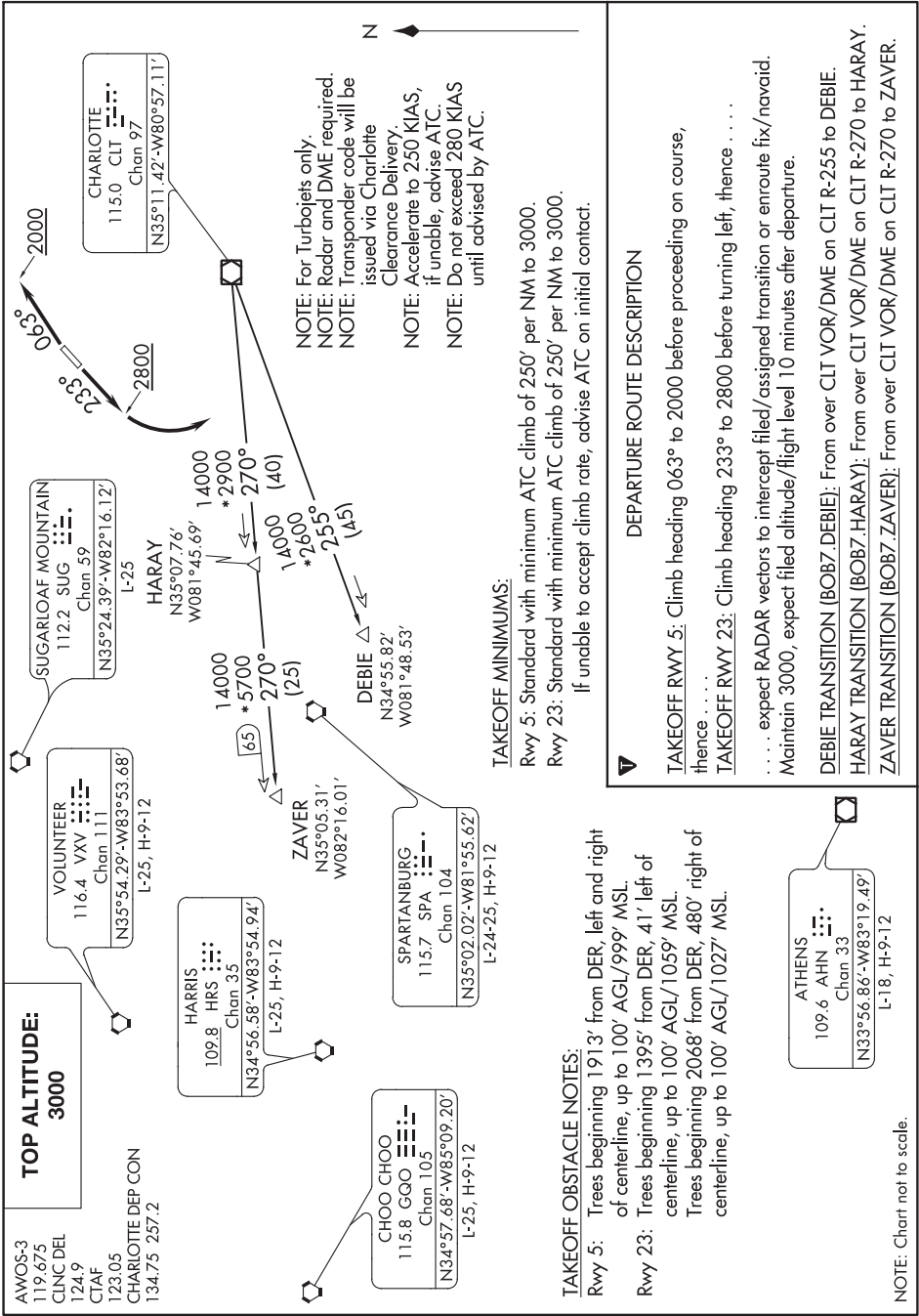
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

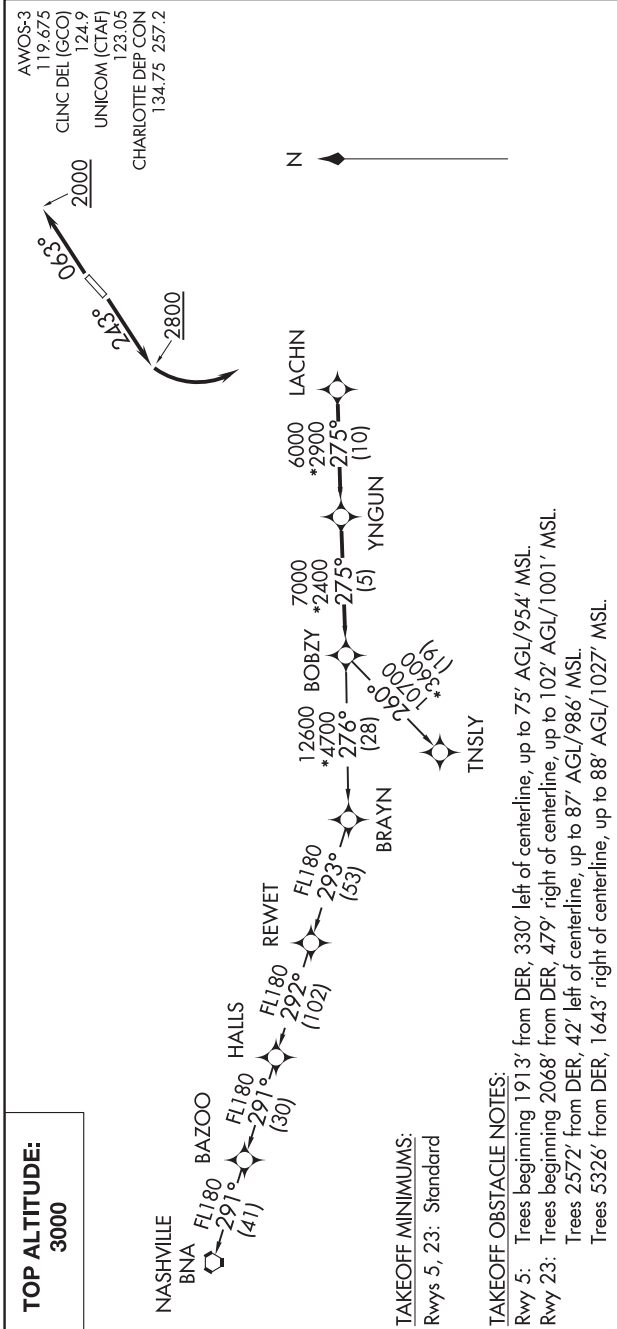
SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard

TAKEOFF OBSTACLE NOTES:
Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1. ESTRR) 15232

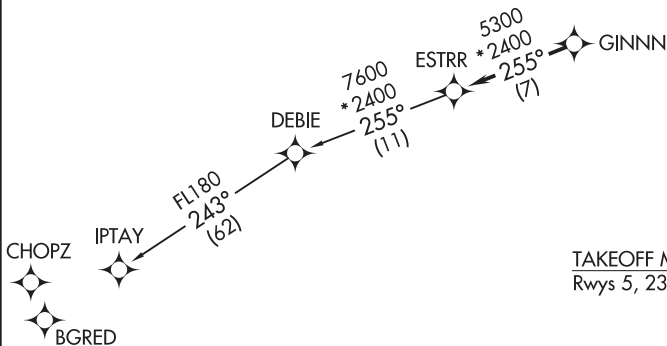
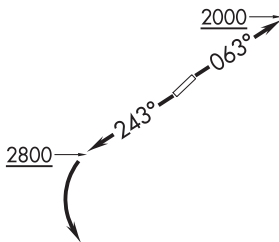
ESTRR ONE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
- Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
- Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
- Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.

TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1. IPTAY):

ESTRR ONE DEPARTURE (RNAV)

(ESTRR1. ESTRR) 15232

LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

**TOP ALTITUDE:
3000**

AWOS-3
119.675
CLNC DEL
124.9
CTAF
123.05
CHARLOTTE DEP CON
134.75 257.2

FALMOUTH
117.0 FLM :
Chan 117

N38°38.97'
W84°18.64'

L-26-27, H-10

TAKEOFF MINIMUMS

Rwy 5: Standard with minimum ATC climb of 250' per NM to 3000.

Rwy 23: Standard with minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

CHARLESTON
117.4 HVQ :
Chan 121

N38°20.98'
W81°46.19'

L-26, H-10-12

PULASKI
116.8 PSK :
Chan 115

N37°05.26'
W80°42.77'

L-26, H-10-12

LYNCHBURG
109.2 LYH :
Chan 29

N37°15.27'-W79°14.18'

L-26-36, H-10-12

- NOTE: For turbojets only.
- NOTE: RADAR and DME required.
- NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Do not exceed 280K until advised by ATC.

HOLSTON MOUNTAIN
114.6 HMV :
Chan 93

N36°26.22'-W82°07.78'

L-25, H-9-12

NALEY
N36°21.16'
W80°48.41'

GREENSBORO
116.2 GSO :
Chan 109

N36°02.74'
W79°58.58'

L-25-36,
H-9-12

BARRETTS MOUNTAIN
110.8 BZM :
Chan 45

N35°52.13'-W81°14.43'

L-25

LIBERTY
113.0 LIB :
Chan 77

N35°48.70'
W79°36.76'

L-25-36,
H-9-12

JOTTA
N36°00.88'
W80°50.96'

L-25

GANTS
N35°27.19'
W80°06.27'

L-25-36

MERIL
N35°36.79'
W79°26.03'

L-36

RALEIGH-DURHAM
117.2 RDU :
Chan 119

N35°52.35' W78°47.00'

L-36, H-9-12

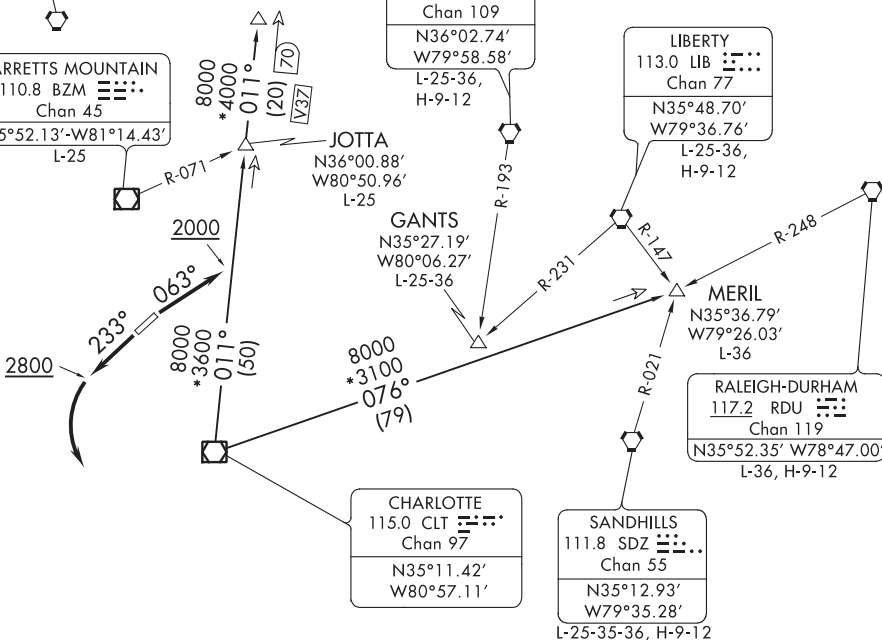
CHARLOTTE
115.0 CLT :
Chan 97

N35°11.42'
W80°57.11'

SANDHILLS
111.8 SDZ :
Chan 55

N35°12.93'
W79°35.28'

L-25-35-36, H-9-12



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HORNET EIGHT DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course, thence

TAKEOFF RUNWAY 23: Climb heading 233° to 2800 before turning left, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 1913' from DER, left and right of centerline, up to 100' AGL/999' MSL.

Rwy 23: Trees beginning 1395' from DER, 41' left of centerline, up to 100' AGL/1059' MSL.

Trees beginning 2068' from DER, 480' right of centerline, up to 100' AGL/1027' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

HUGO THREE DEPARTURE

LINCOLN-TON-LINCOLN COUNTY RGNL (IP.J)

SL-6894 (FAA)

LINCOLN, NORTH CAROLINA

AWOS-3
119.675
CLNC DEL
124.9
CTAF
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

LYNCHBURG
109.2 LYH :--:--
Chan 29
N37°15.27' W79°14.18'
L-26-36, H-10-12

CHARLESTON
117.4 HVQ :--:--
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

HOLSTON MOUNTAIN
114.6 HMV :--:--
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81'
W81°33.61'

PULASKI
116.8 PSK :--:--
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

SUGARLOAF MOUNTAIN
112.2 SUG :--:--
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77'
W81°18.07'

CHARLOTTE
115.0 CLT :--:--
Chan 97
N35°11.42'
W80°57.11'

RALEIGH-DURHAM
117.2 RDU :--:--
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

FOOTHILLS
113.4 ODF :--:--
Chan 81
N34°41.75'
W83°17.86'
L-25, H-9-12

PITTY
N35°19.82'
W81°51.09'
L-25

DEBIE
N34°55.82'
W81°48.53'

V54-409
11000
*3100
093°
(48)

GIPPR
N35°12.58'
W79°59.13'
L-25-36

SANDHILLS
111.8 SDZ :--:--
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

GREENWOOD
115.5 GRD :--:--
Chan 102
N34°15.09'
W82°09.25'
L-24, H-9-12

ANDYS
N34°22.25'
W81°08.63'
L-24-25

CHOPN
N34°14.90'
W80°32.35'

CHESTERFIELD
108.2 CTF :--:--
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

ELECTRIC CITY
108.6 ELW :--:--
Chan 23
N34°25.15'
W82°47.08'
L-18

COLLIERS
113.9 IRQ :--:--
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE :--:--
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

TAKEOFF MINIMUMS
Rwy 5: Standard with minimum ATC climb of 250' per NM to 3000.
Rwy 23: Standard with minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SAVANNAH
115.95 SAV :--:--
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

NOTE: Chart not to scale.

HUGO THREE DEPARTURE

LINCOLN, NORTH CAROLINA

LINCOLN-TON-LINCOLN COUNTY RGNL (IP.J)

SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 233° to 2800 before turning left, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1913' from DER, left and right of centerline, up to 100' AGL/999' MSL.

Rwy 23: Trees beginning 1395' from DER, 41' left of centerline, up to 100' AGL/1059' MSL.

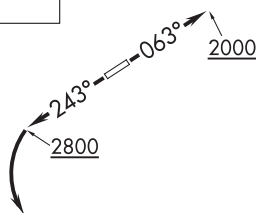
Trees beginning 2068' from DER, 480' right of centerline, up to 100' AGL/1027' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
- Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.
- TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

SE-2, 10 NOV 2016 to 05 JAN 2017

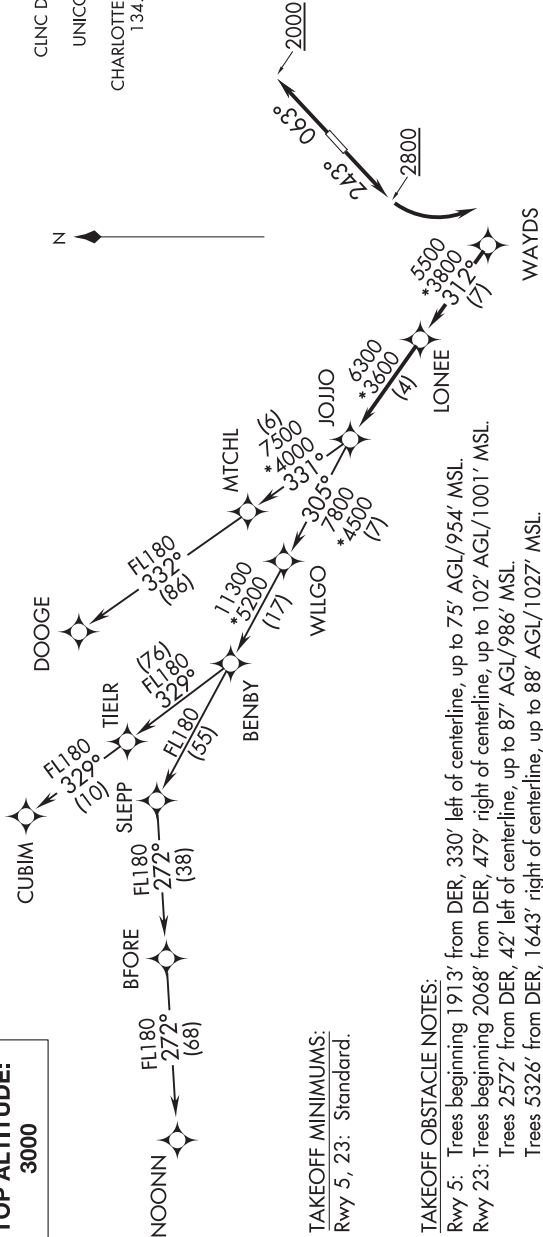
SE-2, 10 NOV 2016 to 05 JAN 2017

JOJJO ONE DEPARTURE (RNAV)

LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)
SL-6894 (FAA) LINCOLN-TON, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

- AWOS-3 119.675
- CLINC DEL (GCO) 124.9
- UNICOM (CTAF) 123.05
- CHARLOTTE DEP CON 134.75 257.2



TAKEOFF OBSTACLE NOTES:
 Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
 Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
 Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
 Trees 5326' from DER, 1 643' right of centerline, up to 88' AGL/1027' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

- CUBIM TRANSITION (JOJJO1.CUBIM):
- DOOGE TRANSITION (JOJJO1.DOOGE):
- NOONN TRANSITION (JOJJO1.NOONN): (ATC assigned only.)

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

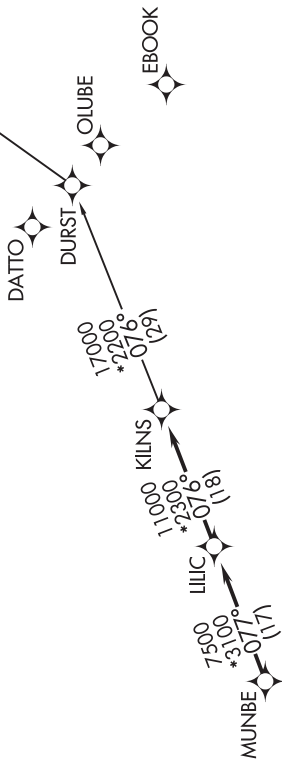
TOP ALTITUDE:
3000



AUDII



N



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1 .KILNS)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

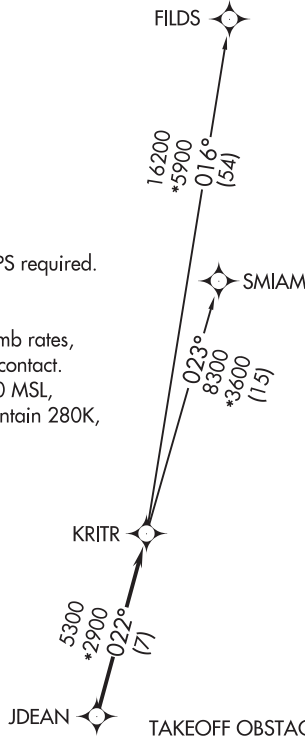
KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS
Rwy 5, 23: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
- Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL. Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL. Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR2.FILDS)
SMIAM TRANSITION (KRITR2.SMIAM)

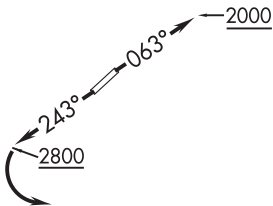
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(KWEEN1.KWEEN) 16203

KWEEN ONE DEPARTURE (RNAV)

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2



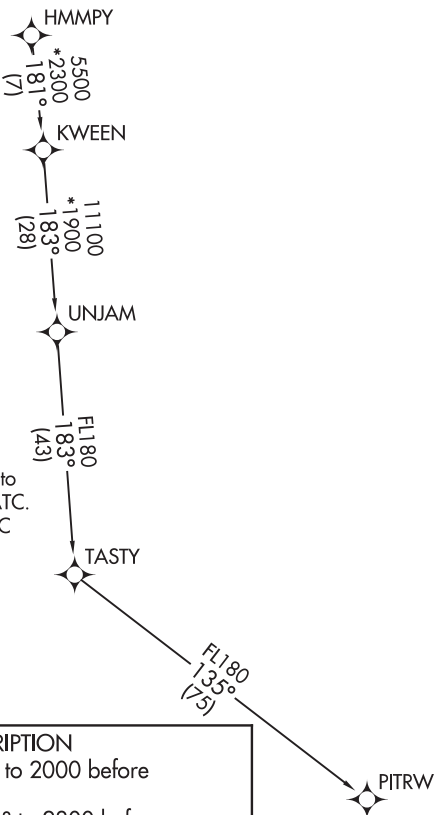
**TOP ALTITUDE:
3000**

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
- Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
- Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
- Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

TAKEOFF MINIMUMS

Rwys 5, 23: Standard.



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.

TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

KWEEN ONE DEPARTURE (RNAV)

(KWEEN1.KWEEN) 21JUL16

LINCOLN, NORTH CAROLINA
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(LILLS8.LILLS) 16147

SL-6894 (FAA)

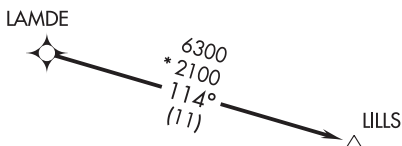
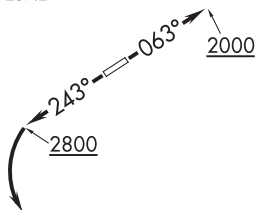
LINCOLNTON, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.

Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.

Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.

Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course.

TAKEOFF RUNWAY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

LINCOLNTON, NORTH CAROLINA

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

(LILLS8.LILLS) 26MAY16

(PAN3.PAN) 15232

PANTHER THREE DEPARTURE

LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)
SL-6894 (FAA) LINCOLN-TON, NORTH CAROLINA

AWOS-3
119.675
CLNC DEL
124.9
CTAF
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE:
3000**

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

ANDYS
N34°22.25'
W81°08.63'
L-24-25

COLLIERS
113.9 IRQ
Chan 86

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

BUCKL
N34°31.50'
W80°52.89'

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

TREAL
N33°04.18'
W81°26.46'

- NOTE: For Turbojets only.
- NOTE: RADAR and DME required.
- NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Do not exceed 280K until advised by ATC.

SAVANNAH
115.95 SAV
Chan 106(Y)

TAKEOFF MINIMUMS

Rwy 5: Standard with minimum ATC climb of 250' per NM to 3000.

Rwy 23: Standard with minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

DUNKN
N31°58.70'
W81°57.93'

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24, H-8-12

CRAIG
114.5 CRG
Chan 92

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE

(PAN3.PAN) 15232

LINCOLN-TON, NORTH CAROLINA
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 233° to 2800 before turning left, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 1913' from DER, left and right of centerline, up to 100' AGL/999' MSL.

Rwy 23: Trees beginning 1395' from DER, 41' left of centerline, up to 100' AGL/1059' MSL.

Trees beginning 2068' from DER, 480' right of centerline, up to 100' AGL/1027' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

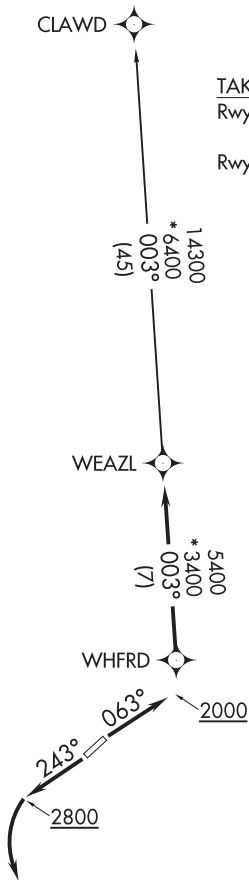
(WEAZL1.WEAZL) 15232

WEAZL ONE DEPARTURE (RNAV)

LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)
SL-6894 (FAA) LINCOLN-TON, NORTH CAROLINA

TOP ALTITUDE:
3000

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2



TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
- Rwy 23: Trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
- Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
- Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwy 5, 23: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.

TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

(WEAZL1.WEAZL) 15232

LINCOLN-TON, NORTH CAROLINA
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

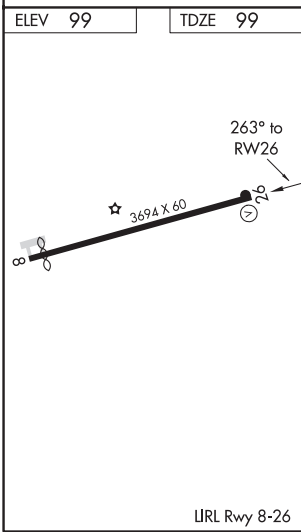
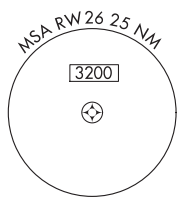
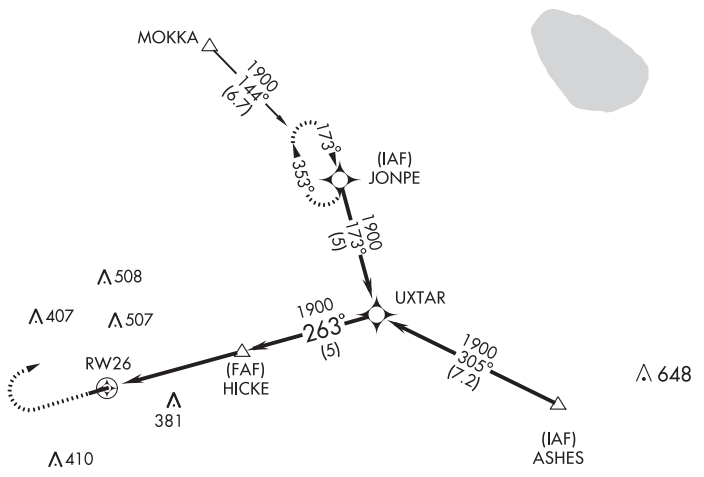
APP CRS	Rwy Idg	3501
263°	TDZE	99
	Apt Elev	99

GPS RWY 26

TWIN CITY (5J9)

<p>▼ Use Myrtle Beach Intl altimeter setting. Procedure NA at night. ▲ NA Helicopter visibility below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.</p>
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<p>MYRTLE BEACH APP CON ★ 119.2 350.3</p>	<p>CTAF 122.9</p>
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1000	1700	JONPE	
RW26		HICKE	Procedure Turn NA
5 NM		UXTAR	
5 NM			
CATEGORY	A	B	C
S-26	540-1	441 (500-1)	NA
CIRCLING	600-1	501 (600-1)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LHZ	APP CRS	Rwy Idg	5498
109.35	046°	TDZE	368
Chan 30 (Y)		Apt Elev	368

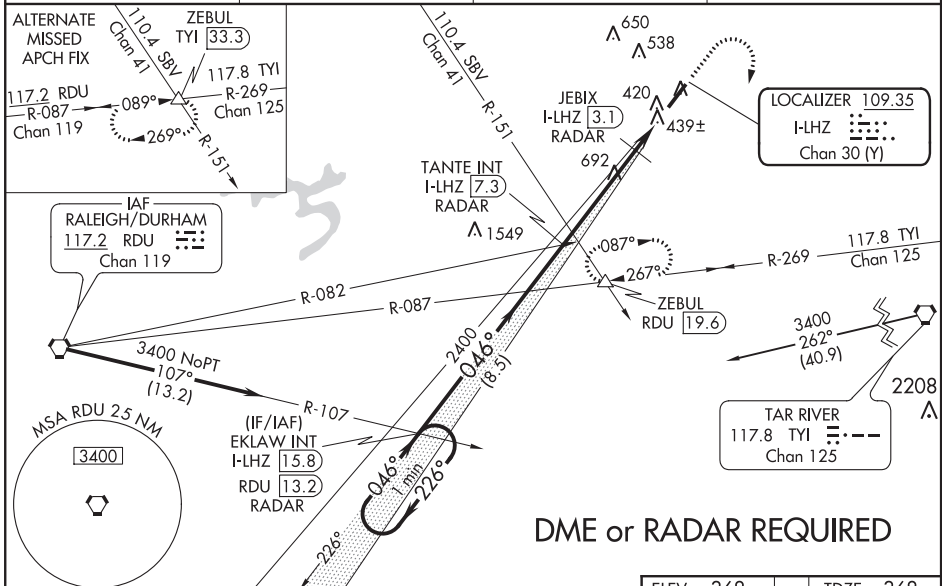
ILS or LOC RWY 5

TRIANGLE NORTH EXECUTIVE (LHZ)

NA VDP NA with Raleigh-Durham altimeter setting. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase S-LOC, Circling and JEBIX fix minimums S-LOC Cats C/D visibility 1/4 mile. For inop MALSRS, increase JEBIX fix minimums S-LOC Cats C/D visibility to 1 mile. For inop MALSRS when using Raleigh-Durham altimeter setting, increase S-ILS all Cats visibility to 7/8 mile, S-LOC Cats C/D visibility to 1 7/8 miles and JEBIX fix minimums S-LOC Cats C/D visibility to 1 7/8 mile.

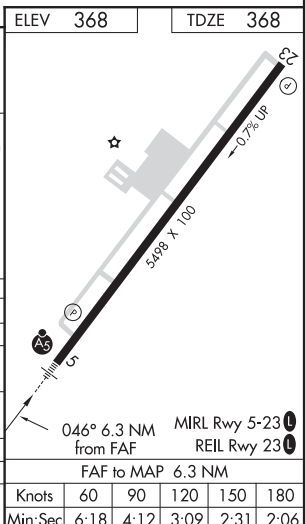
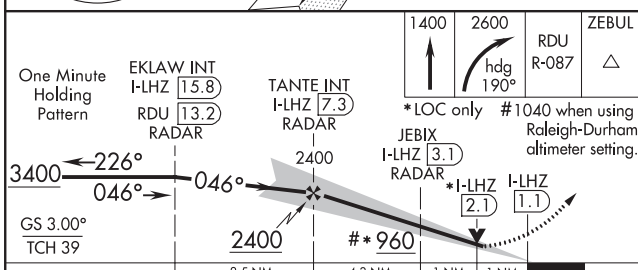
MALSRS MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on heading 190° and on RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.

AWOS-3 118.325	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 123.0 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5		568-1/2	200 (200-1/2)	
S-LOC 5	960-1/2	592 (600-1/2)	960-1 1/4	592 (600-1 1/4)
CIRCLING	960-1	592 (600-1)	960-1 3/4 592 (600-1 3/4)	960-2 592 (600-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-1/2	332 (400-1/2)	700-3/4	332 (400-3/4)
CIRCLING	800-1 432 (500-1)	820-1 452 (500-1)	820-1 1/2 452 (500-1 1/2)	920-2 552 (600-2)

ELEV	368	TDZE	368
Knots	60	90	120 150 180
Min:Sec	6:18	4:12	3:09 2:31 2:06

WAAS CH 90103 W05A	APP CRS 046°	Rwy Idg TDZE 368 Apt Elev 368	5498
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RNAV (GPS) RWY 5

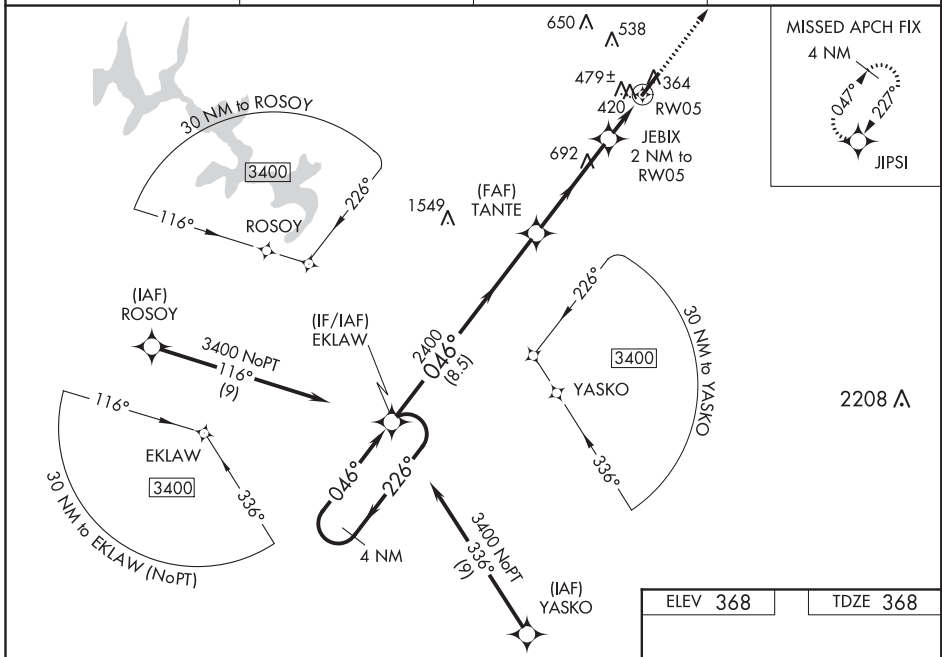
TRIANGLE NORTH EXECUTIVE (LHZ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D visibility 1/4 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 7/8 mile and LNAV Cats C/D visibility to 1 mile. For inop MALSR when using Raleigh-Durham altimeter setting, increase LPV all Cats visibility to 7/8 mile. Baro-VNAV and VDP NA with Raleigh-Durham altimeter setting.



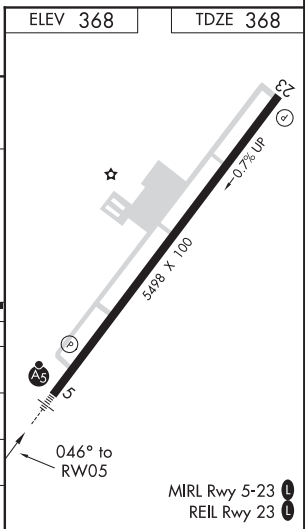
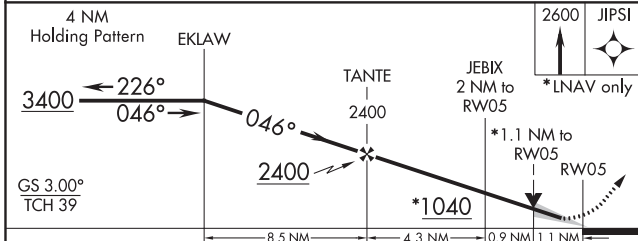
MISSED APPROACH:
Climb to 2600 direct JIPSI and hold.

AWOS-3 118.325	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 123.0 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		568-1/2	200 (200-1/2)	
LNAV/VNAV DA		640-1/2	272 (300-1/2)	
LNAV MDA	740-1/2	372 (400-1/2)	740-5/8	372 (400-5/8)
CIRCLING	800-1 432 (500-1)	820-1 452 (500-1)	820-1 1/2 452 (500-1 1/2)	920-2 552 (600-2)

WAAS CH 62825 W23A	APP CRS 227°	Rwy Idg TDZE 352 Apt Elev 368	5498
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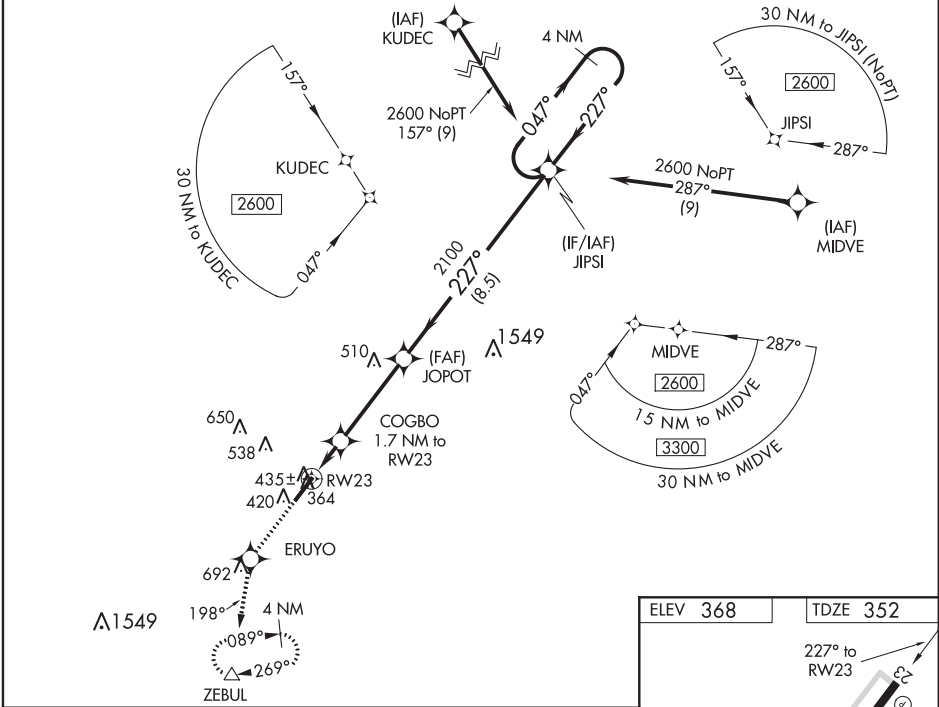
RNAV (GPS) RWY 23

TRIANGLE NORTH EXECUTIVE (LHZ)

▼ Baro-VNAV NA when using Raleigh-Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D visibility 3/8 mile.

MISSED APPROACH: Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

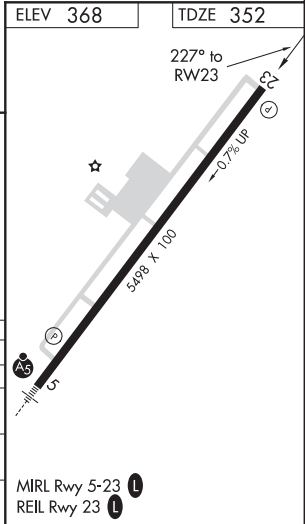
AWOS-3 118.325	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 123.0 (CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

3300	ERUYO	tr 198°	ZEBUL	
* LNAV only		COGBO	JOPOT	JIPSI
RW23		1.7 NM to RW23	2100	4 NM Holding Pattern
*900			2100	047° → 2600
1.7 NM		3.7 NM	8.5 NM	← 227°
CATEGORY	A	B	C	D
LPV DA		602-1	250 (300-1)	
LNAV/VNAV DA		619-1	267 (300-1)	
LNAV MDA		700-1	348 (400-1)	
CIRCLING	800-1 432 (500-1)	820-1 452 (500-1)	820-1½ 452 (500-1½)	920-2 552 (600-2)



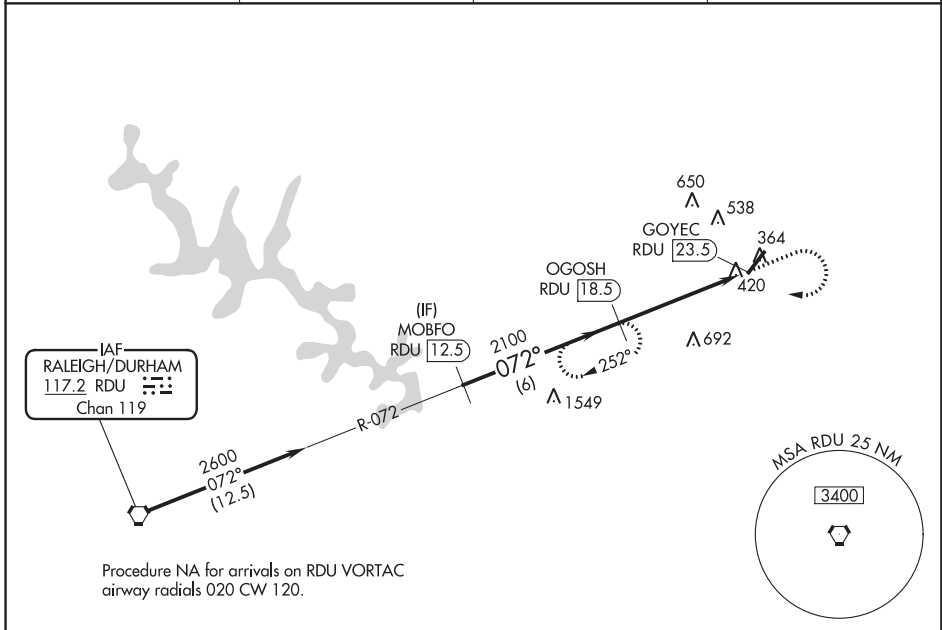
VORTAC RDU 117.2 Chan 119	APP CRS 072°	Rwy Idg TDZE Apt Elev	N/A N/A 368
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VOR/DME-A
TRIANGLE NORTH EXECUTIVE (L.H.Z)

▼ When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDA 80 feet and Cats C/D visibility 1/4 mile.

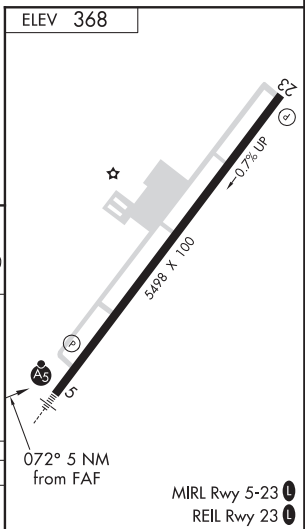
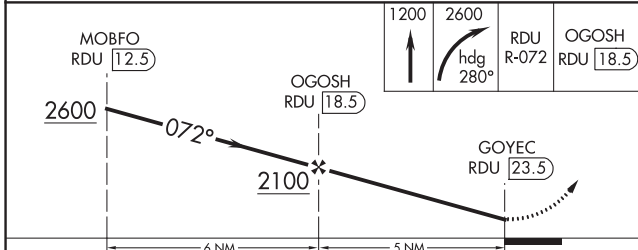
▲ MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 on heading 280° and RDU VORTAC R-072 to OGOSH/RDU 18.5 DME and hold.

AWOS-3 118.325	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 123.0 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1060-1 692 (700-1)	1060-1¼ 692 (700-1¼)	1060-2 692 (700-2)	1060-2¼ 692 (700-2¼)

LOC I-JBD 108.95	APP CRS 053°	Rwy Idg 5342
		TDZE 124
		Apt Elev 125

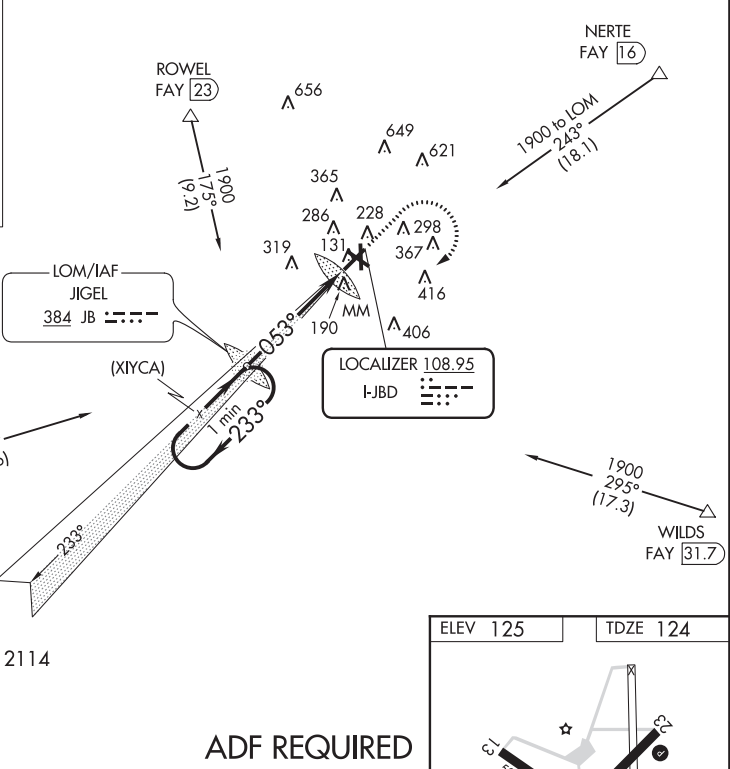
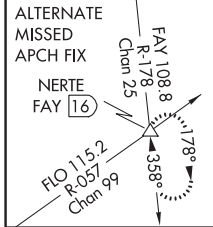
ILS or LOC RWY 5

LUMBERTON RGNL (LBT)

ADP required. When local altimeter setting not received, use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase S-ILS 5 all Cats visibility and S-LOC 5 Cat C visibility $\frac{1}{8}$ mile. Circling to Rwy 13 and 31 NA at night. Autopilot coupled approach NA below 1250.

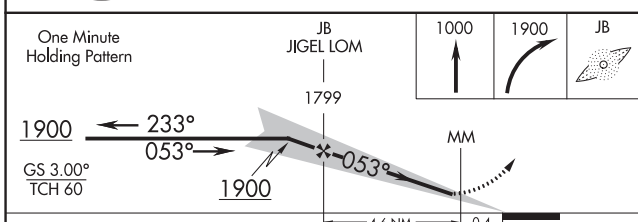
MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS 134.775	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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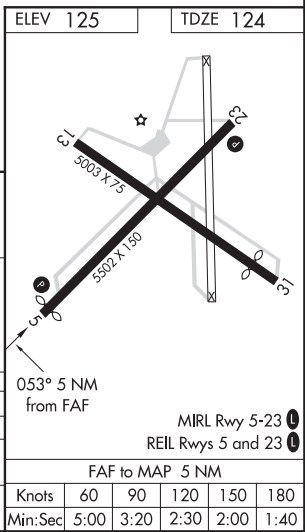


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5		360- $\frac{3}{4}$ 236 (300- $\frac{3}{4}$)		NA
S-LOC 5	600-1	476 (500-1)	600-1 $\frac{3}{8}$ 476 (500-1 $\frac{3}{8}$)	NA
CIRCLING	660-1	535 (600-1)	660-1 $\frac{1}{2}$ 535 (600-1 $\frac{1}{2}$)	NA



WAAS CH 97421 W05A	APP CRS 053°	Rwy Idg TDZE 124 Apt Elev 125	5342
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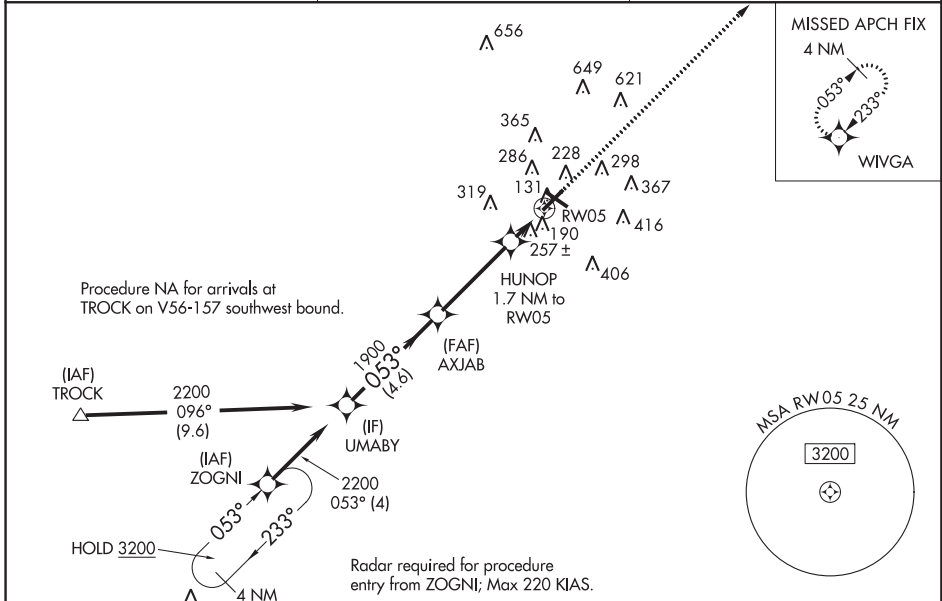
RNAV (GPS) RWY 5

LUMBERTON RGNL (LBT)

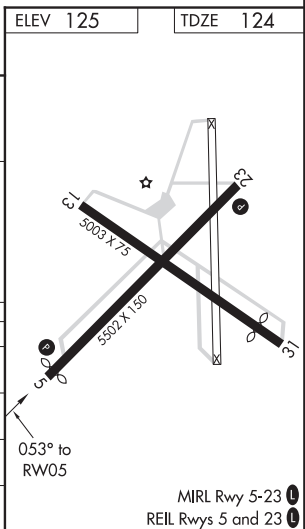
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C visibility 1/4 mile. Baro-VNAV and VDP NA with Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

⚠ MISSED APPROACH: Climb to 2000 direct WIVGA and hold.

ASOS 134.775	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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	ELEV 125	TDZE 124		
UMABY	2200	WIVGA		
Procedure Turn NA	053°	*LNAV only.		
GP 3.00°	1900			
TCH 60	720*			
	4.6 NM	3.7 NM		
		0.6 NM		
		1.1 NM		
CATEGORY	A	B	C	D
LPV DA	327-3/4	203 (300-3/4)		NA
LNAV/VNAV DA	538-1 3/8	414 (500-1 3/8)		NA
LNAV MDA	520-1	396 (400-1)	520-1 1/8	396 (400-1 1/8)
CIRCLING	660-1	535 (600-1)	660-1 1/2	535 (600-1 1/2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LUMBERTON, NORTH CAROLINA

AL-800 (FAA)

16147

WAAS CH 61221 W13A	APP CRS 133°	Rwy Idg TDZE 125 Apt Elev 125	5003
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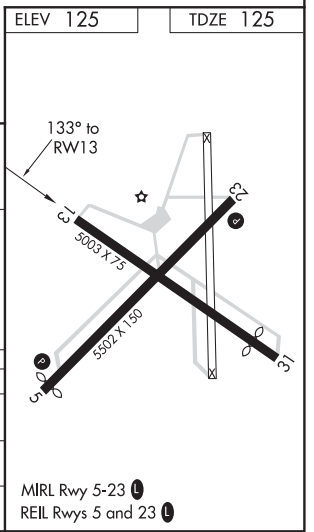
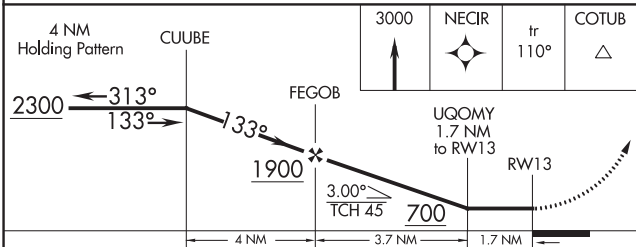
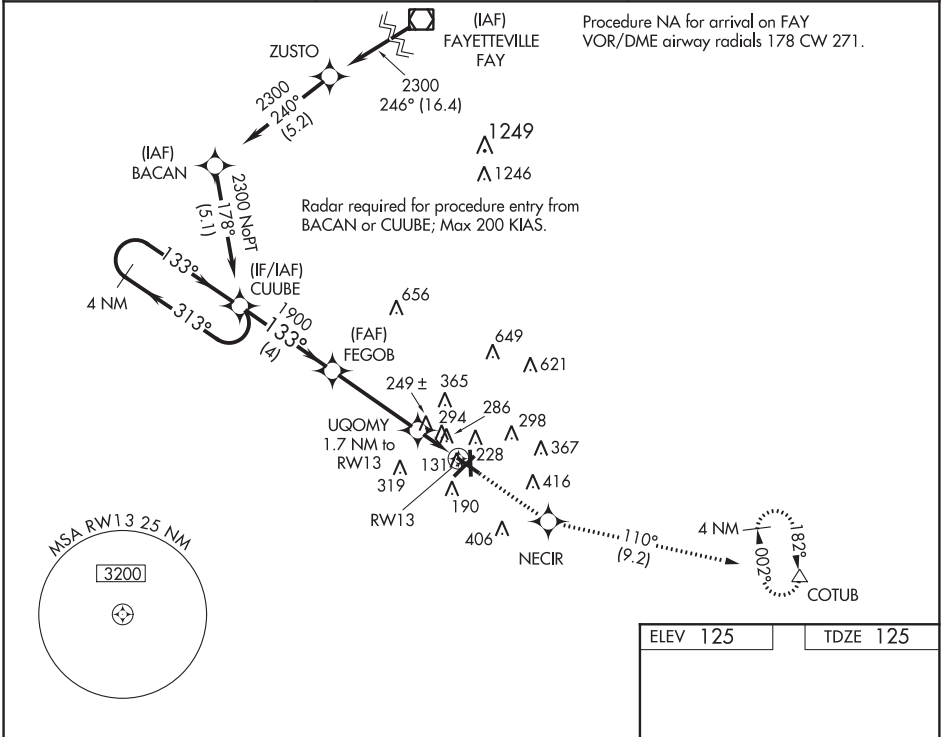
RNAV (GPS) RWY 13

LUMBERTON RGNL (LBT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Maxton altimeter setting and increase all MDA 60 feet; increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Rwy 13 Straight-in and Circling and Circling to Rwy 31 NA at night. Circling to Rwy 31 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.

ASOS 134.775	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	500-1 375 (400-1)			NA
LNAV MDA	600-1	475 (500-1)	600-1 3/8 475 (500-1 3/8)	NA
CIRCLING	660-1	535 (600-1)	660-1 1/2 535 (600-1 1/2)	NA

LUMBERTON, NORTH CAROLINA
Orig-B 11DEC14

34°37'N-79°04'W

LUMBERTON RGNL (LBT) RNAV (GPS) RWY 13

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50221 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	5502 124 125
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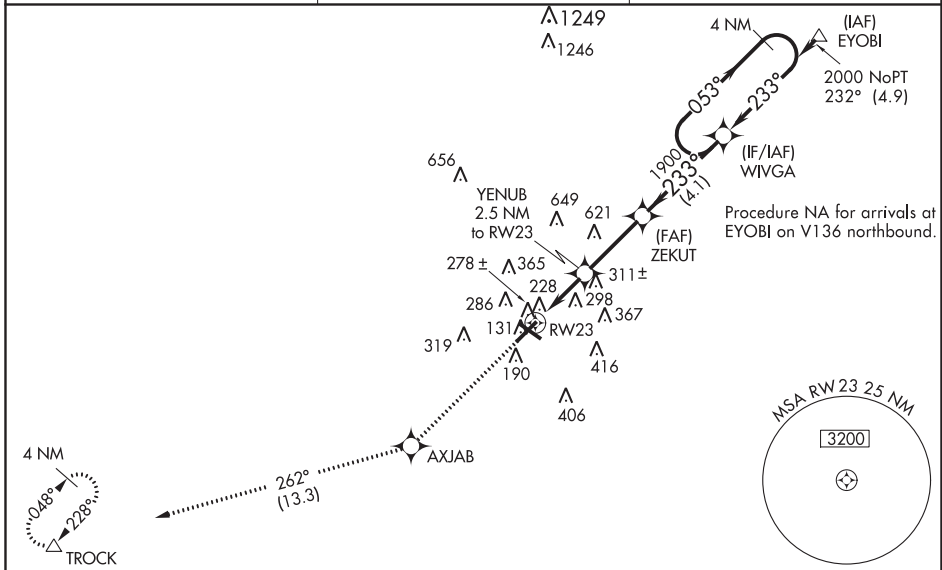
RNAV (GPS) RWY 23

LUMBERTON RGNL (LBT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV and VDP NA with Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2200 direct AXJAB and on track 262° to TROCK and hold.

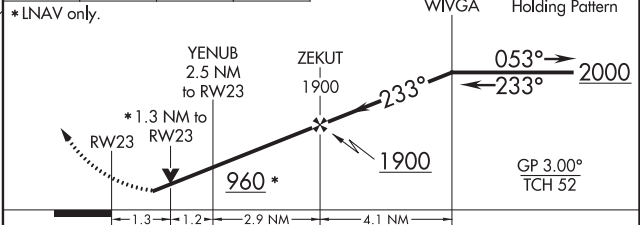
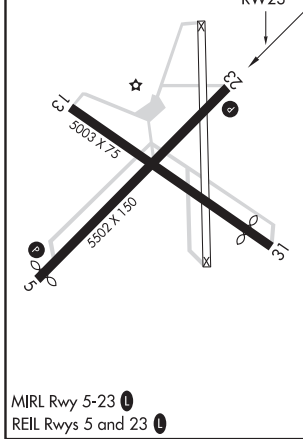
ASOS 134.775	FAYETTEVILLE APP CON 133.0 295.0	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 125	TDZE 124	2200	AXJAB	tr 262°	TROCK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).
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CATEGORY	A	B	C	D
LPV DA		413-7/8	289 (300-7/8)	NA
LNAV/VNAV DA		439-1	315 (400-1)	NA
LNAV MDA	580-1	456 (500-1)	580-1 3/8 456 (500-1 3/8)	NA
CIRCLING	660-1	535 (600-1)	660-1 1/2 535 (600-1 1/2)	NA

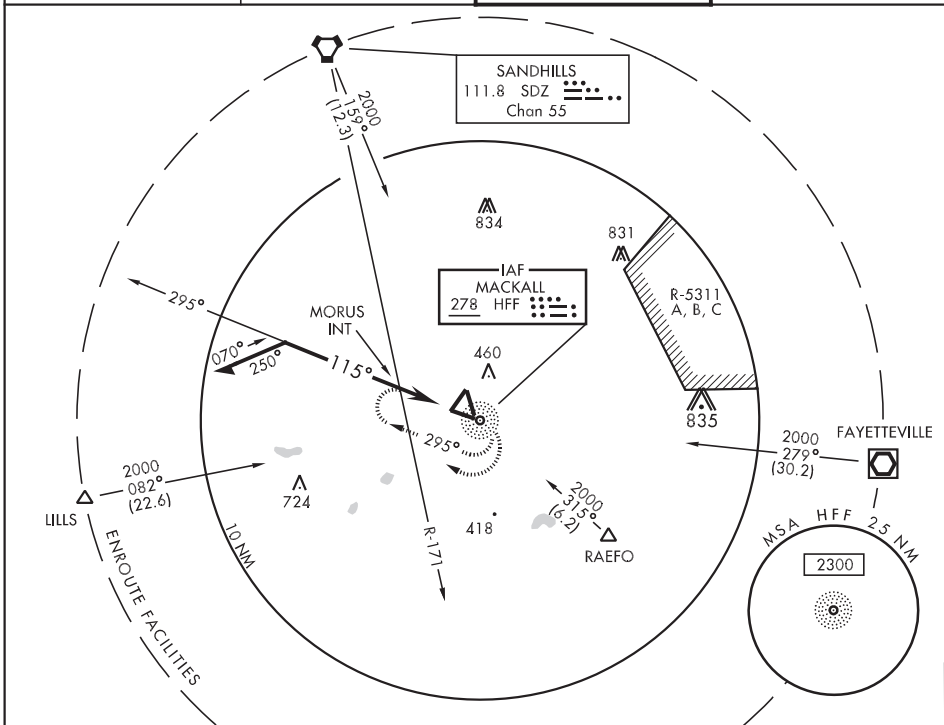
CAMP MACKALL, NORTH CAROLINA

NDB or GPS RWY 11

NDB HFF 278	APCH CRS 115°	Rwy Idg 4794 TDZE 375 Arprt Elev 376	AL-6315 [USA]	MACKALL AAF (HFF)
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<p>⚠ NA Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA's 120 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.</p>
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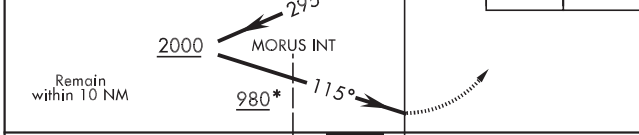
ATIS 141.4	FAYETTEVILLE APP CON 127.8 343.725	MACKALL TOWER ★ 121.0 254.4	GND CON 41.75 251.05
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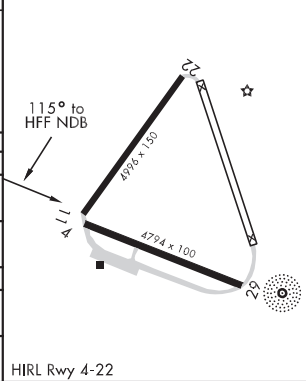
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

* 1100 when using Simmons AAF altimeter setting	NDB	2000	HFF	ELEV 376	TDZE 375
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CATEGORY	A	B	C	D
S-11	980-1	605 (700-1)	980-1½ 605 (700-1¾)	980-2 605 (700-2)
CIRCLING	980-1	604 (700-1)	980-1¾ 604 (700-1¾)	980-2 604 (700-2)
NDB/VOR MINIMUMS				
S-11	860-1	485 (500-1)	860-1½ 485 (500-1¾)	860-1½ 485 (500-1½)
CIRCLING	860-1	484 (500-1)	860-1½ 484 (500-1½)	940-2 564 (600-2)



CAMP MACKALL, NORTH CAROLINA 35°02'N-79°30'W MACKALL AAF (HFF)

Amdt 2A 13290

NDB or GPS RWY 11

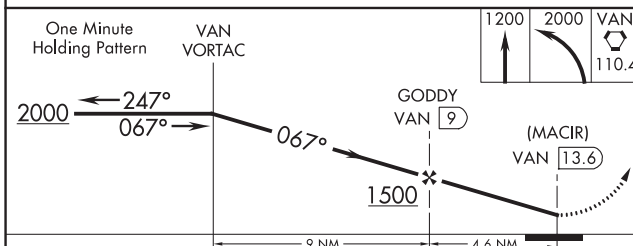
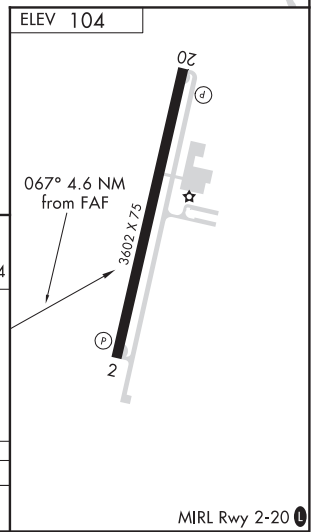
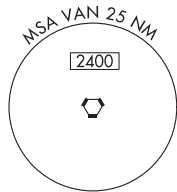
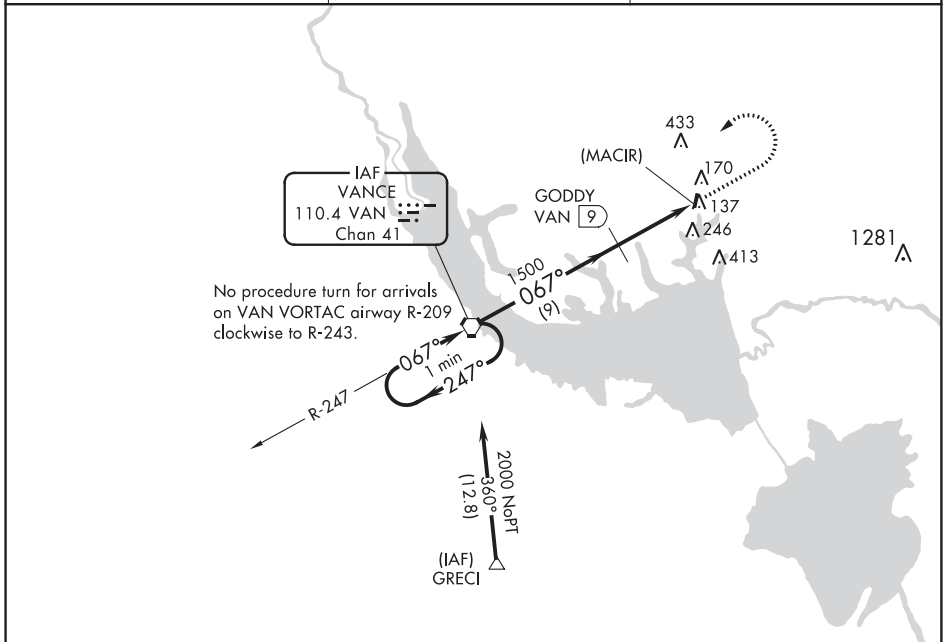
VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg TDZE Apt Elev	N/A N/A 104
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VOR/DME or GPS-A
SANTEE COOPER RGNL (MNI)

Use Florence altimeter setting.

 MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

AWOS-3 120.175	SHAW APP CON* 125.4 318.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	660-1	556 (600-1)	660-1½ 556 (600-1½)	660-2 556 (600-2)

MIRL Rwy 2-20

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MANNING, SOUTH CAROLINA

AL-5510 (FAA)

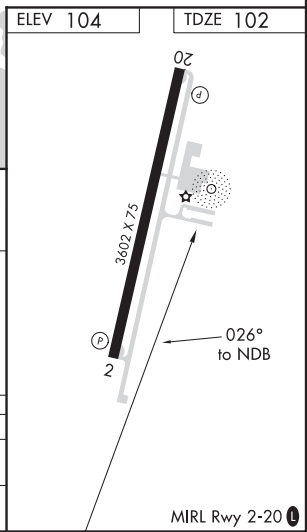
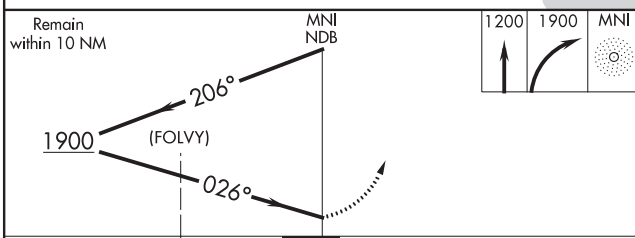
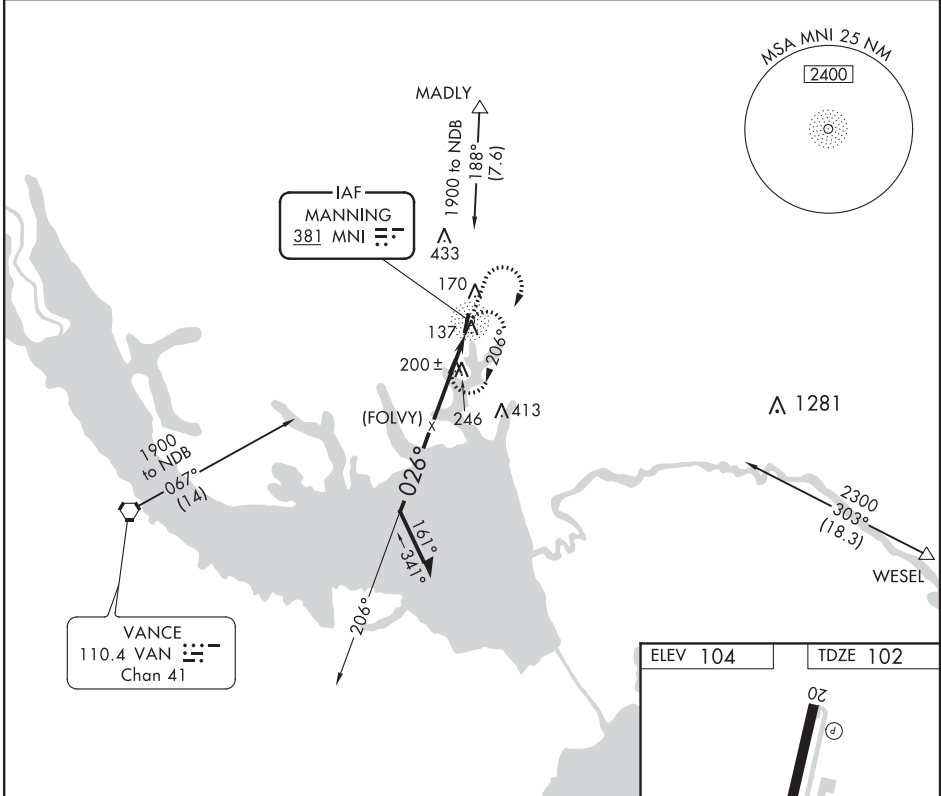
NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	102
		Apt Elev	104

NDB or GPS RWY 2

SANTEE COOPER RGNL (MNI)

<p>▼ ▲ NA</p> <p>Use Florence altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.</p>
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AWOS-3 120.175	SHAW APP CON★ 125.4 318.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	660-1 558 (600-1)		660-1½ 558 (600-1½)	660-1¾ 558 (600-1¾)
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

MANNING, SOUTH CAROLINA
Amdt 2 14037

33°35'N-80°13'W

SANTEE COOPER RGNL (MNI)

NDB or GPS RWY 2

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72626 W05A	APP CRS 047°	Rwy Idg TDZE Apt Elev	4000 12 13
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RNAV (GPS) RWY 5

DARE COUNTY RGNL (MQI)

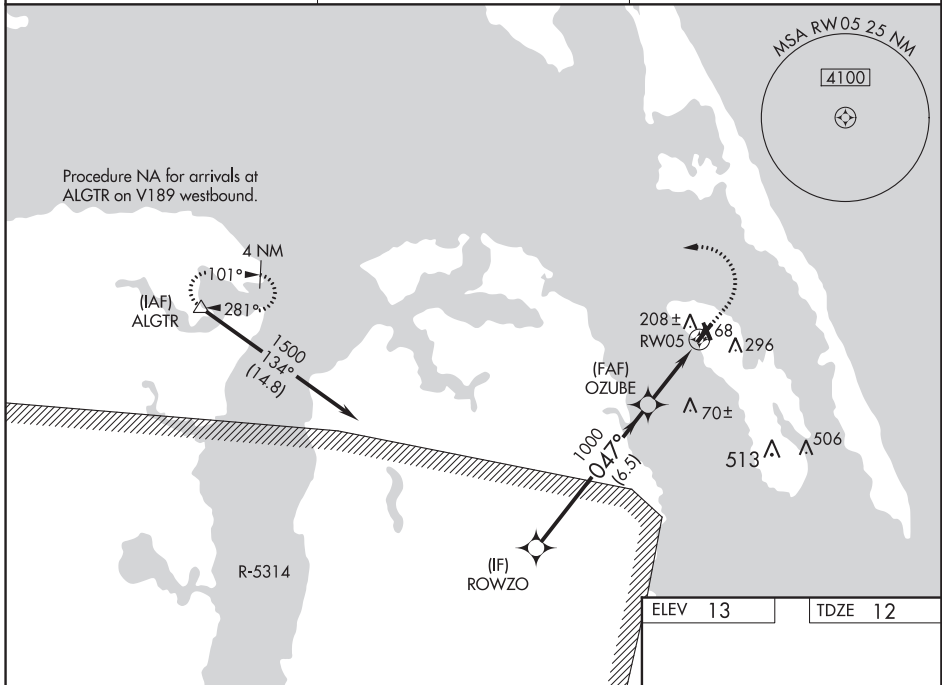
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV all Cats visibility $\frac{3}{8}$ mile; increase LNAV/VNAV Cats visibility $\frac{1}{4}$ mile; increase LNAV Cat C visibility $\frac{1}{8}$ mile. Baro-VNAV and VDP NA when using Elizabeth City altimeter setting. Circling to Rwy 35 NA at night.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

AWOS-3
128.275

CHERRY POINT
124.725 350.35

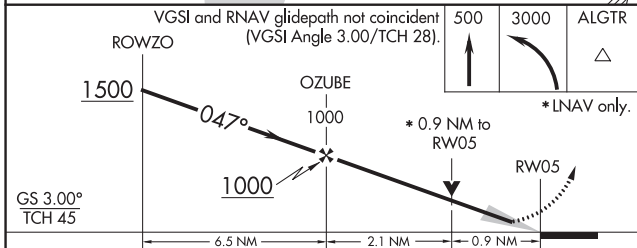
UNICOM
122.8 (CTAF)



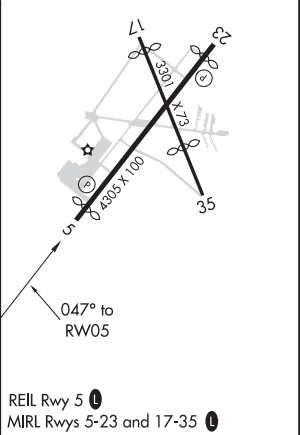
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 13	TDZE 12
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CATEGORY	A	B	C	D
LPV DA	262- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	347-1 $\frac{1}{8}$	335 (400-1 $\frac{1}{8}$)		NA
LNAV MDA	460-1 448 (500-1)		460-1 $\frac{3}{8}$ 448 (500-1 $\frac{3}{8}$)	NA
CIRCLING	600-1 587 (600-1)		600-1 $\frac{1}{2}$ 587 (600-1 $\frac{1}{2}$)	NA



MANTEO, NORTH CAROLINA

AL-6372 (FAA)

15064

WAAS CH 62926 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	3012 13 13
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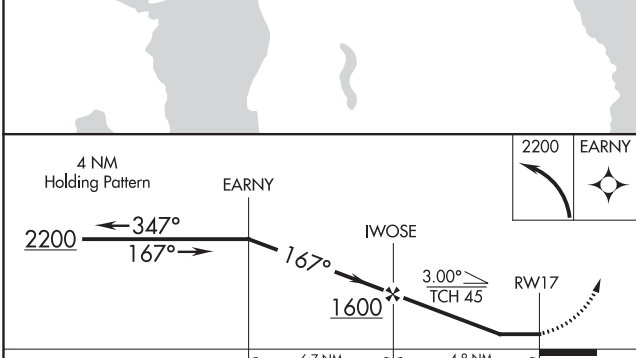
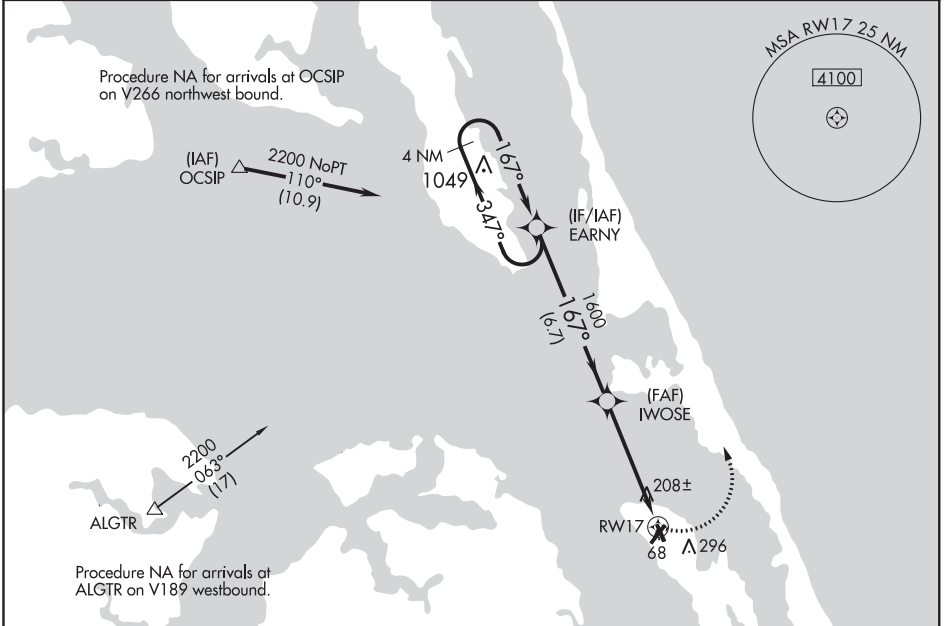
RNAV (GPS) RWY 17

DARE COUNTY RGNL (MQI)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 17 NA. When local altimeter setting not received use Elizabeth City altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

⚠ MISSED APPROACH: Climbing left turn to 2200 direct EARNY and hold.

AWOS-3 128.275	CHERRY POINT 124.725 350.35	UNICOM 122.8(CTAF) 0
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ELEV 13	TDZE 13
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167° to RWY 17

2200

3500

4723

35

4005 X 100

REIL Rwy 5 0

MIRL Rwy 5-23 and 17-35 0

CATEGORY	A	B	C	D
LP MDA	460-1	447 (500-1)	460-1 ³ / ₈ 447 (500-1 ³ / ₈)	NA
LNAV MDA	460-1	447 (500-1)	460-1 ³ / ₈ 447 (500-1 ³ / ₈)	NA
CIRCLING	600-1	587 (600-1)	600-1 ¹ / ₂ 587 (600-1 ¹ / ₂)	NA

MANTEO, NORTH CAROLINA
Orig-A 11DEC14

35°55'N-75°42' W

DARE COUNTY RGNL (MQI)

RNAV (GPS) RWY 17

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56326 W23A	APP CRS 227°	Rwy Idg TDZE Apt Elev	4004 12 13
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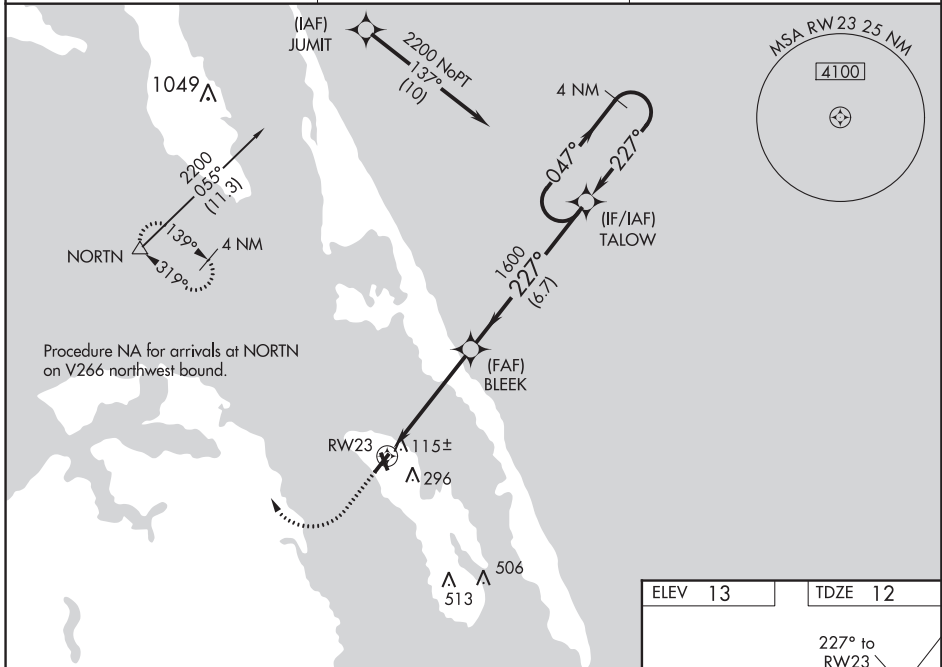
RNAV (GPS) RWY 23

DARE COUNTY RGNL (MQI)

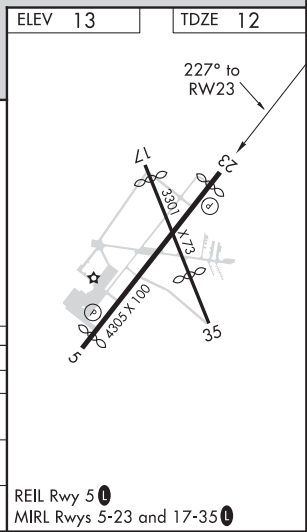
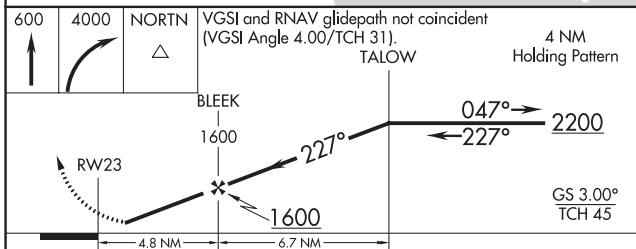
⚠ Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 404, LNAV/VNAV DA to 357 and all MDA 80 feet; increase LPV all Cats visibility and Circling Cat C visibility ¼ mile; increase LNAV/VNAV all Cats visibility ½ mile; and increase LNAV Cat C visibility ⅓ mile.

MISSED APPROACH:
Climb to 600 then climbing right turn to 4000 direct NORTN and hold continue climb-in-hold to 4000.

AWOS-3 128.275	CHERRY POINT 124.725 350.35	UNICOM 122.8 (CTAF) ①
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Procedure NA for arrivals at NORTN on V266 northwest bound.



CATEGORY	A	B	C	D
LPV DA	332-1	320 (400-1)		NA
LNAV/VNAV DA	285-1	273 (300-1)		NA
LNAV MDA	520-1	508 (600-1)	520-1 ⅜ 508 (600-1 ⅜)	NA
CIRCLING	600-1	587 (600-1)	600-1 ½ 587 (600-1 ½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MANTEO, NORTH CAROLINA

AL-6372 (FAA)

15064

VOR/DME RBX 111.6 Chan 53	APP CRS 174°	Rwy Idg 3012 TDZE 13 Apt Elev 14
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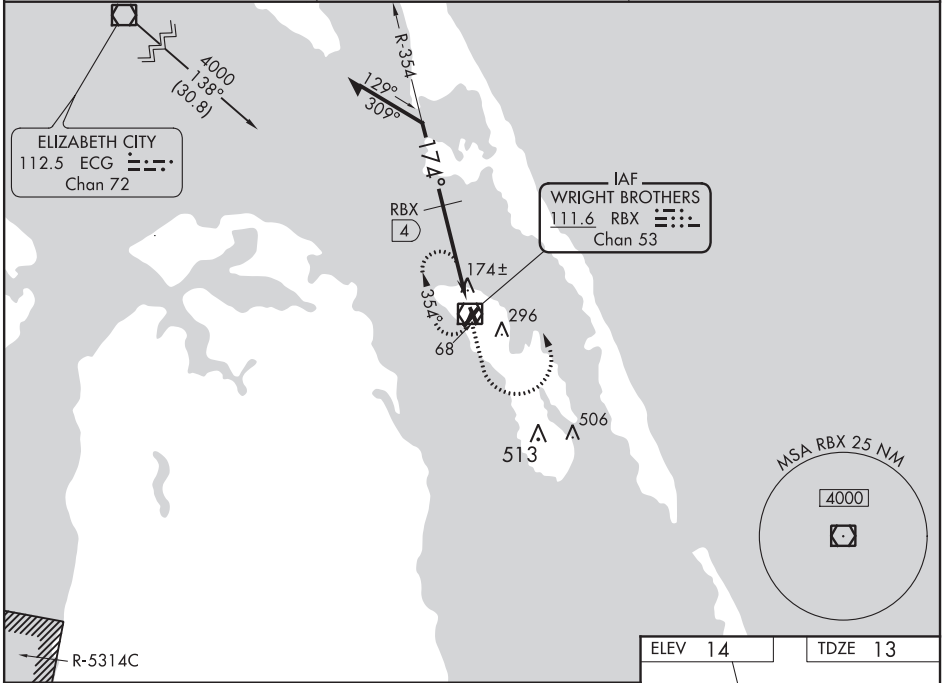
VOR RWY 17

DARE COUNTY RGNL (MQI)

⚠ When local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDA 60 feet; increase DME minimums S-17 Cat C visibility $\frac{1}{4}$ mile and DME minimums Circling Cat C visibility $\frac{1}{2}$ mile. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 17 NA.

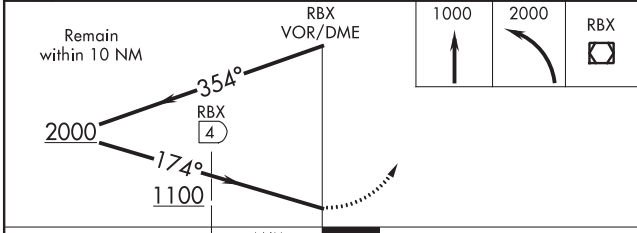
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct RBX VOR/DME and hold.

AWOS-3 128.275	CHERRY POINT 124.725 350.35	UNICOM 122.8 (CTAF) 0
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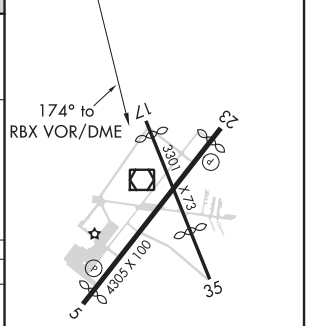


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 14	TDZE 13
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CATEGORY	A	B	C	D
S-17	1100-1¼ 1087 (1100-1¼)	1100-1½ 1087 (1100-1½)	1100-3 1087 (1100-3)	NA
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
DME MINIMUMS				
S-17	440-1	427 (500-1)	440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1	586 (600-1)	600-1½ 586 (600-1½)	NA

REIL Rwy 5 0
MIRL Rws 5-23 and 17-35 0

MANTEO, NORTH CAROLINA
Amdt 4A 11DEC14

35° 55' N-75° 42' W

DARE COUNTY RGNL (MQI)

VOR RWY 17

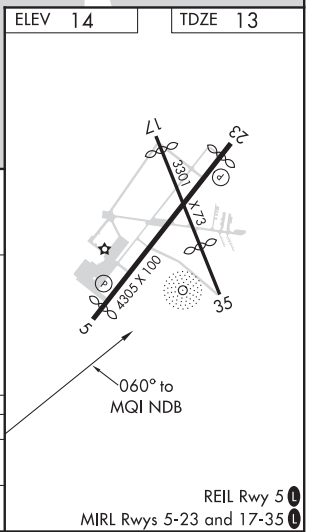
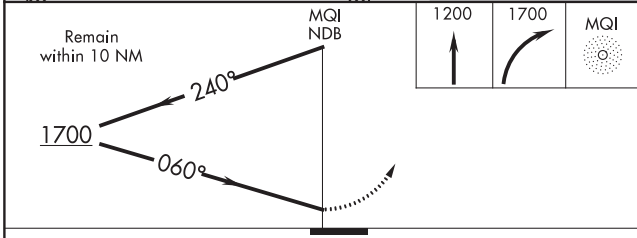
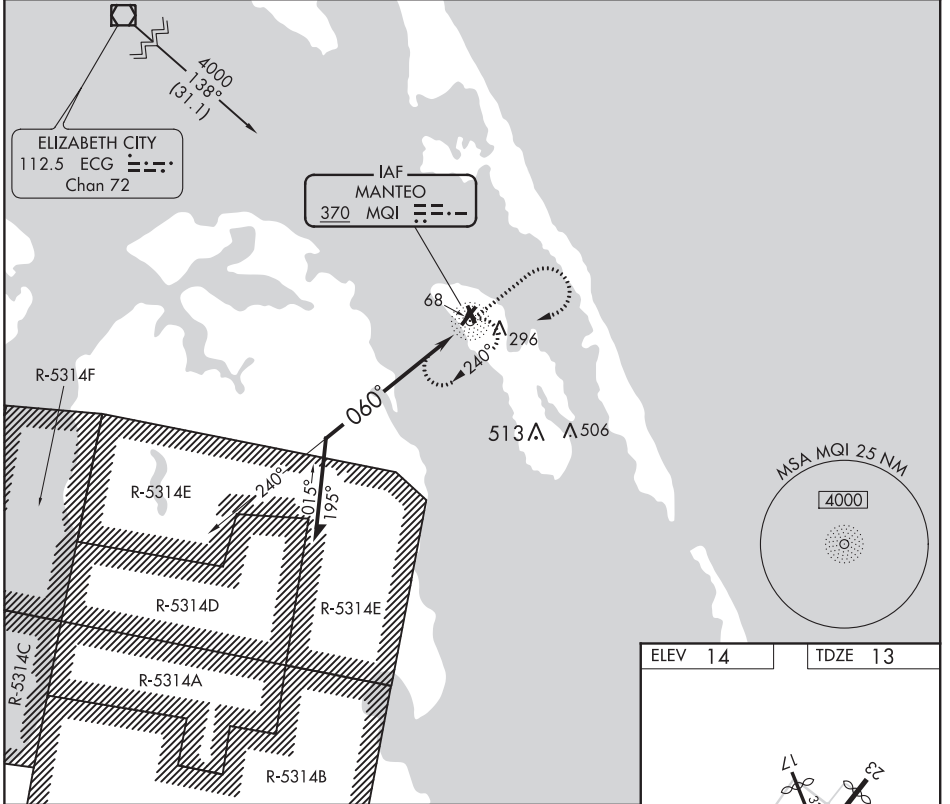
NDB MQI	APP CRS	Rwy Idg	4000
370	060°	TDZE	13
		Apt Elev	14

NDB RWY 5
DARE COUNTY RGNL (MQI)

NA When R-5314-A, B, C, D, E, or F in effect procedure not authorized.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 direct MQI NDB and hold.

AWOS-3 128.275	CHERRY POINT 124.725 350.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-5	640-1 627 (700-1)		640-1 ³ / ₄ 627 (700-1 ³ / ₄)	NA
CIRCLING	640-1 626 (700-1)		640-1 ³ / ₄ 626 (700-1 ³ / ₄)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MANTEO, NORTH CAROLINA

AL-6372 (FAA)

15064

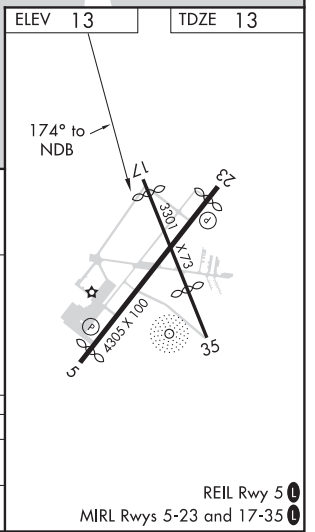
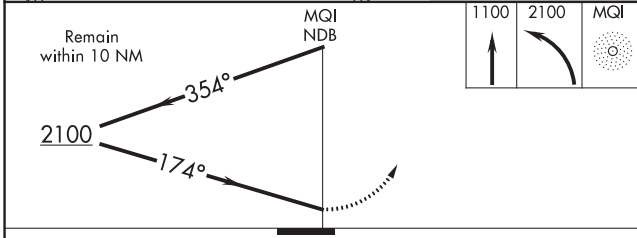
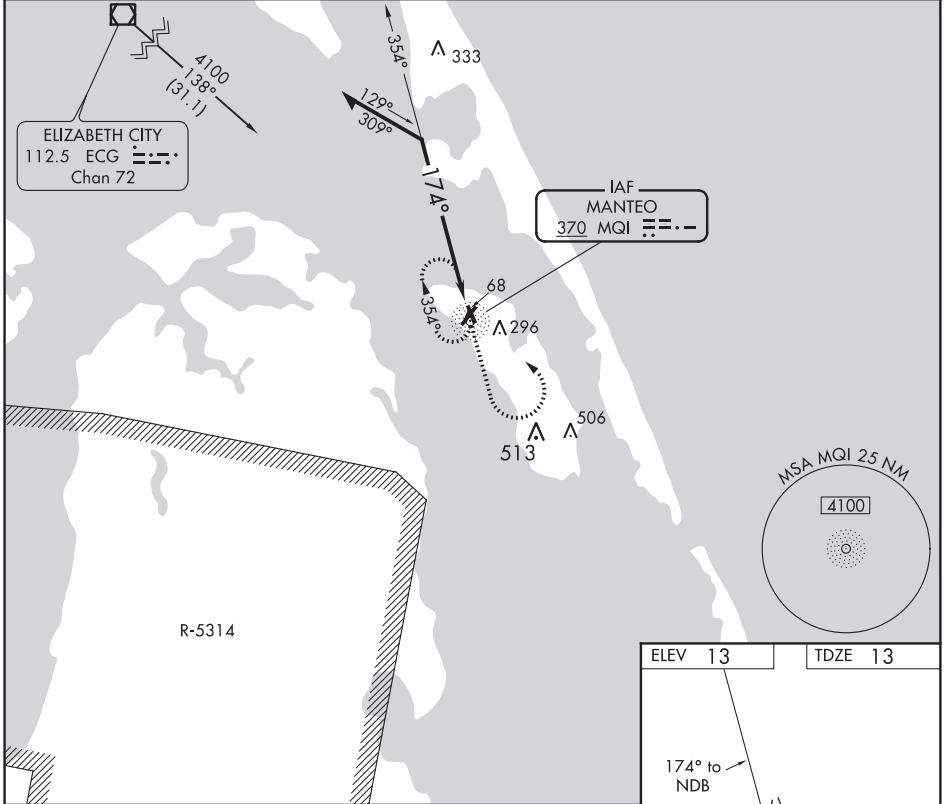
NDB MQI	APP CRS	Rwy Idg	3012
370	174°	TDZE	13
		Apt Elev	13

NDB RWY 17
DARE COUNTY RGNL (MQI)

NA Helicopter visibility reduction below 1 SM NA. Night landing Rwy 17 NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDA 80 feet, increase S-17 and Circling Cat B visibility 1/4 mile and Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct MQI NDB and hold.

AWOS-3 128.275	CHERRY POINT 124.725 350.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	700-1 687 (700-1)		700-2 687 (700-2)	NA
CIRCLING	700-1 687 (700-1)		700-2 687 (700-2)	NA

MANTEO, NORTH CAROLINA
Amdt 6A 11DEC14

35°55'N-75°42'W

DARE COUNTY RGNL (MQI)
NDB RWY 17

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 5 0

MIRL Rws 5-23 and 17-35 0

15064

AIRPORT DIAGRAM

DARE COUNTY RGNL (MQI)
MANTEO, NORTH CAROLINA

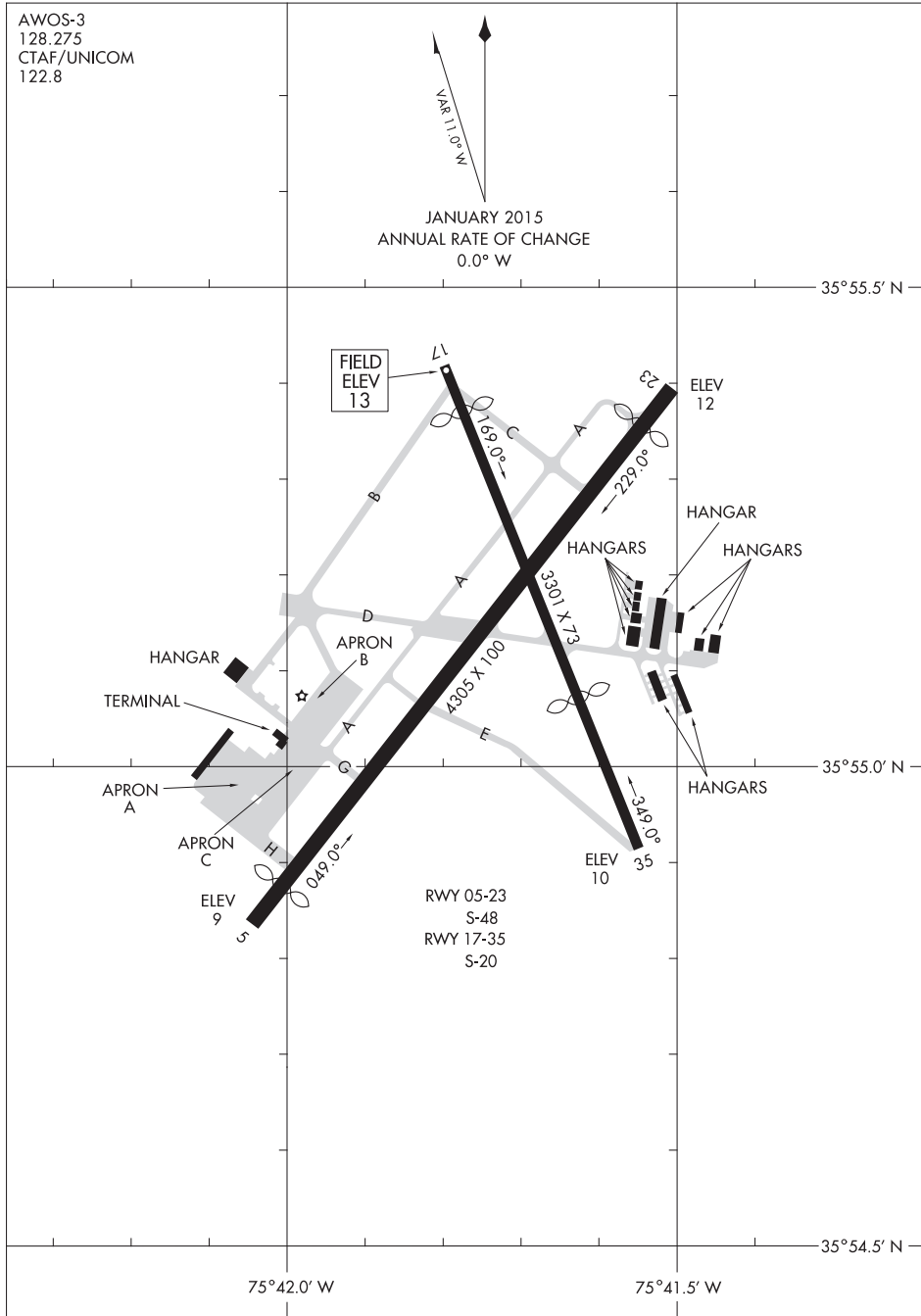
AL-6372 (FAA)

AWOS-3
128.275
CTAF/UNICOM
122.8

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15064

MANTEO, NORTH CAROLINA
DARE COUNTY RGNL (MQI)

MARION, SOUTH CAROLINA

AL-5662 (FAA)

14317

WAAS CH 40336 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4504 92 92
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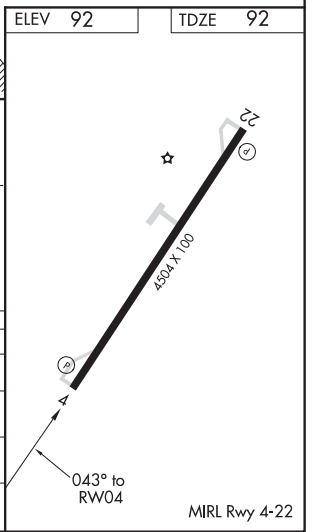
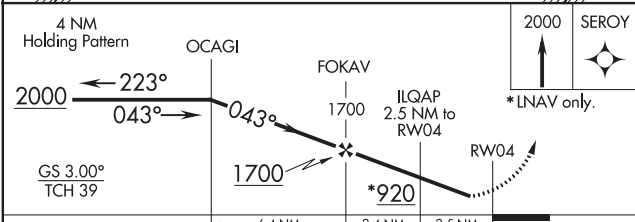
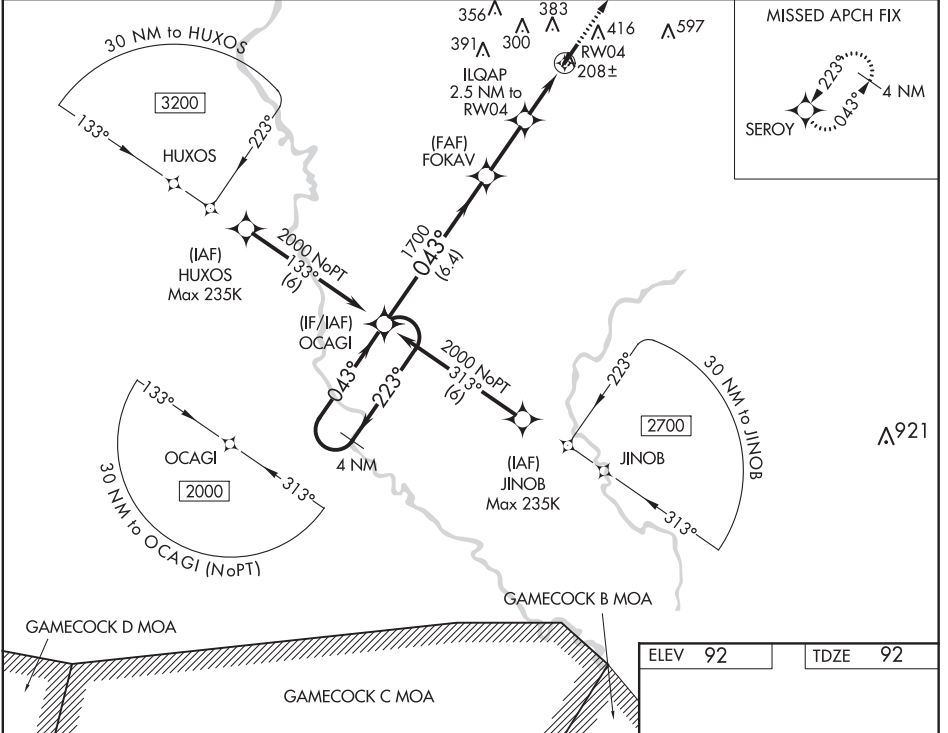
RNAV (GPS) RWY 4

MARION COUNTY (MAO)

Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 4 Cat C/D aircraft NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ¼ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct SEROY and hold.

AWOS-3 119.875	FLORENCE APP CON * 135.25 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	342-7/8	250 (300-7/8)	342-1	250 (300-1)
LNAV/VNAV DA	369-7/8	277 (300-7/8)	369-1	277 (300-1)
LNAV MDA	460-1		368 (400-1)	
C CIRCLING	720-1	628 (700-1)	720-1 3/4 628 (700-1 3/4)	960-2 3/4 868 (900-2 3/4)

MARION, SOUTH CAROLINA
Amdt 1 13NOV14

34°11'N-79°20'W

MARION COUNTY (MAO) RNAV (GPS) RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45836 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4504 90 92
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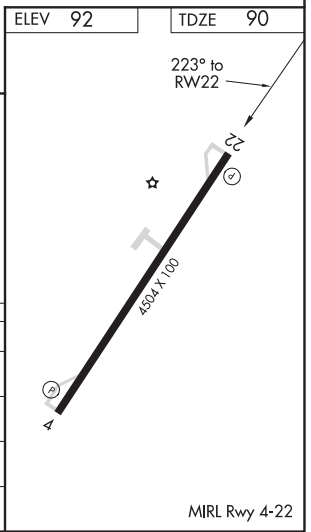
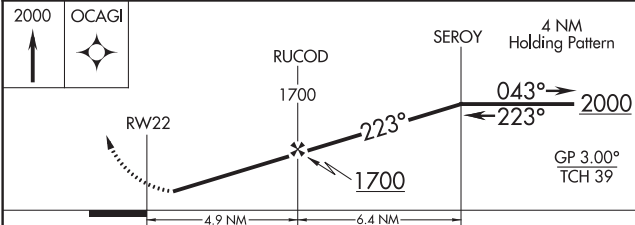
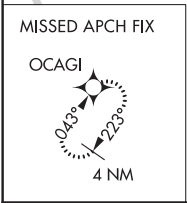
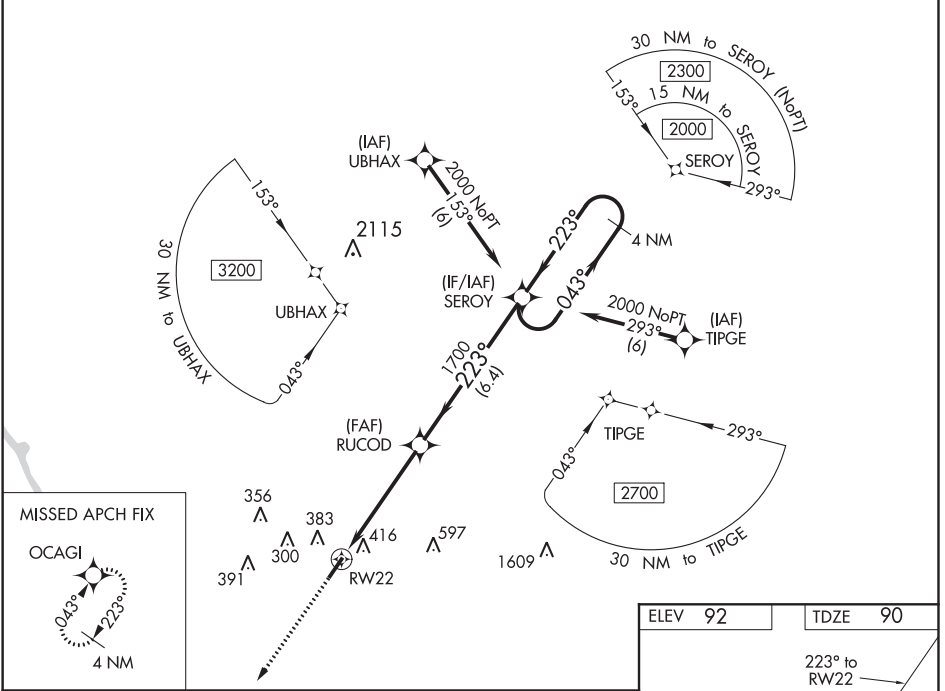
RNAV (GPS) RWY 22

MARION COUNTY (M.A.O)

⚠ Baro/VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities 1/4 mile, increase all MDA 60 feet and all Cat C/D visibilities 1/4 mile.

⚠ MISSED APPROACH: Climb to 2000 direct OCAGI and hold.

AWOS-3 119.875	FLORENCE APP CON * 135.25 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		396-1	306 (400-1)	
LNAV/VNAV DA		577-1½	487 (500-1½)	
LNAV MDA	680-1	590 (600-1)	680-1¾	590 (600-1¾)
C CIRCLING	720-1	628 (700-1)	720-1¾ 628 (700-1¾)	960-2¾ 868 (900-2¾)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 4-22

MARION, SOUTH CAROLINA

AL-5662 (FAA)

14317

VORTAC FLO 115.2 Chan 99	APP CRS 104°	Rwy Idg TDZE Apt Elev	N/A N/A 92
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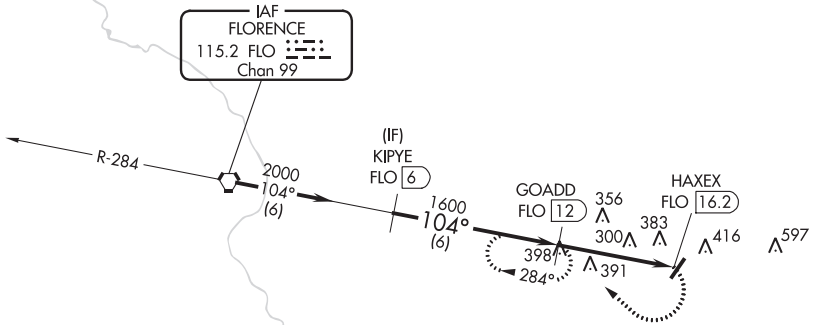
VOR/DME-A
MARION COUNTY (MAO)

<p>▽ ▲</p> <p>When local altimeter setting not received, use Florence altimeter setting and increase all MDA 60 feet. Increase Cat C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 1700 on heading 330° and on FLO VORTAC R-104 to GOADD/FLO 12 DME and hold.</p>
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AWOS-3 119.875	FLORENCE APP CON ★ 135.25 316.15	UNICOM 122.8 (CTAF)
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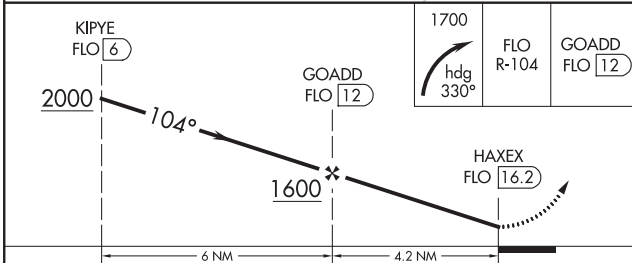
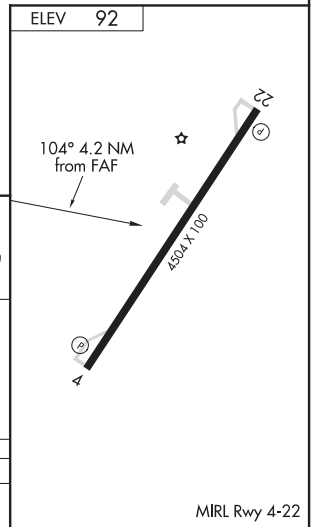
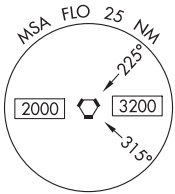
Procedure NA for arrivals on FLO VORTAC airway radials 088 CW 121.

▲²¹¹⁵



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	720-1	628 (700-1)	720-1¾ 628 (700-1¾)	960-2¾ 868 (900-2¾)

MIRL Rwy 4-22

MARION, SOUTH CAROLINA
Amdt 5 13NOV14

34°11'N-79°20'W

MARION COUNTY (MAO)
VOR/DME-A

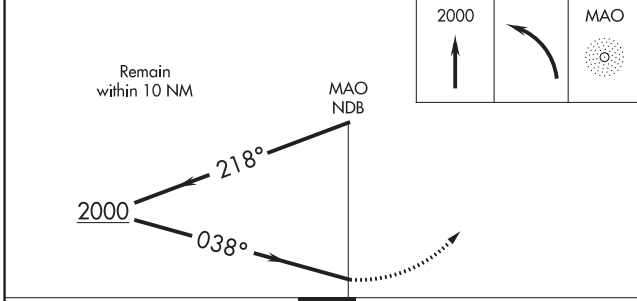
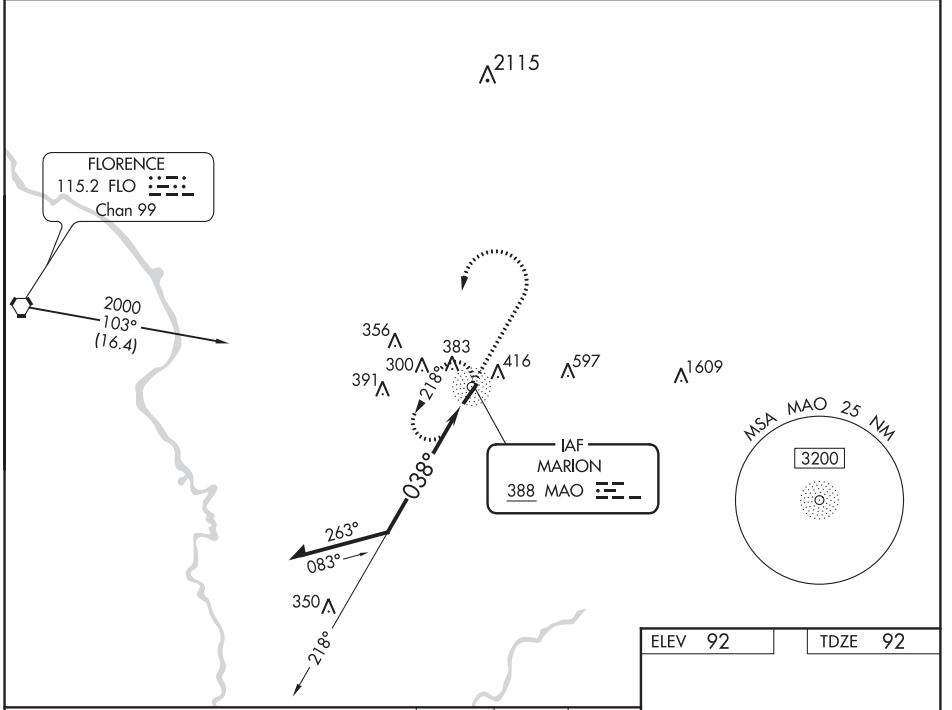
NDB RWY 4
MARION COUNTY (MAO)

NDB	MAO	APP CRS	Rwy Idg	4504
388		038°	TDZE	92
			Apt Elev	92

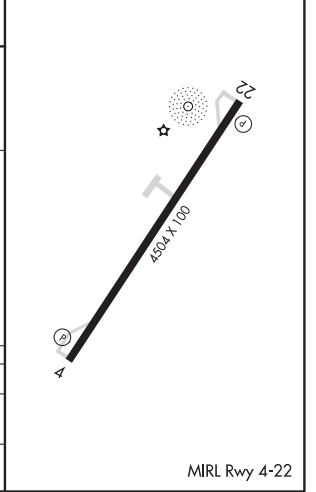
⚠ Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 4 Cat C/D aircraft NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities 1/4 mile.

MISSED APPROACH:
Climb to 2000 then left turn direct MAO NDB and hold.

AWOS-3 119.875	FLORENCE APP CON ★ 135.25 316.15	UNICOM 122.8 (CTAF)
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ELEV 92	TDZE 92
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CATEGORY	A	B	C	D
S-4	760-1	668 (700-1)	760-1 7/8	668 (700-1 1/2)
C CIRCLING	760-1	668 (700-1)	760-1 7/8 668 (700-1 1/2)	960-2 3/4 868 (900-2 3/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 4-22

MAXTON, NORTH CAROLINA

AL-5519 (FAA)

14037

LOC I-MEB 110.7	APP CRS 054°	Rwy Idg 6503 THRE 215 Apt Elev 216
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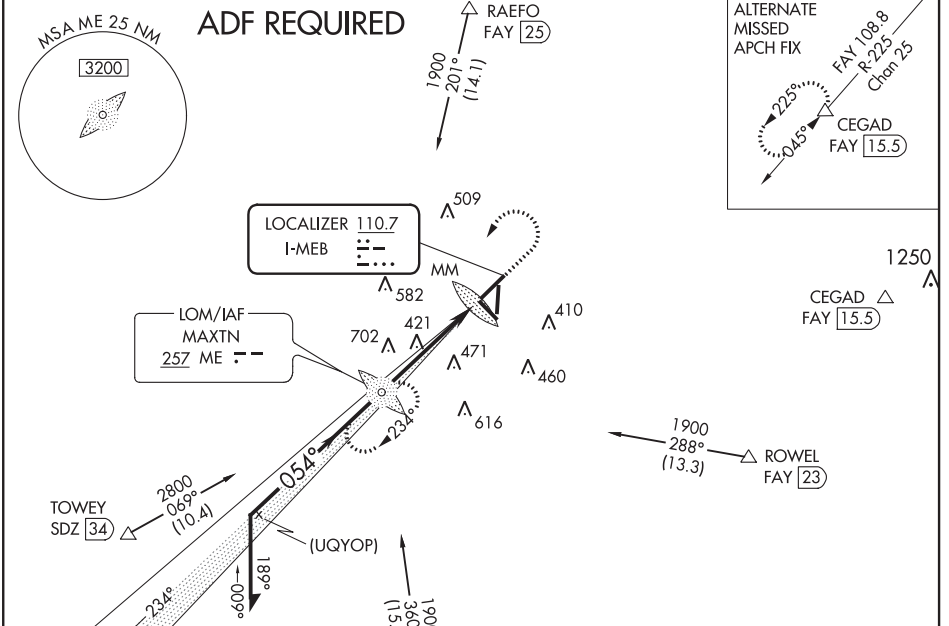
ILS or LOC RWY 5
LAURINBURG-MAXTON (ME/B)

⚠ Circling to Rwy 13 NA at night. ADF Required.
When local altimeter setting not received, use Lambertson altimeter setting and increase all DA 56 feet and all MDA 60 feet.

MALSR
A5

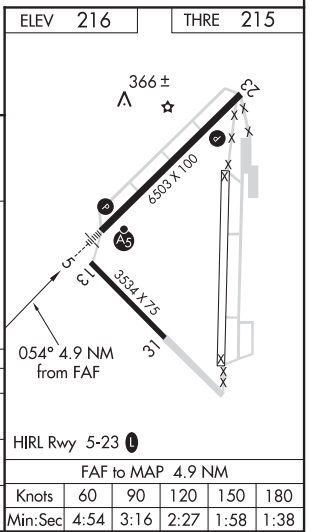
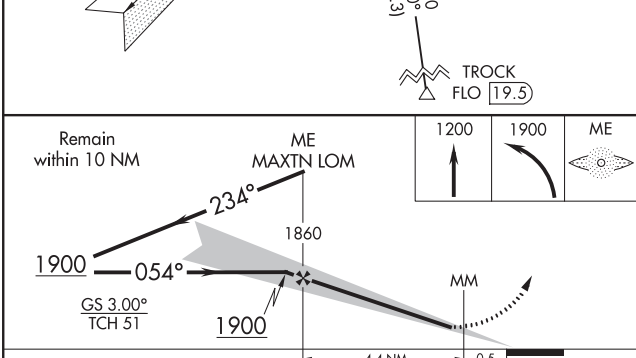
MISSED APPROACH: Climb to 1200 then climbing left turn to 1900 direct MAXTN LOM and hold.

ASOS 134.125	FAYETTEVILLE APP CON 127.8 343.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5	415-1/2 200 (200-1/2)			
S-LOC 5	680-1/2	465 (500-1/2)	680-1	465 (500-1)
CIRCLING	680-1	464 (500-1)	680-1 1/2	780-2 564 (600-2)

MAXTON, NORTH CAROLINA
Amdt 2 25AUG11

34°48'N-79°22'W

ILS or LOC RWY 5
LAURINBURG-MAXTON (ME/B)

ELEV	216	THRE	215
HIRL Rwy 5-23 1			
FAF to MAP 4.9 NM			
Knots	60	90	120 150 180
Min:Sec	4:54	3:16	2:27 1:58 1:38

WAAS CH 90423 W05A	APP CRS 054°	Rwy Idg THRE 215 Apt Elev 216	6503
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RNAV (GPS) RWY 5

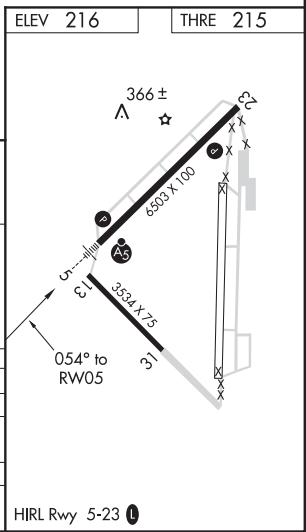
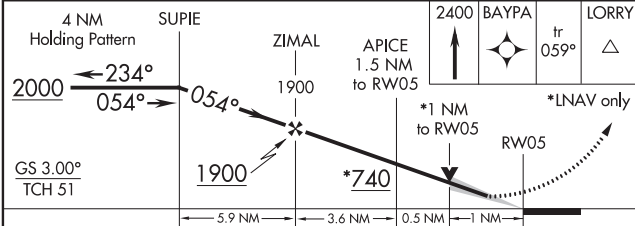
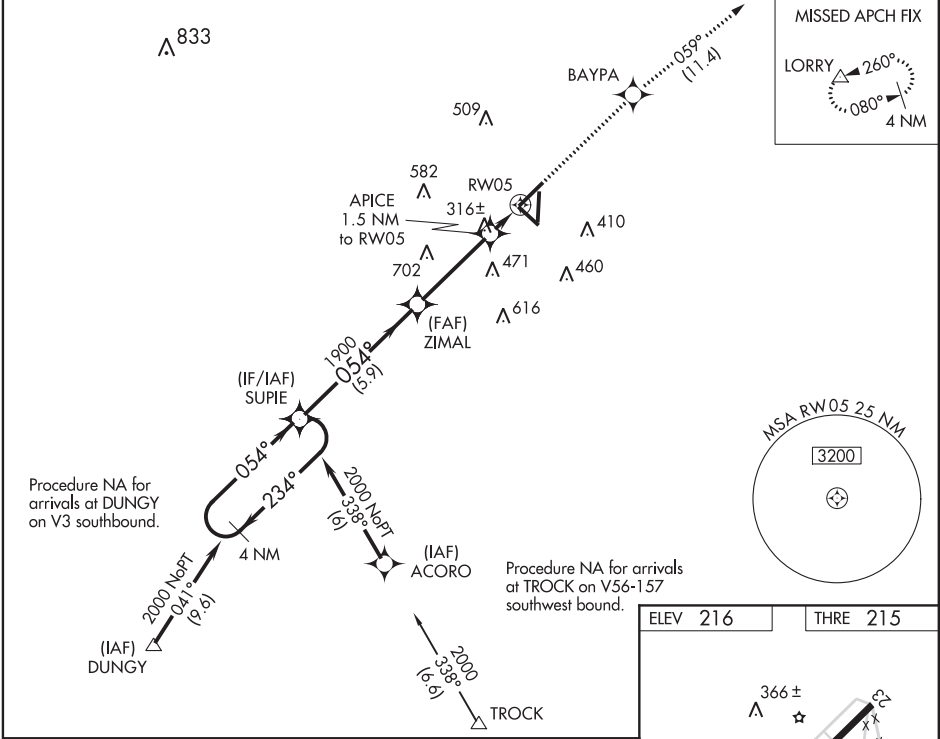
LAURINBURG-MAXTON (MEB)

⚠ Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile, and LNAV Cat C/D to 1 mile. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Lumberton altimeter setting and increase all DA 56 feet; increase all MDA 60 feet and LNAV Cat C/D visibilities ½ mile. VDP and Baro-VNAV NA when using Lumberton altimeter setting.

MALSR

MISSED APPROACH:
Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

ASOS 134.125	FAYETTEVILLE APP CON 127.8 343.725	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		415-½	200 (200-½)	
LNAV/VNAV DA		471-½	256 (300-½)	
LNAV MDA	580-½	365 (400-½)	580-⅝	365 (400-⅝)
CIRCLING	680-1	464 (500-1)	680-1½	780-2 564 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61023 W23A	APP CRS 234°	Rwy Idg TDZE Apt Elev	6503 213 216
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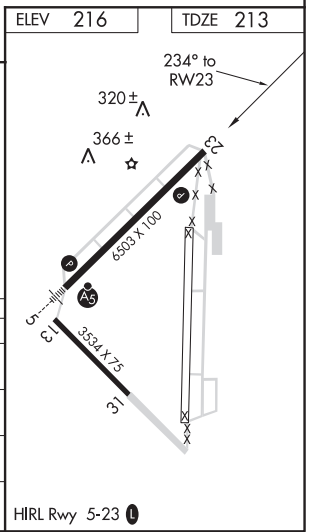
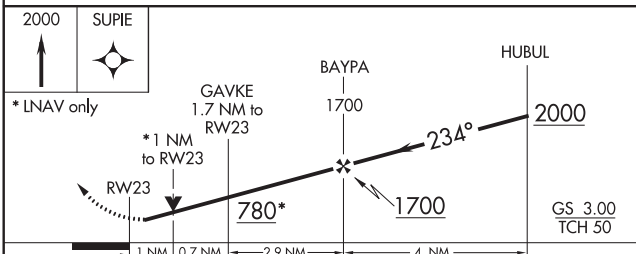
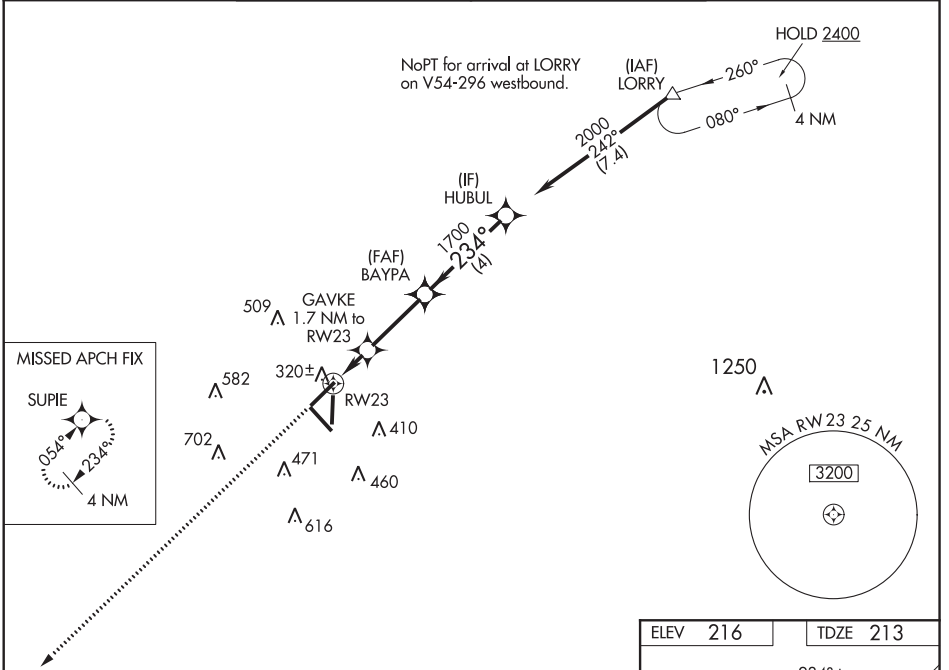
RNAV (GPS) RWY 23

LAURINBURG-MAXTON (MEB)

⚠ Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. **MISSED APPROACH:** Climb to 2000 direct SUPIE and hold.

⚠ VDP and Baro-VNAV NA when using Lumberton altimeter setting. When local altimeter setting not received, use Lumberton altimeter setting and increase all DA 56 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV Cat C/D visibilities ¼ mile.

ASOS 134.125	FAYETTEVILLE APP CON 127.8 343.725	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		494-7/8	281 (300-7/8)	
LNAV/VNAV DA		495-7/8	282 (300-7/8)	
LNAV MDA	580-1	367 (400-1)	580-1 1/8	367 (400-1 1/8)
CIRCLING	680-1	464 (500-1)	680-1 1/2 464 (500-1 1/2)	780-2 564 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EASTOVER, SOUTH CAROLINA

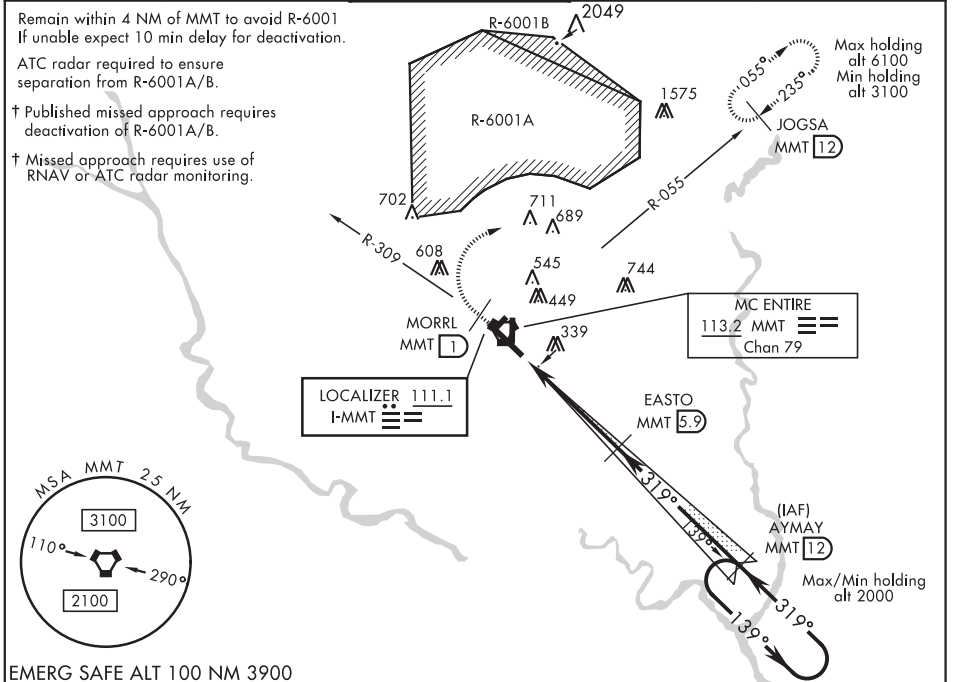
ILS or LOC/DME RWY 32

LOC I-MMT 111.1	APCH CRS 319°	Rwy Idg THRE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)
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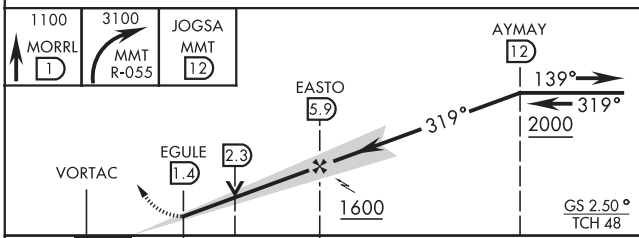
* When ALS inop, increase CAT ABCDE RVR to 40, and vis to 3/4 mile.
 ** When ALS inop, increase CAT ABCDE RVR to 55, and vis to 1 mile.

 † MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right to 3100 intercept MMT R-055 direct JOGSA/12 DME and hold.

ATIS 327.05	SHAW APP CON 125.4 318.1	MC ENTIRE TOWER * 132.4 (CTAF) 0 253.5	GND CON 127.625 226.675	ASR/PAR
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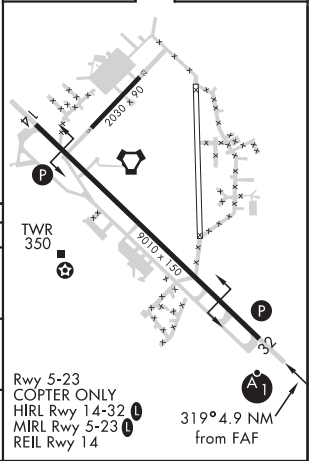


EMERG SAFE ALT 100 NM 3900



ELEV 254	THRE 243
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CATEGORY	A	B	C	D	E
S-ILS 32 *	443/24 200 (200-1/2)				
S-LOC 32**	620/24 377 (400-1/2)		620/35 377 (400-3/4)		
CIRCLING	740-1 486 (500-1)	840-1 586 (600-1)	880-1 3/4 626 (700-1 3/4)	940-2 1/4 686 (700-2 1/4)	1060-2 3/4 806 (900-2 3/4)



EASTOVER, SOUTH CAROLINA 33° 55' N-80° 48' W MC ENTIRE JNGB (KMMT)

Amtd 3 29MAY14

ILS or LOC/DME RWY 32

SE-2, 10 NOV 2016 to 05 JAN 2017

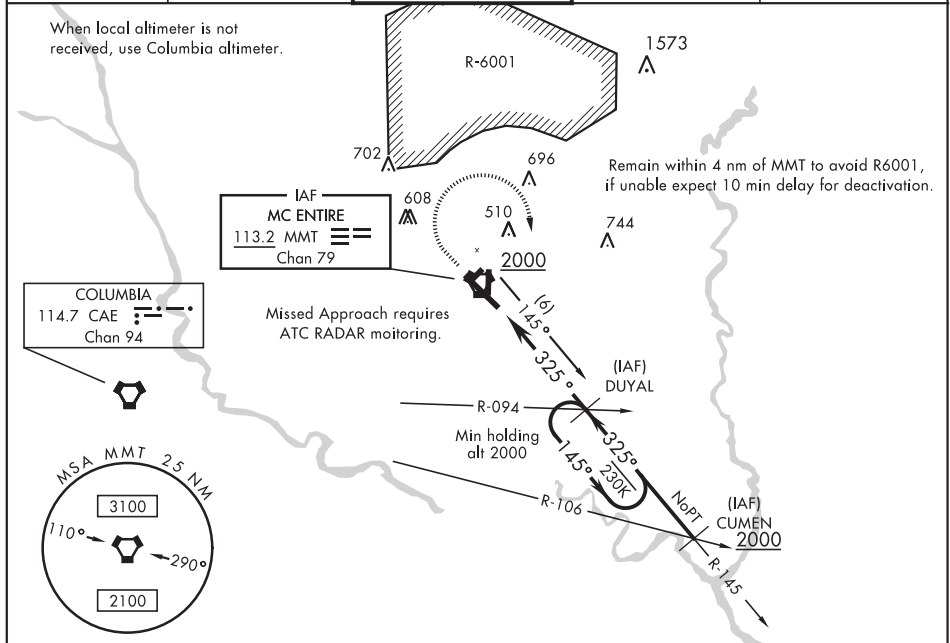
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC MMT 113.2 Chan 79	APCH CRS 325°	Rwy ldg TDZE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)
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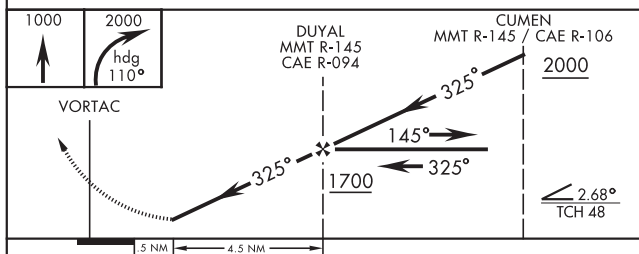
▼ * When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1 1/4 miles.
 ** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1 1/4, CAT D vis to 1 1/2.

 MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

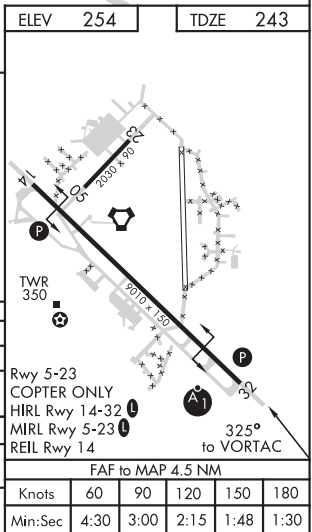
ATIS 327.05	SHAW APP CON 125.4 318.1	MC ENTIRE TOWER ★ 132.4 (CTAF) 0 253.5	GND CON 127.625 226.675	ASR/PAR
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EMERG SAFE ALT 100 NM 3900



CATEGORY	A	B	C	D
S-32 *	640/24	397 (400-1/2)	640/40	397 (400-3/4)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1 1/4 628 (700-1 1/4)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 **	680/24	437 (500-1/2)	680/40 437 (500-3/4)	680/50 437 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1 1/4 668 (700-1 1/4)	920-2 668 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

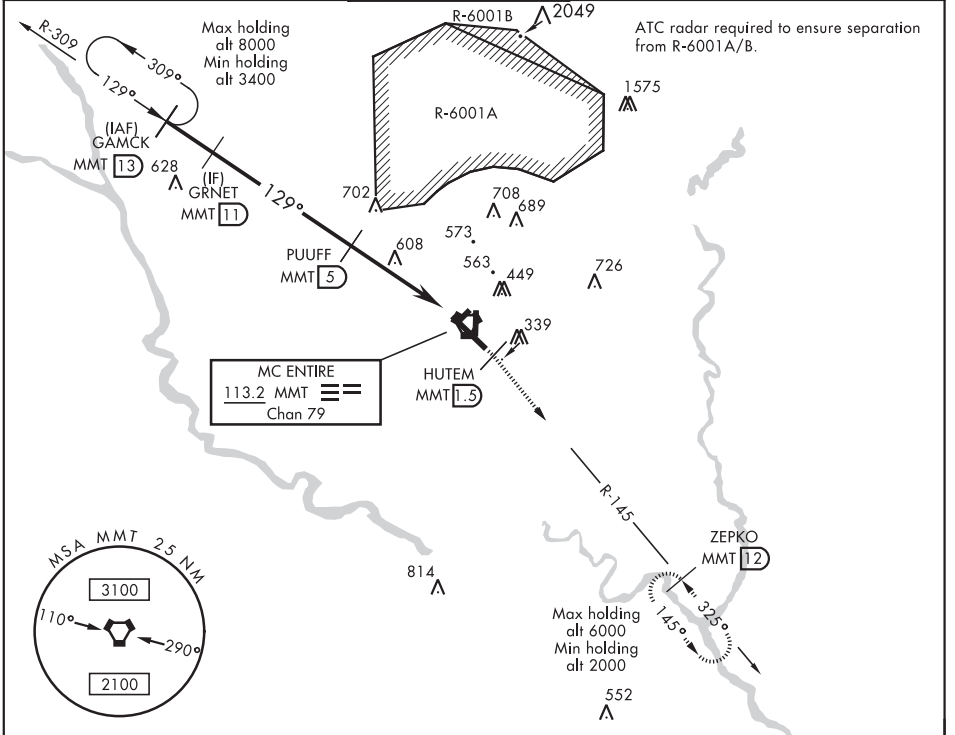
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC MMT 113.2 Chan 79	APCH CRS 129°	Rwy ldg THRE 251 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)
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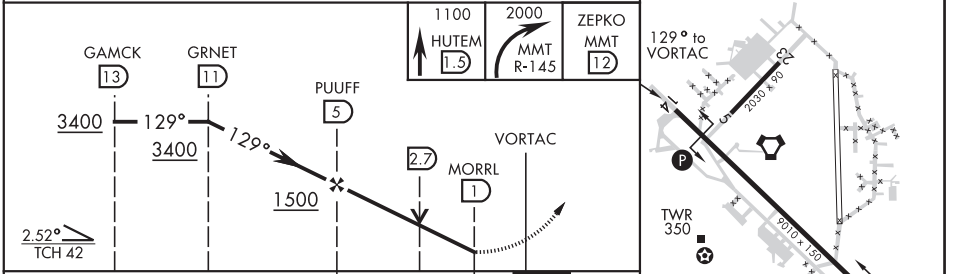
* Circling to Rwy 05-23 NA at night.

MISSED APPROACH: Climb to 1100 direct HUTEM/1.5 DME then climbing right turn to 2000 intercept MMT R-145 direct ZEPKO/12 DME and hold.

ATIS 327.05	SHAW APP CON 125.4 318.1	MC ENTIRE TOWER * 132.4 (CTAF) 0 253.5	GND CON 127.625 226.675	ASR/PAR
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ELEV	254	THRE	251
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CATEGORY	A	B	C	D	E
S-14	880-1	629 (700-1)	880-1¾	629 (700-1¾)	
CIRCLING *	880-1	626 (700-1)	880-1¾ 626 (700-1¾)	1040-2½ 786 (800-2½)	1060-2¾ 806 (900-2¾)

Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwy 14

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

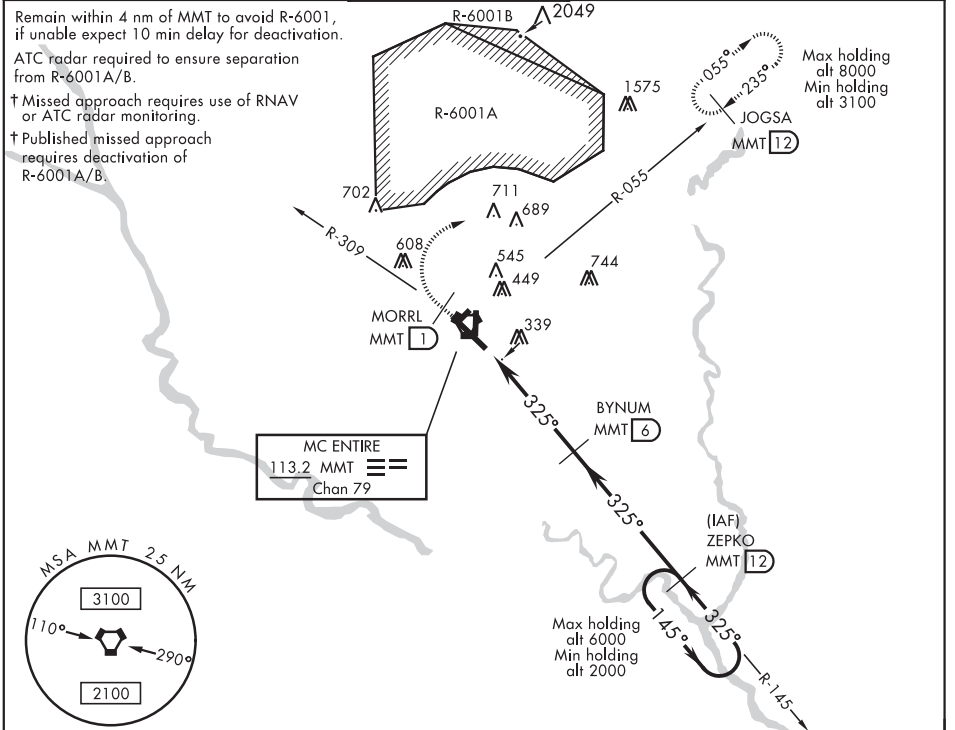
EASTOVER, SOUTH CAROLINA

TACAN RWY 32

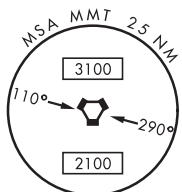
VORTAC MMT 113.2 Chan 79	APCH CRS 325°	Rwy Idg THRE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)
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A1 * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.
 A1 † MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right turn to 3100 intercept MMT R-055 direct JOGSA/12 DME and hold.

ATIS 327.05	SHAW APP CON 125.4 318.1	MC ENTIRE TOWER * 132.4 (CTAF) 0 253.5	GND CON 127.625 226.675	ASR/PAR
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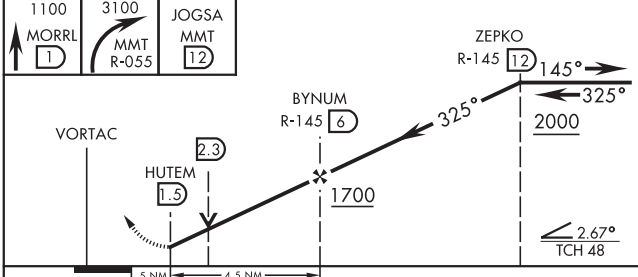
Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.
 ATC radar required to ensure separation from R-6001A/B.
 † Missed approach requires use of RNAV or ATC radar monitoring.
 † Published missed approach requires deactivation of R-6001A/B.



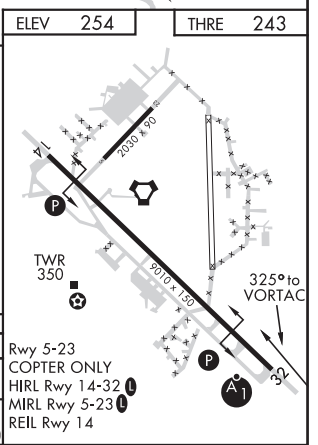
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3900	ELEV 254	THRE 243
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CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		
CIRCLING	740-1 486 (500-1)	840-1 586 (600-1)	880-1¾ 626 (700-1¾)	940-2¼ 686 (700-2¼)	1060-2¾ 806 (900-2¾)



Rwy 5-23
 COPTER ONLY
 HIRL Rwy 14-32
 MIRL Rwy 5-23
 REIL Rwy 14

EASTOVER, SOUTH CAROLINA 33°55'N-80°48'W MC ENTIRE JNGB (KMMT)

Amdt 3 29MAY14

TACAN RWY 32

AIRPORT DIAGRAM

AFD-951 [USAF]

MC ENTIRE JNGB (KMMT)

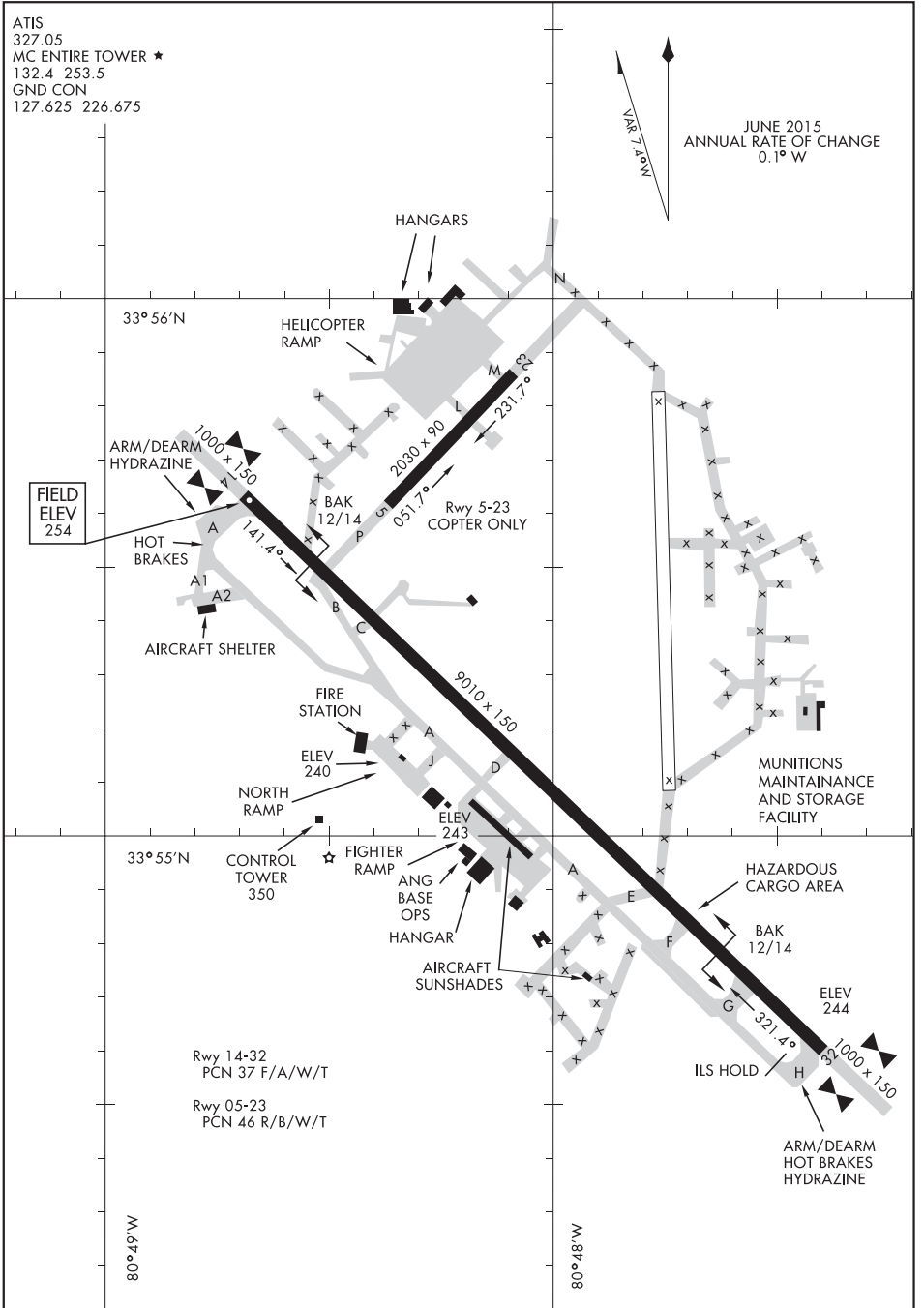
EASTOVER, SOUTH CAROLINA

ATIS
 327.05
 MC ENTIRE TOWER ★
 132.4 253.5
 GND CON
 127.625 226.675

JUNE 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



Rwy 14-32
 PCN 37 F/A/W/T

 Rwy 05-23
 PCN 46 R/B/W/T

AIRPORT DIAGRAM

EASTOVER, SOUTH CAROLINA

MC ENTIRE JNGB (KMMT)

APP CRS	Rwy Idg	2943
094°	TDZE	773
	Apt Elev	818

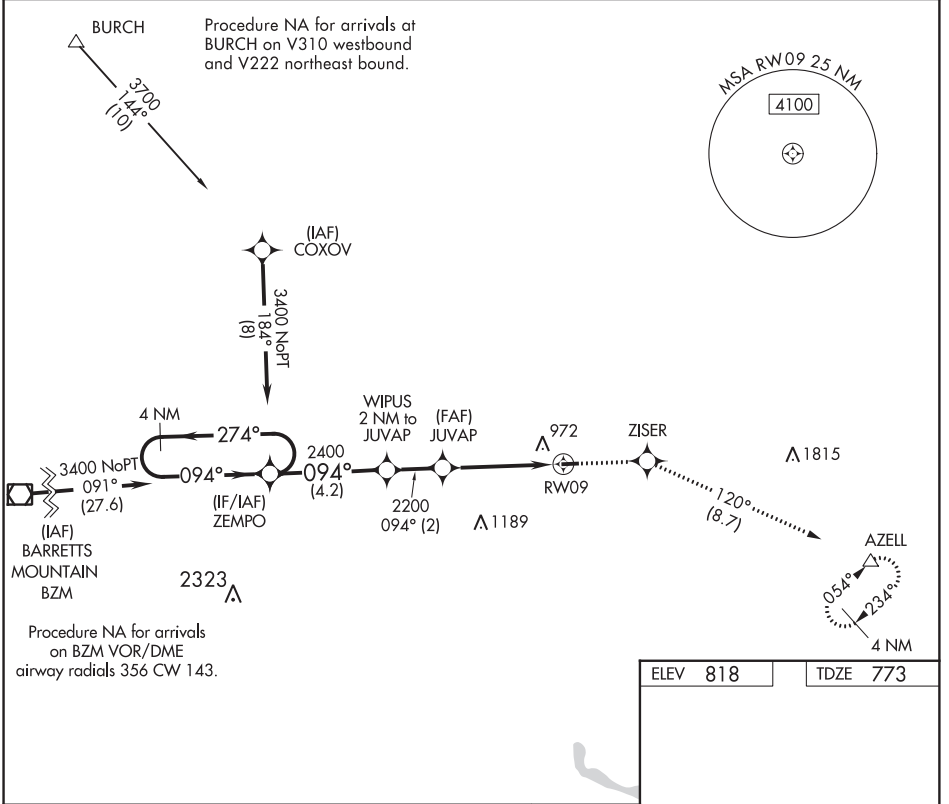
RNAV (GPS) RWY 9

TWIN LAKES (8A7)

NA DME/DME RNP-0.3 NA.
 Use Davidson County altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.

DAVIDSON COUNTY AWOS-3 119.825	GREENSBORO APP CON 124.35 269.225	UNICOM 122.7 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	818	TDZE	773
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4 NM Holding Pattern	3000	ZISER	tr 120°	AZELL
3400 ← 274°				
094° →				
ZEMPO	WIPUS 2 NM to JUVAP	JUVAP	RW09	Z
Descent angle NA.	2400	2200		
	4.2 NM	2 NM	4.3 NM	

CATEGORY	A	B	C	D
LNVA MDA	1320-1	547 (600-1)	NA	NA
CIRCLING	1380-1 562 (600-1)	1400-1 582 (600-1)	NA	NA

IIRL Rwy 9-27

WAAS CH 63210 W05A	APP CRS 050°	Rwy Idg 4351 TDZE 73 Apt Elev 73
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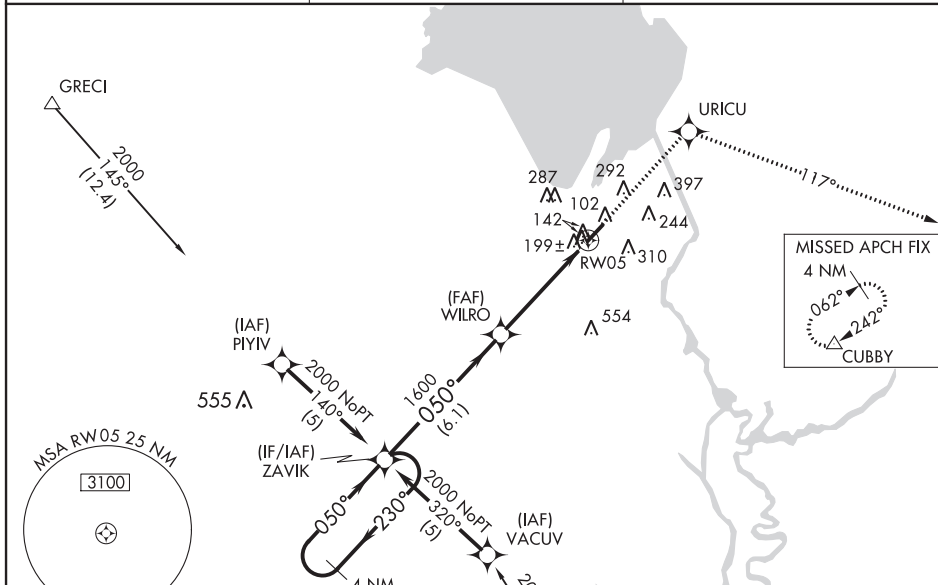
RNAV (GPS) RWY 5

BERKELEY COUNTY (MKS)

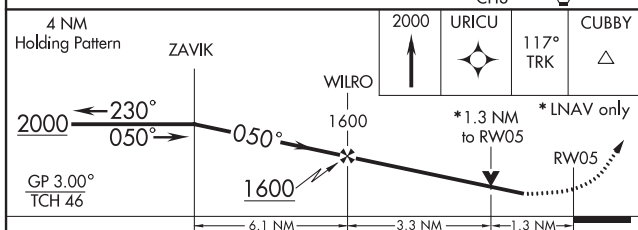
⚠ Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

⚠ MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3 119.175	CHARLESTON APP CON 119.3 379.925	UNICOM 123.05 (CTAF)
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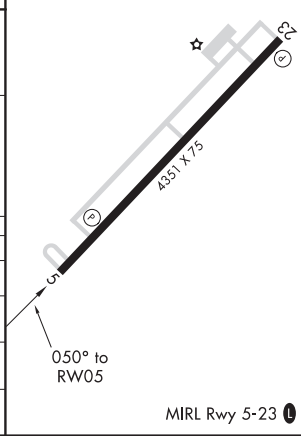


Procedure NA for arrival on CHS VORTAC airway radials 282 CW 018.



ELEV 73	TDZE 73
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CATEGORY	A	B	C	D
LPV DA		407-1¼	334 (400-1¼)	
LNAV/VNAV DA		469-1½	396 (400-1½)	
LNAV MDA	520-1	447 (500-1)	520-1¼ 447 (500-1¼)	520-1½ 447 (500-1½)
CIRCLING	520-1 447 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4351
230°	TDZE	73
	Apt Elev	73

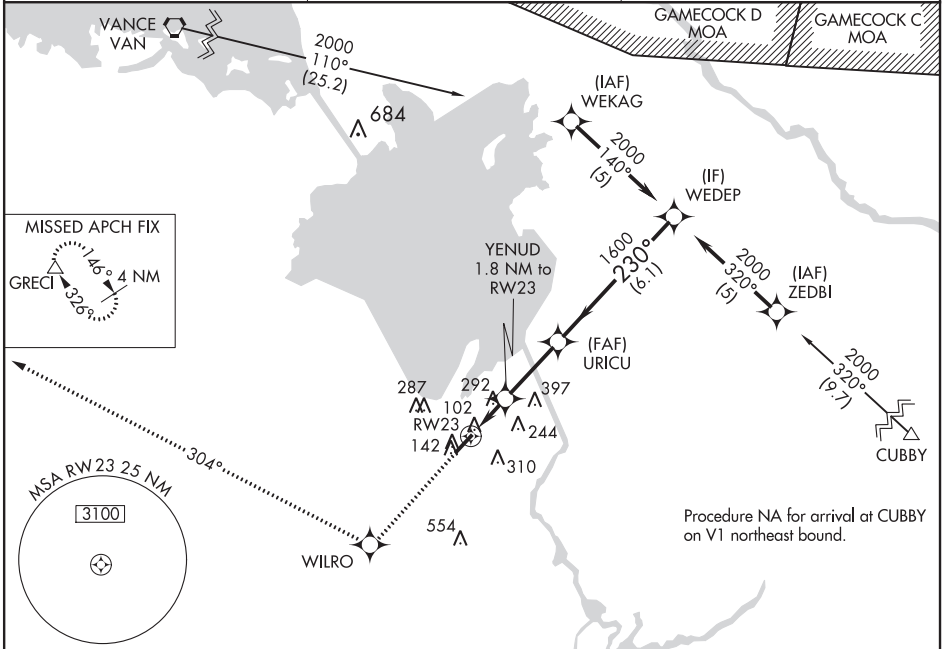
RNAV (GPS) RWY 23

BERKELEY COUNTY (MKS)

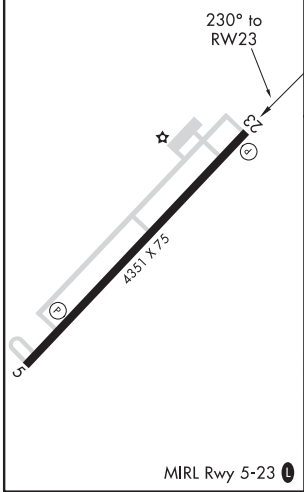
NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3 119.175	CHARLESTON APP CON 119.3 379.925	UNICOM 123.05 (CTAF) 0
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ELEV 73	TDZE 73
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2000	WILRO	304° tr	GRECI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).	WEDEP
			URICU		
	YENUD 1.8 NM to RW23		URICU		2000
	RW23	680	1600		
	1.8 NM	2.8 NM	6.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	560-1	487 (500-1)	560-1¼ 487 (500-1¼)	560-1½ 487 (500-1½)	
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

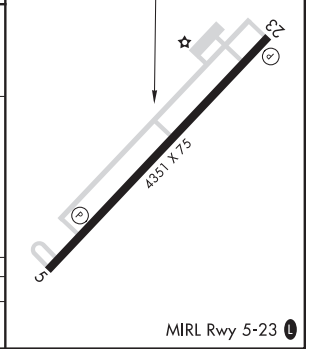
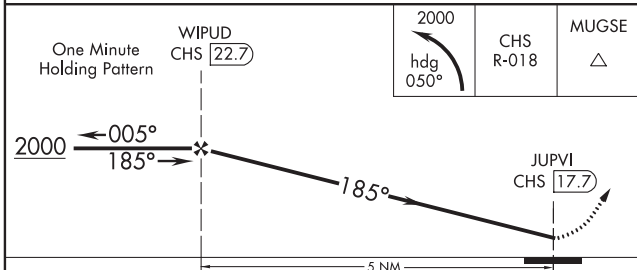
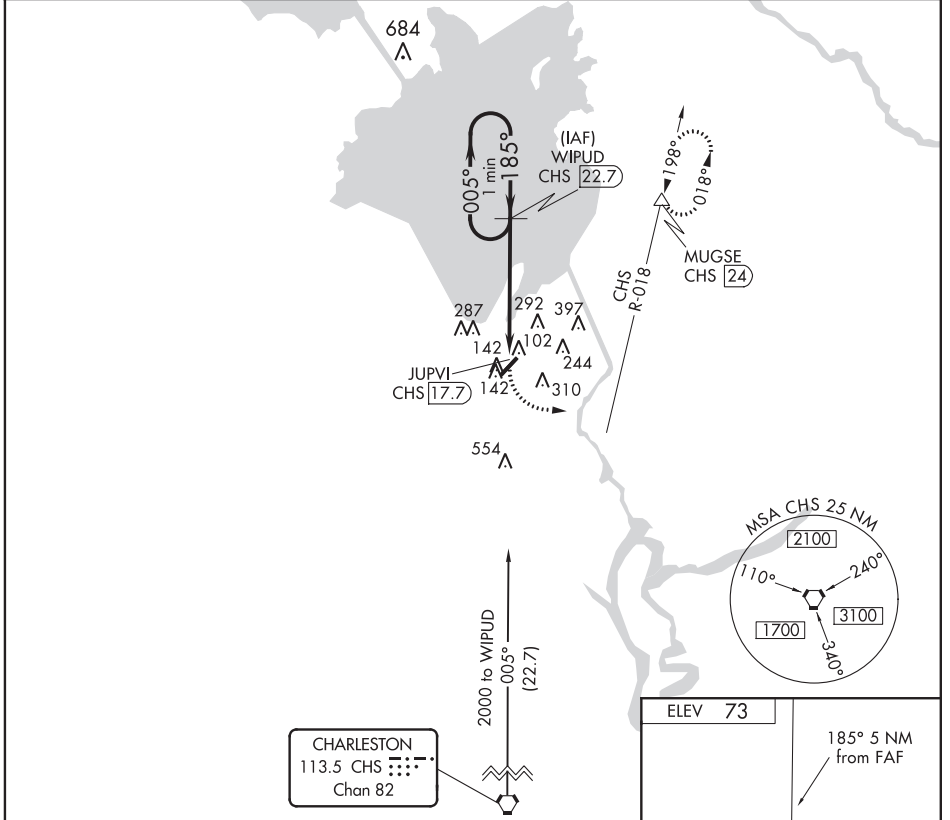
VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg TDZE Apt Elev	N/A N/A 73
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VOR/DME-A
BERKELEY COUNTY (MKS)

NA Procedure NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3 119.175	CHARLESTON APP CON 119.3 379.925	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EQY 109.75 Chan 34 (Y)	APP CRS 053°	Rwy Idg TDZE Apt Elev	7001 683 683
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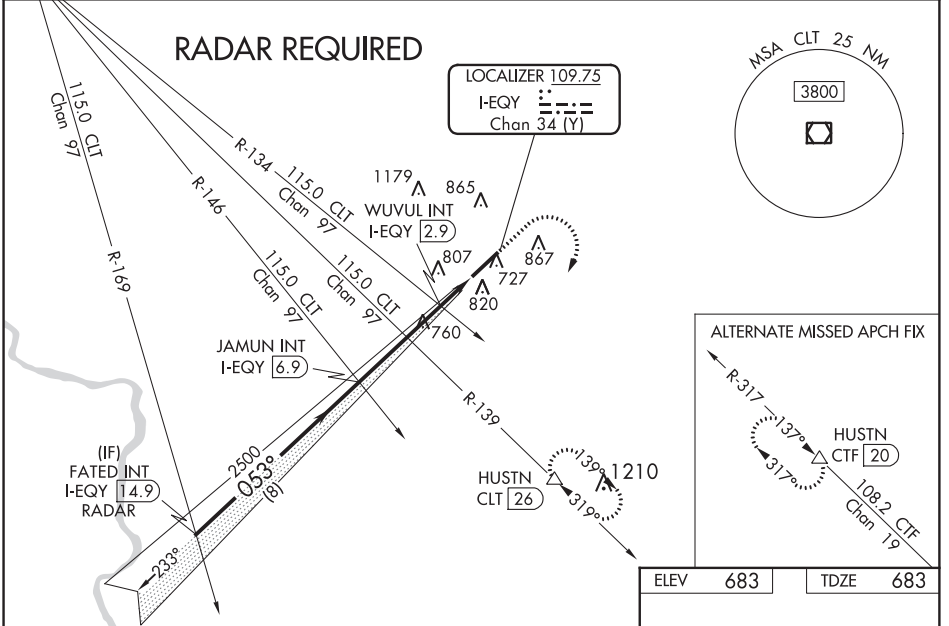
ILS or LOC RWY 5
CHARLOTTE-MONROE EXECUTIVE (EQY)

NA DME required. VDP NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase DA to 939 feet; increase all MDAs 60 feet, increase S-LOC 5 Cats C and D and Circling Cat C and D visibility ¼ SM. WUVUL fix minimums: increase S-LOC 5 Cats C and D and Circling Cat D visibility ¼ SM. For inop ALS when using Charlotte altimeter setting, increase S-ILS 5 all Cats visibility to ¾ SM.

MALSR 

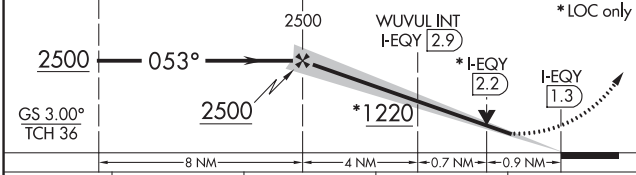
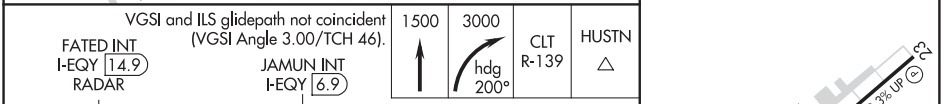
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 200° and on CLT VOR/DME R-139 to HUSTN/CLT 26 DME and hold.



ASOS 135.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 132.55	UNICOM 122.7 (CTAF) 
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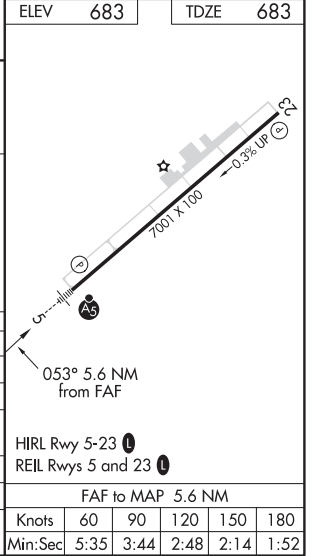


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5	883-½ 200 (200-½)			
S-LOC 5	1220-½	537 (600-½)	1220-1	537 (600-1)
 CIRCLING	1220-1	537 (600-1)	1220-1½ 537 (600-½)	1480-2½ 797 (800-2½)
WUVUL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	1020-½ 337 (400-½)			
 CIRCLING	1220-1	537 (600-1)	1220-1½ 537 (600-½)	1480-2½ 797 (800-2½)



WAAS CH 66002 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	7001 683 683
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RNAV (GPS) RWY 5

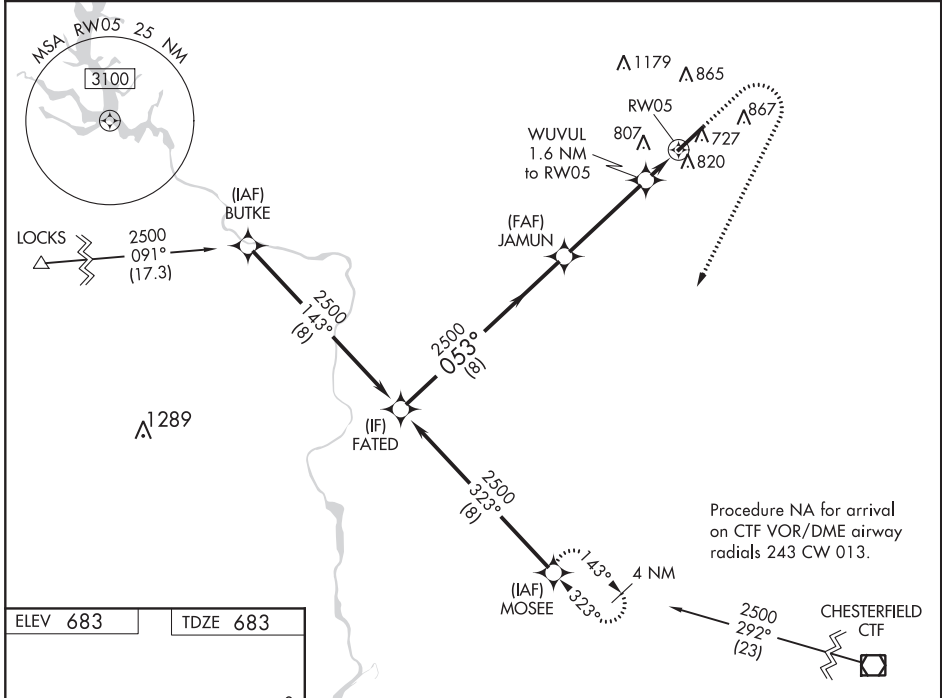
CHARLOTTE-MONROE EXECUTIVE (EQY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte altimeter setting and increase LPV DA to 939, LNAV/VNAV DA to 1057 and LNAV/VNAV all visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C and D and Circling Cat D visibilities ¼ SM. For inop ALS when using Charlotte altimeter setting, increase LPV visibility all Cats to ¾ SM. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

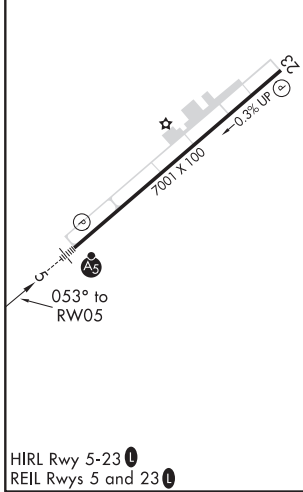


MISSED APPROACH:
Climb to 1100 then
climbing right turn to
2500 direct MOSEE
and hold.

ASOS 135.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 132.55	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------	---------------------------------



ELEV 683	TDZE 683
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).

FATED	JAMUN	WUVUL	MOSEE	
2500	2500	1.6 NM to RW05	1100 2500 MOSEE	
GP 3.00° TCH 36	053°	* 1220	* LNAV only.	
8 NM	4 NM	0.7 NM	0.9 NM	
CATEGORY	A	B	C	D
LPV DA	883-½ 200 (200-½)			
LNAV/VNAV DA	1001-⅝ 318 (400-⅝)			
LNAV MDA	1020-½ 337 (400-½)			
C CIRCLING	1220-1	537 (600-1)	1220-1½	1480-2½
			537 (600-1½)	797 (800-2½)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90141 W23A	APP CRS 233°	Rwy Idg 7001 TDZE 671 Apt Elev 683
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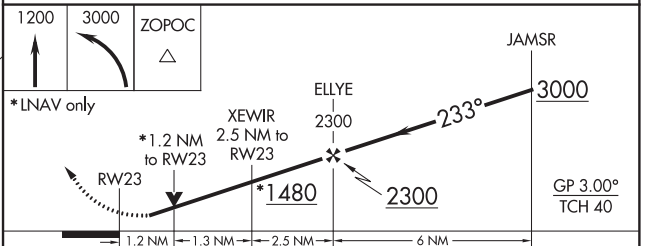
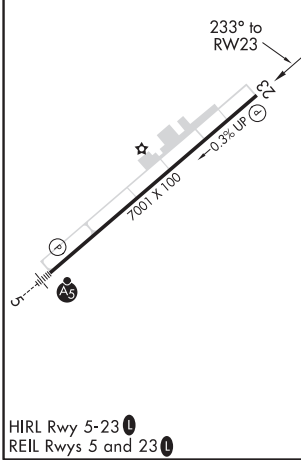
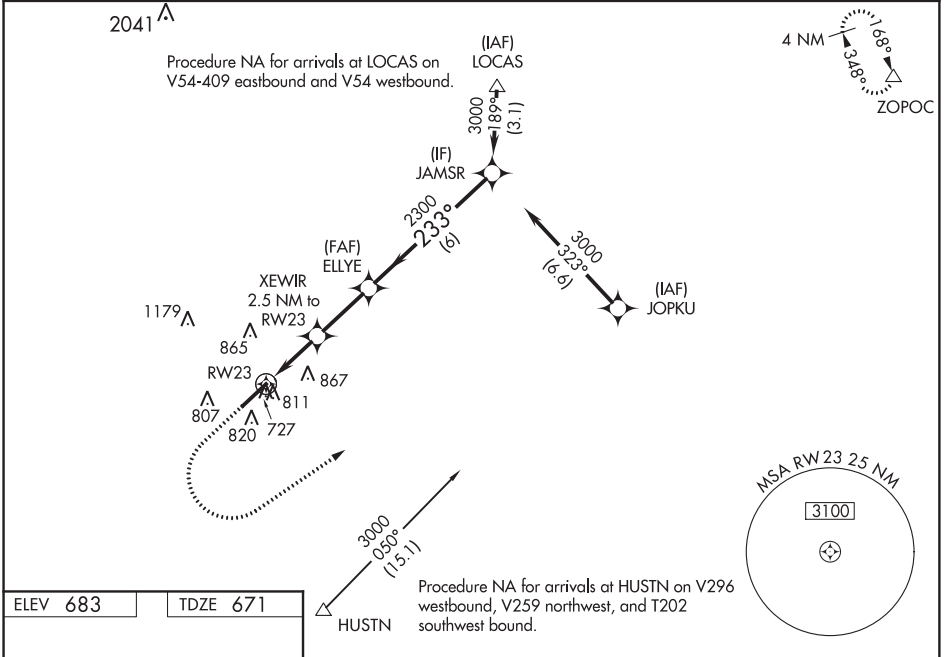
RNAV (GPS) RWY 23

CHARLOTTE-MONROE EXECUTIVE (EQY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F).
 Baro-VNAV and VDP NA when using Charlotte altimeter setting. DME/DME RNP-0.3 NA.
 ▲ Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 995 feet and visibility all Cats 1/4 SM; increase LNAV/VNAV DA to 1037 feet and visibility all Cats 1/8 SM; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat D visibility 1/4 mile.

MISSED APPROACH:
 Climb to 1200 then
 climbing left turn to
 3000 direct to
 ZOPROC and hold.

ASOS 135.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 132.55	UNICOM 122.7 (CTAF) 0
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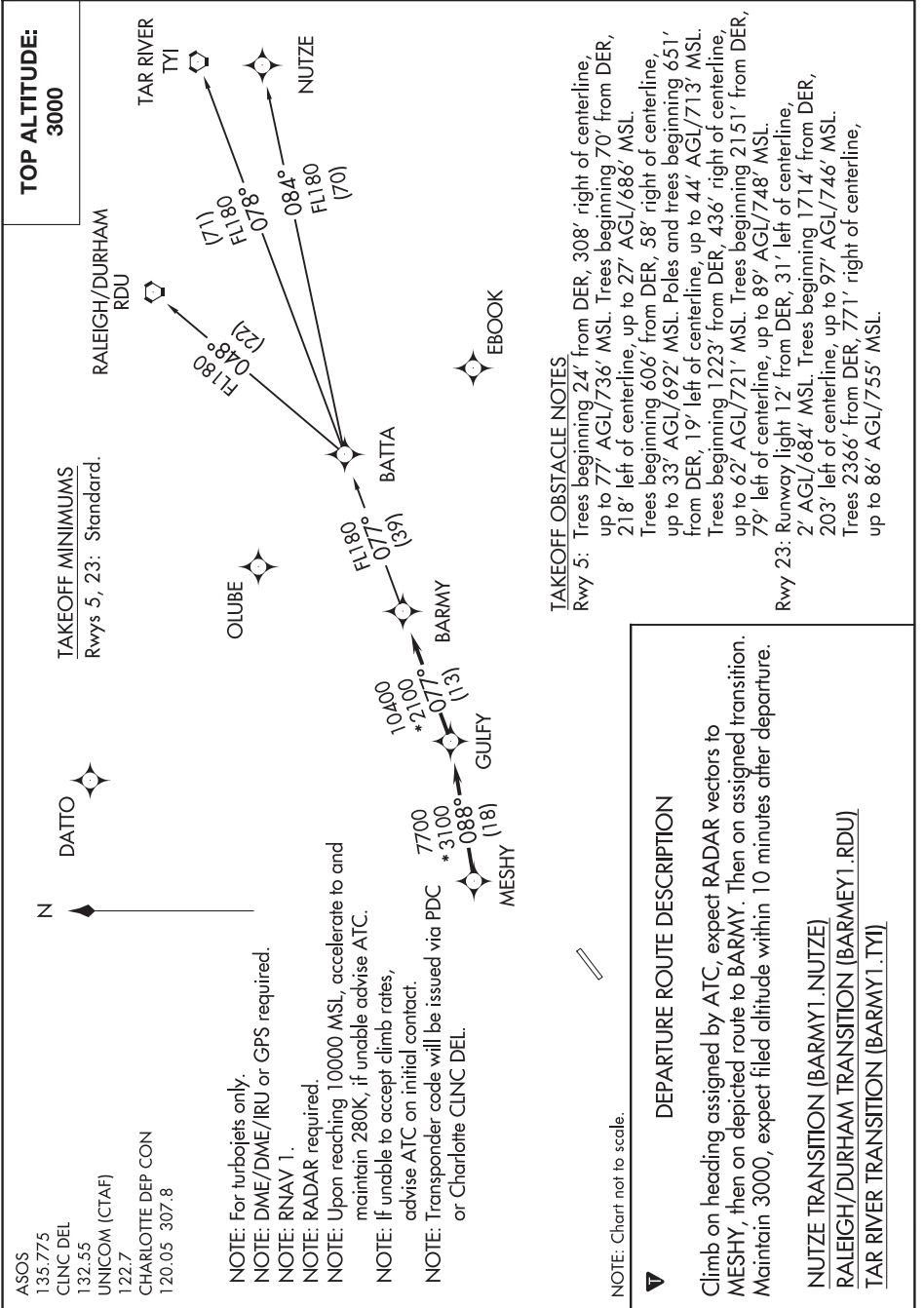
CATEGORY	A	B	C	D
LPV DA		939-7/8	268 (300-7/8)	
LNAV/VNAV DA		981-1 1/8	310 (300-1 1/8)	
LNAV MDA	1080-1	409 (400-1)	1080-1 1/8	409 (400-1 1/8)
<input checked="" type="checkbox"/> CIRCLING	1220-1	537 (600-1)	1220-1 1/2	1480-2 1/2
			537 (600-1 1/2)	797 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16315

520
SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

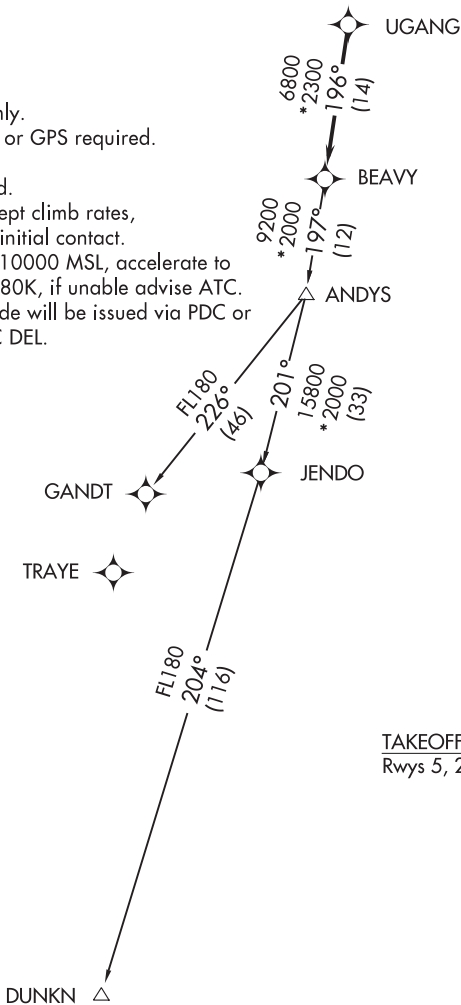
BEAVY ONE DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

MONROE, NORTH CAROLINA
CHARLOTTE-MOROE EXECUTIVE (EQY)

(BEAVY1.BEAVY) 21JUL16

SE-2, 10 NOV 2016 to 05 JAN 2017

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BEAVY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.
Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

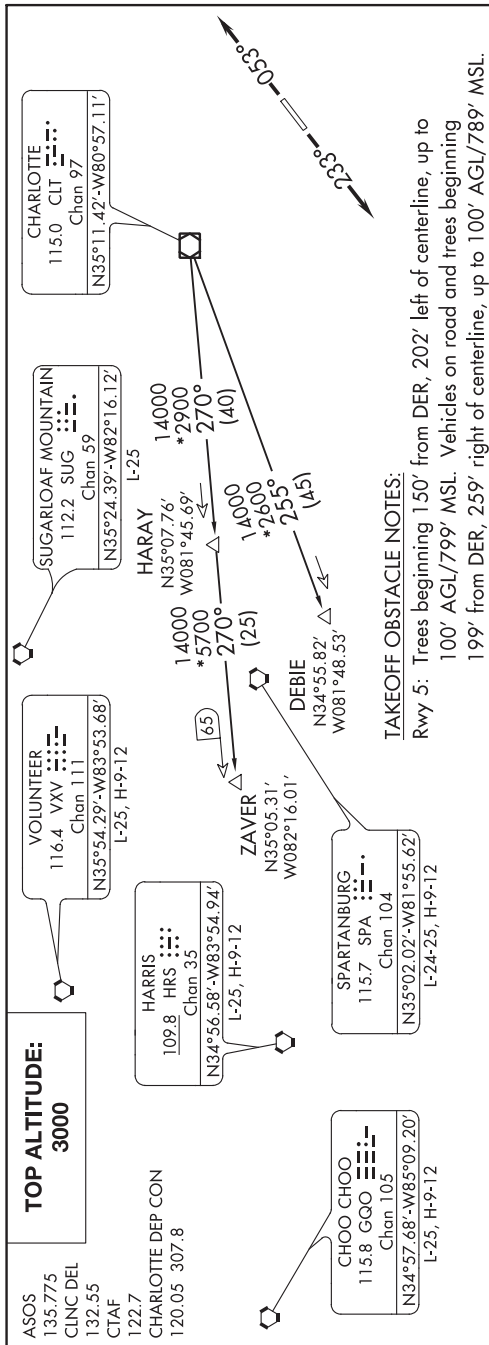
- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
- Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
- Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
- Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
- Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
- Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
- Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
- Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: For Turbojets only.
NOTE: Radar and DME Required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
 Rwys 5, 23: Standard.

ATHENS
109.6 AHN
Chan 33
N33°56.86'-W83°19.49'
L-18, H-9-12

TAKEOFF OBSTACLE NOTES:
 Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

DEPARTURE ROUTE DESCRIPTION:
 TAKEOFF RWY 5: Climb heading 053°, thence
 TAKEOFF RWY 23: Climb heading 233°, thence
 expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.
 DEBIE TRANSITION (BOB7.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
 HARRY TRANSITION (BOB7.HARRY): From over CLT VOR/DME on CLT R-270 to HARRY.
 ZAVER TRANSITION (BOB7.ZAVER): From over CLT VOR/DME on CLT R-270 to ZAVER.

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

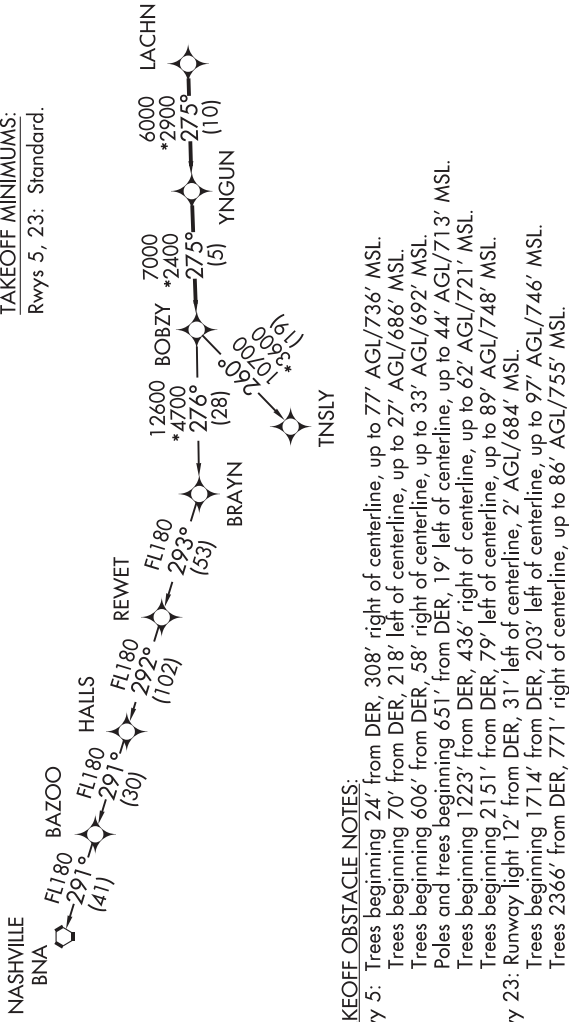
BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

ASOS
135.775
CINC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.



TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL. Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL. Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL. Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL. Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL. Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL. Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL. Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL. Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

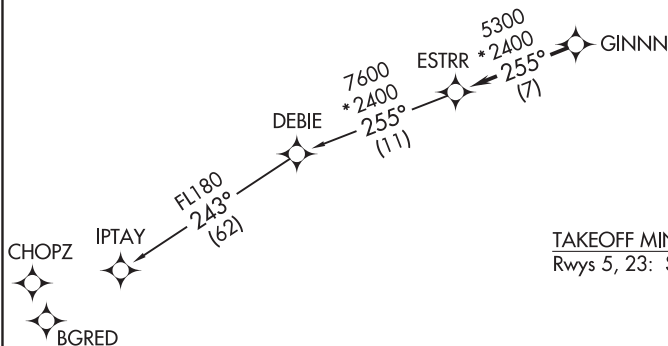
- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

(ESTRR1.ESTRR) 15232

ESTRR ONE DEPARTURE (RNAV) SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (E.Q.Y)
MONROE, NORTH CAROLINA**TOP ALTITUDE:
3000**ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.

- NOTE: For Turbojets only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
 Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
 Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
 Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
 Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
 Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
 Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
 Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

NOTE: Chart not to scale.

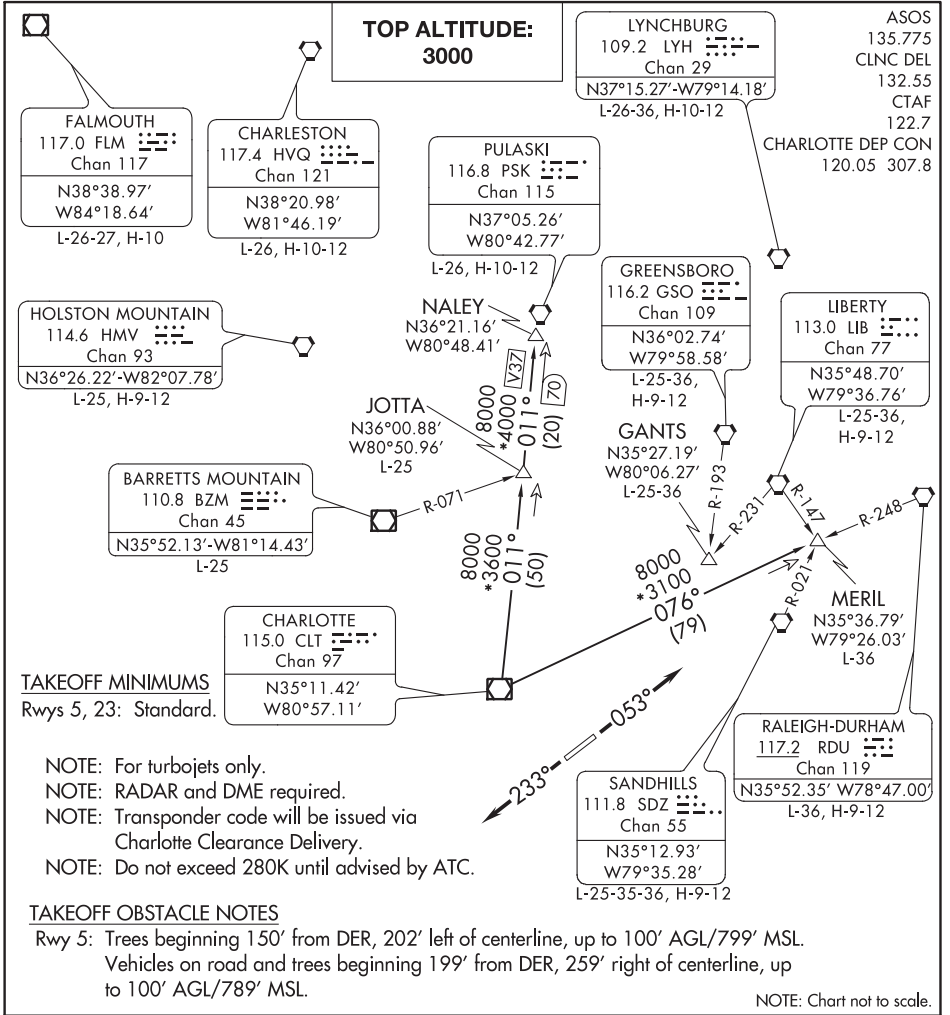
**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)
(ESTRR1.ESTRR) 15232CHARLOTTE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (E.Q.Y)

HORNET EIGHT DEPARTURE



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°, thence

TAKEOFF RUNWAY 23: Climb heading 233°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
 Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

HORNET EIGHT DEPARTURE

HUGO THREE DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQU)

SL-5726 (FAA)

MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81' W81°33.61'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

ROBAY
N36°03.77' W81°18.07'

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

PITTY
N35°19.82' W81°51.09'
L-25

GIPPR
N35°12.58' W79°59.13'
L-25-36

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

DEBIE
N34°55.82' W81°48.53'

V54-409
11000
*3100
093°
(48)

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' W79°35.28'
L-25-35-36, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

ANDYS
N34°22.25' W81°08.63'
L-24-25

CHOPN
N34°14.90' W80°32.35'

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HUGO THREE DEPARTURE

MONROE, NORTH CAROLINA

CHARLOTTE-MONROE EXECUTIVE (EQU)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 233°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.
Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (E.Q.Y)
MONROE, NORTH CAROLINA

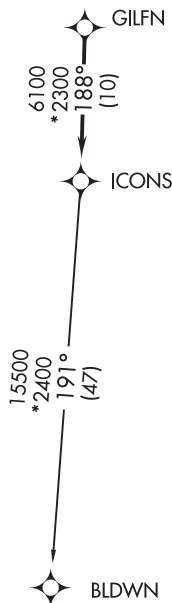
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

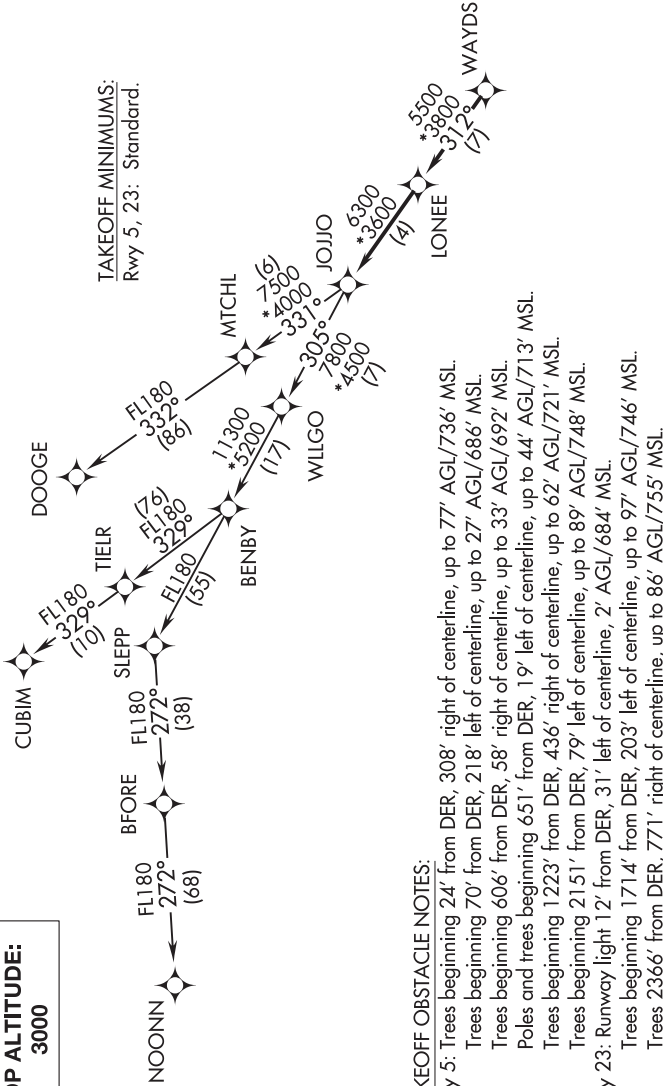
Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

SE-2, 10 NOV 2016 to 05 JAN 2017

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS:
Rwy 5, 23: Standard.



TOP ALTITUDE:
3000

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
- Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
- Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
- Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
- Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
- Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
- Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
- Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO1..CUBIM):

DOOGE TRANSITION (JOJJO1..DOOGE):

NOONN TRANSITION (JOJJO1..NOONN): (ATC assigned only.)

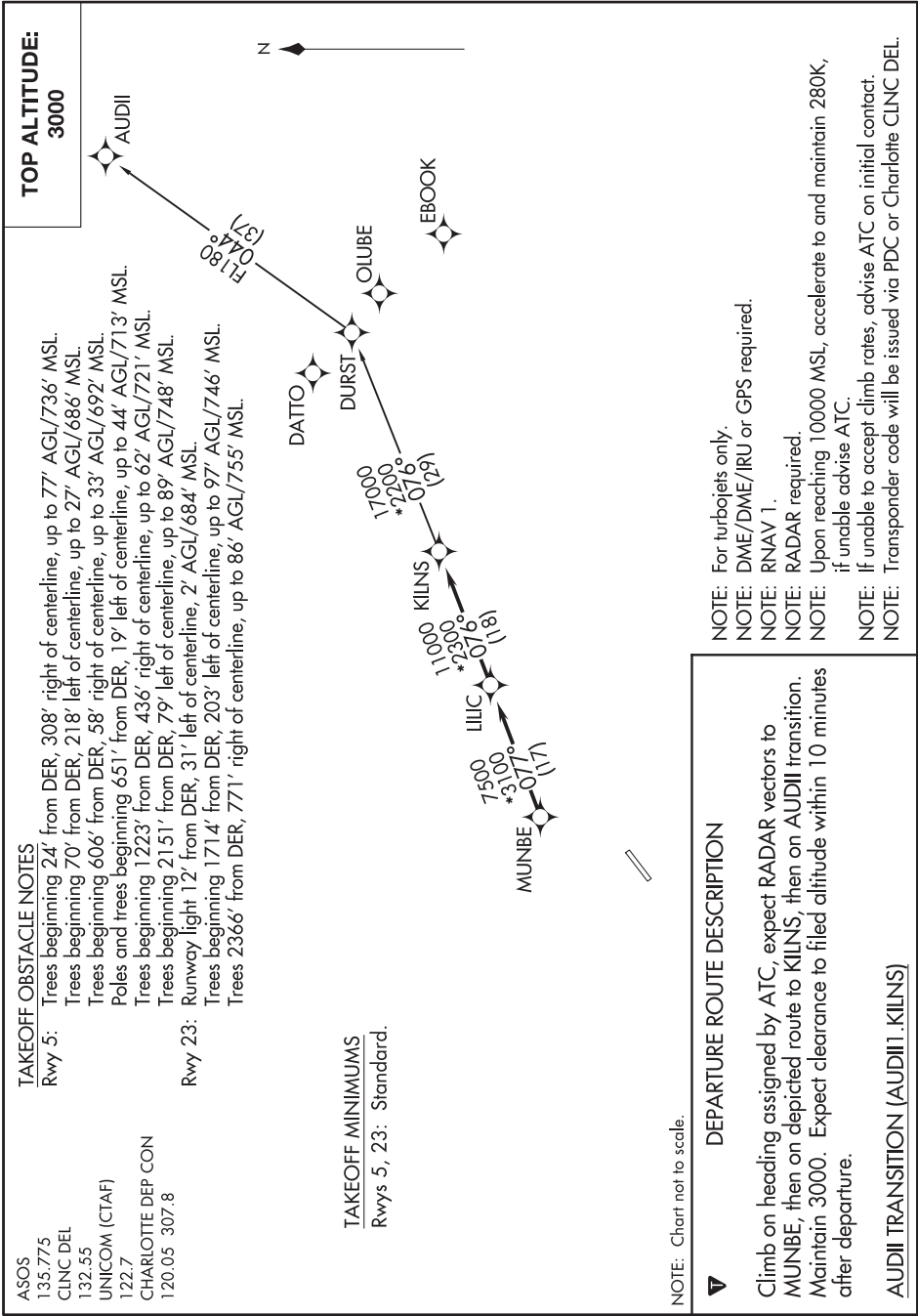
- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

KILNS ONE DEPARTURE (RNAV)

(KRITR2.KRITR) 16203

KRITR TWO DEPARTURE (RNAV)

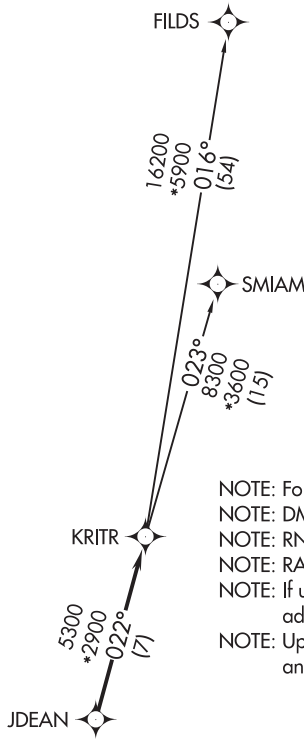
SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS
Rwy 5, 23: Standard.



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, up to 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

- FILDS TRANSITION (KRITR2.FILDS)
- SMIAM TRANSITION (KRITR2.SMIAM)

KRITR TWO DEPARTURE (RNAV)

(KRITR2.KRITR) 21JUL16

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

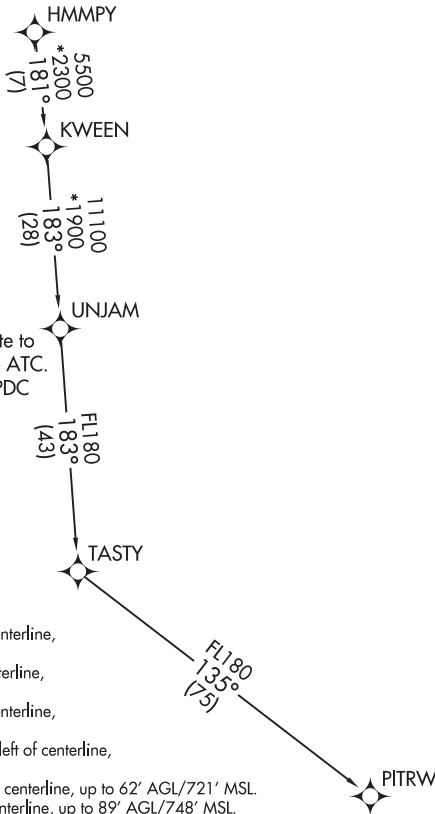
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

ASOS
135.775
CLNC DEL
132.55
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

(LILLS8.LILLS) 16147

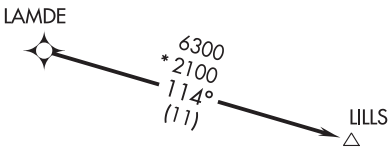
SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (E,Q,Y)
MONROE, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

TOP ALTITUDE:
3000

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8



- NOTE: For Turbojets only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
 NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
 Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
 Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
 Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
 Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
 Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
 Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
 Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (E,Q,Y)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(PAN3.PAN) 15232

PANTHER THREE DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (E.Q.Y)
SL-5726 (FAA) MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

BUCKL
N34°31.50'
W80°52.89'

ANDYS
N34°22.25'
W81°08.63'
L-24-25

COLLIERS
113.9 IRQ
Chan 86

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

TREAL
N33°04.18'
W81°26.46'

NOTE: For Turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued
via Charlotte Clearance Delivery.
NOTE: Do not exceed 280K until advised by ATC.

SAVANNAH
115.95 SAV
Chan 106(Y)

DUNKN
N31°58.70'
W81°57.93'

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

CRAIG
114.5 CRG
Chan 92

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24, H-8-12

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PANTHER THREE DEPARTURE

(PAN3.PAN) 15232

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (E.Q.Y)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 233°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.
Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

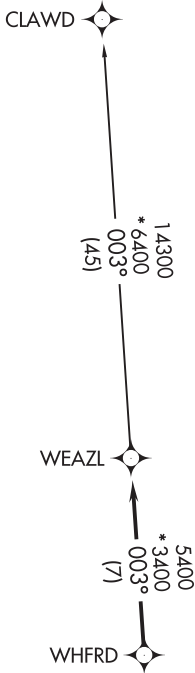
(WEAZL1.WEAZL) 15232

WEAZL ONE DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA) MONROE, NORTH CAROLINA

TOP ALTITUDE:
3000

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS

Rwy 5, 23: Standard.

NOTE: For turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
- Rwy 23: Runway light 12' from DER, 31' left of centerline, up to 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees beginning 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

(WEAZL1.WEAZL) 15232

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2962
144°	THRE	807
	Apt Elev	839

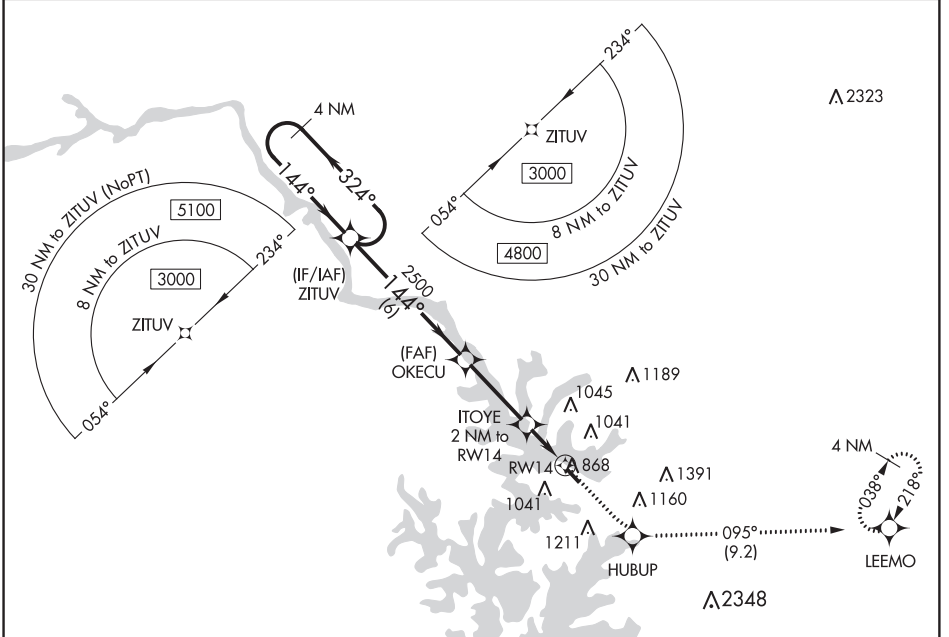
RNAV (GPS) RWY 14

LAKE NORMAN AIRPARK (14A)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Statesville altimeter setting; when not received, use Charlotte altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

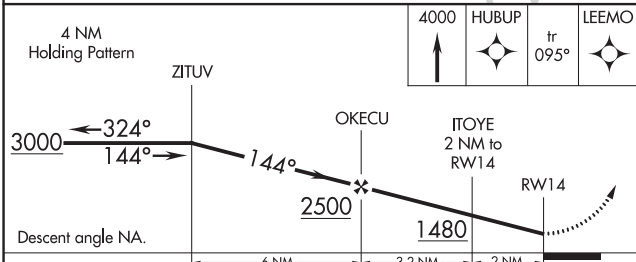
STATESVILLE RGNL AWOS-3 119.225	CHARLOTTE APP CON 134.75 257.2	UNICOM 122.8 (CTAF) 1
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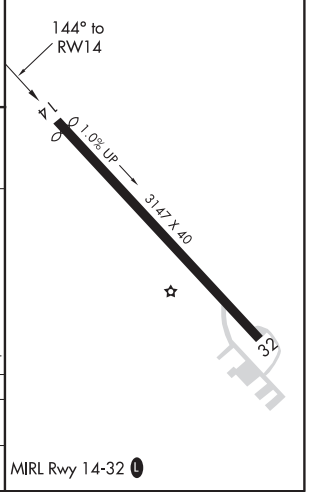
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	839	THRE	807
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CATEGORY	A	B	C	D
LNVA MDA	1360-1	553 (600-1)		NA
CIRCLING	1440-1	601 (700-1)		NA



MORGANTON, NORTH CAROLINA

AL-5707 (FAA)

16259

WAAS CH 69322 W03A	APP CRS 031°	Rwy Idg TDZE 1248 Apt Elev 1270	5500
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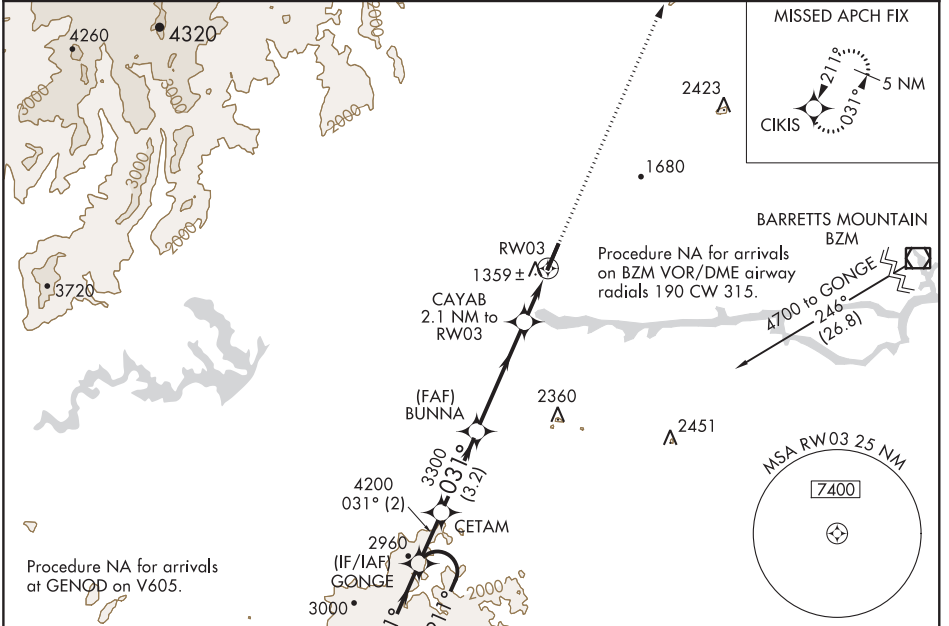
RNAV (GPS) RWY 3

FOOTHILLS RGNL (MRN)

⚠ Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.
⚠ VDP NA with Hickory altimeter setting. When local altimeter setting not received use Hickory altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and increase LNAV Cats C and D visibility 1/8 mile.

MISSED APPROACH:
Climb to 4800 direct CIKIS and hold.

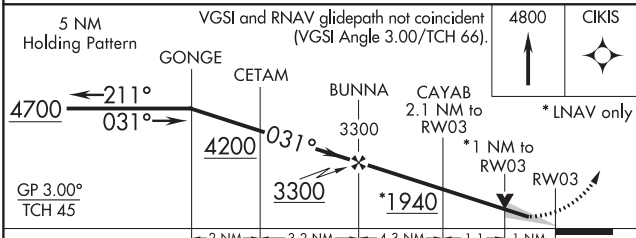
AWOS-3P 124.175	ATLANTA CENTER 125.15 263.0	UNICOM 122.7 (CTAF) 0
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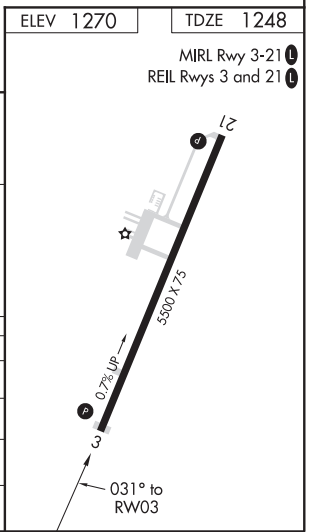
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1270	TDZE 1248
MIRL Rwy 3-21 1	
REIL Rwy 3 and 21 1	



CATEGORY	A	B	C	D
LPV DA		1498-1	250 (300-1)	
LNAV/VNAV DA		1558-1 1/8	310 (300-1 1/8)	
LNAV MDA		1620-1	372 (400-1)	
CIRCLING	1720-1	1760-1	1760-1 1/2	1840-2
	450 (500-1)	490 (500-1)	490 (500-1 1/2)	570 (600-2)



MORGANTON, NORTH CAROLINA
Amdt 1A 31MAR16

35°49'N-81°37'W

FOOTHILLS RGNL (MRN) RNAV (GPS) RWY 3

WAAS CH 40322 W21A	APP CRS 211°	Rwy Idg THRE Apt Elev	5500 1270 1270
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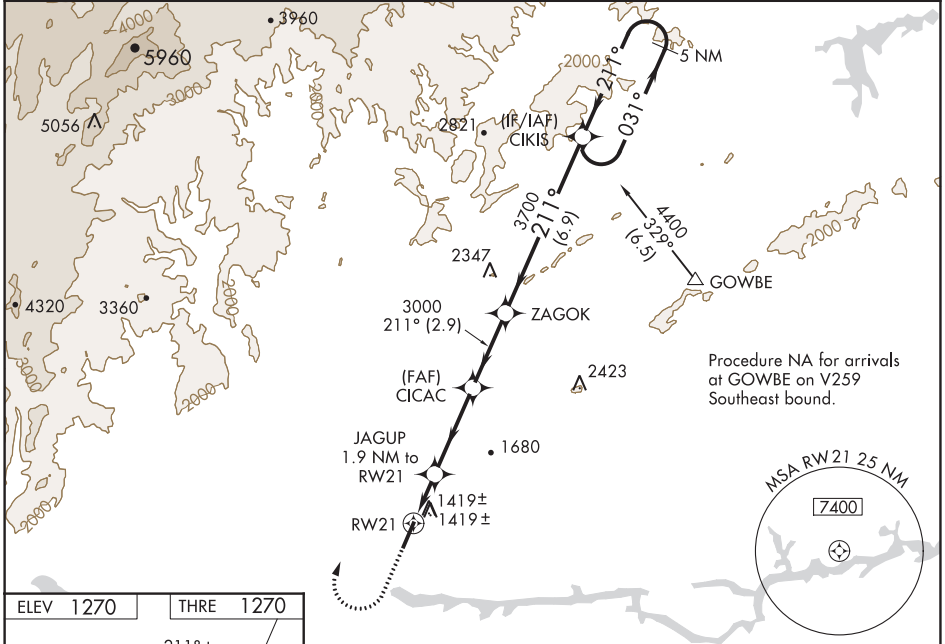
RNAV (GPS) RWY 21

FOOTHILLS RGNL (MRN)

⚠ Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F).
⚠ DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter setting not received use Hickory altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile and increase LNAV Cats C and D visibility ¼ mile.

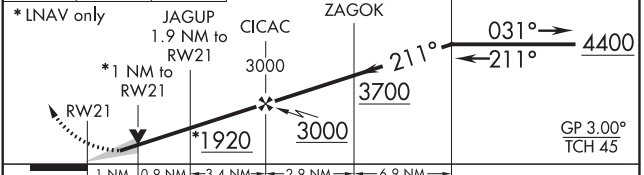
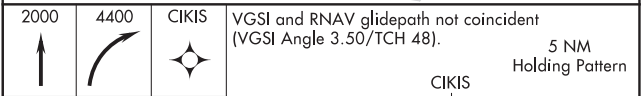
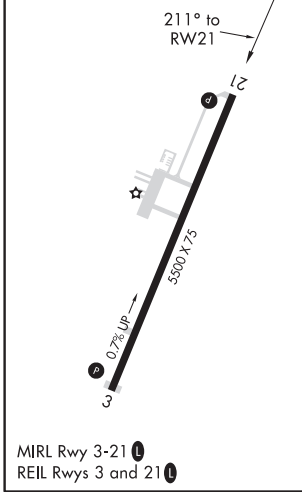
MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct CIKIS and hold.

AWOS-3P 124.175	ATLANTA CENTER 125.15 263.0	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals at GOWBE on V259 Southeast bound.

ELEV 1270	THRE 1270
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CATEGORY	A	B	C	D
LPV DA		1520-¾	250 (300-¾)	
LNAV/VNAV DA		1600-1½	330 (400-1½)	
LNAV MDA	1680-1	410 (500-1)	1680-1½	410 (500-1½)
CIRCLING	1720-1 450 (500-1)	1760-1 490 (500-1)	1760-1½ 490 (500-1½)	1840-2 570 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MORGANTON, NORTH CAROLINA

AL-5707 (FAA)

16259

LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	031°	THRE	1230
		Apt Elev	1270

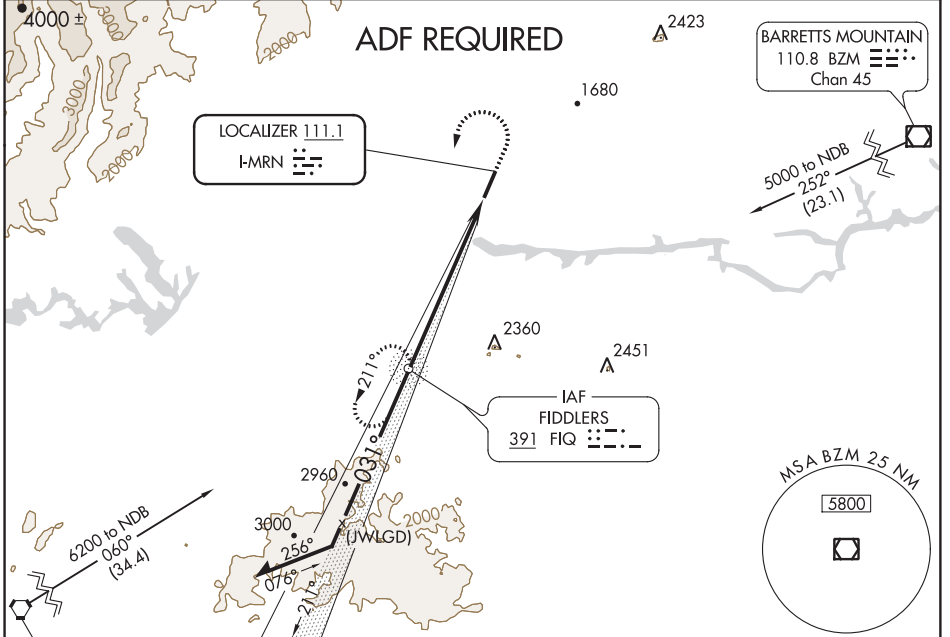
LOC RWY 3

FOOTHILLS RGNL (MRN)

ADF Required. When local altimeter setting not received, use Hickory altimeter setting and increase all MDA 40 feet, increase S-3 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.

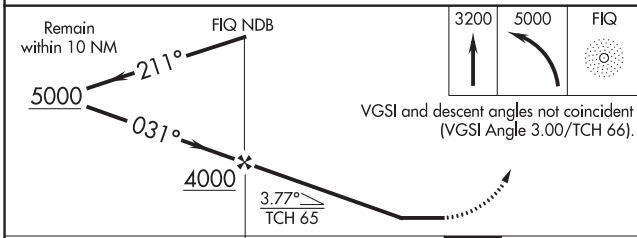
AWOS-3P 124.175	ATLANTA CENTER 125.15 263.0	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1270	THRE 1230
MIRL Rwy 3-21 0	REIL Rwys 3 and 21 0



ELEV 1270		THRE 1230	
MIRL Rwy 3-21 0			
REIL Rwys 3 and 21 0			
FAF to MAP 6.8 NM			
Knots	60	90	120
Min:Sec	6:48	4:32	3:24
		150	180
		2:43	2:16

MORGANTON, NORTH CAROLINA
Amdt 2 15DEC11

35°49'N-81°37'W

LOC RWY 3

FOOTHILLS RGNL (MRN)

WAAS Ch 58317 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	3811 1241 1249
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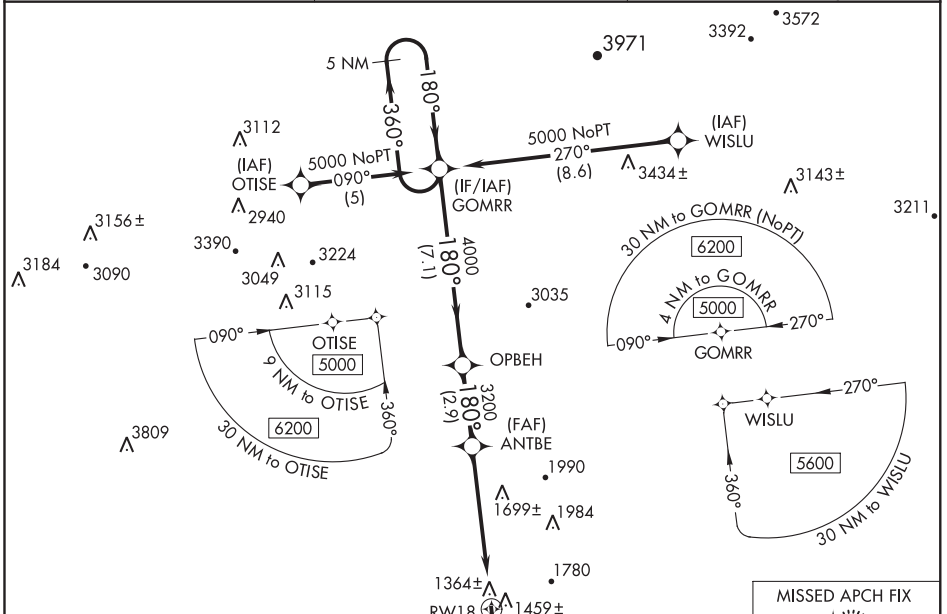
RNAV (GPS) RWY 18

SURRY COUNTY (MWK)

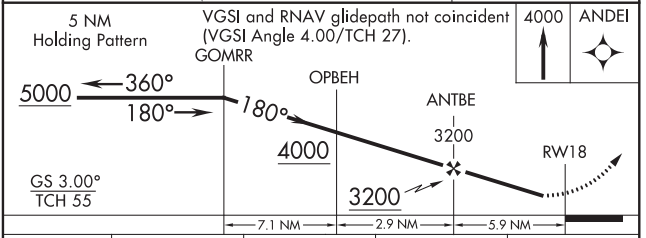
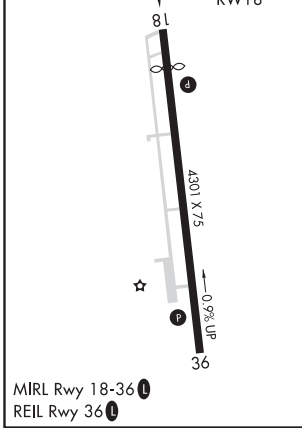
⚠ When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ½ mile, and Circling Cat C ½ mile.

MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

AWOS-3 121.125	GREENSBORO APP CON 124.35 269.225	UNICOM 123.0 (CTAF) 0
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ELEV 1249	TDZE 1241
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CATEGORY	A	B	C	D
LPV DA		1592-1¼	351 (400-1¼)	
LNAV/VNAV DA		1893-2¼	652 (700-2¼)	
LNAV MDA	1960-1	719 (800-1)	1960-2 719 (800-2)	1960-2¼ 719 (800-2¼)
CIRCLING	2020-1 771 (800-1)	2020-1¼ 771 (800-1¼)	2080-2½ 831 (900-2½)	2180-3 931 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 99717 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	4301 1228 1249
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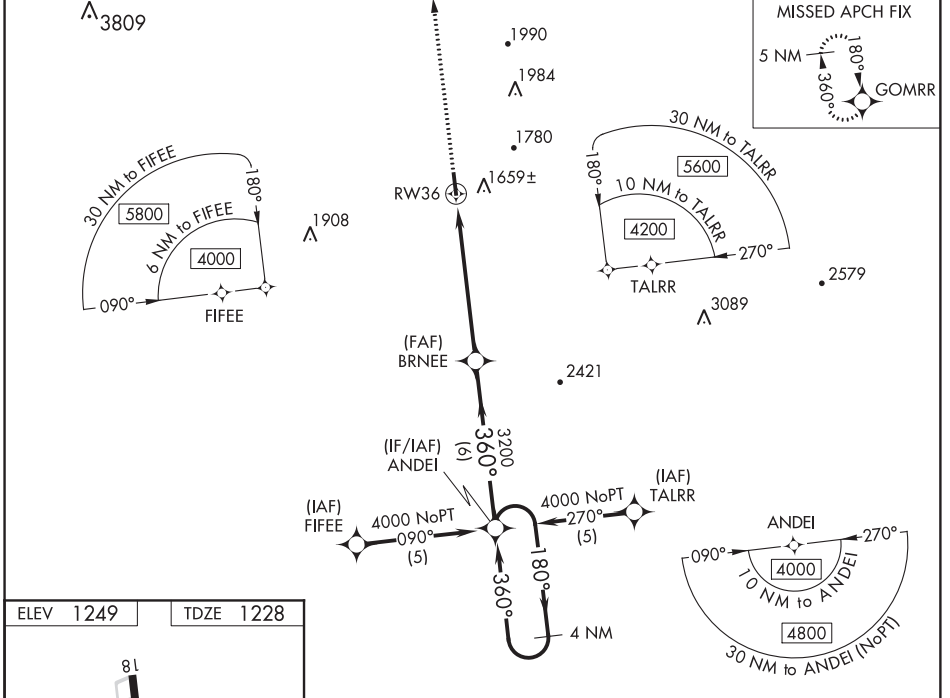
RNAV (GPS) RWY 36

SURRY COUNTY (M^WK)

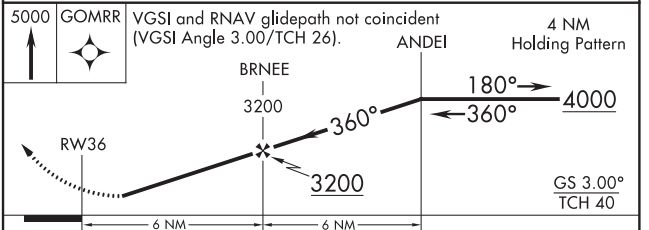
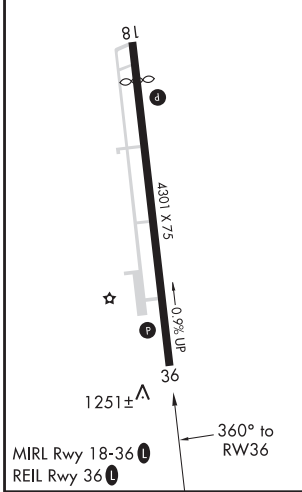
⚠ When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ¼ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

AWOS-3 121.125	GREENSBORO APP CON 124.35 269.225	UNICOM 123.0 (CTAF)
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ELEV 1249	TDZE 1228
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CATEGORY	A	B	C	D
LPV DA		1533-1¼	305 (300-1¼)	
LNAV/VNAV DA		1810-2¼	582 (600-2¼)	
LNAV MDA	1920-1	692 (700-1)	1920-2 692 (700-2)	1920-2¼ 692 (700-2¼)
CIRCLING	2020-1 771 (800-1)	2020-1¼ 771 (800-1¼)	2080-2½ 831 (900-2½)	2180-3 931 (1000-3)

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WAAS CH 69431 W05A	APP CRS 049°	Rwy Idg THRE 166 Apt Elev 166	5255
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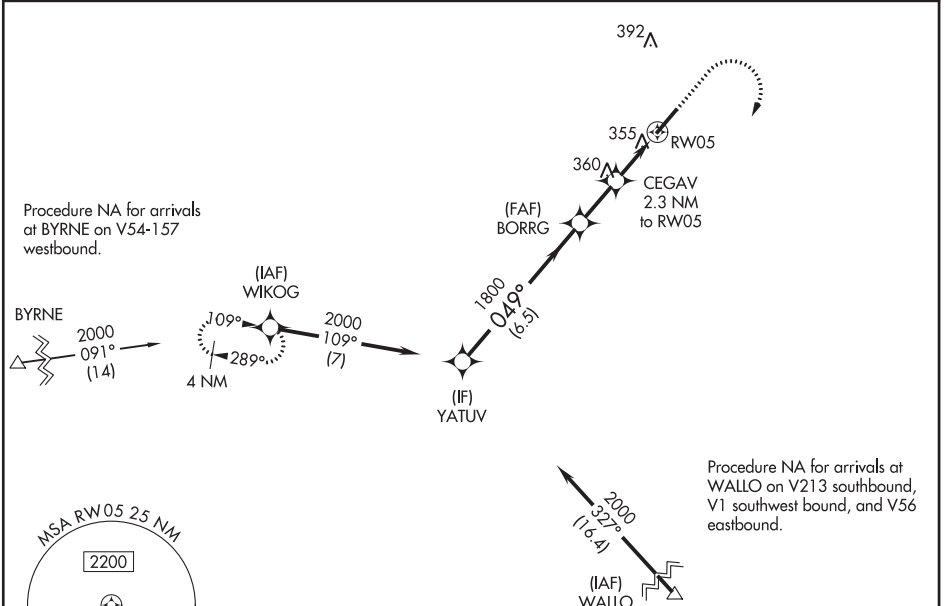
RNAV (GPS) RWY 5

MOUNT OLIVE MUNI (W40)

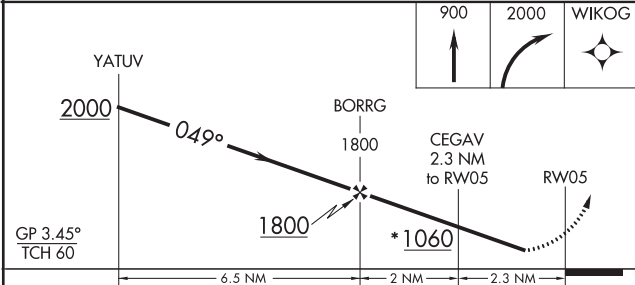
NA DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM not authorized. Obtain Seymour-Johnson AFB altimeter setting on CTAF; when not received, use Duplin Co altimeter setting and increase LPV DA to 634 and all MDA 20 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

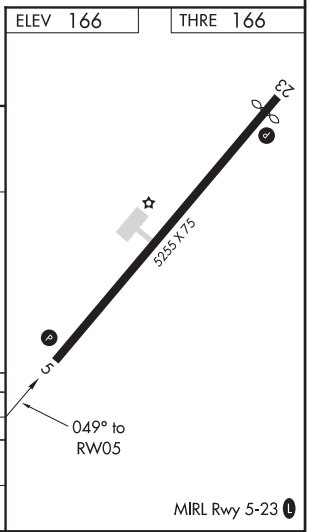
SEYMOUR JOHNSON APP CON *	UNICOM
119.7 273.6	122.8 (CTAF) 0



ELEV 166	THRE 166
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	6.5 NM		2 NM	2.3 NM
CATEGORY	A	B	C	D
LPV DA	625-1 $\frac{3}{8}$		459 (500-1 $\frac{3}{8}$)	NA
LNVA MDA	640-1	474 (500-1)	640-1 $\frac{3}{8}$ 474 (500-1 $\frac{3}{8}$)	NA
CIRCLING	700-1	534 (600-1)	700-1 $\frac{1}{2}$ 534 (600-1 $\frac{1}{2}$)	NA



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MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

16287

WAAS CH 90331 W23A	APP CRS 229°	Rwy Idg TDZE 166 Apt Elev 166	5000 166 166
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RNAV (GPS) RWY 23

MOUNT OLIVE MUNI (W40)

⚠ DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below 3/4 SM NA. Obtain Seymour-Johnson altimeter setting on CTAF; when not received, use Duplin Co altimeter setting and increase LPV DA to 461, and all MDA 20 feet, increase LNAV Cat C visibility 1/8 mile.

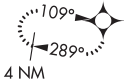
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.

SEYMOUR JOHNSON APP CON ★
119.7 273.6

UNICOM
122.8 (CTAF) 0

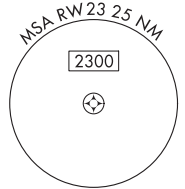
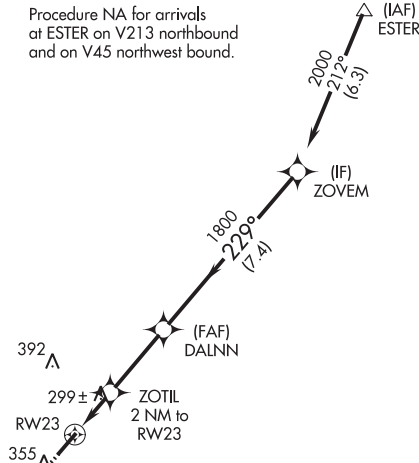
MISSED APCH FIX

WIKOG

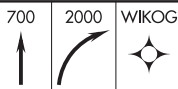
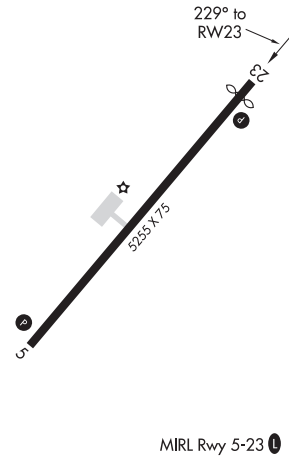


Procedure NA for arrivals at ESTER on V213 northbound and on V45 northwest bound.

1149
▲

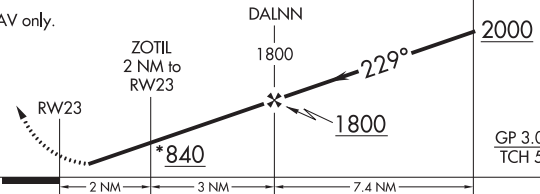


ELEV 166 TDZE 166



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 43).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	452-1 286 (300-1)			NA
LNAV MDA	580-1	414 (500-1)	580-1 1/8 414 (500-1 1/8)	NA
CIRCLING	700-1	534 (600-1)	700-1 1/2 534 (600-1 1/2)	NA

MIRL Rwy 5-23 0

MOUNT OLIVE, NORTH CAROLINA
Orig-B 13OCT16

35°13'N-78°02'W

RNAV (GPS) RWY 23

MOUNT OLIVE MUNI (W40)

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VORTAC ISO 109.6 Chan 33	APP CRS 255°	Rwy Idg TDZE Apt Elev	N/A N/A 166
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VOR-A

MOUNT OLIVE MUNI (W40)

▼ Obtain Seymour-Johnson AFB altimeter setting on CTAF; when not received use Duplin County altimeter setting. DME or RADAR required.
 ▲ NA Procedure NA at night.

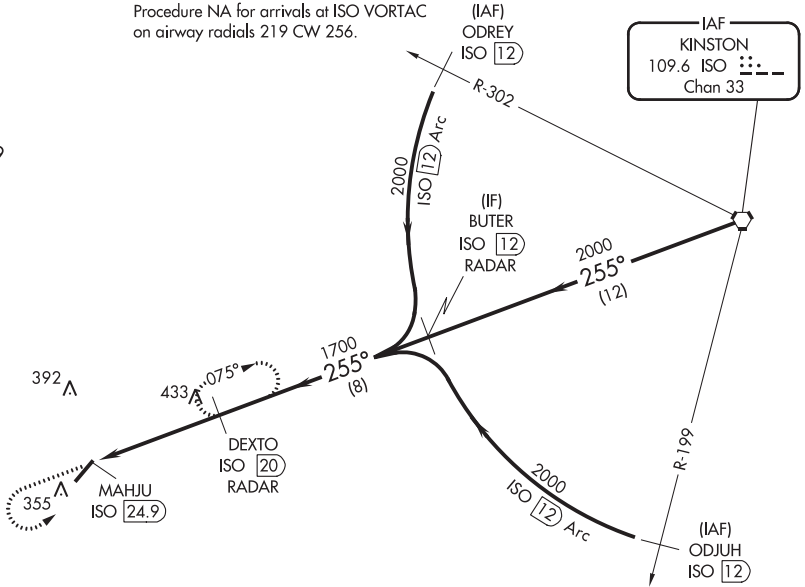
 MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 on ISO VORTAC R-255 to DEXO/20 DME/RADAR and hold.

SEYMOUR JOHNSON APP CON ★
119.7 273.6

UNICOM
122.8 (CTAF) 0

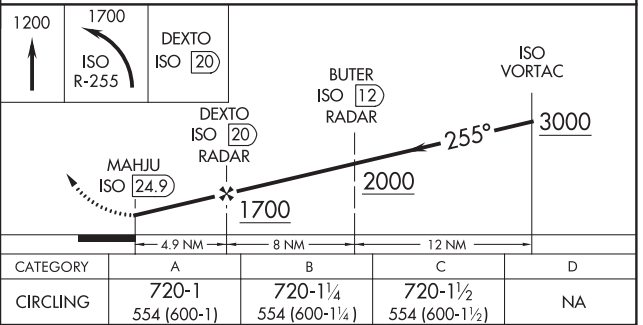
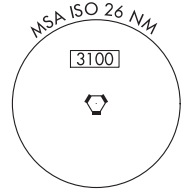
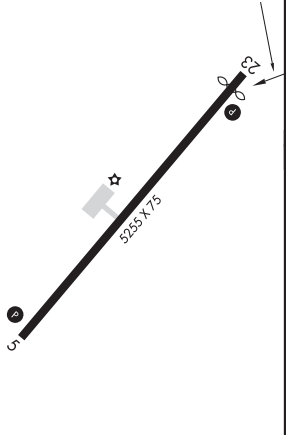
Procedure NA for arrivals at ISO VORTAC on airway radials 219 CW 256.

▲ 1149



ELEV 166

255° 4.9 NM from MAHJU



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62817 W17A	APP CRS 174°	Rwy Idg THRE 11 Apt Elev 12	3700
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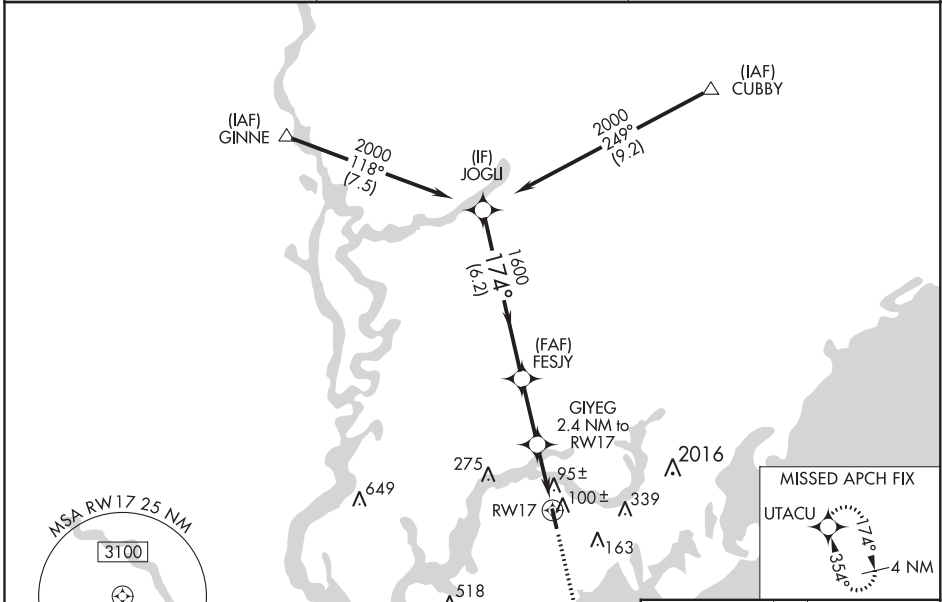
RNAV (GPS) RWY 17

MT PLEASANT RGNL-FAISON FIELD (L.R.O)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA/MDA 40 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cat C visibility 1/2 mile. Baro-VNAV NA with Charleston AFB/Intl altimeter setting. VDP NA with Charleston AFB/Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct UTACU and hold, continue climb-in-hold to 3000.

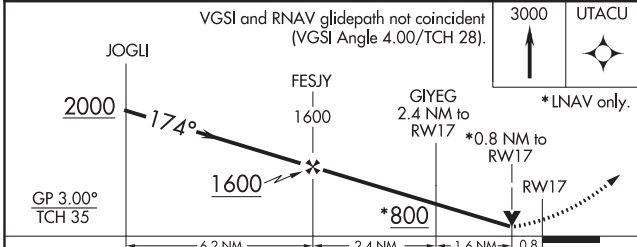
AWOS-3 118,625	CHARLESTON APP CON 119.3 379.925	UNICOM 122.7 (CTAF) 0
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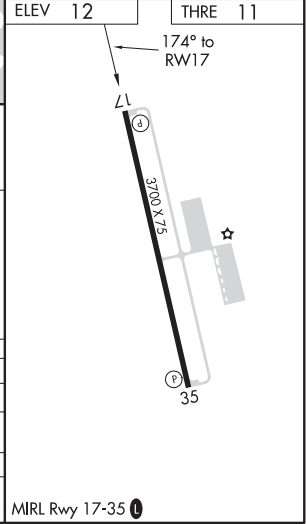
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 12	THRE 11
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CATEGORY	A	B	C	D
LPV DA	306-1	295 (300-1)		NA
LNAV/VNAV DA	388-1 1/4	377 (400-1 1/4)		NA
LNAV MDA	360-1	349 (400-1)		NA
CIRCLING	460-1 448 (500-1)	480-1 468 (500-1)	520-1 1/2 508 (600-1 1/2)	NA



APP CRS 354°	Rwy Idg 3700
	THRE 11
	Apt Elev 12

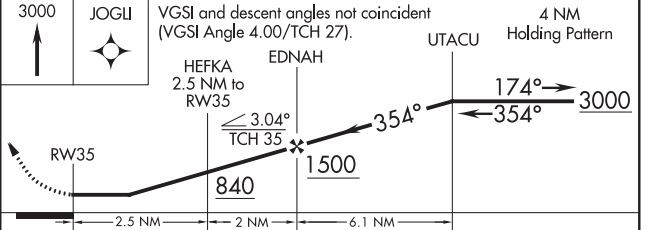
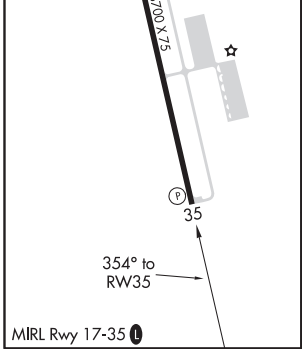
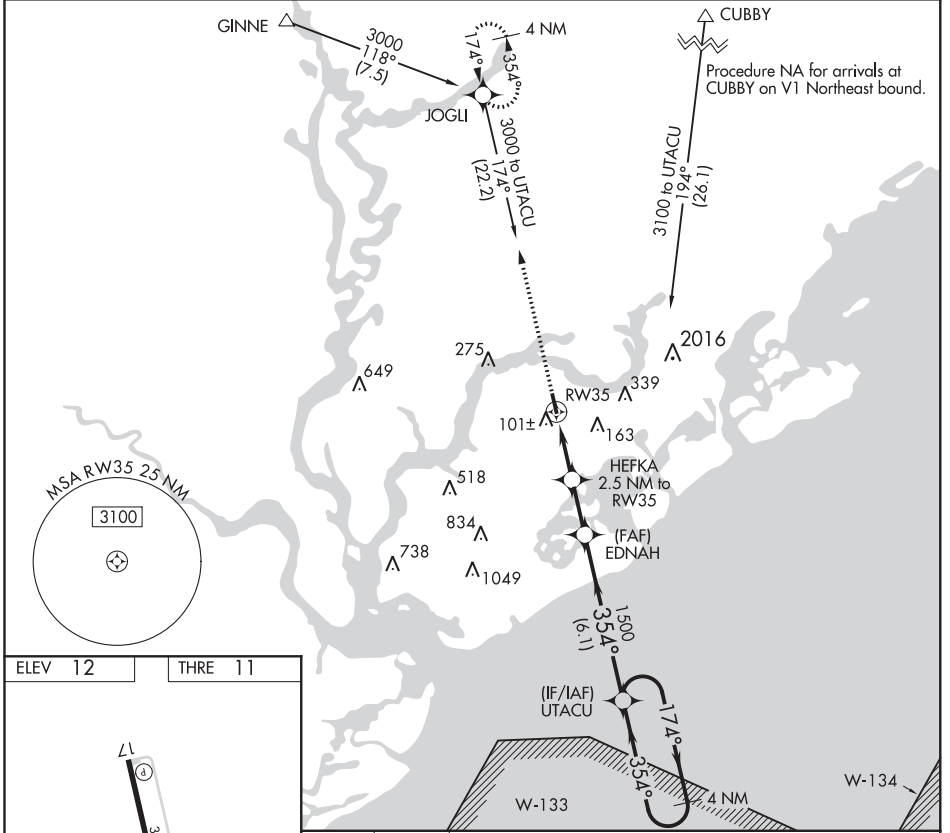
RNAV (GPS) RWY 35

MT PLEASANT RGNL-FAISON FIELD (L.R.O)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility 1/8 mile.

⚠ MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.

AWOS-3 118.625	CHARLESTON APP CON 119.3 379.925	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	360-1 349 (400-1)			NA
CIRCLING	460-1 448 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

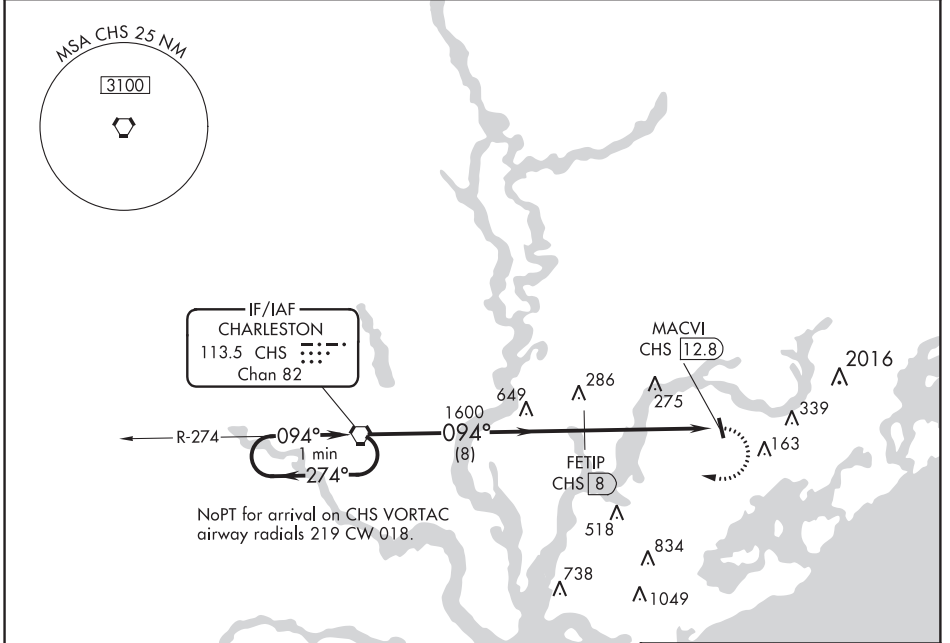
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CHS 113.5 Chan 82	APP CRS 094°	Rwy Idg TDZE Apt Elev	N/A N/A 12
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VOR/DME-A
MT PLEASANT RGNL-FAISON FIELD (L.R.O)

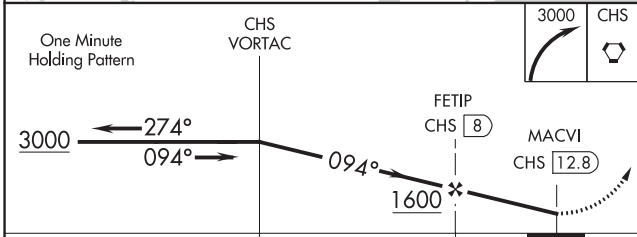
⚠ When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet. **MISSED APPROACH:** Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3 118.625	CHARLESTON APP CON 119.3 379.925	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017




ELEV 12
3000 CHS
MACVI CHS 12.8
FETIP CHS 8
094° 4.8 NM from FAF
35
MRL Rwy 17-35 0

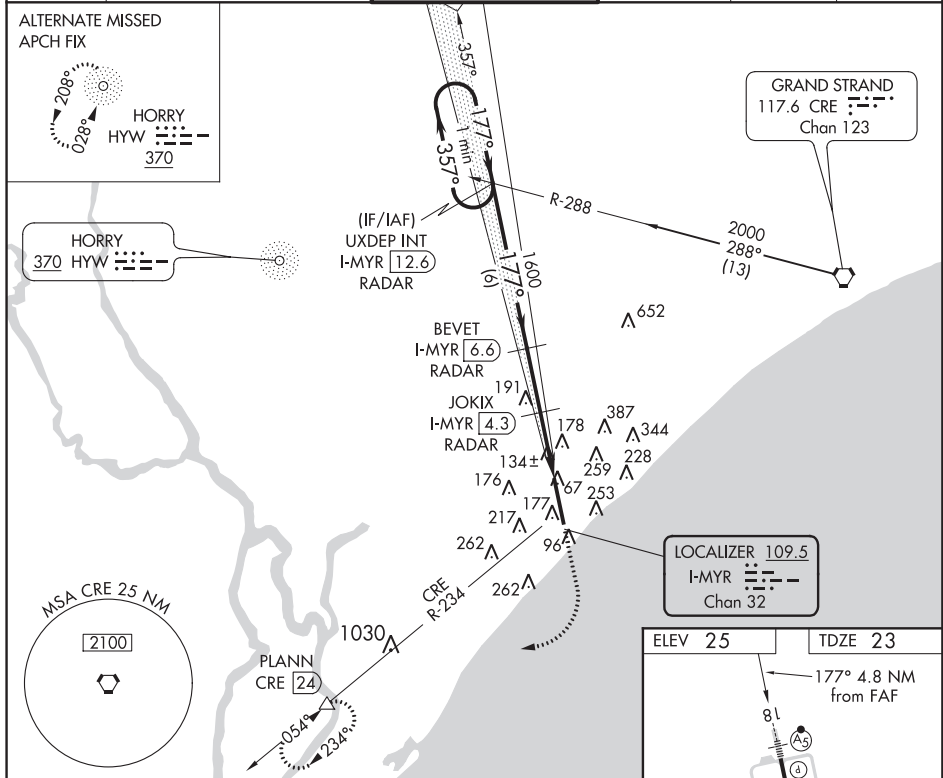
CATEGORY	A	B	C	D
CIRCLING	540-1	528 (600-1)	540-1½ 528 (600-1½)	NA

LOC/DME I-MYR 109.5 Chan 32	APP CRS 177°	Rwy Idg 9503 TDZE 23 Apt Elev 25
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ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

<p>▼ DME required. For inoperative MALSR, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p> <p>▲ MALSR</p> 	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 235° and CRE VORTAC R-234 to PLANN/24 DME and hold.</p>				
	<p>ATIS 123.925</p>	<p>MYRTLE BEACH APP CON * (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3</p>	<p>MYRTLE BEACH TOWER * 128.45 (CTAF) 0 259.3</p>	<p>GND CON 120.3 275.8</p>	<p>CLNC DEL 120.3</p>



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MYRTLE BEACH, SOUTH CAROLINA

16203

LOC I-BSQ 111.9	APP CRS 357°	Rwy Idg TDZE Apt Elev	9503 25 25
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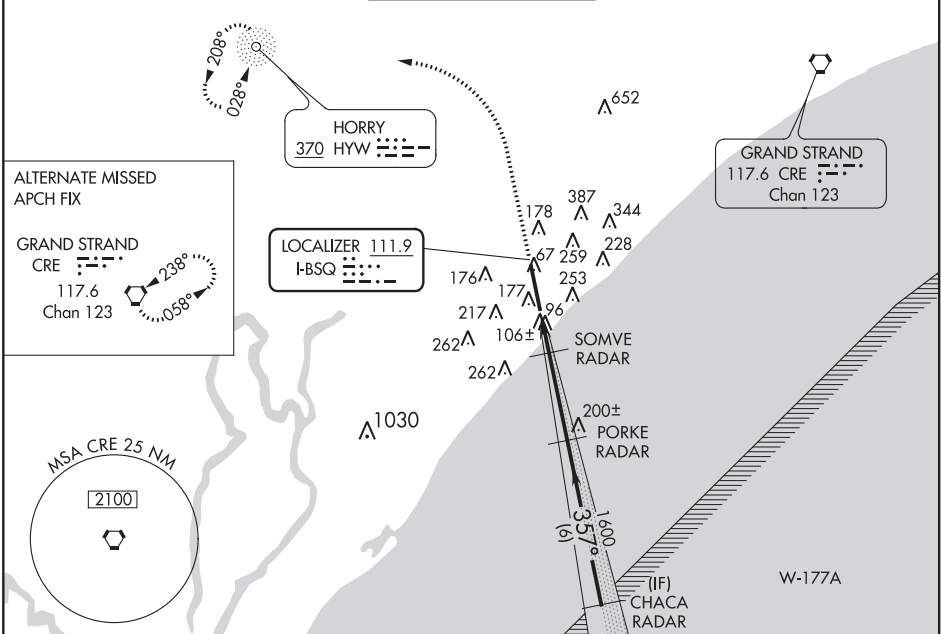
AL-280 (FAA)

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

ADF and RADAR Required. For inop MALSF increase S-LOC 36 Cats D/E visibility to RVR 5000.	MALSF 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct HYW NDB and hold.
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ATIS 123.925	MYRTLE BEACH APP CON * (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	MYRTLE BEACH TOWER * 128.45 (CTAF) 259.3	GND CON 120.3 275.8	CLNC DEL 120.3	UNICOM 122.95
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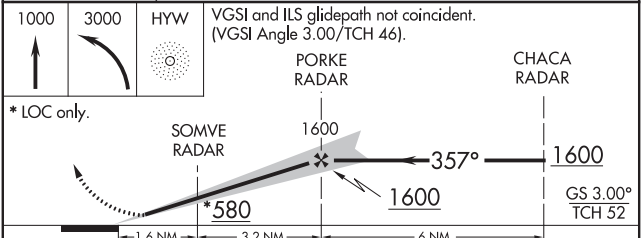
ELEV 25	TDZE 25
HIRL Rwy 18-36	
TWR 124 P 36 357° 4.8 NM from FAF	

RADAR REQUIRED

1000 3000 HYW

VGSI and ILS glidepath not coincident.
(VGSI Angle 3.00/TCH 46).

PORKE RADAR CHACA RADAR



CATEGORY	A	B	C	D	E
S-ILS 36	225/40 200 (200-¾)				
S-LOC 36	360/40 335 (400-¾)				
CIRCLING	560-1 535 (600-1)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)	

MYRTLE BEACH, SOUTH CAROLINA
Amdt 4 04FEB16

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 36

SE-2, 10 NOV 2016 to 05 JAN 2017

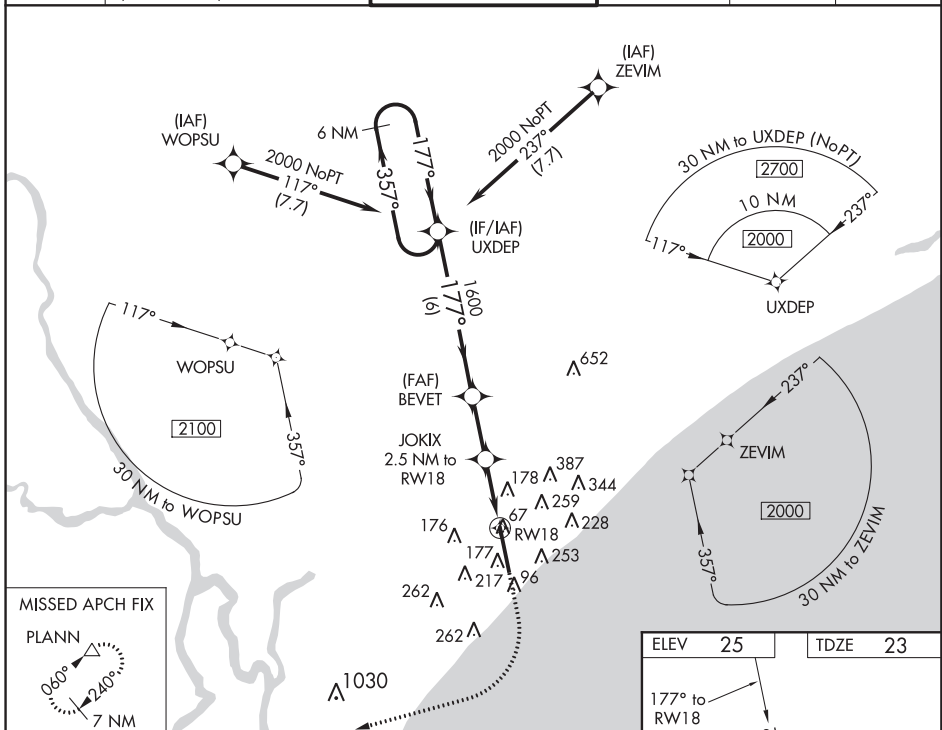
SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93819 W18A	APP CRS 177°	Rwy Idg TDZE 23 Apt Elev 25	9503
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RNAV (GPS) RWY 18

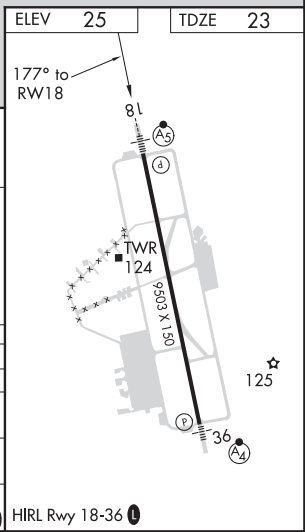
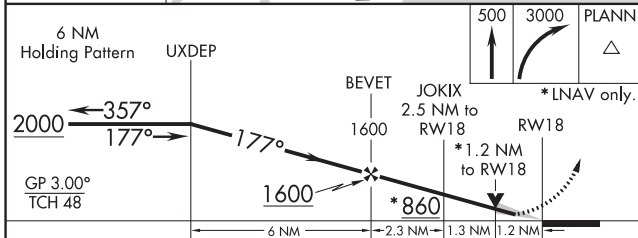
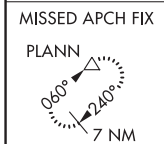
MYRTLE BEACH INTL (MYR)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ mile and increase LNAV Cats C/D/E visibility to RVR 6000.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANN and hold, continue climb-in-hold to 3000.</p>			
<p>ATIS 123.925</p>	<p>MYRTLE BEACH APP CON * (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3</p>	<p>MYRTLE BEACH TOWER * 128.45 (CTAF) 259.3</p>	<p>GND CON 120.3 275.8</p>	<p>CLNC DEL 120.3</p>	<p>UNICOM 122.95</p>



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA		223/24	200 (200-½)		
LNAV/VNAV DA		465/50	442 (500-1)		
LNAV MDA	440/24	417 (500-½)	440/40	417 (500-¾)	
C CIRCLING	560-1	535 (600-1)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)

HIRL Rwy 18-36 **Ⓛ**

MYRTLE BEACH, SOUTH CAROLINA

16203

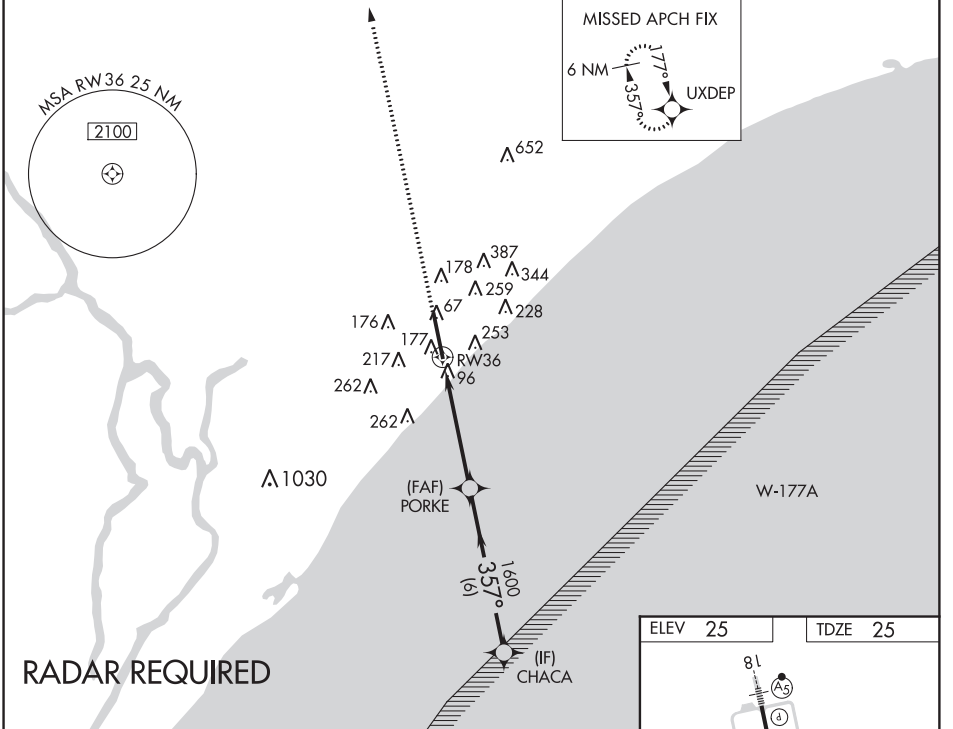
WAAS CH 93719 W36A	APP CRS 357°	Rwy Idg 9503 TDZE 25 Apt Elev 25
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AL-280 (FAA)

RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

<p>⚠ 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. Inop table does not apply to LPV.</p> <p>⚠ For inop MALSF, increase LNAV/VNAV Cats D/E visibility to RVR 6000, and LNAV Cats D/E visibility to 1¼.</p>		MALSF 	MISSED APPROACH: Climb to 2000 direct UXDEP and hold.		
ATIS 123.925	MYRTLE BEACH APP CON ★ (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	MYRTLE BEACH TOWER ★ 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 120.3	UNICOM 122.95

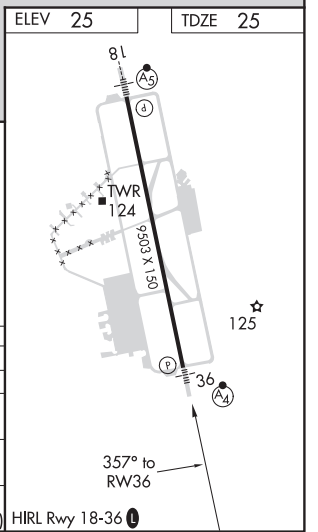


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

2000 ↑	UXDEP ✦	VGSi and RNAV glidepath not coincident. (VGSi Angle 3.00/TCH 46).				
*LNAV only.		<p>PORKE CHACA</p> <p>1600 1600</p> <p>357°</p> <p>GP 3.00° TCH 52</p> <p>1.2 NM 3.6 NM 6 NM</p>				
CATEGORY	A	B	C	D	E	
LPV DA	225/40 200 (200-¾)					
LNAV/VNAV DA	374/45 349 (400-⅞)					
LNAV MDA	460/40 435 (500-¾)		460/50 435 (500-1)			
CIRCLING	560-1 535 (600-1)		740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)	



MYRTLE BEACH, SOUTH CAROLINA
Amdt 4 04FEB16

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR) RNAV (GPS) RWY 36

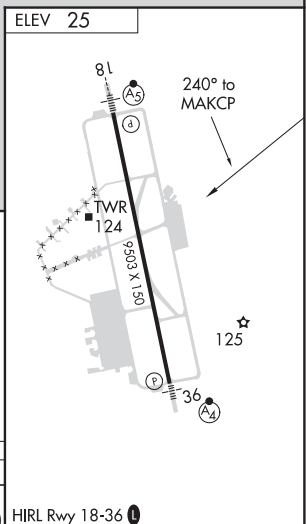
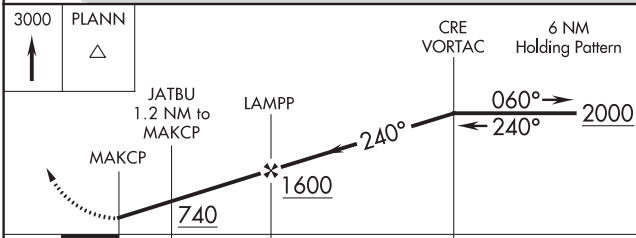
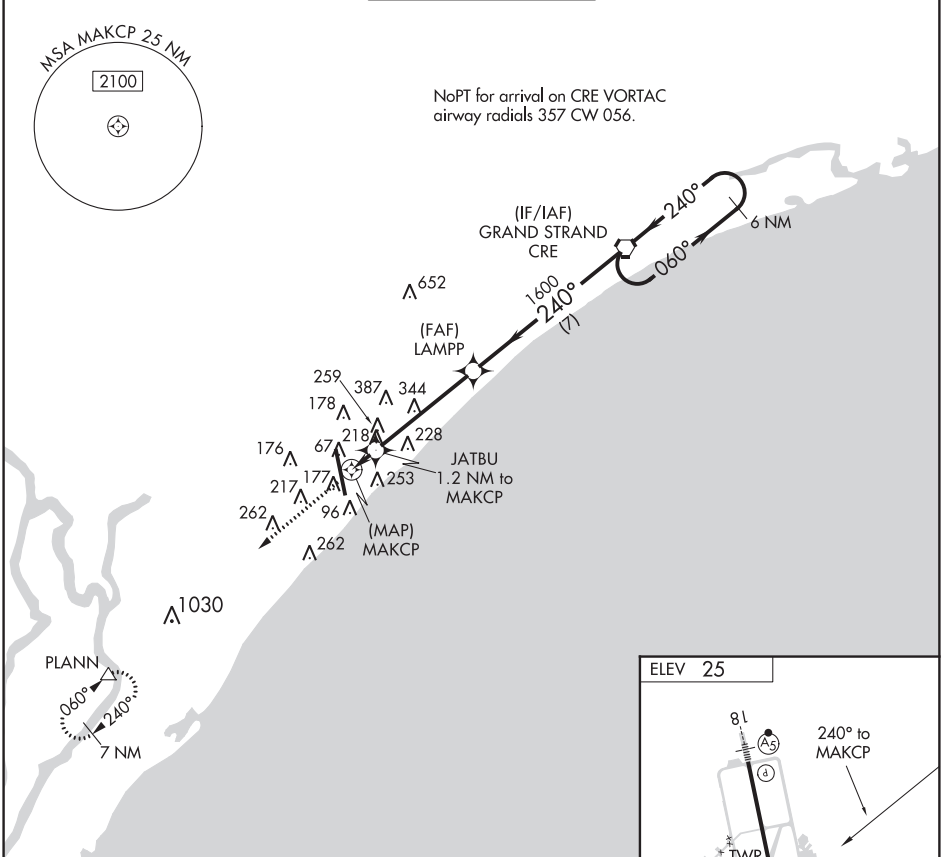
RNAV (GPS)-A

MYRTLE BEACH INTL (MYR)

APP CRS 240°	Rwy ldg TDZE Apt Elev	N/A N/A 25
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	DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct PLANN and hold.
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ATIS 123.925	MYRTLE BEACH APP CON * (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	MYRTLE BEACH TOWER * 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 120.3	UNICOM 122.95
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CATEGORY	A	B	C	D	E
CIRCLING	560-1	535 (600-1)	740-2 715 (800-2)	740-2½ 715 (800-2½)	740-2½ 715 (800-2½)

HIRL Rwy 18-36

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

MYRTLE BEACH, SOUTH CAROLINA

16203

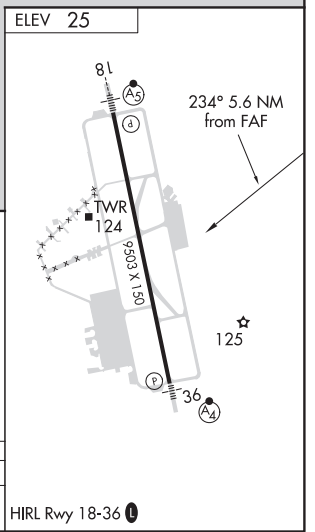
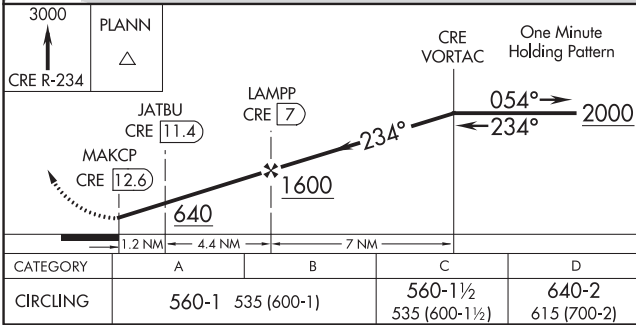
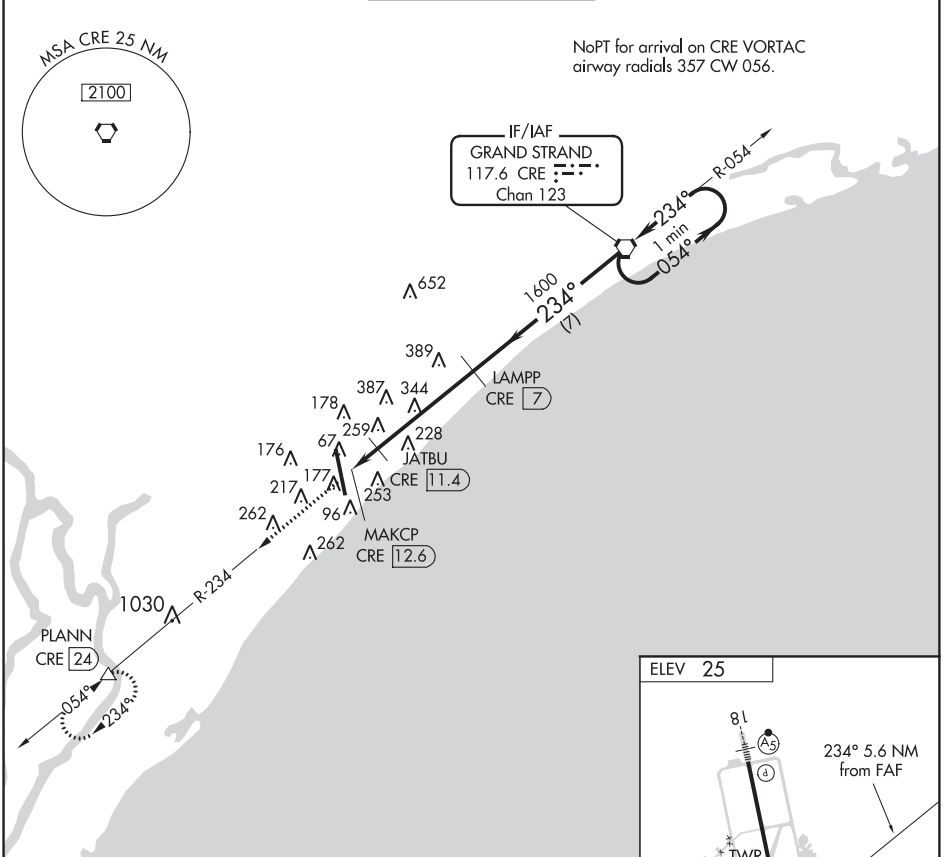
VORTAC CRE 117.6 Chan 123	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 25
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AL-280 (FAA)

VOR/DME-A
MYRTLE BEACH INTL (MYR)

MISSED APPROACH: Climb to 3000 on CRE VORTAC R-234 to PLANN/CRE 24 DME and hold.

ATIS 123.925	MYRTLE BEACH APP CON * (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	MYRTLE BEACH TOWER * 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 120.3	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	560-1	535 (600-1)	560-1½ 535 (600-1½)	640-2 615 (700-2)

HIRL Rwy 18-36

MYRTLE BEACH, SOUTH CAROLINA
Amdt 2 26JUL12

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)
VOR/DME-A

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

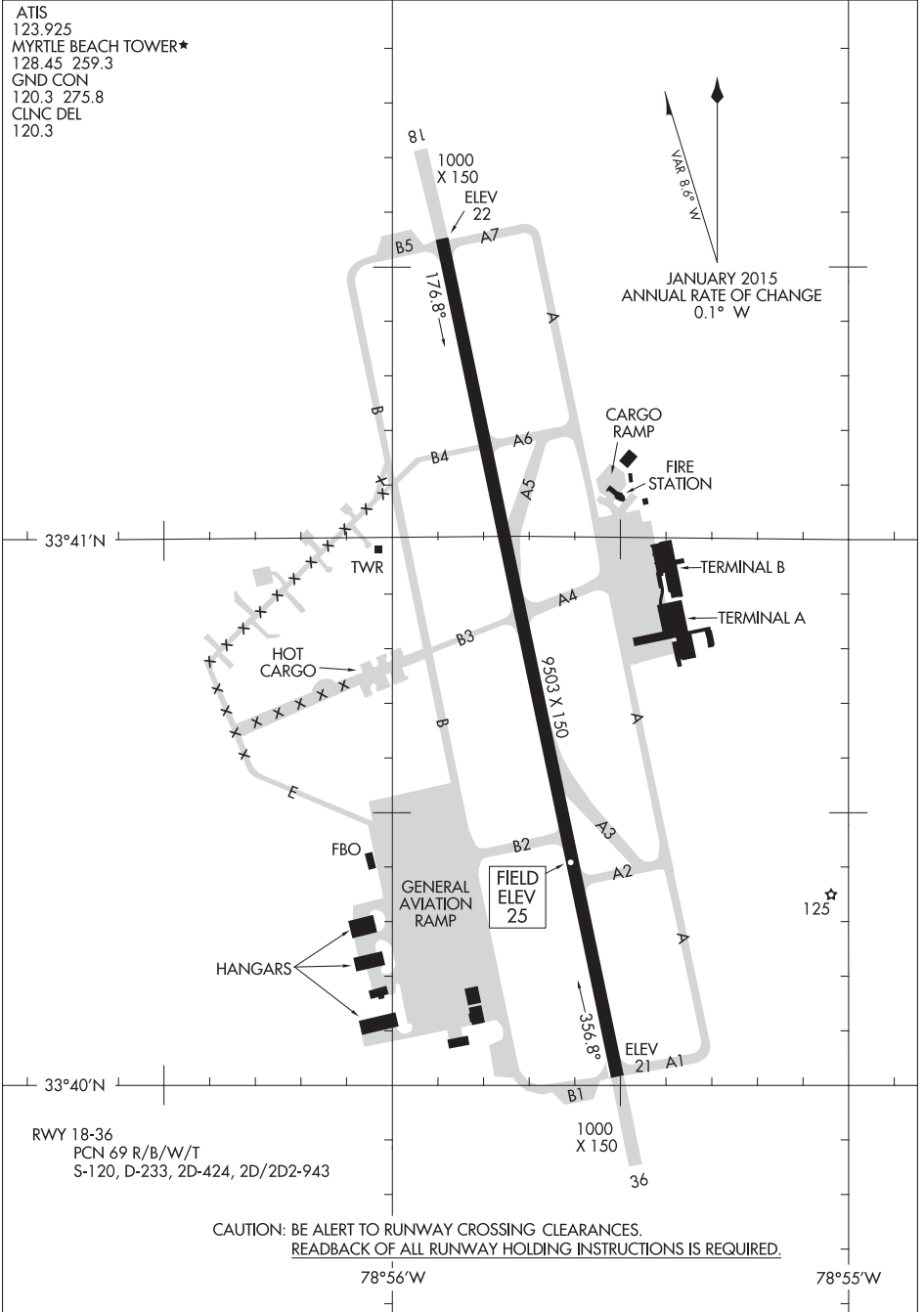
AL-280 (FAA)

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA

ATIS
 123.925
 MYRTLE BEACH TOWER★
 128.45 259.3
 GND CON
 120.3 275.8
 CLNC DEL
 120.3

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

MYRTLE BEACH, SOUTH CAROLINA
MYRTLE BEACH INTL (MYR)

LOC I-EWN 110.5	APP CRS 039°	Rwy Idg TDZE Apt Elev	5753 17 18
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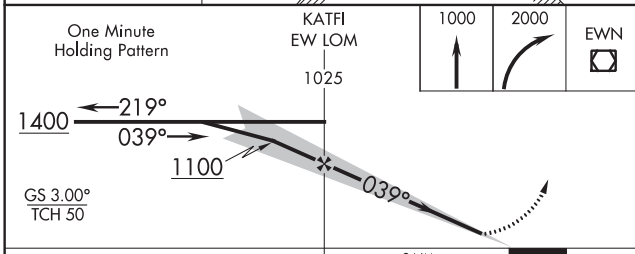
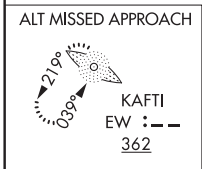
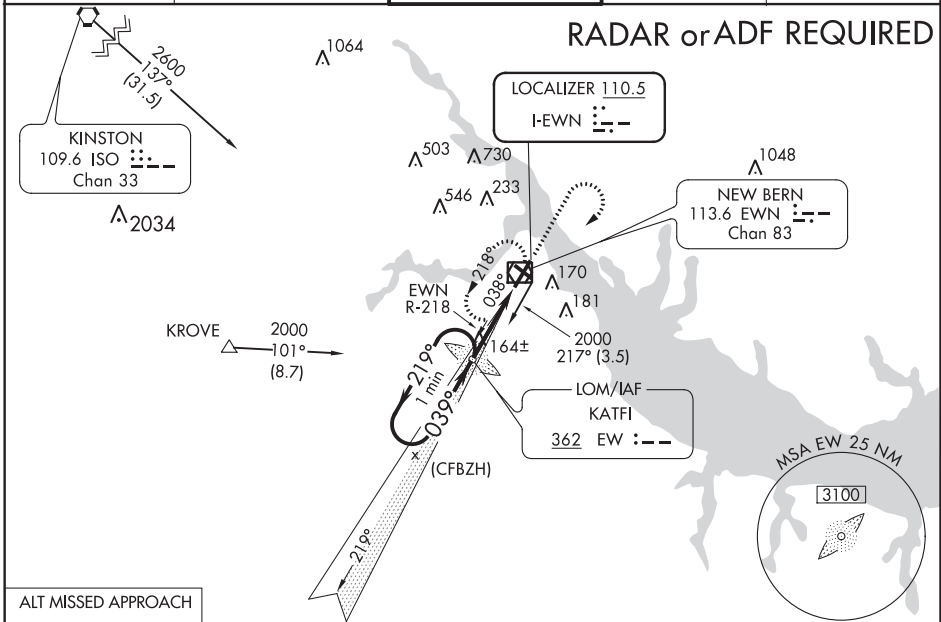
ILS or LOC RWY 4
COASTAL CAROLINA RGNL (EWN)

⚠ When local altimeter setting not received, use Cherry Point altimeter setting and increase DA to 371 and all MDA 40 feet; increase S-ILS 4 all Cats visibility 1/8 mile and S-LOC 4 Cat C/D and Circling Cat C 1/4 mile. Night landing Rwy 14, 32 NA. Helicopter visibility reduction below 3/4 mile NA.

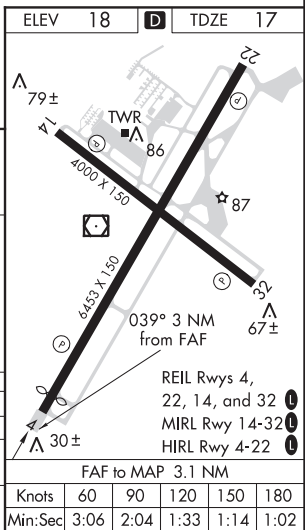
⚠ MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/DME and hold.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER* 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
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RADAR or ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	343-1 326 (400-1)			
S-LOC 4	420-1	403 (500-1)	420-1 403 (500-1)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1 582 (600-1)	1080-3 1062 (1100-3)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69402 W04A	APP CRS 039°	Rwy Idg 5753 TDZE 17 Apt Elev 18
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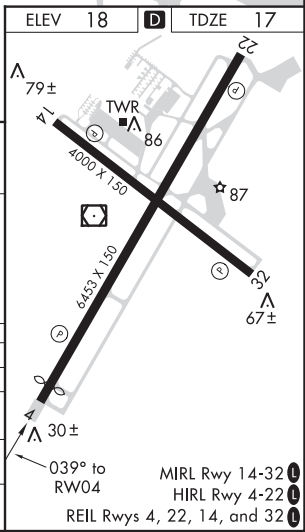
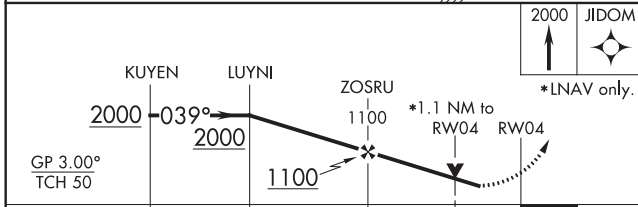
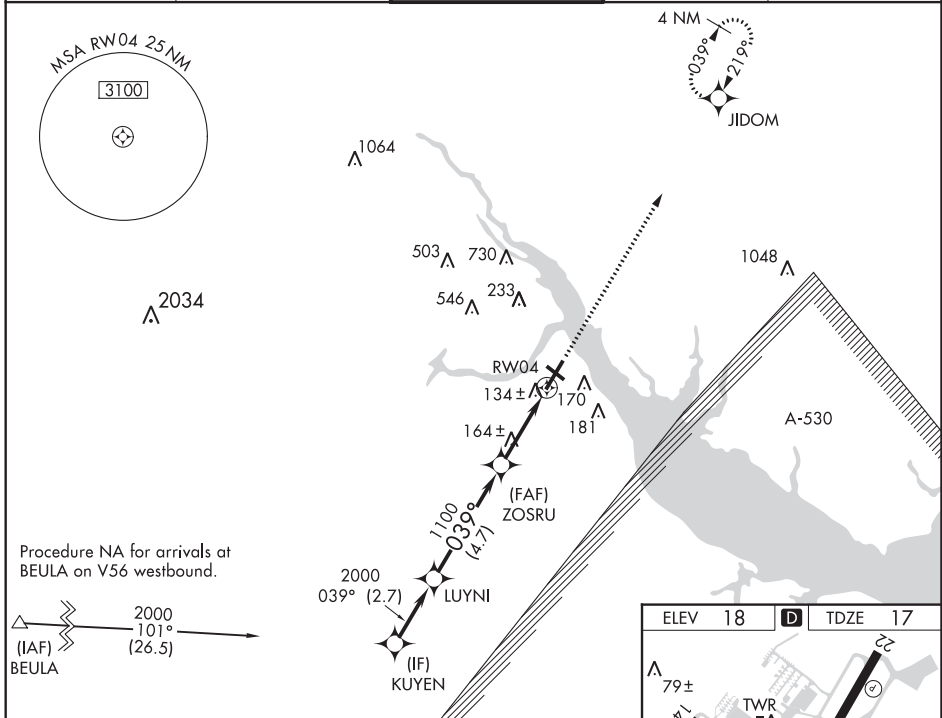
RNAV (GPS) RWY 4

COASTAL CAROLINA RGNL (EWN)

⚠ Baro-VNAV NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Cherry Point altimeter setting. Helicopter visibility reduction below ¾ mile NA. When local altimeter setting not received, use Cherry Point altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile. Night Landing: Rwy 14, 32 NA.

⚠ MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER* 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
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GP 3.00° TCH 50	2000	1100	1100	18
	← 2.7 NM	← 4.7 NM	← 2.2 NM	← 1.1 NM
CATEGORY	A	B	C	D
LPV DA		342-1½	325 (400-1½)	
LNAV/VNAV DA		435-1¾	418 (500-1¾)	
LNAV MDA	420-1	403 (500-1)	420-1½	403 (500-1½)
CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	1080-3 1062 (1100-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63002 W22A	APP CRS 219°	Rwy Idg THRE 14 Apt Elev 18	6153
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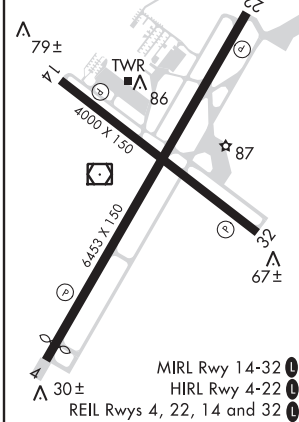
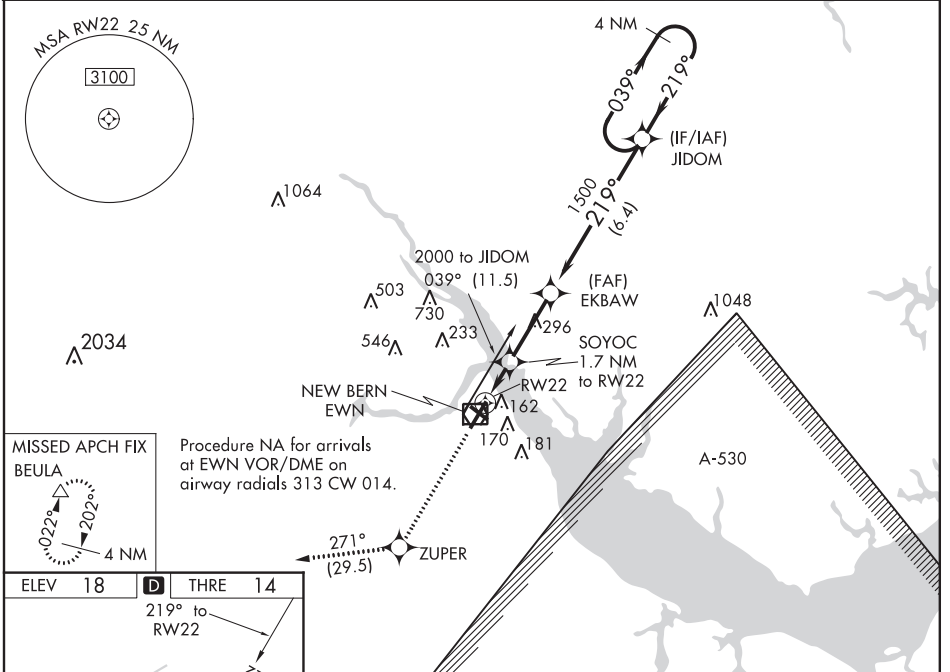
RNAV (GPS) RWY 22

COASTAL CAROLINA RGNL (EWN)

⚠ Circling Rwy 14 and 32 NA at night. Baro-VNAV NA when using Cherry Point 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cherry Point altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV visibility 1/8 mile.

MISSED APPROACH:
Climb to 3000 direct ZUPER and on track 271° to BEULA and hold.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER* 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
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ELEV 18	D	THRE 14	219° to RW22	
3000	ZUPER	tr 271°	BEULA	4 NM Holding Pattern
*LNAV only.		SOYOC 1.7 NM to RW22	EKBAW 1500	JIDOM
RW22		*580	1500	039° → 2000
← 1.7 NM		← 2.9 NM	← 6.4 NM	← 219° ← 2000
				GP 3.00° TCH 31
CATEGORY	A	B	C	D
LPV DA		266-7/8	252 (300-7/8)	
LNAV/VNAV DA		373-1 1/4	359 (400-1 1/4)	
LNAV MDA	480-1	466 (500-1)	480-1 3/8	466 (500-1 3/8)
CIRCLING	480-1	462 (500-1)	480-1 1/2	580-2
			462 (500-1 1/2)	562 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

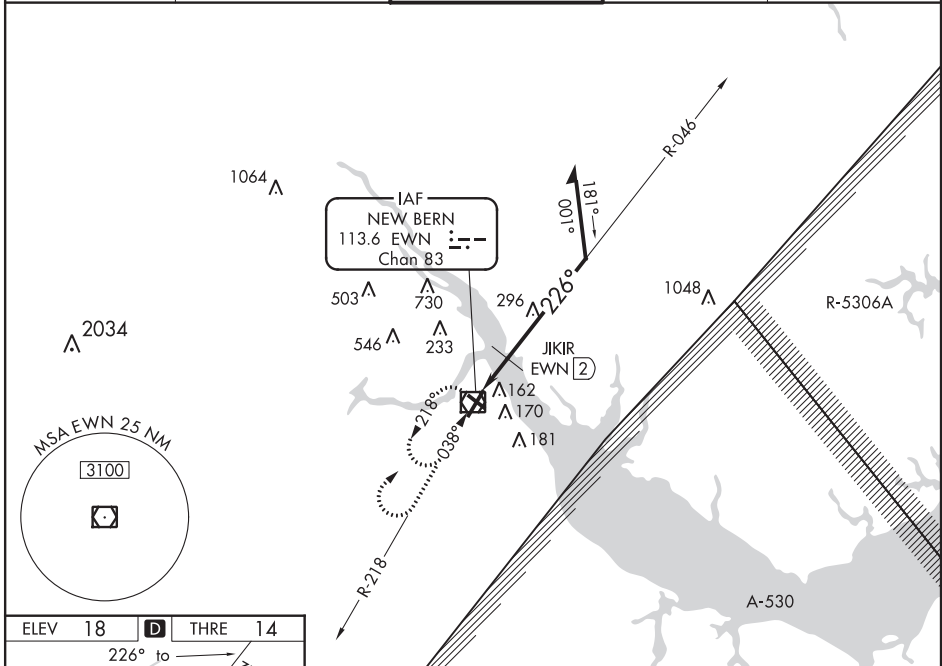
VOR/DME EWN 113.6 Chan 83	APP CRS 226°	Rwy Idg THRE 14 Apt Elev 18	6153
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VOR RWY 22
COASTAL CAROLINA RGNL (EWN)

⚠ Circling Rwy 14 and 32 NA at night. Visibility reduction by helicopters NA. JIKIR fix minimums: S-22 Cat D minimums NA when using Cherry Point altimeter setting. When local altimeter setting not received, use Cherry Point altimeter setting and increase all MDA 40 feet.

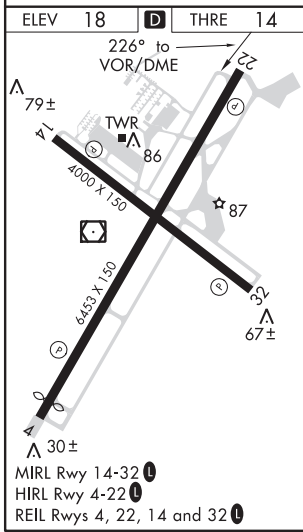
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

ASOS 118.525	CHERRY POINT APP CON 119.35 374.9	NEW BERN TOWER * 124.25 (CTAF) 0	CLNC DEL 121.7	GND CON 121.7
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



1000	2000	EWN	EWN VOR/DME	Remain within 10 NM
↑	↷	☐	6000	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).			046° 1800 226° 600* 3.42° TCH 55	
*640 when using Cherry Point altimeter setting.				

CATEGORY	A	B	C	D
S-22	600-1	586 (600-1)	600-1¾	586 (600-1¾)
CIRCLING	600-1	582 (600-1)	600-1¾ 582 (600-1¾)	600-2 582 (600-2)
JIKIR FIX MINIMUMS (DME REQUIRED)				
S-22	480-1	466 (500-1)	480-1¾	466 (500-1¾)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

AIRPORT DIAGRAM

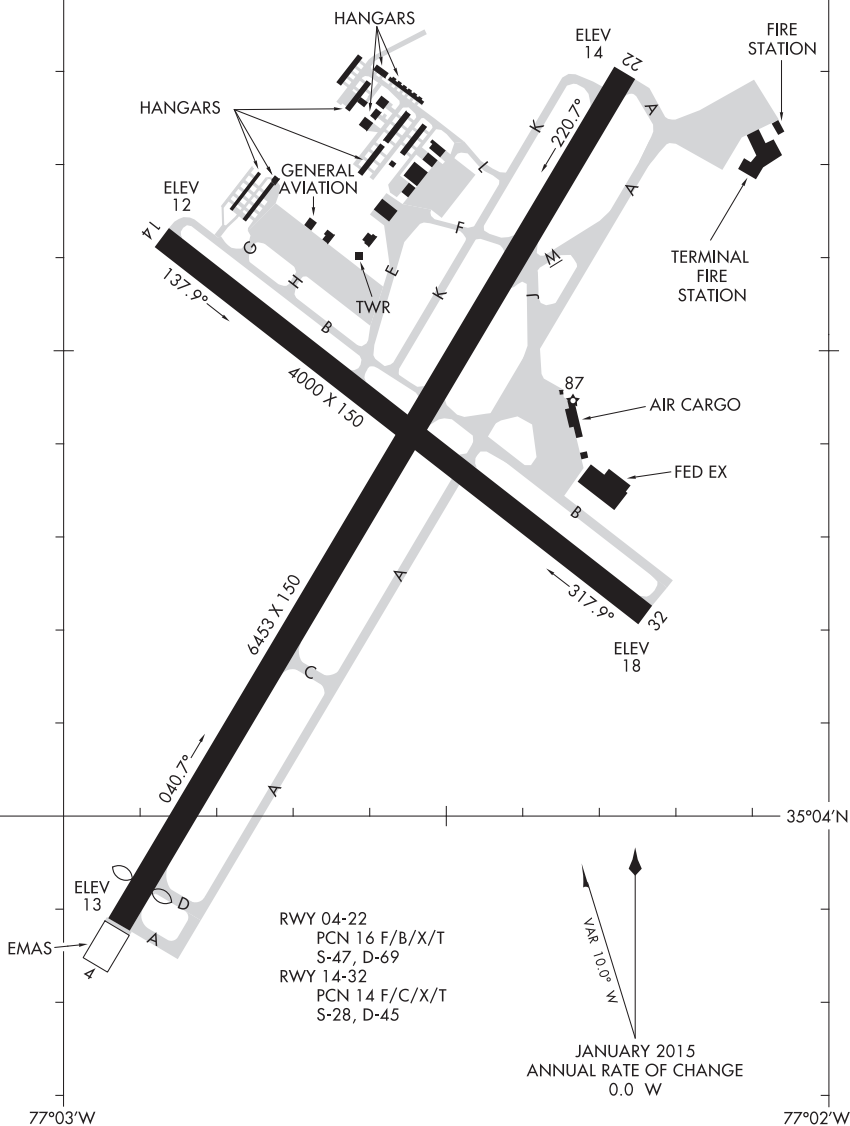
COASTAL CAROLINA RGNL (EWN)
NEW BERN, NORTH CAROLINA

AL-670 (FAA)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASOS
118.525
NEW BERN TOWER ★
124.25
GND CON
121.7
CLNC DEL
121.7
D

FIELD
ELEV
18



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

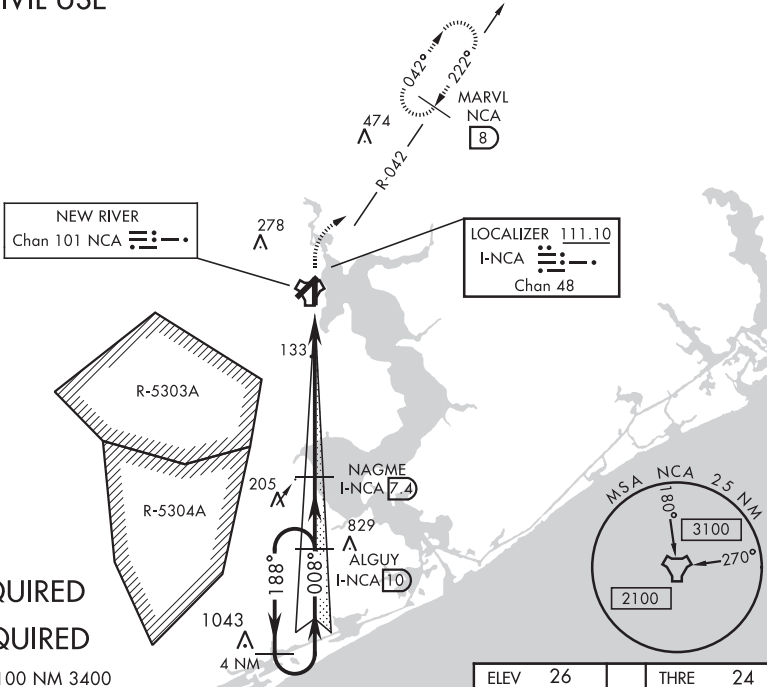
NEW BERN, NORTH CAROLINA
COASTAL CAROLINA RGNL (EWN)

JACKSONVILLE, NORTH CAROLINA

ILS or LOC/DME RWY 1

LOC I-NCA 111.10 Chan 48	APCH CRS 008°	Rwy Ldg THRE 24 Arpt Elev 26	AL-732 [USN]	NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)	
*When ALS inop, increase CAT ABCD vis to 3/4 mile. **When ALS inop, increase CAT ABCD vis to 1 mile.			SALS A2	MISSED APPROACH: Climb to 500, then climbing right turn to 3000, intercept NCA R-042 and hold, continue climb-in-hold to 3000.	
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.00* 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR

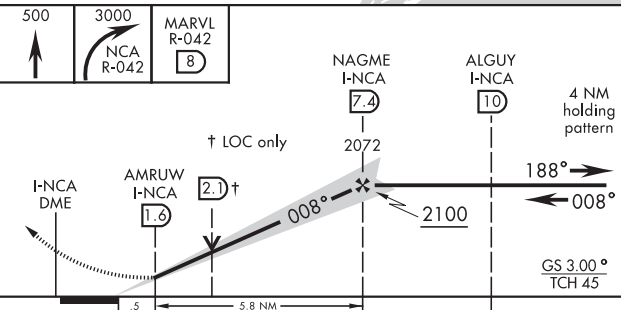
NOT FOR CIVIL USE



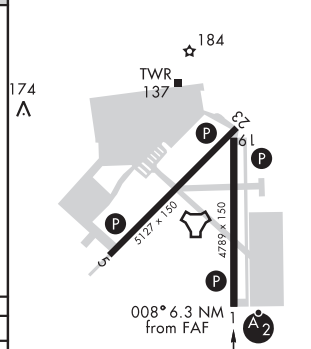
RADAR REQUIRED

TACAN REQUIRED

EMERG SAFE ALT 100 NM 3400



ELEV	26	THRE	24
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CATEGORY	S	A	B	C	D
S-ILS 1 *		224-1/2	200	(200-1/2)	
S-LOC 1 **		400-3/4	376	(400-3/4)	
CIRCLING	500-1	474 (500-1)	500-1 1/2 474 (500-1 1/2)	580-2 554 (600-2)	

HIRL all Rwys 1					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

JACKSONVILLE, NORTH CAROLINA

34° 43'N-77° 26'W

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Orig 11DEC14

ILS or LOC/DME RWY 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 1

APCH CRS 008°	Rwy Idg THRE 24 Arpt Elev 26
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AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

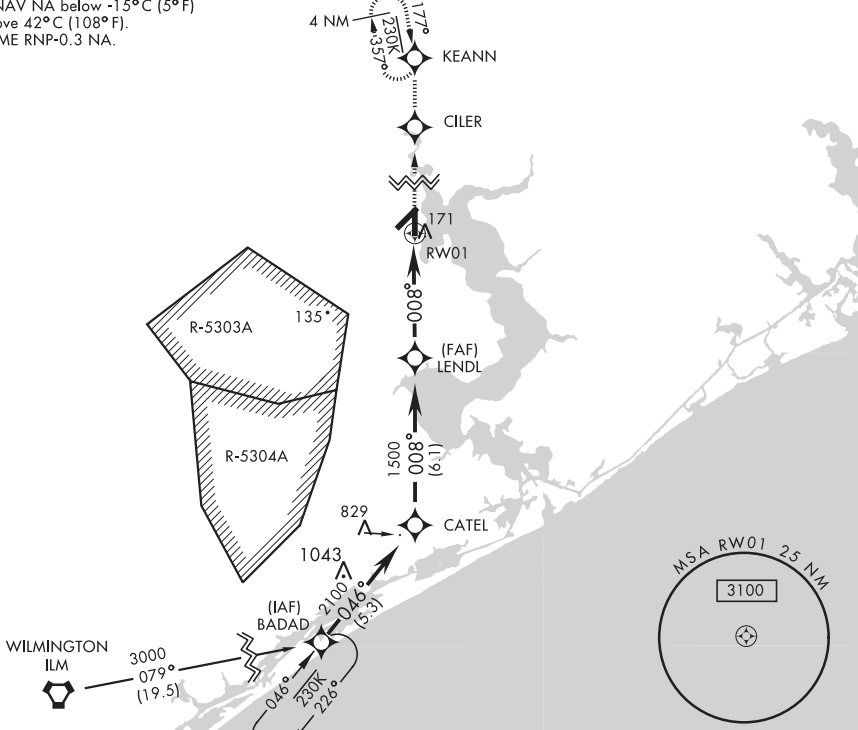
* When ALS inop, increase vis CAT ABCD to 1 3/8 mile.
 ** When ALS inop, increase vis CAT AB to 1 mile,
 CAT CD to 1 1/8 miles.



MISSED APPROACH: Climb to 1500 direct CILER direct KEANN and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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Baro VNAV NA below -15°C (5°F)
 and above 42°C (108°F).
 DME/DME RNP-0.3 NA.

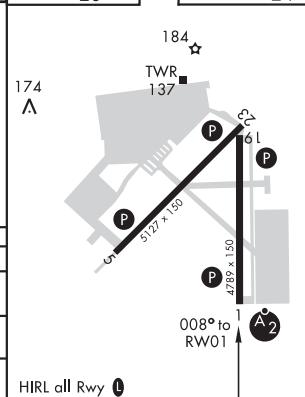
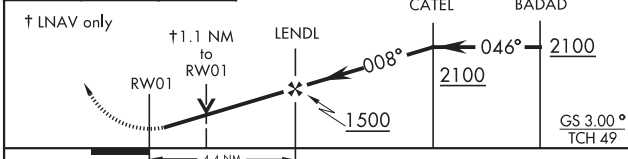


EMERG SAFE ALT 100 NM 3400

ELEV 26	THRE 24
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TCH (49) is not coincident with VGSI TCH (45)



CATEGORY	A	B	C	D
LNAV/VNAV DA *	424-1 1/8 400 (400-1 1/8)			
LNAV MDA **	440-3/4 416 (500-3/4)	440-1 416 (500-1)		
CIRCLING	500-1 474 (500-1)	500-1 1/2 474 (500-1 1/2)	580-2 554 (600-2)	

HIRL all Rwy 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA
 Amdt 1 05MAR15

34° 43' N-77° 26' W

NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

RNAV (GPS) RWY 1

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 5

WAAS Chan 77243 W05A	APCH CRS 053°	Rwy Idg THRE 24 Arprt Elev 26	5127
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AL-732 [USN]

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

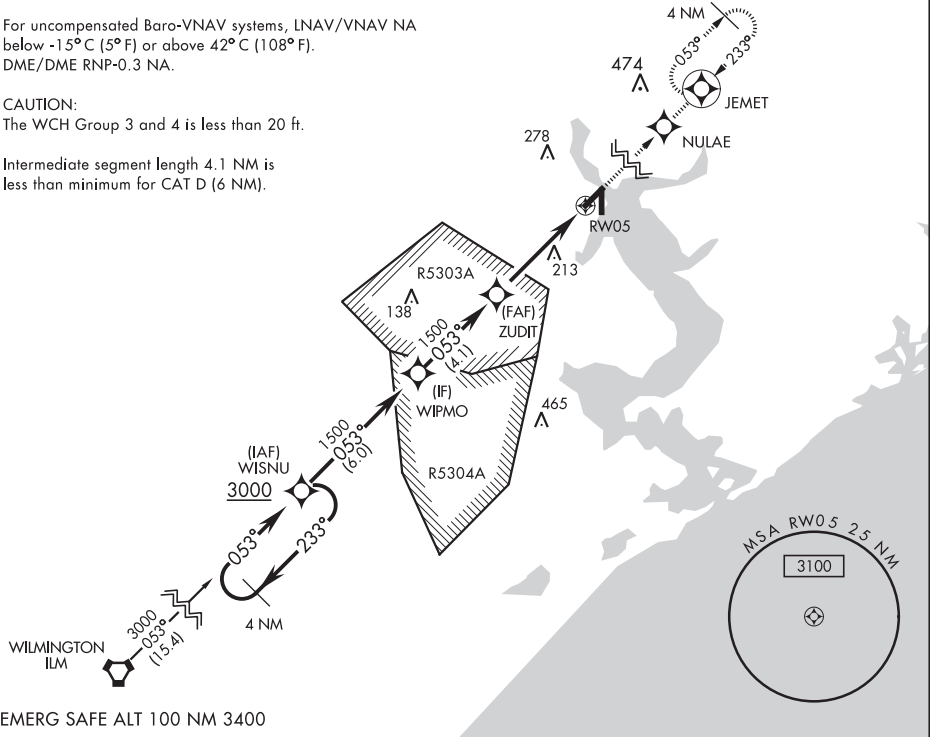
MISSED APPROACH: Climbing to 1500 direct NULAE direct JEMET and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.0 0 ★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/ PAR
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).
DME/DME RNP-0.3 NA.

CAUTION:
The WCH Group 3 and 4 is less than 20 ft.

Intermediate segment length 4.1 NM is less than minimum for CAT D (6 NM).



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WISNU		TCH (37) is not coincident with VGSI TCH (47)		1500	NULAE	JEMET	ELEV 26	THRE 24	
3000		233°		1500	1500	1500	174 A		
053°		233°		053°		184		TWR 137	
GP 3.00°		TCH 37		1.3 NM to RW05		5127 A 150		4789 x 150	
WIPMO		ZUDIT		RW05		5127 A 150		6 L	
4.5 NM								1	
CATEGORY	A	B	C	D					
LPV DA		224-1¼	200	(200-1¼)					
LNAV/VNAV DA		382-1¼	358	(400-1¼)					
LNAV MDA	480-1	456 (500-1)	480-1¾	456 (500-1¾)					
CIRCLING	500-1	474 (500-1)	500-1½	474 (500-1½)	580-2	554 (600-2)	HIRL all Rwy 1		

JACKSONVILLE, NORTH CAROLINA

34°43'N-77°26'W

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Amdt 3 15SEP16

RNAV (GPS) RWY 5

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 19

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

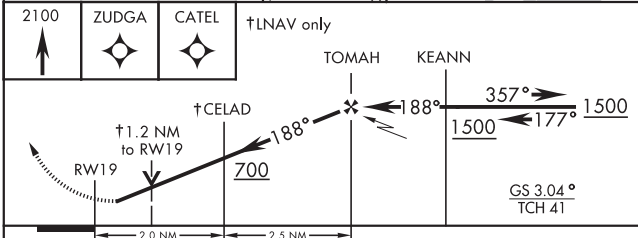
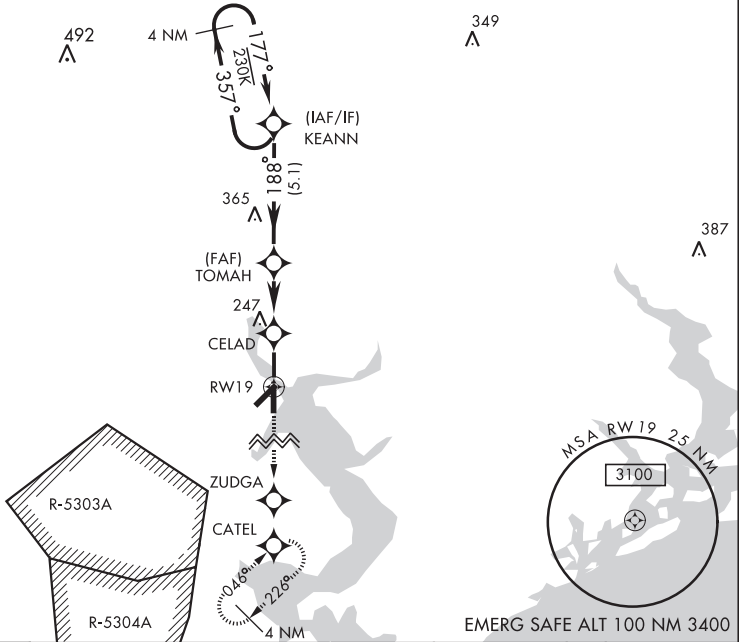
APCH CRS 188°	Rwy Idg 4789
	THRE 16
	Arpt Elev 26

Baro VNAV NA below -15°C (5°F)
and above 42°C (108°F).
DME/DME RNP-0.3 NA.

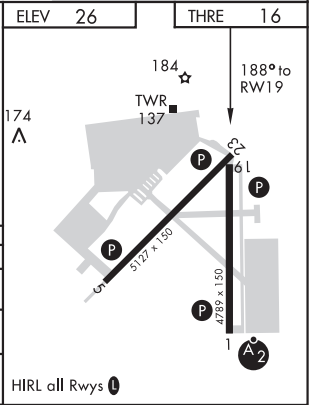
MISSED APPROACH: Climb to 2100 direct ZUDGA, direct CATEL and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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CAUTION: Intermediate segment 5.1 NM is less than required for CAT D



CATEGORY	A	B	C	D
LNAV/VNAV DA	432-1 $\frac{3}{8}$		416 (500-1 $\frac{3}{8}$)	
LNAV MDA	440-1	424 (500-1)	440-1 $\frac{1}{4}$	424 (500-1 $\frac{1}{4}$)
CIRCLING	500-1 $\frac{1}{4}$	474 (500-1 $\frac{1}{4}$)	500-1 $\frac{1}{2}$ 474 (500-1 $\frac{1}{2}$)	580-2 554 (600-2)



JACKSONVILLE, NORTH CAROLINA

34° 43' N-77° 26' W

NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 1 05FEB15

RNAV (GPS) RWY 19

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 23

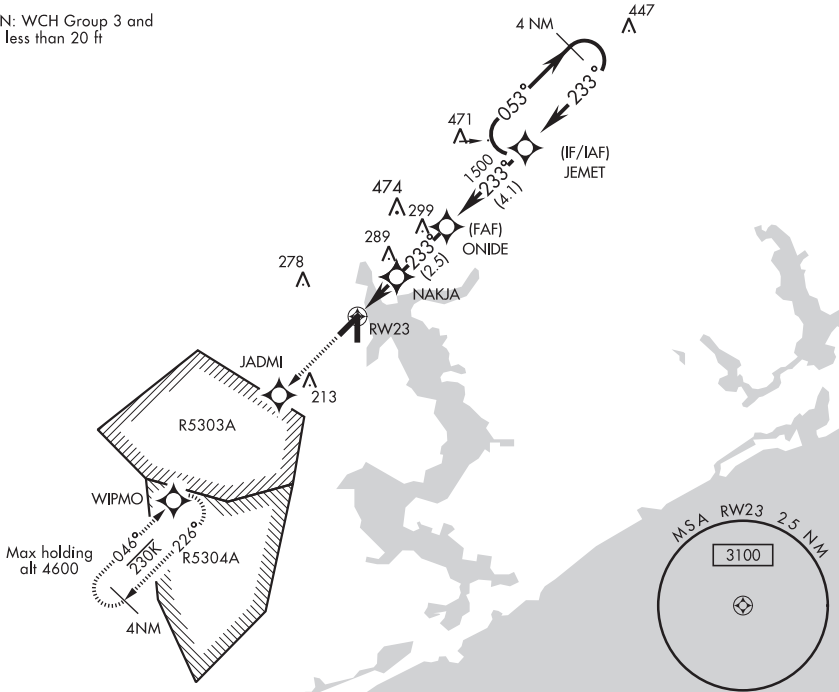
WAAS Chan 80122 W23A	APCH CRS 233°	Rwy Idg THRE 16 Arprt Elev 26	AL-732 [USN]	NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 direct JADMI direct WIPMO and hold.

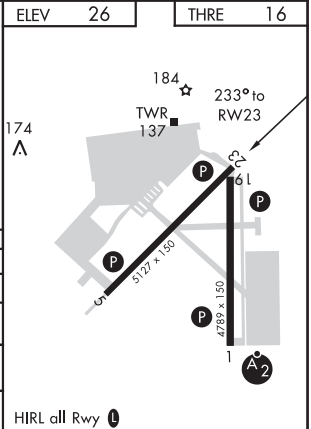
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.0 0 ★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/ PAR
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CAUTION: WCH Group 3 and Group 4 less than 20 ft



EMERG SAFE ALT 100 NM 3400

1600	JADMI	WIPMO	ELEV	26	THRE	16
↑	✧	✧				
<p>†LNAV only</p>						
CATEGORY	A	B	C	D		
LPV DA	216-¾		200	(200-¾)		
LNAV/VNAV DA	380-1¼		364	(400-1¼)		
LNAV MDA	460-1	444 (500-1)	460-1¾	444 (500-1¾)		
CIRCLING	500-1	474 (500-1)	500-1½	474 (500-1½)	580-2	554 (600-2)



JACKSONVILLE, NORTH CAROLINA

34°43'N-77°26'W

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Amdt 1 05MAR15

RNAV (GPS) RWY 23

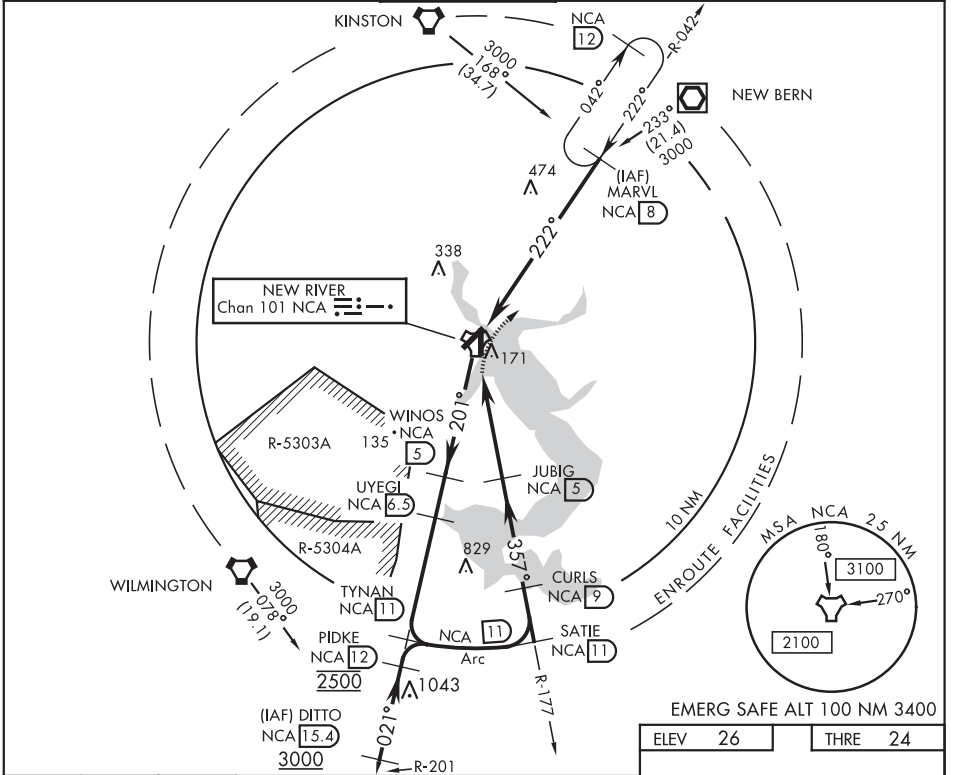
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 1

TACAN NCA Chan 101	APCH CRS 357°	Rwy Idg THRE 24 Arpt Elev 26	AL-732 [USN]	NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)	
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/2 miles.			SALSF A2	MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct MARVL (NCA R-042/ 8 DME) and hold. Continue climb-in-hold to 3000.	
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR



Orig 11DEC14

TACAN RWY 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

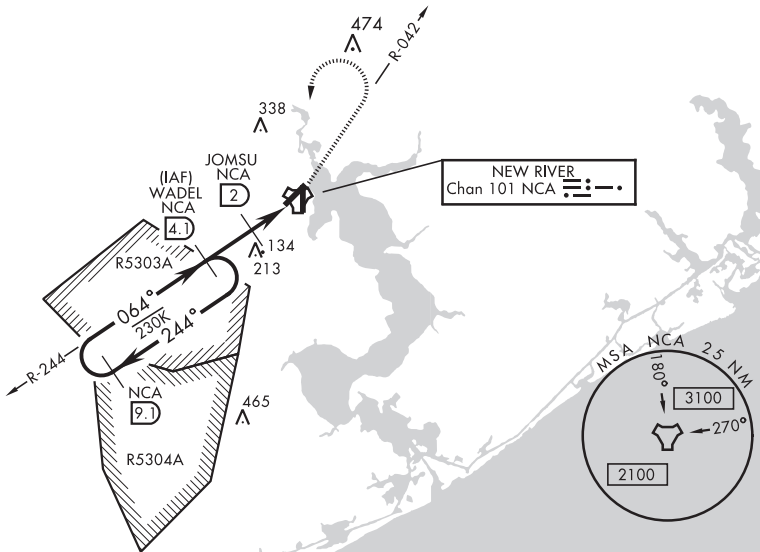
TACAN RWY 5

TACAN NCA Chan 101	APCH CRS 064°	Rwy ldg THRE Arpt Elev	5127 24 26
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AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

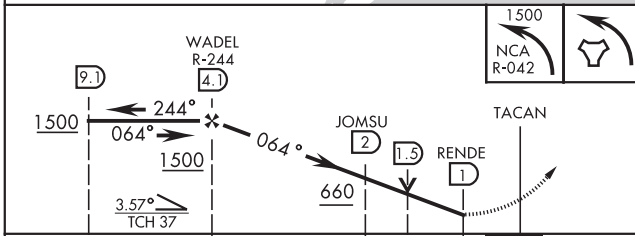
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER ★ 120.00 ★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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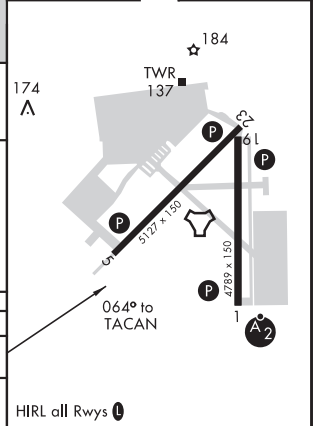
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3400



ELEV 26	THRE 24
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CATEGORY	A	B	C	D
S-5	420-1 396 (400-1)	420-1 1/8 396 (400-1 1/8)	500-1 1/2 474 (500-1 1/2)	580-2 554 (600-2)
CIRCLING	500-1 474 (500-1)	500-1 1/2 474 (500-1 1/2)	580-2 554 (600-2)	

TACAN RWY 5

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 19

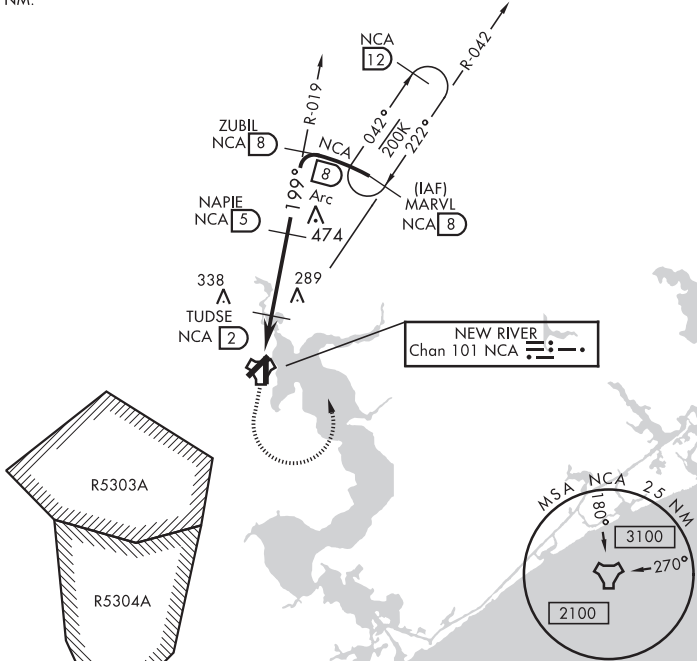
TACAN NCA Chan 101	APCH CRS 199°	Rwy ldg THRE 16 Arpt Elev 26
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AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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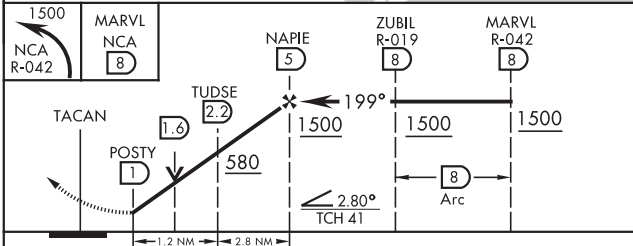
CAUTION: Intmed seg len 3 NM.



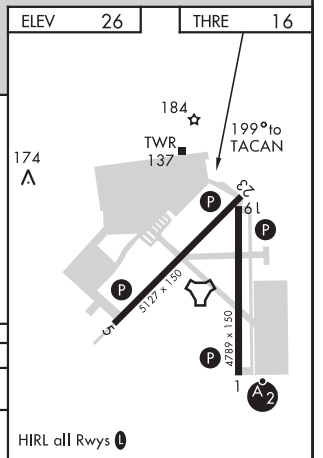
RADAR REQUIRED

For Missed Approach

EMERG SAFE ALT 100 NM 3400



CATEGORY	A		B		C		D	
s-19	440-1	424	(500-1)		440-1¼	424	(500-1¼)	
CIRCLING	500-1	474	(500-1)		500-1½	474	(500-1½)	580-2
								554 (600-2)



JACKSONVILLE, NORTH CAROLINA

34° 43'N-77° 26'W

NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Orig 11DEC14

TACAN RWY 19

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

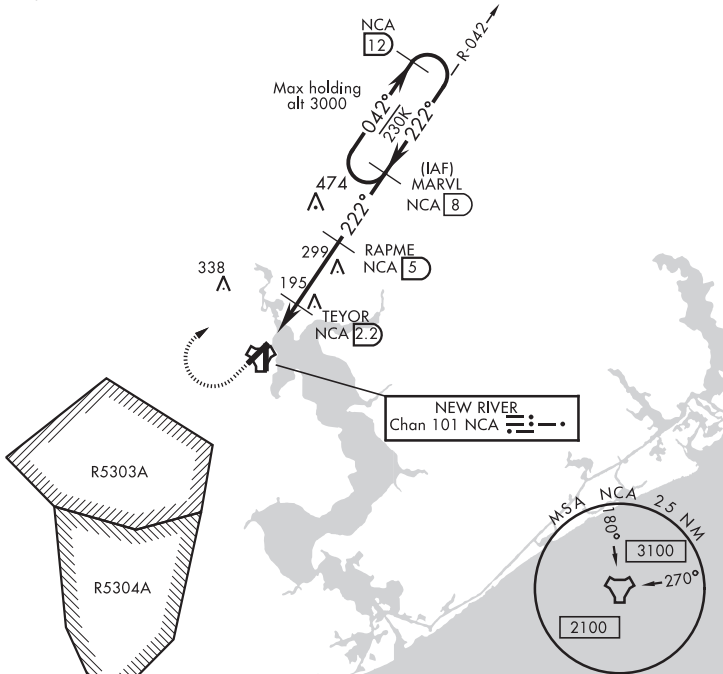
TACAN RWY 23

TACAN NCA Chan 101	APCH CRS 222°	Rwy Idg 5127 THRE 16 Arpt Elev 26	AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)
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MISSED APPROACH: Climb to 600 then climbing right turn to 1500 via NCA TACAN R-042 to MARVL and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	NEW RIVER TOWER★ 120.00★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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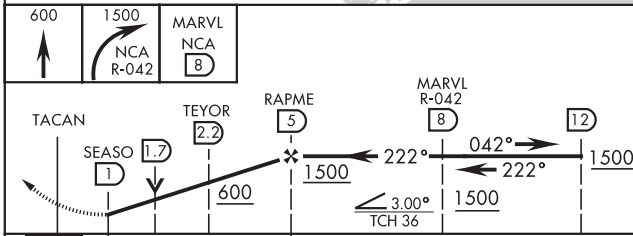
CAUTION: Intmed segment length 3 NM.



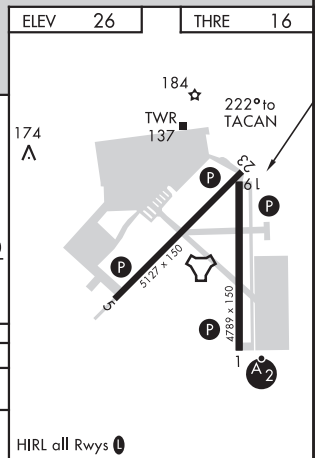
RADAR REQUIRED

For Missed Approach

EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
S-23	440-1 424 (500-1)	440-1¼ 424 (500-1¼)		
CIRCLING	500-1 474 (500-1)	500-1½ 474 (500-1½)	580-2 554 (600-2)	



TACAN RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

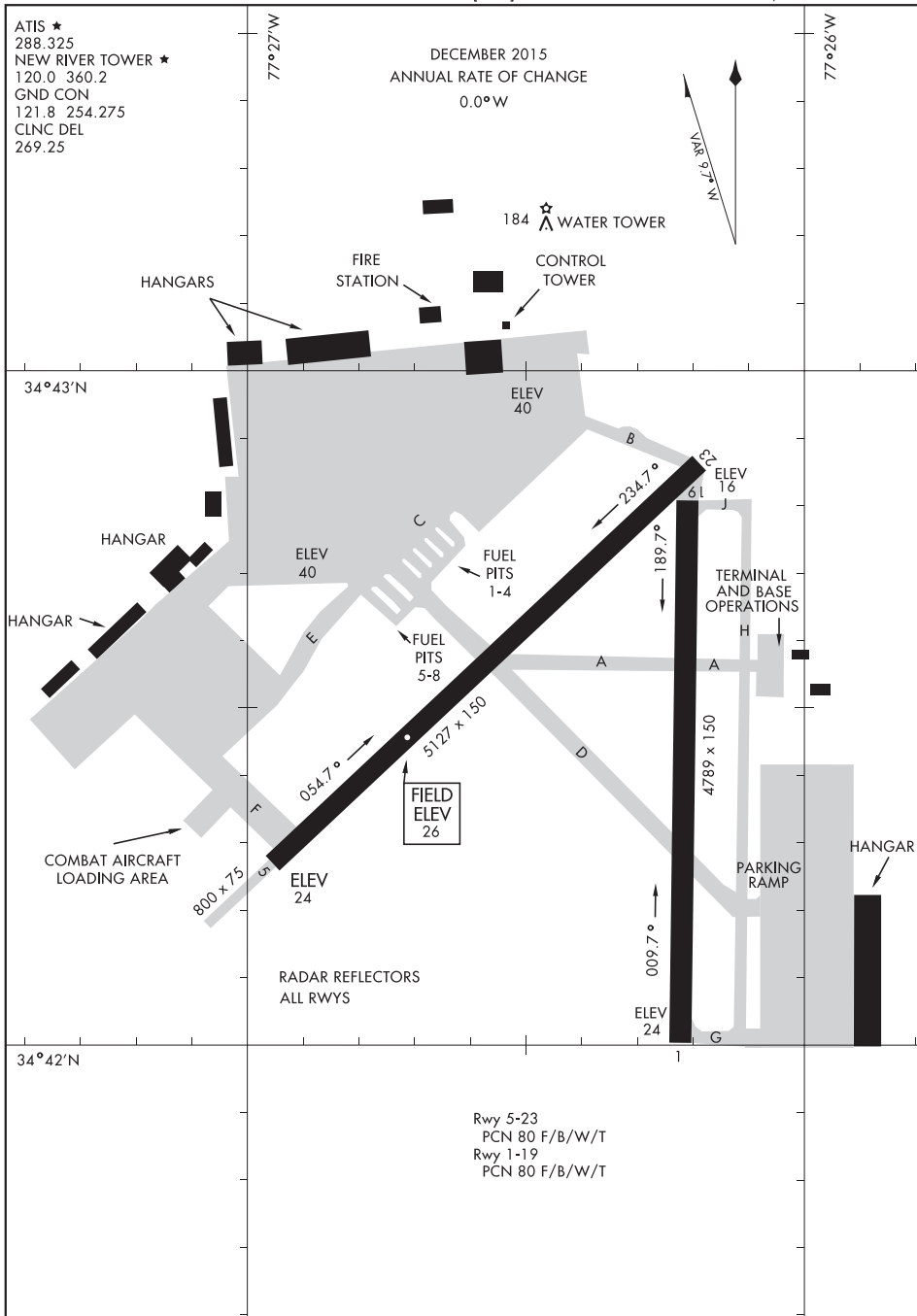
SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

AFD-732 [USN]

JACKSONVILLE, NORTH CAROLINA



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AIRPORT DIAGRAM

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

APP CRS	Rwy Idg	4001
044°	TDZE	558
	Apt Elev	570

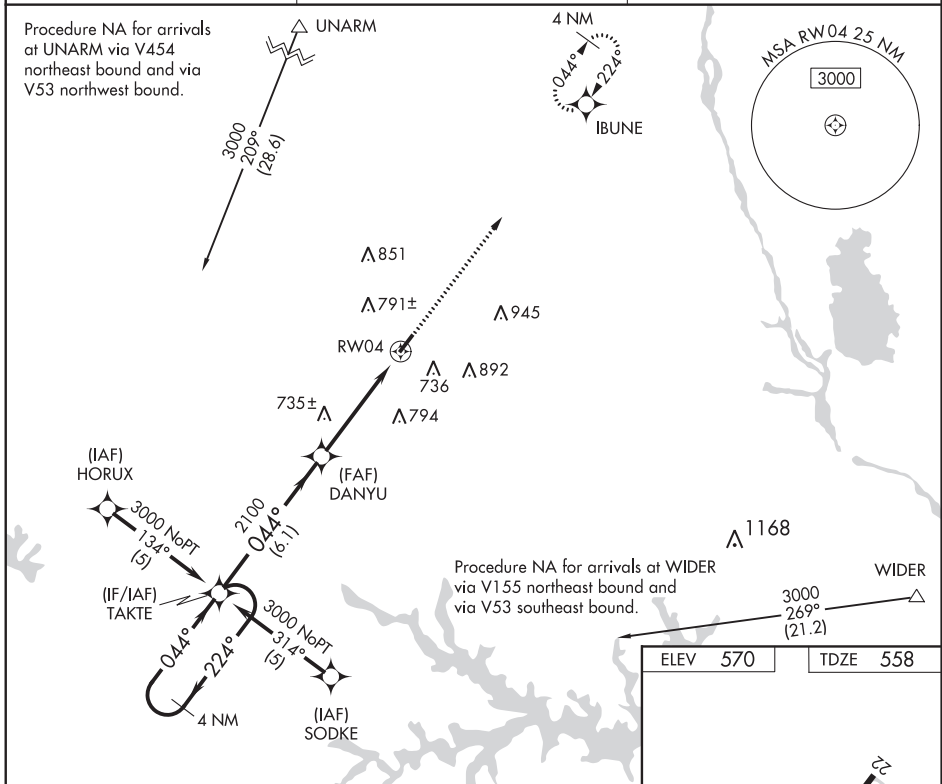
RNAV (GPS) RWY 4

NEWBERRY COUNTY (E.O.E)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

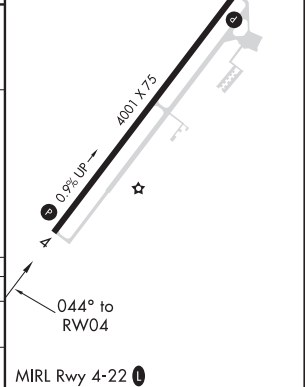
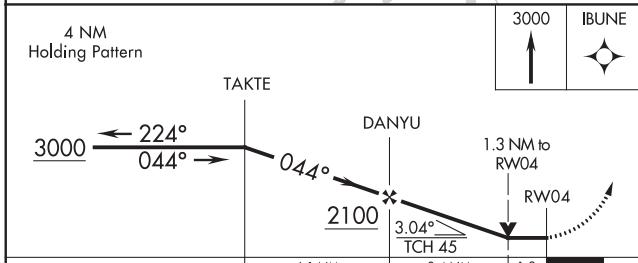
⚠ MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3 124.275	COLUMBIA APP CON 133.4 285.6	UNICOM 122.8 (CTAF) 📻
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



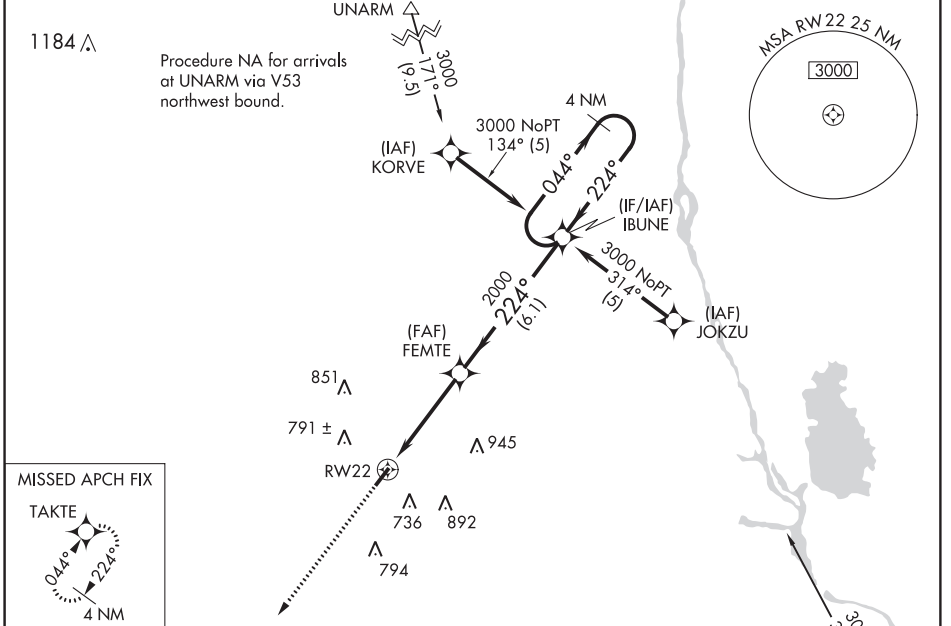
CATEGORY	A	B	C	D
RNAV MDA	1000-1	442 (500-1)		NA
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)		NA

APP CRS	Rwy Idg	4001
224°	TDZE	570
	Apt Elev	570

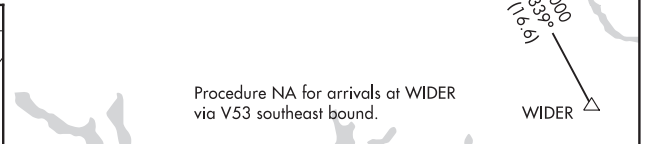
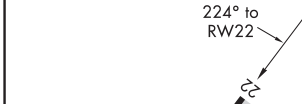
RNAV (GPS) RWY 22

NEWBERRY COUNTY (E.O.E)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct TAKTE and hold.</p>
<p>AWOS-3 124.275</p>	<p>COLUMBIA APP CON 133.4 285.6</p>	<p>UNICOM 122.8 (CTAF) 0</p>



ELEV 570	TDZE 570
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CATEGORY	A	B	C	D
LNAV MDA	960-1	390 (400-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

SE-2, 10 NOV 2016 to 05 JAN 2017

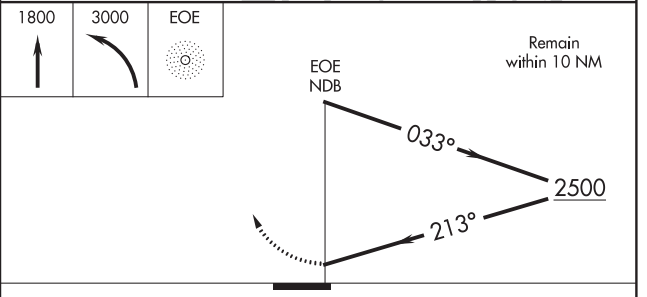
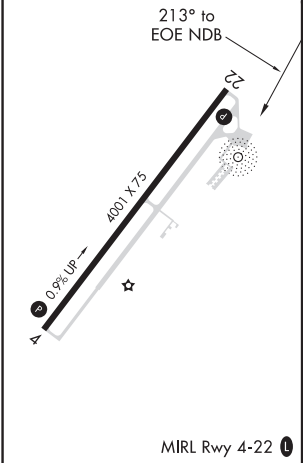
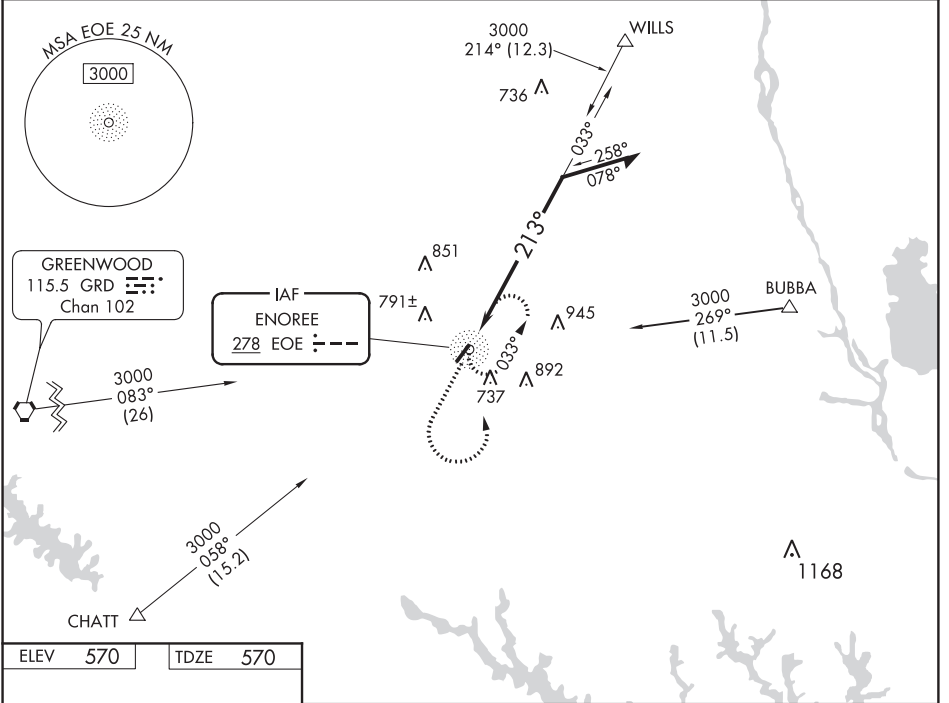
SE-2, 10 NOV 2016 to 05 JAN 2017

NDB EOE 278	APP CRS 213°	Rwy ldg 4001 TDZE 570 Apt Elev 570
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NDB RWY 22
NEWBERRY COUNTY (EOE)

<p>▼ When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. ▲ Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.</p>
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AWOS-3 124.275	COLUMBIA APP CON 133.4 285.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-22	1100-1	530 (600-1)		NA
CIRCLING	1100-1	530 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NORTH, SOUTH CAROLINA

RNAV (GPS) RWY 6

APCH CRS 061°	Rwy ldg THRE Arpt Elev 9003 271 321
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AL-3017 [USAF]

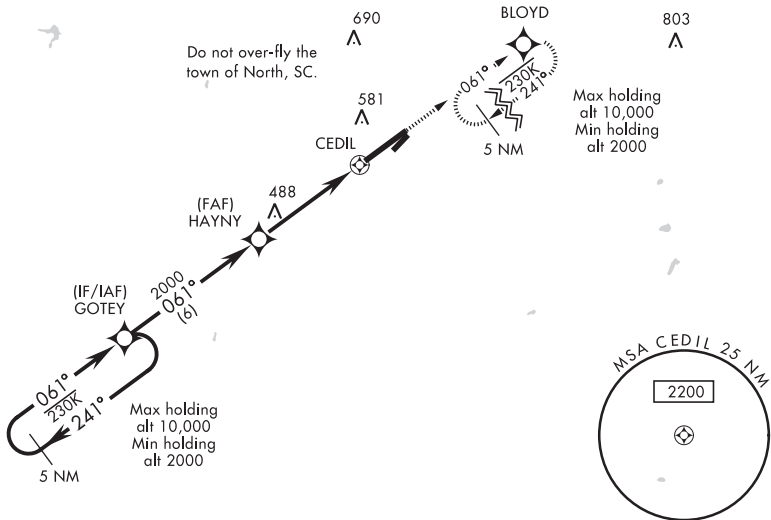
NORTH AF AUX (KXNO)

<p>▼ * Circling to Rwy 23 not for civil use. Circling to Rwy 23 not authorized at night.</p>	<p>MISSED APPROACH: Climb to 2000 direct BLOYD and hold.</p>
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<p>ASOS (K0GB) 118.525</p>	<p>COLUMBIA APP CON 124.15 338.2</p>	<p>LZ/DZ OPS FACILITY 120.475 235.775</p>	<p>COLUMBIA CLNC DEL 119.75</p>
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DME/DME RNP - 0.3 NA

CAUTION: Uncontrolled airspace below 700 ft AGL.



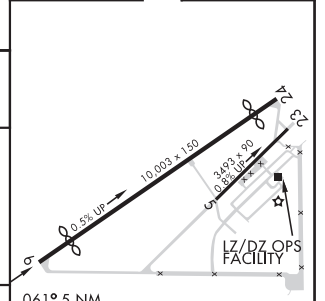
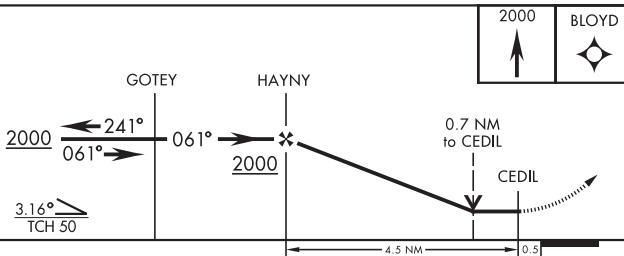
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

816
▲

EMERG SAFE ALT 100 NM 4200

ELEV 321	THRE 271
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CATEGORY	A	B	C	D	E
RNAV MDA	740-1	469 (500-1)	740-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$)	
C CIRCLING*	900-1	579 (600-1)	900-1 $\frac{1}{2}$ 579 (600-1 $\frac{1}{2}$)	1400-3	1079 (1100-3)

Rwy 6 ldg 9003'
Rwy 24 ldg 8999'
HIRL Rwy 06-24

NORTH, SOUTH CAROLINA

33°37'N-81°05'W

NORTH AF AUX (KXNO)

Orig 18AUG16

RNAV (GPS) RWY 6

NORTH, SOUTH CAROLINA

RNAV (GPS) RWY 24

APCH CRS 241°	Rwy ldg THRE Arpt Elev 8999 311 321
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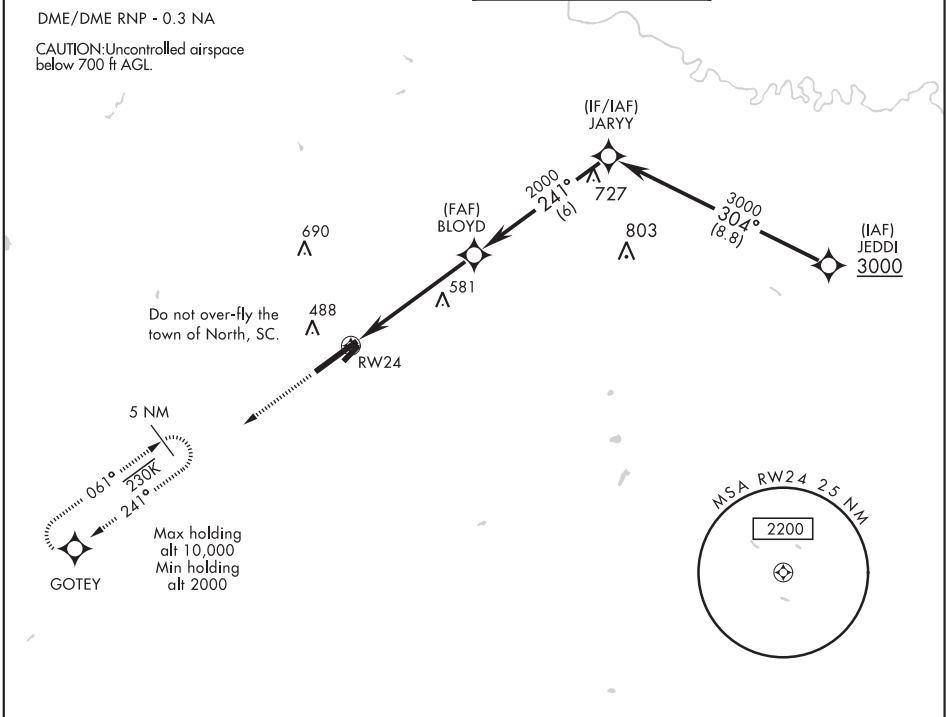
AL-3017 [USAF]

NORTH AF AUX (KXNO)

▼ * Circling to Rwy 5 not for civil use.

MISSED APPROACH: Climb to 2000 direct GOTIEY and hold.

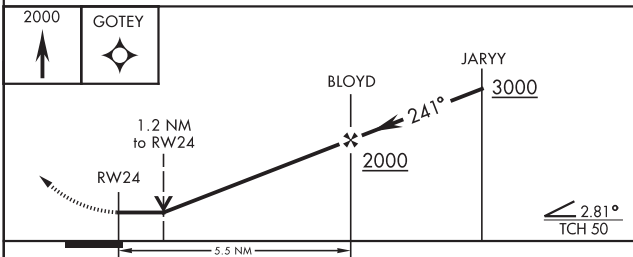
ASOS (K0GB) 118.525	COLUMBIA APP CON 124.15 338.2	LZ/DZ OPS FACILITY 120.475 235.775	COLUMBIA CLNC DEL 119.75
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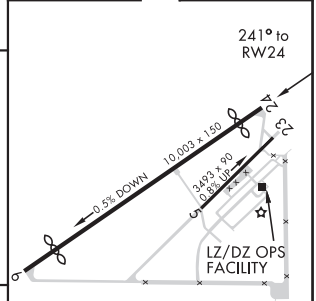
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4200



ELEV 321	THRE 311
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CATEGORY	A	B	C	D	E
LNVA MDA	760-1 449 (500-1)		760-1 3/8 449 (500-1 3/8)		
CIRCLING*	900-1 579 (600-1)		900-1 1/2 579 (600-1 1/2)	1400-3 1079 (1100-3)	

Rwy 6 ldg 9003'

Rwy 24 ldg 8999'

HIRL Rwy 06-24

NORTH, SOUTH CAROLINA

33° 37' N-81° 05' W

NORTH AF AUX (KXNO)

Orig 18AUG16

RNAV (GPS) RWY 24

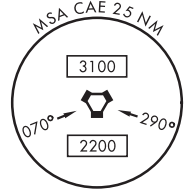
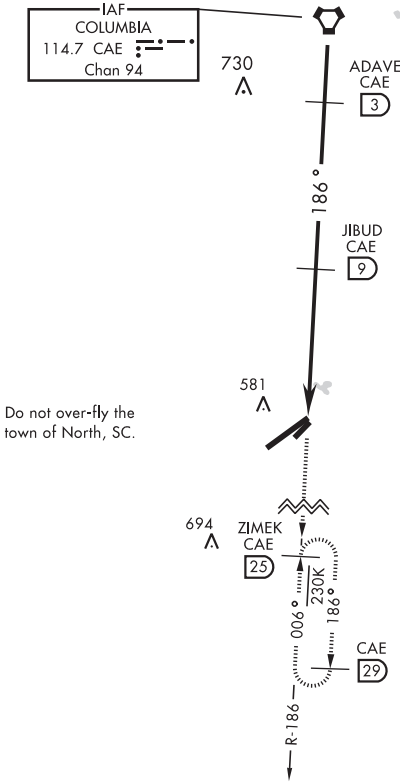
NORTH, SOUTH CAROLINA

VORTAC CAE 114.70 Chan 94	APCH CRS 186°	Rwy ldg TDZE Arprt Elev	N/A N/A 321
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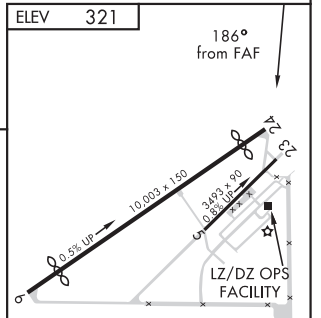
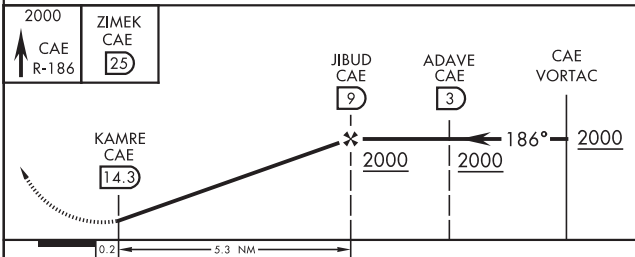
AL-3017 [USAF]

VOR/DME-A
NORTH AF AUX (KXNO)

<p>▼ * Circling to Rwy 5-23 not for civil use. Circling to Rwy 23 not authorized at night.</p>		<p>MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published.</p>	
ASOS (KQGB) 118.525	COLUMBIA APP CON 124.15 338.2	LZ/DZ OPS FACILITY 120.475 235.775	COLUMBIA CLNC DEL 119.75



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
CIRCLING *	900-1	579 (600-1)	900-1½ 579 (600-1½)	1400-3	1079 (1100-3)

Rwy 6 ldg 9003'
Rwy 24 ldg 8999'
HIRL Rwy 06-24

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NORTH, SOUTH CAROLINA
Amdt 1 13NOV14

33°37'N-81°05'W

NORTH AF AUX (KXNO)
VOR/DME-A

AIRPORT DIAGRAM

AFD-3017 [USAF]

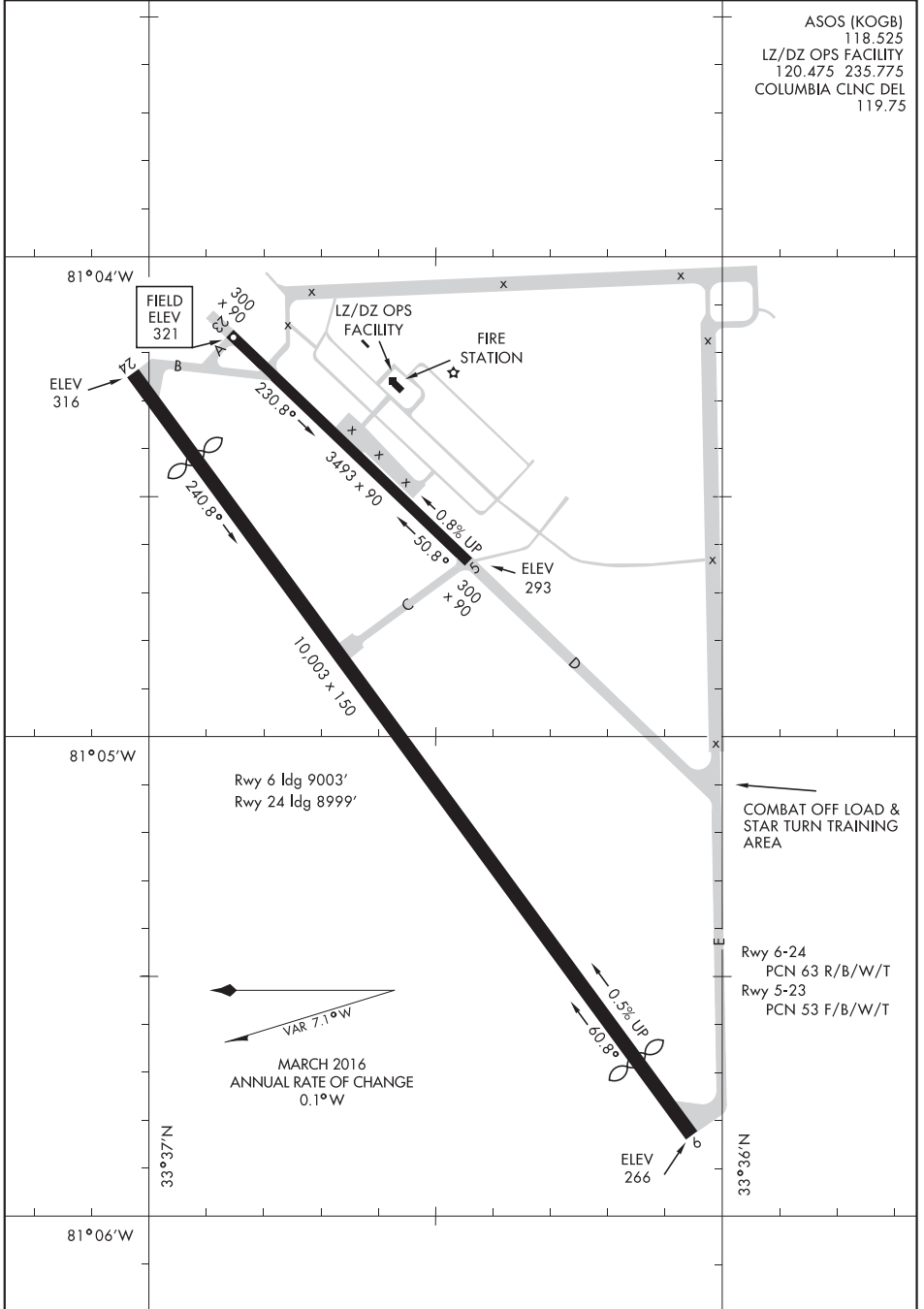
NORTH AF AUX (KXNO)

NORTH, SOUTH CAROLINA

ASOS (K0GB)
 118.525
 LZ/DZ OPS FACILITY
 120.475 235.775
 COLUMBIA CLNC DEL
 119.75

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

NORTH, SOUTH CAROLINA

NORTH AF AUX (KXNO)

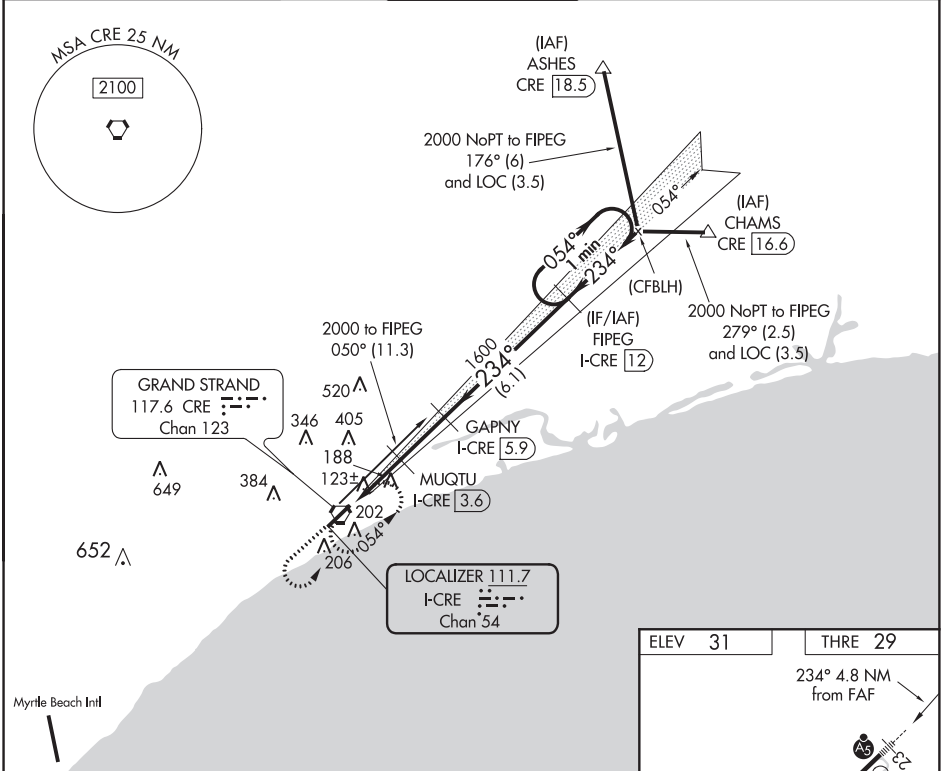
LOC/DME I-CRE 111.7 Chan 54	APP CRS 234°	Rwy Idg THRE 29 Apt Elev 31	5997
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ILS or LOC/DME RWY 23

GRAND STRAND (CRE)

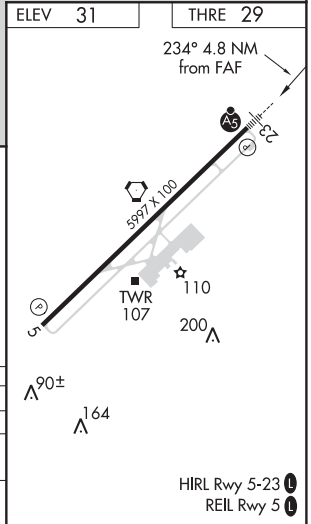
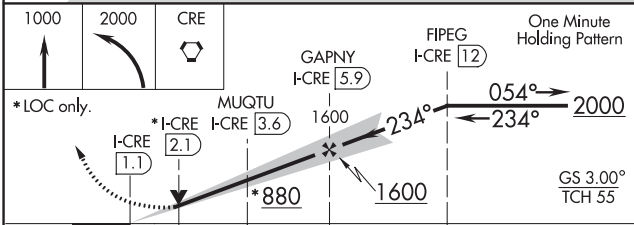
<p>When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 23 Cat C and D visibility to 1. VDP NA with Myrtle Beach Intl altimeter setting.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold, continue climb-in-hold to 2000.</p>
	<p>VORTAC</p>	

ATIS 119.625	MYRTLE BEACH APP CON ★ 119.2 350.3	STRAND TOWER ★ 124.6 (CTAF) 257.6	GND CON 121.8 257.6	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 23	229-½		200 (200-½)	
S-LOC 23	380-½	351 (400-½)	380-⅝	351 (400-⅝)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

WAAS CH 82519 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev	5997 31 31
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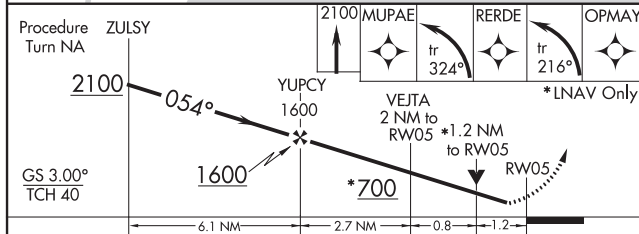
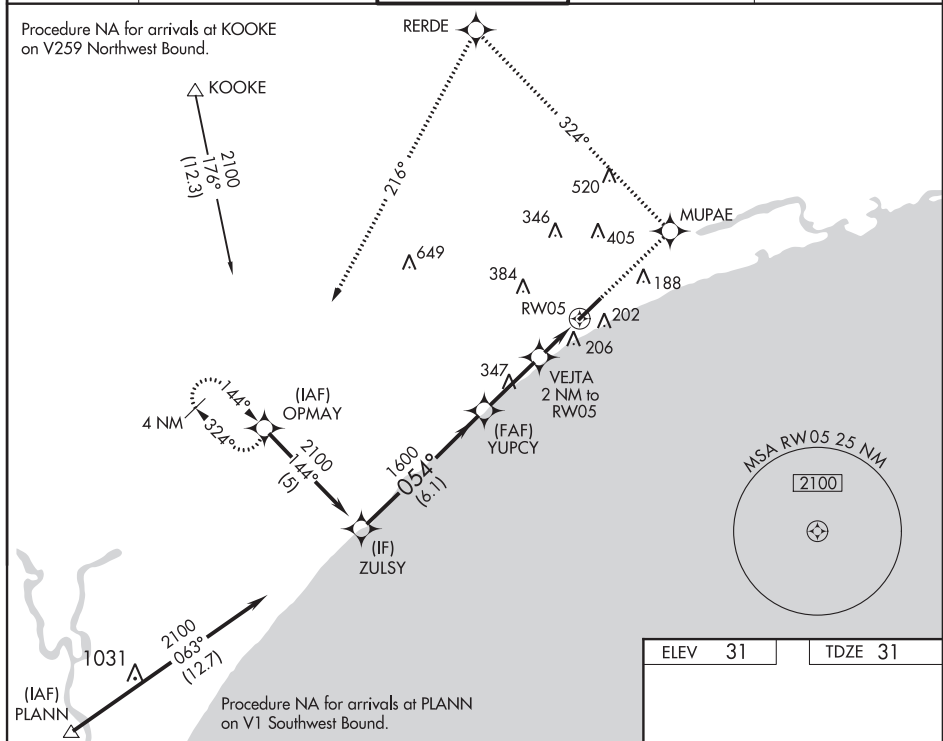
RNAV (GPS) RWY 5

GRAND STRAND (CRE)

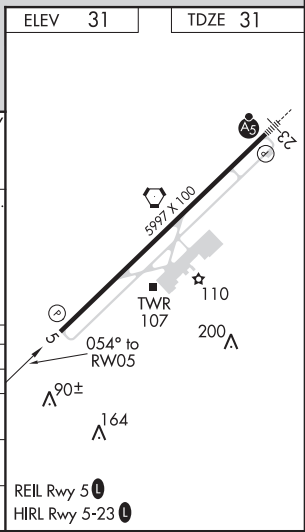
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

△ MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS 119.625	MYRTLE BEACH APP CON * 119.2 350.3	STRAND TOWER * 124.6 (CTAF) 257.6	GND CON 121.8 257.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		281-1	250 (300-1)	
LNAV/VNAV DA		496-1¾	465 (500-1¼)	
LNAV MDA	460-1	429 (500-1)	460-1¼ 429 (500-1¼)	460-1½ 429 (500-1½)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42819 W23A	APP CRS 234°	Rwy Idg THRE 29 Apt Elev 31	5997
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RNAV (GPS) RWY 23

GRAND STRAND (CRE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/8 mile. For inop MALS R when using Myrtle Beach Intl altimeter setting, increase LNAV Cats C and D visibility to 1/8.

MALS R



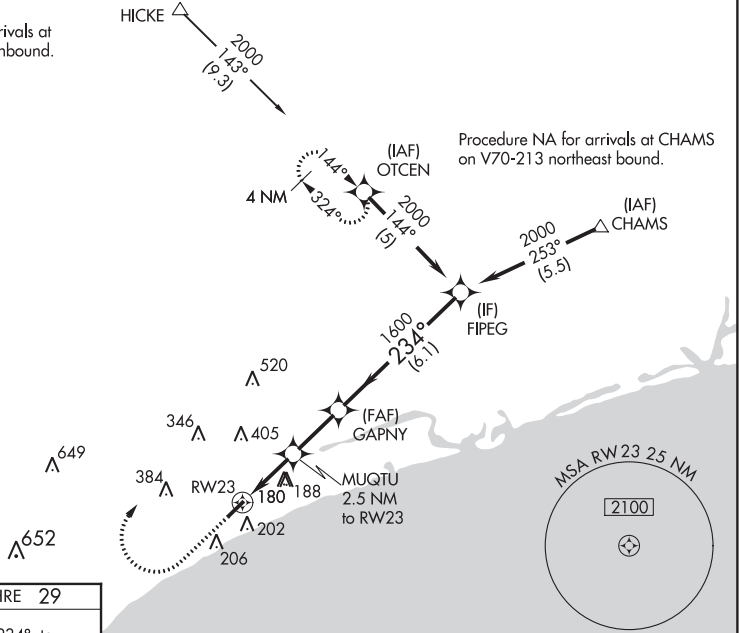
MISSED APPROACH:
Climb to 1000 then climbing right turn to 2000 direct OTCEN and hold.

ATIS 119.625	MYRTLE BEACH APP CON* 119.2 350.3	STRAND TOWER* 124.6 (CTAF) 0 257.6	GND CON 121.8 257.6	UNICOM 122.95
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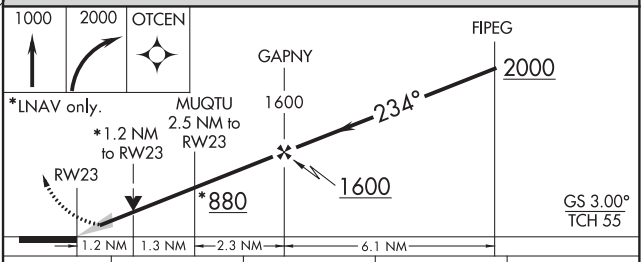
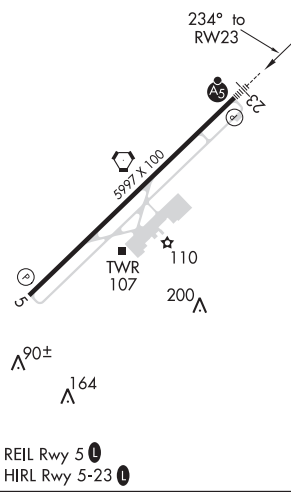
Procedure NA for arrivals at HICKE on V136 northbound.

HICKE

Procedure NA for arrivals at CHAMS on V70-213 northeast bound.



ELEV 31	THRE 29
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CATEGORY	A	B	C	D
LPV DA		229-1/2	200 (200-1/2)	
LNAV/VNAV DA		411-3/4	382 (400-3/4)	
LNAV MDA	480-1/2	451 (500-1/2)	480-7/8	451 (500-7/8)
CIRCLING	520-1	489 (500-1)	520-1 1/2 489 (500-1 1/2)	720-2 1/4 689 (700-2 1/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CRE 117.6 Chan 123	APP CRS 043°	Rwy Idg 5997 TDZE 31 Apt Elev 31
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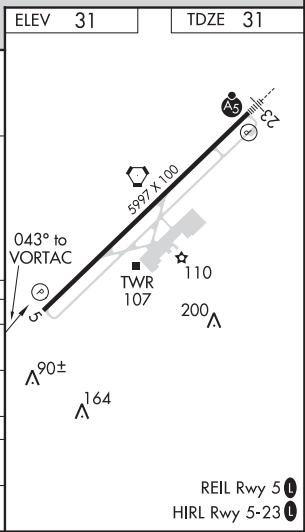
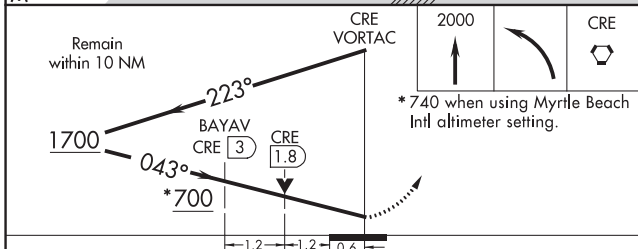
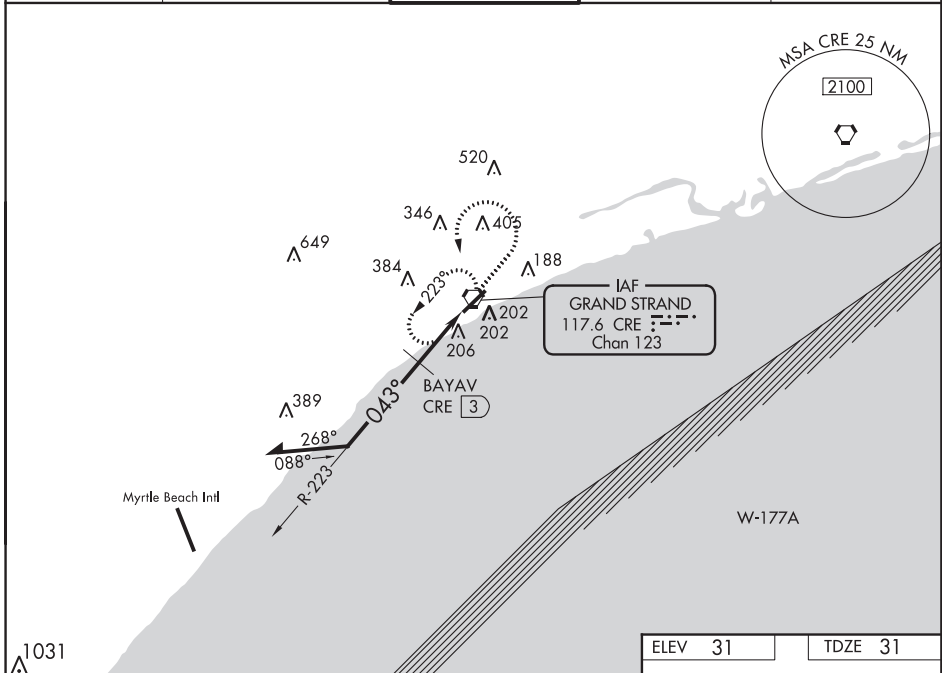
VOR RWY 5

GRAND STRAND (CRE)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet; increase S-5 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS 119.625	MYRTLE BEACH APP CON * 119.2 350.3	STRAND TOWER * 124.6(CTAF) 257.6	GND CON 121.8 257.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-5	700-1	669 (700-1)	700-1¾ 669 (700-1¾)	700-2 669 (700-2)
CIRCLING	700-1	669 (700-1)	700-1¾ 669 (700-1¾)	720-2¼ 689 (700-2¼)
BAYAV FIX MINIMUMS				
S-5	460-1	429 (500-1)	460-1½ 429 (500-1½)	460-1½ 429 (500-1½)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NORTH MYRTLE BEACH, SOUTH CAROLINA

AL-5097 (FAA)

14037

VORTAC CRE 117.6 Chan 123	APP CRS 238°	Rwy Idg 5997 TDZE 29 Apt Elev 31
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VOR RWY 23

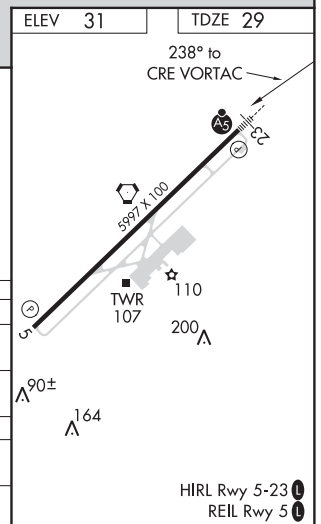
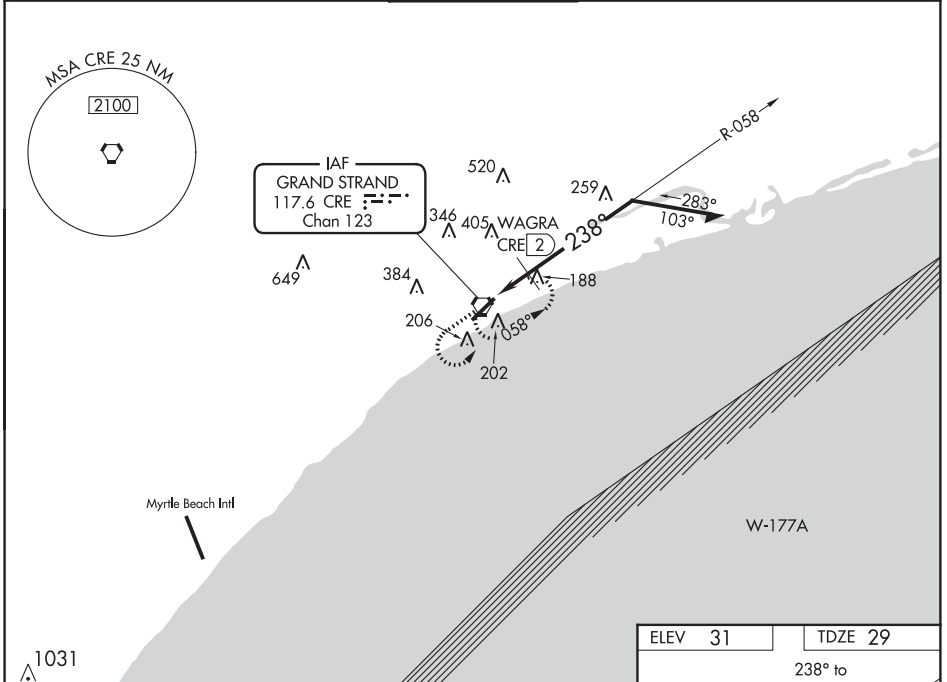
GRAND STRAND (CRE)

⚠ For inoperative MALS, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALS when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.



MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS 119.625	MYRTLE BEACH APP CON * 119.2 350.3	STRAND TOWER * 124.6 (CTAF) 257.6	GND CON 121.8 257.6	UNICOM 122.95
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2000	CRE	CRE VORTAC	Remain within 10 NM
*600 when using Myrtle Beach Intl altimeter setting.		WAGRA CRE 2	
		058°	1700
		238°	*560
		2.87°	TCH 55
		0.4	1.6 NM

CATEGORY	A	B	C	D
S-23	560-¾	531 (600-¾)	560-1 531 (600-1)	560-1¼ 531 (600-1¼)
CIRCLING	560-1	529 (600-1)	560-1½ 529 (600-1½)	720-2¼ 689 (700-2¼)
WAGRA FIX MINIMUMS				
S-23	460-¾ 431 (500-¾)		460-1 431 (500-1)	
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

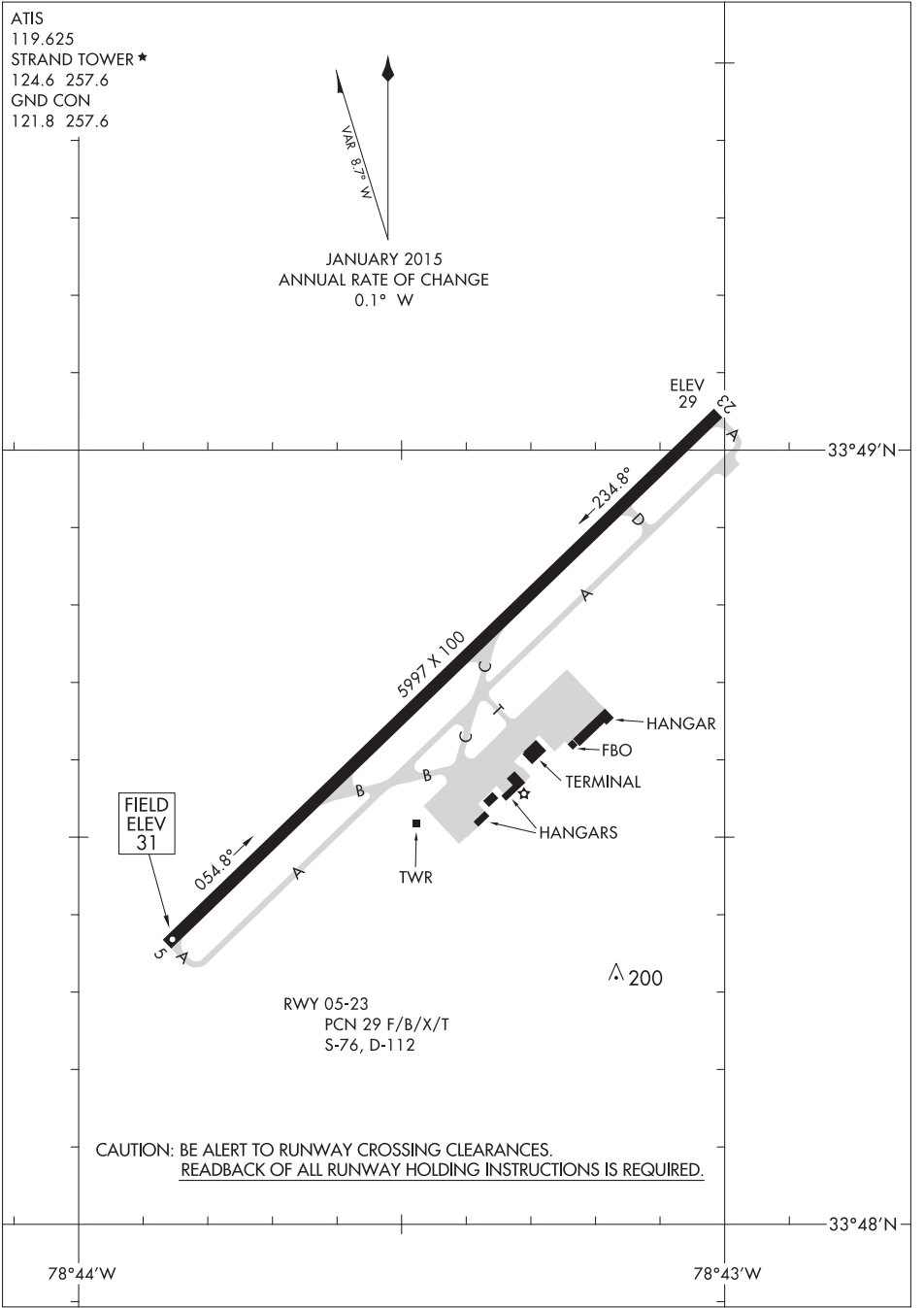
SE-2, 10 NOV 2016 to 05 JAN 2017

ATIS
 119.625
 STRAND TOWER ★
 124.6 257.6
 GND CON
 121.8 257.6

JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



RWY 05-23
 PCN 29 F/B/X/T
 S-76, D-112

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

NORTH WILKESBORO, NORTH CAROLINA

15260

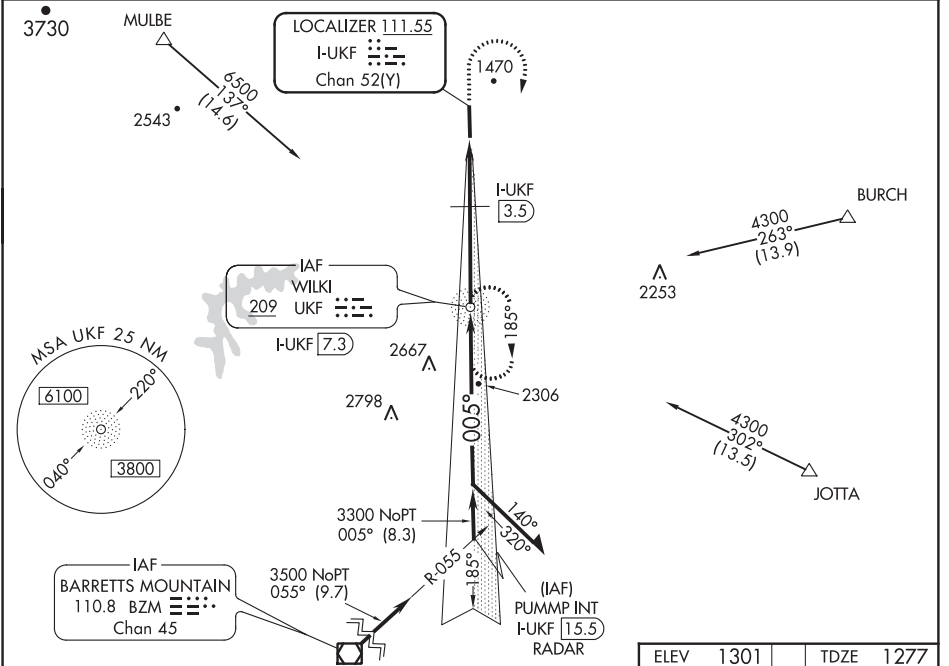
LOC/DME I-UKF 111.55 Chan 52 (Y)	APP CRS 005°	Rwy Idg TDZE Apt Elev	6200 1277 1301
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AL-6962 (FAA)

ILS or LOC RWY 1 WILKES COUNTY (UKF)

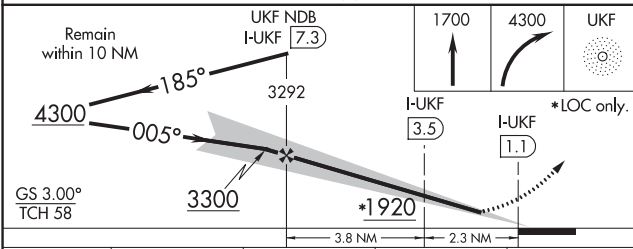
NA Night Landing: Rwy 19 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. For Inop MALSR increase S-LOC 1 Cat A/B and DME MINIMUMS S-LOC 1 all Cats visibility $\frac{1}{4}$ mile. ADF REQUIRED.	MALSR 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4300 direct WILKI NDB and hold.
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AWOS-3 126.625	ATLANTA CENTER 125.15 263.0	UNICOM 122.7 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1301	TDZE 1277
REIL Rwy 1	61
REIL Rwy 19	
MRL Rwy 1-19	
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 1	1527- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
S-LOC 1	1920- $\frac{3}{4}$ 643 (700- $\frac{3}{4}$)	1920-1 $\frac{3}{8}$ 643 (700-1 $\frac{3}{8}$)		
CIRCLING	1920-1 619 (700-1)	1920-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)	1920-2 619 (700-2)	
DME MINIMUMS				
S-LOC 1	1580- $\frac{3}{4}$ 303 (300- $\frac{3}{4}$)			
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1 $\frac{1}{2}$ 579 (600-1 $\frac{1}{2}$)	1880-2 579 (600-2)

NORTH WILKESBORO, NORTH CAROLINA
Orig-C 17SEP15

36°13'N-81°06'W

WILKES COUNTY (UKF) ILS or LOC RWY 1

OAK ISLAND, NORTH CAROLINA

AL-6533 (FAA)

16259

WAAS CH 86917 W05A	APP CRS 049°	Rwy Idg 5105 TDZE 24 Apt Elev 26
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RNAV (GPS) RWY 5

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

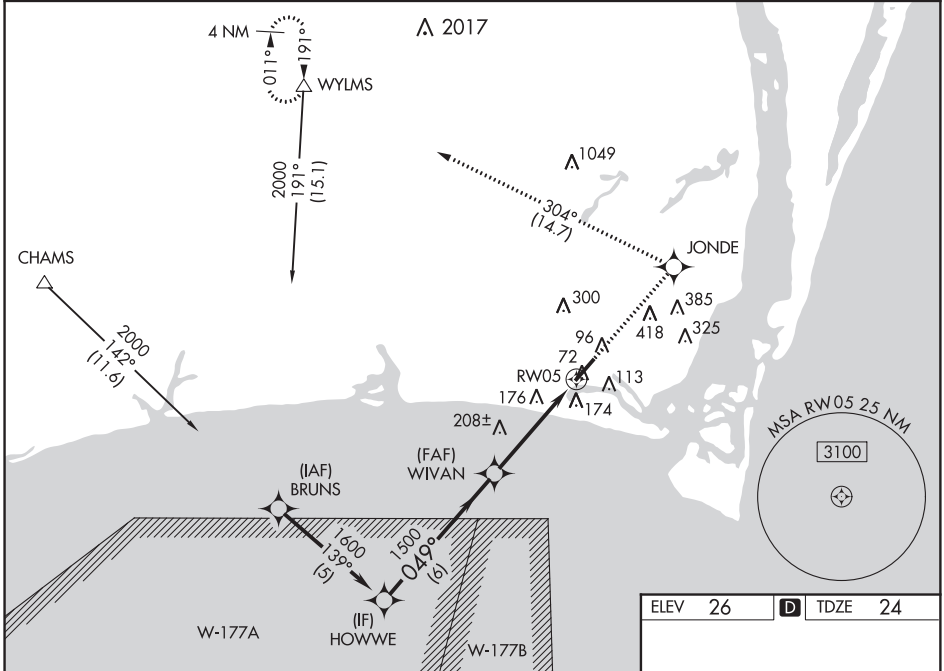
▽ Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Wilmington altimeter setting.

MISSED APPROACH:
Climb to 3000 direct JONDE and left turn on track 304° to WYLSM and hold.

AWOS-3P
124.175

WILMINGTON APP CON
118.25 284.65

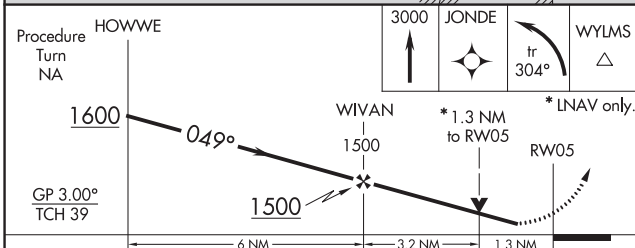
UNICOM
123.05 (CTAF) 0



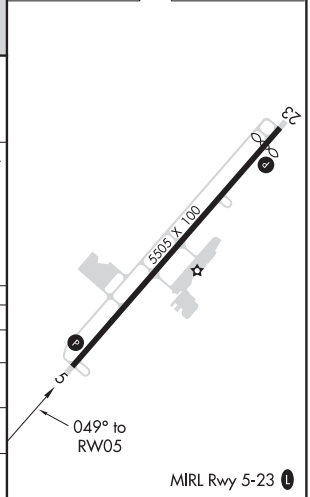
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 26 **D** TDZE 24



CATEGORY	A	B	C	D
LPV DA	274-1	250 (300-1)		NA
LNAV/VNAV DA	460-1½	436 (500-1½)		NA
LNAV MDA	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	NA
CIRCLING	480-1	454 (500-1)	520-1½ 494 (500-1½)	NA



OAK ISLAND, NORTH CAROLINA
Amdt 1D 28MAY15

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)
33°56'N-78°04'W

RNAV (GPS) RWY 5

WAAS CH 90527 W23A	APP CRS 229°	Rwy Idg TDZE 26 Apt Elev 26	5105
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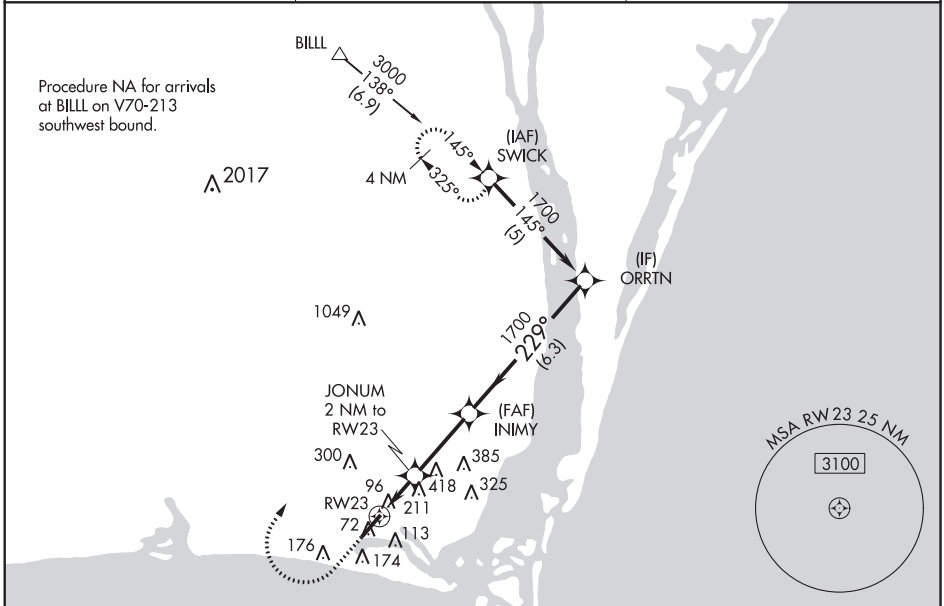
RNAV (GPS) RWY 23

CAPE FEAR RGJL JETPORT/HOWIE FRANKLIN FLD (SUT)

⚠ Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Wilmington altimeter setting, and increase all DA 52 feet and all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Wilmington altimeter setting.

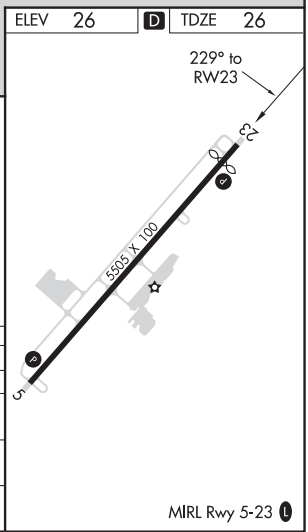
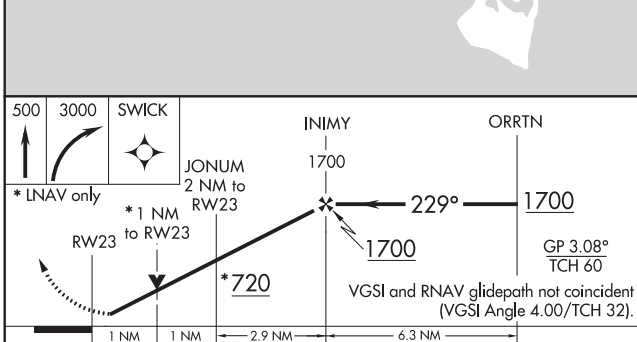
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct SWICK and hold.

AWOS-3P 124.175	WILMINGTON APP CON 118.25 284.65	UNICOM 123.05 (CTAF) Ⓛ
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	284-1	258 (300-1)		NA
LNAV/VNAV DA	276-1	250 (300-1)		NA
LNAV MDA	480-1	454 (500-1)	480-1 3/8 454 (500-1 3/8)	NA
CIRCLING	480-1	454 (500-1)	520-1 1/2 494 (500-1 1/2)	NA

RNAV (GPS) RWY 23

APP CRS	Rwy Idg	2998
059°	TDZE	5
	Apt Elev	5

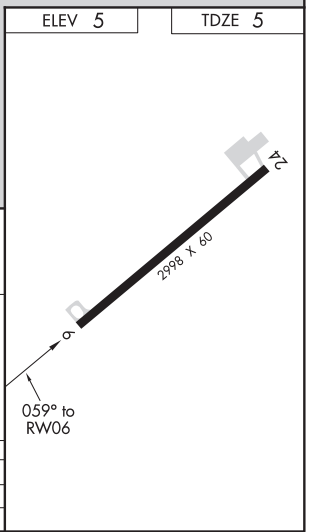
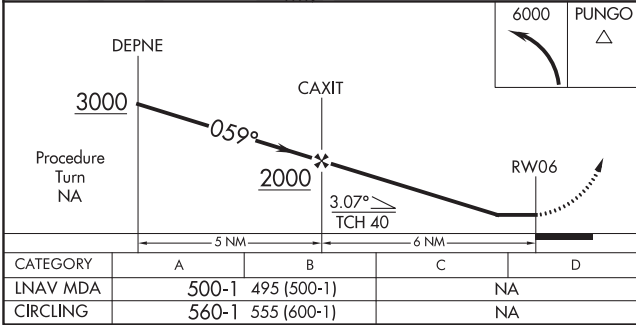
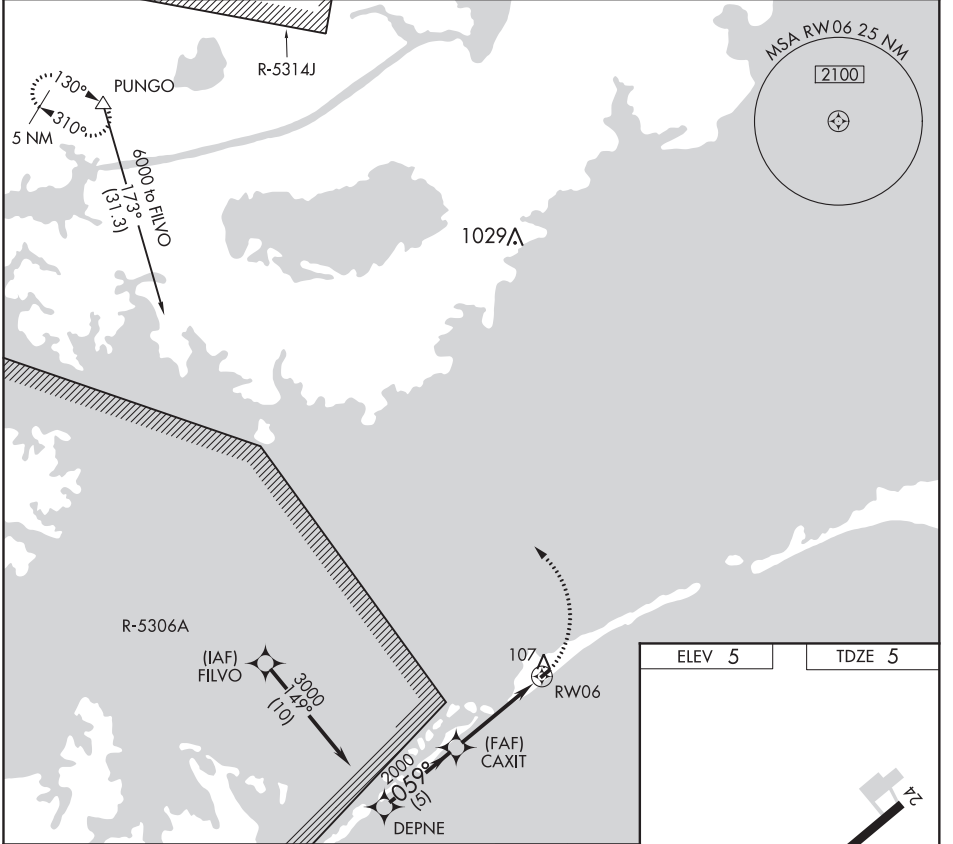
RNAV (GPS) RWY 6

OCRACOKE ISLAND (W95)

NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON 119.75 360.775	CTAF 122.9
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CATEGORY	A	B	C	D
LNVA MDA	500-1	495 (500-1)		NA
CIRCLING	560-1	555 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57918 W05A	APP CRS 049°	Rwy Idg TDZE 191 Apt Elev 195	4508
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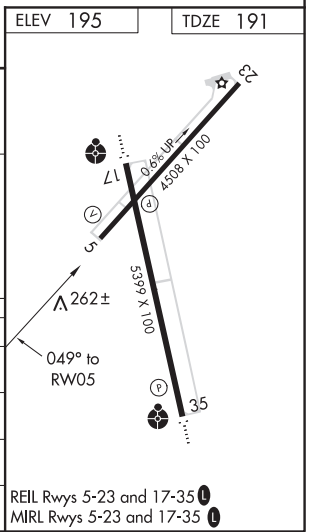
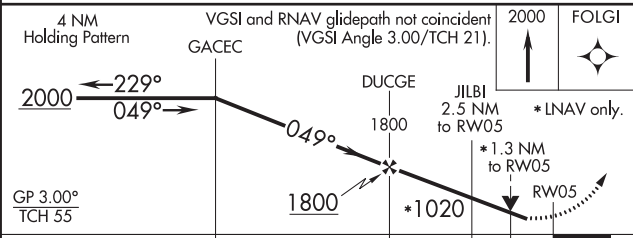
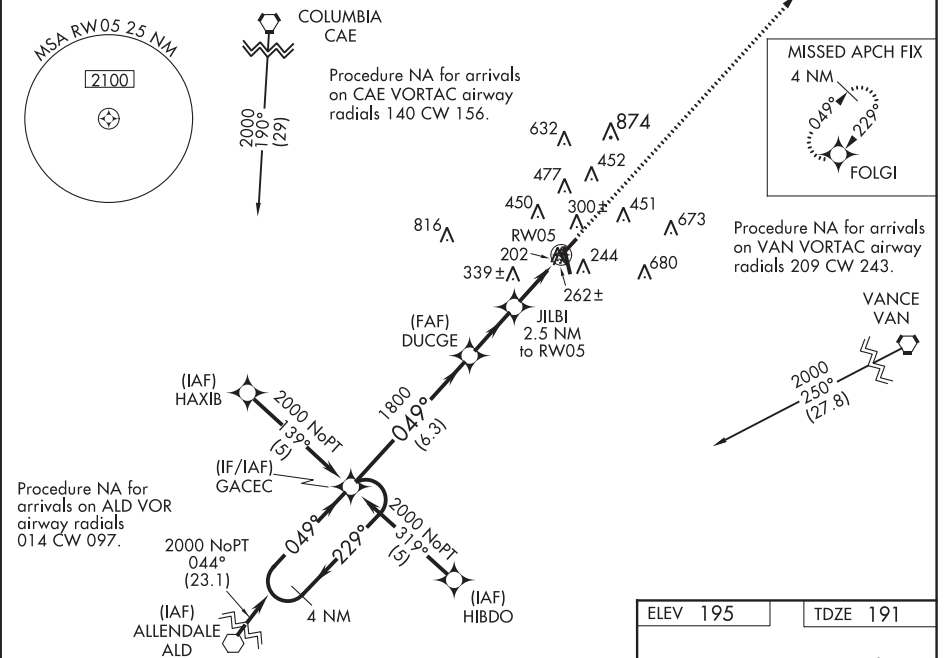
RNAV (GPS) RWY 5

ORANGEBURG MUNI (OGB)

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. Rwy 5 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 542, LNAV/VNAV DA to 683 and all MDA 80 feet, increase visibility LPV and LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C/D 1/2 SM. Night landing: Rwy 17 NA.

ODALS
MISSED APPROACH:
Climb to 2000 direct
FOLGI and hold.

ASOS 118.525	COLUMBIA APP CON 124.15 338.2	UNICOM 122.7 (CTAF)	GCO 125.675
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CATEGORY	A	B	C	D
LPV DA		463-1	272 (300-1)	
LNAV/VNAV DA		604-1½	413 (500-1½)	
LNAV MDA	600-1	409 (500-1)	600-1¼ 409 (500-1¼)	600-1½ 409 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¼ 605 (700-1¼)	900-2¼ 705 (800-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5399
174°	TDZE	181
	Apt Elev	195

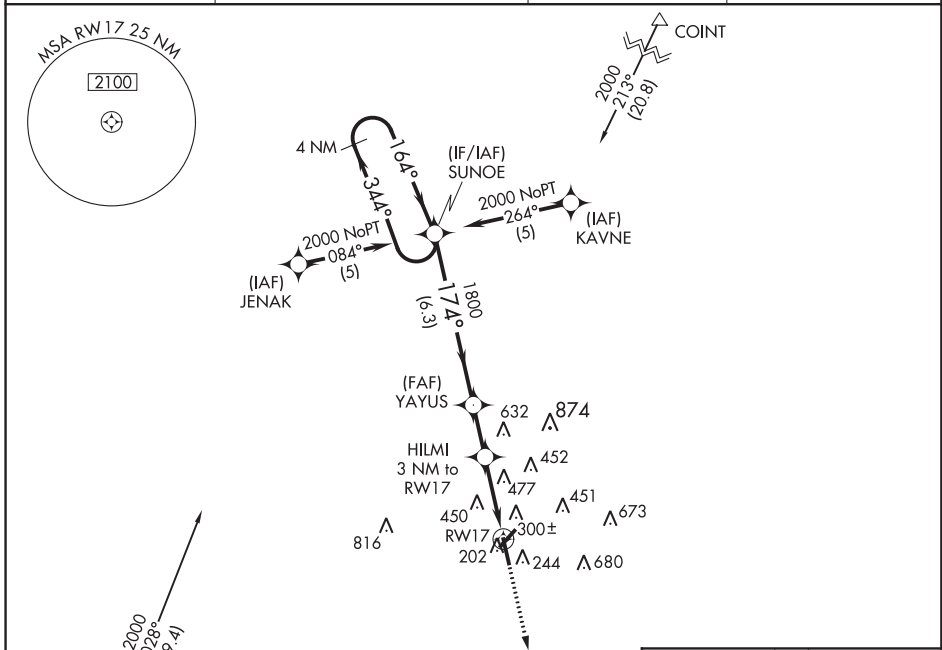
RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

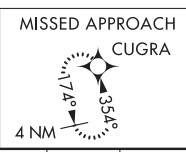
⚠ When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibility ½ mile and Circling Cats C and D visibility ¼ mile. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below 1 SM NA.

ODALS MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

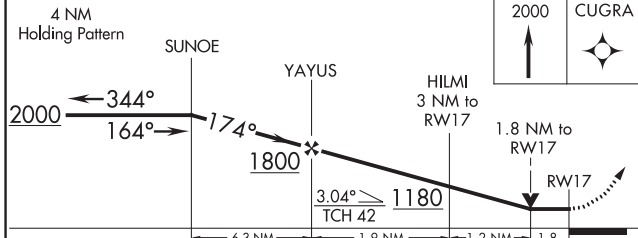
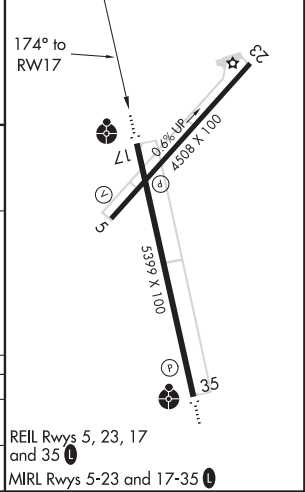
ASOS 118.525	COLUMBIA APP CON 124.15 338.2	UNICOM 122.7 (CTAF) 0	GC0 125.675
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Procedure NA for arrival at ALD VOR via V37 S bnd and V157 SW bnd.



ELEV 195	TDZE 181
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CATEGORY	A	B	C	D
LNAV MDA	780-1	599 (600-1)	780-1½ 599 (600-1½)	780-1¾ 599 (600-1¾)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	980-2½ 785 (800-2½)

REIL Rwys 5, 23, 17 and 35
MIRL Rwys 5-23 and 17-35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99318 W23A	APP CRS 229°	Rwy Idg 4508 TDZE 195 Apt Elev 195
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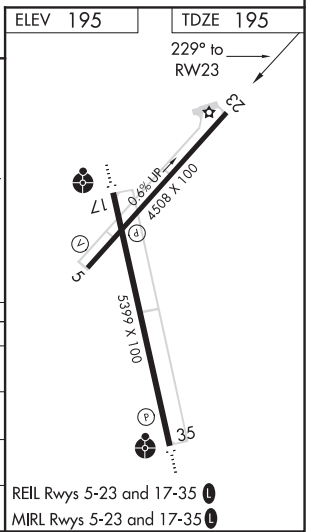
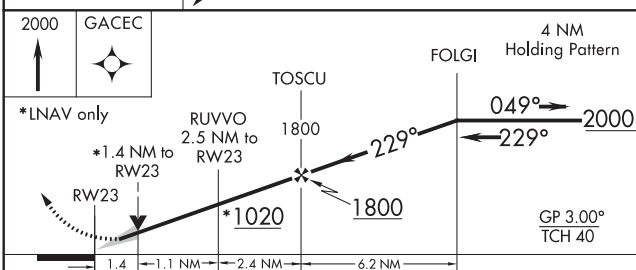
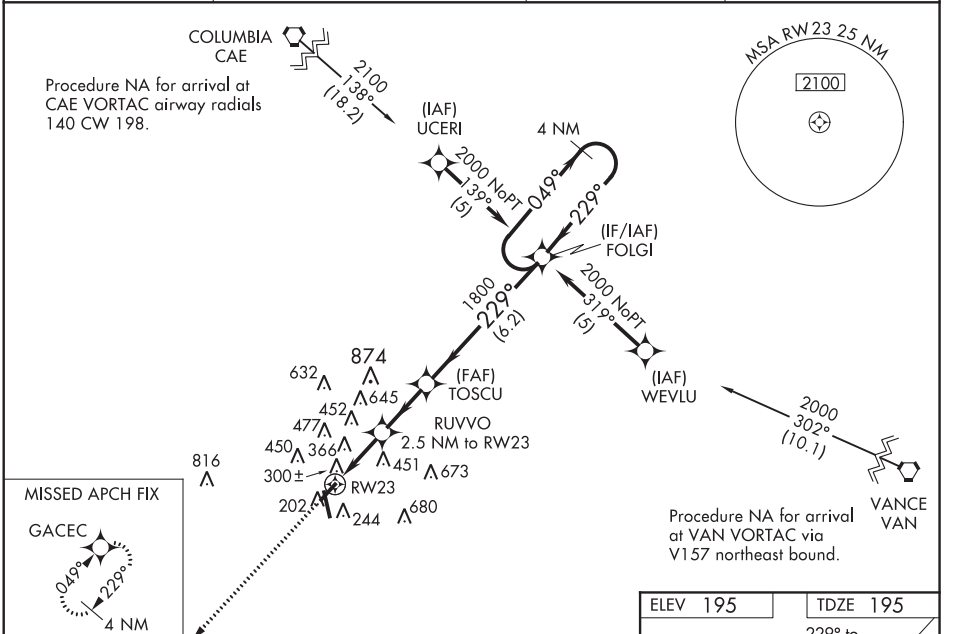
RNAV (GPS) RWY 23

ORANGEBURG MUNI (OGB)

▼ Baro-VNAV NA when using Columbia Metropolitan 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 Columbia Metropolitan altimeter setting and increase LPV DA to 538, LNAV/VNAV DA to 885 and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and circling Cats C and D visibility ¼ mile. VDP NA when using Columbia Metropolitan altimeter setting. Night landing: Rwy 17 NA.

MISSED APPROACH:
Climb to 2000 direct GACEC and hold.

ASOS 118.525	COLUMBIA APP CON 124.15 338.2	UNICOM 122.7 (CTAF) 0	GCO 125.675
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CATEGORY	A	B	C	D
LPV DA		459-1	264 (300-1)	
LNAV/VNAV DA		806-2¼	611 (700-1¼)	
LNAV MDA	680-1	485 (500-1)	680-1¼ 485 (500-1¼)	680-1½ 485 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97418	APP CRS 354°	Rwy Idg 5399
W35A		TDZE 186
		Apt Elev 195

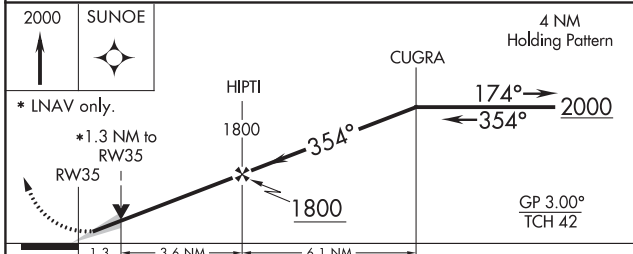
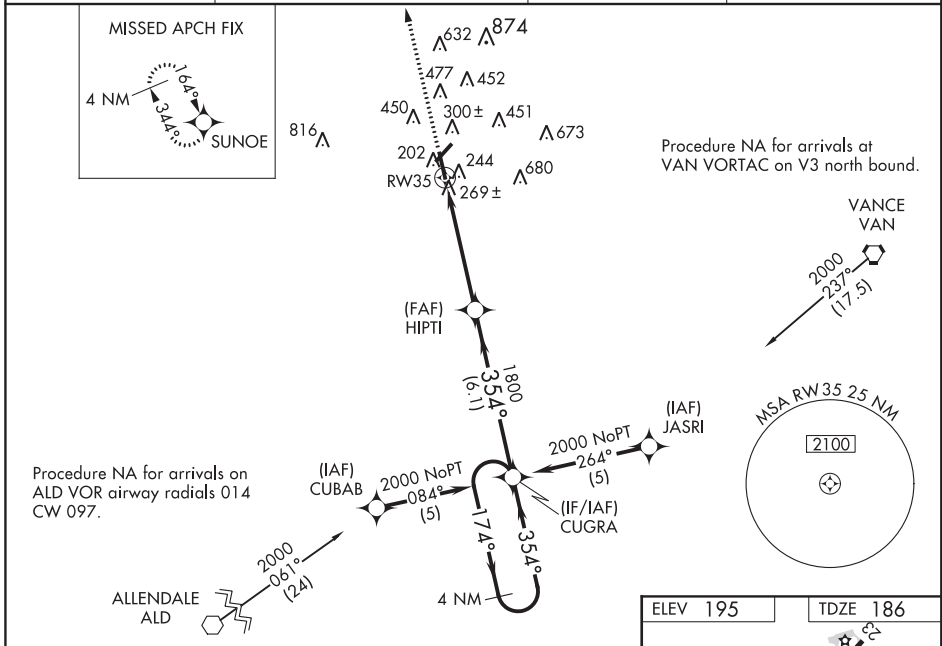
RNAV (GPS) RWY 35

ORANGEBURG MUNI (OGB)

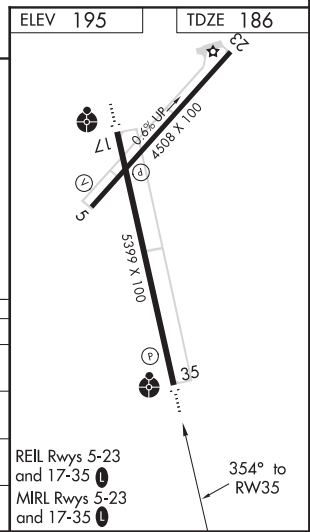
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 465, LNAV/VNAV DA to 618 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. Night landing: Rwy 17 NA.

ODALS
 MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

ASOS 118.525	COLUMBIA APP CON 124.15 338.2	UNICOM 122.7 (CTAF) 0	GCO 125.675
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CATEGORY	A	B	C	D
LPV DA		386-¾	200 (200-¾)	
LNAV/VNAV DA		539-1¼	353 (400-1¼)	
LNAV MDA	640-¾	454 (500-¾)	640-1¼ 454 (500-1¼)	640-1½ 454 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45709 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5500 526 526
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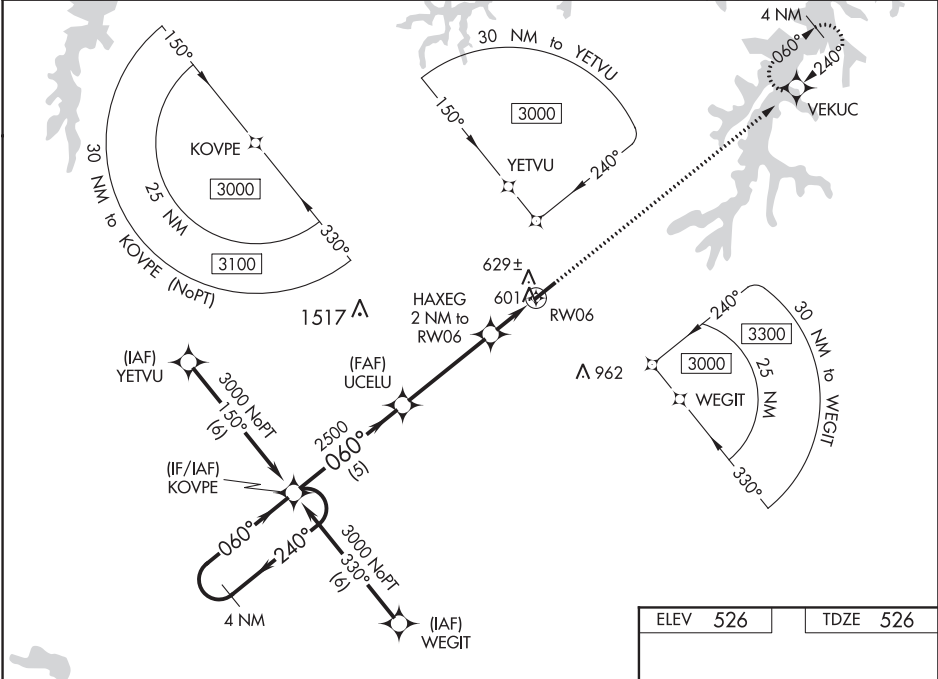
RNAV (GPS) RWY 6

HENDERSON-OXFORD (HNZ)

▼ 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 Roxboro altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Roxboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

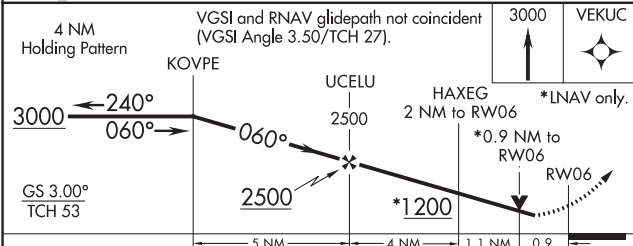
MISSED APPROACH:
Climb to 3000 direct VEKUC and hold.

AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8(CTAF) 0
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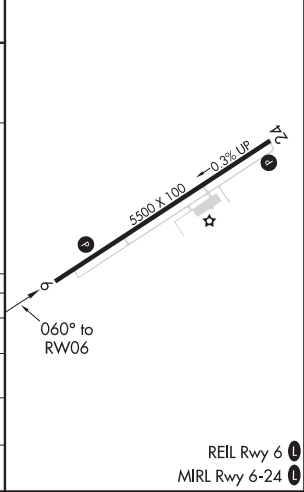
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 526	TDZE 526
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CATEGORY	A	B	C	D
LPV DA		814-7/8	288 (300-7/8)	
LNAV/VNAV DA		810-7/8	284 (300-7/8)	
LNAV MDA		880-1	354 (400-1)	
C CIRCLING	960-1 434 (500-1)	980-1 454 (500-1)	1100-1½ 574 (600-1½)	1280-2½ 754 (800-2½)



WAAS CH 63009 W24A	APP CRS 240°	Rwy Idg TDZE 523 Apt Elev 526
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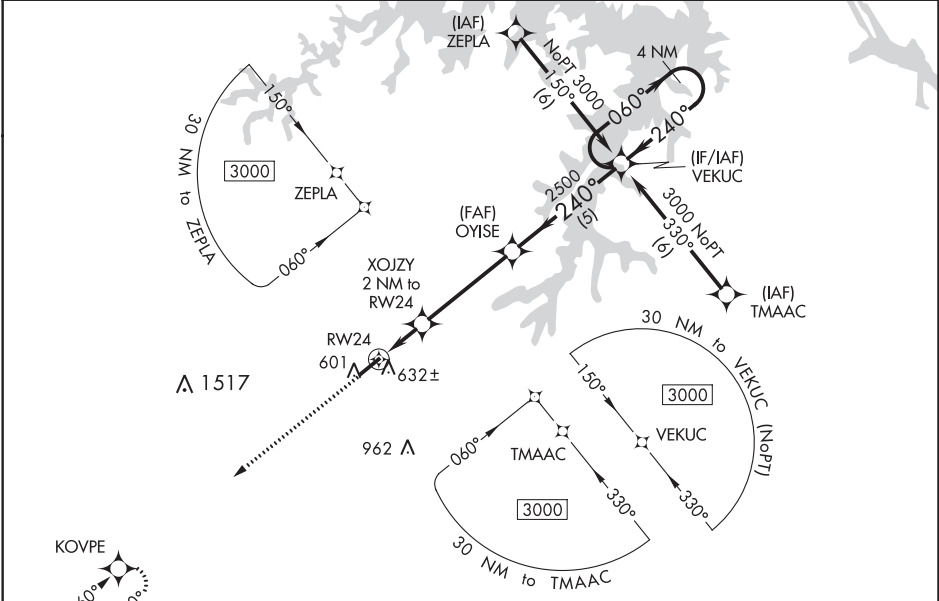
RNAV (GPS) RWY 24

HENDERSON-OXFORD (HNZ)

▼ 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 Roxboro altimeter setting and increase all DA 64 feet, and all MDA 80 feet; increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats and Circling Cats C and D visibility 1/4 mile, and LNAV Cats C and D 3/8 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Roxboro altimeter setting.

MISSED APPROACH:
Climb to 3000 direct KOVPE and hold.

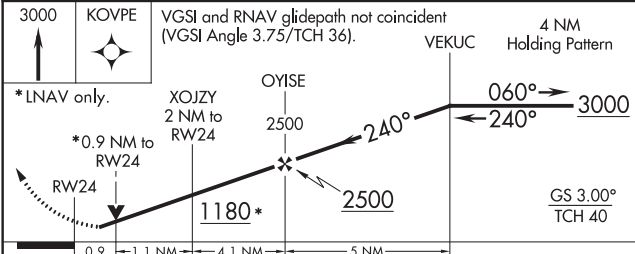
AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8 (CTAF) 0
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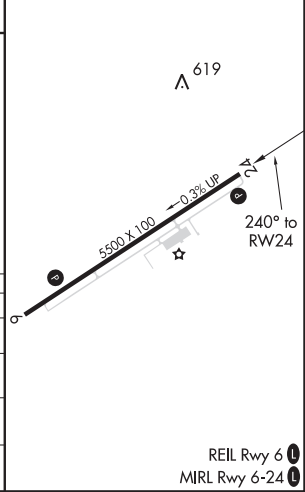
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 526	TDZE 523
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CATEGORY	A	B	C	D
LPV DA		773-7/8	250 (300-7/8)	
LNAV/VNAV DA		813-1	290 (300-1)	
LNAV MDA		900-1	377 (400-1)	
C CIRCLING	960-1 434 (500-1)	980-1 454 (500-1)	1100-1 1/2 574 (600-1 1/2)	1280-2 1/2 754 (800-2 1/2)



LOC I-HNZ 109.75	APP CRS 060°	Rwy Idg TDZE Apt Elev	5500 526 526
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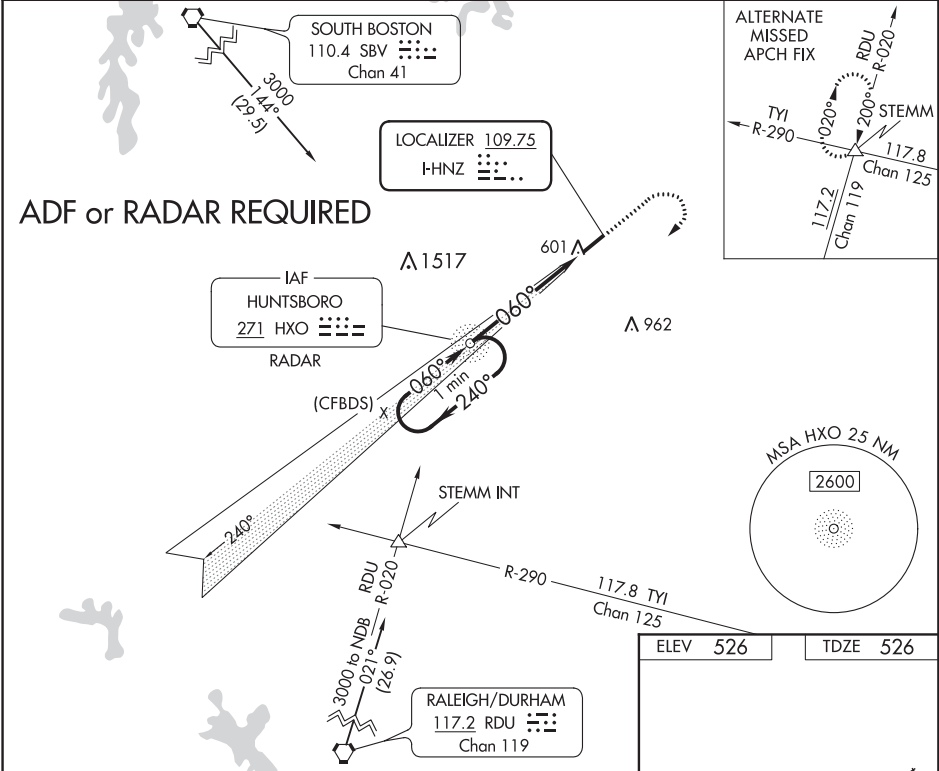
LOC RWY 6

HENDERSON-OXFORD (HNZ)

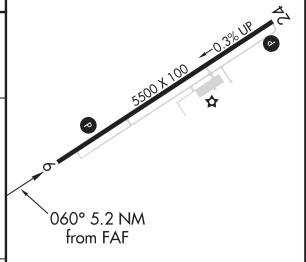
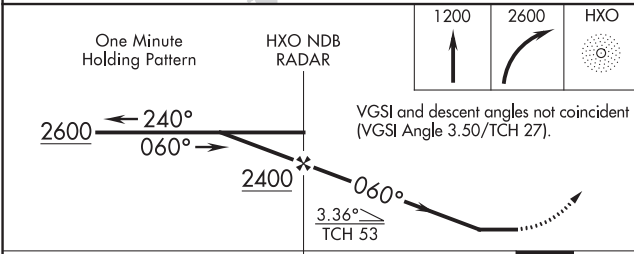
⚠ When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cat C/D visibility 1/8 mile and Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. ADF or RADAR Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct HXO NDB/RADAR and hold.

AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8(CTAF)
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ELEV	526	TDZE	526
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CATEGORY	A	B	C	D
S-6	980-1	454 (500-1)	980-1 3/8	454 (500-1 3/8)
C CIRCLING	980-1	454 (500-1)	1100-1 1/2 574 (600-1 1/2)	1280-2 1/2 754 (800-2 1/2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

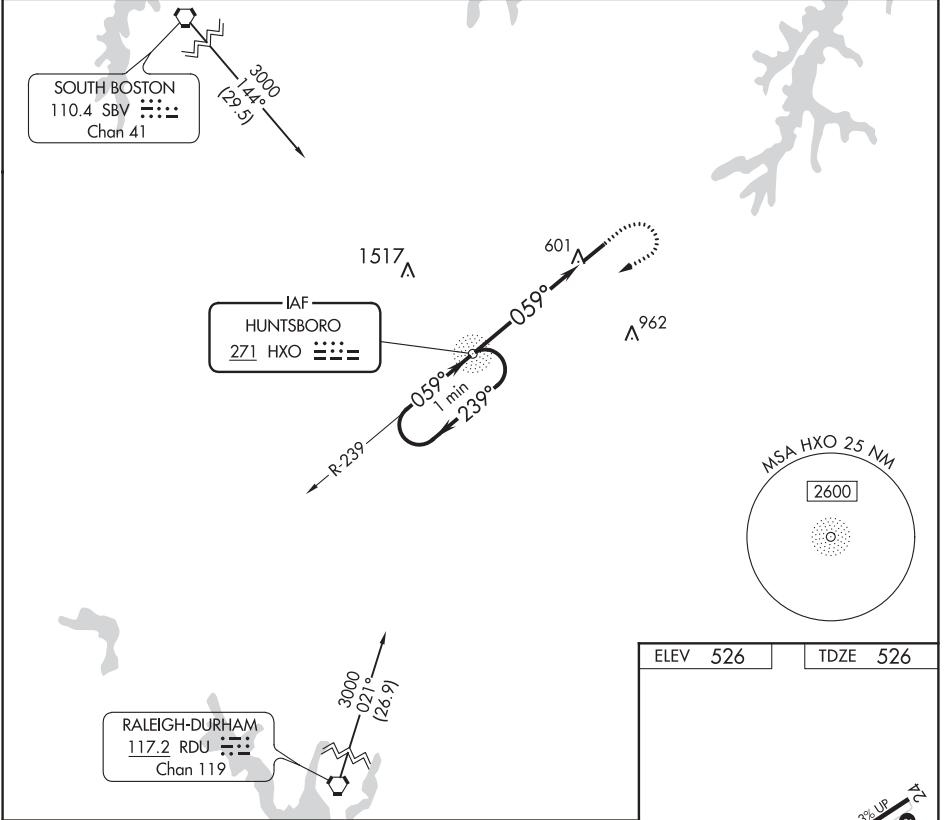
NDB HXO 271	APP CRS 059°	Rwy Idg 5500 TDZE 526 Apt Elev 526
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NDB RWY 6
HENDERSON-OXFORD (HNZ)

⚠ When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cat and D visibility $\frac{3}{8}$ mile, increase Circling Cat C and D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

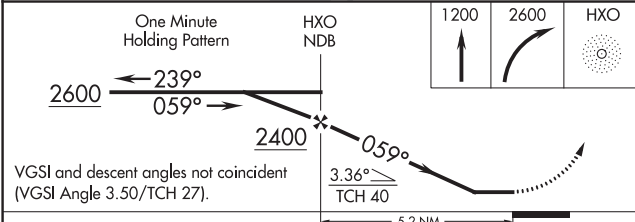
MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct HXO NDB and hold.

AWOS-3 118.625	RALEIGH APP CON 132.35 256.9	GCO 135.075	UNICOM 122.8(CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV	526	TDZE	526
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REIL Rwy 6 **①**
MIRL Rwy 6-24 **①**

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-6	1040-1	514 (600-1)	1040-1 $\frac{3}{8}$	514 (600-1 $\frac{3}{8}$)
CIRCLING	1040-1	514 (600-1)	1100-1 $\frac{1}{2}$ 574 (600-1 $\frac{1}{2}$)	1280-2 $\frac{1}{2}$ 754 (800-2 $\frac{1}{2}$)

NDB PYG 270	APP CRS 222°	Rwy Idg TDZE Apt Elev	3396 573 575
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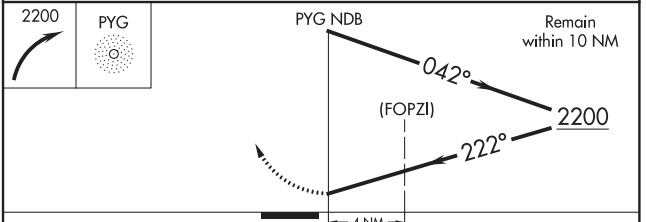
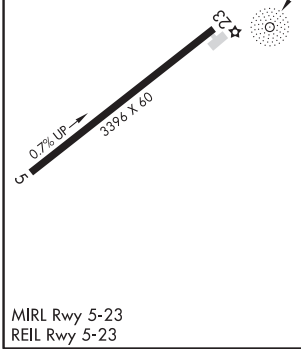
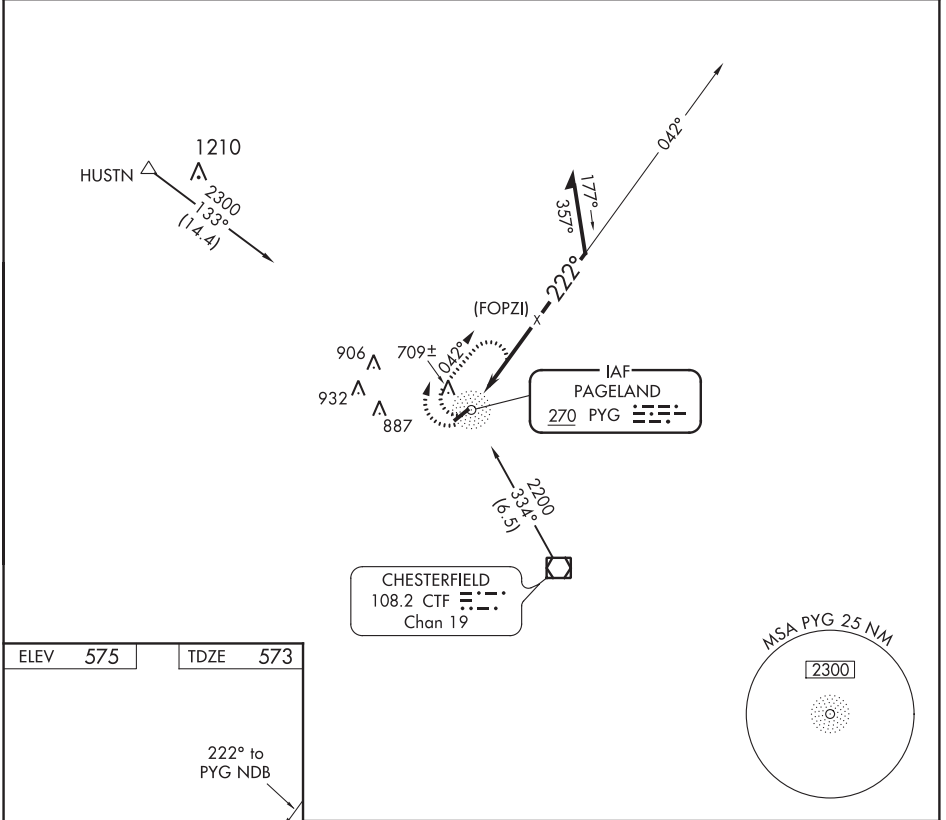
NDB or GPS RWY 23

PAGELAND (PYG)

NA Use Charlotte Douglas Intl altimeter setting.
Helicopter visibility reduction below 1SM NA.

MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.

CHARLOTTE APP CON **120.05 307.8** (CTAF) **122.9**



CATEGORY	A	B	C	D
S-23	1400-1 825 (900-1)	1400-1¼ 825 (900-1¼)	NA	
CIRCLING	1400-1¼	825 (900-1¼)	NA	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82526 W18A	APP CRS 178°	Rwy Idg 4335 THRE 451 Apt Elev 452
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RNAV (GPS) RWY 18

LEXINGTON COUNTY AT PELION (6J0)

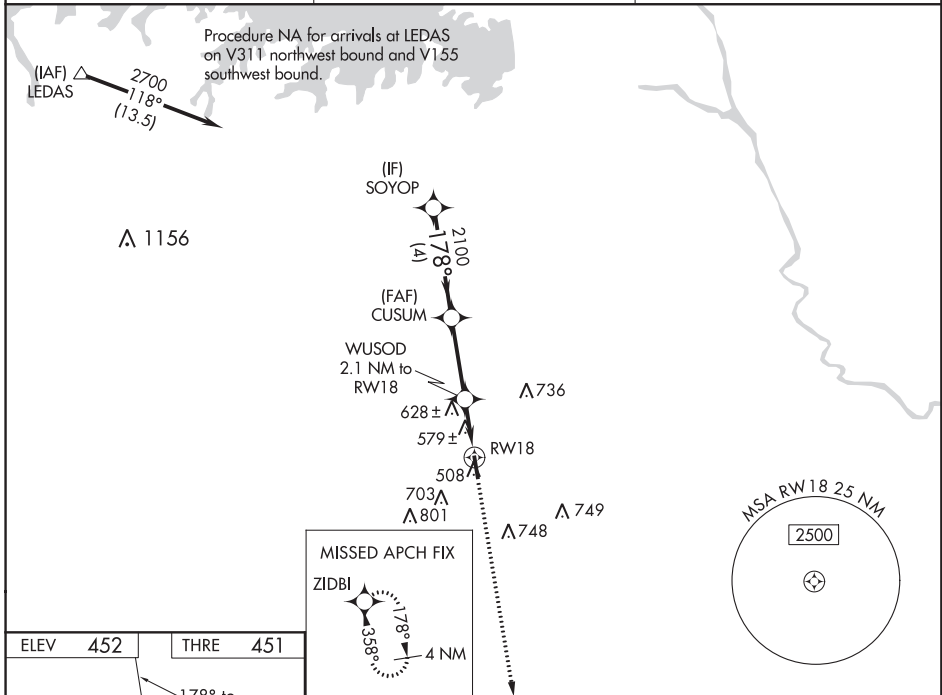
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Metropolitan altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH:
Climb to 2700 direct ZIDBI and hold.

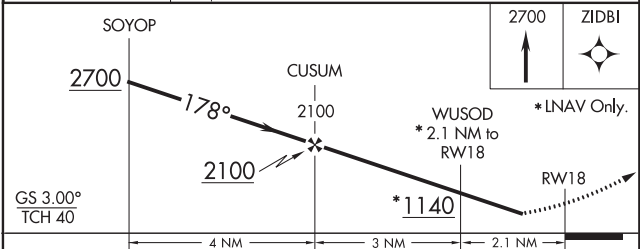
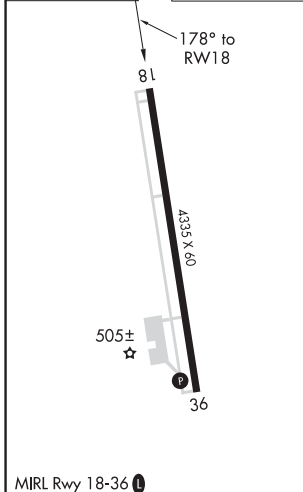
COLUMBIA METROPOLITAN ASOS
120.15

COLUMBIA APP CON
124.15 338.2

UNICOM
123.0 (CTAF)



ELEV 452	THRE 451
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CATEGORY	A	B	C	D
LPV DA	756-1	305 (400-1)		NA
LNAV/VNAV DA	796-1 1/8	345 (400-1 1/8)		NA
LNAV MDA	940-1	489 (500-1)		NA
CIRCLING	940-1 488 (500-1)	960-1 508 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40326 W36A	APP CRS 358°	Rwy Idg 4335 THRE 451 Apt Elev 452
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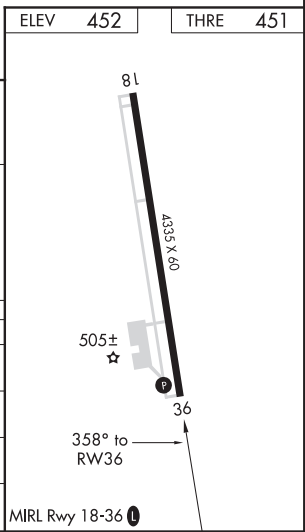
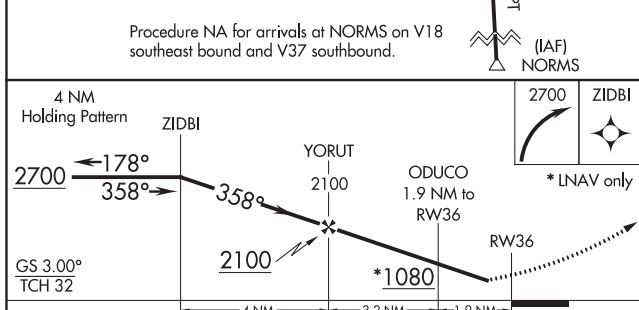
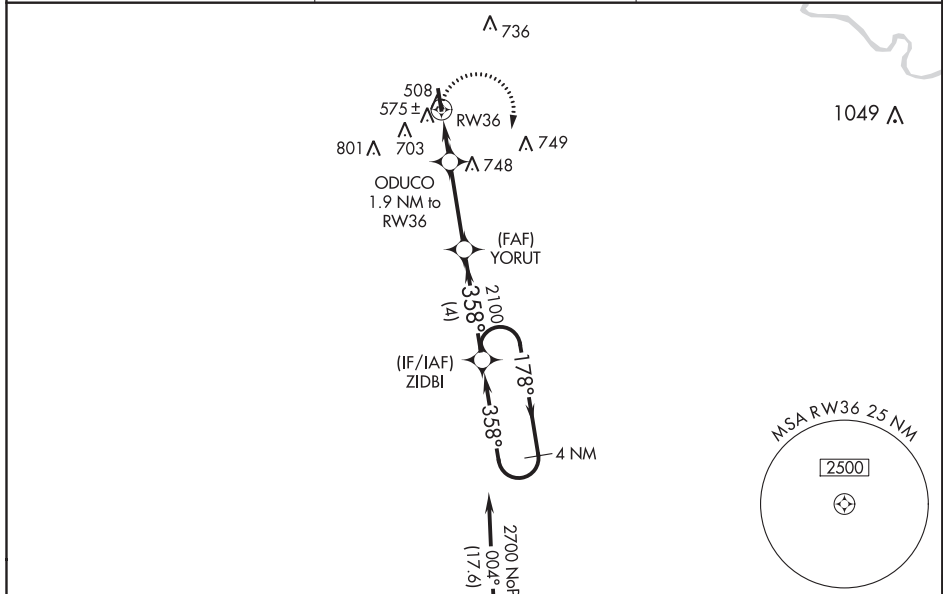
RNAV (GPS) RWY 36

LEXINGTON COUNTY AT PELION (6J0)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Metropolitan altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH: Climbing right turn to 2700 direct ZIDBI and hold.

COLUMBIA METROPOLITAN ASOS 120.15	COLUMBIA APP CON 124.15 338.2	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	756-1	305 (400-1)		NA
LNAV/VNAV DA	792-1 1/8	341 (400-1 1/8)		NA
LNAV MDA	880-1	429 (500-1)		NA
CIRCLING	940-1 488 (500-1)	960-1 508 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

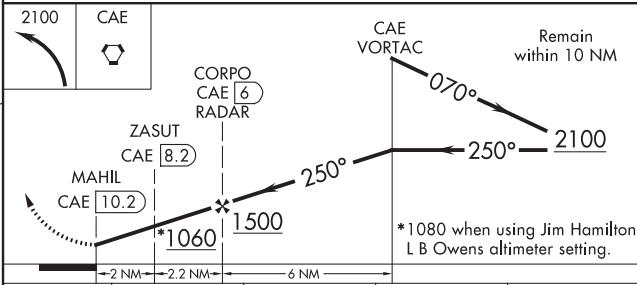
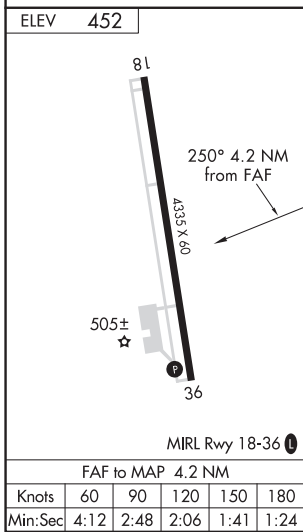
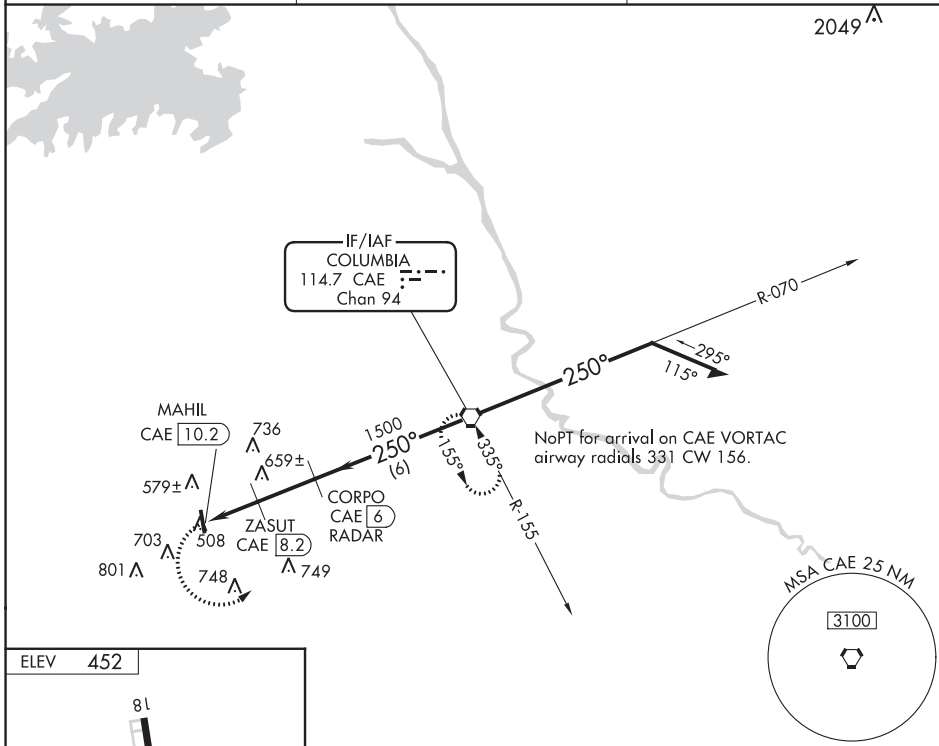
SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg TDZE Apt Elev N/A N/A 452
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VOR-A

LEXINGTON COUNTY AT PELION (6J0)

<p>NA</p> <p>Use Columbia Metropolitan altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet. DME or Radar Required.</p>	<p>MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.</p>	
<p>COLUMBIA METROPOLITAN ASOS 120.15</p>	<p>COLUMBIA APP CON 124.15 338.2</p>	<p>UNICOM 123.0 (CTAF) 0</p>



CATEGORY	A		B		C	D
CIRCLING	1060-1 608 (700-1)				NA	
FAF to MAP 4.2 NM			ZASUT FIX MINIMUMS			
Knots	60	90	120	150	180	
Min:Sec	4:12	2:48	2:06	1:41	1:24	
CIRCLING	940-1 488 (500-1)	960-1 508 (600-1)	NA			

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99517 W05A	APP CRS 048°	Rwy Idg 5002 TDZE 996 Apt Elev 1013
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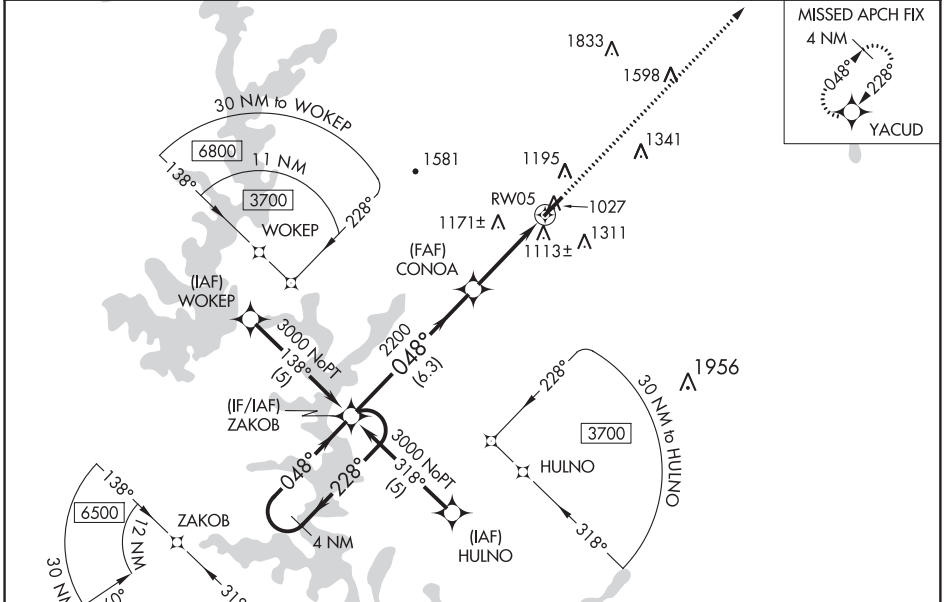
RNAV (GPS) RWY 5

PICKENS COUNTY (L,Q,K)

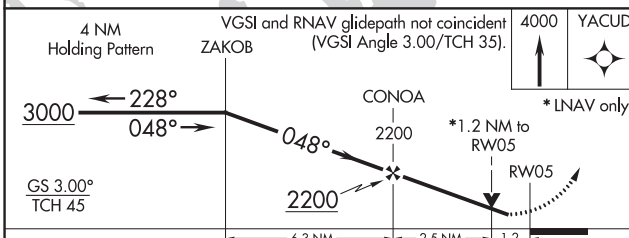
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292, LNAV/VNAV DA to 1487, and all MDA 60 feet; increase LPV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

▲ NA MISSED APPROACH: Climb to 4000 direct YACUD and hold.

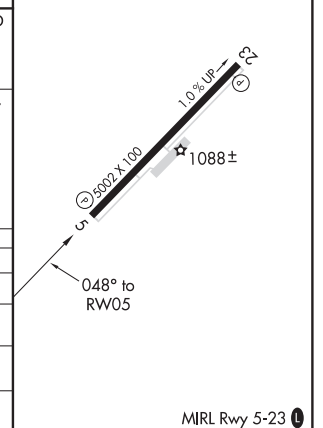
AWOS-3 120.0	GREER APP CON ★ 118.8 270.275	UNICOM 122.8 (CTAF) 0
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ELEV 1013	TDZE 996
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CATEGORY	A	B	C	D
LPV DA	1246-1			250 (300-1)
LNAV/VNAV DA	1441-1¾			445 (500-1¾)
LNAV MDA	1380-1		384 (400-1)	1380-1¼ 384 (400-1¼)
CIRCLING	1560-1	547 (600-1)	1560-1½ 547 (600-1½)	1660-2 647 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 42817 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	5002 1013 1013
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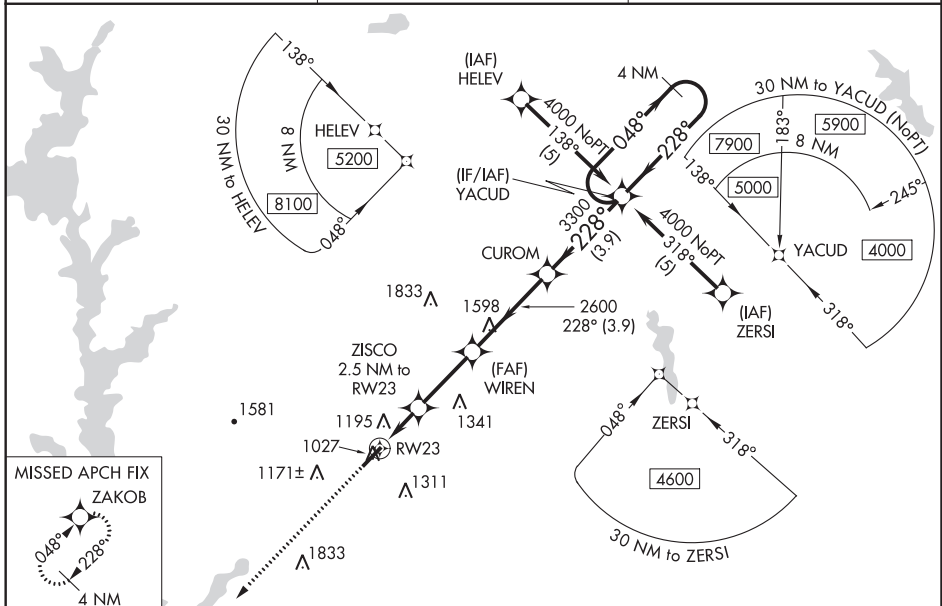
RNAV (GPS) RWY 23

PICKENS COUNTY (L,Q,K)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356, LNAV/VNAV DA to 1594, and all MDAs 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

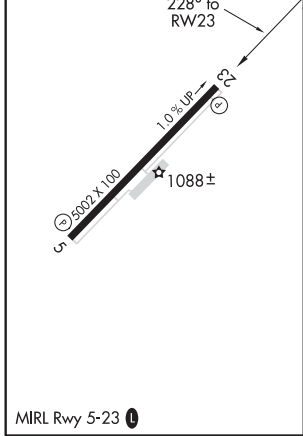
AWOS-3 120.0	GREER APP CON * 118.8 270.275	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1013	TDZE 1013
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3000 ZAKOB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).			
*LNAV only.	ZISCO 2.5 NM to RWY 23	WIREN 2600	CUROM	YACUD 4000
1.5 NM to RWY 23	1860	2600	3300	4000
1.5 NM	1 NM	2.3 NM	3.9 NM	3.9 NM
CATEGORY	A	B	C	D
LPV DA	1310-1 297 (300-1)			
LNAV/VNAV DA	1548-2 535 (600-2)			
LNAV MDA	1500-1	487 (500-1)	1500-1¼ 487 (500-1¼)	1500-1½ 487 (500-1½)
CIRCLING	1560-1	547 (600-1)	1560-1½ 547 (600-1½)	1660-2 647 (700-2)

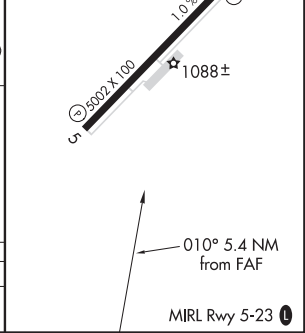
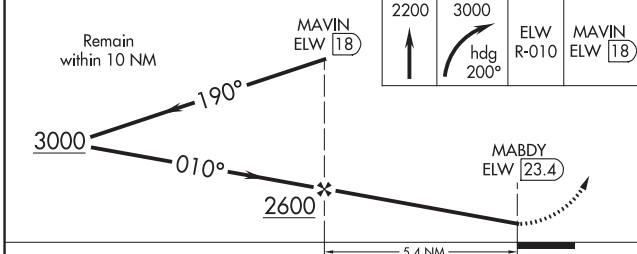
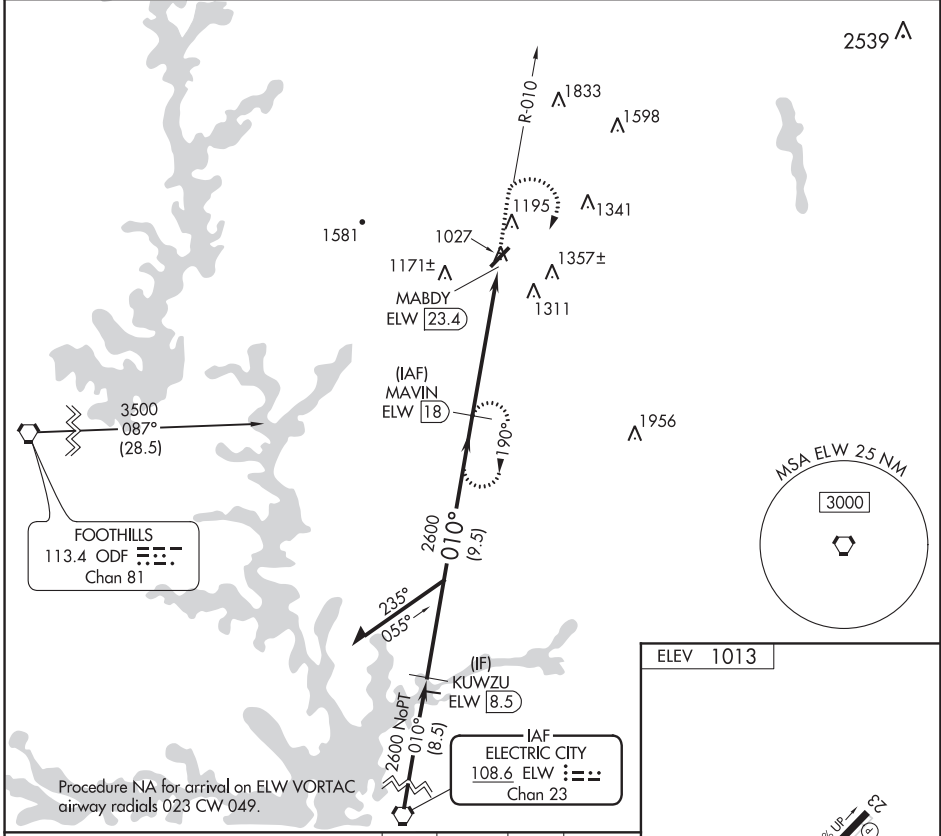
VORTAC ELW 108.6 Chan 23	APP CRS 010°	Rwy Idg TDZE Apt Elev	N/A N/A 1013
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VOR/DME-A
PICKENS COUNTY (LQK)

▲ When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ mile.

▲ NA MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 200° and R-010 to MAVIN/ELW 18 DME and hold.

AWOS-3 120.0	GREER APP CON ★ 118.8 270.275	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
CIRCLING	1620-1 607 (700-1)	1620-1¼ 607 (700-1¼)	1620-1¾ 607 (700-1¾)	1660-2 647 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB LQK 408	APP CRS 043°	Rwy Idg TDZE Apt Elev	5002 996 1013
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NDB RWY 5

PICKENS COUNTY (LQK)

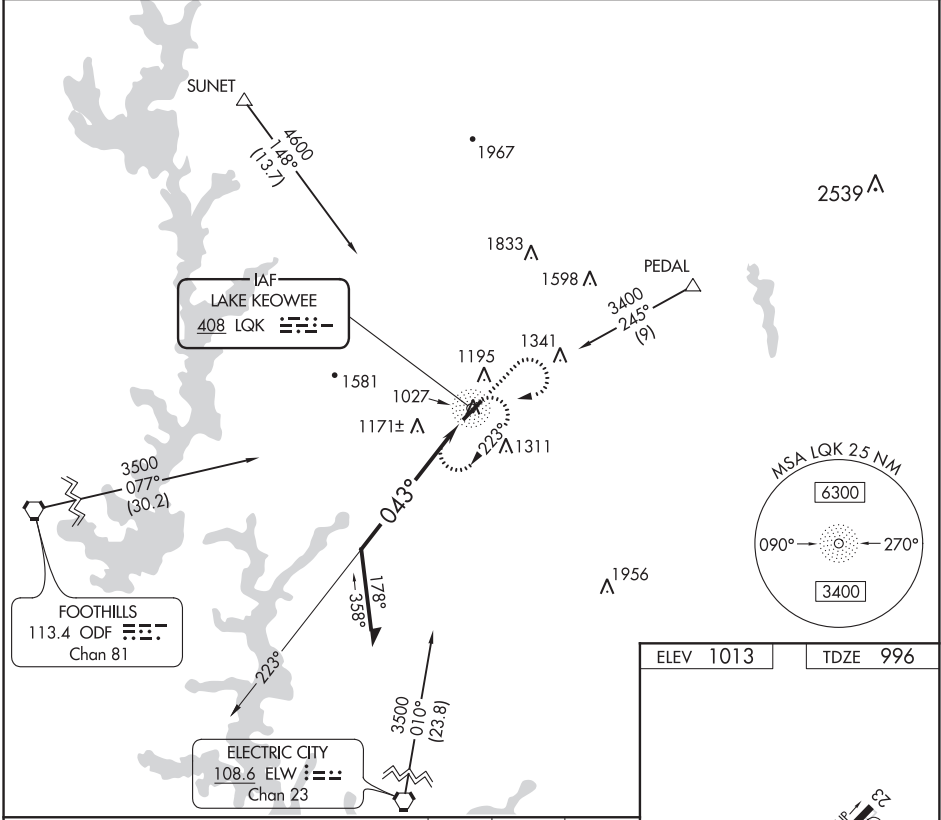
▼ When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet, S-5 and Circling visibility Cats C and D 1/4 mile.
▲ NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct LQK NDB and hold.

AWOS-3
120.0

GREER APP CON ★
118.8 270.275

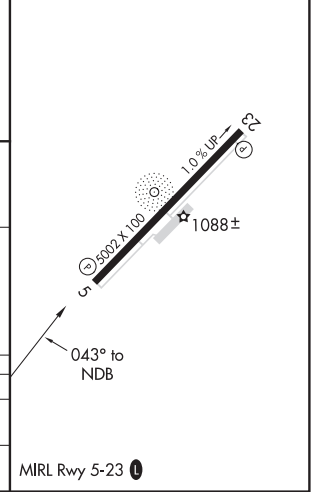
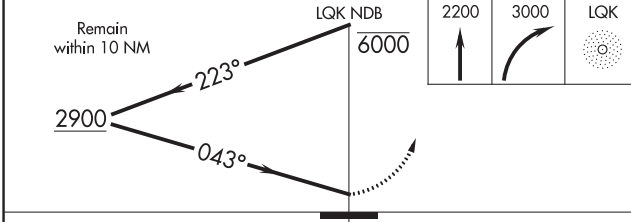
UNICOM
122.8 (CTAF) 0



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1013	TDZE 996
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
CATEGORY	A	C	D
S-5	1540-1 544 (600-1)	1540-1½ 544 (600-1½)	1540-1¾ 544 (600-1¾)
CIRCLING	1560-1 547 (600-1)	1560-1½ 547 (600-1½)	1660-2 647 (700-2)

LOC/DME I-SOP 111.5 Chan 52	APP CRS 054°	Rwy Idg 5502 THRE 455 Apt Elev 459
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ILS Y or LOC/DME Y RWY 5

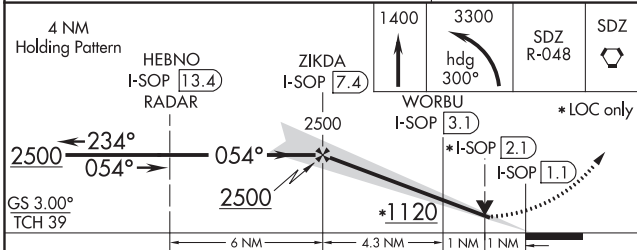
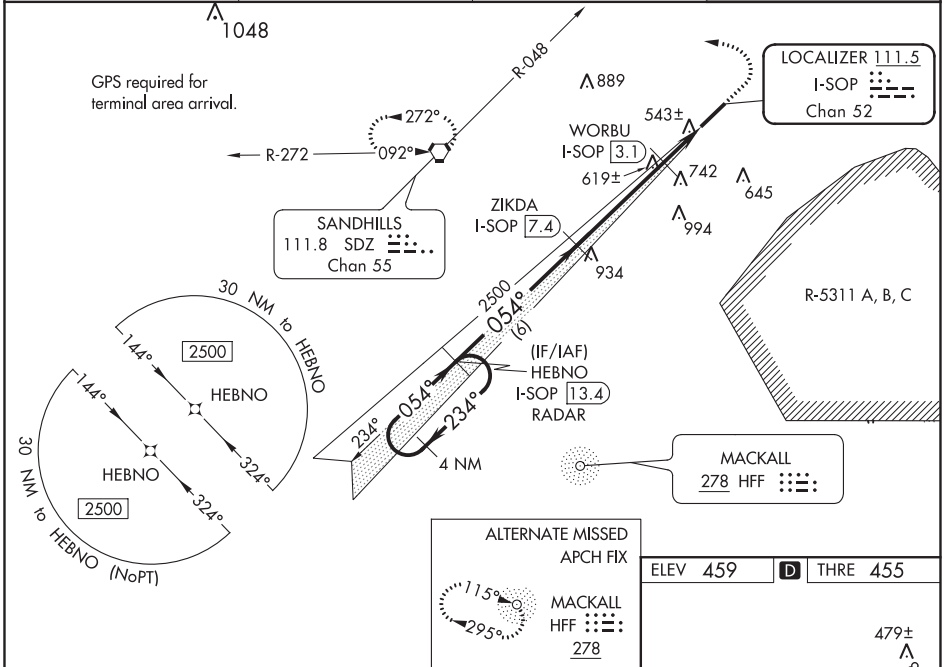
MOORE COUNTY(SOP)

▽ VDP NA with Sanford altimeter setting.
▲ For inop MALS when using Sanford altimeter setting, increase S-ILS 5 all Cats visibility ½ mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase S-LOC 5 Cats C/D visibility ¼ mile and increase Circling Cat C visibility ½ mile.

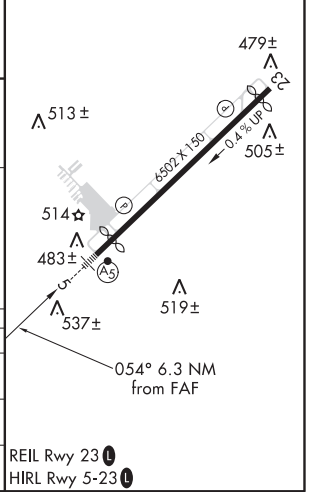
MALS


MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

AWOS-3PT 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05(CTAF) 0
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ELEV 459	THRE 455
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CATEGORY	A	B	C	D
S-ILS 5	655-½		200 (200-½)	
S-LOC 5	800-½	345 (400-½)		800-⅝ 345 (400-⅝)
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¼ 641 (700-1¼)	1360-3 901 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SOP 111.5 Chan 52	APP CRS 054°	Rwy Idg 5502 THRE 455 Apt Elev 459
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ILS Z or LOC/DME Z RWY 5

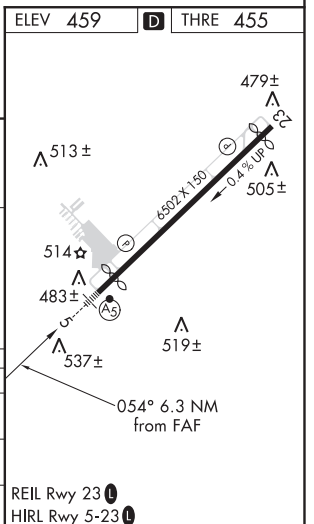
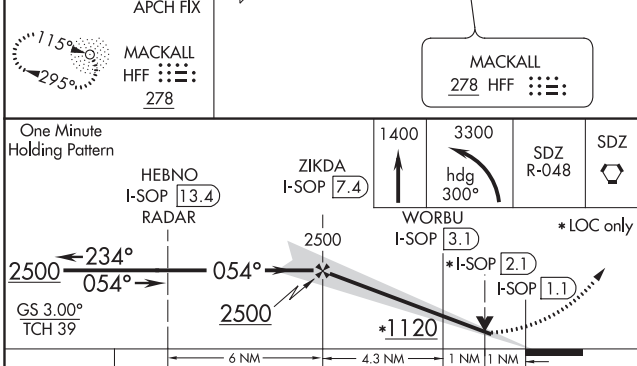
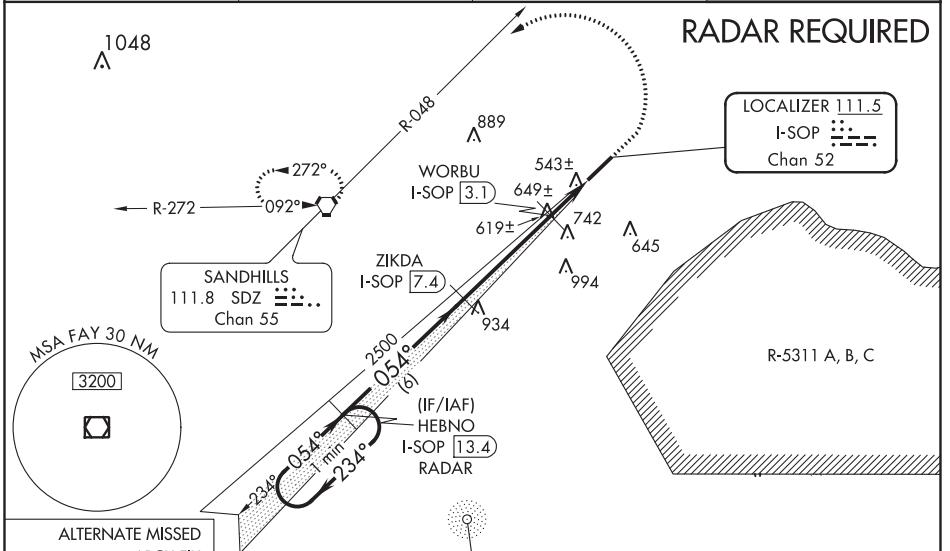
MOORE COUNTY(SOP)

▽ VDP NA with Sanford altimeter setting.
⚠ When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase S-LOC 5 Cats C/D visibility 1/4 mile and increase Circling Cat C visibility 1/2 mile.
 For inop MALS when using Sanford altimeter setting, increase S-ILS 5 all Cats visibility 1/2 mile.

MALS
 (A4) =

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

AWOS-3PT 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05(CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 5	655-1/2		200 (200-1/2)	
S-LOC 5	800-1/2	345 (400-1/2)	800-5/8	345 (400-5/8)
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1 1/4 641 (700-1 1/4)	1360-3 901 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70526 W05A	APP CRS 054°	Rwy Idg 5502 THRE 455 Apt Elev 459
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RNAV (GPS) RWY 5

MOORE COUNTY (SOP)

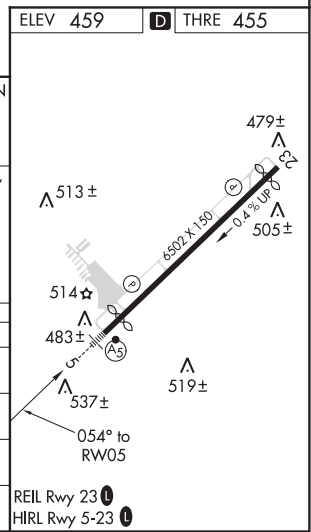
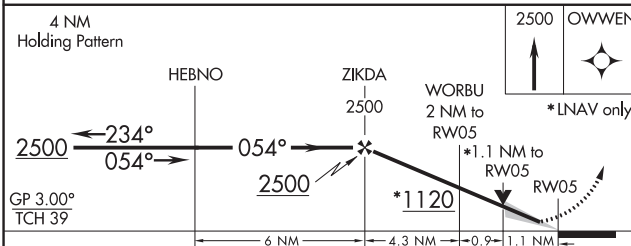
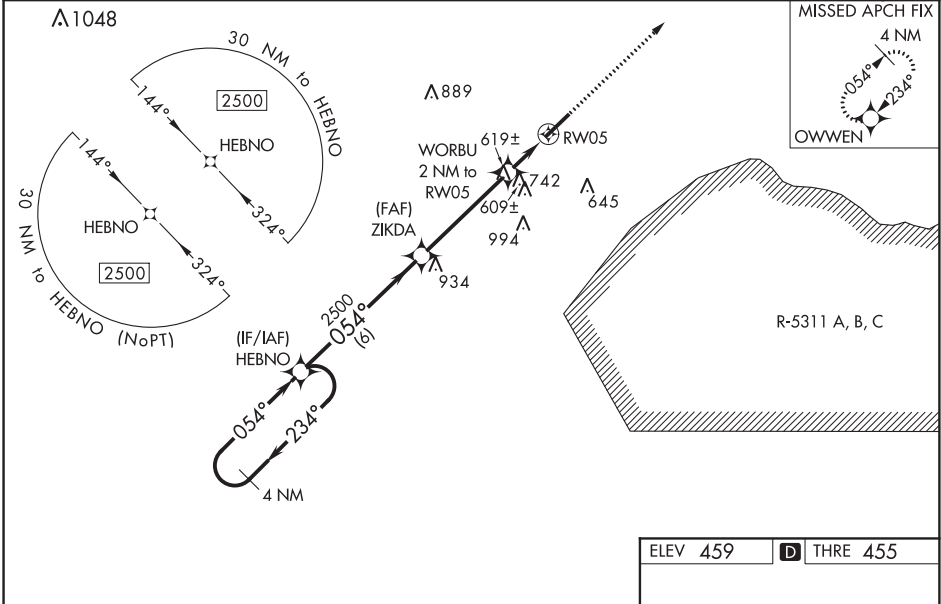
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 7/8 mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility 1 1/8 mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/4 mile, and Circling Cat C 1/2 mile. When using Sanford altimeter setting, for inop MALSR increase LNAV/VNAV all Cats visibility to 1 1/8 mile and LNAV Cats A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1 3/8 mile. Baro-VNAV and VDP NA when using Sanford altimeter setting.

MALS



MISSED APPROACH:
Climb to 2500 direct
OWWEN and hold.

AWOS-3PT 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		655-1/2	200 (200-1/2)	
LNAV/VNAV DA		750-1/2	295 (300-1/2)	
LNAV MDA	860-1/2	405 (500-1/2)	860-3/4	405 (500-3/4)
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1 1/4 641 (700-1 1/4)	1360-3 901 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42726 W23A	APP CRS 234°	Rwy Idg THRE 431 Apt Elev 459	5722
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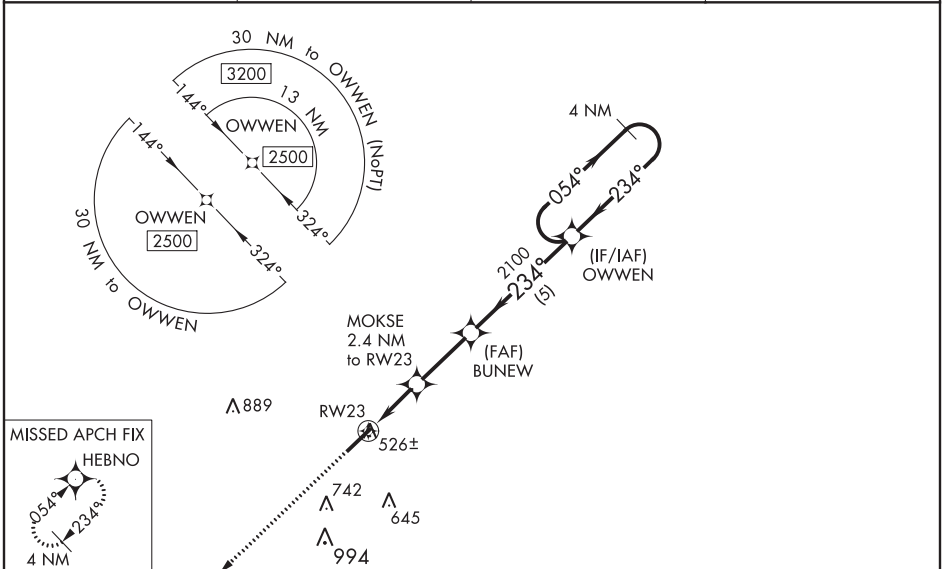
RNAV (GPS) RWY 23

MOORE COUNTY (SOP)

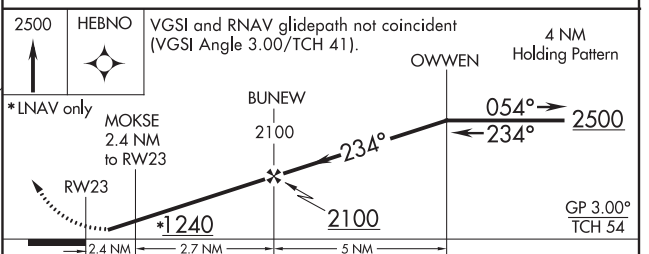
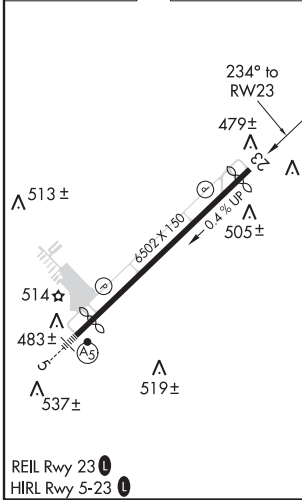
⚠ Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility 3/8 mile, and Circling Cat C visibility 1/2 mile. Helicopter visibility reduction below 1 SM not authorized. Rwy 23 Straight-In and Circling minimums NA at night.

MISSED APPROACH: Climb to 2500 direct HEBNO and hold.

AWOS-3PT 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05 (CTAF) 0
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ELEV 459	D	THRE 431
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CATEGORY	A	B	C	D
LPV DA		681-1	250 (300-1)	
LNAV/VNAV DA		687-1	256 (300-1)	
LNAV MDA		780-1	349 (400-1)	
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93825 W03A	APP CRS 027°	Rwy Idg 5500 TDZE 36 Apt Elev 36
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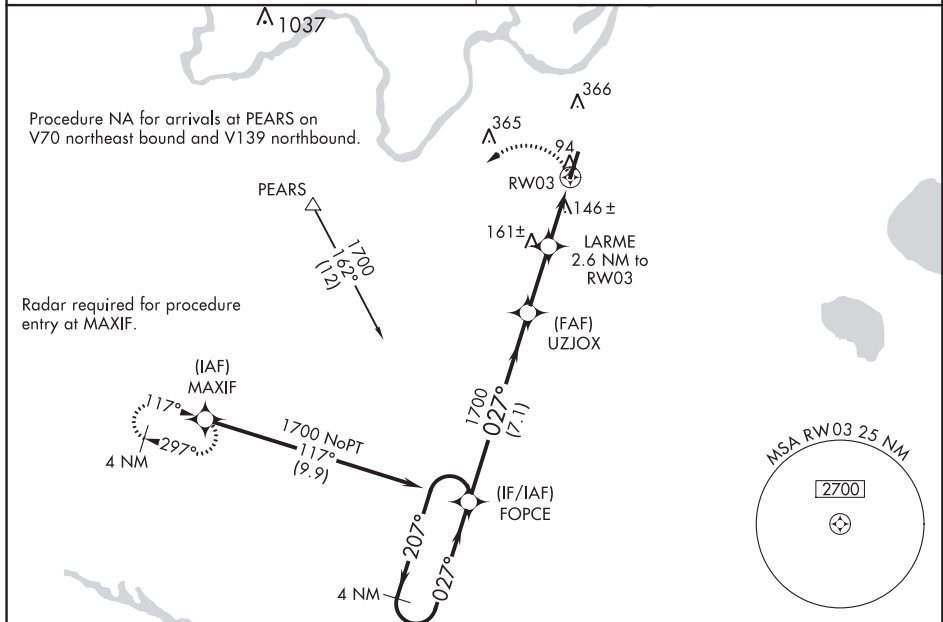
RNAV (GPS) RWY 3

PLYMOUTH MUNI (PMZ)

⚠ Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility 1/4 mile.
⚠ NA When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

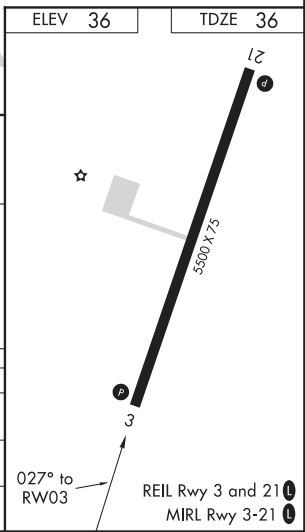
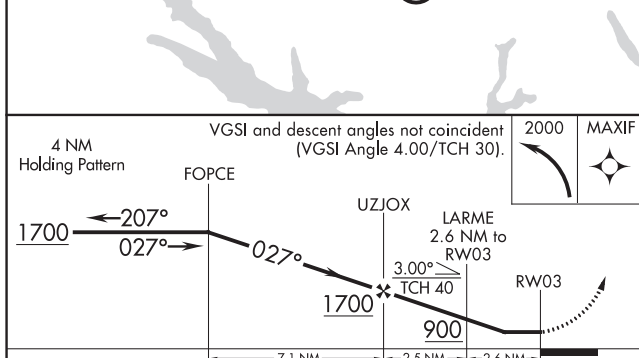
MISSED APPROACH: Climbing left turn to 2000 direct MAXIF and hold.

CHERRY POINT 119.35 377.175	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	440-1	404 (500-1)	440-1 1/8 404 (500-1 1/8)	NA
LNNAV MDA	460-1	424 (500-1)	460-1 1/4 424 (500-1 1/4)	NA
CIRCLING	520-1	484 (500-1)	720-2 684 (700-2)	NA

WAAS CH 63125 W21A	APP CRS 207°	Rwy Idg TDZE Apt Elev	5500 35 36
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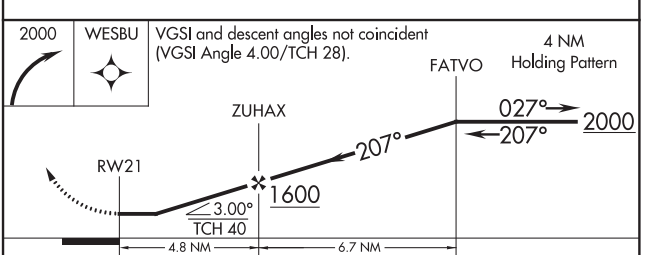
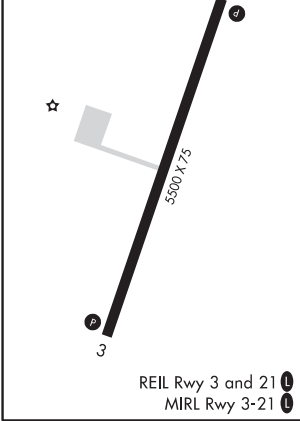
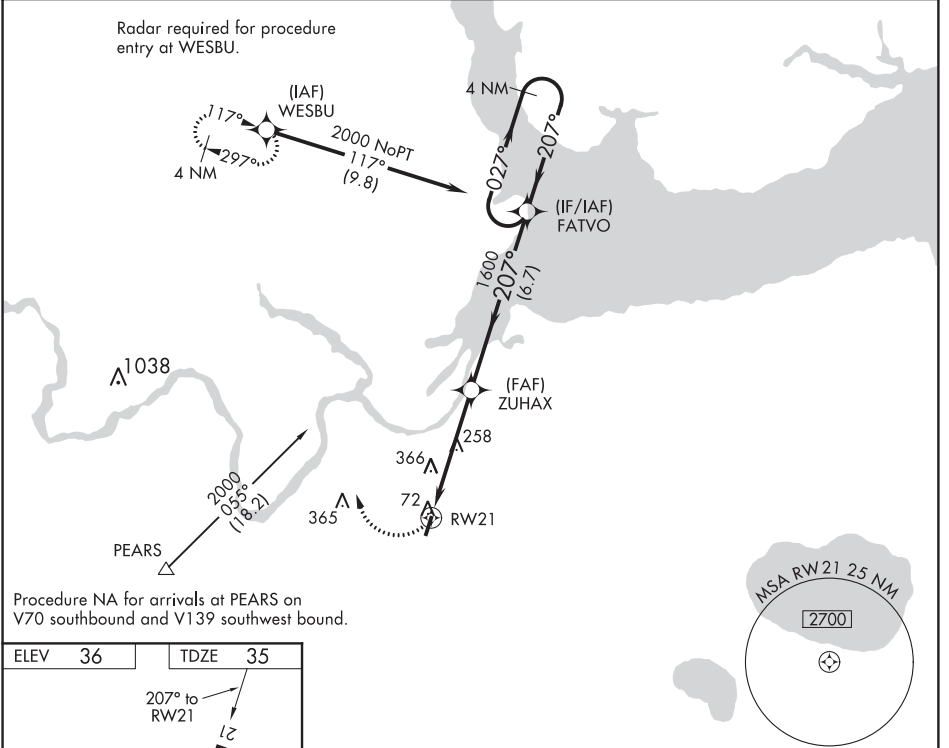
RNAV (GPS) RWY 21

PLYMOUTH MUNI (PMZ)

NA Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct WESBU and hold.

CHERRY POINT 119.35 377.175	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	600-1	565 (600-1)	600-1½ 565 (600-1½)	NA
LNAV MDA	660-1	625 (700-1)	660-1¾ 625 (700-1¾)	NA
CIRCLING	660-1	624 (700-1)	720-2 684 (700-2)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FORT BRAGG, NORTH CAROLINA

ILS or LOC Y RWY 23

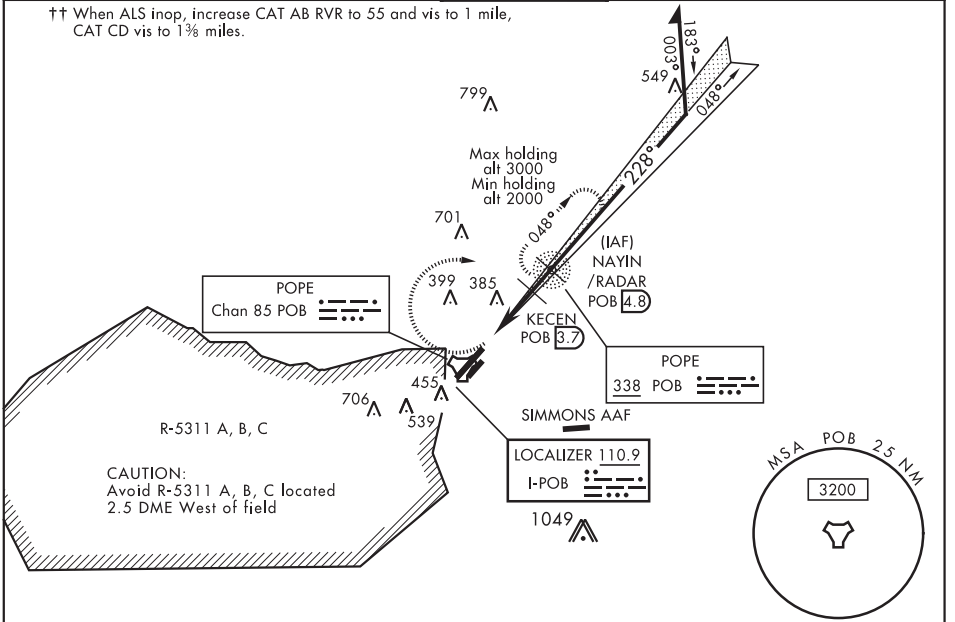
LOC I-POB 110.9	APCH CRS 228°	Rwy Idg TDZE 7501 200 Arpt Elev 218	AL-147 [USAF]	POPE AAF (KPOB)
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▼ * When ALS inop, increase CAT ABCD RVR to 40 and vis to 3/8 mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1 1/4 miles.
 *** Circling not authorized SE of Rwy 5-23.

ALSF-1 MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold. Continue climb in hold to 2000.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 133.0 295.0 (271° - 090°) (091° - 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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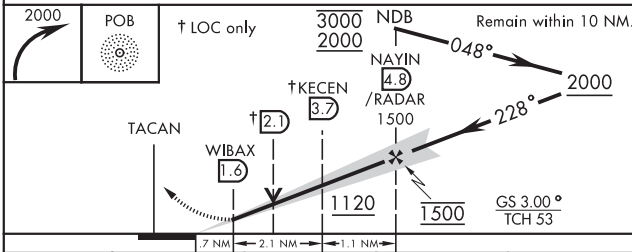
†† When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1 3/8 miles.



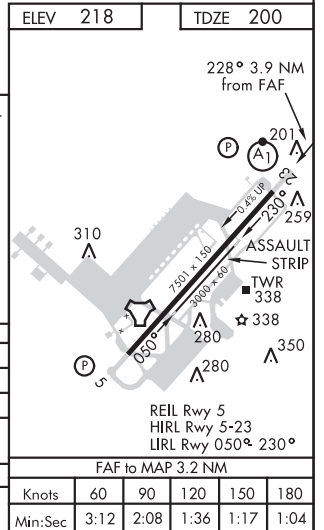
CAUTION:
 Avoid R-5311 A, B, C located 2.5 DME West of field

RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



CATEGORY	A	B	C	D
S-ILS 23 *		400/24	200 (200-1/2)	
S-LOC 23 **	620/24	420 (500-1/2)	620/40 420 (500-3/4)	
*** CIRCLING	760-1	542 (600-1)	920-2 702 (800-2)	1060-2 842 (900-2 3/4)
WITHOUT LAST STEPDOWN FIX				
S-LOC 23 ††	640/24	440 (500-1/2)	640/45 440 (500-7/8)	



FORT BRAGG, NORTH CAROLINA

35°10'N-79°01'W

POPE AAF (KPOB)

Amtd 4 10DEC15

ILS or LOC Y RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

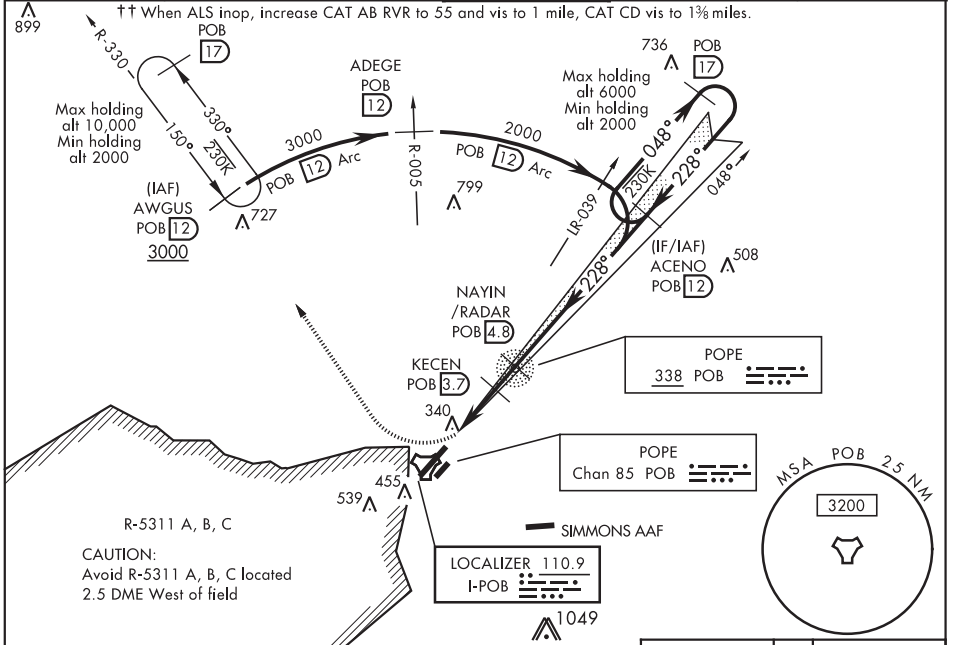
SE-2, 10 NOV 2016 to 05 JAN 2017

FORT BRAGG, NORTH CAROLINA

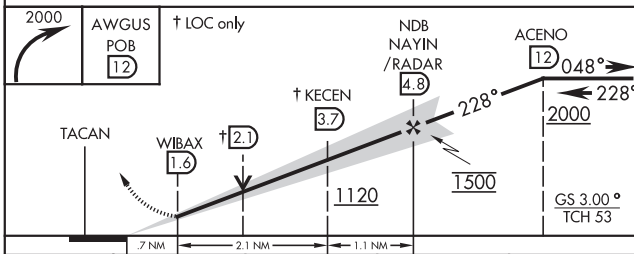
ILS or LOC Z RWY 23

LOC I-POB 110.9	APCH CRS 228°	Rwy Idg TDZE Arpt Elev 7501 200 218	AL-147 [USAF]	POPE AAF (KPOB)
* When ALS inop, increase CAT ABCD RVR to 40 and vis to ¼ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1¼ miles. *** Circling not authorized SE of Rwy 5-23.				ALSF-1

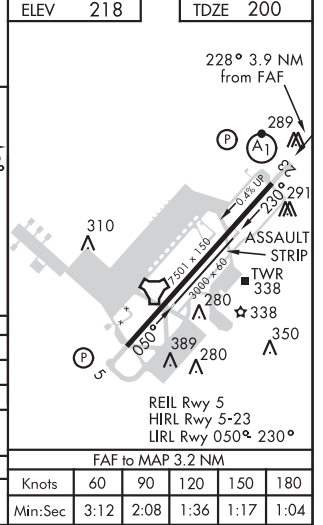
ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 133.0 295.0 (271° - 090°) (091° - 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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RADAR REQUIRED
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



CATEGORY	A	B	C	D
S-ILS 23*	400/24		200 (200-½)	
S-LOC 23**	620/24	420 (500-½)	620/40	420 (500-¾)
*** CIRCLING	760-1	542 (600-1)	920-2 702 (800-2)	1060-2¾ 842 (900-2¾)
WITHOUT LAST STEPDOWN FIX				
S-LOC 23††	640/24	440 (500-½)	640/45	440 (500-¾)



FORT BRAGG, NORTH CAROLINA 35° 10'N-79° 01'W POPE AAF (KPOB)

Amdt 4 10DEC15

ILS or LOC Z RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FORT BRAGG, NORTH CAROLINA

RNAV (GPS) RWY 23

WAAS Chan 52202 W23A	APCH CRS 228°	Rwy ldg TDZE Arpt Elev 7501 200 218
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AL-147 [USAF]

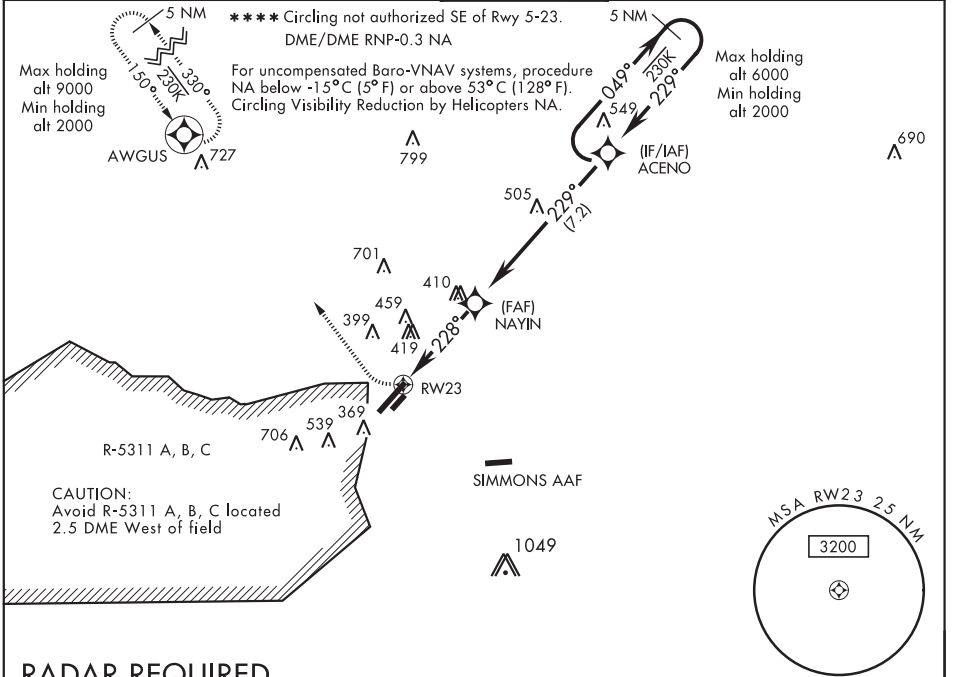
POPE AAF (KPOB)

▼ * When ALS inop, increase CAT ABCD RVR to 40 vis to ¾ mile.
 ** When ALS inop, increase CAT ABCD RVR to 40 vis to 1½ mile.
 *** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 133.0 295.0 (271°- 090°) (091°- 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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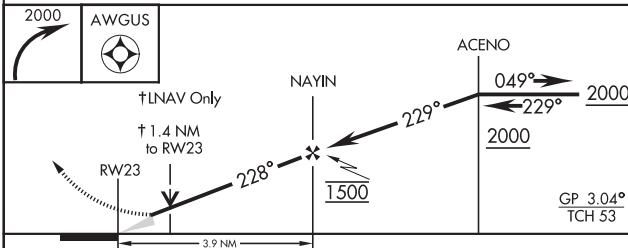


SE-2, 10 NOV 2016 to 05 JAN 2017

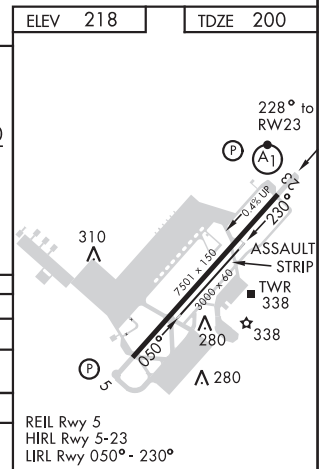
SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300



CATEGORY	A	B	C	D
LPV *	400/24	200	(200-½)	
LNAV/ ** VNAV DA	572/40	372	(400-¾)	
LNAV MDA ***	680/24 480 (500-½)	680/50 480 (500-1)		
**** CIRCLING	760-1 542 (600-1)	920-2 702 (800-2)	1060-2 842 (900-2¾)	



FORT BRAGG, NORTH CAROLINA

35°10'N-79°01'W

POPE AAF (KPOB)

Amdt 5 13OCT16

RNAV (GPS) RWY 23

FORT BRAGG, NORTH CAROLINA

TACAN RWY 23

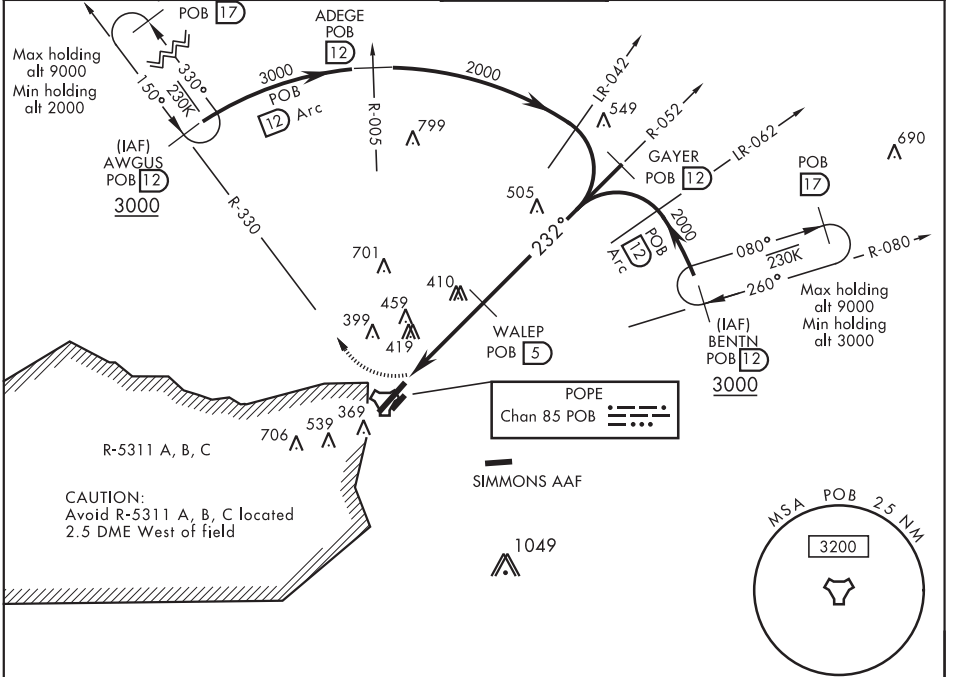
TACAN POB Chan 85	APCH CRS 232°	Rwy Idg TDZE 7501 200 Arprt Elev 218	AL-147 [USAF]	POPE AAF (KPOB)
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ALSF-1 A1

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1 3/8 miles.
 ** Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 (271°-090°) 133.0 295.0 (091°-270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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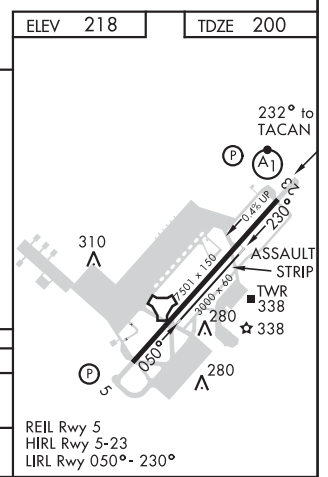
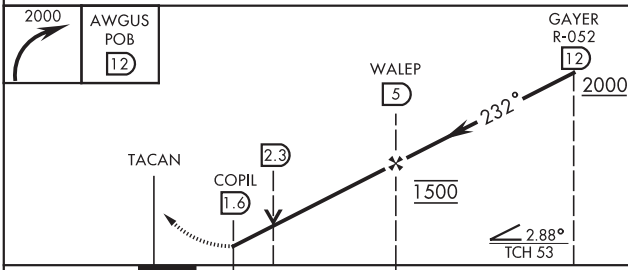


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300



CATEGORY	A	B	C	D
S-23 *	700/24 500 (500-1/2)		700/50 500 (500-1)	
CIRCLING **	760-1 542 (600-1)		920-2 702 (800-2)	1060-2 842 (900-2 3/4)

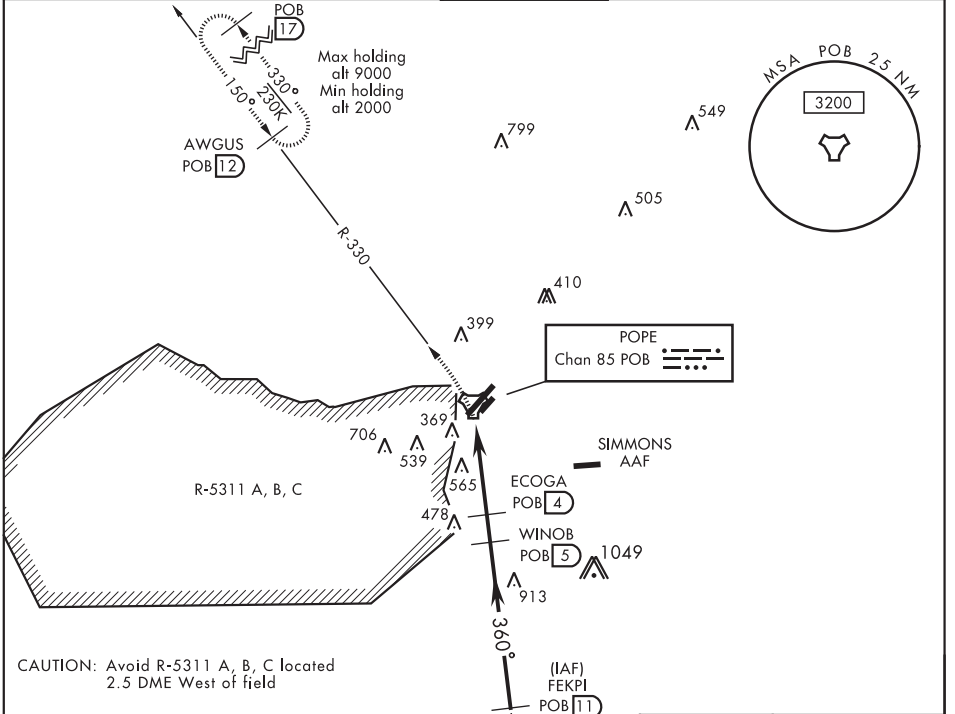
FORT BRAGG, NORTH CAROLINA

TACAN-A

TACAN POB Chan 85	APCH CRS 360°	Rwy ldg TDZE Arprt Elev N/A N/A 218	AL-147 [USAF]	POPE AAF (KPOB)
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▼ * Circling not authorized SE of Rwy 5-23. MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 (271°- 090°) 133.0 295.0 (091°- 270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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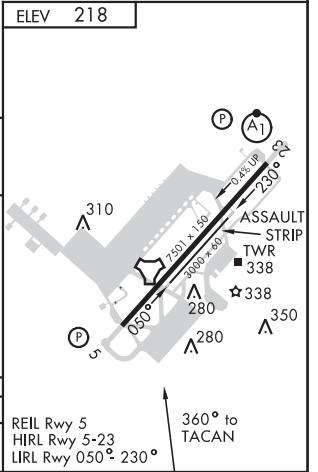
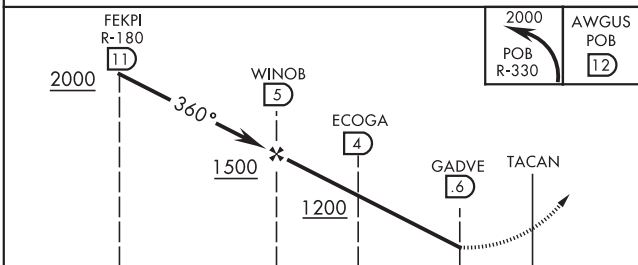


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300



CATEGORY	A	B	C	D
CIRCLING *	840-1	622 (700-1)	920-2 702 (800-2)	1060-2 3/4 842 (900-2 3/4)

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amr 2 17OCT13

TACAN-A

NDB RWY 23

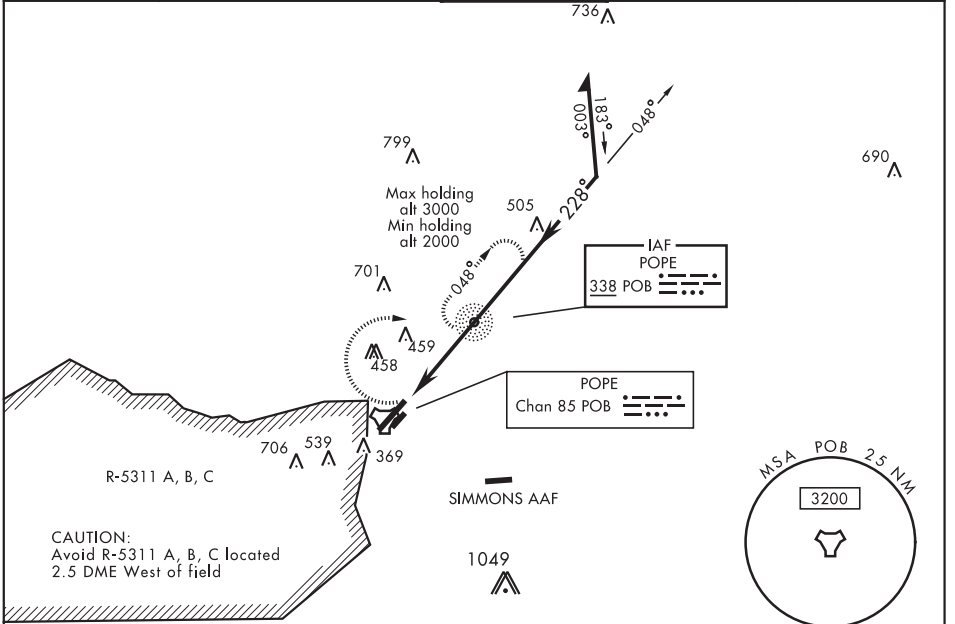
NDB POB 338	APCH CRS 228°	Rwy ldg TDZE Arprt Elev 7501 200 218	AL-147 [USAF]	POPE AAF (KPOB)
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▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1½ miles.
 ** Circling not authorized SE of Rwy 5-23.



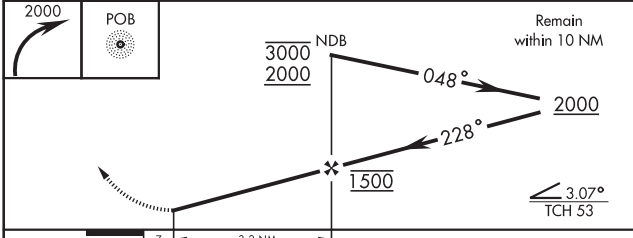
MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

ATIS 132.3 353.725	FAYETTEVILLE APP CON 125.175 285.575 133.0 295.0 (271°-090°) (091°-270°)	POPE TOWER 135.025 291.1	GND CON 124.55 275.8	CLNC DEL 275.8
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



ELEV 218	TDZE 200
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REIL Rwy 5
 HIRL Rwy 5-23
 LIRL Rwy 050° 230°

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-147 [USAF]

POPE AAF (KPOB)
FORT BRAGG, NORTH CAROLINA

ATIS 132.3 353.725
 POPE TOWER
 135.025 291.1
 GND CON
 124.55 275.8
 CLNC DEL
 275.8

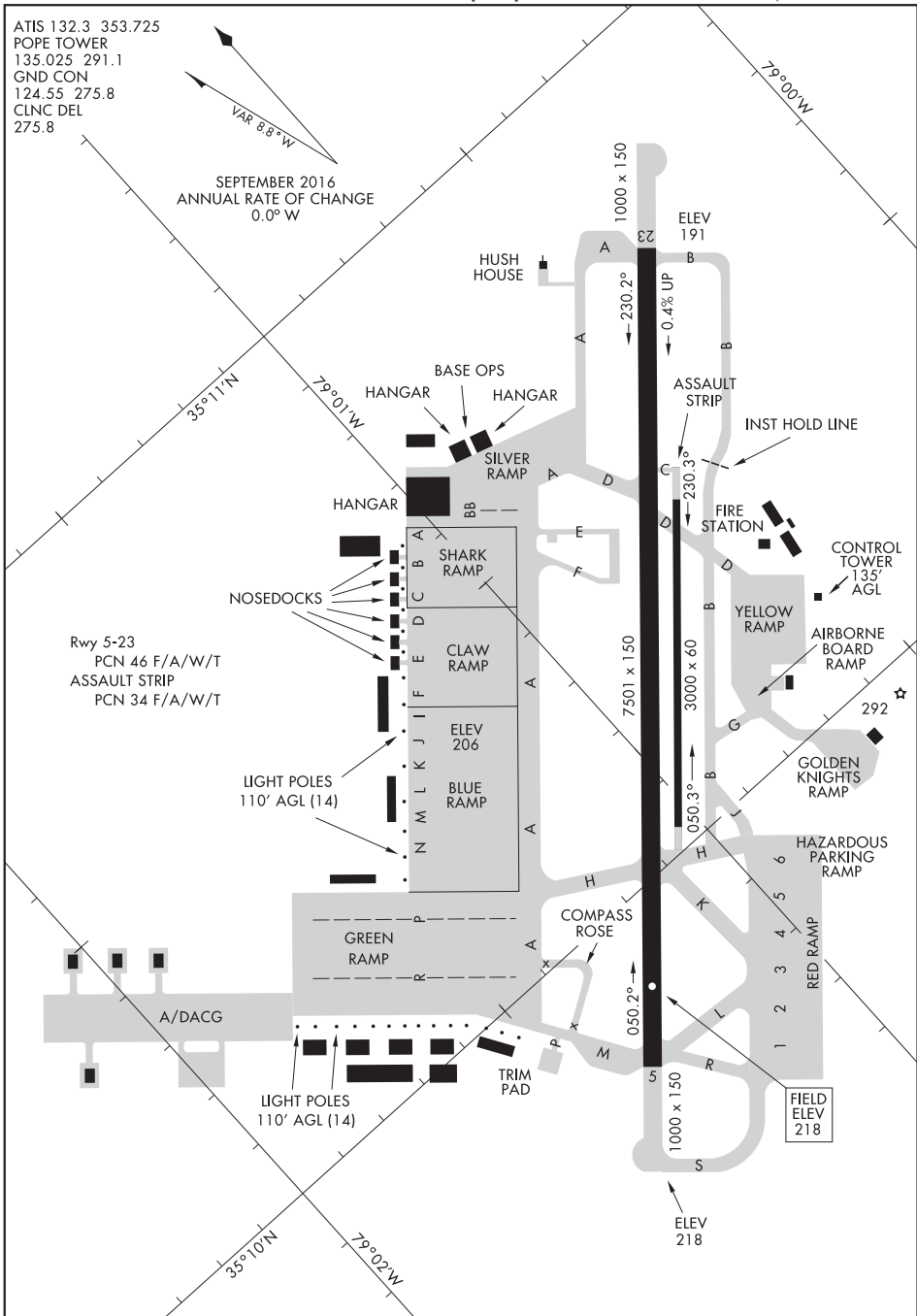
SEPTEMBER 2016
 ANNUAL RATE OF CHANGE
 0.0° W

VAR 8.8° W

Rwy 5-23
 PCN 46 F/A/W/T
 ASSAULT STRIP
 PCN 34 F/A/W/T

LIGHT POLES
 110' AGL (14)

LIGHT POLES
 110' AGL (14)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM


FORT BRAGG, NORTH CAROLINA
POPE AAF (KPOB)

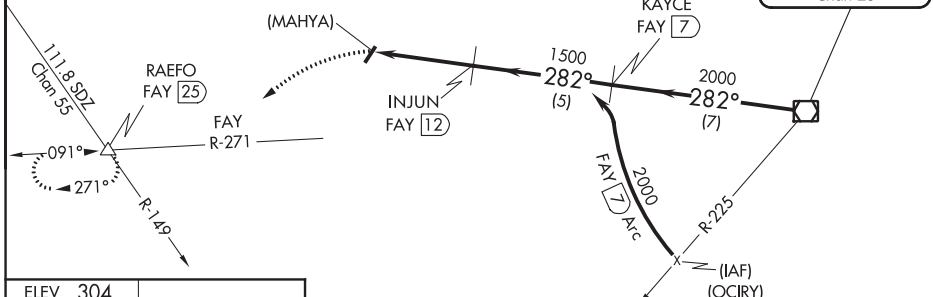
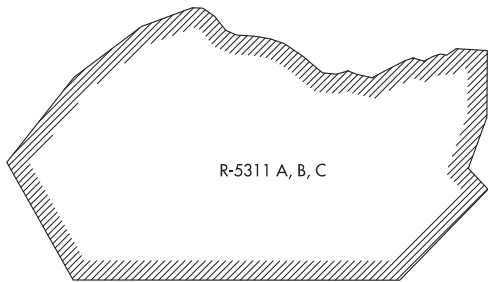
RAEFORD, NORTH CAROLINA

AL-6439 (FAA)

VOR/DME FAY 108.8 Chan 25	APP CRS 282°	Rwy Idg TDZE Apt Elev N/A N/A 304
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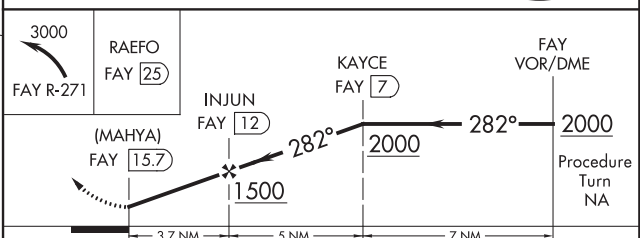
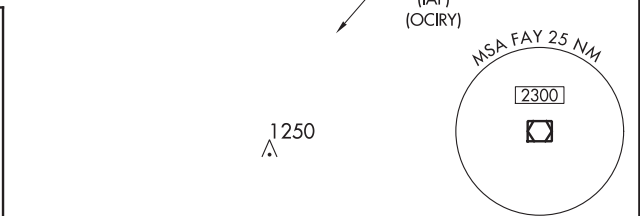
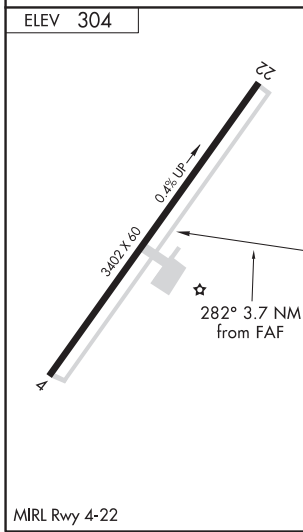
VOR/DME or GPS-A
P K AIRPARK (5W4)

 <p>Use Fayetteville altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via FAY R-271 to RAEFO 25 DME and hold.</p>
<p>FAYETTEVILLE APP CON 127.8 295.0</p>	<p>UNICOM 123.0 (CTAF)</p>



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	820-1	516 (600-1)	820-1½ 516 (600-1½)	NA

RAEFORD, NORTH CAROLINA
Amdt 3A 14037

35° 01' N - 79° 11' W
619

P K AIRPARK (5W4)
VOR/DME or GPS-A

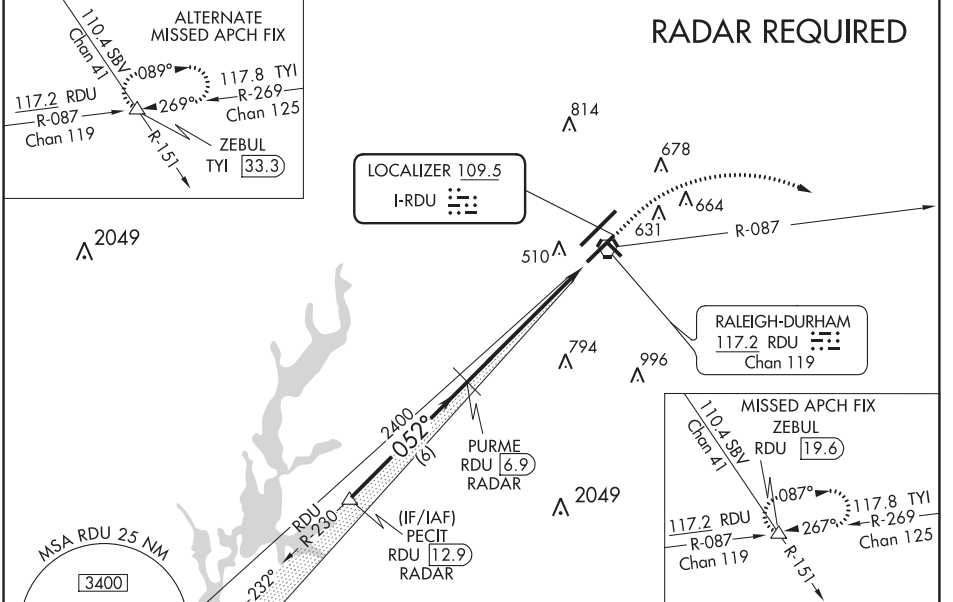
LOC I-RDU 109.5	APP CRS 052°	Rwy Idg TDZE Apt Elev	7500 420 435
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ILS RWY 5R (SA CAT I & II)
RALEIGH-DURHAM INTL (RDU)

▼ DME or Radar Required. Simultaneous approach authorized with Rwy 5L.
▲ CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
 CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

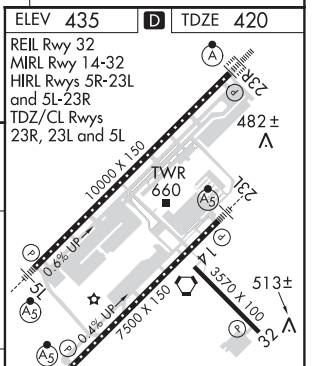
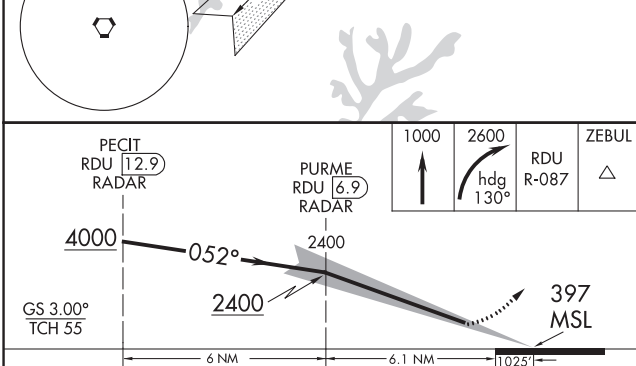
MALS MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER (WEST) 127.45 257.8 119.3 257.8	(EAST) GND CON (WEST) 121.9 348.6 121.7 348.6	CLNC DEL 120.1	CPDLC
		Rwys 5R-23L and 14-32	Rwys 5R-23L and 14-32	Rwy 5L-23R	



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CATEGORY	A	B	C	D
S-ILS 5R	CAT I RA 181/14		150	DA 570
S-ILS 5R	CAT II RA 130/12		100	DA 520

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-DMP 111.7 Chan 54	APP CRS 234°	Rwy Idg TDZE Apt Elev	10000 409 435
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ILS RWY 23R (CAT II & III)

RALEIGH-DURHAM INTL (RDU)

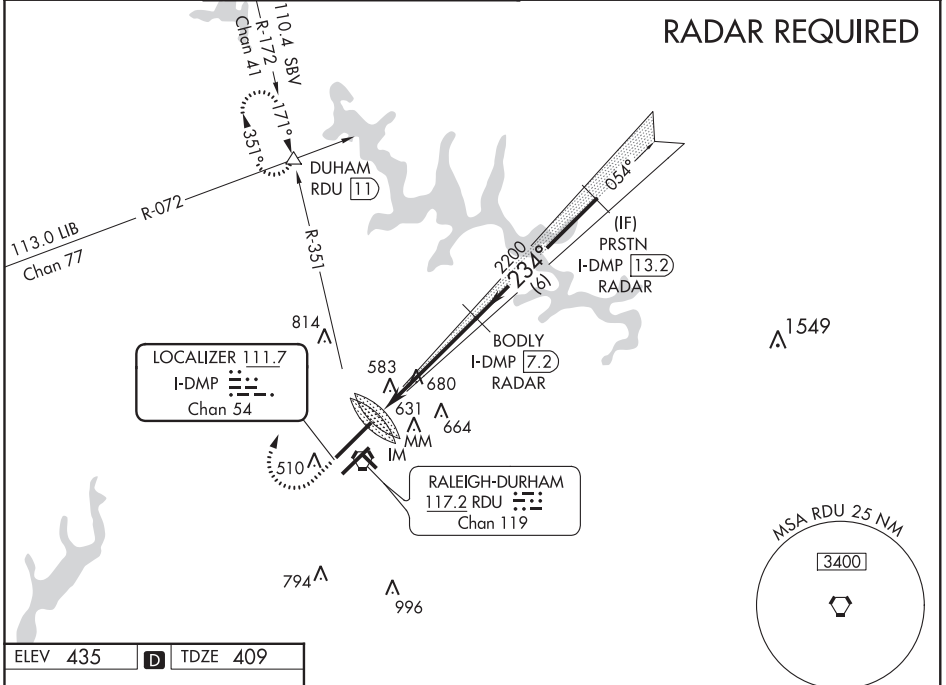
ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL 120.1	CPDLC
		127.45 257.8 Rwys 5R-23L and 1-4-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 1-4-32	121.7 348.6 Rwy 5L-23R		

DME or radar required.
Simultaneous approach authorized with Rwy 23L.

ALSF-2

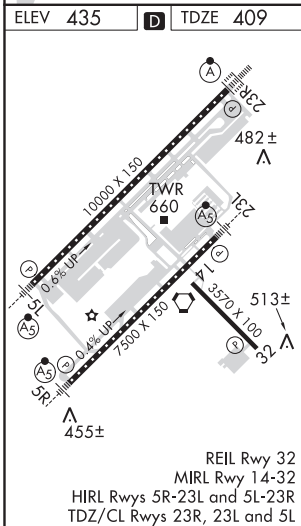
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT/RDU 11 DME and hold.

RADAR REQUIRED



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1000	2100	RDU R-351	DUHAM	PRSTN I-DMP 13.2 RADAR
VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 68).				
409 MSL	510	591	2200	3000
GS 3.00° TCH 56				
BODY I-DMP 7.2 RADAR				
1160° .04 NM 5 NM 6 NM				
CATEGORY	A	B	C	D
S-ILS 23R	CAT II RA 105/12 100 DA 509			
S-ILS 23R	CAT IIIa RVR 07			
S-ILS 23R	CAT IIIb RVR 06			
S-ILS 23R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

APP CRS	Rwy Idg	10000
052°	TDZE	385
	Apt Elev	435

RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

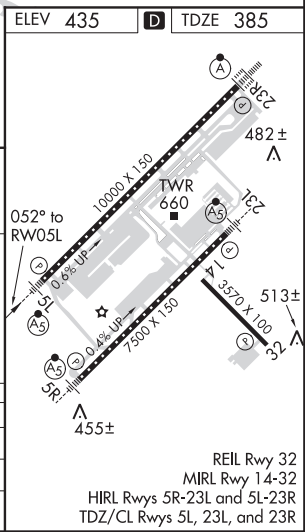
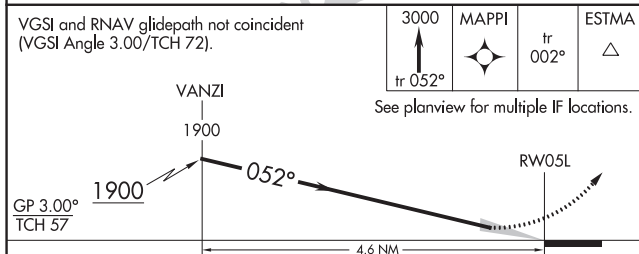
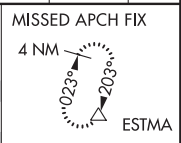
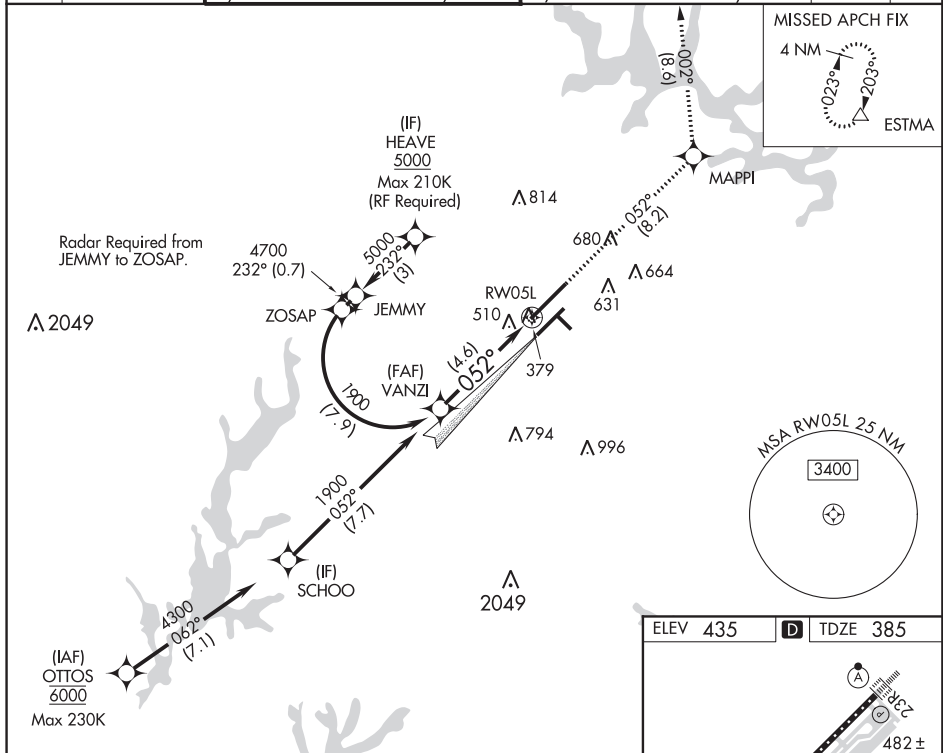
▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 47°C (113°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, except for arrivals at HEAVE. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1%.

MALSR



MISSED APPROACH:
Climb to 3000 on track 052° to MAPPI and on track 002° to ESTMA and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL	CPDLC
123.8	128.3 307.9	127.45 257.8	119.3 257.8	121.9 348.6	121.7 348.6	120.1	
		Rwys 5R-23L and 1-4-32	Rwy 5L-23R	Rwys 5R-23L and 1-4-32	Rwy 5L-23R		



CATEGORY	A	B	C	D
RNP 0.10 DA		727/30	342 (300-5%)	
RNP 0.30 DA		821/50	436 (400-1)	

AUTHORIZATION REQUIRED

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APP CRS	Rwy Idg	7500
052°	TDZE	420
	Apt Elev	435

RNAV (RNP) Z RWY 5R

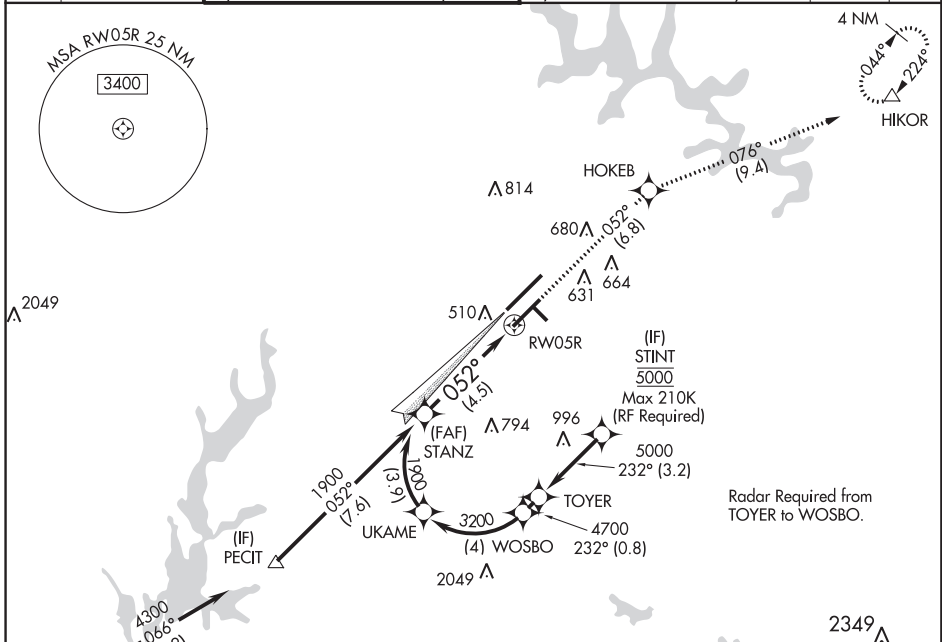
RALEIGH-DURHAM INTL (RDU)

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, except for arrivals at STINT. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 5000.



MISSED APPROACH: Climb to 3000 on track 052° to HOKEB and on track 076° to HIKOR and hold.

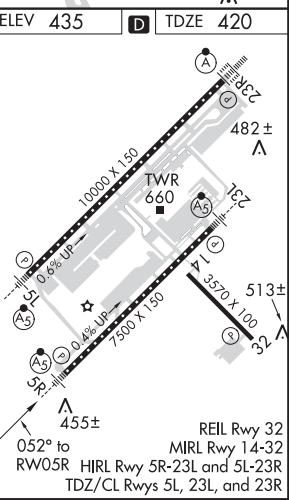
ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON	(WEST)	CLNC DEL	CPDLC
123.8	128.3 307.9	127.45 257.8 (Rwys 5R-23L and 14-32)	119.3 257.8 (Rwy 5L-23R)	121.9 348.6 (Rwys 5R-23L and 14-32)	121.7 348.6 (Rwy 5L-23R)	120.1



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SE-2, 10 NOV 2016 to 05 JAN 2017

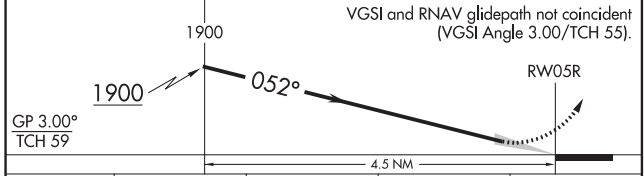
(IAF) OTTOS 6000 Max 230K	(IF) PECIT	UKAME	STANZ	TOYER	WOSBO	RW05R	(IF) STINT 5000 Max 210K (RF Required)
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See planview for multiple IF locations.

3000	HOKEB	HIKOR
↑ tr 052°	✦	△ tr 076°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).



CATEGORY	A	B	C	D
RNP 0.30 DA	732/24 312 (300-½)			

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

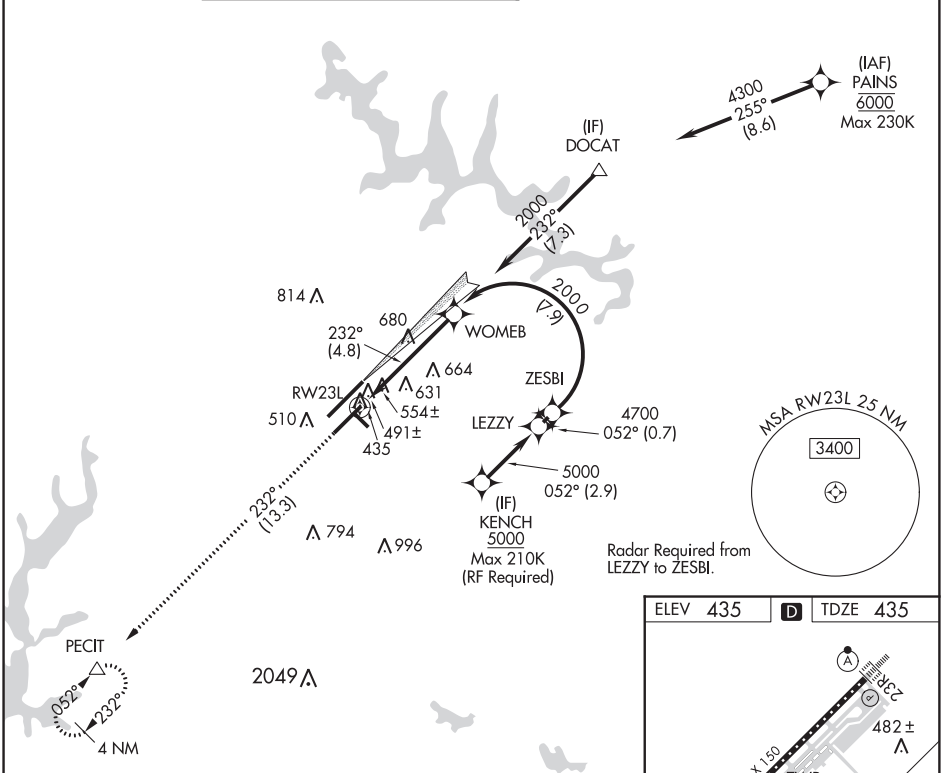
APP CRS	Rwy Idg	7500
232°	TDZE	435
	Apt Elev	435

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (Cat II), ILS Rwy 23R (Cat III), RNAV (GPS) Y Rwy 23R, except for arrivals at KENCH. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.10 all Cats visibility to RVR 6000, increase RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$ %.



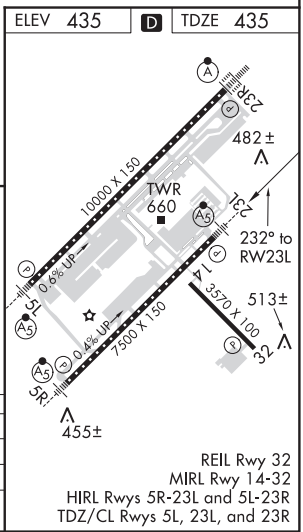
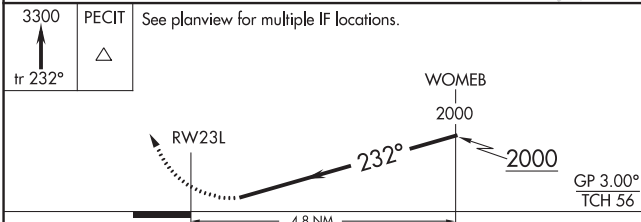
MISSED APPROACH:
Climb to 3300 on track 232° to PECIT and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL	CPDLC
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R
				120.1	



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.10 DA		774/40	339 (400- $\frac{3}{4}$)	
RNP 0.30 DA		870/50	435 (500-1)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	10000
232°	TDZE	409
	Apt Elev	435

RNAV (RNP) Z RWY 23R

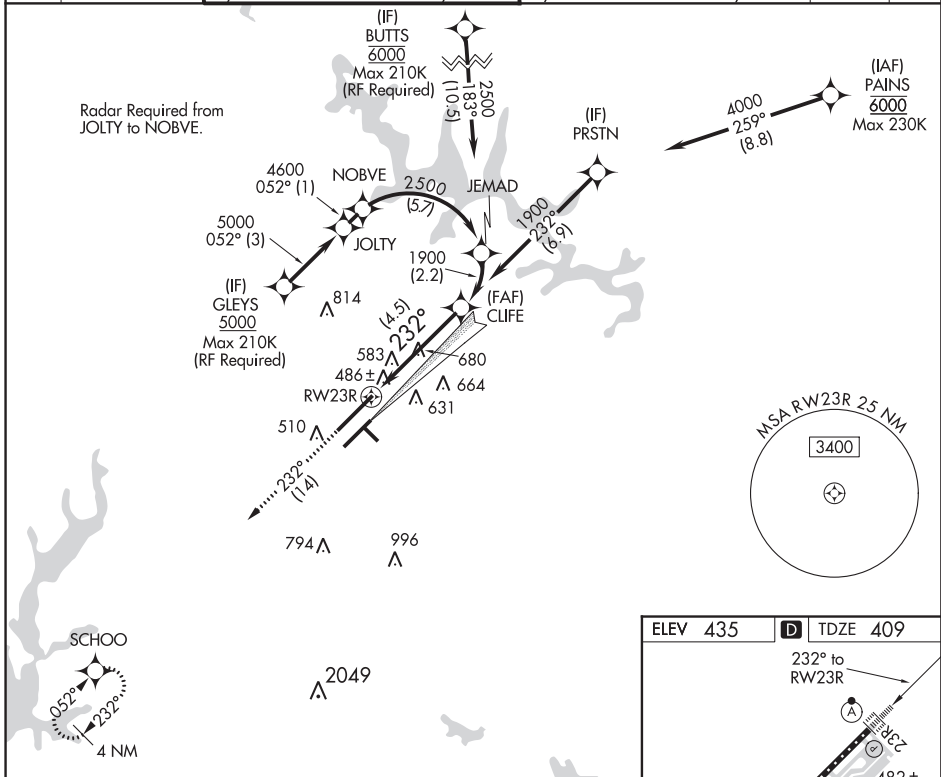
RALEIGH-DURHAM INTL (RDU)

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, except for arrivals at GLEYS and BUTTS. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase RNP 0.15 all Cats visibility to 1¼, increase RNP 0.30 all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 232° to SCHOO and hold.

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL	CPDLC
123.8	128.3 307.9	127.45 257.8	119.3 257.8	121.9 348.6	121.7 348.6	120.1	
		Rwys 5R-23L and 14-32	Rwy 5L-23R	Rwys 5R-23L and 14-32	Rwy 5L-23R		

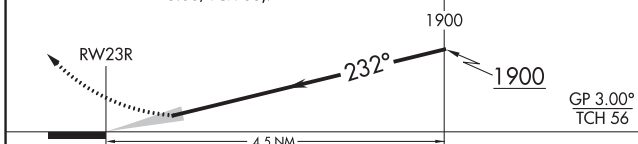


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SE-2, 10 NOV 2016 to 05 JAN 2017

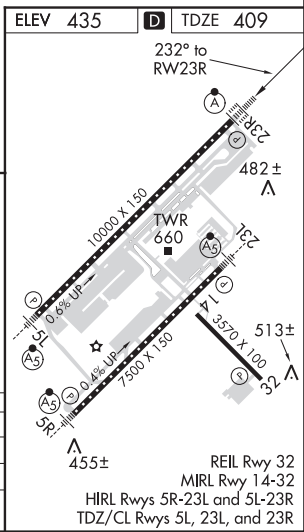
3000 SCHOO See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

↑ tr 232°



CATEGORY	A	B	C	D
RNP 0.15 DA	779/40 370 (400-¾)			
RNP 0.30 DA	978-1½ 569 (600-1½)			

AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	3570
322°	TDZE	429
	Apt Elev	435

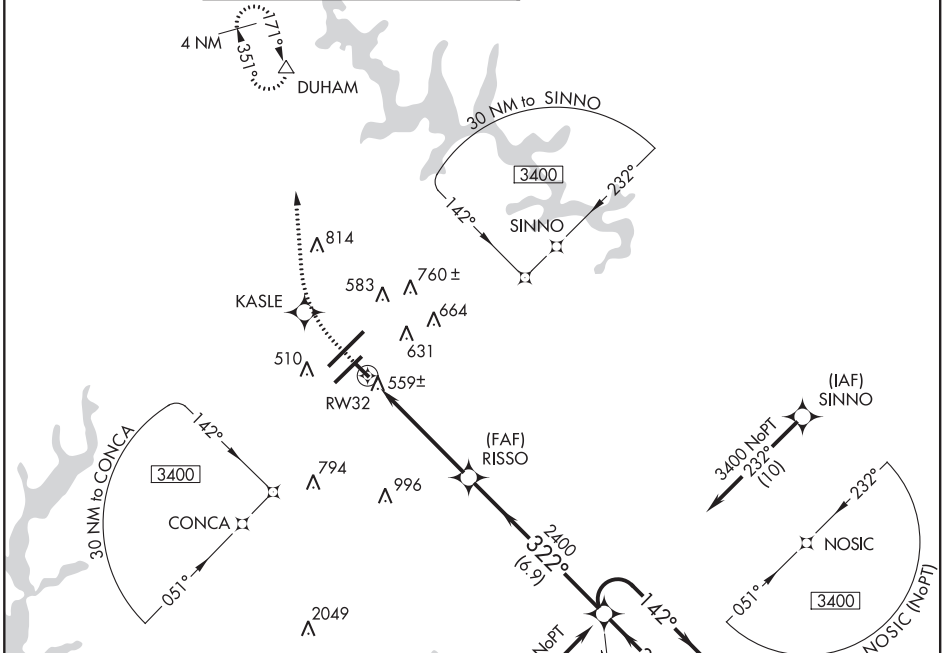
RNAV (GPS) RWY 32

RALEIGH-DURHAM INTL (RDU)

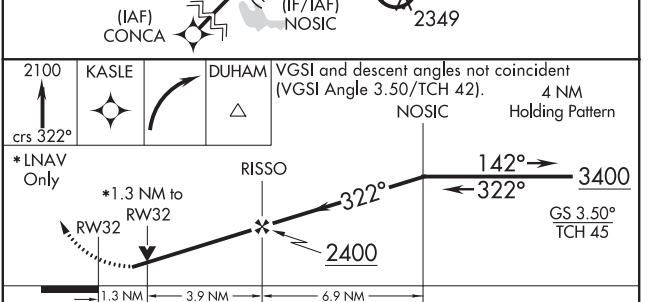
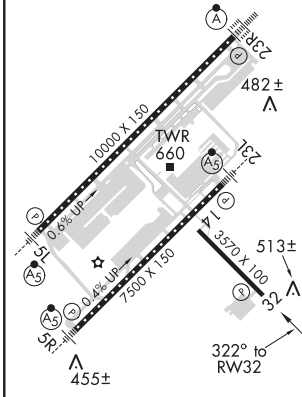
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 2100 via 322° course to KASLE WP, then right turn direct to DUHAM WP and hold.

NA Baro-VNAV NA below -15°C (5°F).

ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL	CPDLC
123.8	128.3 307.9	127.45 257.8	119.3 257.8	121.9 348.6	121.7 348.6	120.1	
		Rwys 5R-23L and 14-32	Rwy 5L-23R	Rwys 5R-23L and 14-32	Rwy 5L-23R		



ELEV	435	D	TDZE	429
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CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼	565 (600-1¼)	1000-1¾ 565 (600-1¾)	NA

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

RALEIGH/DURHAM, NORTH CAROLINA
Orig 21FEB02

35° 53'N-78° 47'W

RALEIGH-DURHAM INTL (RDU)

RNAV (GPS) RWY 32

SE-2, 10 NOV 2016 to 05 JAN 2017

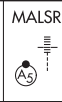
SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48813	APP CRS 052°	Rwy Idg TDZE Apt Elev	10000 385 435
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RNAV (GPS) Y RWY 5L

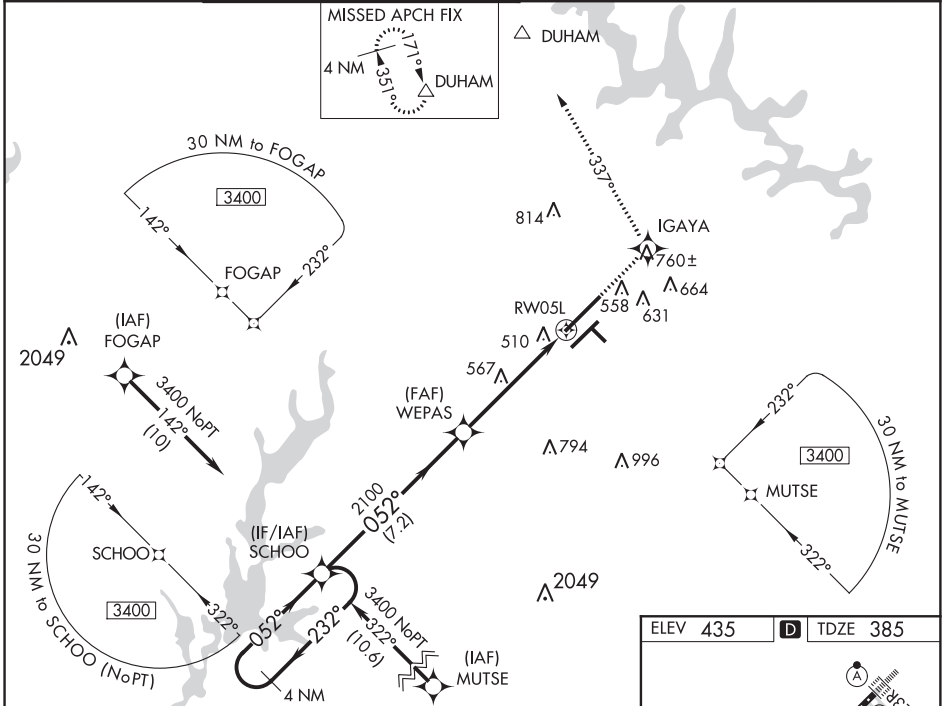
RALEIGH-DURHAM INTL (RDU)

▼ 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. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, RNAV (RNP) Z Rwy 5R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.



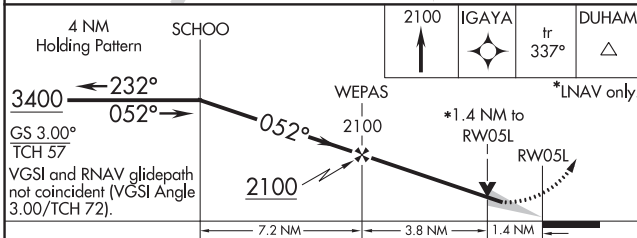
MISSED APPROACH:
Climb to 2100 direct IGAYA and via track 337° to DUHAM and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) RALEIGH TOWER 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) GND CON 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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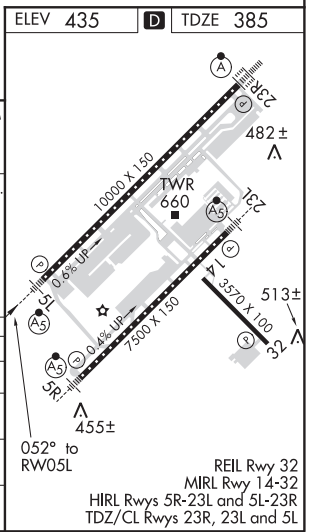


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SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		596/24	211 (200-½)	
LNAV/VNAV DA		793/50	408 (400-1)	
LNAV MDA	880/24	495 (500-½)	880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1	525 (600-1)	960-1½ 525 (600-1½)	1060-2 625 (700-2)



WAAS CH 90213 W05B	APP CRS 052°	Rwy Idg 7500 TDZE 420 Apt Elev 435
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RNAV (GPS) Y RWY 5R

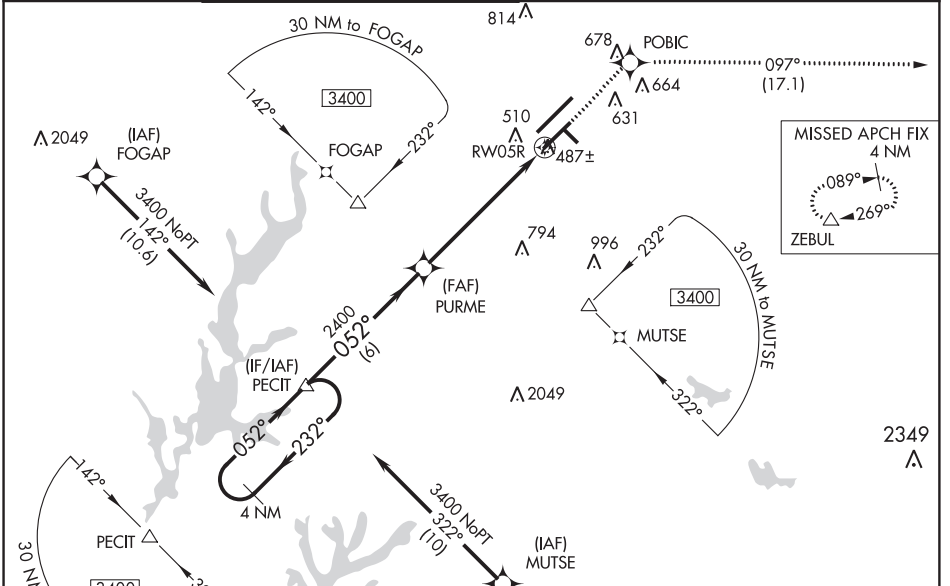
RALEIGH-DURHAM INTL (RDU)

▼ 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. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, RNAV (RNP) Z Rwy 5L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop MALSRL, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to 1/8 mile.



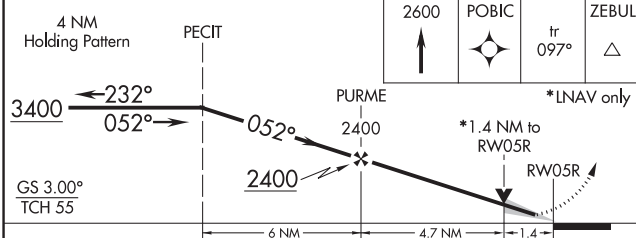
MISSED APPROACH:
Climb to 2600 direct POBIC and on track 097° to ZEBUL and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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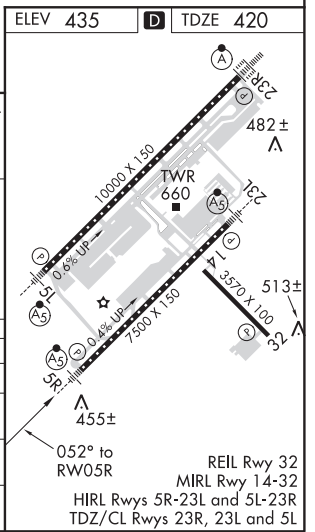


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		620/24	200 (200-1/2)	
LNAV/VNAV DA		690/24	270 (300-1/2)	
LNAV MDA	900/24	480 (500-1/2)	900/55	480 (500-1/4)
CIRCLING	960-1	525 (600-1)	960-1/2	1060-2
			525 (600-1/2)	625 (700-2)



WAAS CH 65713 W23B	APP CRS 232°	Rwy Idg TDZE Apt Elev	7500 435 435
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RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

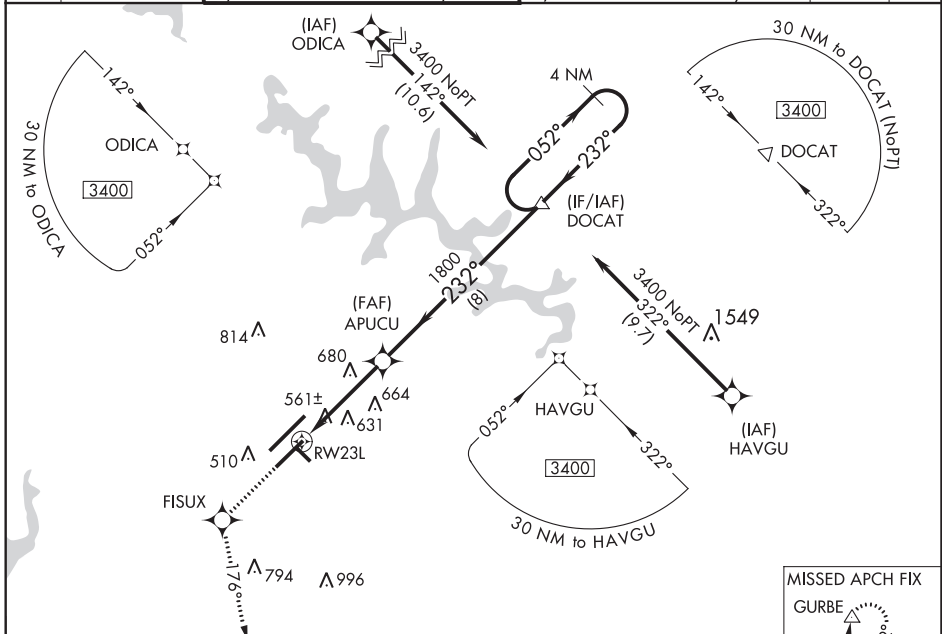
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (Cat II), ILS Rwy 23R (Cat III), RNAV (GPS) Y Rwy 23R, RNAV (RNP) Rwy 23R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MALS/R



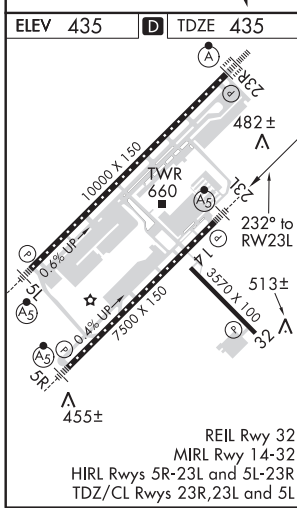
MISSED APPROACH:
Climb to 3100 direct FISUX and left turn via track 176° to GURBE and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 435	TDZE 435				
3100	FISUX	GURBE	DOCAT 4 NM Holding Pattern		
* LNAV only.					
CATEGORY	A	B	C	D	
LPV DA		635/24	200 (200-½)		
LNAV/VNAV DA		841/50	406 (500-1)		
LNAV MDA	1000/24	565 (600-½)	1000/50 565 (600-1)	1000/60 565 (600-1¼)	
CIRCLING	1000-1	565 (600-1)	1000-1½ 565 (600-1½)	1060-2 625 (700-2)	

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

16315

WAAS CH 45613 W23A	APP CRS 232°	Rwy Idg 10000 TDZE 409 Apt Elev 435
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RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

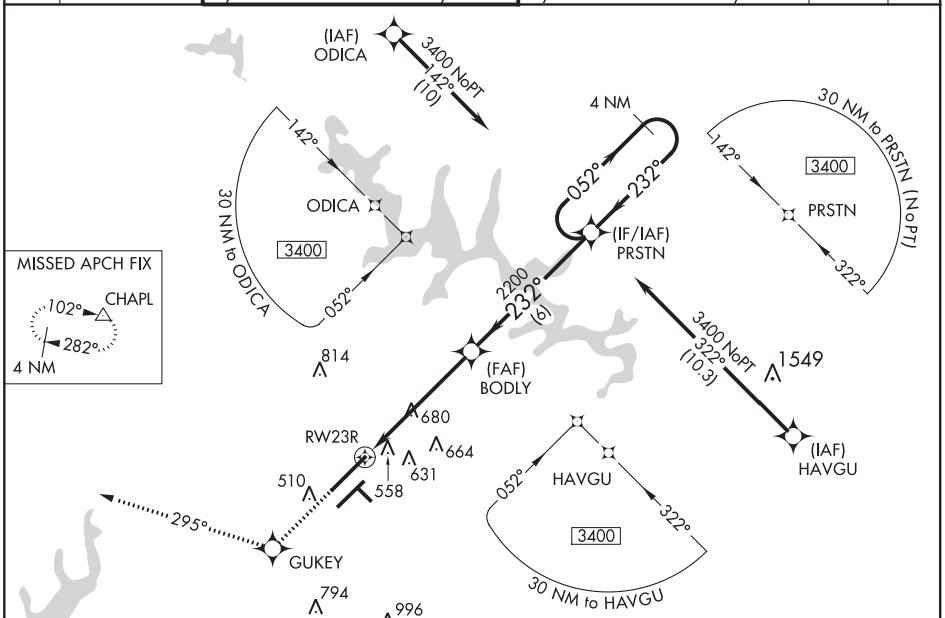
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, RNAV (RNP) Z Rwy 23L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

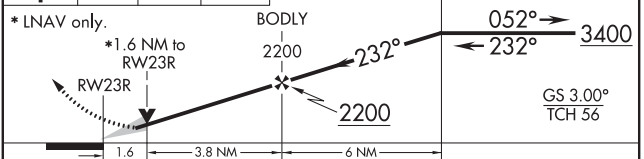
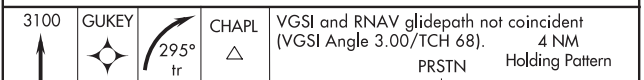
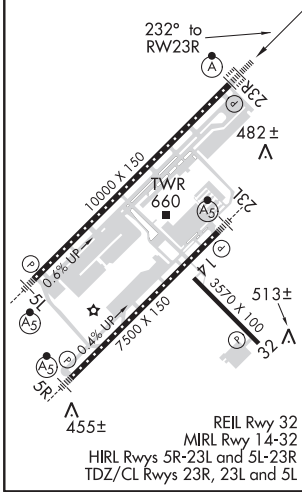


MISSED APPROACH: Climb to 3100 direct GUKEY and right turn via 295° track to CHAPL and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER (WEST) 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) 119.3 257.8 Rwy 5L-23R	(EAST) GND CON (WEST) 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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ELEV 435	D	TDZE 409
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CATEGORY	A	B	C	D
LPV DA		609/24	200 (200-½)	
LNAV/VNAV DA		927/60	518 (500-1¼)	
LNAV MDA	1000/24	591 (600-½)	1000/50 591 (600-1)	1000/60 591 (600-1¼)
CIRCLING	1000-1	565 (600-1)	1000-1½ 565 (600-1½)	1060-2 625 (700-2)

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 1A 08MAR12

35°53'N-78°47'W

RNAV (GPS) Y RWY 23R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC RDU 117.2 Chan 119	APP CRS 055°	Rwy Idg 7500 TDZE 420 Apt Elev 435
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VOR RWY 5R

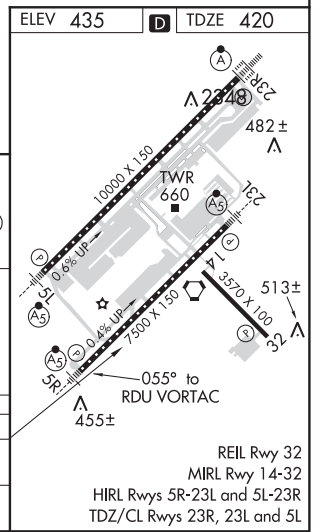
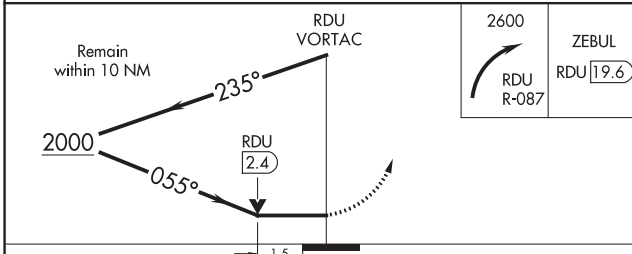
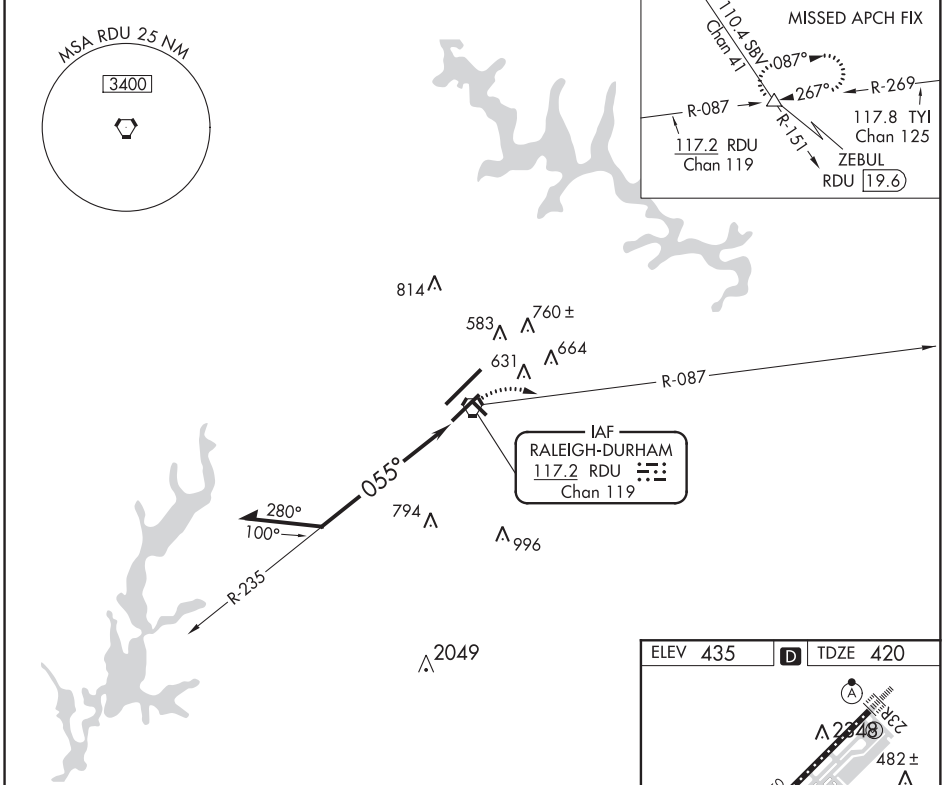
RALEIGH-DURHAM INTL (RDU)

▼ For inop MALS, increase S-5R Cat C/D visibility to 1 3/8 miles.

MALS R

MISSED APPROACH: Climbing right turn to 2600 on RDU R-087 to ZEBUL INT/RDU 19.6 DME and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) RALEIGH TOWER 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) GND CON 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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CATEGORY	A	B	C	D
S-5R	940/24 520 (600-1/2)		940/55 520 (600-1 1/4)	
CIRCLING	980-1 544 (600-1)		980-1 1/2 544 (600-1 1/2)	1060-2 625 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

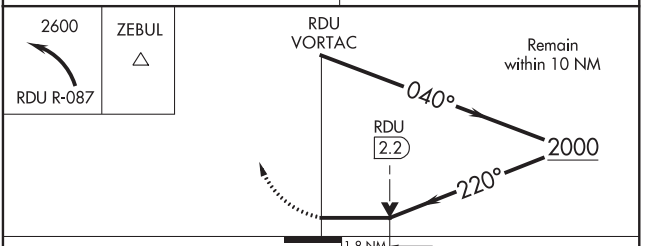
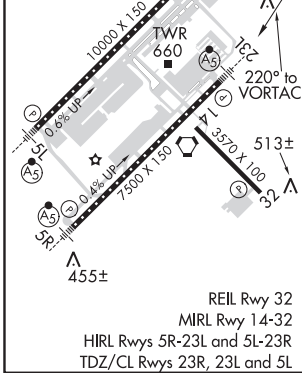
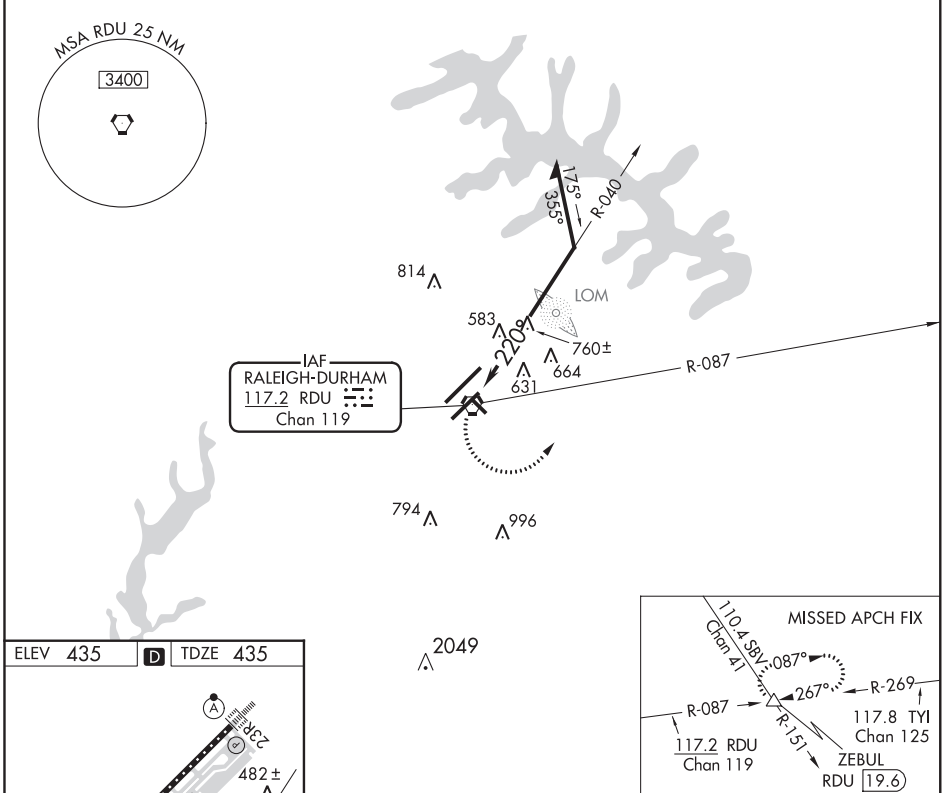
16315

VORTAC RDU 117.2 Chan 119	APP CRS 220°	Rwy Idg TDZE 435 Apt Elev 435	7500 435 435
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VOR RWY 23L
RALEIGH-DURHAM INTL (RDU)

			MISSED APPROACH: Climbing left turn to 2600 on RDU R-087 to ZEBUL Int/RDU 19.6 and hold.	
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ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 14-32	(WEST) RALEIGH TOWER 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 14-32	(WEST) GND CON 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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CATEGORY	A	B	C	D
S-23L	1060/24	625 (700-1/2)	1060/60 625 (700-1/4)	1060-1 1/2 625 (700-1/2)
CIRCLING	1060-1	625 (700-1)	1060-1 3/4 625 (700-1/4)	1060-2 625 (700-2)

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 14E 16OCT14

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)
VOR RWY 23L

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

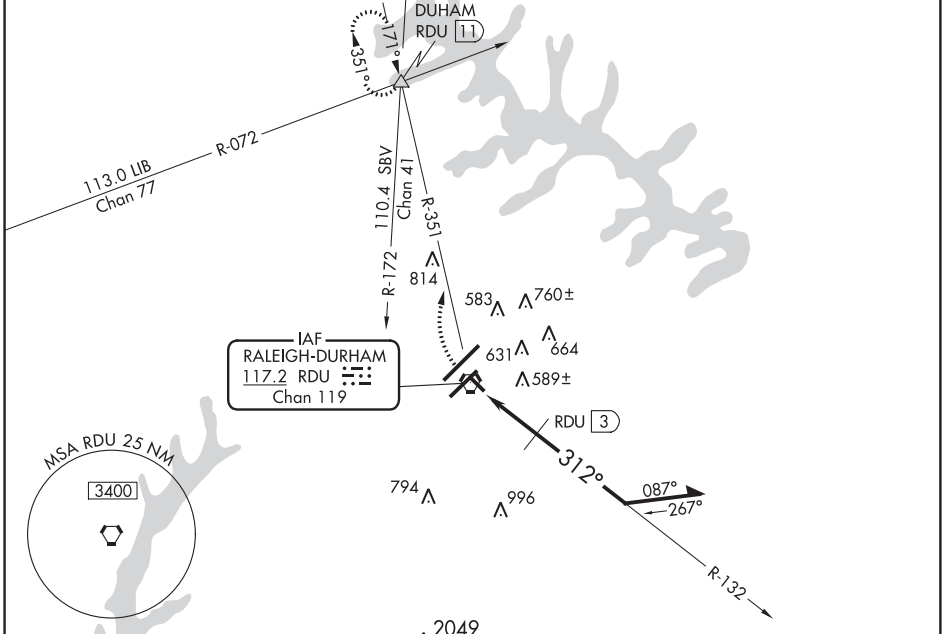
VORTAC RDU 117.2 Chan 119	APP CRS 312°	Rwy Idg TDZE 429 Apt Elev 435
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VOR RWY 32

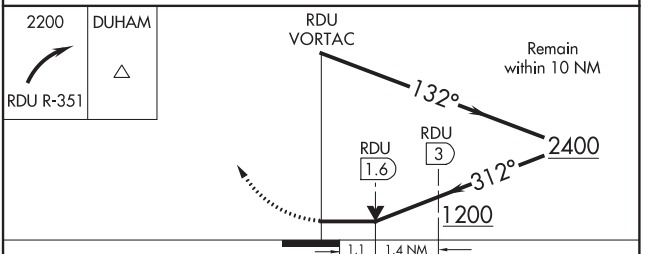
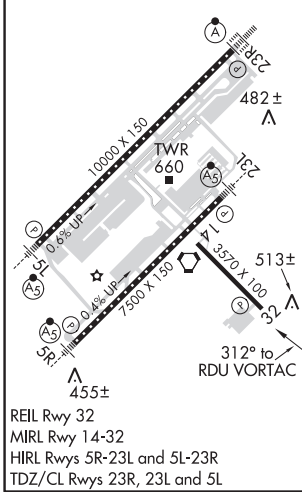
RALEIGH-DURHAM INTL (RDU)

⚠ Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climbing right turn to 2200 on RDU R-351 to DUHAM INT and hold.

ATIS 123.8	RALEIGH APP CON 128.3 307.9	(EAST) RALEIGH TOWER 127.45 257.8 Rwys 5R-23L and 1-4-32	(WEST) RALEIGH TOWER 119.3 257.8 Rwy 5L-23R	(EAST) GND CON 121.9 348.6 Rwys 5R-23L and 1-4-32	(WEST) GND CON 121.7 348.6 Rwy 5L-23R	CLNC DEL 120.1	CPDLC
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ELEV 435	D	TDZE 429
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CATEGORY	A	B	C	D
S-32	1200-1 771 (800-1)	1200-1¼ 771 (800-1¼)	1200-2¼ 771 (800-2¼)	1200-2½ 771 (800-2½)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
DME MINIMA				
S-32	860-1	431 (500-1)	860-1¼ 431 (500-1¼)	860-1½ 431 (500-1½)
CIRCLING	980-1	545 (600-1)	980-1½ 545 (600-1½)	1060-2 625 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

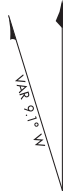
AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

ATIS
 123.8
 RALEIGH TOWER
 127.45 257.8 (EAST)
 (RWY 05R-23L, 14-32)
 119.3 257.8 (WEST)
 (RWY 05L-23R)
 GND CON
 121.9 348.6 (EAST)
 (RWY 05R-23L, 14-32)
 121.7 348.6 (WEST)
 (RWY 05L-23R)
 CLNC DEL
 120.1
 CPDLC

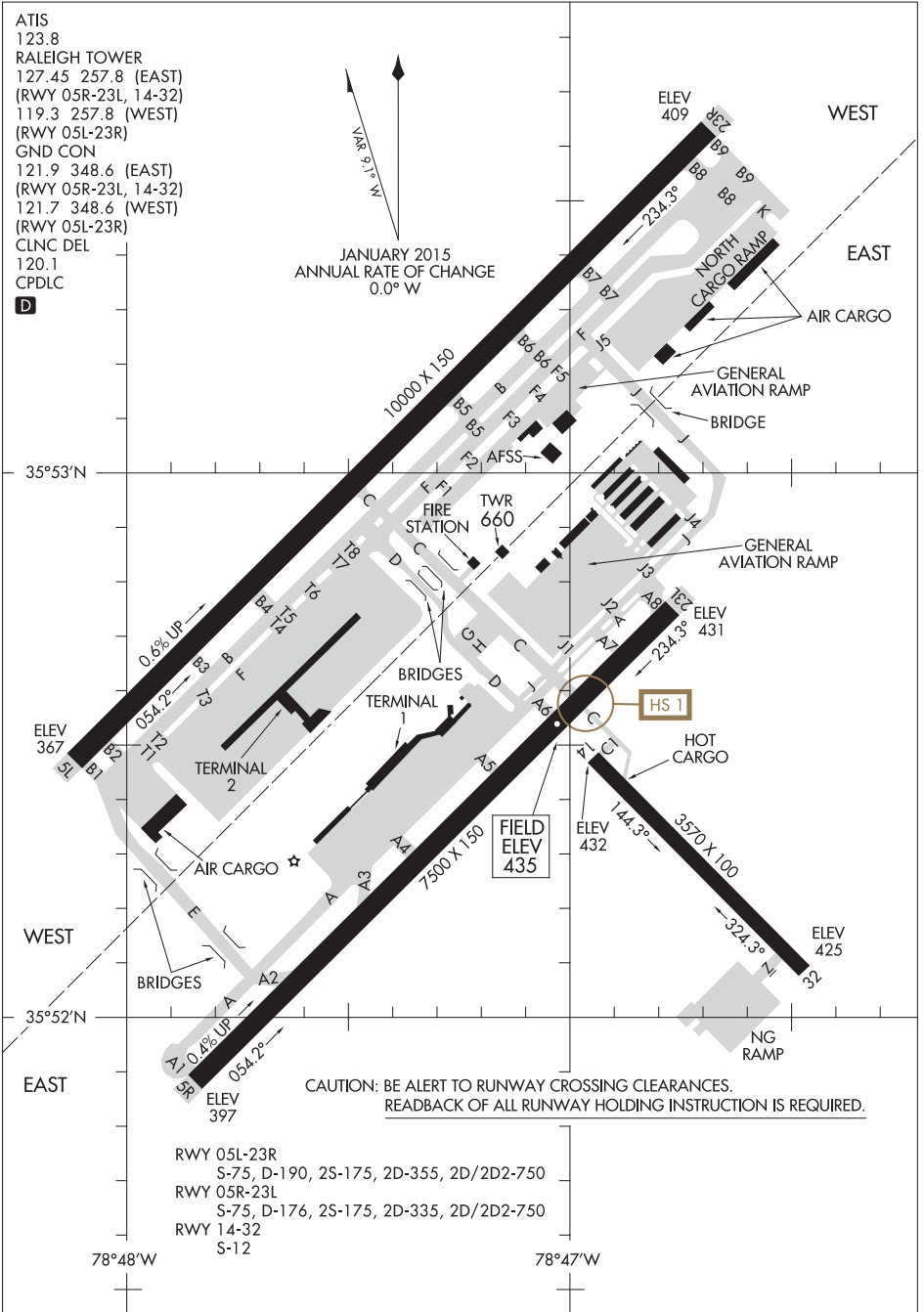
D



 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

16315

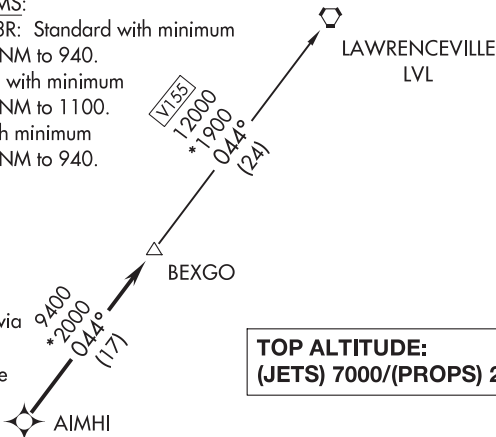
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

BEXGO TWO DEPARTURE (RNAV)

ATIS
 123.8
 CLNC DEL
 120.1
 CPDLC
 GND CON
 121.9 348.6 (EAST)
 (Rwys 5R-23L, 14-32)
 121.7 348.6 (WEST)
 (Rwy 5L-23R)
 RALEIGH TOWER
 127.45 257.8 (EAST)
 (Rwys 5R-23L, 14-32)
 119.3 257.8 (WEST)
 (Rwy 5L-23R)
 RALEIGH DEP CON
 132.35 256.9

TAKEOFF MINIMUMS:

Rwys 5L, 5R, 14, 23R: Standard with minimum
 climb of 500' per NM to 940.
 Rwy 23L: Standard with minimum
 climb of 500' per NM to 1100.
 Rwy 32: 300-1 with minimum
 climb of 500' per NM to 940.



NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.

NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: RNAV-1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

**TOP ALTITUDE:
(JETS) 7000/(PROPS) 2000**

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to AIMHI, thence...

TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, expect radar vectors to AIMHI, thence...

TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to AIMHI, thence...

TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, expect radar vectors to AIMHI, thence...

...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

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...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

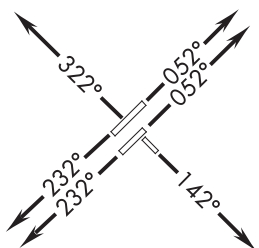
...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

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...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.



TAKEOFF OBSTACLE NOTES:

Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL.
 Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL.

Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.

Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL.

Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL.

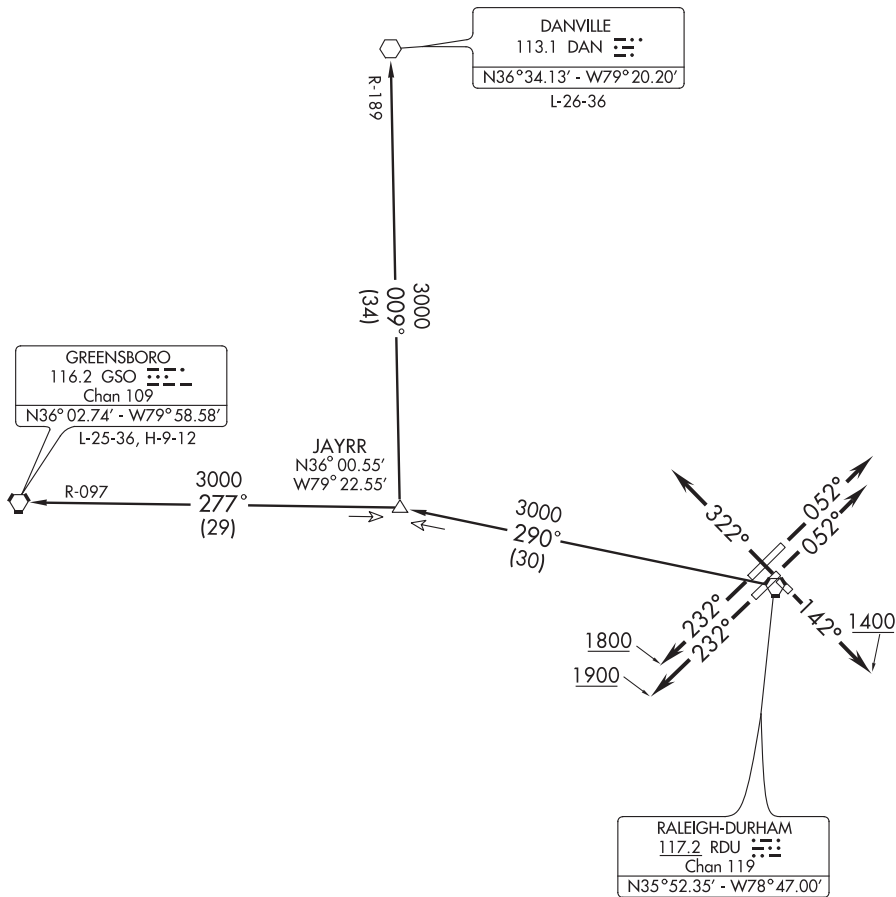
Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL.

Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

BEXGO TWO DEPARTURE (RNAV)

BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
 CLNC DEL
 120.1
 CPDLC
 RALEIGH DEP CON
 132.35 256.9



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS:

Rwy 5L, 5R, 14, 23L, 23R, STANDARD.
 Rwy 32: 300-1

NOTE: Turbojets not authorized.

NOTE: Radar Required.

NOTE: Chart not to scale.

(Continued on next page)

BLUE DEVIL FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence....

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence....

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence....

TAKE-OFF RWY 32: Climb heading 322°, thence....

...or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 5L: Tree 2011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3802 feet from DER, 1238 feet left of centerline, 77 feet AGL/506 MSL. Tank 4046 feet from DER, 1578 feet right of centerline, 138 feet AGL/547 feet MSL.

Rwy 5R: Tree 1437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

Rwy 14: Multiple trees beginning 2021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 MSL.

Rwy 23L: Tree 1496 from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. LT Pole 1458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

Rwy 32: Multiple poles 1170 feet from DER, 634 feet left centerline, up to 47 feet AGL/486 feet MSL. Antenna 1243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE THREE DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L: Climb heading 052°, thence

TAKEOFF RWY 5R: Climb heading 052°, thence

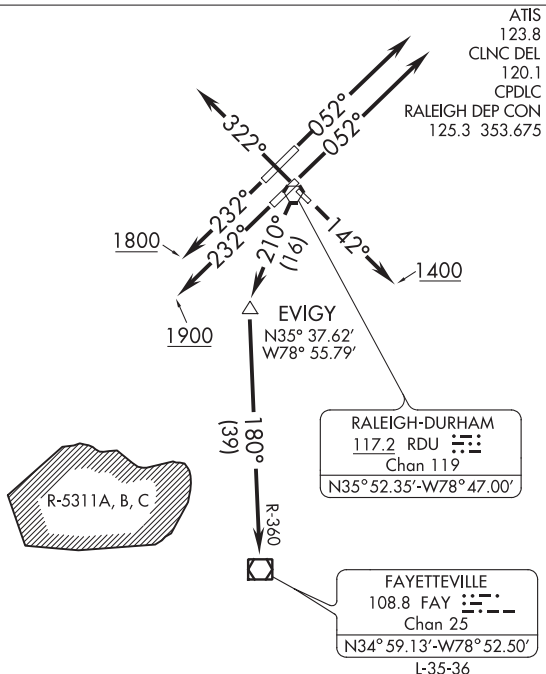
TAKEOFF RWY 14: Climb heading 142° to 1400, thence

TAKEOFF RWY 23L: Climb heading 232° to 1900, thence

TAKEOFF RWY 23R: Climb heading 232° to 1800, thence

TAKEOFF RWY 32: Climb heading 322°, thence

. . . . or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.



NOTE: Chart not to scale.

FLORENCE
115.2 FLO
Chan 99
N34° 13.98'-W79° 39.43'
L-24-35-36, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33° 51.43'-W81° 03.23'
L-24, H-9-12

NOTE: Radar Required.

TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R: Standard
Rwy 32: 300-1.

GRAND STRAND
117.6 CRE
Chan 123
N33° 48.83'-W78° 43.47'
L-35

TAKEOFF OBSTACLE NOTES

- Rwy 5L: Tree 2011' from DER, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' right of centerline, 138' AGL/547' MSL.
- Rwy 5R: Tree 1437' from DER, 803' right of centerline, 80' AGL/469' MSL.
- Rwy 14: Multiple trees beginning 2021' from DER, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' right of centerline, up to 110' AGL/559' MSL.
- Rwy 23L: Tree 1496' from DER, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' right of centerline, 93' AGL/452' MSL.
- Rwy 32: Multiple poles 1170' from DER, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' right of centerline, 221' AGL/660' MSL.

FAYETTEVILLE THREE DEPARTURE

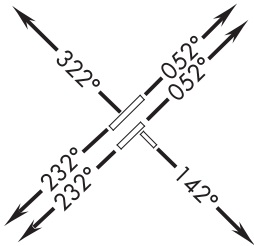
(FAY3.FAY) 05JUL07

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HOOKZ TWO DEPARTURE (RNAV)



- NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: RNAV-1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.

ATIS	123.8
CLNC DEL	120.1
CPDLC	GND CON
121.9	348.6 (EAST)
(Rwys 5R-23L, 14-32)	
121.7	348.6 (WEST)
(Rwy 5L-23R)	
RALEIGH TOWER	
127.45	257.8 (EAST)
(Rwys 5R-23L, 14-32)	
119.3	257.8 (WEST)
(Rwy 5L-23R)	
RALEIGH DEP CON	
125.3	353.675

TAKEOFF MINIMUMS:

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

**TOP ALTITUDE:
(JETS) 7000/(PROPS) 2000**

TAKEOFF OBSTACLE NOTES:

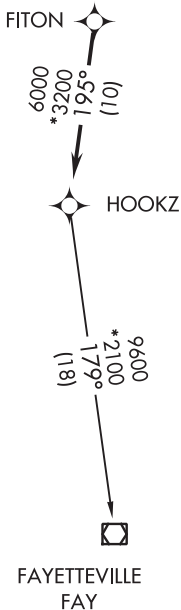
Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.

Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to FITON, thence. . .

TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, expect radar vectors to FITON, thence. . .

TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to FITON, thence. . .

TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, expect radar vectors to FITON, thence. . .

. . . on track 195° to HOOKZ, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

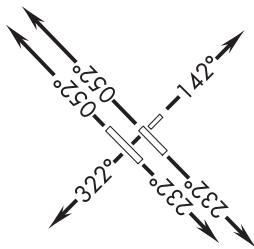
FAYETTEVILLE TRANSITION (HOOKZ2.FAY):

NOTE: Chart not to scale.

HOOKZ TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
(JETS) 7000/(PROPS) 2000**

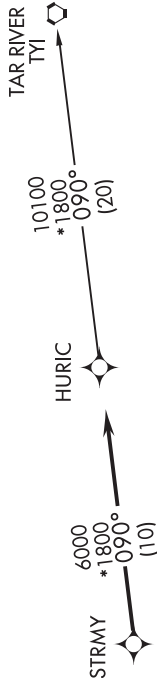
- ATIS 123.8
- CLNC DEL 120.1
- CPDLC
- GND CON 121.9 348.6 (EAST)
- (Rwys 5R-23L, 14-32) 121.7 348.6 (WEST)
- (Rwy 5L-23R)
- RALEIGH TOWER 127.45 257.8 (EAST)
- (Rwys 5R-23L, 14-32) 119.3 257.8 (WEST)
- (Rwy 5L-23R)
- RALEIGH DEP CON 125.3 353.675



HURIC TWO DEPARTURE (RNAV)
(HURIC2.HURIC) 16315

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.
Rwy 23L: Standard with minimum climb of 500' per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940.



NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to STRMY, thence....
TAKEOFF Rwy 14: Climb heading 142° or as assigned by ATC, expect radar vectors to STRMY, thence....
TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to STRMY, thence....
TAKEOFF Rwy 32: Climb heading 322° or as assigned by ATC, expect radar vectors to STRMY, thence....

....on track 090° to HURIC, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

TAR RIVER TRANSITION (HURIC2.TYI):

TAKEOFF OBSTACLE NOTES:

- Rwy 5L:** Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
- Rwy 5R:** Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
- Rwy 14:** Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.
- Rwy 23L:** Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.
- Rwy 32:** Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hanger 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

HURIC TWO DEPARTURE (RNAV)
(HURIC2.HURIC) 08JAN15

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

LWOOD TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to FOCAL, then on depicted route to LWOOD, thence

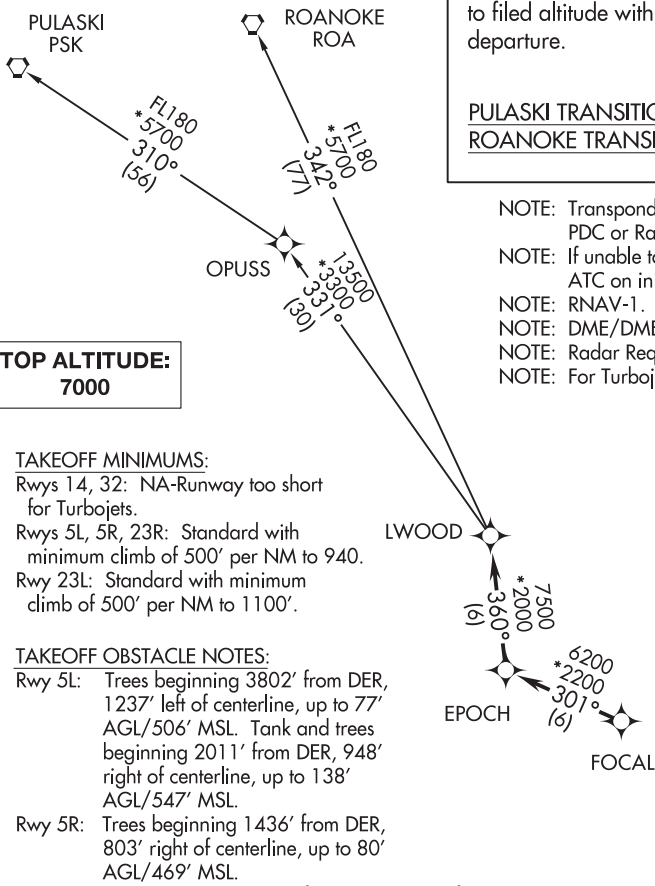
TAKEOFF RWY 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to FOCAL then on depicted route to LWOOD, thence

. . . . On assigned transition, maintain 7000 or altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

PULASKI TRANSITION (LWOOD2.PSK):
ROANOKE TRANSITION (LWOOD2.ROA):

- NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: RNAV-1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar Required.
- NOTE: For Turbojet aircraft only.

ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
132.35 256.9



**TOP ALTITUDE:
7000**

TAKEOFF MINIMUMS:

Rwys 14, 32: NA-Runway too short for Turbojets.
Rwys 5L, 5R, 23R: Standard with minimum climb of 500' per NM to 940.
Rwy 23L: Standard with minimum climb of 500' per NM to 1100'.

TAKEOFF OBSTACLE NOTES:

Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.

NOTE: Chart not to scale.

LWOOD TWO DEPARTURE (RNAV)

(LWOOD2.LWOOD) 08JAN15

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

OXFRD TWO DEPARTURE (RNAV)

ATIS 123.8
 CLNC DEL 120.1
 CPDLC
 GND CON
 121.9 348.6 (EAST)
 (Rwys 5R-23L, 14-32)
 121.7 348.6 (WEST)
 (Rwy 5L-23R)
 RALEIGH TOWER
 127.45 257.8 (EAST)
 (Rwys 5R-23L, 14-32)
 119.3 257.8 (WEST)
 (Rwy 5L-23R)
 RALEIGH DEP CON
 132.35 256.9

NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
 NOTE: If unable to accept climb rate, advise ATC on initial contact.
 NOTE: RNAV-1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Radar required.

**TOP ALTITUDE:
(JETS) 7000/(PROPS) 2000**

TAKEOFF MINIMUMS:
 Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.
 Rwy 23L: Standard with minimum climb of 500' per NM to 1100.
 Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

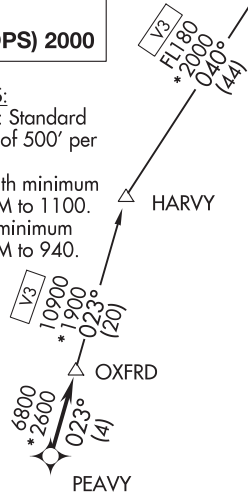
Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.

Rwy 23L: Standard with minimum climb of 500' per NM to 1100.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940.



TAKEOFF OBSTACLE NOTES:
 Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
 Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
 Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.
 Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.
 Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hanger 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

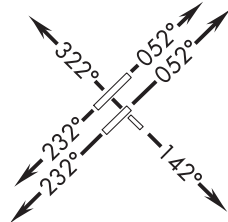
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 05L/05R: Climb heading 052° or as assigned by ATC, expect radar vectors to PEAVY, thence....
TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, expect radar vectors to PEAVY, thence....
TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to PEAVY, thence....
TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, expect radar vectors to PEAVY, thence....

....On track 023° to OXFRD, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

FLAT ROCK TRANSITION (OXFRD2.FAK):



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PACKK SEVEN DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

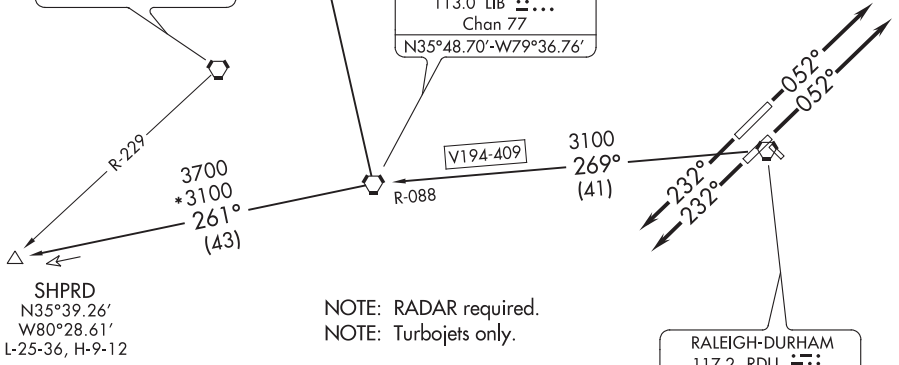
ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
121.7 348.6 (WEST)
RALEIGH TOWER
127.45 257.8 (EAST)
119.3 257.8 (WEST)
RALEIGH DEP CON
132.35 256.9 (230°-024°)

ROANOKE
109.4 ROA
Chan 31
N37°20.61'-W80°04.22'
L-26, H-10-12

TAKEOFF MINIMUMS:
Rwys 5L/R, 23L/R: Standard
Rwys 14, 32: NA-ATC.

GREENSBORO
116.2 GSO
Chan 109

LIBERTY
113.0 LIB
Chan 77
N35°48.70'-W79°36.76'



NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF OBSTACLE NOTES:

- Rwy 5L: Tree 2011' from DER, 949' right of centerline, 80' AGL/469' MSL.
Tree 3802' from DER, 1238' left of centerline, 77' AGL/506' MSL.
Tank 4046' from DER, 1578' right of centerline, 145' AGL/547' MSL.
- Rwy 5R: Tree 1437' from DER, 803' right of centerline, 80' AGL/469' MSL.
- Rwy 23L: Tree 1496' from DER, 797' left of centerline, 58' AGL/447' MSL.
Pole 1458' from DER, 878' right of centerline, 105' AGL/452' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 052°, thence. . . .

TAKEOFF RWYS 23L/R: Climb heading 232°, thence. . . .

. . . . as assigned to join filed route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

ROANOKE TRANSITION (PACK7.ROA): From over RDU VORTAC on RDU R-269 and LIB R-088 to LIB VORTAC, then on LIB R-350 and ROA R-170 to ROA VORTAC.

SHPRD TRANSITION (PACK7.SHPRD): From over RDU VORTAC on RDU R-269 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.

SE-2, 10 NOV 2016 to 05 JAN 2017

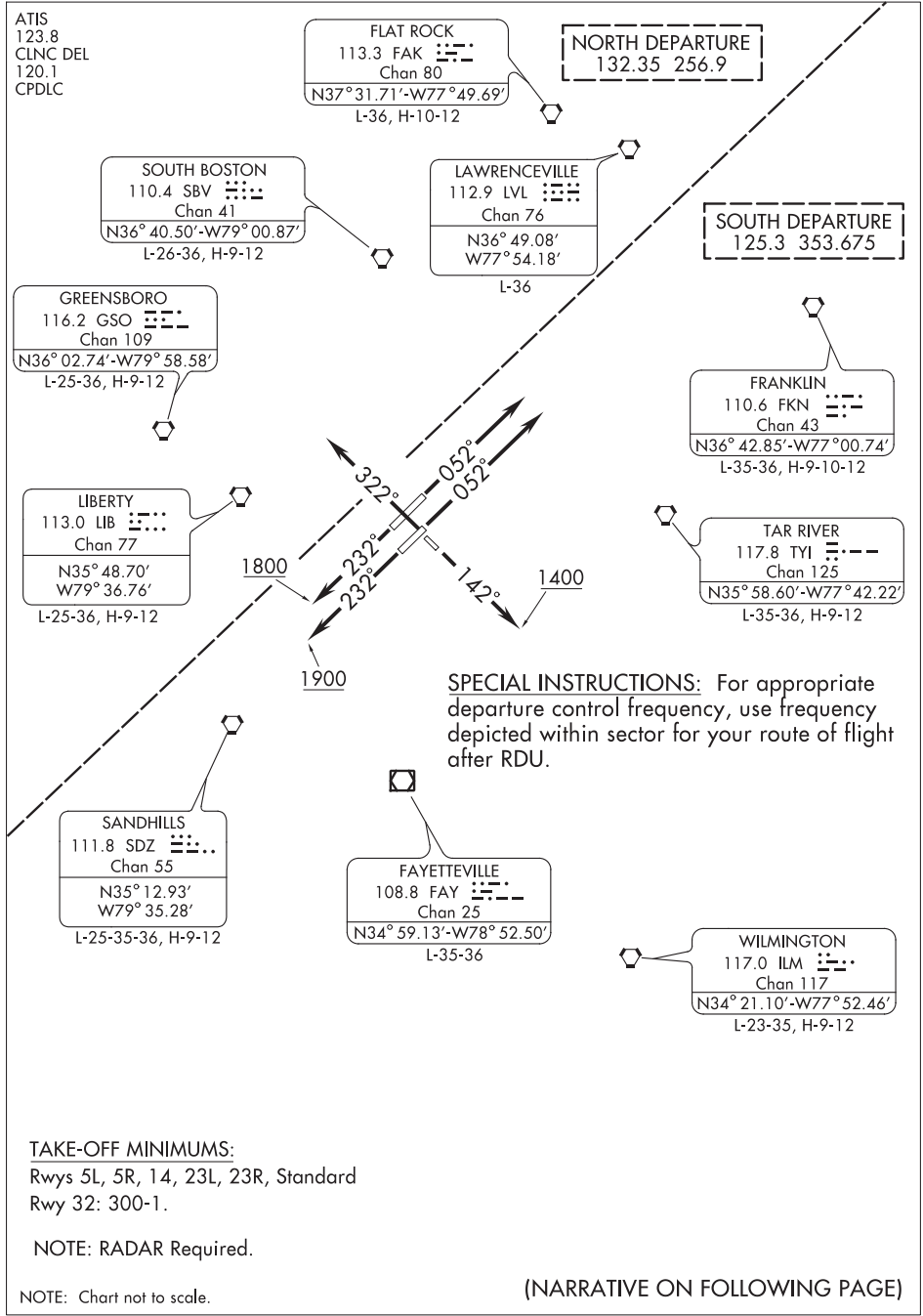
SE-2, 10 NOV 2016 to 05 JAN 2017

(RDU7.RDU) 16315

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH SEVEN DEPARTURE



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

RALEIGH SEVEN DEPARTURE
(RDU7.RDU) 05JUL07

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

RALEIGH SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...

TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ROZBO TWO DEPARTURE (RNAV)

ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
125.3 353.675

- NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.

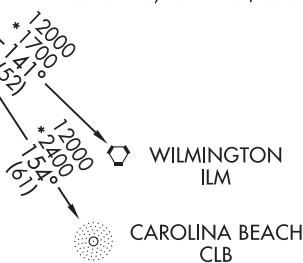
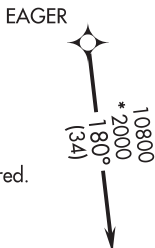
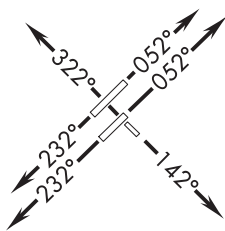
TOP ALTITUDE:
(JETS) 7000/(PROPS) 2000

TAKEOFF MINIMUMS:

- Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940.
Rwy 23L: Standard with minimum climb of 500' per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940.

TAKEOFF OBSTACLE NOTES:

- Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hanger 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 05L/05R:** Climb heading 052° or as assigned by ATC, expect radar vectors to EAGER then on track 180° to ROZBO, thence....
TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, expect radar vectors to EAGER then on track 180° to ROZBO, thence....
TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to EAGER then on track 180° to ROZBO, thence....
TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, expect radar vectors to EAGER then on track 180° to ROZBO, thence....

....on assigned transition, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

- CAROLINA BEACH TRANSITION (ROZBO2.CLB):
CHARLESTON TRANSITION (ROZBO2.CHS):
WILMINGTON TRANSITION (ROZBO2.ILM):

(SHPRD2.SHPRD) 16315

SHPRD TWO DEPARTURE (RNAV)

SL-516 (FAA)

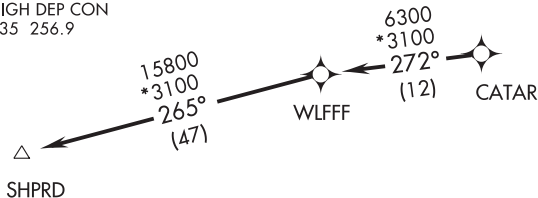
RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

ATIS
 123.8
 CLNC DEL
 120.1
 CPDLC
 GND CON
 121.9 348.6 (EAST)
 (Rwys 5R-23L, 14-32)
 121.7 348.6 (WEST)
 (Rwy 5L-23R)
 RALEIGH TOWER
 127.45 257.8 (EAST)
 (Rwys 5R-23L, 14-32)
 119.3 257.8 (WEST)
 (Rwy 5L-23R)
 RALEIGH DEP CON
 132.35 256.9

**TOP ALTITUDE:
7000**

TAKEOFF MINIMUMS:

Rwys 14, 32: NA - Runway too short for Turbojets.
 Rwys 5L, 5R, 23R: Standard with minimum climb
 of 500' per NM to 940.
 Rwy 23L: Standard with minimum climb
 of 500' per NM to 1100.



- NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: RNAV-1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.

TAKEOFF OBSTACLE NOTES:

Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
 Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
 Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to CATAR, thence. . .

TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to CATAR, thence. . .

. . . on depicted route to SHPRD, maintain 7000 or altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SHPRD TWO DEPARTURE (RNAV)

(SHPRD2.SHPRD) 08JAN15

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

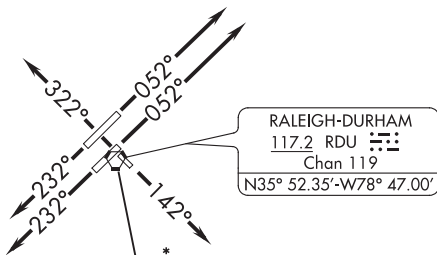
(TARL9.RDU) 16315

TAR HEEL NINE DEPARTURE

SL-516 (FAA)

RALEIGH/DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

ATIS
123.8
CLNC DEL
102.1
CPDLC
RALEIGH DEP CON
125.3 353.675



FAYETTEVILLE
108.8 FAY
Chan 25

NOTE: CAROLINA BEACH
TRANSITION: ADF
REQUIRED.

ROZBO
N34° 57.40'
W78° 37.62'

CAROLINA
BEACH
216 CLB
N34° 06.38'
W77° 57.68'
L-35, H-9

SPECIAL INSTRUCTIONS/CHS TRANSITION:
If not receiving CHS at ROZBO, fly heading 215°
until receiving CHS suitable for navigation.

CHARLESTON
113.5 CHS
Chan 82
N32° 53.66'
W80° 02.27'
L-24, H-9-12

TAKEOFF MINIMUMS:

- Rwys 5L/R: Standard.
- Rwy 14: Standard with minimum climb of 230' per NM to 2700.
- Rwy 23L: Standard with minimum climb of 250' per NM to 2700.
- Rwy 23R: Standard with minimum climb of 240' per NM to 2700.
- Rwy 32: 300-1

NOTE: RADAR Required.

(NOTES CONTINUED ON THE FOLLOWING PAGE)
(NARRATIVE CONTINUED ON THE FOLLOWING PAGE)

NOTE: Chart not to scale.

TAR HEEL NINE DEPARTURE
(TARL9.RDU) 30APR15

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

SE-2, 10 NOV 2016 TO 05 JAN 2017

SE-2, 10 NOV 2016 TO 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, thence

TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, thence

TAKEOFF RWY 23L/R: Climb heading 232° or as assigned by ATC, thence

TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, thence

. . . . expect vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL9.CLB): From over RDU VORTAC via RDU R-176 to ROZBO INT, then via CLB 156° bearing to CLB NDB.

CHARLESTON TRANSITION (TARL9.CHS): From over RDU VORTAC via RDU R-176 to ROZBO INT, then via CHS R-304 to CHS VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5L: Trees 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Tree 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.

Rwy 23L: Trees 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

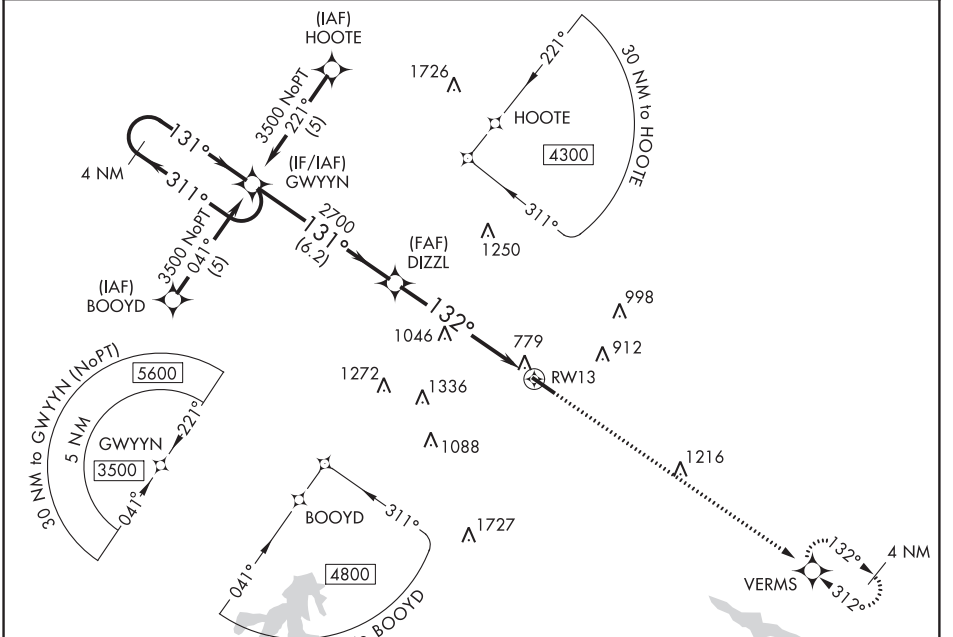
APP CRS	Rwy Idg	4999
132°	TDZE	691
	Apt Elev	694

RNAV (GPS) RWY 13
ROCKINGHAM COUNTY NC SHILOH (SIF')

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

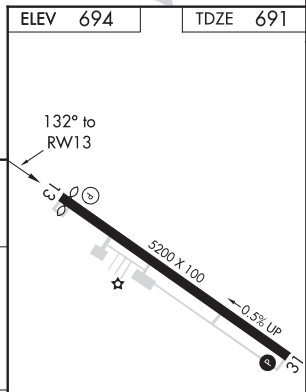
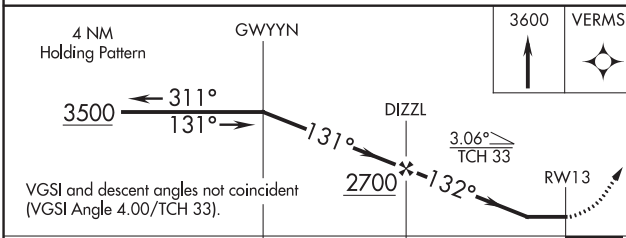
AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 694	TDZE 691
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CATEGORY	A	B	C	D
LNAV MDA	1300-1	609 (700-1)	1300-1¾ 609 (700-1¾)	1300-2 609 (700-2)
CIRCLING	1300-1	606 (700-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 0
HIRL Rwy 13-31 0

APP CRS	Rwy Idg	5200
312°	TDZE	668
	Apt Elev	694

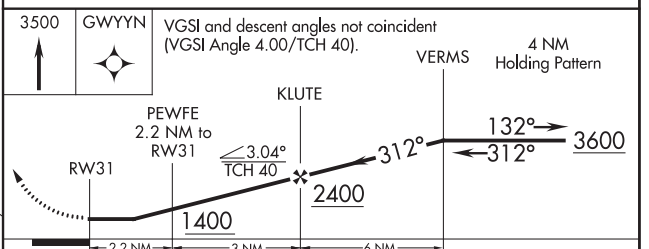
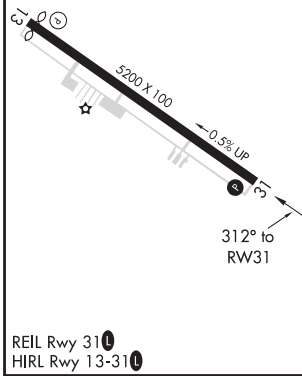
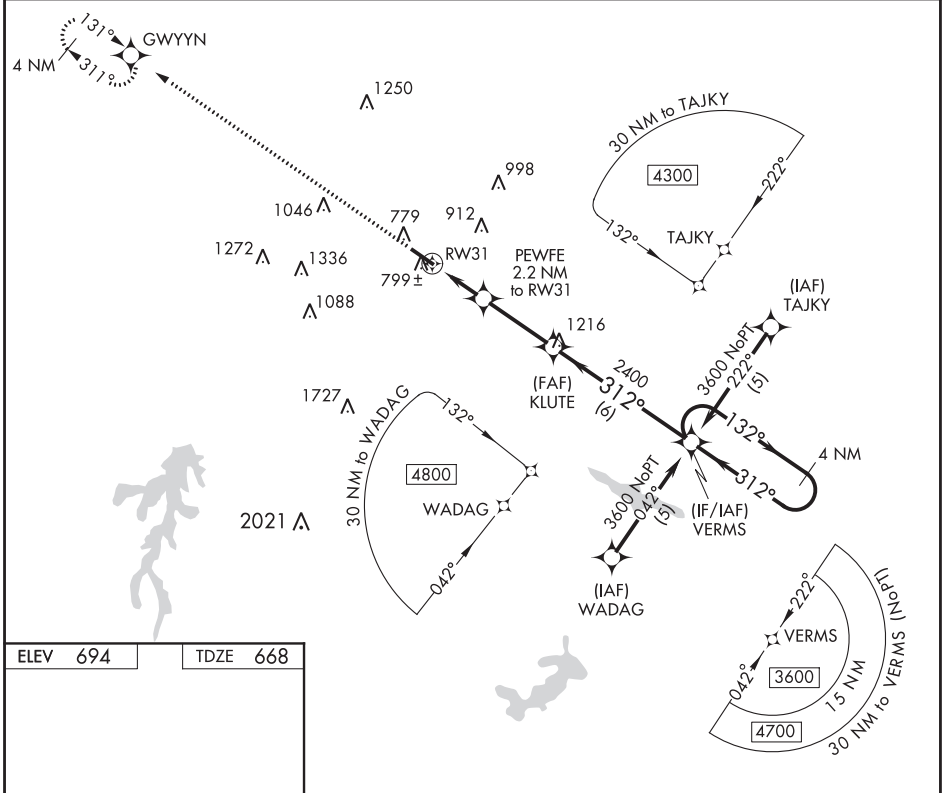
RNAV (GPS) RWY 31

ROCKINGHAM COUNTY NC SHILOH (SIF)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3500 direct GWYNN and hold.

AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1060-1 392 (400-1)			1060-1¼ 392 (400-1¼)
CIRCLING	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)		1320-2 626 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

REIDSVILLE, NORTH CAROLINA

AL-6329 (FAA)

15344

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg TDZE Apt Elev 694	N/A N/A 694
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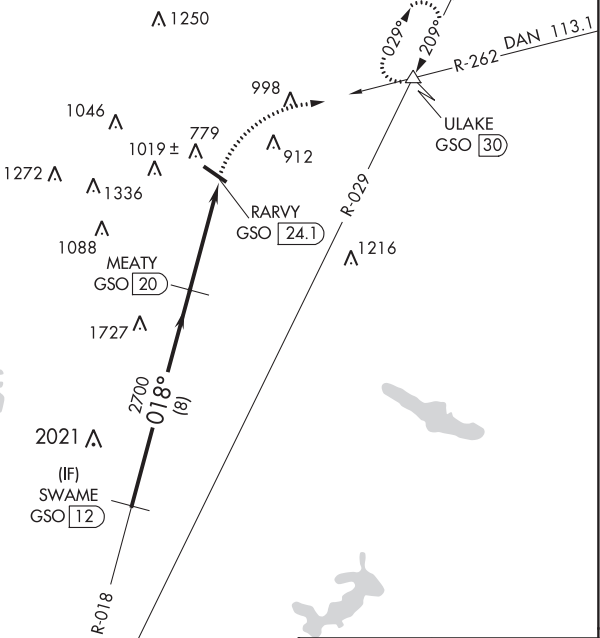
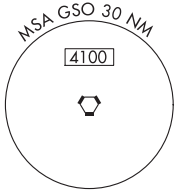
VOR/DME-A

ROCKINGHAM COUNTY NC SHILOH (SIF)

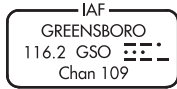
NA Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase MDA 100 feet and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-262 to ULAKE/GSO 30 DME and hold.

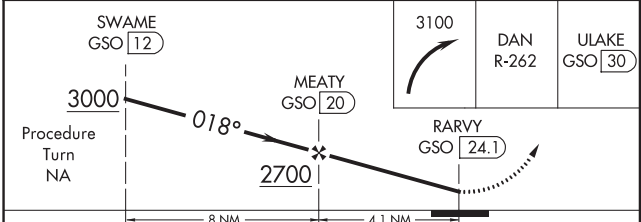
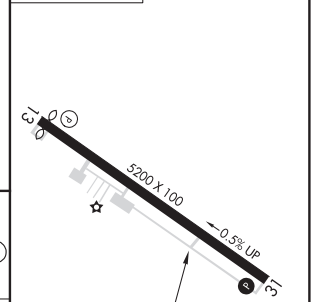
AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 122.8 (CTAF) 1
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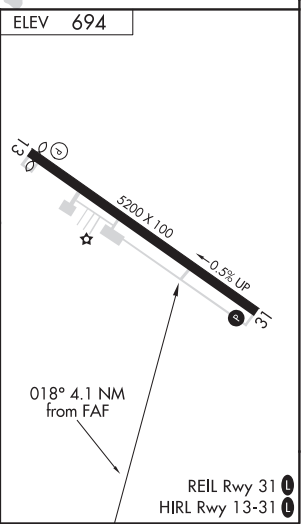
Procedure NA for arrivals on GSO VORTAC airway radials 337 CW 054.



ELEV 694



CATEGORY	A	B	C	D
CIRCLING	1400-1 706 (800-1)	1400-1¼ 706 (800-1¼)	1400-2 706 (800-2)	1400-2¼ 706 (800-2¼)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

REIDSVILLE, NORTH CAROLINA
Amdt 9A 19NOV09

ROCKINGHAM COUNTY NC SHILOH (SIF)
36°26'N-79°51'W

VOR/DME-A

NDB SIF	APP CRS	Rwy Idg	5200
423	315°	TDZE	668
		Apt Elev	694

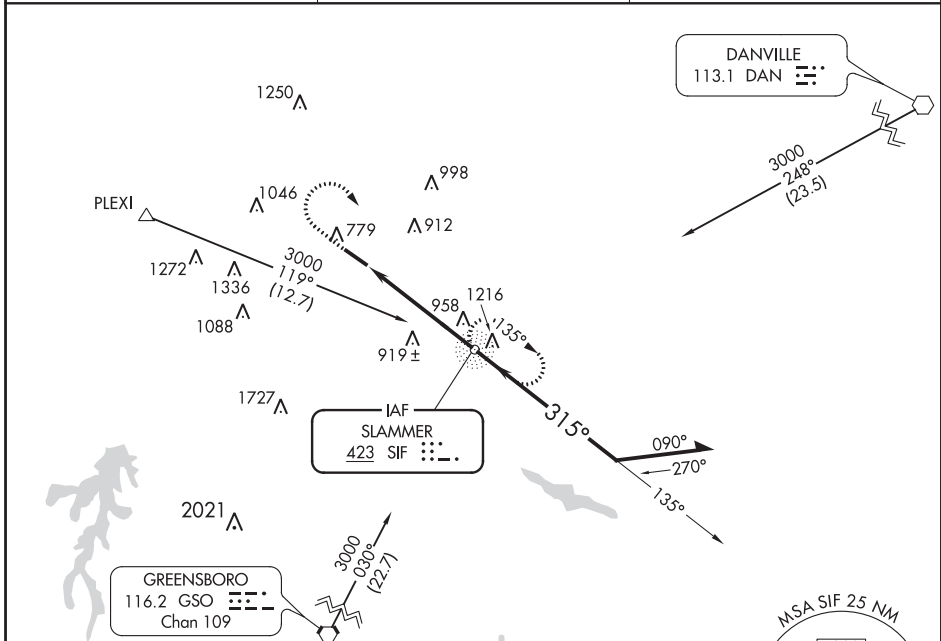
NDB RWY 31

ROCKINGHAM COUNTY NC SHILOH (SIF)

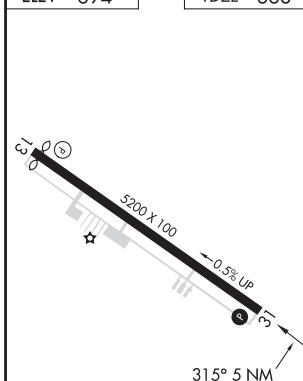
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase S-31 Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 122.8 (CTAF) 0
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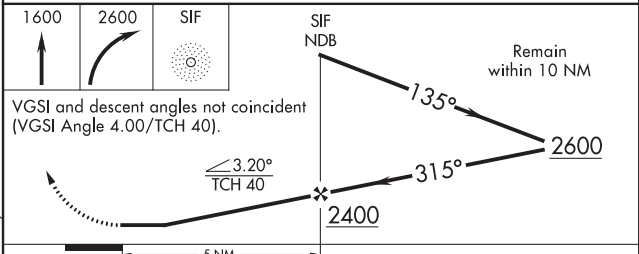
ELEV 694	TDZE 668
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REIL Rwy 31 0
HIRL Rwy 13-31 0

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-31	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-1¾ 552 (600-1¾)
CIRCLING	1280-1 586 (600-1)		1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78025 W02A	APP CRS 019°	Rwy Idg TDZE 144 Apt Elev 145
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RNAV (GPS) RWY 2

HALIFAX-NORTHAMPTON RGNL (IXA)

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Ahsoskie altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/4 mile. Circling NA east of Rwy 2-20. Baro-VNAV NA when using Ahsoskie altimeter setting.

MISSED APPROACH:
Climb to 2000 direct POORK and hold.

AWOS-3PT
119.975

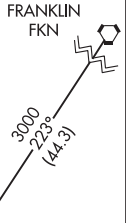
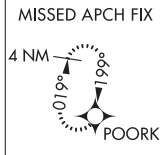
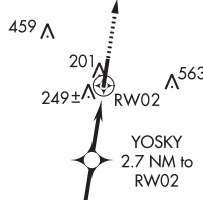
WASHINGTON CENTER
132.02 290.425

UNICOM
123.075 (CTAF) 0

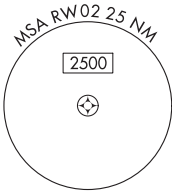
Procedure NA for arrivals at DUFFI via V66-615 northeast bound.



1427 **▲**



Procedure NA for arrivals on FKN VORTAC airway radials 133 CW 288.

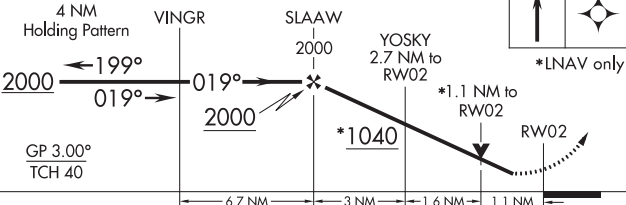


(IAF) TAR RIVER TYI

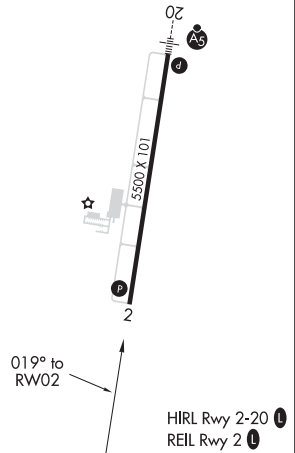
Procedure NA for arrivals on TYI VORTAC airway radials 024 CW 096.

ELEV 145	TDZE 144
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
LPV DA		394-1	250 (300-1)	
LNAV/VNAV DA		433-1	289 (300-1)	
LNAV MDA		500-1	356 (400-1)	
CIRCLING	560-1 415 (500-1)	600-1 455 (500-1)	600-1½ 455 (500-1½)	700-2 555 (600-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72725 W20A	APP CRS 199°	Rwy Idg TDZE 144 Apt Elev 145
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RNAV (GPS) RWY 20

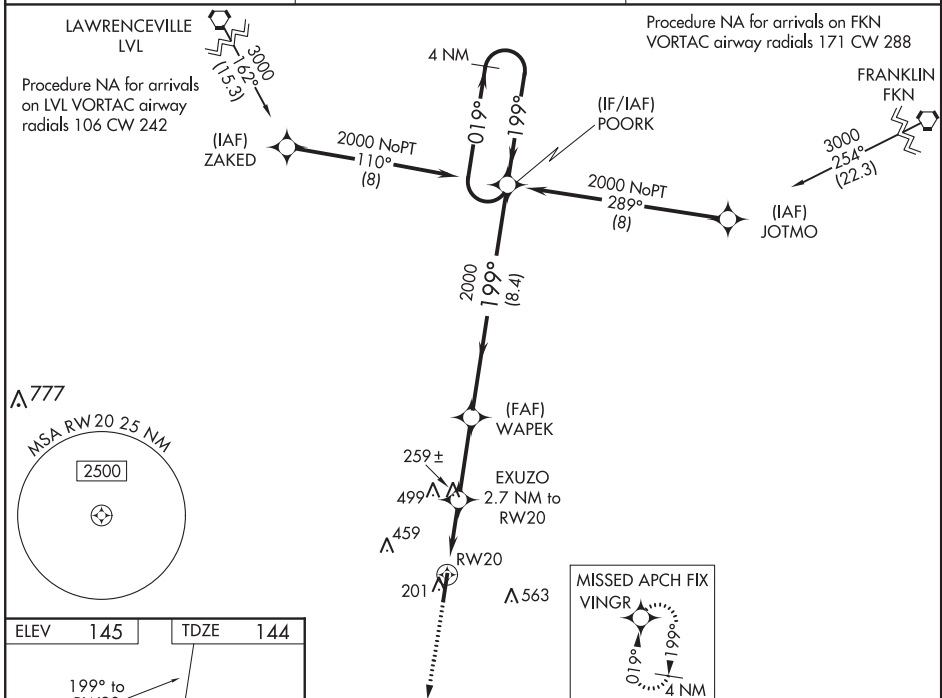
HALIFAX-NORTHAMPTON RGNL (IXA)

⚠ 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. When local altimeter setting not received, use Aoshkie altimeter setting and increase LPV DA to 407, LNAV/VNAV DA to 483 and all MDA 80 feet, increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D visibility 1/4 mile. VDP and Baro-VNAV NA when using Aoshkie altimeter setting. Circling NA east of Rwy 2-20. For inop MALS, increase LNAV/VNAV all Cats visibility to 1/4 mile, and LNAV Cat C/D visibility to 1 mile. For inop MALS when using Aoshkie altimeter setting, increase LPV all Cats visibility 1/8 mile.

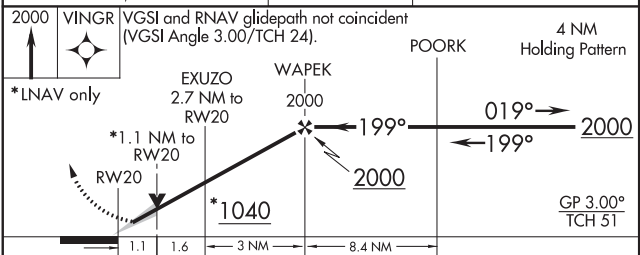
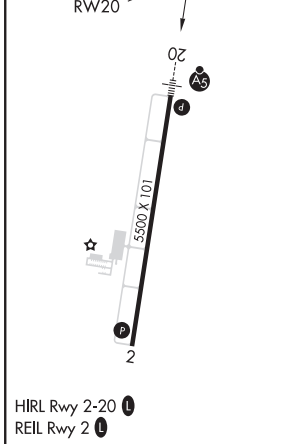


MISSED APPROACH:
Climb to 2000 direct VINGR and hold.

AWOS-3PT 119.975	WASHINGTON CENTER 132.02 290.425	UNICOM 123.075 (CTAF) 0
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ELEV	145	TDZE	144
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CATEGORY	A	B	C	D
LPV DA		344-1/2	200 (200-1/2)	
LNAV/VNAV DA		420-1/2	276 (300-1/2)	
LNAV MDA	520-1/2	376 (400-1/2)	520-5/8	376 (400-5/8)
CIRCLING	560-1 415 (500-1)	600-1 455 (500-1)	600-1 1/2 455 (500-1 1/2)	700-2 555 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 014°	Rwy Idg 5500
	TDZE 143
	Apt Elev 145

VOR/DME RWY 2

HALIFAX-NORTHAMPTON RGNL (IXA)

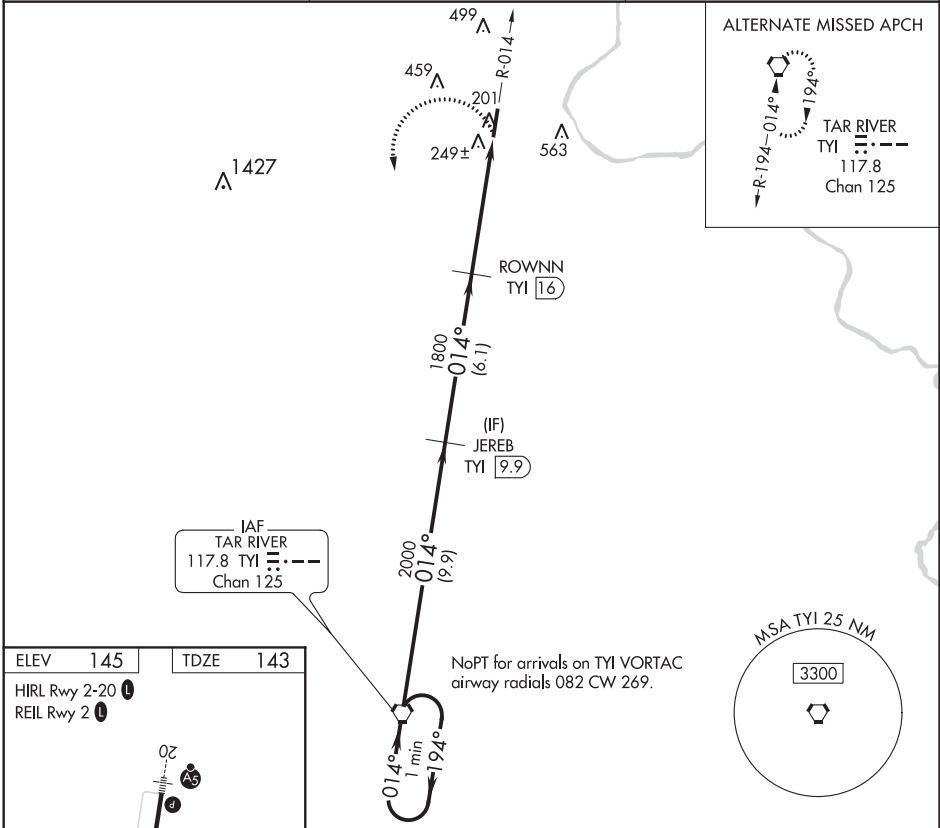
▲ Circling NA east of Rwy 2-20. When local altimeter setting not received, use Ahsokie altimeter setting and increase all MDA 80 feet, increase S-2 and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 direct TYI VORTAC and hold.

AWOS-3PT
119.975

WASHINGTON CENTER
132.02 290.425

UNICOM
123.075 (CTAF)

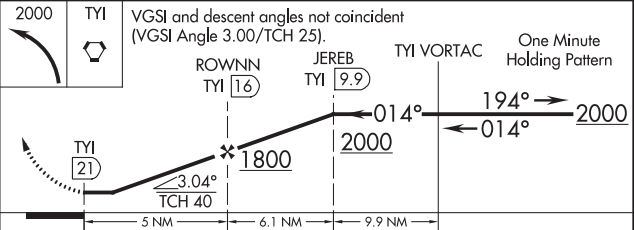
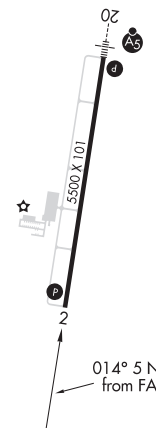


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV **145** TDZE **143**

HIRL Rwy 2-20
REIL Rwy 2




CATEGORY	A	B	C	D
S-2	780-1 637 (700-1)	780-1¼ 637 (700-1¼)	780-1¾ 637 (700-1¾)	780-2 637 (700-2)
CIRCLING	780-1 635 (700-1)	780-1¼ 635 (700-1¼)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

LOC/DME I-UA 108.5 Chan 22	APP CRS 016°	Rwy Idg 5500 TDZE 666 Apt Elev 666
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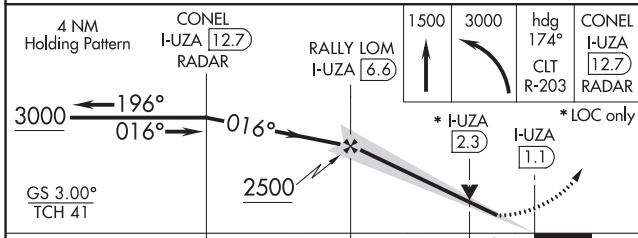
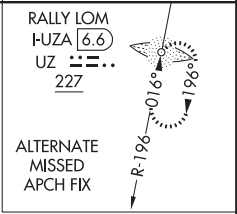
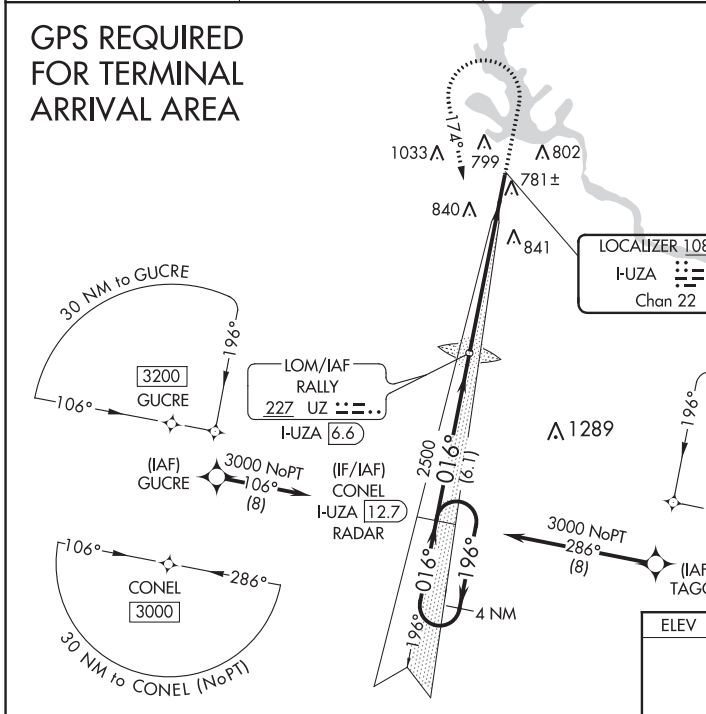
ILS Y or LOC Y RWY 2


ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)


NA ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility 1/4 mile. For inop MALSRL, increase S-LOC 2 Cat C/D visibility to 1/2 mile. For inop MALSRL, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1/2 mile.

MALSRL  MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-UA 12.7 DME/RADAR and hold.

ASOS 120.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 126.85	UNICOM 123.05 (CTAF) 
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ELEV 666	TDZE 666
016° 5.5 NM from FAF	
MRL Rwy 2-20 	
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

CATEGORY	A	B	C	D
S-ILS 2	866-1/2		200 (200-1/2)	
S-LOC 2	1080-1/2	414 (500-1/2)	1080-3/4	414 (500-3/4)
 CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2 1/4 674 (700-2 1/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

14317

LOC/DME I- UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	666
Chan 22		Apt Elev	666

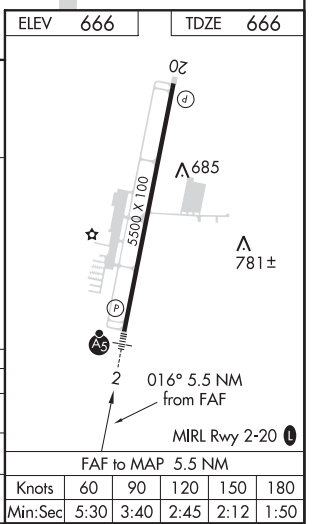
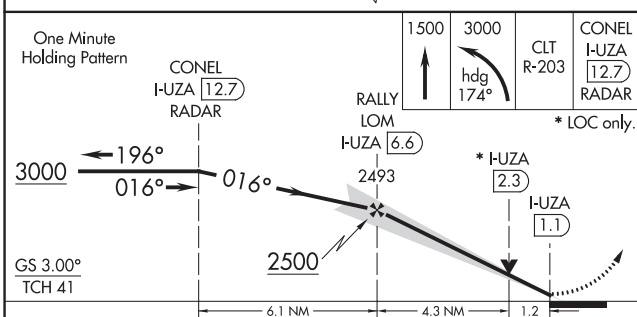
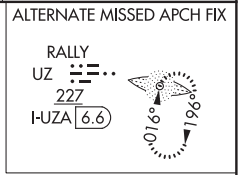
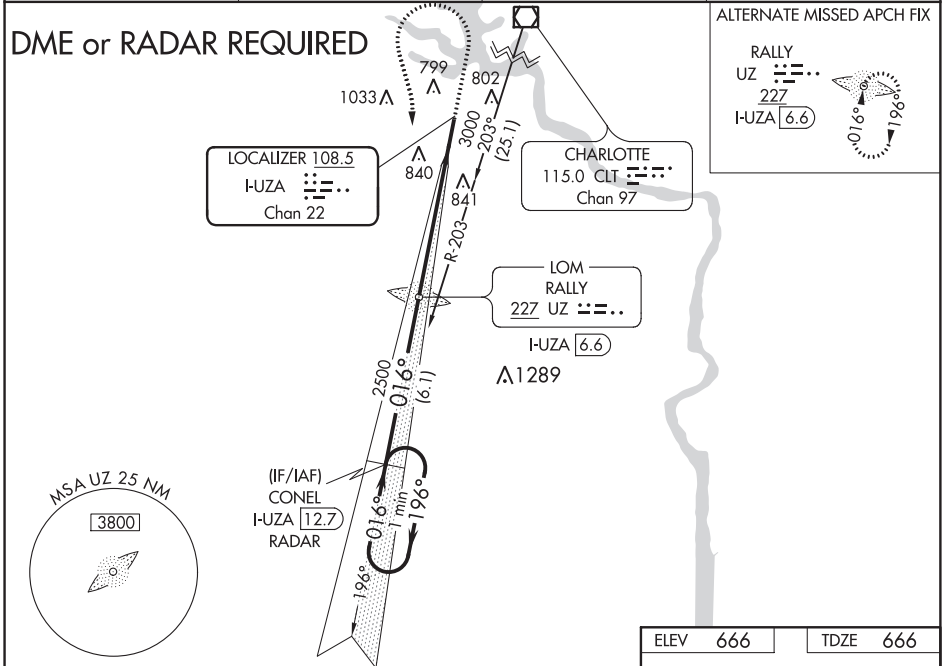
ILS Z or LOC Z RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

NA ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALS, increase S-LOC 2 Cat C/D visibility to 1½ mile. For inop MALS, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1½ mile.

MALS MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-**UZA** 12.7 DME/RADAR and hold.

ASOS 120.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 126.85	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 2		866-½	200 (200-½)	
S-LOC 2	1080-½	414 (500-½)	1080-¾	414 (500-¾)
C CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2¼ 674 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ROCK HILL, SOUTH CAROLINA
Amdt 3 13NOV14

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
34°59'N-81°03'W
ILS Z or LOC Z RWY 2

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70425 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	5500 666 666
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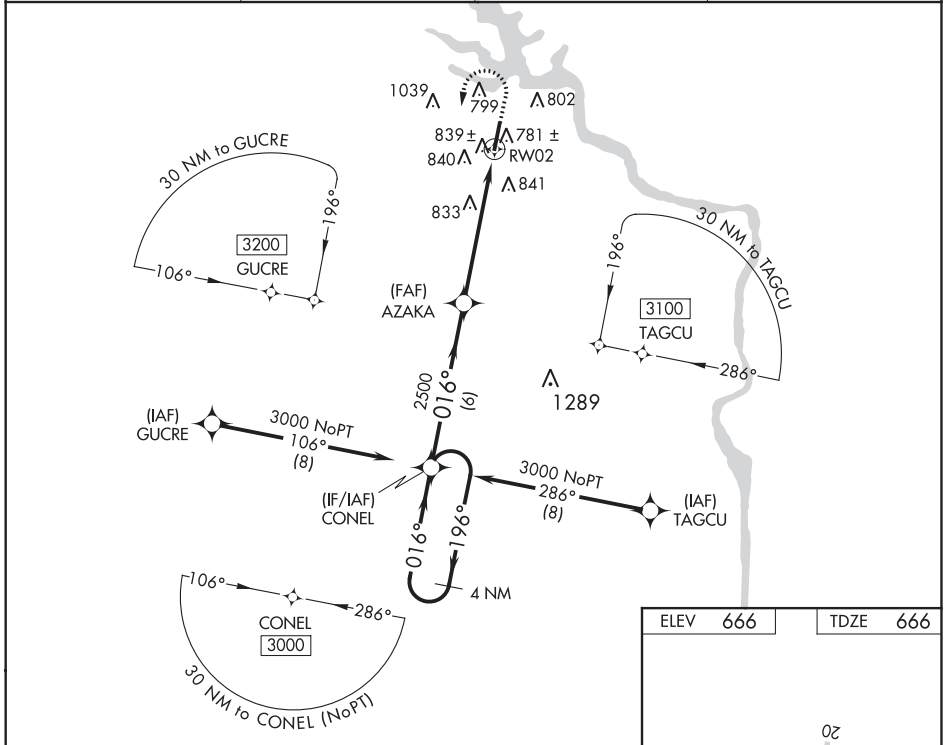
RNAV (GPS) RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

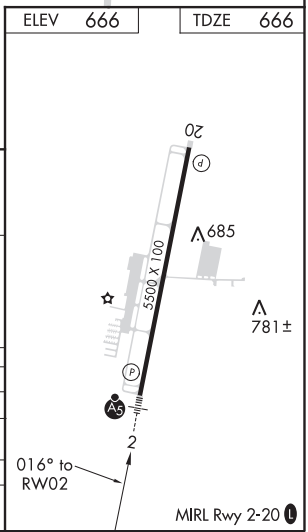
⚠ Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile.

MALSRL MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

ASOS 120.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 126.85	UNICOM 123.05 (CTAF) U
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4 NM Holding Pattern	CONEL			
	← 196°	→ 016°	→ 016°	→ 016°
GS 3.00° TCH 41		2500	2500	RW02
	6 NM	4.4 NM	1.2 NM	
CATEGORY	A	B	C	D
LPV DA		866-1/2	200 (200-1/2)	
LNAV/VNAV DA		1022-3/4	356 (400-3/4)	
LNAV MDA	1100-1/2	434 (500-1/2)	1100-3/4	434 (500-3/4)
CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2 1/4 674 (700-2 1/4)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

15148

WAAS CH 90325 W20A	APP CRS 196°	Rwy Idg THRE Apt Elev	5500 661 666
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RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

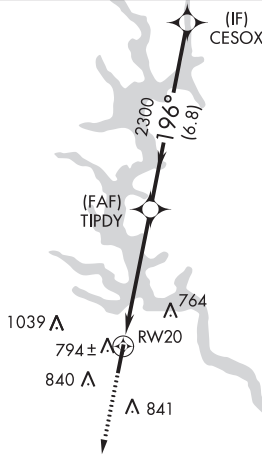
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats 1/4 mile, LNAV Cats C and D 1/2 mile. VDP and Baro-VNAV NA when using Charlotte/Douglas Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

ASOS 120.775	CHARLOTTE APP CON 120.05 307.8	CLNC DEL 126.85	UNICOM 123.05 (CTAF) 1
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RADAR REQUIRED

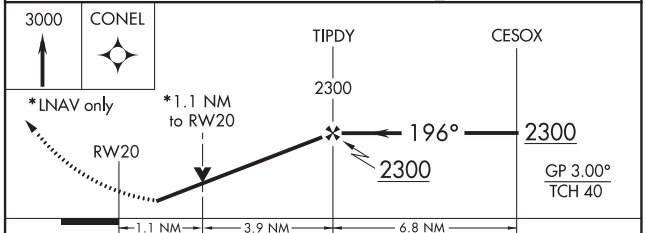
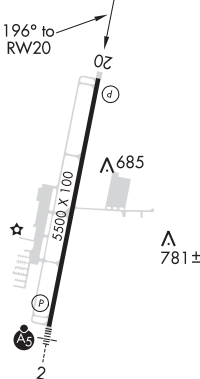
△ 1540



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 666	THRE 661
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CATEGORY	A	B	C	D
LPV DA	911-7/8		250 (300-7/8)	
LNAV/VNAV DA	1038-1 1/4		377 (400-1 1/4)	
LNAV MDA	1060-1	399 (400-1)	1060-1 1/8	399 (400-1 1/8)
CIRCLING	1140-1	474 (500-1)	1200-1 1/2	1220-2
			534 (600-1 1/2)	554 (600-2)

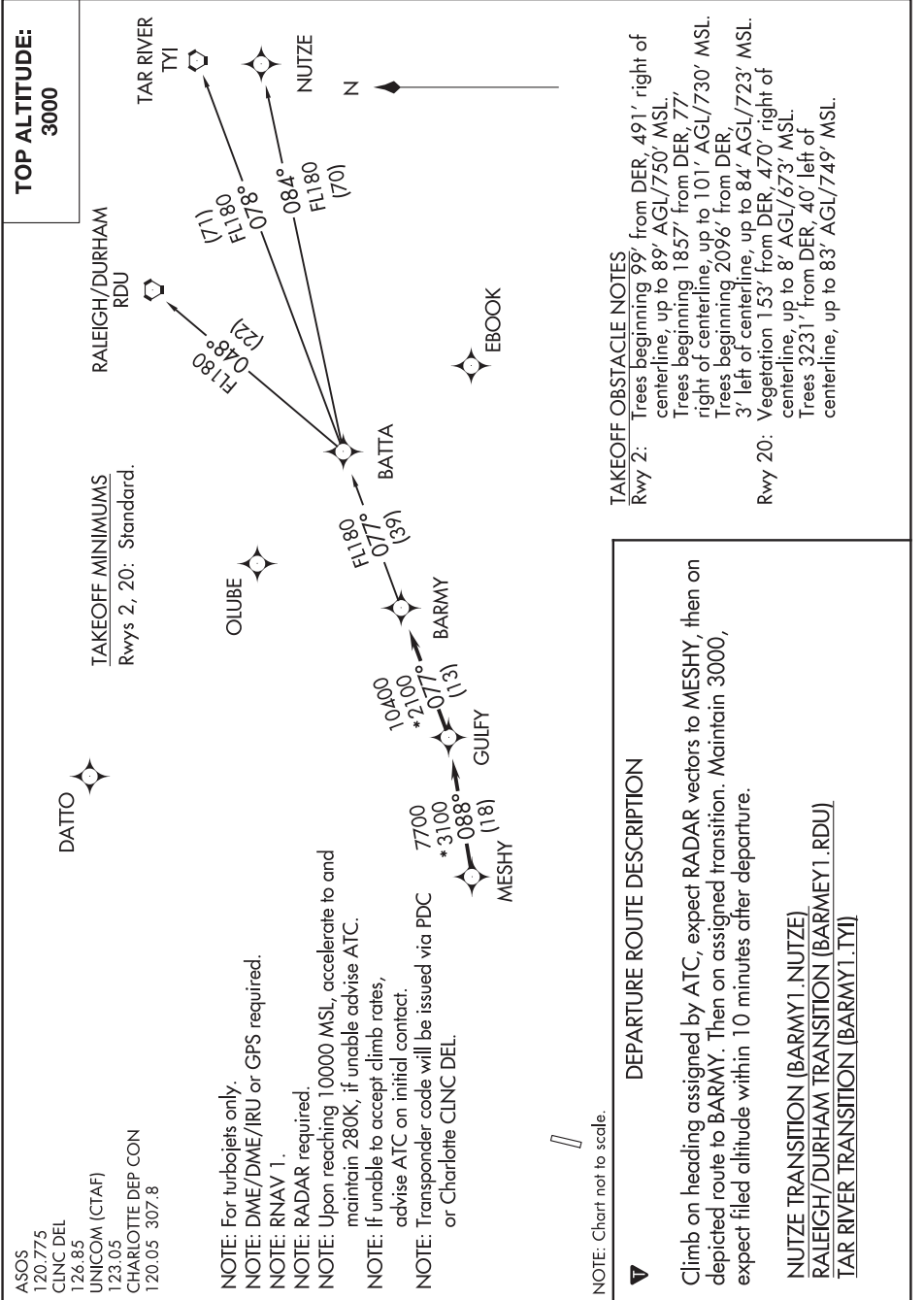
ROCK HILL, SOUTH CAROLINA
Amdt 1 25AUG11

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
34°59'N-81°03'W
RNAV (GPS) RWY 20

BARMY ONE DEPARTURE (RNAV)

ROCK HILL, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



BARMY ONE DEPARTURE (RNAV)

(BARMY1.BARMY) 26MAY16

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16203

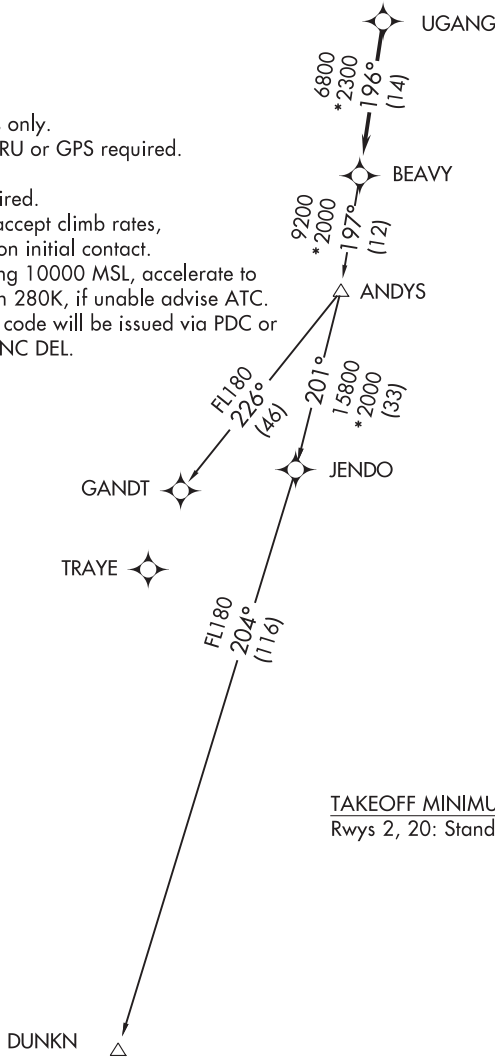
BEAVY ONE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

(BEAVY1.BEAVY) 21JUL16

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.
Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

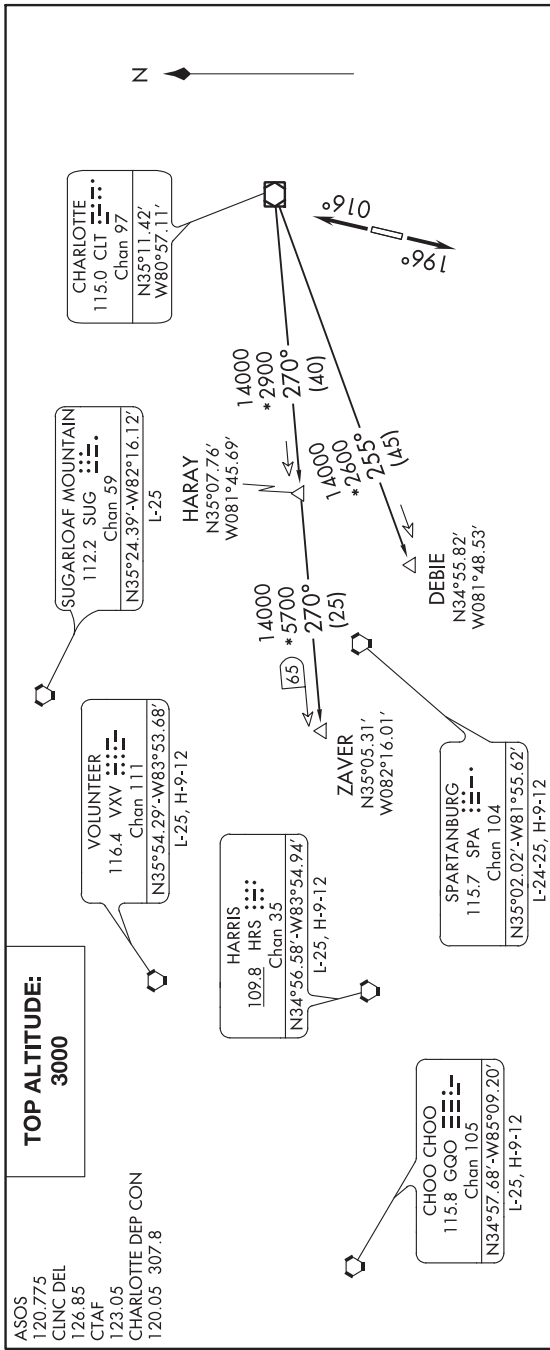
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°, thence
TAKEOFF RWY 20: Climb heading 196°, thence

. expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid, aintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB7.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HARAY TRANSITION (BOB7.HARAY): From over CLT VOR/DME on CLT R-270 to HARAY.
ZAVER TRANSITION (BOB7.ZAVER): From over CLT VOR/DME on CLT R-270 to ZAVER.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

NOTE: For Turbojets only.
 NOTE: Radar and DME required.
 NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
 NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:

Rwys 2, 20: Standard.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

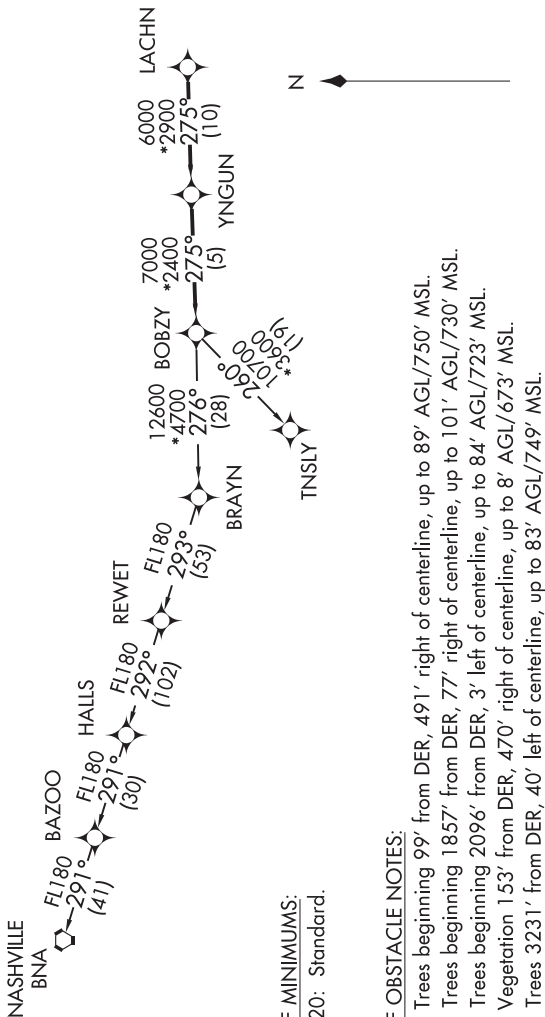
BOBZY ONE DEPARTURE (RNAV)

ROCK HILL, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS:
Rwys 2, 20: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

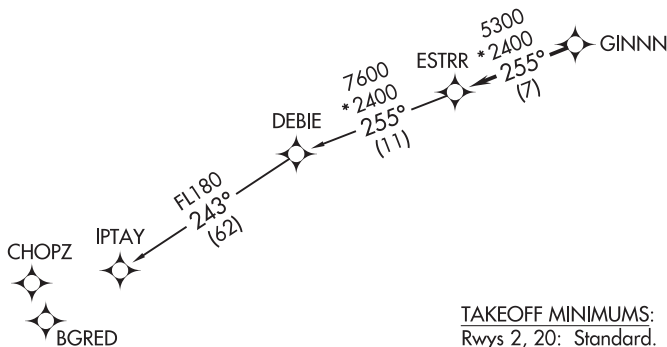
(ESTRR1. ESTRR) 15232

ESTRR ONE DEPARTURE (RNAV) SL-5361 (FAA)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

**TOP ALTITUDE:
3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS:

Rwys 2, 20: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)
(ESTRR1. ESTRR) 15232

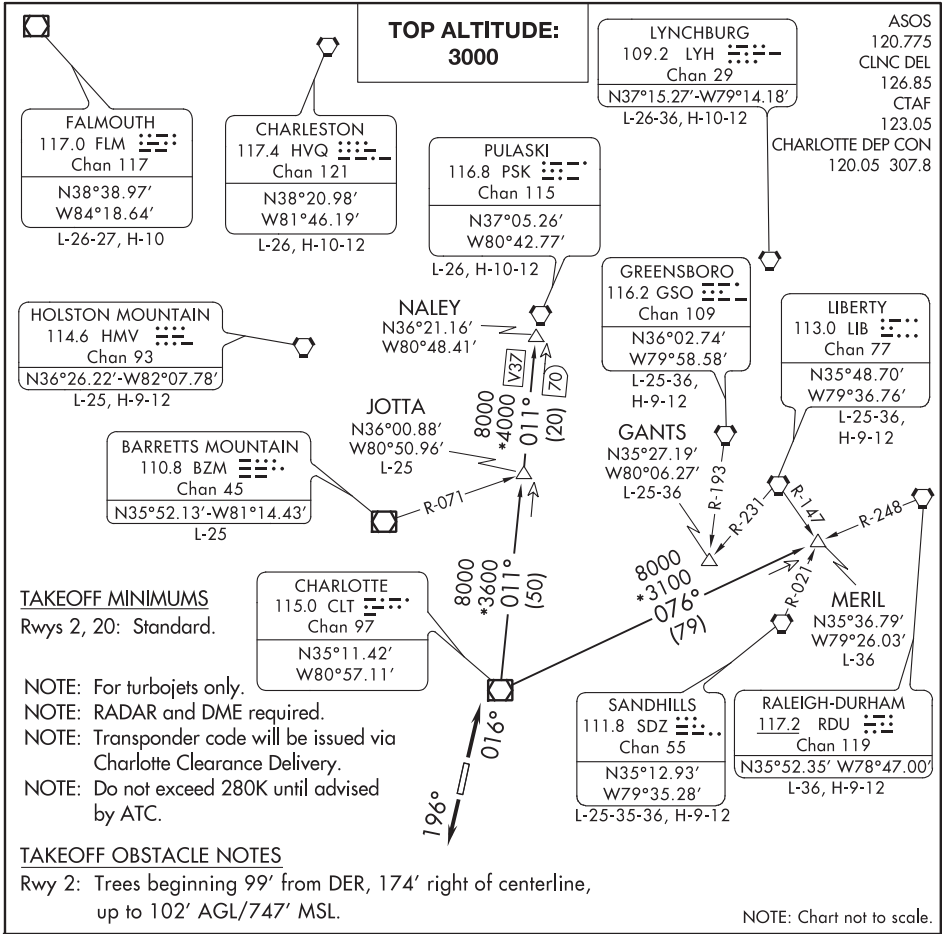
ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

ROCK HILL, SOUTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence

TAKEOFF RUNWAY 20: Climb heading 196°, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

HORNET EIGHT DEPARTURE

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

(HUG3.HUG) 15176

HUGO THREE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°14.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81' W81°33.61'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77' W81°18.07'

PITTY
N35°19.82' W81°51.09'
L-25

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

DEBIE
N34°55.82' W81°48.53'

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

ANDYS
N34°22.25' W81°08.63'
L-24-25

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

TAKEOFF MINIMUMS:
Rwys 2, 20: Standard.

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

HUGO THREE DEPARTURE

(HUG3.HUG) 15176

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 196°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ICONS ONE DEPARTURE (RNAV)

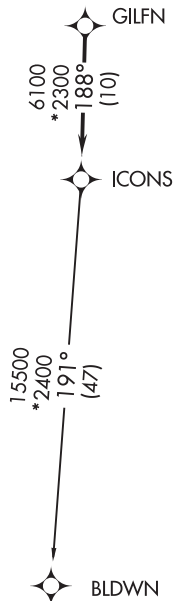
ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS

Rwys 2, 20: Standard.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

NOTE: Chart not to scale.



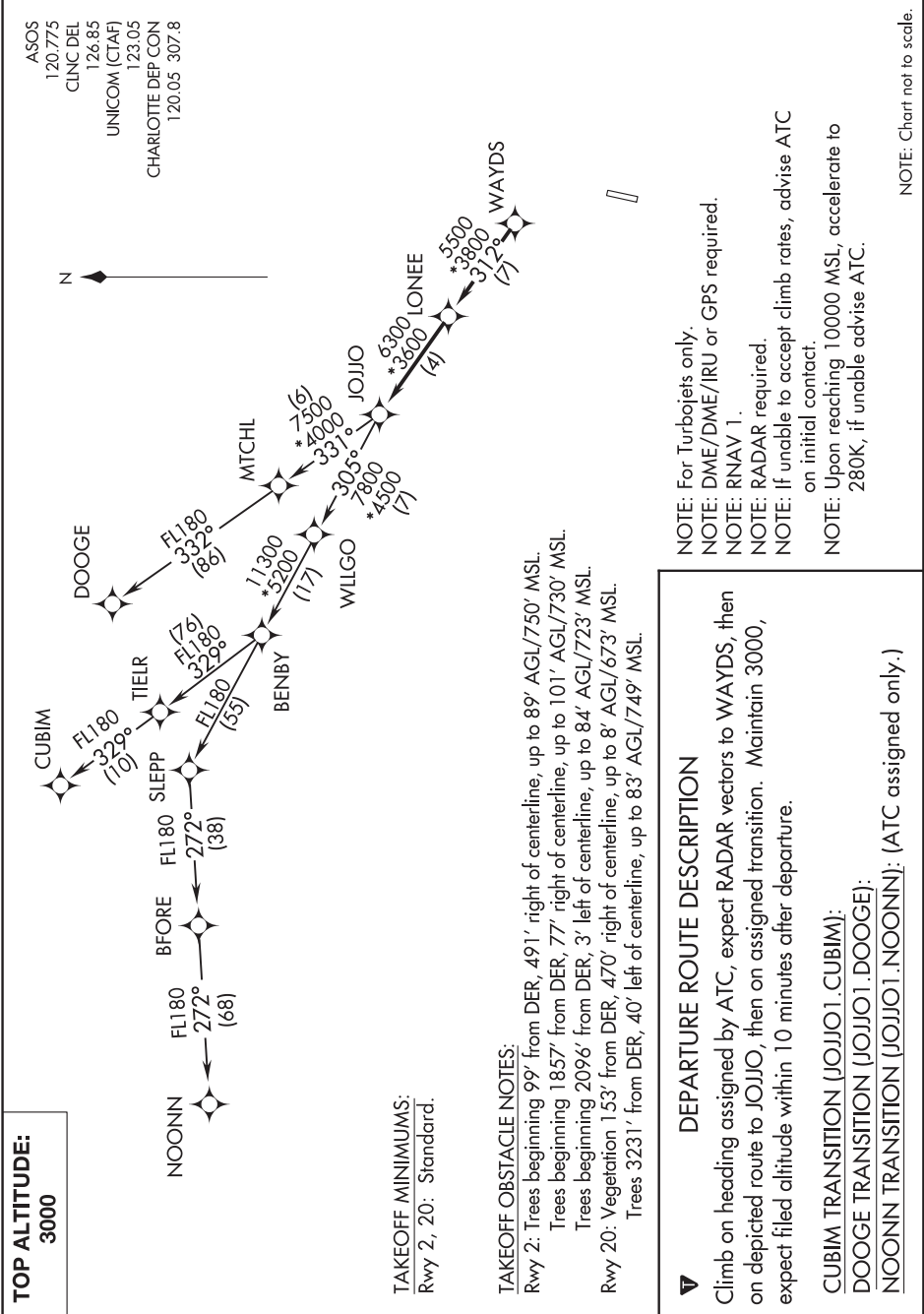
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

KILNS ONE DEPARTURE (RNAV)

ROCK HILL, SOUTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

ASOS
120.775
CLNC DEL
124.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 2231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDI11.KILNS)

TOP ALTITUDE:
3000



AUDI11
FL 80
040°
(31)



DURST
1700
2200
076°
(29)



KILNS
11000
2300
076°
(18)



LILIC
7500
3100
077°
(11)



MUNBE
077°
(11)



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

SE-2, 10 NOV 2016 to 05 JAN 2017

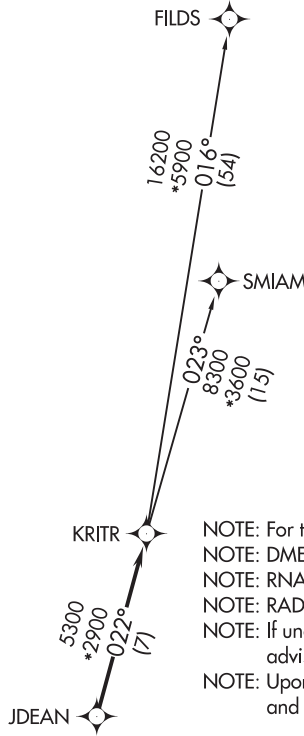
KILNS ONE DEPARTURE (RNAV)

KRITR TWO DEPARTURE (RNAV)

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.



- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
- Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
- Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
- Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

- FILDS TRANSITION (KRITR2.FILDS)
- SMIAM TRANSITION (KRITR2.SMIAM)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(KWEEN1.KWEEN) 16203

KWEEN ONE DEPARTURE (RNAV)

678

SL-5361 (FAA)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF OBSTACLE NOTES

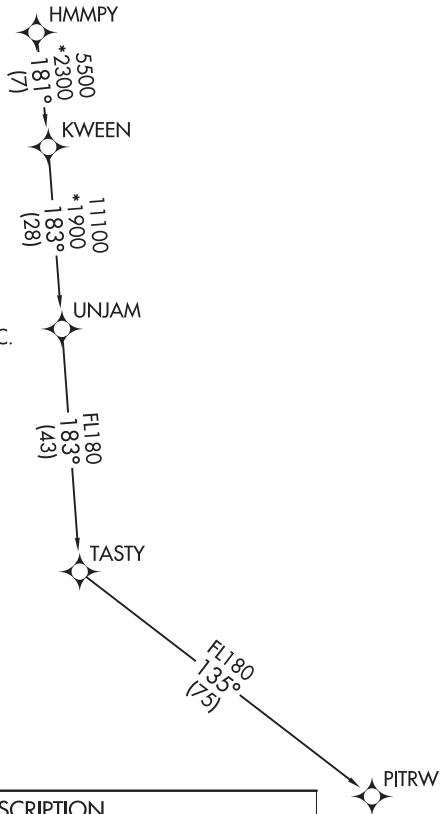
Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwys 2, 20: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

KWEEN ONE DEPARTURE (RNAV)

(KWEEN1.KWEEN) 21JUL16

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(LILLS8.LILLS) 16147

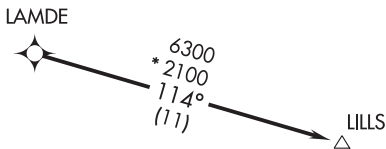
SL-5361 (FAA)

ROCK HILL/YORK CO/BRYANT FIELD(UZA)
ROCK HILL, SOUTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 2, 20: Standard.

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK CO/BRYANT FIELD(UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(PAN3.PAN) 15232

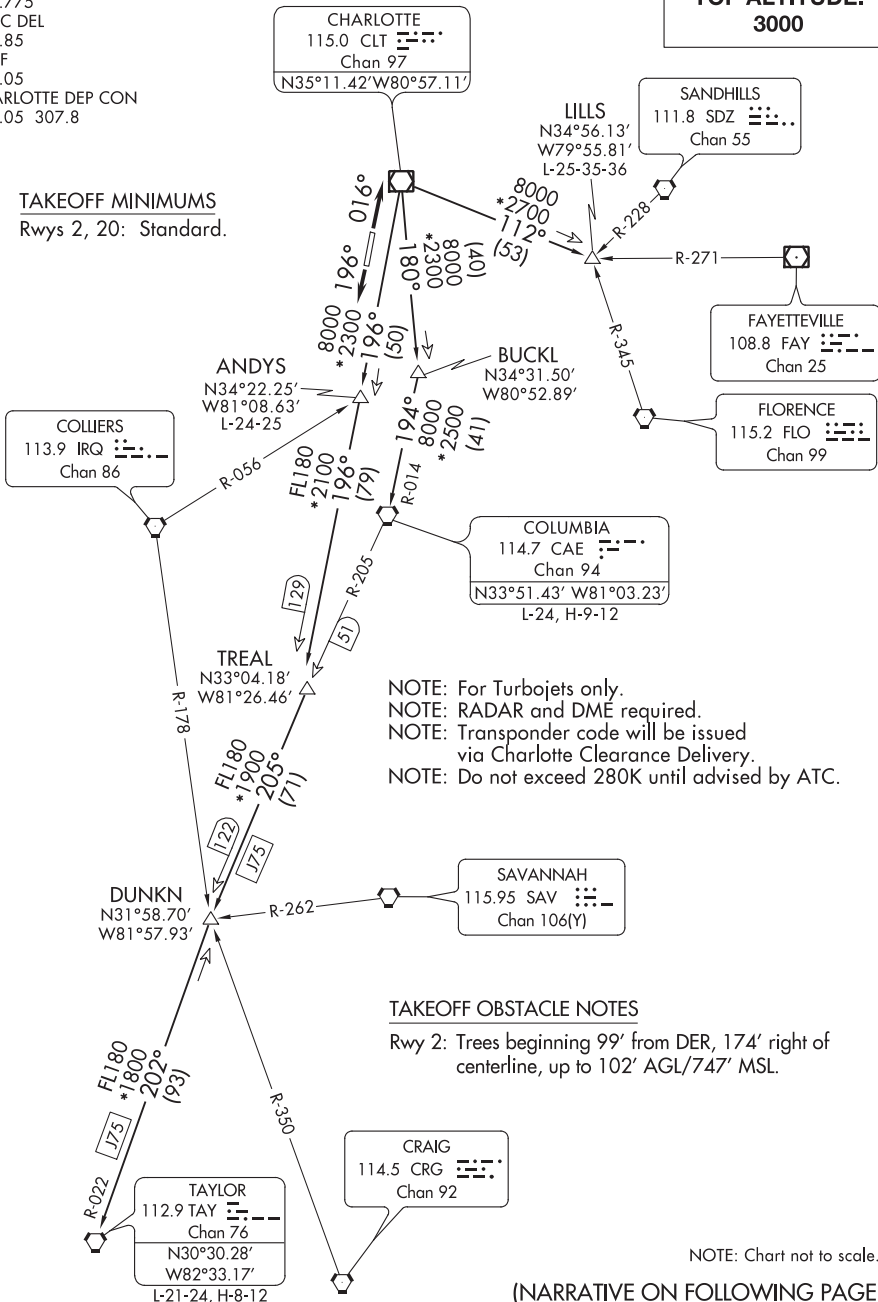
PANTHER THREE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.



NOTE: For Turbojets only.
 NOTE: RADAR and DME required.
 NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
 NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PANTHER THREE DEPARTURE

(PAN3.PAN) 15232

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 196°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(WEAZL1.WEAZL) 15232

682

WEAZL ONE DEPARTURE (RNAV)

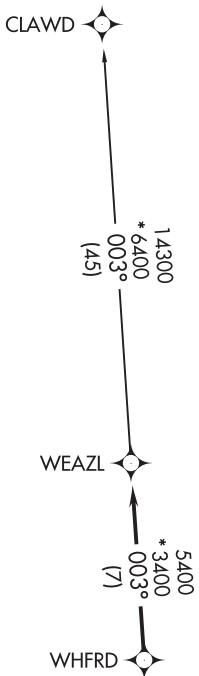
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

SL-5361 (FAA)

ROCK HILL, SOUTH CAROLINA

**TOP ALTITUDE:
3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF MINIMUMS

Rwys 2, 20: Standard.

NOTE: For turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
- Rwy 20: Vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

(WEAZL1.WEAZL) 15232

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

WAAS CH 63217 W32A	APP CRS 315°	Rwy Idg 4799 TDZE 356 Apt Elev 358
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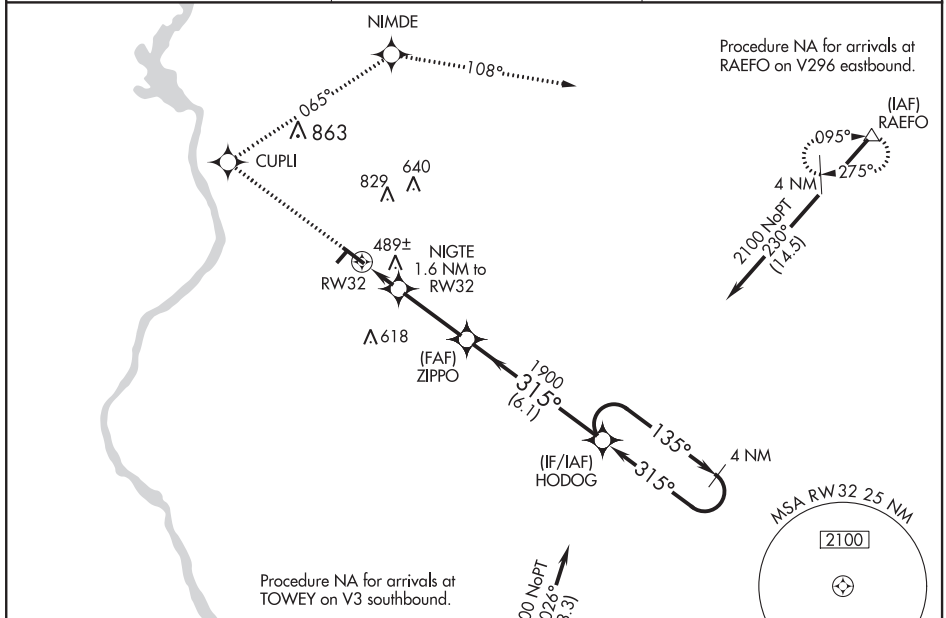
RNAV (GPS) RWY 32

RICHMOND COUNTY (R/CZ)

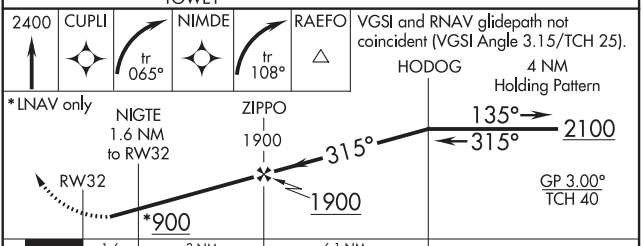
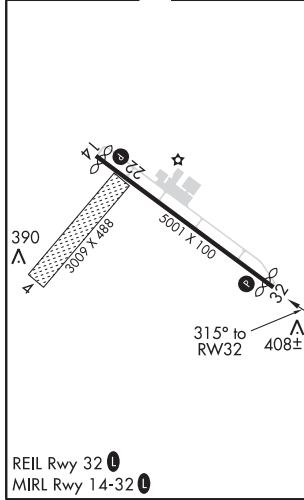
▼ Night Landing: Rwy 32 NA. Baro-VNAV NA when using MacKall AAF altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MacKall AAF altimeter setting and increase all DA 39 feet and all MDA 40 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

AWOS-3 118.775	FAYETTEVILLE APP CON 127.8 343.725	UNICOM 122.8 (CTAF) 0
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ELEV 358	TDZE 356
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CATEGORY	A	B	C	D
LPV DA		632-1	277 (300-1)	
LNAV/VNAV DA		794-1½	438 (500-1½)	
LNAV MDA		740-1	384 (400-1)	740-1¼ 384 (400-1¼)
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	820-1½ 462 (500-1½)	920-2 562 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ROCKY MOUNT, NORTH CAROLINA

AL-5743 (FAA)

16259

LOC I-RWI	APP CRS	Rwy Idg	7100
108.3	042°	TDZE	159
		Apt Elev	159

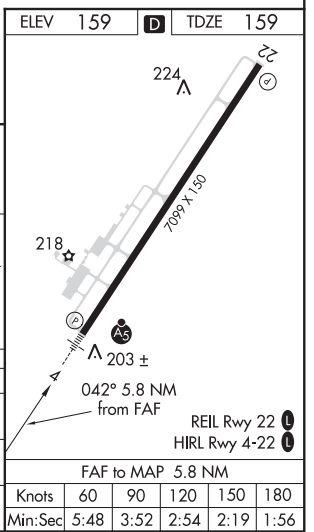
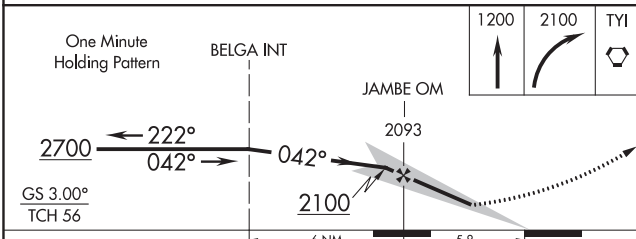
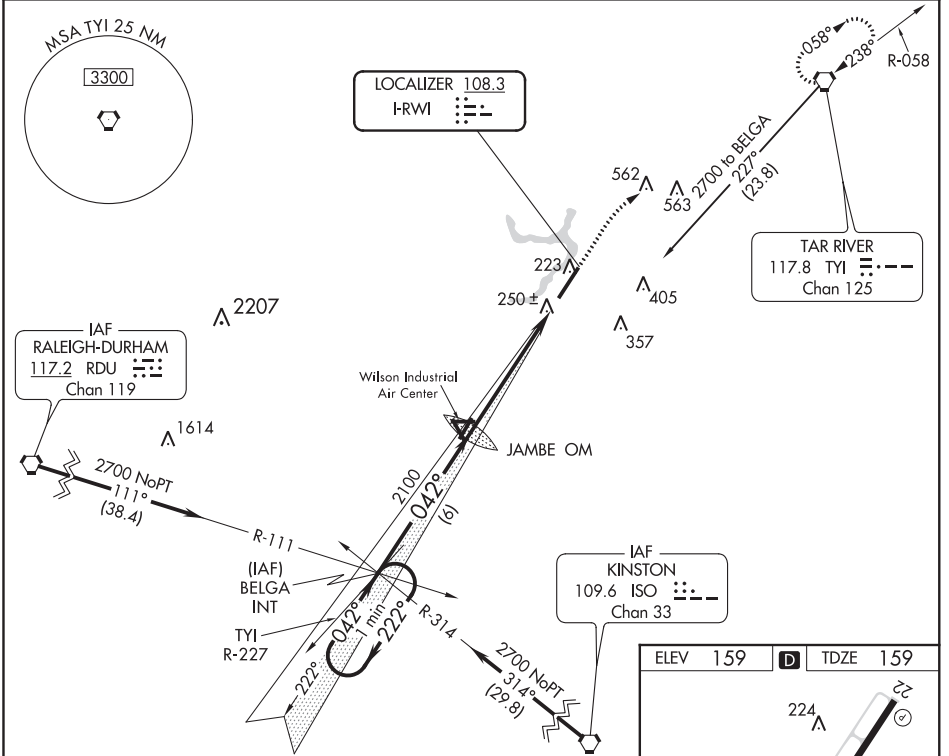
ILS or LOC RWY 4

ROCKY MOUNT-WILSON RGNL (R.WI)

NA For inoperative MALSR, increase S-LOC 4 all Cat visibility to 1 mile. If local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase DH to 418 feet; increase all MDAs 60 feet. Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 4.

MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLINC DEL 122.3	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 4		409-¾	250 (300-¾)	
S-LOC 4		500-¾	341 (400-¾)	
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

ROCKY MOUNT, NORTH CAROLINA
Amdt 16B 26MAY16

35°51'N-77°54'W

ROCKY MOUNT-WILSON RGNL (R.WI)

ILS or LOC RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56513 W04A	APP CRS 042°	Rwy Idg THRE 158 Apt Elev 158	7100
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RNAV (GPS) RWY 4

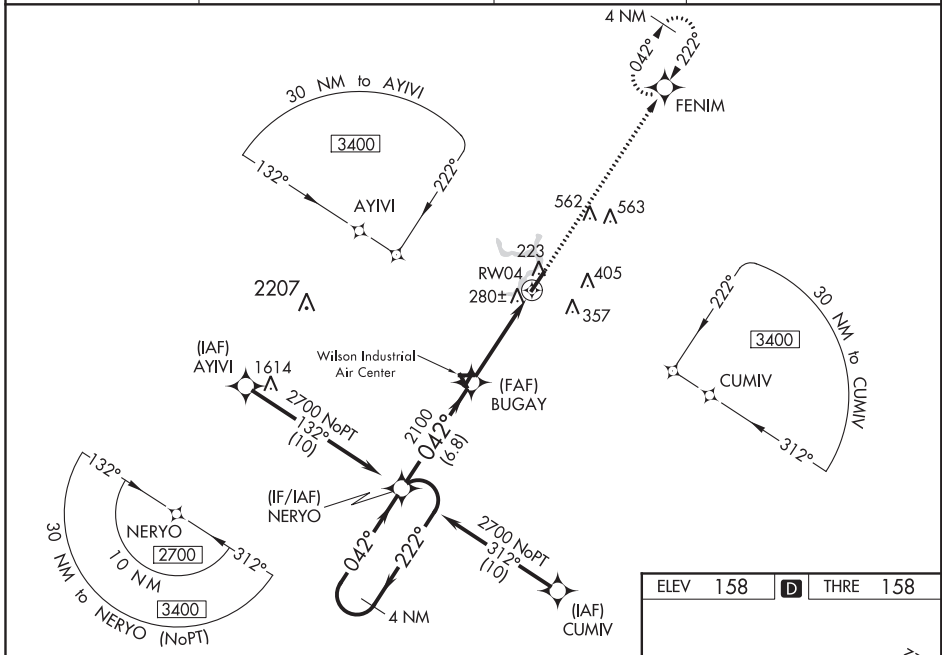
ROCKY MOUNT-WILSON RGNL (R.WI)

⚠ Inop table does not apply to LPV when using local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F).
⚠ When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase LPV DA to 467; increase LNAV/VNAV DA to 601 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Executive Jetport altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MALSR

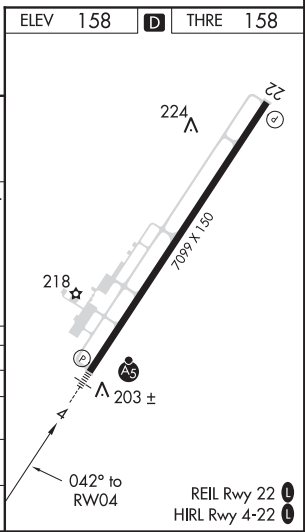
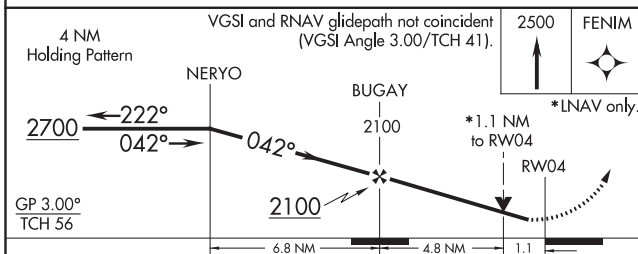
 MISSED APPROACH:
 Climb to 2500 direct
 FENIM and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		408-¾	250 (300-¾)	
LNAV/VNAV DA		542-¾	384 (400-¾)	
LNAV MDA		560-¾	402 (500-¾)	
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	760-2 602 (700-2)

WAAS CH 70435 W22A	APP CRS 222°	Rwy Idg THRE Apt Elev 158	6900 150 158
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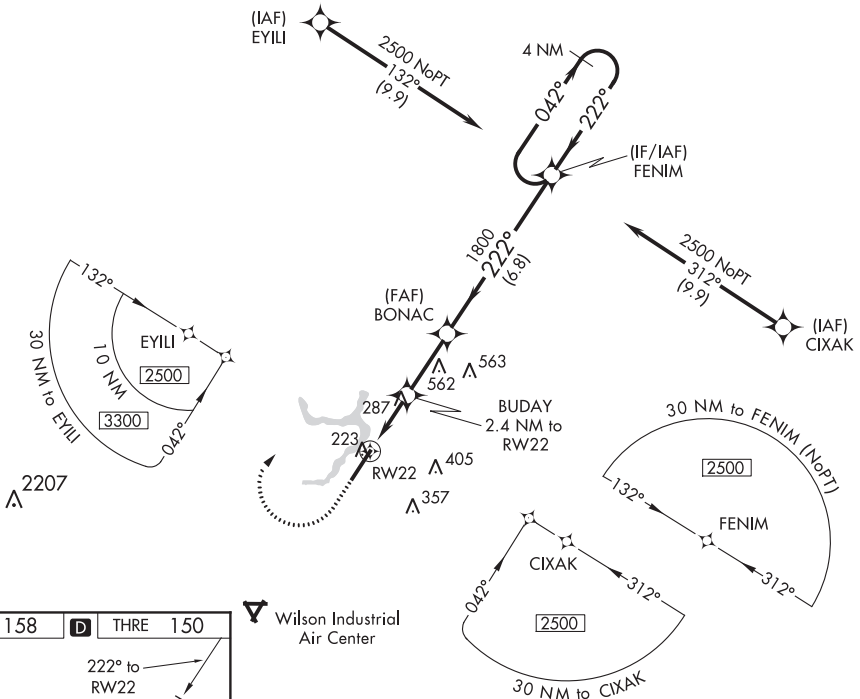
RNAV (GPS) RWY 22

ROCKY MOUNT-WILSON RGNL (R.WI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Executive Jetport altimeter setting. When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase all DA 59 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

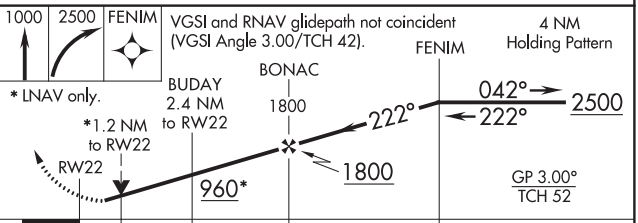
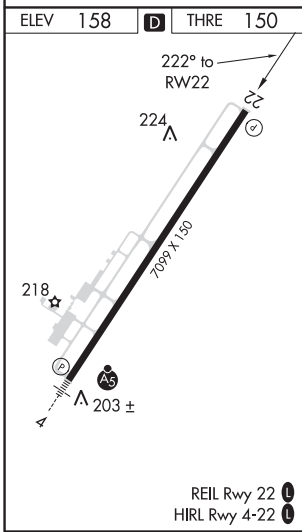
MISSED APPROACH:
Climb to 1000 then climbing right turn to 2500 direct FENIM and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		434-7/8	284 (300-7/8)	
LNAV/VNAV DA		511-1 1/8	361 (400-1 1/8)	
LNAV MDA	560-1	410 (500-1)	560-1 1/8	410 (500-1 1/8)
CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1 1/2 562 (600-1 1/2)	760-2 602 (700-2)

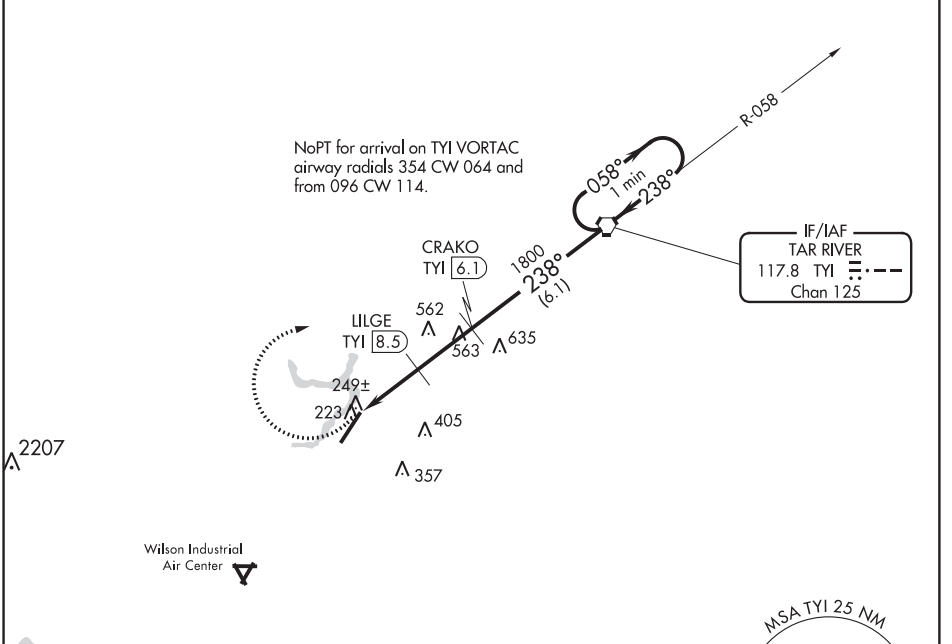
VORTAC TYI 117.8 Chan 125	APP CRS 238°	Rwy Idg TDZE 154 Apt Elev 159	6900
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VOR/DME RWY 22
ROCKY MOUNT-WILSON RGNL (R WI)

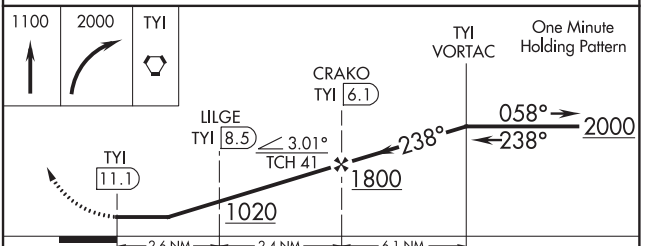
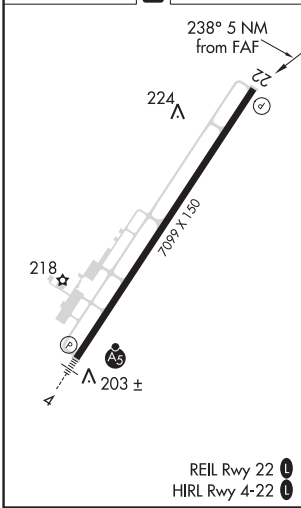
⚠ Helicopters visibility reduction below 1 SM NA. When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase all MDA 60 feet, and S-22 Cat C and Cat D visibility ¼ mile. Rwy 22 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS 118.875	WASHINGTON CENTER 118.475 279.65	CLNC DEL 122.3	UNICOM 123.05 (CTAF) 0
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ELEV 159	D	TDZE 154
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CATEGORY	A	B	C	D
S-22	540-1 386 (400-1)			540-1¼ 386 (400-1¼)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TDF 108.7 Chan 24	APP CRS 060°	Rwy Idg 5702 TDZE 601 Apt Elev 609
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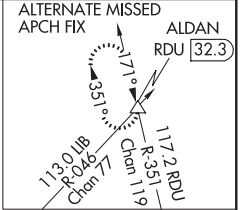
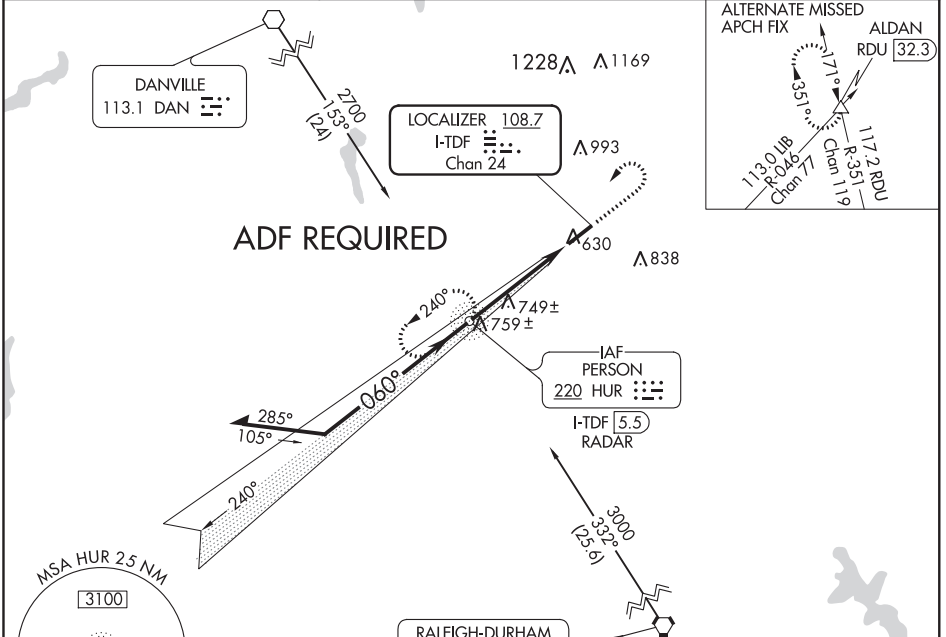
ILS or LOC RWY 6

PERSON COUNTY (TDF)

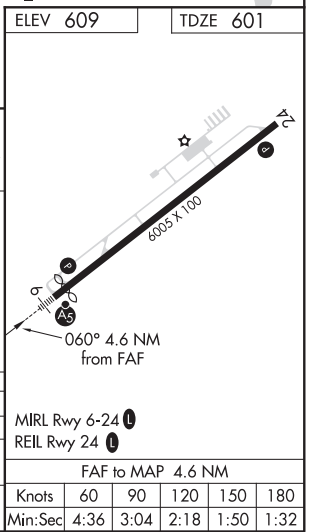
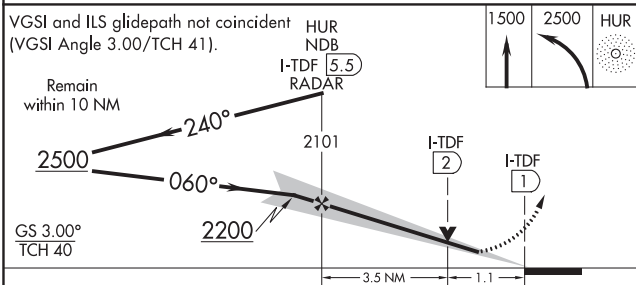
NA For inoperative MALSR, when using Chapel Hill altimeter setting, increase S-ILS 6 all Cats visibility to 1 mile. ADF REQUIRED. When local altimeter setting not received, use Chapel Hill altimeter setting and increase S-ILS 6 DA to 864 and all MDA 80 feet and S-LOC 6 Cat C/D visibility ¼ mile.

MALSR MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3 126.725	RALEIGH APP CON 132.35 256.9	GCO 119.7	UNICOM 122.7 (CTAF)
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ELEV 609	TDZE 601
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CATEGORY	A	B	C	D
S-ILS 6	801-½ 200 (200-½)			
S-LOC 6	1000-½ 399 (400-½)		1000-¾ 399 (400-¾)	
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	
			1160-2 551 (600-2)	

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86512 W06A	APP CRS 060°	Rwy ldg TDZE Apt Elev	5702 601 609
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RNAV (GPS) RWY 6

PERSON COUNTY (TDF)

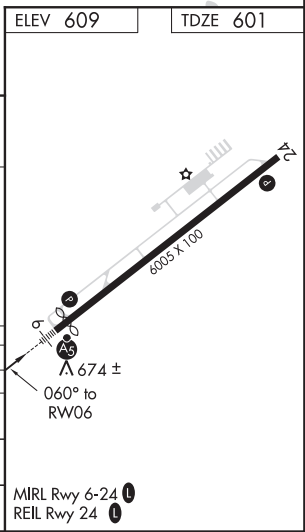
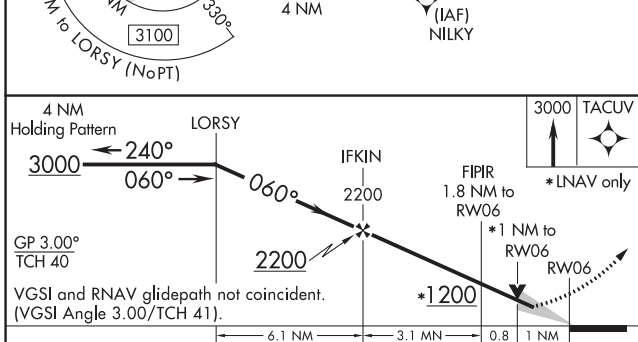
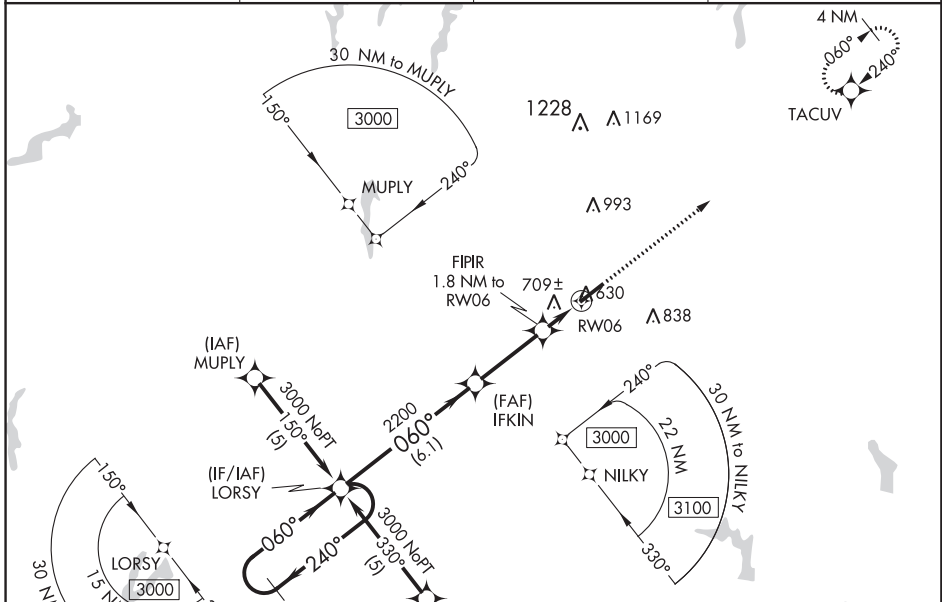
For inoperative MALS, increase LNAV Cat. D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

▼ When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 864, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALS, when using Chapel Hill altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Chapel Hill altimeter setting.

MALS

MISSED APPROACH:
Climb to 3000 direct TACUV and hold.

AWOS-3 126.725	RALEIGH APP CON 132.35 256.9	GCO 119.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		801-½	200 (200-½)	
LNAV/VNAV DA		1087-1¼	486 (500-1¼)	
LNAV MDA		960-½	359 (400-½)	960-1 359 (400-1)
CIRCLING	1080-1	471 (500-1)	1080-1½ 471 (500-1½)	1160-2 551 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ROXBORO, NORTH CAROLINA

AL-6901 (FAA)

16091

WAAS CH 50510 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	6005 609 609
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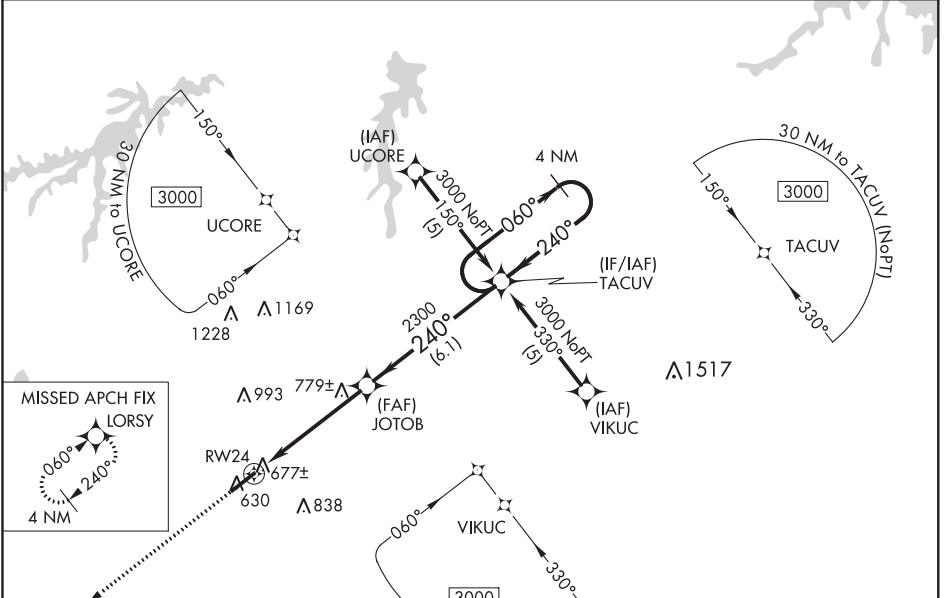
RNAV (GPS) RWY 24

PERSON COUNTY (TDF)

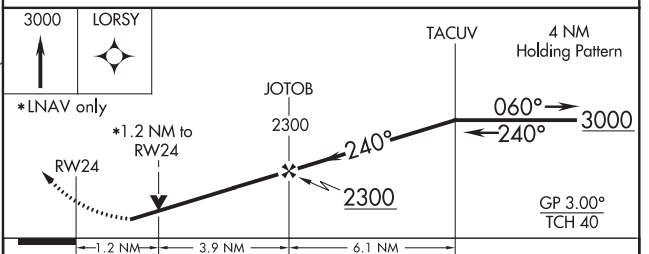
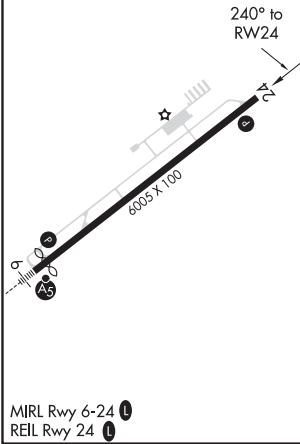
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 983.
 ▲ LNAV/VNAV DA to 1060, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Chapel Hill altimeter setting.

MAISF MISSED APPROACH: Climb to 3000 direct LORSY and hold.

AWOS-3 126.725	RALEIGH APP CON 132.35 256.9	GCO 119.7	UNICOM 122.7 (CTAF) 0
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ELEV 609	TDZE 609
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CATEGORY	A	B	C	D
LPV DA		920-1	311 (400-1)	
LNAV/VNAV DA		997-1½	388 (400-1½)	
LNAV MDA	1040-1	431 (500-1)	1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1	471 (500-1)	1080-1½ 471 (500-1½)	1160-2 551 (600-2)

ROXBORO, NORTH CAROLINA
 Orig-A 07MAY09

36°17'N-78°59'W

PERSON COUNTY (TDF) RNAV (GPS) RWY 24

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

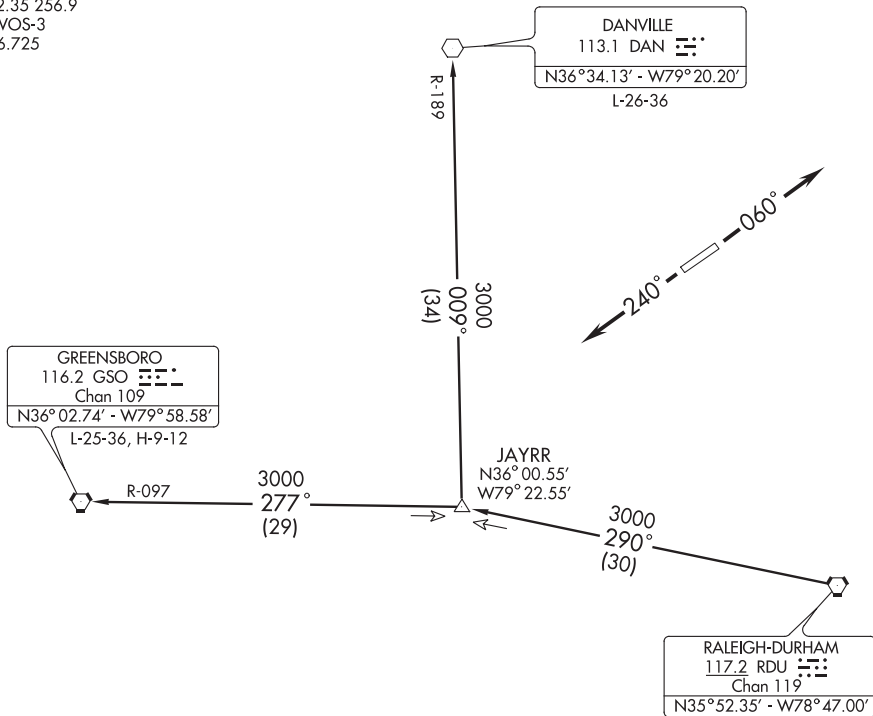
(BLUE4.RDU) 14037

BLUE DEVIL FOUR DEPARTURE

SL-6901 (FAA)

PERSON COUNTY (T'DF)
ROXBORO, NORTH CAROLINA

RALEIGH DEP CON
132.35 256.9
AWOS-3
126.725



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS:
Rwys 6, 24: STANDARD

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 060°, thence....

TAKEOFF RWY 24: Climb heading 240°, thence....

...or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 6: Trees 1600 feet from DER, 200 feet right of centerline, 100 feet AGL/729 feet MSL.

Rwy 24: Trees 562 feet from DER, 577 feet left of centerline, 100 feet AGL/699 feet MSL.

BLUE DEVIL FOUR DEPARTURE

(BLUE4.RDU) 14037

ROXBORO, NORTH CAROLINA
PERSON COUNTY (T'DF)

RUTHERFORDTON, NORTH CAROLINA

AL-6297 (FAA)

16035

WAAS CH 40021 W01A	APP CRS 009°	Rwy Idg THRE 1057 Apt Elev 1077	5000
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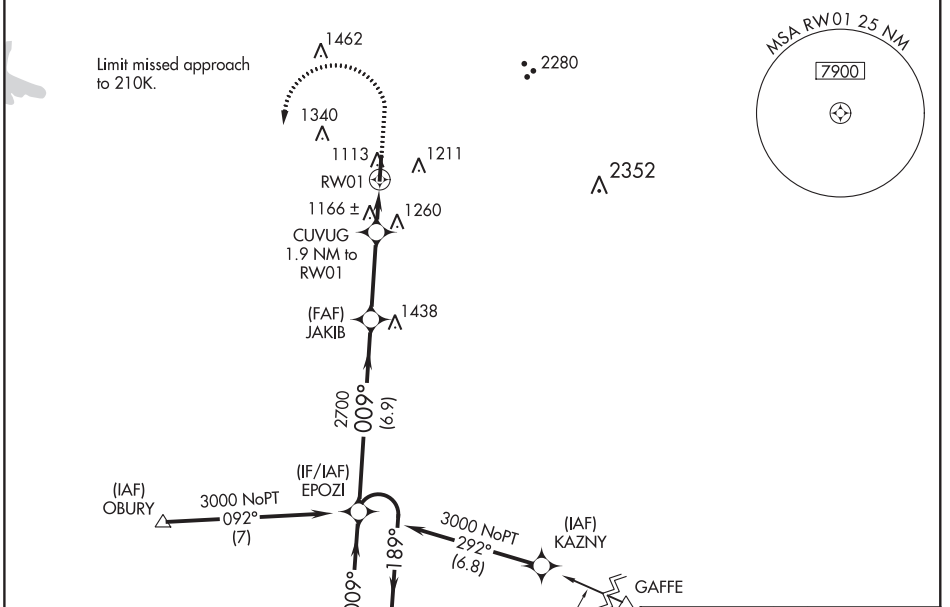
RNAV (GPS) RWY 1

RUTHERFORD CO-MARCHMAN FIELD (FQD)

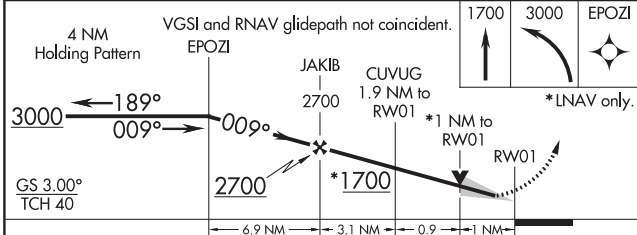
⚠ Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ½ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct EPOZI and hold.

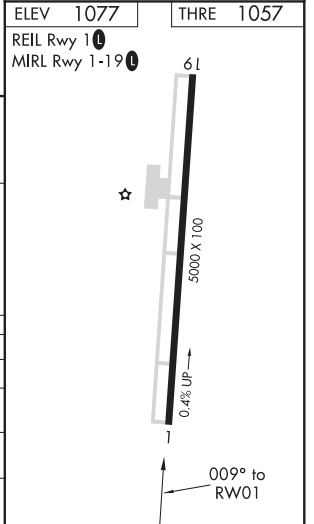
AWOS-3 118.275	GREER APP CON ★ 119.4 350.2	UNICOM 122.8 (CTAF) 0
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ELEV 1077	THRE 1057
REIL Rwy 1 0	MIRL Rwy 1-19 0



CATEGORY	A	B	C	D
LPV DA		1307-7/8	250 (300-7/8)	
LNAV/VNAV DA		1457-13/8	400 (400-13/8)	
LNAV MDA		1420-1	363 (400-1)	
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1 1/2 563 (600-1 1/2)	1820-2 1/2 743 (800-2 1/2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RUTHERFORDTON, NORTH CAROLINA
Amdt 2 29MAY14

35°26'N-81°56'W

RNAV (GPS) RWY 1

WAAS CH 82335 W19A	APP CRS 189°	Rwy Idg THRE Apt Elev	5000 1077 1077
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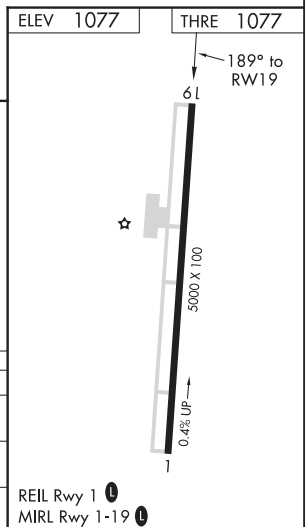
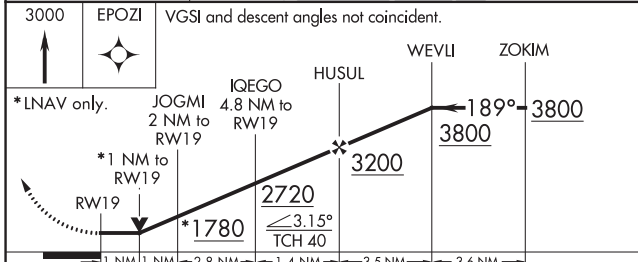
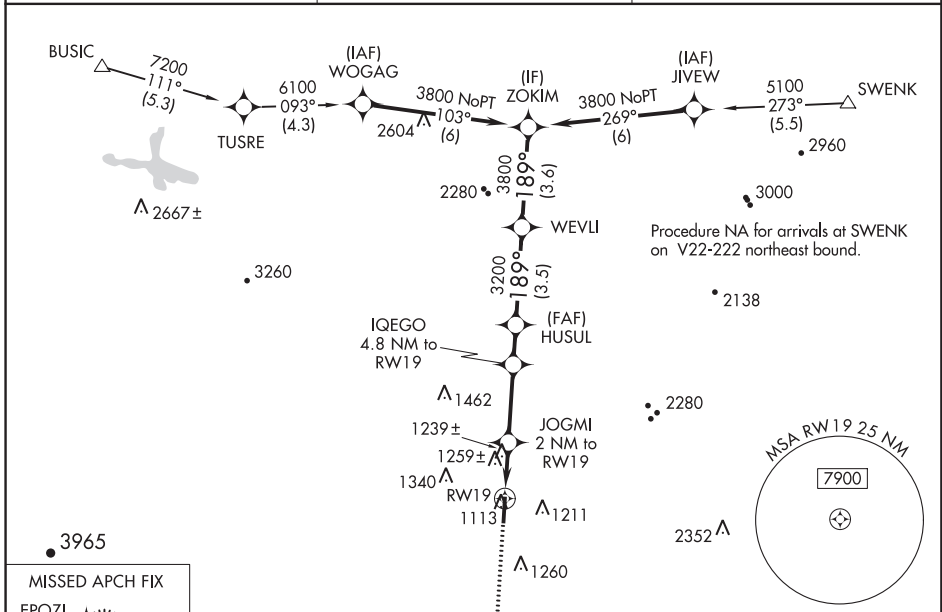
RNAV (GPS) RWY 19

RUTHERFORD CO-MARCHMAN FIELD (FQD)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C and D 1/8 mile, increase Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 mile NA.

MISSED APPROACH:
Climb to 3000 direct EPOZI and hold.

AWOS-3 118.275	GREER APP CON * 119.4 350.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)
LNAV MDA	1520-1	443 (500-1)	1520-1⅓	443 (500-1⅓)
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)

REIL Rwy 1 **0**
MIRL Rwy 1-19 **0**

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RUTHERFORDTON, NORTH CAROLINA

AL-6297 (FAA)

16035

LOC/DME I-FQD 109.55 Chan 32(Y)	APP CRS 009°	Rwy Idg 5000 THRE 1057 Apt Elev 1077
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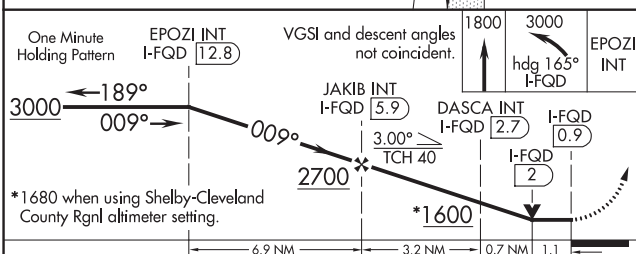
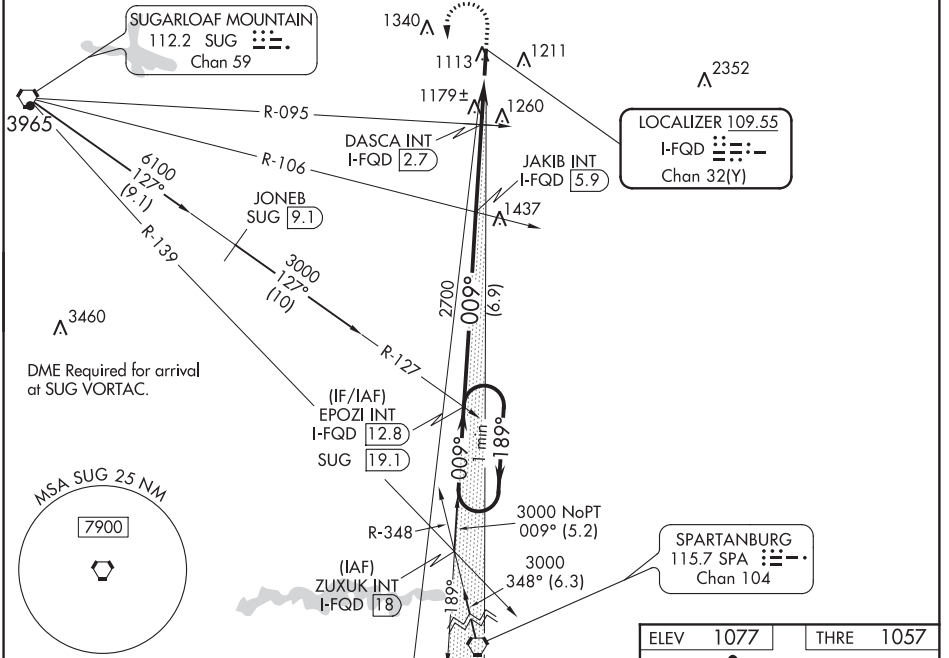
LOC RWY 1

RUTHERFORD CO-MARCHMAN FIELD (FQD)

NA VDP NA with Shelby-Cleveland County Rgnl altimeter setting. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and S-1 Cat C and D and Circling Cat C visibilities 1/8 mile; increase Circling Cat D visibility 1/4 mile. DASCAs Fix Minimums: Increase S-1 Cat C and D and Circling Cat C and D visibilities 1/4 mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 165° and on I-FQD localizer south course to EPOZI INT/I-FQD 12.8 DME and hold.

AWOS-3 118.275	GREER APP CON ★ 119.4 350.2	UNICOM 122.8 (CTAF) 0
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ELEV	1077	THRE	1057
REIL Rwy 1	0	MIRL Rwy 1-19	0
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-1	1600-1	543 (600-1)	1600-1½	543 (600-1½)
C CIRCLING	1600-1 523 (600-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)
DASCAs FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-1	1440-1	383 (400-1)	1440-1½	383 (400-1½)
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-1½ 743 (800-1½)

RUTHERFORDTON, NORTH CAROLINA

Amdt 3 29MAY14

RUTHERFORD CO-MARCHMAN FIELD (FQD)

35°26'N-81°56'W

LOC RWY 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

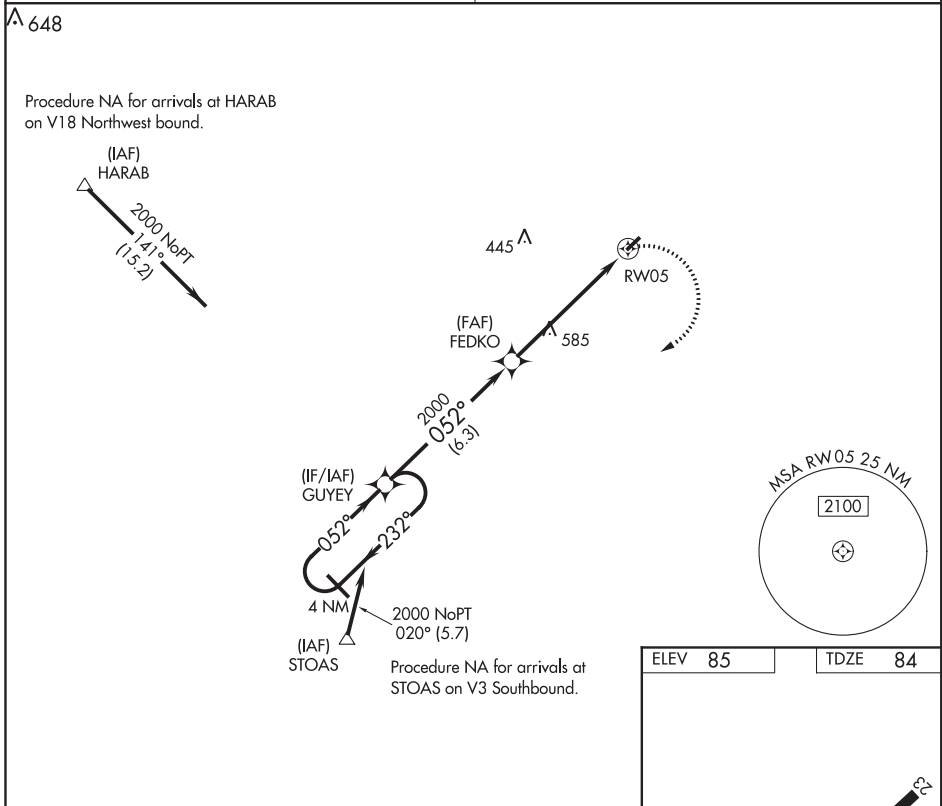
RNAV (GPS) RWY 5

ST. GEORGE (6J2)

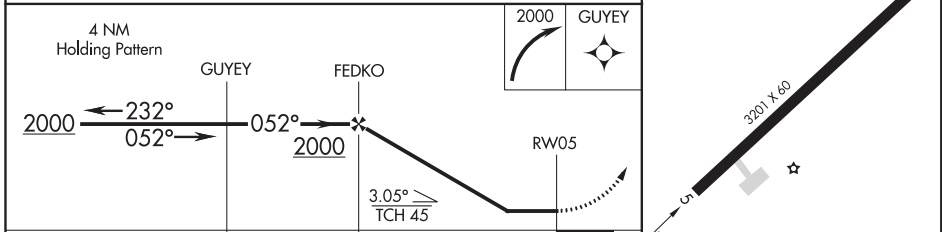
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.

⚠ NA MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON 120.7 306.925	UNICOM 122.8 (CTAF)
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ELEV 85	TDZE 84
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CATEGORY	A	B	C	D
LNAV MDA	940-1¼ 856 (900-1¼)	940-2½ 856 (900-2½)	940-2¾ 856 (900-2¾)	940-2¾ 856 (900-2¾)
CIRCLING	940-1¼ 855 (900-1¼)	940-2½ 855 (900-2½)	940-2¾ 855 (900-2¾)	940-2¾ 855 (900-2¾)

ILRL Rwy 5-23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SALISBURY, NORTH CAROLINA

AL-5515 (FAA)

16147

LOC I-RUQ 109.95	APP CRS 202°	Rwy Idg TDZE Apt Elev	5501 772 772
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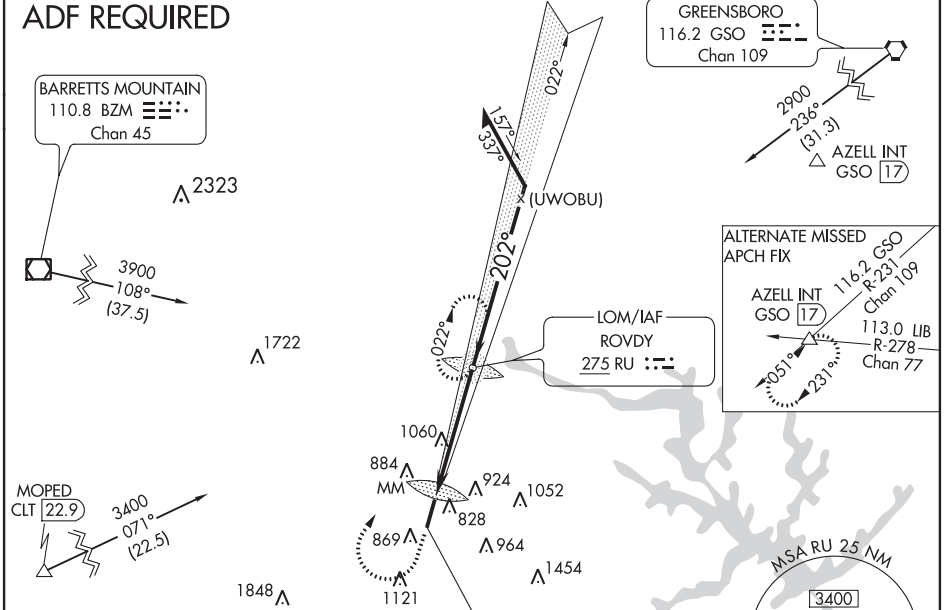
ILS or LOC RWY 20
ROWAN COUNTY (RUQ)

ADF Required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inoperative MALS R when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1 3/4 mile.

MALS R MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct RU LOM and hold.

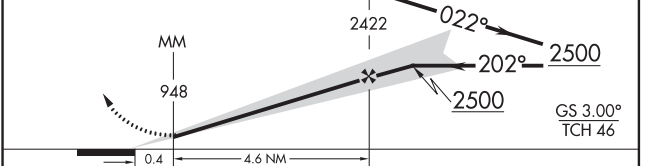
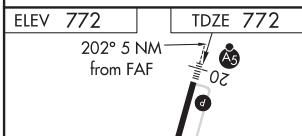
AWOS-3 118.175	CHARLOTTE APP CON 128.32 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF)
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ADF REQUIRED



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 20		972-1/2	200 (200-1/2)	
S-LOC 20	1360-1/2	588 (600-1/2)	1360-1/4	588 (600-1/4)
CIRCLING	1360-1	588 (600-1)	1360-1 3/4	1420-2 588 (600-1 3/4) 648 (700-2)

SALISBURY, NORTH CAROLINA
Amdt 1A 26MAY16

35°39'N-80°31'W

ILS or LOC RWY 20
ROWAN COUNTY (RUQ)

WAAS CH 40321 W02A	APP CRS 022°	Rwy Idg TDZE Apt Elev	5501 772 772
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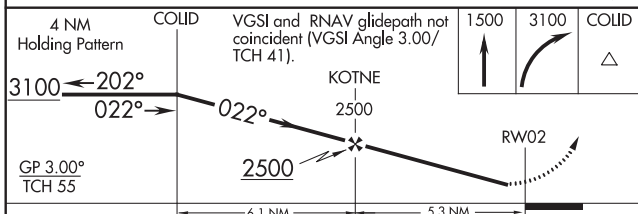
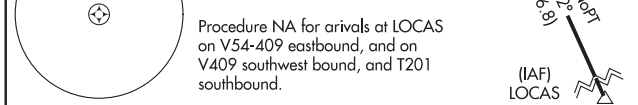
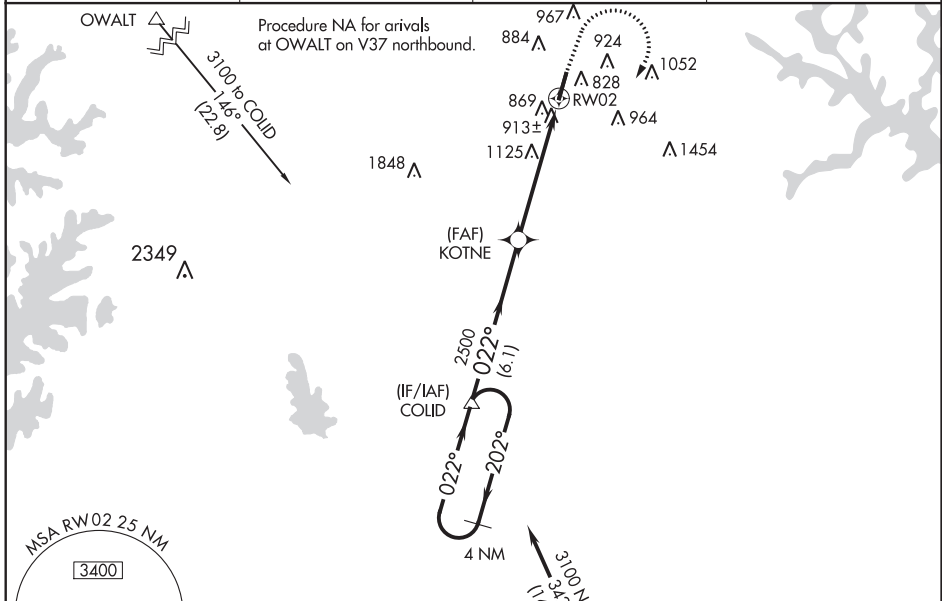
RNAV (GPS) RWY 2

ROWAN COUNTY (RUQ)

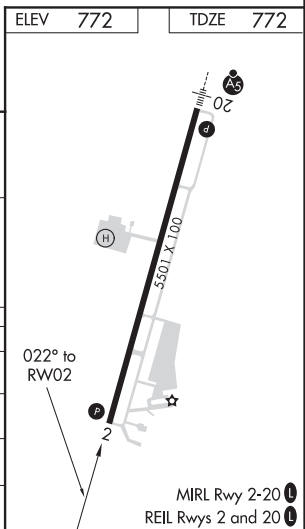
⚠ Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/8 mile, Circling Cat C visibility 1/8 mile and Cat D visibility 1/4 mile.

MISSED APPROACH:
Climb to 1500 then climbing right turn to 3100 direct COLID and hold.

AWOS-3 118.175	CHARLOTTE APP CON 128.32 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1168-1¼	396 (400-1¼)	
LNAV/VNAV DA		1097-1	325 (400-1)	
LNAV MDA	1440-1	668 (700-1)	1440-1⅞	668 (700-1⅞)
CIRCLING	1440-1	668 (700-1)	1440-1⅞	1440-2 668 (700-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017


WAAS CH 42521 W20A	APP CRS 202°	Rwy Idg TDZE 772 Apt Elev 772	5501 772 772
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RNAV (GPS) RWY 20

ROWAN COUNTY (RUQ)

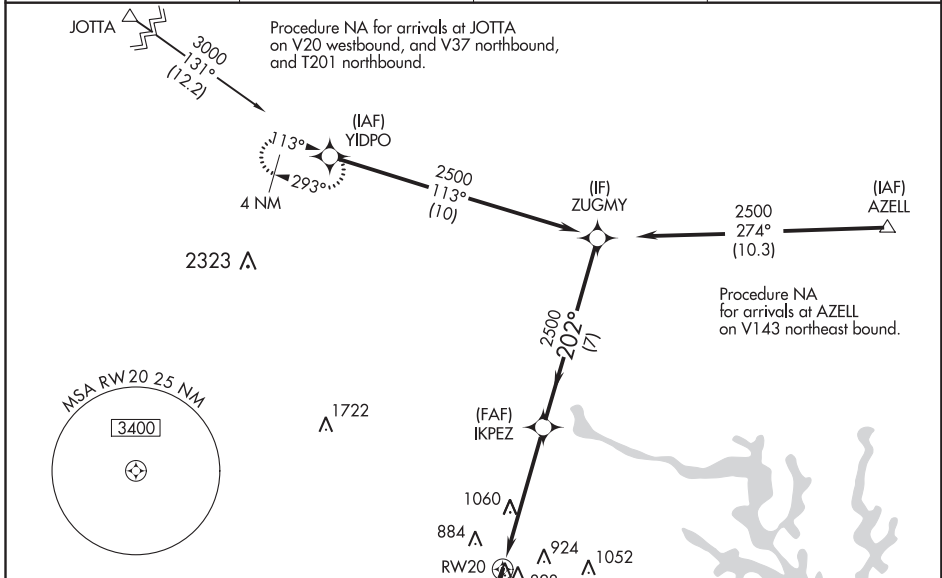
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat C and D visibility ½ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Lexington altimeter setting, increase LNAV Cat C and D visibility to 1¾. VDP and Baro-VNAV NA when using Lexington altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility to ¾ all Cats.

MALSR



MISSED APPROACH:
Climb to 2100 then climbing right turn to 3400 direct YIDPO and hold.

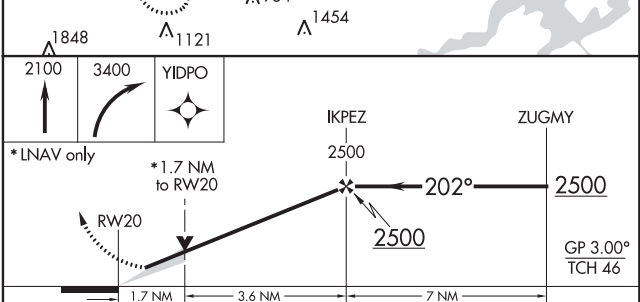
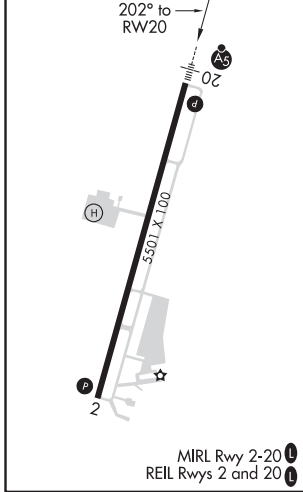
AWOS-3 118.175	CHARLOTTE APP CON 128.32 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 772	TDZE 772
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CATEGORY	A	B	C	D
LPV DA		972-1½	200 (200-½)	
LNAV/VNAV DA		1032-1½	260 (300-½)	
LNAV MDA	1360-1½	588 (600-½)	1360-1¼	588 (600-1¼)
CIRCLING	1360-1	588 (600-1)	1360-1¾ 588 (600-1¾)	1420-2 648 (700-2)

LOM RU 275	APP CRS 202°	Rwy Idg TDZE Apt Elev	5501 772 772
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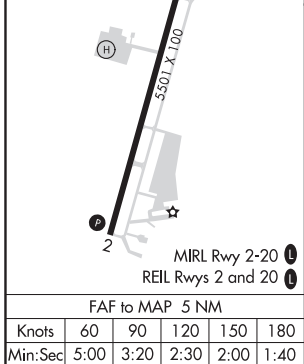
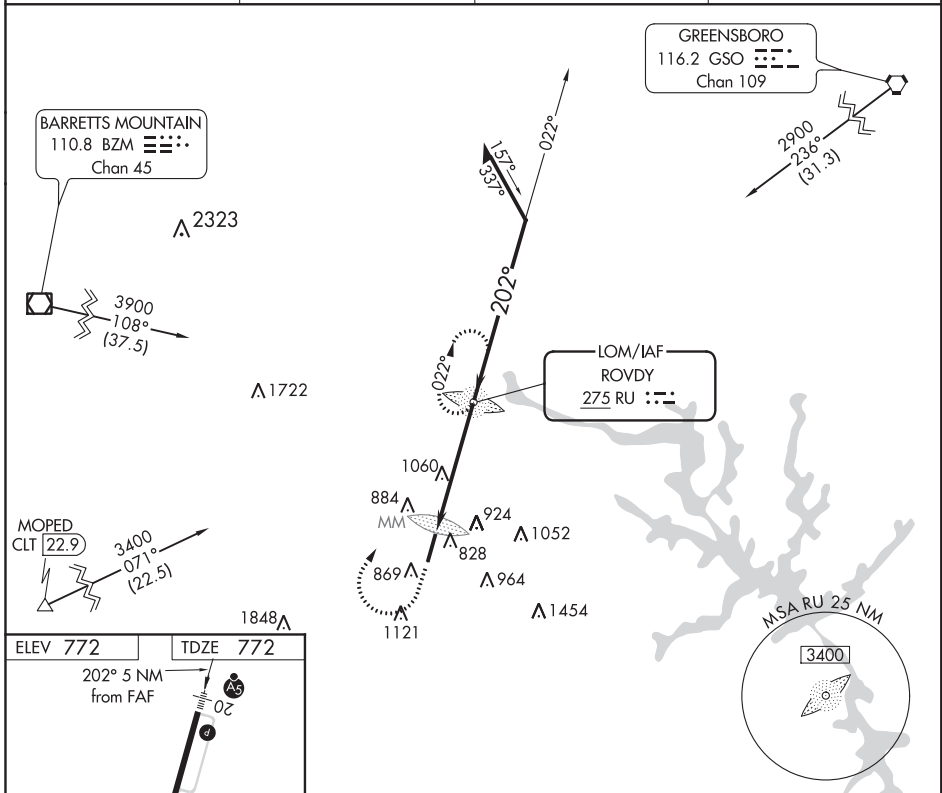
NDB RWY 20
ROWAN COUNTY (RUQ)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase S-20 Cats C and D, and Circling Cat C visibility 1/8 mile and Circling Cat D 1/4 mile. For inoperative MALS, increase Cat D visibility to 1/8, when using Lexington altimeter setting increase Cat D visibility to 2 miles.



MISSED APPROACH:
Climb to 1800 then climbing right turn to 2500 direct RU LOM and hold.

AWOS-3 118.175	CHARLOTTE APP CON 128.32 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
S-20	1420-3/4 648 (700-3/4)		1420-1 3/8 648 (700-1 3/8)	
CIRCLING	1420-1 648 (700-1)		1420-1 7/8 648 (700-1 7/8)	1420-2 648 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

AWOS-3
118.175
CTAF/UNICOM
122.725
CLNC DEL
127.35

FIELD
ELEV
772

VAR 7.9° N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

ELEV 766
02

203.9°

5501 X 100

ANG FIRE DEPARTMENT

ANG FIRE DEPARTMENT

HANGARS

TERMINAL

822

HANGARS

RWY 02-20
S-45, D-55

HANGARS

80°31.5'W

80°31.0'W

35°39.0'N

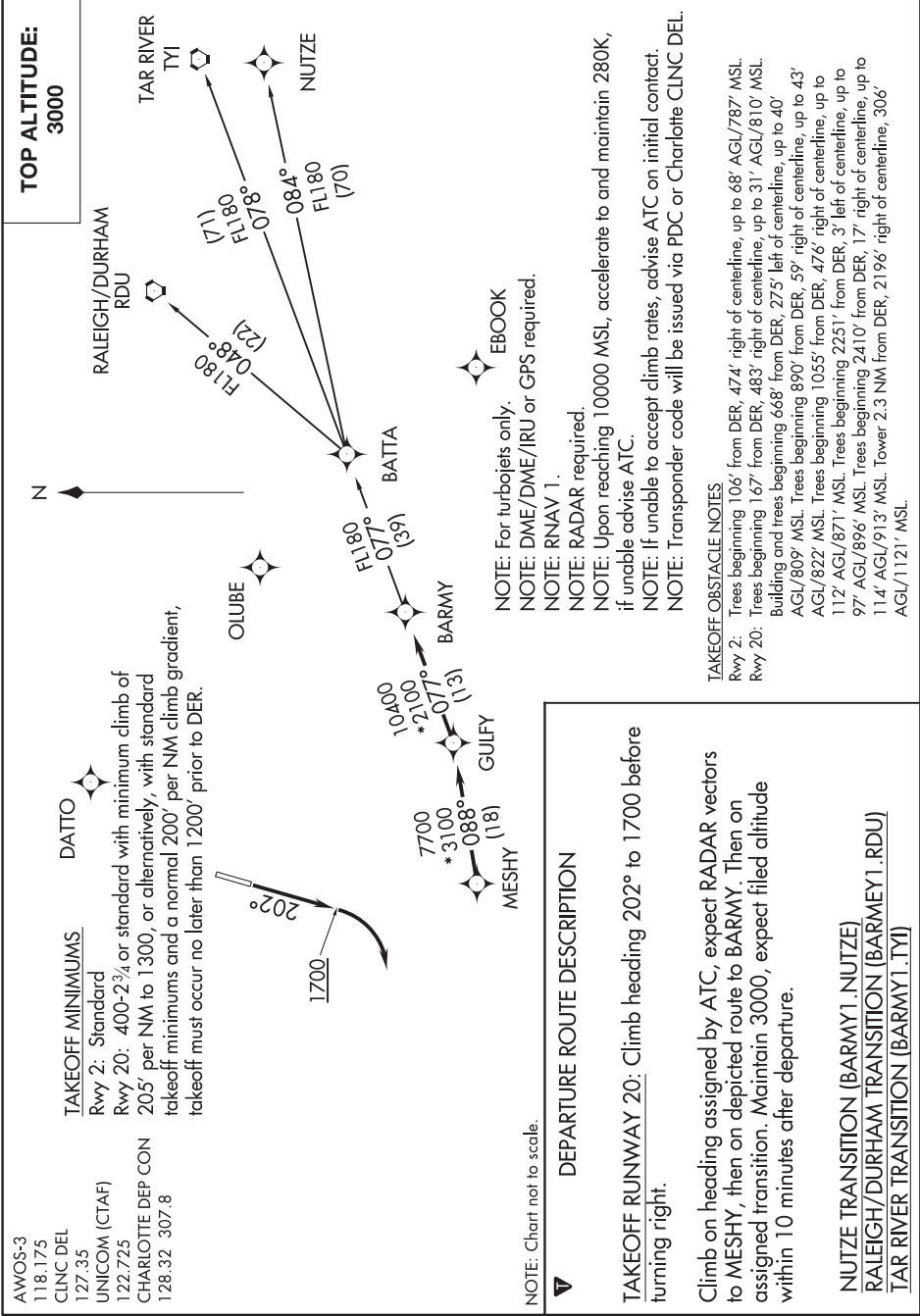
35°38.5'N

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BARMY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017



SE-2, 10 NOV 2016 to 05 JAN 2017

(BEAVY1.BEAVY) 16203

SL-5551 (FAA)

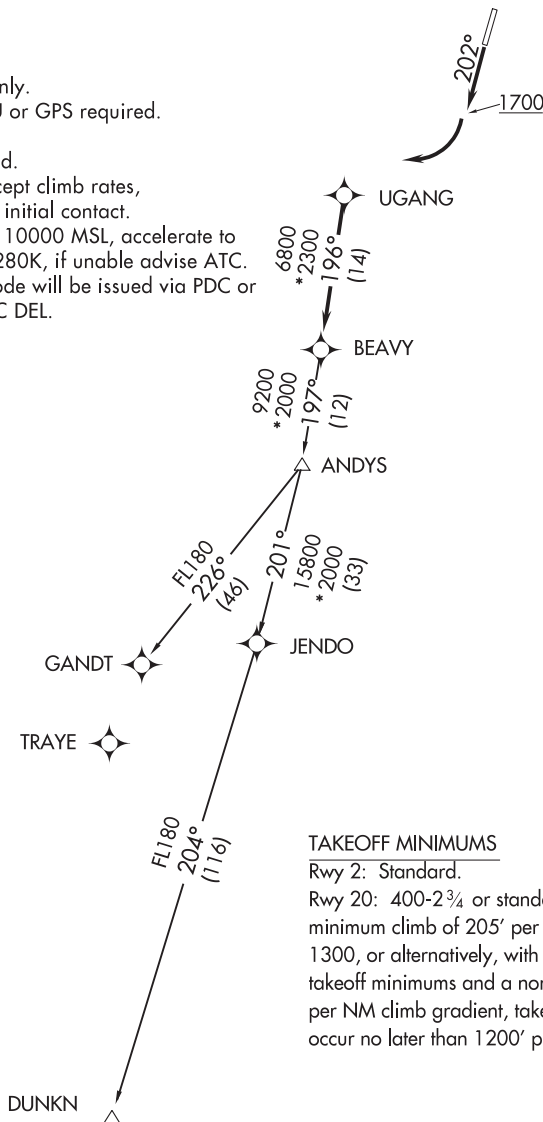
ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

BEAVY ONE DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

**TOP ALTITUDE:
3000**

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAVY ONE DEPARTURE (RNAV)

(BEAVY1.BEAVY) 21JUL16

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BEAVY ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition.
Maintain 3000, expect filed altitude within 10 minutes after departure.

DUNKIN TRANSITION (BEAVY1.DUNKN)

GANDT TRANSITION (BEAVY1.GANDT)

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.

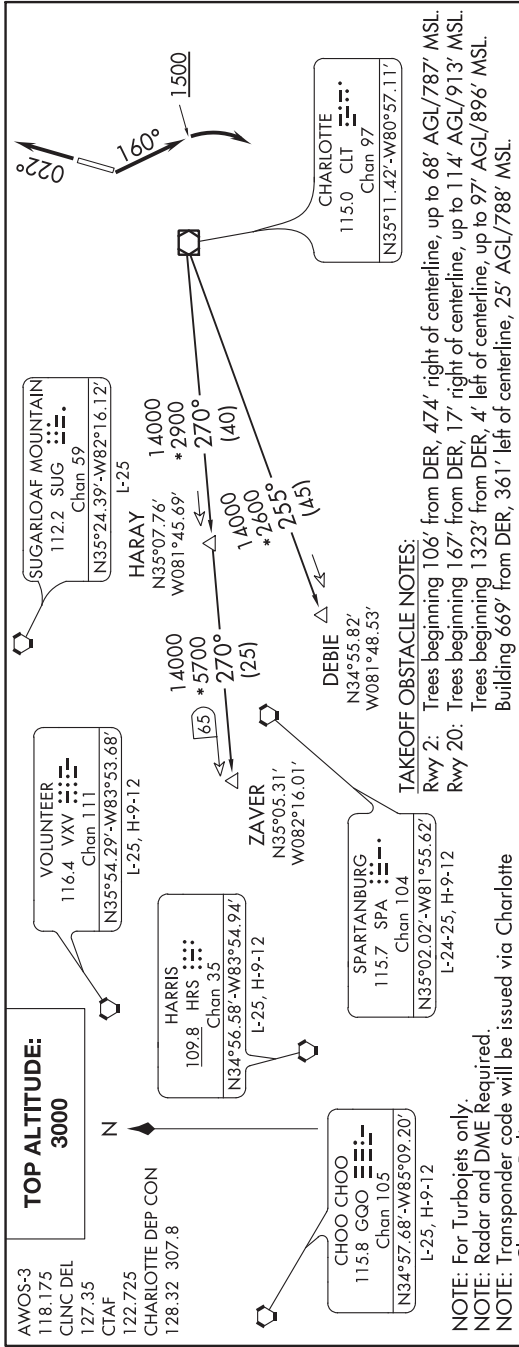
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL. Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL. Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL. Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL. Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL. Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

SE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 022°, thence

TAKEOFF RWY 20: Climb heading 160° to 1500 before turning west, thence

. expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB7.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

HARAY TRANSITION (BOB7.HARAY): From over CLT VOR/DME on CLT R-270 to HARAY.

ZAVER TRANSITION (BOB7.ZAVER): From over CLT VOR/DME on CLT R-270 to ZAVER.

NOTE: For Turbojets only.

NOTE: Radar and DME Required.

NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum ATC climb of 250' per NM to 3000.

Rwy 20: 400-2 3/4 or standard with minimum climb of 204' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

ATHENS 109.6 AHN
Chan 3.3
N33°56.86'-W83°19.49'
L-18, H-9-12

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBCAT SEVEN DEPARTURE

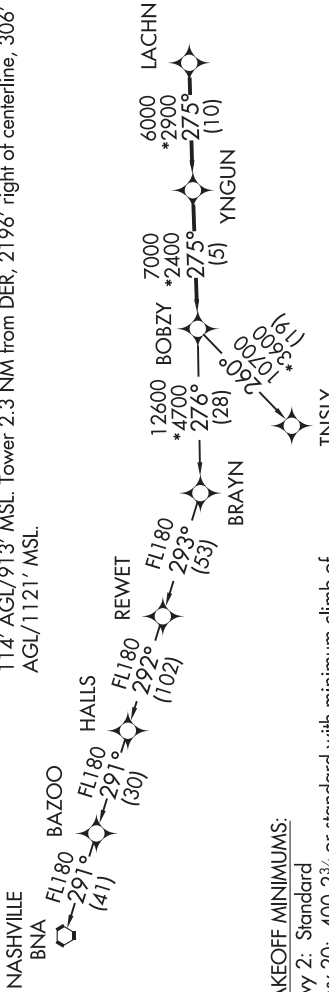
BOBZY ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

TAKEOFF OBSTACLE NOTES:

Rwy 20: Trees beginning 167' from DER, 474' right of centerline, up to 68' AGL/787' MSL. Building and trees beginning 668' from DER, 483' right of centerline, up to 31' AGL/810' MSL. AGL/809' MSL. Trees beginning 890' from DER, 59' right of centerline, up to 40' AGL/822' MSL. Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL. Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL. Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL. Tower: 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.



TAKEOFF MINIMUMS:

Rwy 20: Standard
 Rwy 20: 400-2/4 or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY1.BNA):
TNSLY TRANSITION (BOBZY1.TNSLY):

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

BOBZY ONE DEPARTURE (RNAV)

(ESTRR1. ESTRR) 16259

ESTRR ONE DEPARTURE (RNAV) SL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

**TOP ALTITUDE:
3000**

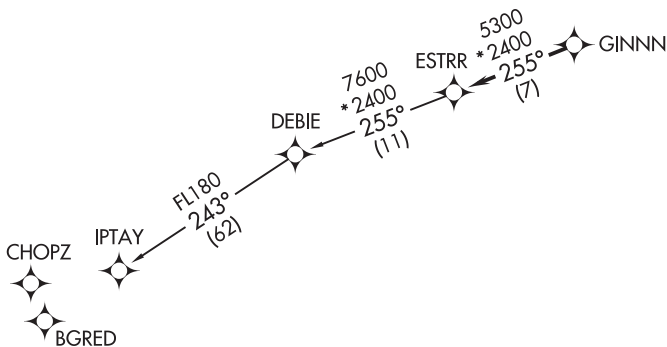
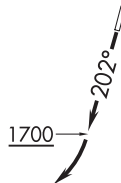
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.

TAKEOFF MINIMUMS:

Rwy 2: Standard

Rwy 20: 400-2³/₄ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



TAKEOFF OBSTACLE NOTES:

- Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
- Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
- Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
- Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
- Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
- Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
- Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
- Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR1.IPTAY):

ESTRR ONE DEPARTURE (RNAV)

(ESTRR1. ESTRR) 20AUG15

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE

**TOP ALTITUDE:
3000**

AWOS-3
118.175
CLNC DEL
127.35
CTAF
122.725
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS

Rwy 2: Standard with minimum ATC climb of 250' per NM to 3000.
Rwy 20: 400-2³/₄ or standard with minimum climb of 204' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'-W79°14.18'
L-26-36, H-10-12

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'
L-26-27, H-10

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'
W81°46.19'
L-26, H-10-12

PULASKI
116.8 PSK
Chan 115
N37°05.26'
W80°42.77'
L-26, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

NOTE: For turbojets only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Do not exceed 280K until advised by ATC.

NALEY
N36°21.16'
W80°48.41'

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'
L-25-36,
H-9-12

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36,
H-9-12

JOTTA
N36°00.88'
W80°50.96'
L-25

GANTS
N35°27.19'
W80°06.27'
L-25-36

MERIL
N35°36.79'
W79°26.03'
L-36

BARRETS MOUNTAIN
110.8 BZM
Chan 45
N35°52.13'-W81°14.43'
L-25

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HORNET EIGHT DEPARTURE

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HORNET EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022°, thence

TAKEOFF RUNWAY 20: Climb heading 160° to 1500 before turning west, thence

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR8.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

MERIL TRANSITION (HOR8.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (HOR8.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20: Trees beginning 167' from DER, 17' right of centerline, up to 114' AGL/913' MSL.

Trees beginning 1323' from DER, 4' left of centerline, up to 97' AGL/896' MSL.

Building 669' from DER, 361' left of centerline, 25' AGL/788' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

SL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

AWOS-3
118.175
CLNC DEL
127.35
CTAF
122.725
CHARLOTTE DEP CON
128.32 307.8

**TOP ALTITUDE:
3000**

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' W79°4.18'
L-26-36, H-10-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.78'
L-25, H-9-12

SADIE
N36°41.81' W81°33.61'

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42' W80°57.11'

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

ROBAY
N36°03.77' W81°18.07'

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75' W83°17.86'
L-25, H-9-12

PITTY
N35°19.82' W81°51.09'
L-25

DEBIE
N34°55.82' W81°48.53'

GREENWOOD
115.5 GRD
Chan 102
N34°15.09' W82°09.25'
L-24, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15' W82°47.08'
L-18

GIPPR
N35°12.58' W79°59.13'
L-25-36

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93' W79°35.28'
L-25-35-36, H-9-12

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03' W80°16.49'
L-24-25-36

ANDYS
N34°22.25' W81°08.63'
L-24-25

CHOPN
N34°14.90' W80°32.35'

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

TAKEOFF MINIMUMS

Rwy 2: Standard with minimum ATC climb of 250' per NM to 3000.
Rwy 20: 400-2¾ or Standard with minimum climb of 204' per NM to 1300, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

HUGO THREE DEPARTURE

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(HUG3.HUG) 16259

HUGO THREE DEPARTURE

SL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022°, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 160° to 1500 before turning west, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CHOPN TRANSITION (HUG3.CHOPN): From over CLT VOR/DME on CLT R-165 to CHOPN.

DEBIE TRANSITION (HUG3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

GIPPR TRANSITION (HUG3.GIPPR): From over CLT VOR/DME on CLT R-093 to GIPPR.

PITTY TRANSITION (HUG3.PITTY): From over CLT VOR/DME on CLT R-286 to PITTY.

ROBAY TRANSITION (HUG3.ROBAY): From over CLT VOR/DME on CLT R-347 to ROBAY.

SADIE TRANSITION (HUG3.SADIE): From over CLT VOR/DME on CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20: Trees beginning 167' from DER, 17' right of centerline, up to 114' AGL/913' MSL.

Trees beginning 1323' from DER, 4' left of centerline, up to 97' AGL/896' MSL.

Building 669' from DER, 361' left of centerline, 25' AGL/788' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

HUGO THREE DEPARTURE

(HUG3.HUG) 25JUN15

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

ICONS ONE DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS

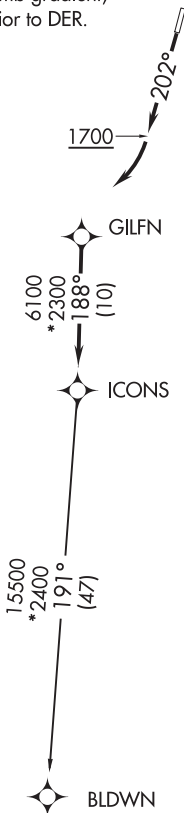
Rwy 2: Standard
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

**TOP ALTITUDE:
3000**

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
- Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on BLDWN transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

ICONS ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

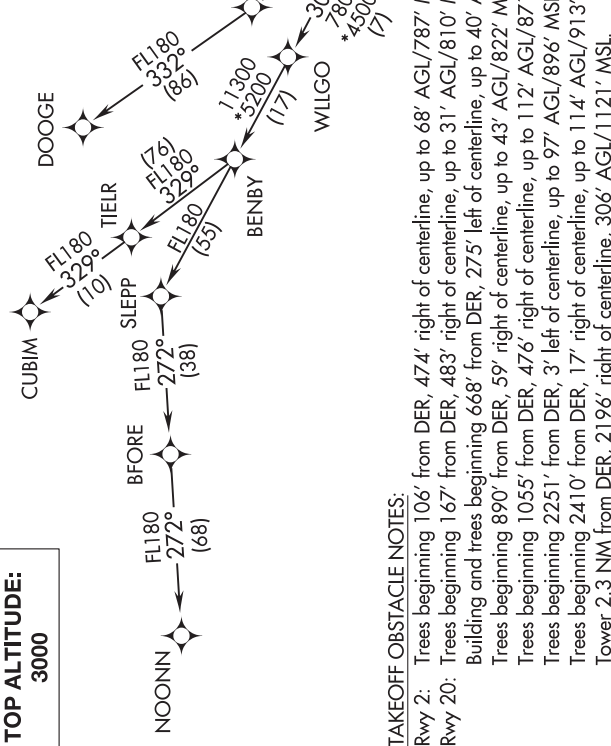
SE-2, 10 NOV 2016 to 05 JAN 2017

JOJJO ONE DEPARTURE (RNAV)

SE-2..10 NOV 2016 to 05 JAN 2017

AWOS-3
118.175
CLINC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



TOP ALTITUDE:
3000

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
Rwy 2: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO1..CUBIM):
DOOGE TRANSITION (JOJJO1..DOOGE):
NOONN TRANSITION (JOJJO1..NOONN): (ATC assigned only.)

TAKEOFF MINIMUMS:

Rwy 2: Standard.
Rwy 20: 400-2³/₄ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

KILNS ONE DEPARTURE (RNAV)

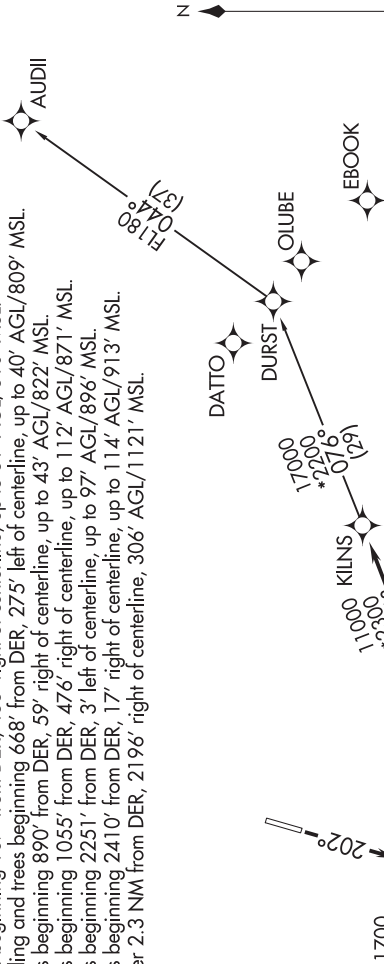
SE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwy 2: Standard
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (AUDII1.KILNS)

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

KILNS ONE DEPARTURE (RNAV)

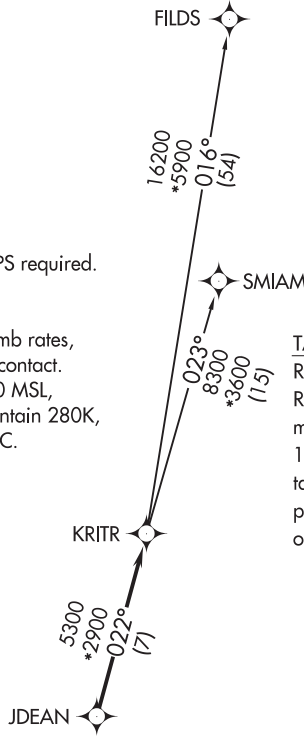
SE-2, 10 NOV 2016 to 05 JAN 2017

KRITR TWO DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

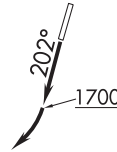
**TOP ALTITUDE:
3000**

- NOTE: For turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS

Rwy 2: Standard.
 Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
- Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL. Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL. Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL. Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL. Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL. Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL. Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

- FILDS TRANSITION (KRITR2.FILDS)
- SMIAM TRANSITION (KRITR2.SMIAM)

KRITR TWO DEPARTURE (RNAV)

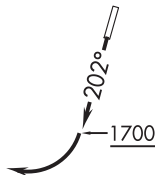
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

KWEEN ONE DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
126.85
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8

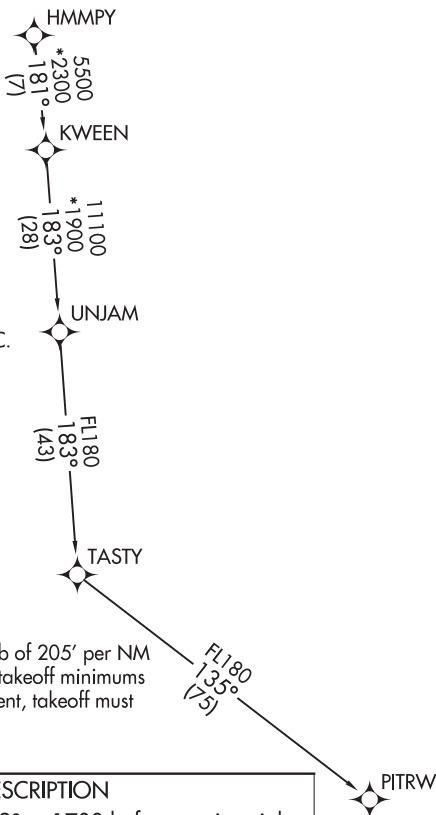
**TOP ALTITUDE:
3000**



TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
- Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
- Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
- Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
- Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
- Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
- Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
- Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.



TAKEOFF MINIMUMS

- Rwy 2: Standard.
- Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right. Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on PITRW transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN1.PITRW)

KWEEN ONE DEPARTURE (RNAV)

(KWEEN1.KWEEN) 21JUL16

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

(LILLS8.LILLS) 16147

716

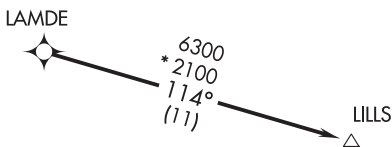
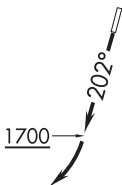
SL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

LILLS EIGHT DEPARTURE (RNAV)

TOP ALTITUDE:
3000

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.32 307.8



- NOTE: For Turbojets only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwy 2: Standard

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL. Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL. Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL. Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL. Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL. Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL. Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC. Expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

LILLS EIGHT DEPARTURE (RNAV)

(LILLS8.LILLS) 26MAY16

SALISBURY, NORTH CAROLINA
ROWAN COUNTY (RUQ)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

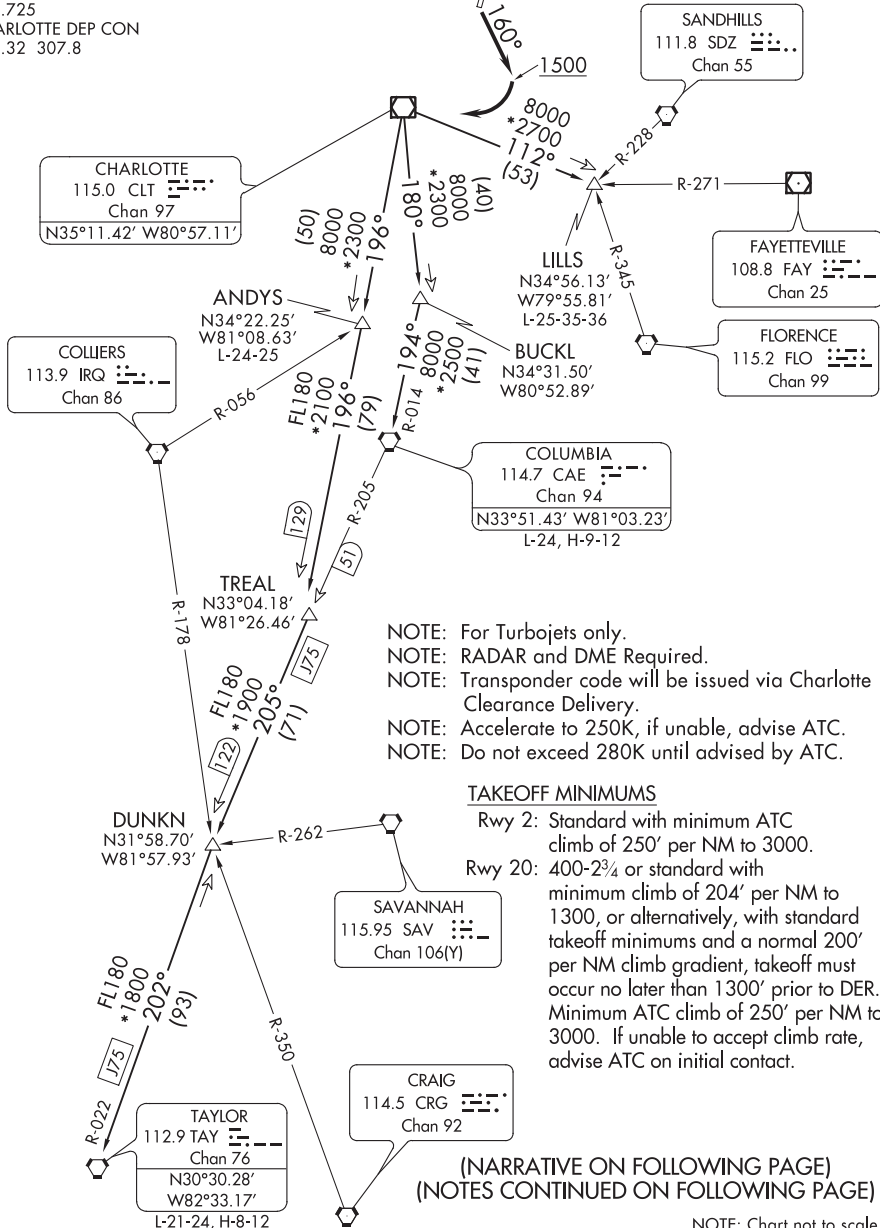
PANTHER THREE DEPARTURE

SL-5551 (FAA)

ROWAN COUNTY (RUQ)
SALISBURY, NORTH CAROLINA

AWOS-3
118.175
CLNC DEL
127.35
CTAF
122.725
CHARLOTTE DEP CON
128.32 307.8

**TOP ALTITUDE:
3000**



- NOTE: For Turbojets only.
- NOTE: RADAR and DME Required.
- NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise ATC.
- NOTE: Do not exceed 280K until advised by ATC.

TAKEOFF MINIMUMS

- Rwy 2: Standard with minimum ATC climb of 250' per NM to 3000.
- Rwy 20: 400-2¾ or standard with minimum climb of 204' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. Minimum ATC climb of 250' per NM to 3000. If unable to accept climb rate, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

PANTHER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022°, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 160° to 1500 before turning west, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

COLUMBIA TRANSITION (PAN3.CAE): From over CLT VOR/DME on CLT R-180 to BUCKL, then on CAE R-014 to CAE VORTAC.

LILLS TRANSITION (PAN3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

TAYLOR TRANSITION (PAN3.TAY): From over CLT VOR/DME on CLT R-196 to TREAL, then on CAE R-205 to DUNKN, then on TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20: Trees beginning 167' from DER, 17' right of centerline, up to 114' AGL/913' MSL.

Trees beginning 1323' from DER, 4' left of centerline, up to 97' AGL/896' MSL.

Building 669' from DER, 361' left of centerline, 25' AGL/788' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WEAZL ONE DEPARTURE (RNAV)

TOP ALTITUDE:
3000

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2³/₄ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: For turbojets only.

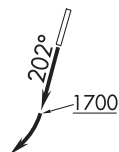
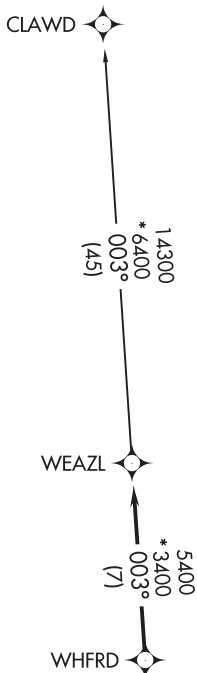
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Upon reaching 10000 MSL, accelerate to 280K, if unable advise ATC.



TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
- Rwy 20: Trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
- Building and trees beginning 668' from DER, 275' left of centerline, 40' AGL/809' MSL.
- Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
- Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
- Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
- Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
- Tower 2.3 NM from DER, 2196' right of centerline, up to 306' AGL/1121' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 3000, expect filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL1.CLAWD)

WEAZL ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SALUDA, SOUTH CAROLINA

AL-10393 (FAA)

16315

APP CRS	Rwy Idg	3189
015°	TDZE	539
	Apt Elev	539

RNAV (GPS) RWY 1

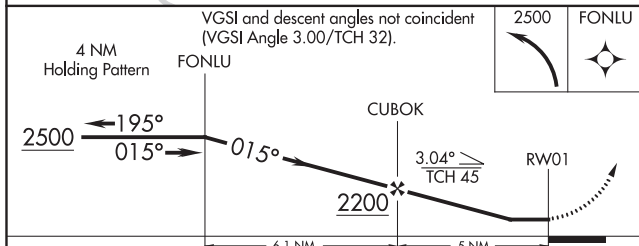
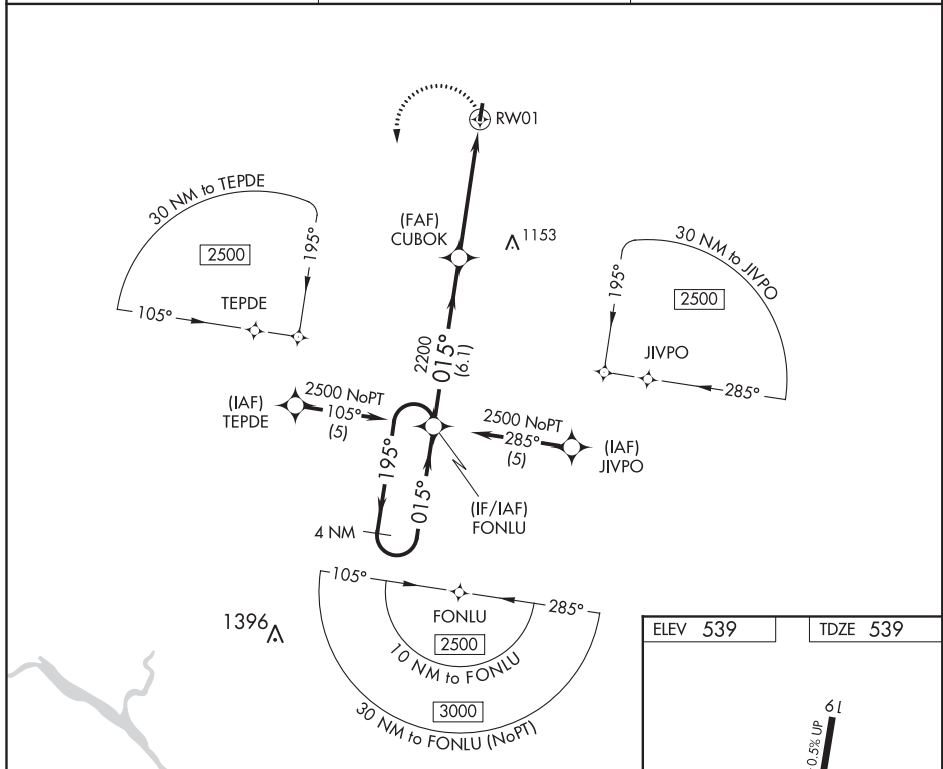
SALUDA COUNTY (6J4)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

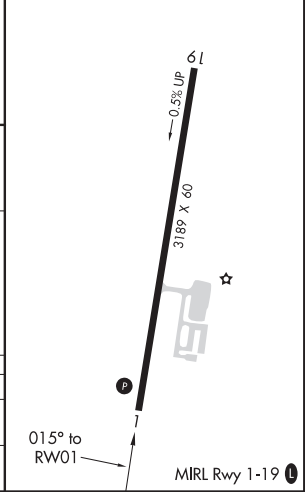
▲ NA

MISSED APPROACH:
Climbing left turn to 2500 direct FONLU and hold.

AIKEN AWOS-3 118.025	AUGUSTA APP CON ★ 119.15	122.9 (CTAF) 0
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ELEV 539	TDZE 539
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA
CIRCLING	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA

SALUDA, SOUTH CAROLINA
Orig-A 03MAR16

33°56'N-81°48'W

SALUDA COUNTY (6J4)

RNAV (GPS) RWY 1

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy ldg	3189
195°	TDZE	539
	Apt Elev	539

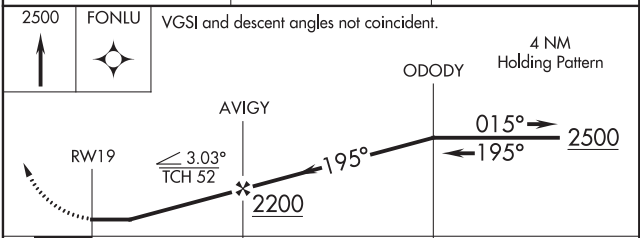
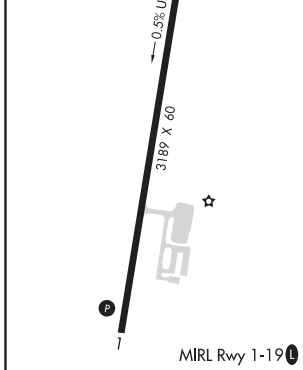
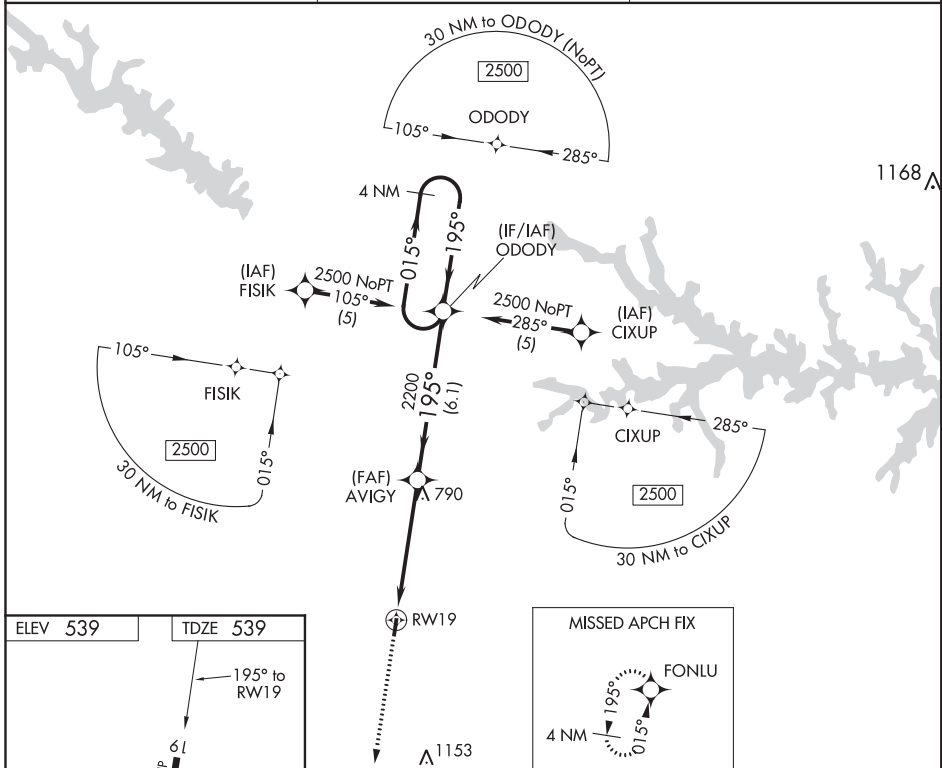
RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

▽ DME/DME RNP-0.3 NA. Procedure NA at night.
△ NA Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct FONLU and hold.

AIKEN AWOS-3 118,025	AUGUSTA APP CON ★ 119,15	122.9 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1060-1	521 (600-1)	1060-1½ 521 (600-1½)	NA
CIRCLING	1060-1	521 (600-1)	1160-1¾ 621 (700-1¾)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017


LOC/DME I-TTA 110.75 Chan 44 (Y)	APP CRS 029°	Rwy Idg 6500 TDZE 246 Apt Elev 246
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ILS Y or LOC Y RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

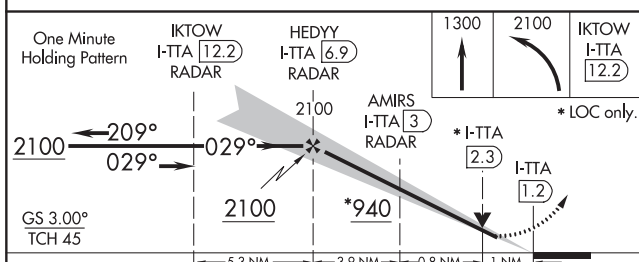
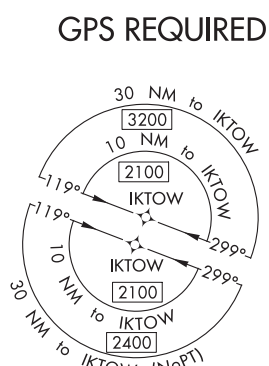
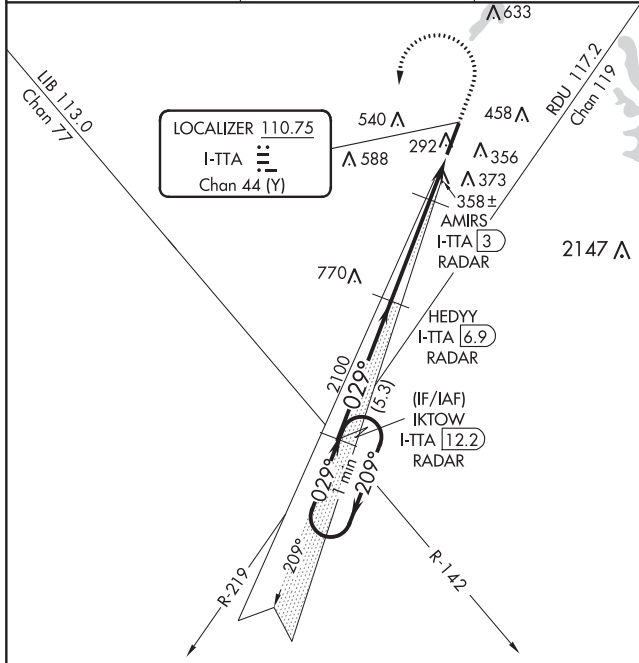
NA When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase DA to 527 feet; increase all MDA 100 feet and S-LOC 3 Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 miles and Cat D to 2 3/4 miles. For inop MALSR, increase S-LOC 3 Cats C and D visibility to 1 mile. For inop MALSR, when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to 7/8 mile and increase S-LOC 3 Cats C and D visibility to 1 1/8 mile. VDP NA when using Raleigh/Durham altimeter setting. GPS required.

MALSR



MISSED APPROACH:
Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075 (CTAF)	GCO 135.075
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ELEV 246	TDZE 246
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Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 3	446-1/2 200 (200-1/2)			
S-LOC 3	620-1/2	374 (400-1/2)	620-5/8	374 (400-5/8)
CIRCLING	760-1 514 (600-1)	820-1 574 (600-1)	840-1 1/2 594 (600-1 1/2)	960-2 1/4 714 (800-2 1/4)

ILS Y or LOC Y RWY 3

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TTA 110.75 Chan 44 (Y)	APP CRS 029°	Rwy Idg 6500 TDZE 246 Apt Elev 246
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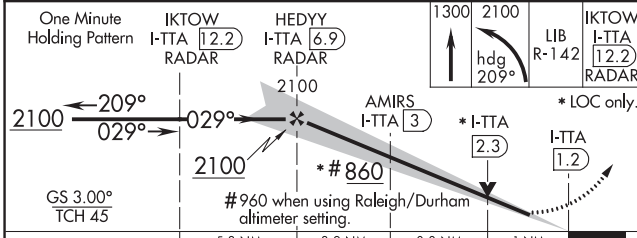
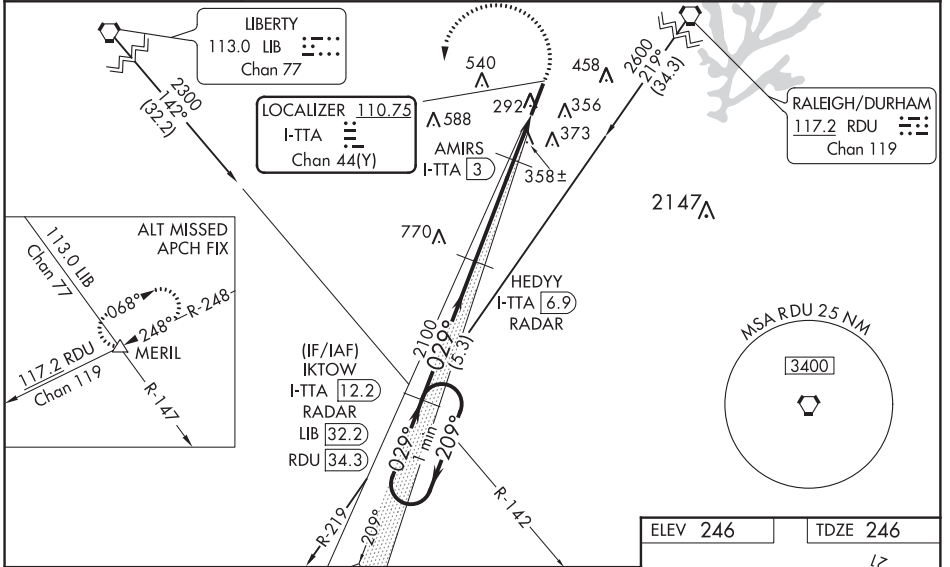
ILS Z or LOC Z RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

▽ DME or RADAR required. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase DA to 527 feet; increase all MDA 100 feet and S-LOC 3 Cats C and D visibility to 1½ miles, increase Circling Cat C visibility to 2 miles and Cat D to 2¾ miles; AMIRS fix minimums: increase S-LOC 3 Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 miles and Cat D visibility to 2¾ miles. For inop MALSRL, increase S-LOC 3 Cats C and D visibility to 1¾ miles. AMIRS fix minimums: increase S-LOC 3 Cats C and D visibility to 1 mile. For inop MALSRL when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ¾ mile and S-LOC 3 Cats C and D visibility to 2 miles. AMIRS fix minimums: increase S-LOC 3 Cats C and D visibility to 1¾ miles. VDP NA when using Raleigh/Durham altimeter setting.

MALSRL

MISSED APPROACH:
 Climb to 1300 then climbing left turn to 2100 on heading 209° and LIB VORTAC R-142 to IKTOW INT-I-TTA 12.2 DME/RADAR and hold.

AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075 (CTAF) 0	GCO 135.075
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ELEV 246	TDZE 246
* LOC only. #960 when using Raleigh/Durham altimeter setting. #860 GS 3.00° TCH 45 029° 5.7 NM from FAF REIL Rwy 21 0 HIRL Rwy 3-21 0	
FAF to MAP 5.7 NM	
Knots	60 90 120 150 180
Min:Sec	5:42 3:48 2:51 2:17 1:54

CATEGORY	A	B	C	D
S-ILS 3	446-½ 200 (200-½)			
S-LOC 3	860-½	614 (700-½)	860-1¾	614 (700-1¾)
C CIRCLING	860-1	614 (700-1)	860-1¾	960-2¼
AMIRS FIX MINIMUMS (DME REQUIRED)				
S-LOC 3	620-½	374 (400-½)	620-5⁄8	374 (400-5⁄8)
C CIRCLING	760-1	820-1	840-1½	960-2¼
	514 (600-1)	574 (600-1)	594 (600-1½)	714 (800-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SANFORD, NORTH CAROLINA

AL-9472 (FAA)

15288

WAAS CH 72822 W03A	APP CRS 029°	Rwy Idg TDZE 246 Apt Elev 246
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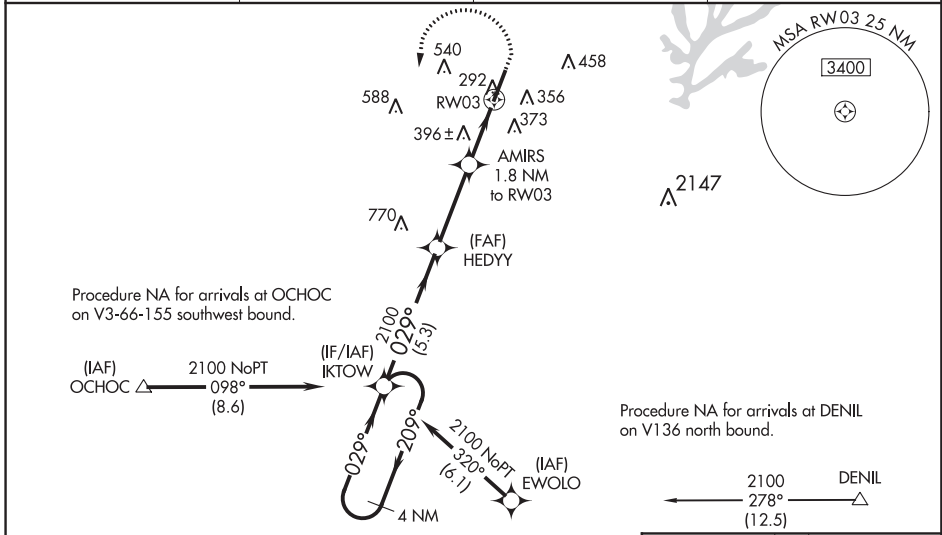
RNAV (GPS) RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1½ mile. For inop MALSR when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to 7⁄8 mile and LNAV Cats C and D visibility to 1½ mile. VDP NA when using Raleigh/Durham altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

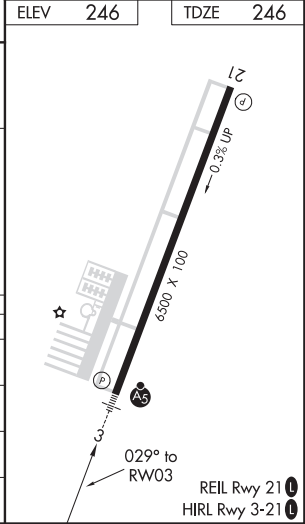
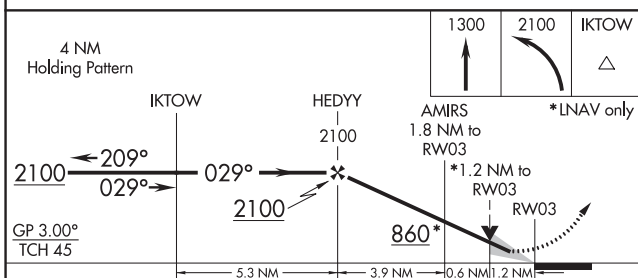
AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075 (CTAF)	GCO 135.075
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	246	TDZE	246
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CATEGORY	A	B	C	D
LPV DA		446-½	200 (200-½)	
LNAV/VNAV DA		634-7⁄8	388 (400-7⁄8)	
LNAV MDA	660-½	414 (500-½)	660-¾	414 (500-¾)
C CIRCLING	760-1 514 (600-1)	820-1 574 (600-1)	840-1½ 594 (600-1½)	960-2¼ 714 (800-2¼)

SANFORD, NORTH CAROLINA
Amdt 2 15OCT15

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)
35°35'N-79°06'W

RNAV (GPS) RWY 3

WAAS CH 86522 W21A	APP CRS 209°	Rwy Idg TDZE Apt Elev	6500 230 246
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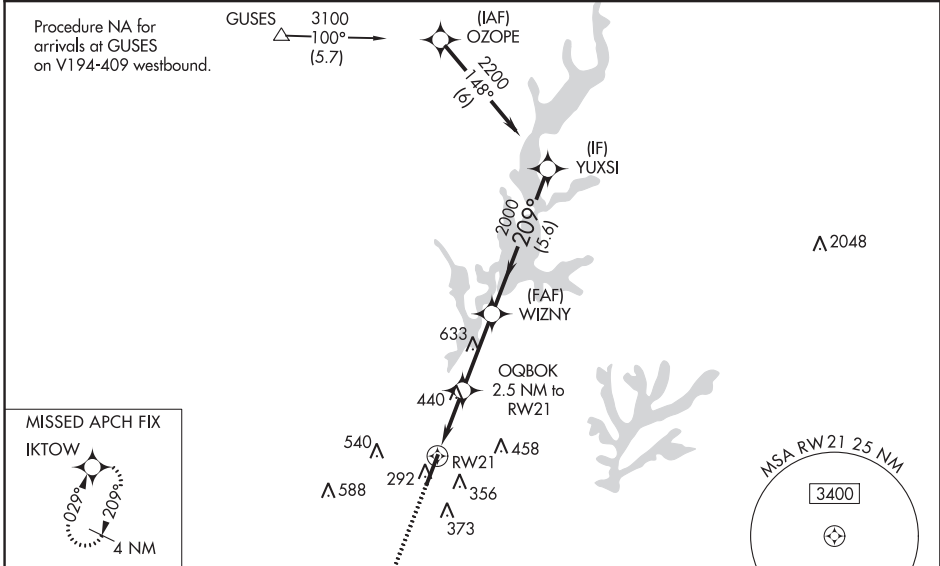
RNAV (GPS) RWY 21

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

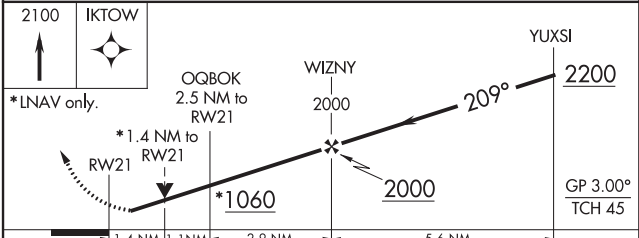
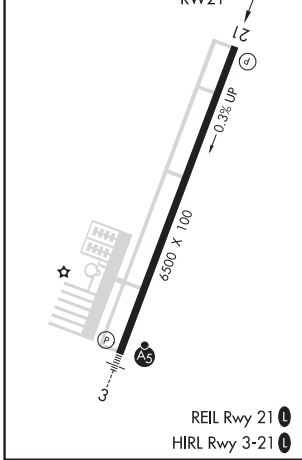
⚠ Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C and D visibility to 1½ mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2½ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Raleigh/Durham altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
IKTOW and hold.

AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075(CTAF) 0	GCO 135.075
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ELEV 246	TDZE 230
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CATEGORY	A	B	C	D
LPV DA		530-1	300 (300-1)	
LNAV/VNAV DA		480-7/8	250 (300-7/8)	
LNAV MDA	700-1	470 (500-1)	700-1 1/8	470 (500-1 1/8)
C CIRCLING	760-1 514 (600-1)	820-1 574 (600-1)	840-1 1/2 594 (600-1 1/2)	960-2 1/4 714 (800-2 1/4)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GOLDSBORO, NORTH CAROLINA

ILS or LOC Y RWY 8

LOC I-GSB 109.3	APCH CRS 081°	Rwy Ldg THRE 73 Arprt Elev 109
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AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

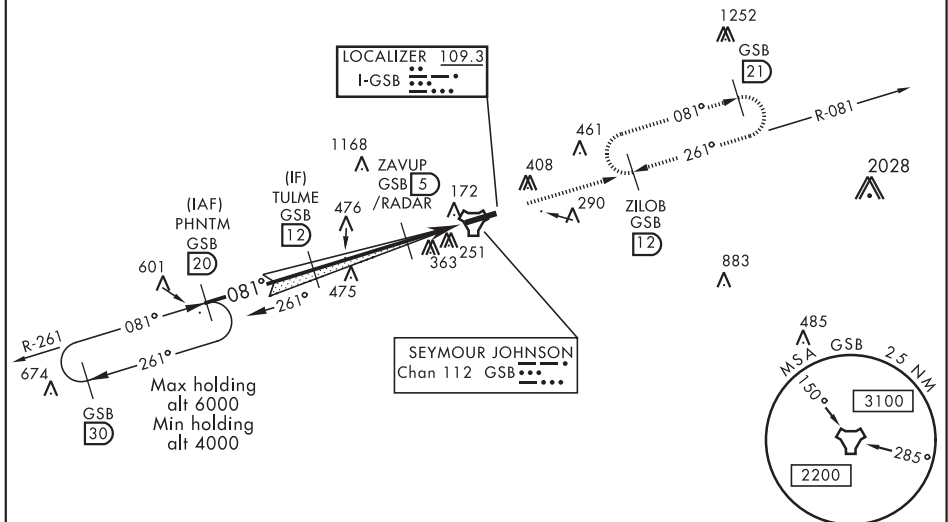
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 ½ miles.



MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
--------------------------	---	--	-------------------------------	----------------------------------

*** Circling N of Rwy 8-26 not authorized.

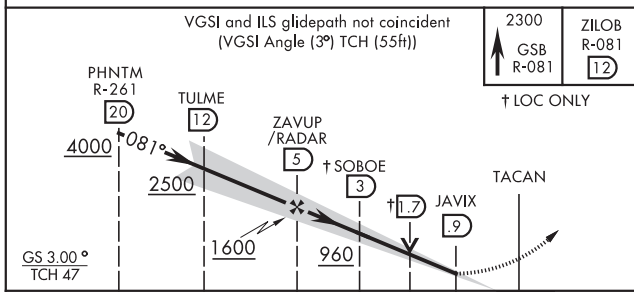


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



ELEV	109	THRE	73
HRL Rwy 8-26			
FAF to MAP 4.1 NM			
Knots	60	90	120 150 180
Min:Sec	4:06	2:44	2:03 1:38 1:22

GOLDSBORO, NORTH CAROLINA

35° 20' N-77° 58' W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 15OCT15

ILS or LOC Y RWY 8

GOLDSBORO, NORTH CAROLINA

RNAV (GPS) RWY 8

APCH CRS 081°	Rwy Idg 11,760 THRE 73 Arpt Elev 109
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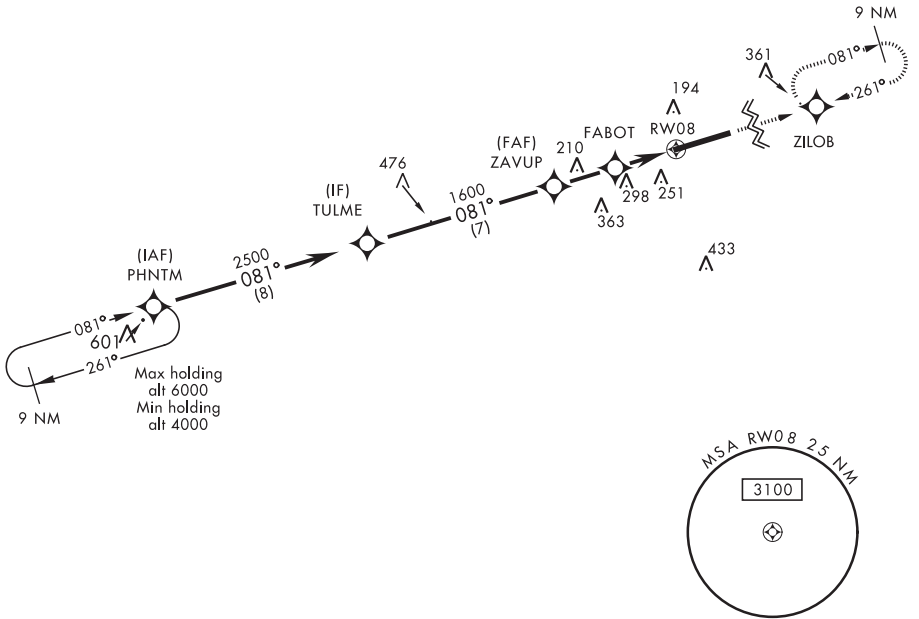
AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling N of Rwy 8-26 not authorized.	ALSF-1 	MISSED APPROACH: Climb to 2300 direct ZILOB and hold.

ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
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DME/DME RNP - 0.3 NA

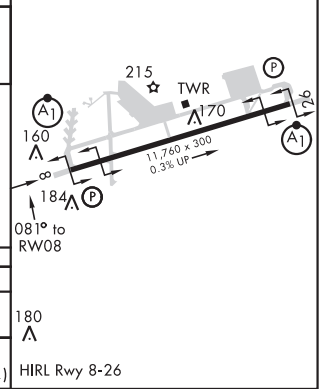
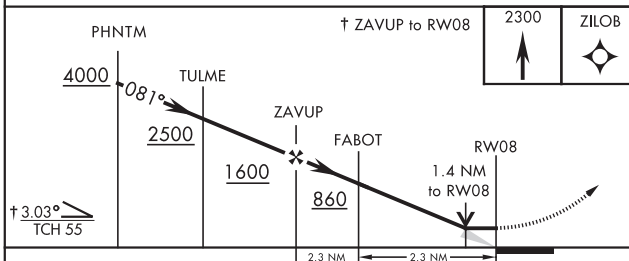


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700

ELEV 109	THRE 73
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CATEGORY	A	B	C	D	E
LNAV MDA*	560/24	487 (500-1/2)	560/50	487 (500-1)	
CIRCLING**	620-1	511 (600-1)	680-1 1/2 571 (600-1 1/2)	700-2 591 (600-2)	760-2 1/4 651 (700-2 1/4)

GOLDSBORO, NORTH CAROLINA
Amdt 3 30APR15

35° 20'N-77° 58'W

SEYMOUR JOHNSON AFB (KGSB)

RNAV (GPS) RWY 8

RNAV (GPS) RWY 26

APCH CRS 261°	Rwy ldg 11,760 THRE 109 Arpt Elev 109
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AL-169 [USAF]

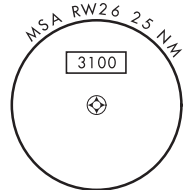
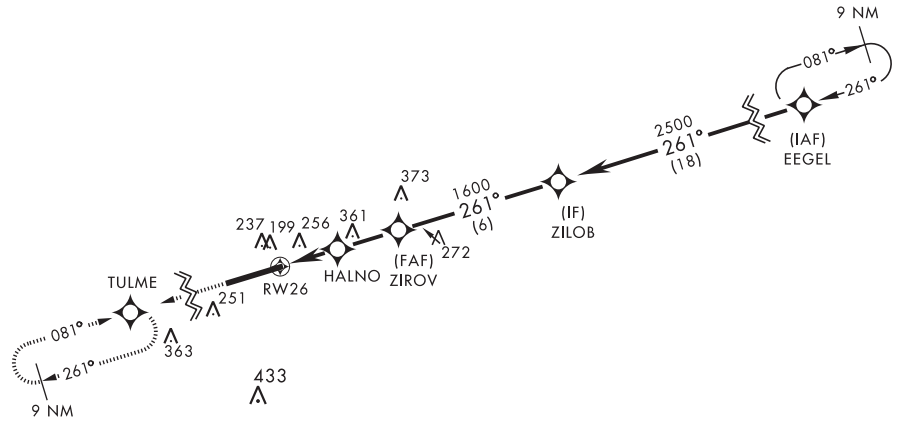
SEYMOUR JOHNSON AFB (KGSB)

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
 ** Circling N of Rwy 8-26 not authorized.

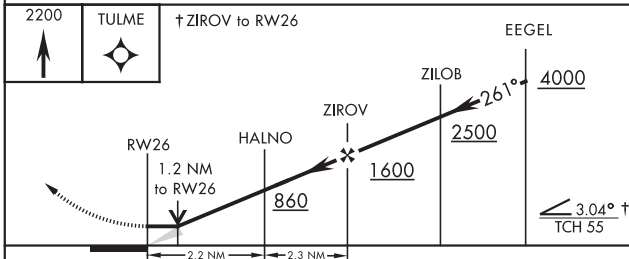
ALSF-1 	MISSED APPROACH: Climb to 2200 direct TULME and hold.
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ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
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DME/DME RNP - 0.3 NA



EMERG SAFE ALT 100 NM 3700



ELEV	109	THRE	109
------	-----	------	-----

180
 ▲
 HIRL Rwy 8-26

RNAV (GPS) RWY 26

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 8

TACAN GSB Chan 112	APCH CRS 081°	Rwy ldg 11,760 THRE 73 Arprt Elev 109
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AL-169 [USAF]

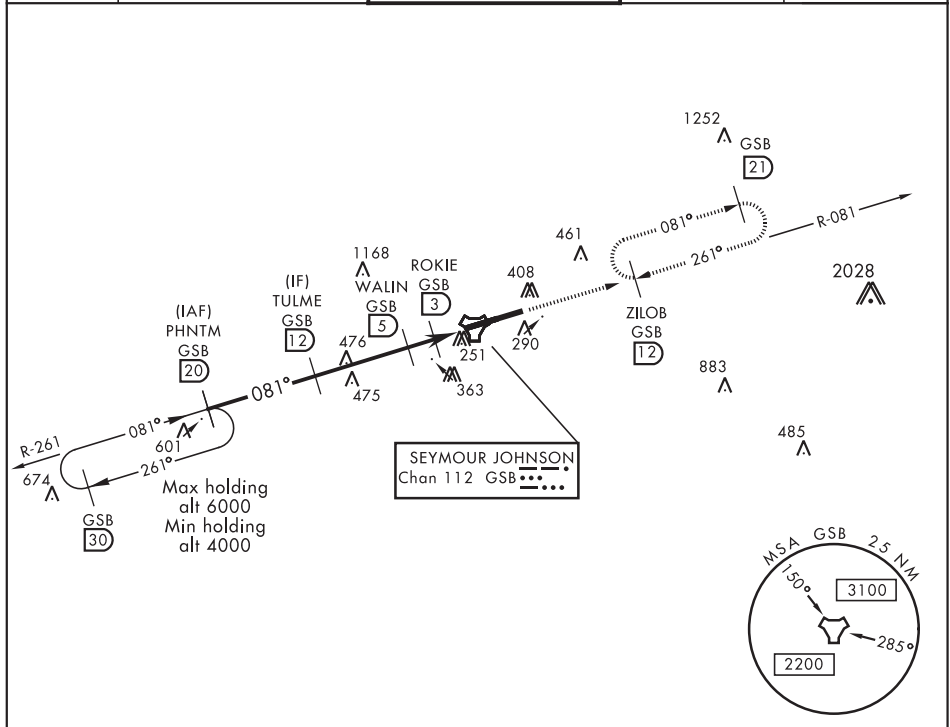
SEYMOUR JOHNSON AFB (KGSB)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
 ** Circling N of Rwy 8-26 not authorized.



MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

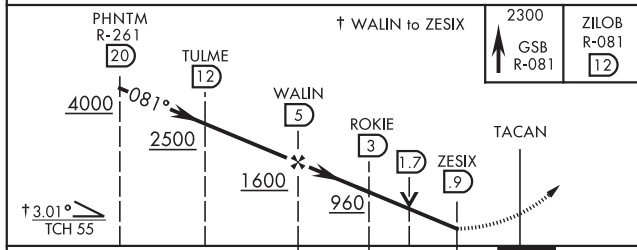
ATIS ★ 317.625	SEYMOUR JOHNSON APP CON 258°-110° 123.7 290.9 111°-257° 119.7 273.6	SEYMOUR JOHNSON TOWER ★ 126.25 370.875	GND CON 138.1 275.8	CLNC DEL 128.025 270.8
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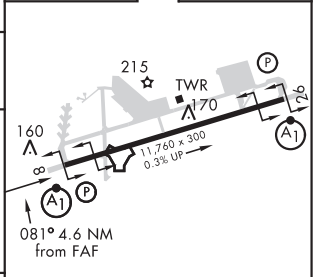
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700



ELEV 109	THRE 73
----------	---------



CATEGORY	A	B	C	D	E
S-8 *	560/24 487 (500-1/2)		560/50 487 (500-1)		
** CIRCLING	620-1 511 (600-1)		680-1 1/2 571 (600-1 1/2)	700-2 591 (600-2)	760-2 1/4 651 (700-2 1/4)

180 HIRL Rwy 8-26	FAF to MAP 4.1 NM				
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

GOLDSBORO, NORTH CAROLINA

35° 20' N-77° 58' W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 13NOV14

TACAN Y RWY 8

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 26

TACAN Chan 112	GSB 261°	APCH CRS	Rwy Idg 11,760
			THRE 109
			Arpt Elev 109

AL-169 [USAF]

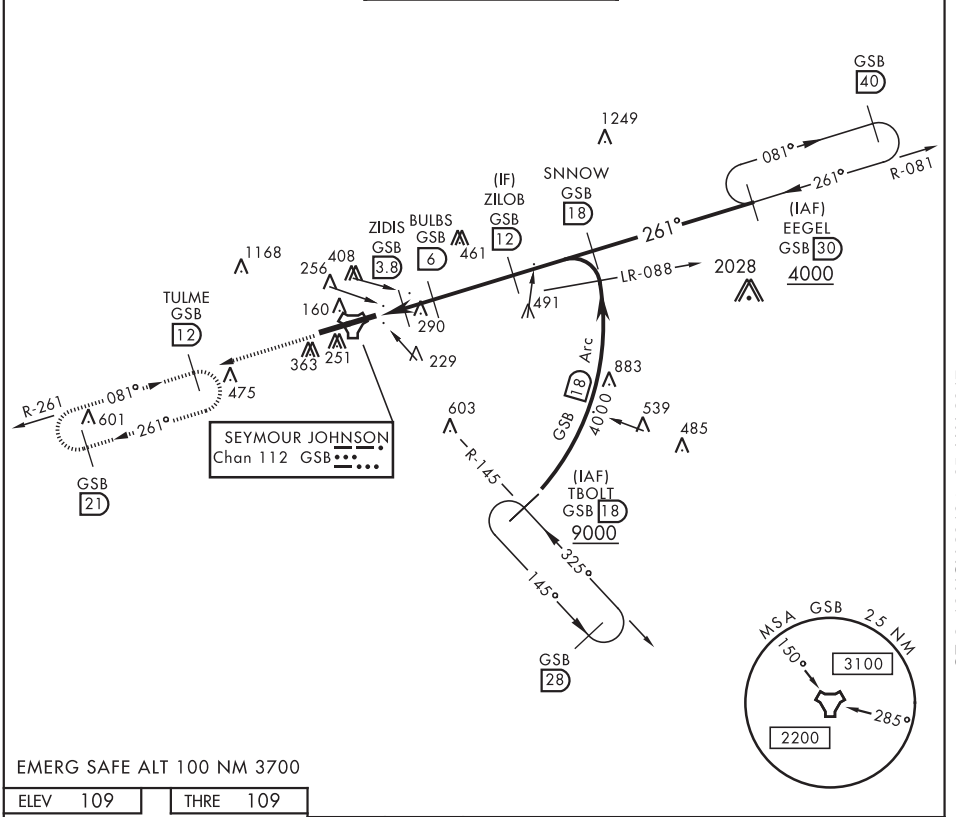
SEYMOUR JOHNSON AFB (KGSB)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
 ** Circling N of Rwy 8-26 not authorized.



MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

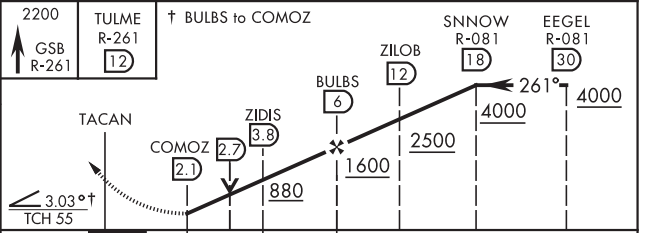
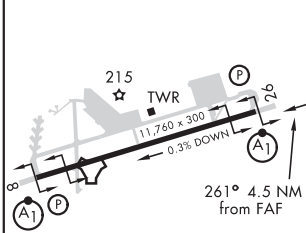


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700

ELEV 109	THRE 109
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CATEGORY	A	B	C	D	E
S-26 *	540/24 431 (500-½)		540/40 431 (500-¾)		
CIRCLING **	620-1 511 (600-1)		680-1½ 571 (600-½)	700-2 591 (600-2)	760-2¼ 651 (700-2¼)

GOLDSBORO, NORTH CAROLINA 35° 20'N-77° 58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 28MAY15

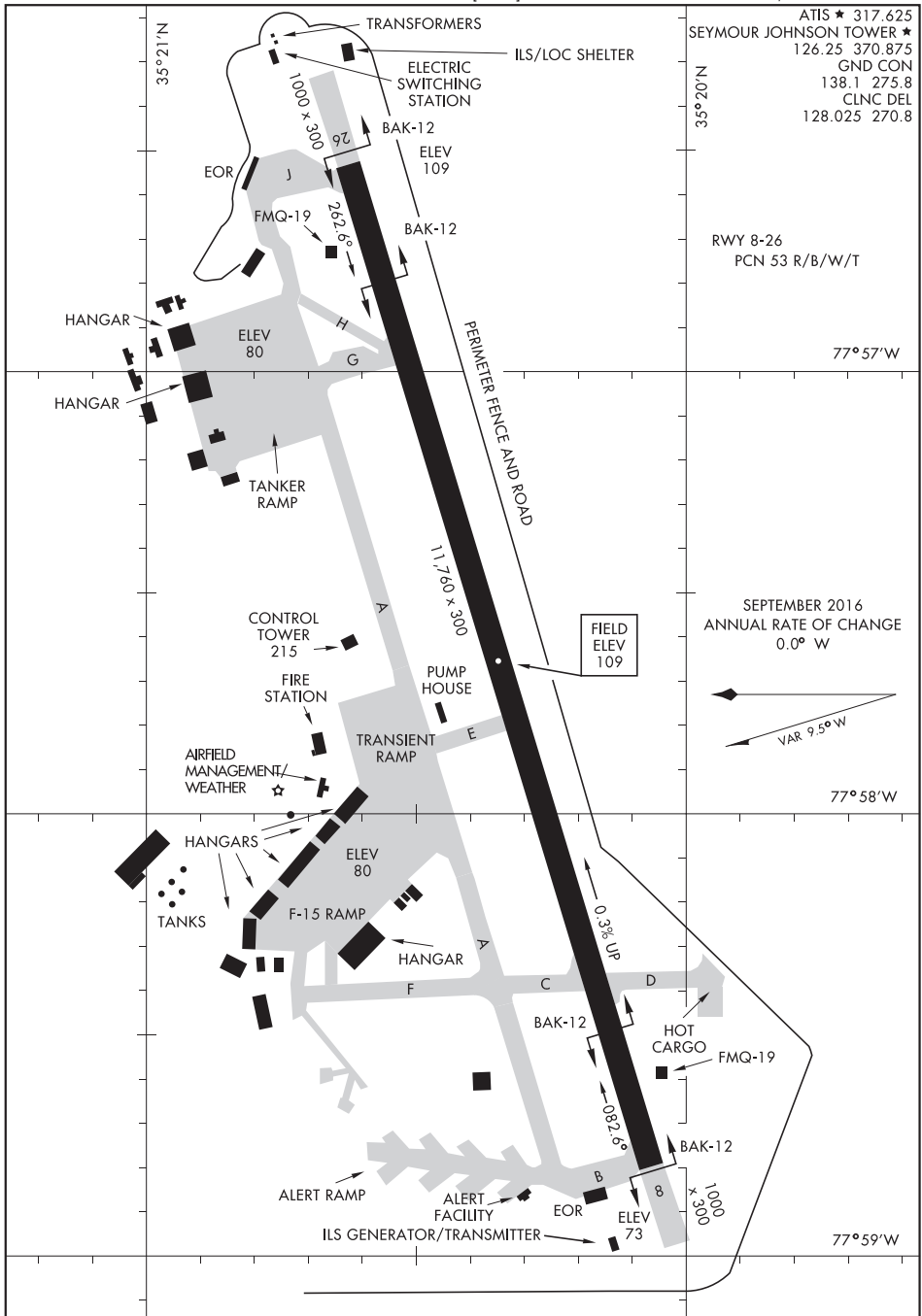
TACAN Y RWY 26

AIRPORT DIAGRAM

SEYMOUR JOHNSON AFB (KGSB)

AFD-169 [USAF]

GOLDSBORO, NORTH CAROLINA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

SEYMOUR-THREE DEPARTURE (GSB3•GSB)

SEYMOUR JOHNSON AFB (KGSB)

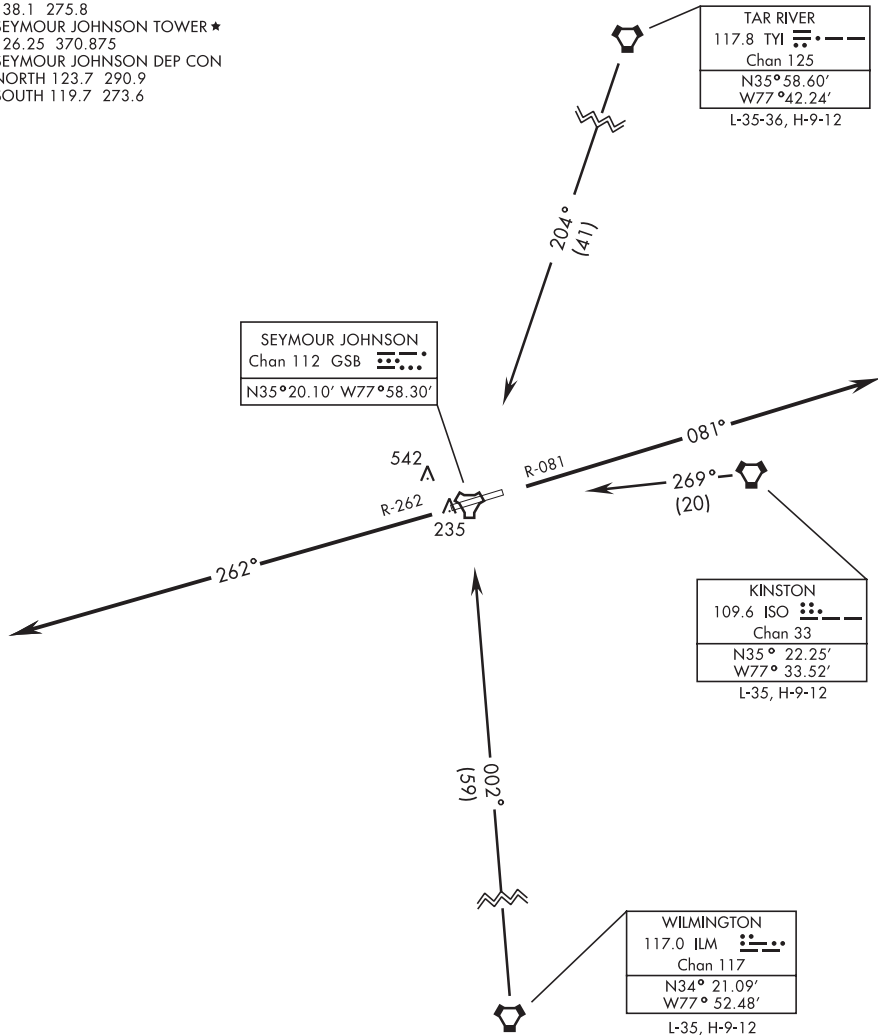
GOLDSBORO, NORTH CAROLINA

ATIS★ 317.625
 CLNC DEL
 128.025 270.8
 GND CON
 138.1 275.8
 SEYMOUR JOHNSON TOWER★
 126.25 370.875
 SEYMOUR JOHNSON DEP CON
 NORTH 123.7 290.9
 SOUTH 119.7 273.6

SHL-169 [USAF]

Rwy	Knots	60	120	180	240	300	360
26	V/V(fpm)	210	420	630	840	1050	1260

Minimum Climb Rate to 500



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500', then turn right/left on course climbing to assigned altitude.

TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500', then turn right/left on course climbing to assigned altitude.

SEYMOUR-THREE DEPARTURE (GSB3•GSB)

GOLDSBORO, NORTH CAROLINA

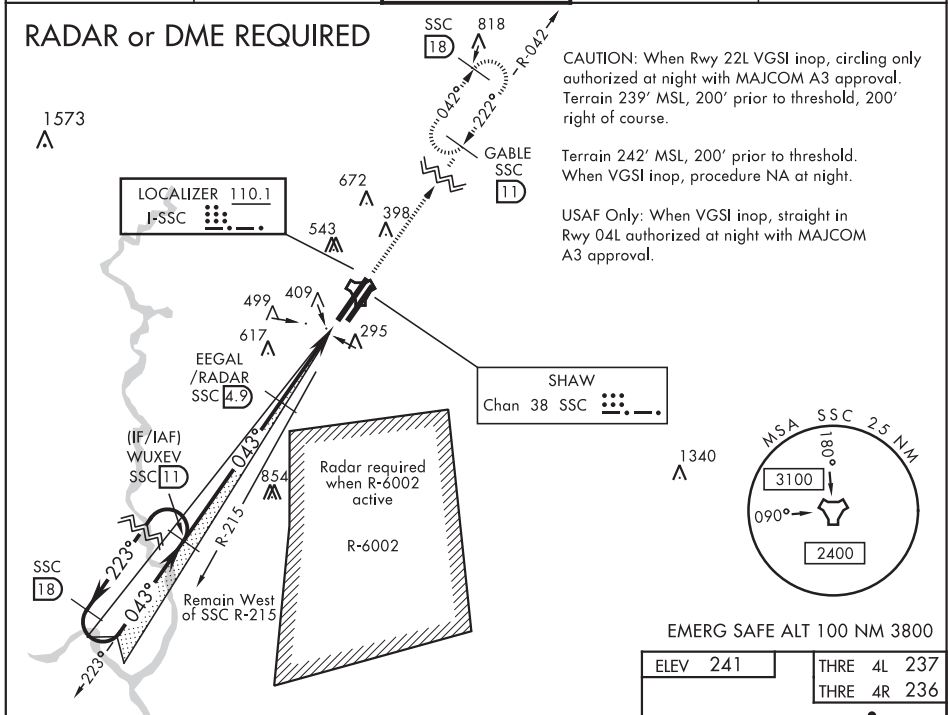
SEYMOUR JOHNSON AFB (KGSB)

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 04L

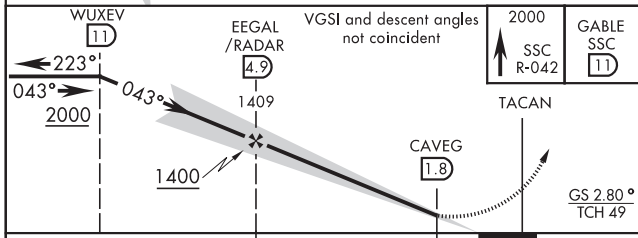
LOC I-SSC 110.1	APCH CRS 043°	Rwy Idg 10,014	4L 237	4R 236	AL-409 [USAF]	SHAW AFB (KSSC)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1/8 miles.		THRE 241	THRE 241	THRE 241	ALSF-1 	MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

ATIS ★ 132.125 270.1	SHAW APP CON 125.4 318.1	SHAW TOWER ★ 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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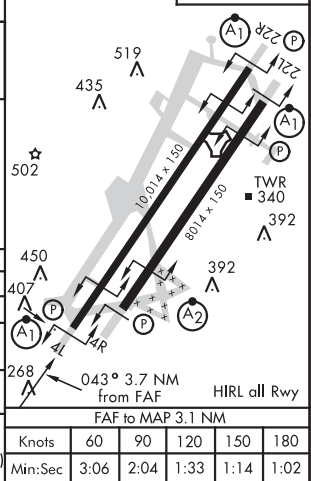
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV	241	THRE 4L	237
		THRE 4R	236

CATEGORY	A	B	C	D	E
S-ILS 04L	487/50		250	(300-1)	
S-LOC 04L*	780/50	543 (600-1)	780/60	543	(600-1/8)
SIDESTEP 04R*	780/50	544 (600-3/4)	780-1/8	544	(600-1/8)
CIRCLING	820-1	880-1	1000-2 1/4	1000-2 1/2	1000-2 3/4
	579 (600-1)	639 (700-1)	759 (800-2 1/4)	759 (800-2 1/2)	759 (800-2 3/4)



SUMTER, SOUTH CAROLINA
Orig 28APR16

33° 58' N-80° 28' W

SHAW AFB (KSSC)

ILS or LOC Y RWY 04L

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 22R

LOC I-JWU 108.7	APCH CRS 223°	Rwy Idg THRE 239 Arpt Elev 241	22R 10,014	22L 8014
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AL-409 [USAF]

SHAW AFB (KSSC)

▽ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.



MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

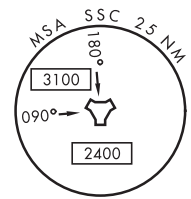
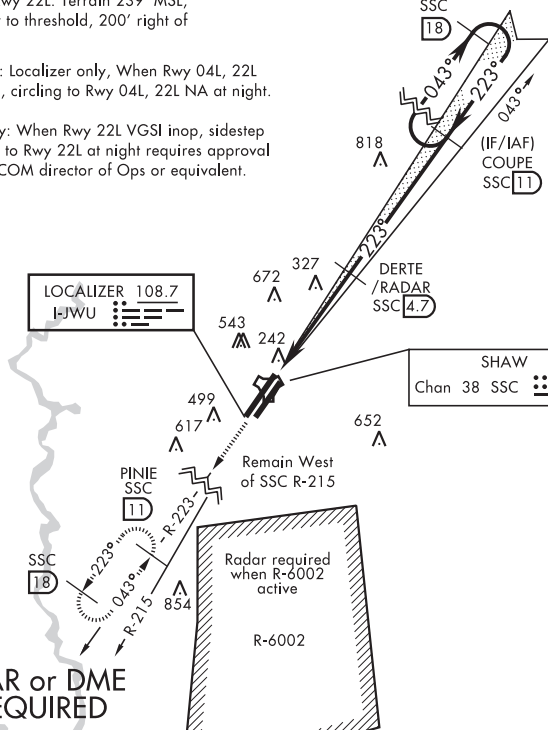
ATIS ★ 132.125 270.1	SHAW APP CON 125.4 318.1	SHAW TOWER ★ 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course.

CAUTION: Localizer only, When Rwy 04L, 22L VGSi inop, circling to Rwy 04L, 22L NA at night.

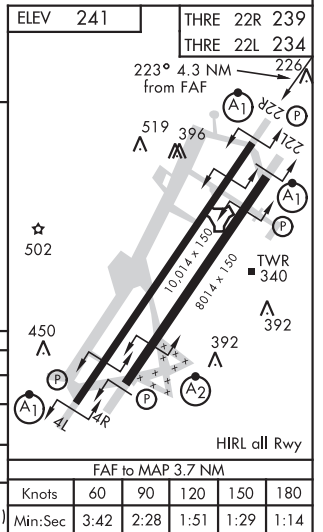
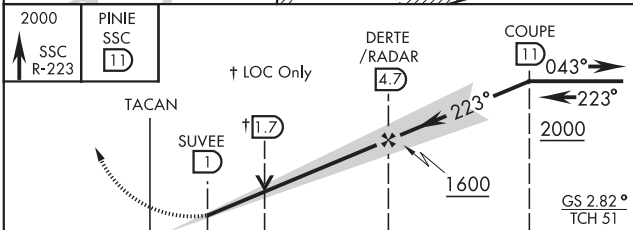
USAF Only: When Rwy 22L VGSi inop, sidestep or circling to Rwy 22L at night requires approval from MAJCOM director of Ops or equivalent.

SE-2, 10 NOV 2016 to 05 JAN 2017



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3800



CATEGORY	A	B	C	D	E
S-ILS 22R *	439/24		200	(200-½)	
S-LOC 22R **	660/24	421 (500-½)	660/40	421	(500-¾)
SIDESTEP ** 22L	660/50		426	(500-1)	
CIRCLING	820-1	880-1	1000-2¼	1000-2½	1000-2¾
	579 (600-1)	639 (700-1)	759 (800-2¼)	759 (800-2½)	759 (800-2¾)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SUMTER, SOUTH CAROLINA
Orig 15OCT15

33° 58' N-80° 28' W

SHAW AFB (KSSC)

ILS or LOC Y RWY 22R

SE-2, 10 NOV 2016 to 05 JAN 2017

SUMTER, SOUTH CAROLINA

TACAN Y RWY 4L

TACAN SSC	APCH CRS	Rwy Idg	4L	4R
Chan 38	043°	THRE	10,014	8014
		Arpt Elev	237	236
			241	241

AL-409 [USAF]

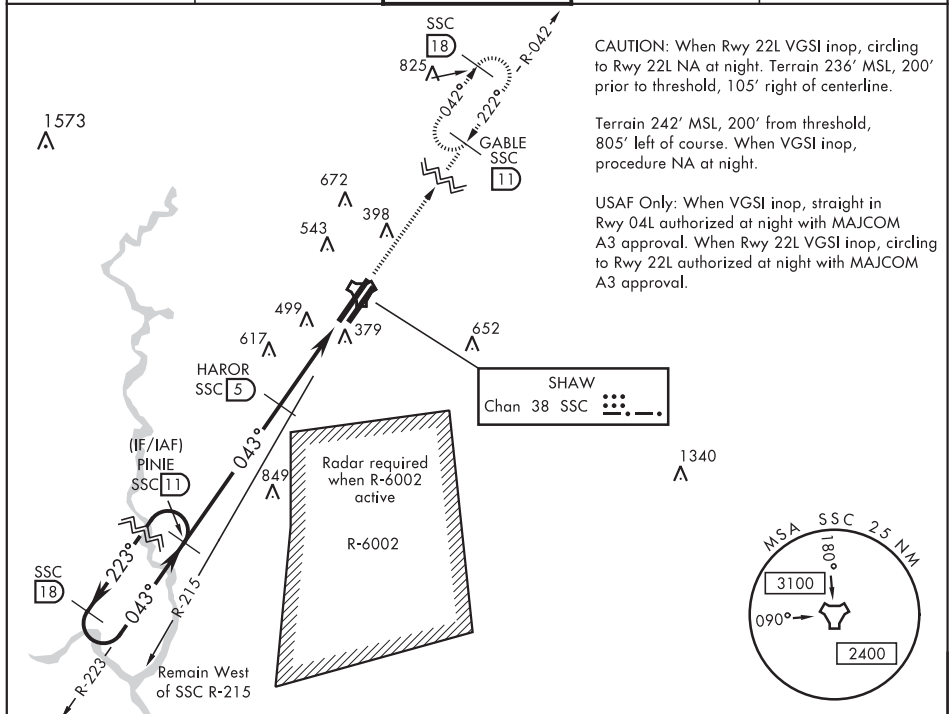
SHAW AFB (KSSC)

▲ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALS F-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	126.1 275.8	121.8 289.4



CAUTION: When Rwy 22L VGSi inop, circling to Rwy 22L NA at night. Terrain 236' MSL, 200' prior to threshold, 105' right of centerline.

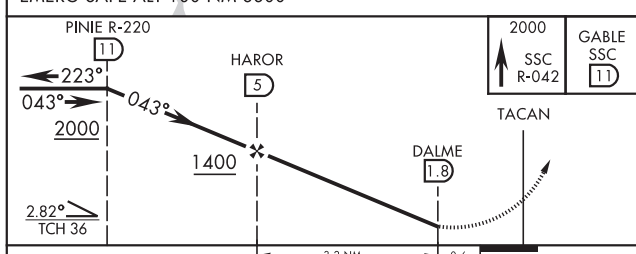
Terrain 242' MSL, 200' from threshold, 805' left of course. When VGSi inop, procedure NA at night.

USAF Only: When VGSi inop, straight in Rwy 04L authorized at night with MAJCOM A3 approval. When Rwy 22L VGSi inop, circling to Rwy 22L authorized at night with MAJCOM A3 approval.

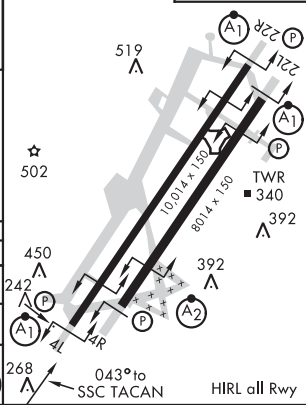
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3800



ELEV 241	THRE 4L 237
	THRE 4R 236



CATEGORY	A		B		C		D		E	
	800-1	579 (600-1)	563	(600-1)	800-1¼	759 (800-2¼)	563	(600-1¼)	800-2¾	759 (800-2¾)
S-04L *	800-1	579 (600-1)	563	(600-1)	800-1¼	759 (800-2¼)	563	(600-1¼)	800-2¾	759 (800-2¾)
SIDESTEP * 04R	800-1	579 (600-1)	564	(600-¾)	800-1¾	759 (800-2½)	564	(600-1¾)		
☐ CIRCLING	820-1	579 (600-1)	880-1	639 (700-1)	1000-2¼	759 (800-2¼)	1000-2½	759 (800-2½)	1000-2¾	759 (800-2¾)

SUMTER, SOUTH CAROLINA
Orig 15OCT15

33° 58' N-80° 28' W

SHAW AFB (KSSC)

TACAN Y RWY 4L

SUMTER, SOUTH CAROLINA

TACAN Y RWY 22R

TACAN SSC Chan 38	APCH CRS 222°	Rwy ldg THRE 10,014 Arpt Elev 239	22R 8014 234	AL-409 [USAF]	SHAW AFB (KSSC)
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▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¾ miles.



MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

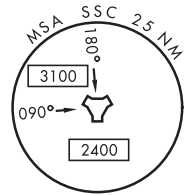
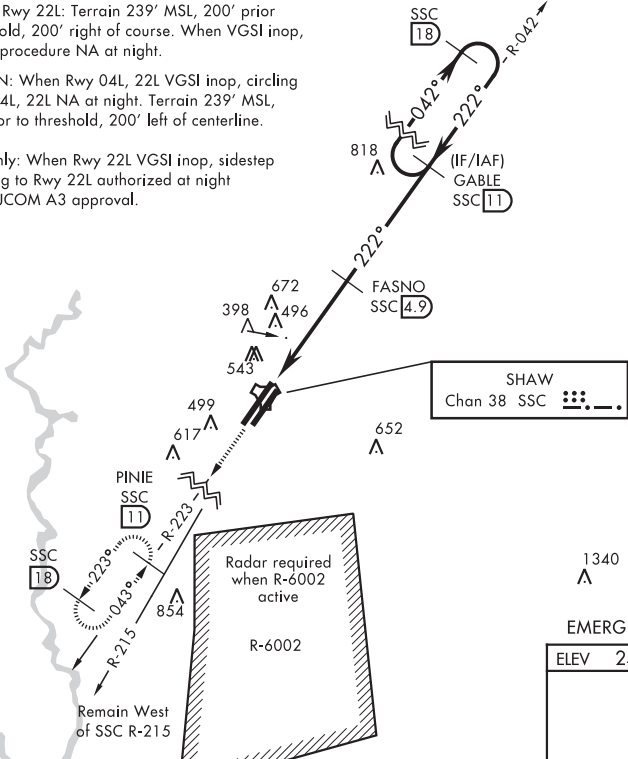
ATIS ★ 132.125 270.1	SHAW APP CON 125.4 318.1	SHAW TOWER ★ 126.65 254.25	GND CON 126.1 275.8	CLNC DEL 121.8 289.4
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Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course. When VGSI inop, sidestep procedure NA at night.

CAUTION: When Rwy 04L, 22L VGSI inop, circling to Rwy 04L, 22L NA at night. Terrain 239' MSL, 200' prior to threshold, 200' left of centerline.

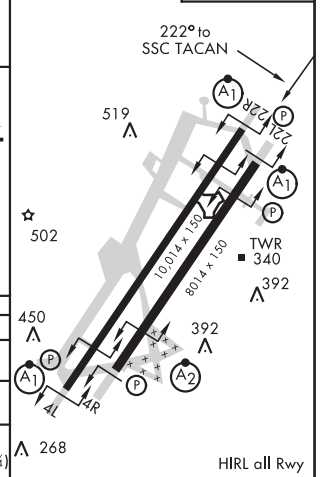
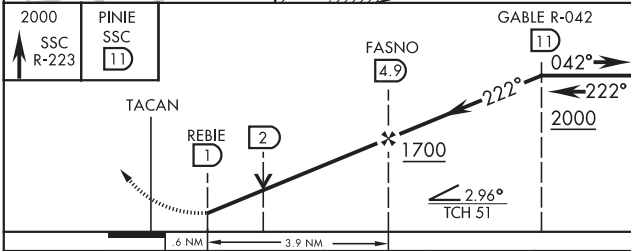
USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L authorized at night with MAJCOM A3 approval.

▲ 1573



EMERG SAFE ALT 100 NM 3800

ELEV 241	THRE 22R 239
	THRE 22L 234



CATEGORY	A	B	C	D	E
S-22R*	760/24 521 (600-½)		760/55 521 (600-1)		
SIDESTEP** 22L	760/24 526 (600-1)		760/55 526 (600-1)		
CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)

SUMTER, SOUTH CAROLINA
 Orig 15OCT15

33° 58' N-80° 28' W

SHAW AFB (KSSC)

TACAN Y RWY 22R

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

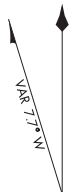
AFD-409 [USAF]

SHAW AFB (KSSC)

SUMTER, SOUTH CAROLINA

ATIS ★
 132.125 270.1
 SHAW TOWER ★
 126.65 254.25
 GND CON
 126.1 275.8
 CLNC DEL
 121.8 289.4

DECEMBER 2015
 ANNUAL RATE OF CHANGE
 0.1°W



519

NORTH TRIM PAD

ELEV 239

NORTH FIGHTER RAMP

1000 x 150

BAK-12

33°59'N

HANGAR 1614

ELEV 245

BAK-12

1000 x 150

E-5 ELEV 234

BLDG 1511

245

BAK-12

1000 x 150

NORTH TRANSIENT RAMP

245

BAK-12

E-5 ELEV 234

CDF YARD

FIELD ELEV 241

BAK-12

GUN BERM

HANGAR 1200

HOT CARGO

CONTROL TOWER 340

FIRE STATION

N-ROW

BASE OPS

ELEV 245

CONTROL TOWER 340

33°58'N

P-ROW

R-ROW

SOUTH TRIM PAD

10,014 x 150

8014 x 150

Rwy 4L-22R
 PCN 38 R/B/W/T
 Rwy 4R-22L
 PCN 41 R/C/W/T

042.4°

042.4°

1000 x 150

1000 x 150

4L

4R

ELEV 237

ELEV 236

1000 x 150

1000 x 150

BAK-12

BAK-12

80°29'W

80°28'W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SUMTER, SOUTH CAROLINA

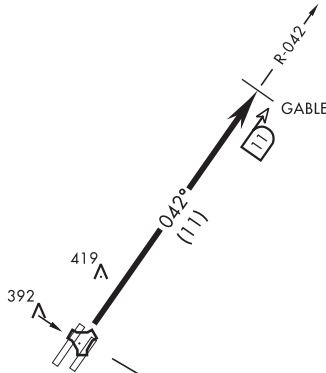
SHAW AFB (KSSC)

GABLE-FOUR DEPARTURE (GABLE4•GABLE)

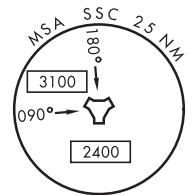
SHL-409 [USAF]

ATIS ★ 132.125 270.1
 CLNC DEL
 121.8 289.4
 GND CON
 126.1 275.8
 SHAW TOWER ★
 126.65 254.25
 SHAW DEP CON
 125.4 318.1
 JACKSONVILLE CENTER
 124.7 298.9

1573
▲



SHAW
 Chan 38 SSC



RWY 4R, Terrain 0 ft inward of DER, 500 ft left of centerline, 236 ft MSL.

EMERG SAFE ALT 100 NM 3800



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4R/L: Climbing to 2000, intercept SSC TACAN R-042 until SSC 11 DME, then as directed by ATC.

GABLE-FOUR DEPARTURE (GABLE4•GABLE)

PINIE FOUR DEPARTURE (PINIE4•PINIE)

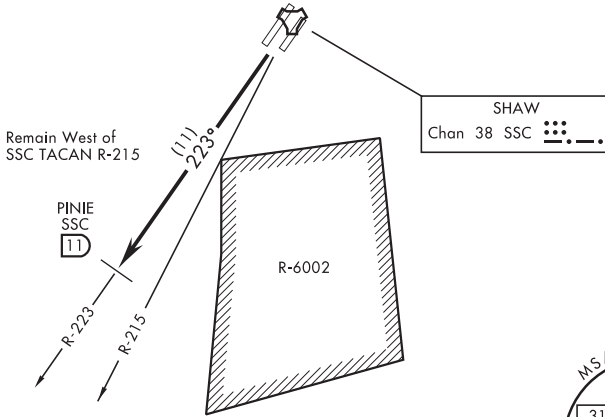
SHAW AFB (KSSC)
SUMTER, SOUTH CAROLINA

ATIS ★ 132.125 270.1
 CLNC DEL
 121.8 289.4
 GND CON
 126.1 275.8
 SHAW TOWER ★
 126.65 254.25
 SHAW DEP CON
 125.4 318.1
 JACKSONVILLE CENTER
 124.7 298.9

SHL-409 [USAF]

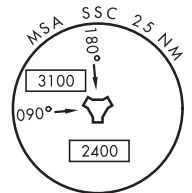
RWY 22L, Radio-tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.
 RWY 22L, F16 tail 46' from DER, 224' right of centerline, 16' AGL/249' MSL.
 RWY 22L, Terrain 0' inward of DER, 500' right of centerline, 236' MSL.
 RWY 22L, GS-rwy 04L 563' from DER, 500' right of centerline, 40' AGL/273' MSL.

1573
 ▲



RADAR REQUIRED
 (When R-6002 is active)

EMERG SAFE ALT 100 NM 3800



▼ **DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 22L/R: Climbing to 2000, intercept SSC TACAN R-223 until SSC 11 DME, then as directed by ATC.

PINIE FOUR DEPARTURE (PINIE4•PINIE)

SUMTER, SOUTH CAROLINA
SHAW AFB (KSSC)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63124 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	5001 847 847
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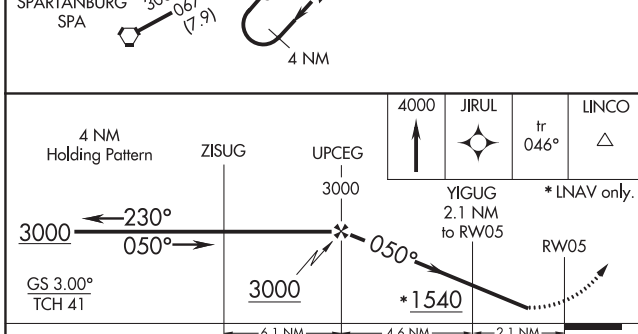
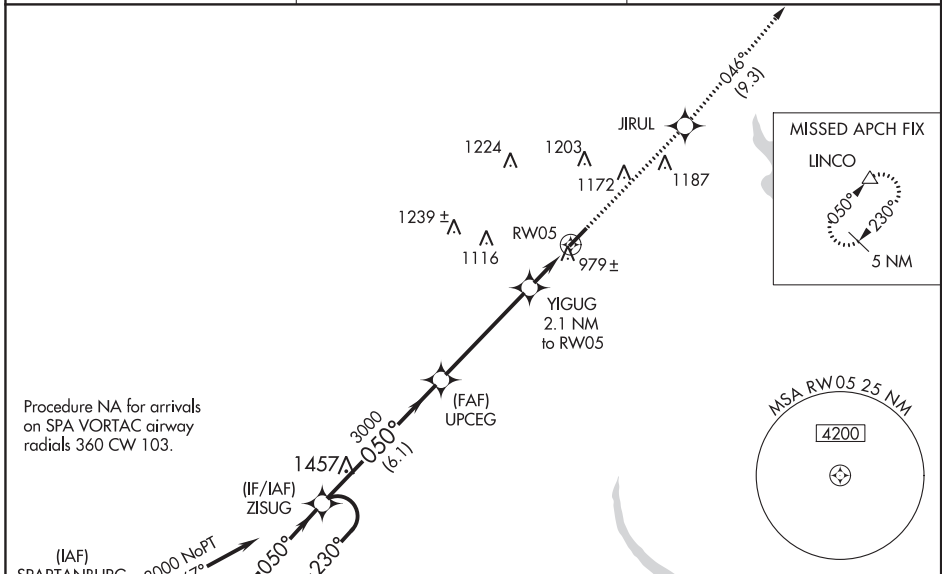
RNAV (GPS) RWY 5

SHELBY-CLEVELAND COUNTY RGNL (EHO)

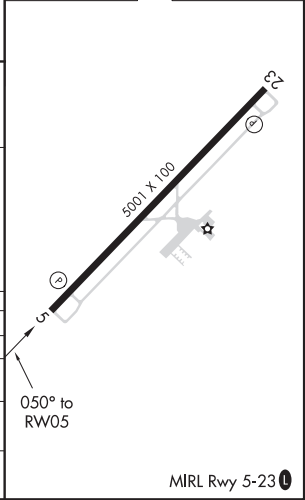
⚠ When VGSI inop, Circling Rwy 23 NA at night. Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). When VGSI inop, Straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility 1/4 mile.

MISSED APPROACH:
Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

AWOS-3 118.425	CHARLOTTE APP CON 134.75 257.2	UNICOM 122.8 (CTAF) 0
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ELEV 847	TDZE 847
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CATEGORY	A	B	C	D
LPV DA		1097-1	250 (300-1)	
LNAV/VNAV DA		1173-1 1/8	326 (400-1 1/8)	
LNAV MDA	1240-1	393 (400-1)	1240-1 1/8	393 (400-1 1/8)
CIRCLING	1280-1 433 (500-1)	1300-1 453 (500-1)	1300-1 1/2 453 (500-1 1/2)	1480-2 633 (700-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SHELBY, NORTH CAROLINA

AL-5704 (FAA)

14345

WAAS CH 99424 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5001 847 847
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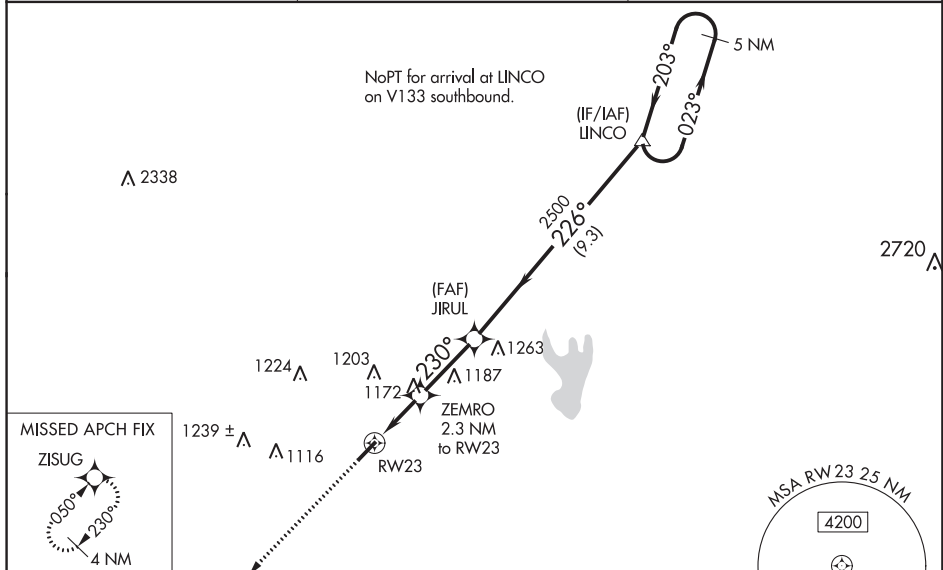
RNAV (GPS) RWY 23

SHELBY-CLEVELAND COUNTY RGNL (EHO)

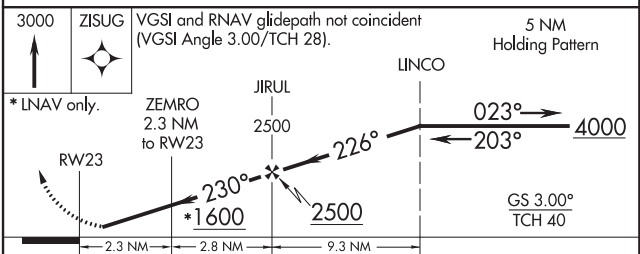
⚠ When VGSi inop, Circling Rwy 5 NA at night. Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct ZISUG and hold.

AWOS-3 118.425	CHARLOTTE APP CON 134.75 257.2	UNICOM 122.8 (CTAF) 0
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ELEV 847	TDZE 847
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CATEGORY	A	B	C	D
LPV DA	1097-1 250 (300-1)			
LNAV/VNAV DA	1123-1 276 (300-1)			
LNAV MDA	1440-1	593 (600-1)	1440-1¾	593 (600-1¾)
CIRCLING	1440-1	593 (600-1)	1440-1¾	1480-2 593 (600-1¾) 633 (700-2)

SHELBY, NORTH CAROLINA
Orig-A 11DEC14

35°15'N-81°36'W

RNAV (GPS) RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB SLP	APP CRS	Rwy Idg	5001
417	218°	TDZE	847
		Apt Elev	847

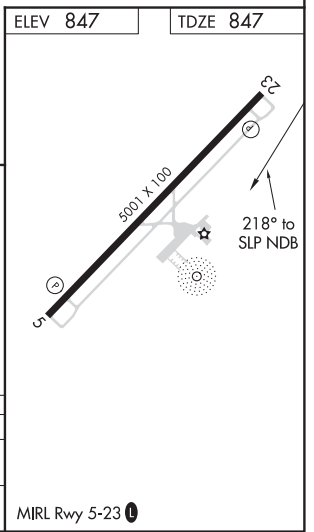
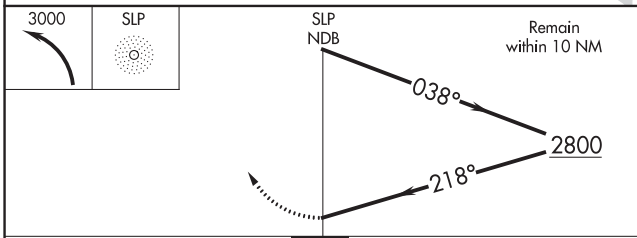
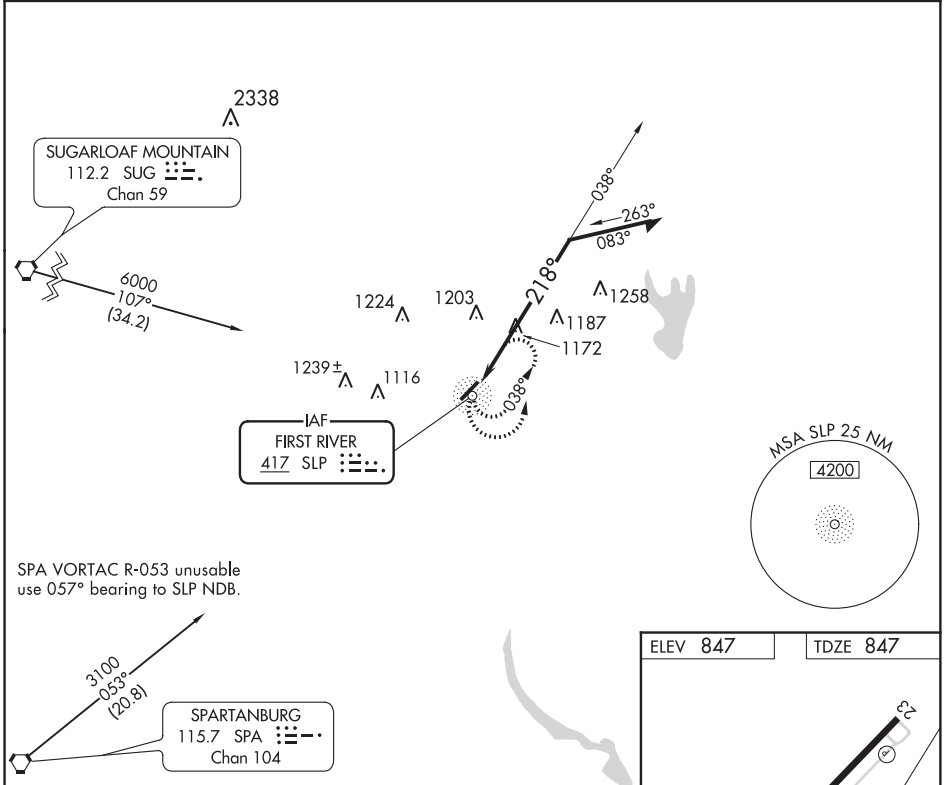
NDB RWY 23

SHELBY-CLEVELAND COUNTY RGNL (EHO)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat C and D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. RWY 23 Straight-in and Circling and Circling to Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3 118,425	CHARLOTTE APP CON 134.75 257.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SILER CITY, NORTH CAROLINA

AL-6366 (FAA)

15008

WAAS CH 42935 W04A	APP CRS 040°	Rwy Idg THRE Apt Elev	5000 599 615
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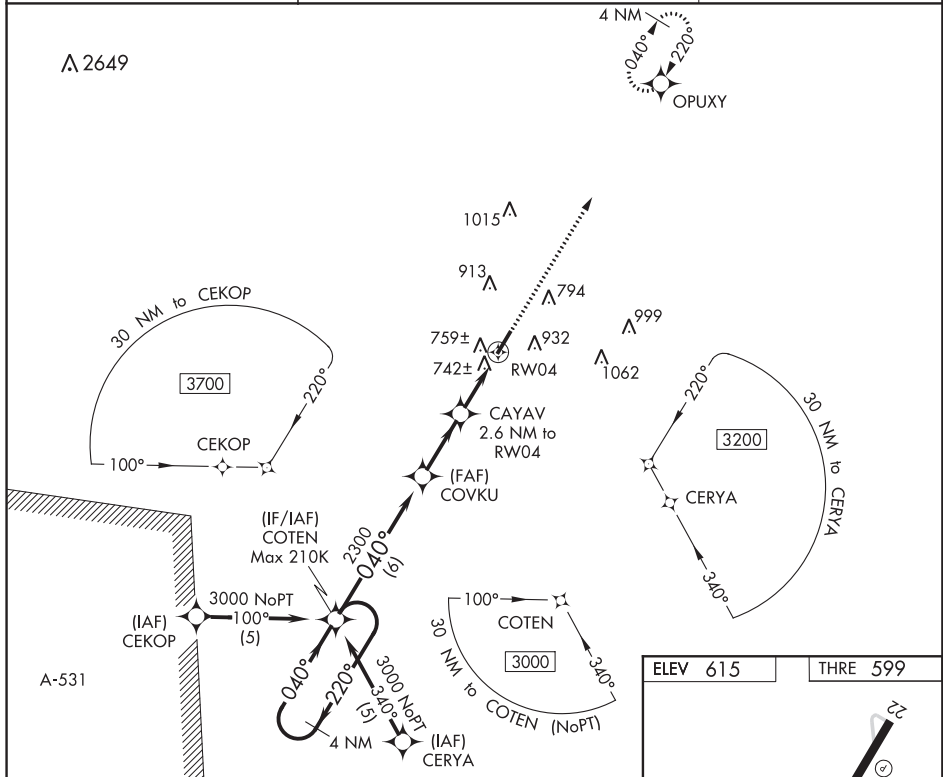
RNAV (GPS) RWY 4

SILER CITY MUNI (SCR)

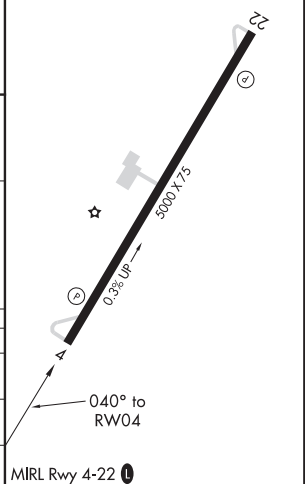
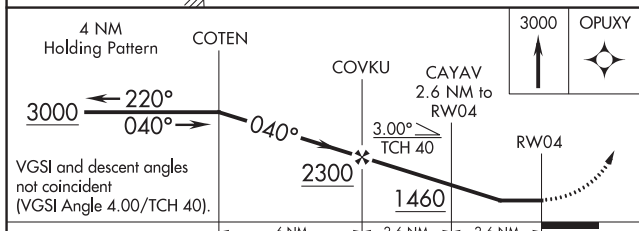
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
▲ When local altimeter setting not received, use Asheville altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities 1/4 mile, and increase LNAV Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 3000 direct OPUXY and hold.

AWOS-3 125.775	GREENSBORO APP CON 126.6 327.075	UNICOM 122.7 (CTAF) 0
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ELEV 615	THRE 599
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CATEGORY	A	B	C	D
LP MDA	1000-1	401 (400-1)	1000-1 1/8 401 (400-1 1/8)	NA
LNAV MDA	1020-1	421 (500-1)	1020-1 1/4 421 (500-1 1/4)	NA
C CIRCLING	1240-1	625 (700-1)	1240-1 3/4 625 (700-1 3/4)	NA

SILER CITY, NORTH CAROLINA
Orig 08JAN15

35°42'N-79°30'W

SILER CITY MUNI (SCR)
RNAV (GPS) RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40335 W22A	APP CRS 220°	Rwy Idg THRE 615 Apt Elev 615	5000
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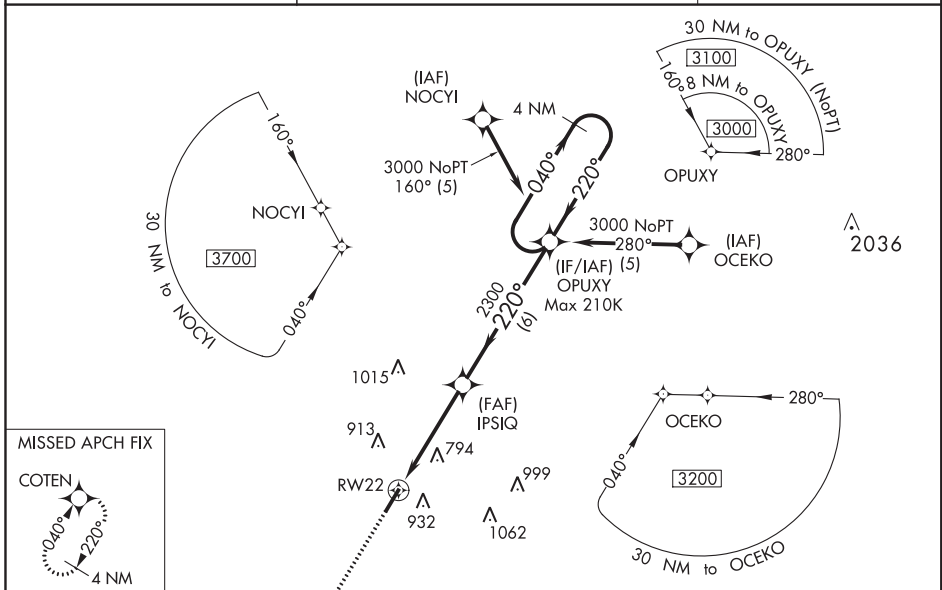
RNAV (GPS) RWY 22

SILER CITY MUNI (SCR)

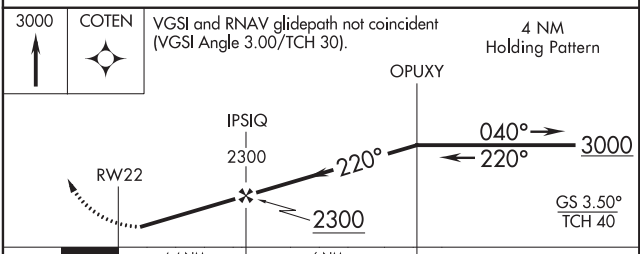
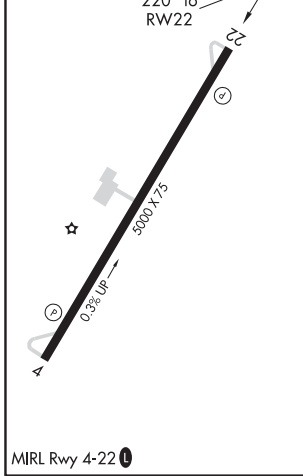
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheboro altimeter setting. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter setting: increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities 1/8 mile, increase Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb 3000 direct COTEN and hold.

AWOS-3 125.775	GREENSBORO APP CON 126.6 327.075	UNICOM 122.7 (CTAF) 0
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ELEV 615	THRE 615
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CATEGORY	A	B	C	D
LPV DA	954-1 339 (400-1)			NA
LNAV/VNAV DA	1140-1 5/8 525 (600-1 5/8)			NA
LNAV MDA	1160-1 545 (600-1)	1160-1 5/8 545 (600-1 5/8)		NA
C CIRCLING	1240-1 625 (700-1)	1240-1 3/4 625 (700-1 3/4)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SILER CITY, NORTH CAROLINA

AL-6366 (FAA)

15008

VORTAC LIB 113.0 Chan 77	APP CRS 144°	Rwy Idg TDZE Apt Elev	N/A N/A 615
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VOR-A
SILER CITY MUNI (SCR)

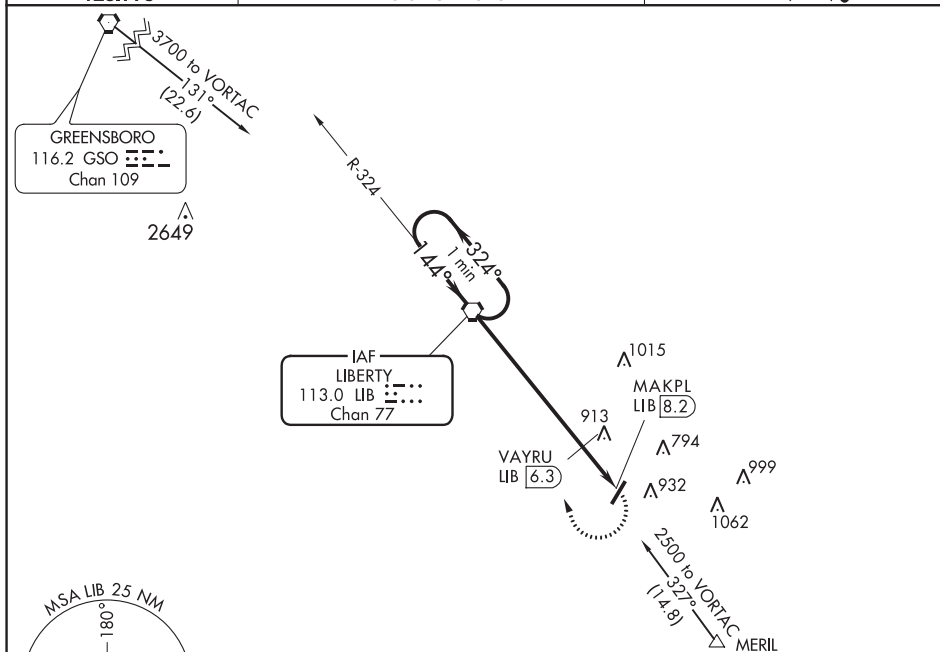
⚠ Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter setting: increase all MDA 60 feet, increase Circling visibility all Cats 1/4 mile, and increase VAYRU fix minimums Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2500 on LIB VORTAC R-144 to LIB VORTAC and hold.

AWOS-3
125.775

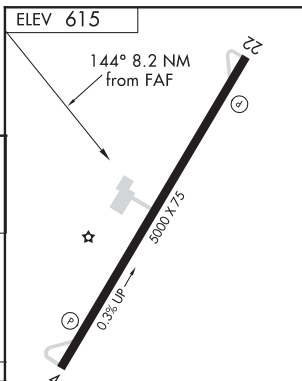
GREENSBORO APP CON
126.6 327.075

UNICOM
122.7 (CTAF)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



One Minute Holding Pattern	LIB VORTAC	2500	LIB
2500	← 324°	→ 144°	LIB R-144
*1440 when using Asheboro altimeter setting.		144°	VAYRU LIB (6.3)
			MAKPL LIB (8.2)
		6.2 NM	2 NM

CATEGORY	A	B	C	D
C CIRCLING	1380-1	765 (800-1)	1380-2¼ 765 (800-2¼)	NA
VAYRU FIX MINIMUMS				
C CIRCLING	1240-1	625 (700-1)	1240-1¾ 625 (700-1¾)	NA

MIRL Rwy 4-22					
FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

SILER CITY, NORTH CAROLINA
Amdt 3 08JAN15

35°42'N-79°30'W

SILER CITY MUNI (SCR)
VOR-A

RNAV (GPS) RWY 27

APCH CRS 273°	Rwy ldg TDZE 228 Arprt Elev 244
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AL-5069 [USA]

SIMMONS AAF (KFBG)

▼ When local altimeter setting not received, use Pope AAF altimeter setting.
DME/DME RNP-0.3 NA.

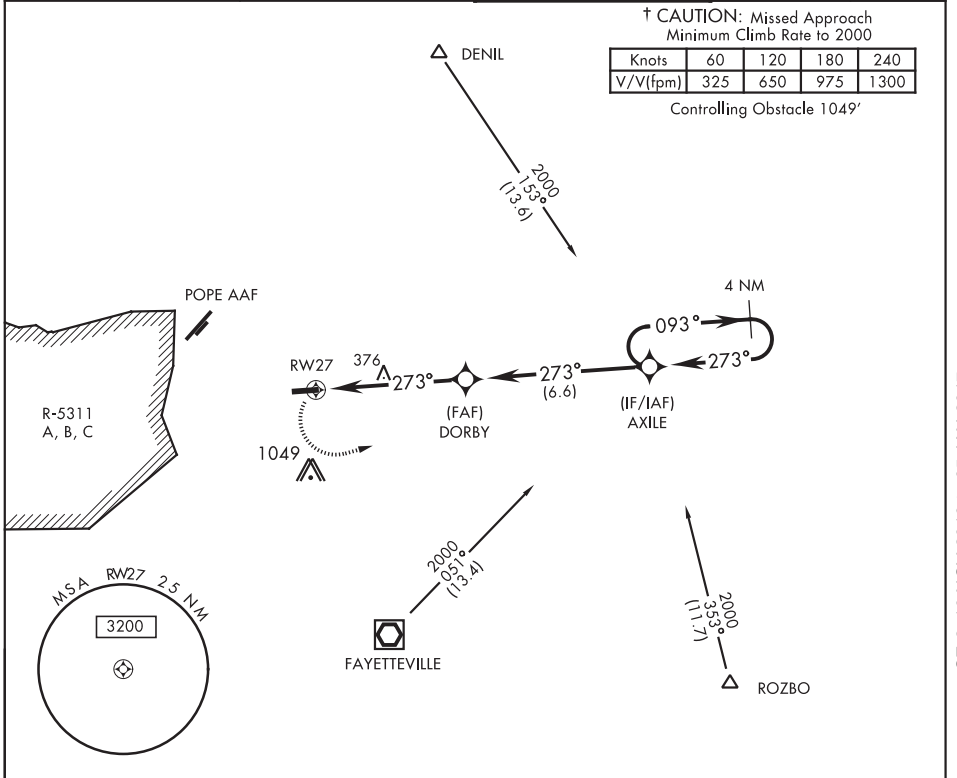
† MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

ATIS 139.25	FAYETTEVILLE APP CON 133.0 295.0	SIMMONS TOWER ★ 125.9 240.625	GND CON 121.9 229.4	PAR
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† CAUTION: Missed Approach
Minimum Climb Rate to 2000

Knots	60	120	180	240
V/V(fpm)	325	650	975	1300

Controlling Obstacle 1049'



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 244	TDZE 228	2100	AXILE	
Rwy 9 ldg 4306'	Rwy 27 ldg 4814'			
REIL Rwy 27	MIRL Rwy 9-27			
CATEGORY	A	B	C	D
LNAV MDA	640-1	412 (400-1)	640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1	536 (600-1)	780-1½ 536 (600-1½)	NA

RNAV (GPS) RWY 27

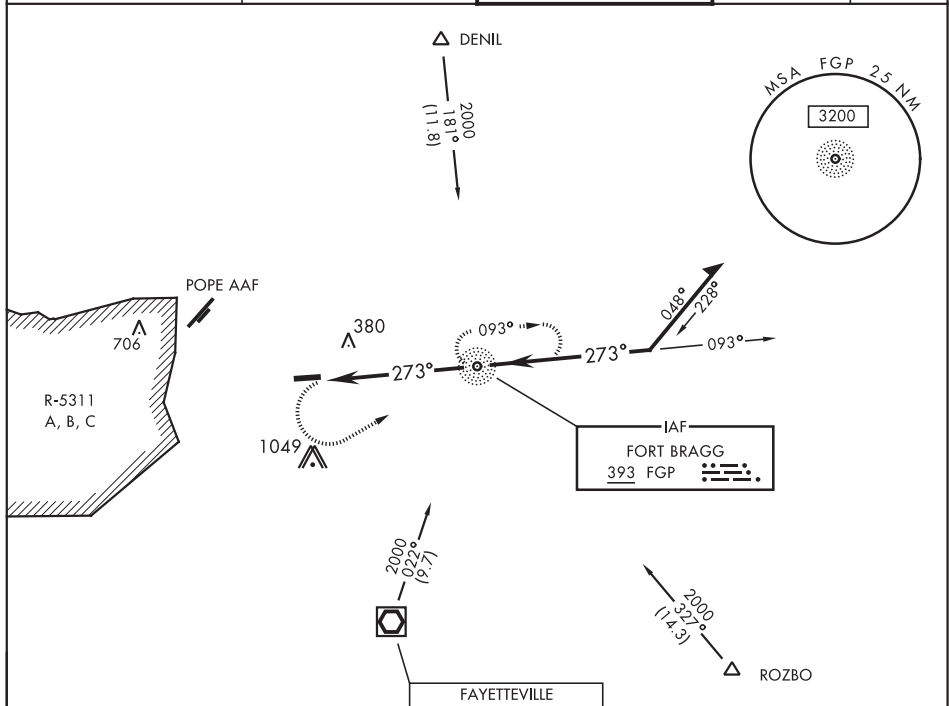
FORT BRAGG, NORTH CAROLINA

NDB RWY 27

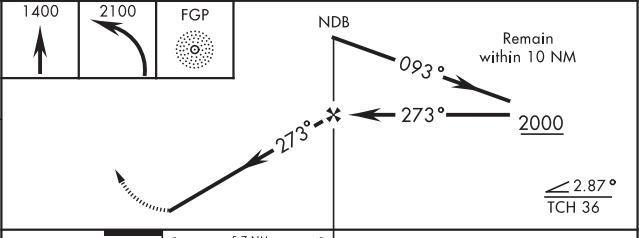
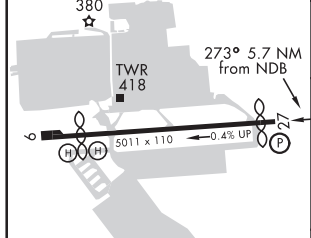
NDB FGP 393	APCH CRS 273°	Rwy ldg TDZE Arpt Elev 4814 228 244	AL-5069 [USA]	SIMMONS AAF (KFBG)
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When local altimeter setting not received, use Pope AAF altimeter setting. MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

ATIS 139.25	FAYETTEVILLE APP CON 133.0 295.0	SIMMONS TOWER * 125.9 240.625	GND CON 121.9 229.4	PAR
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ELEV	244	TDZE	228
Rwy 9 ldg	4306'		
Rwy 27 ldg	4814'		



REIL Rwy 27	MIRL Rwy 9-27	5.7 NM			
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54
CATEGORY	A	B	C	D	
S-27	640-1	412 (400-1)	640-1¼ 412 (400-1¼)	NA	
CIRCLING	780-1	536 (600-1)	780-1½ 536 (600½)	NA	

FORT BRAGG, NORTH CAROLINA Amdt 10 15176 35°08'N-78°56'W SIMMONS AAF (KFBG)

NDB RWY 27

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

COPTER RNAV (GPS) RWY 9

APCH CRS 093°	Rwy ldg 4306 TDZE 241 Arpt Elev 244
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AL-5069 [USA]

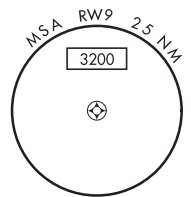
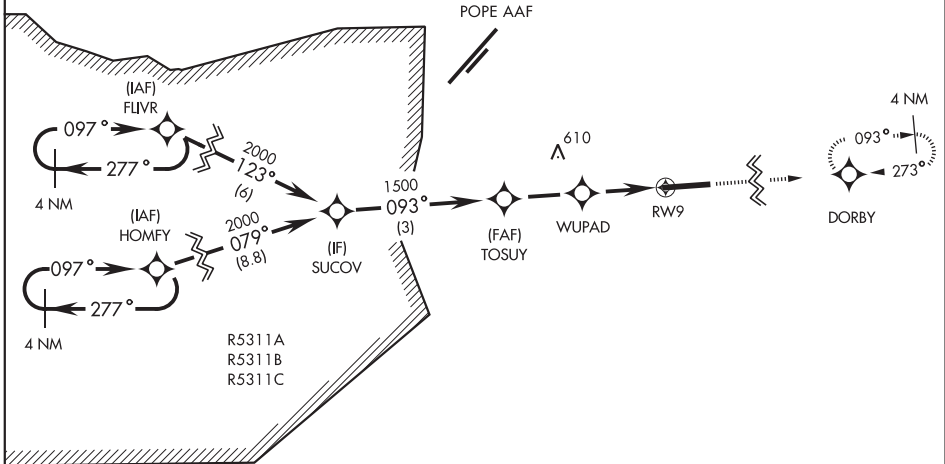
SIMMONS AAF (KFBG)

When local altimeter setting not received, use Pope AAF altimeter setting.
DME/DME RNP-0.3 NA.

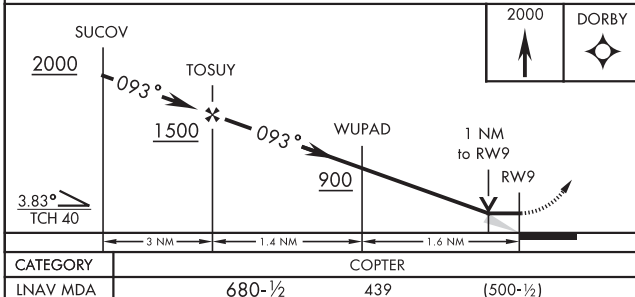
MISSED APPROACH: Climb to 2000 direct DORBY and hold.

ATIS 139.25	FAYETVILLE APP CON 133.0 295.0	SIMMONS TOWER ★ 125.9 240.625	GND CON 121.9 229.4	PAR
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Limit final and missed approach airspeed to 90 KIAS



RADAR REQUIRED



ELEV 244	TDZE 241
Rwy 9 ldg 4306' Rwy 27 ldg 4814'	
REIL Rwy 27 MIRL Rwy 9-27	

COPTER RNAV (GPS) RWY 9

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

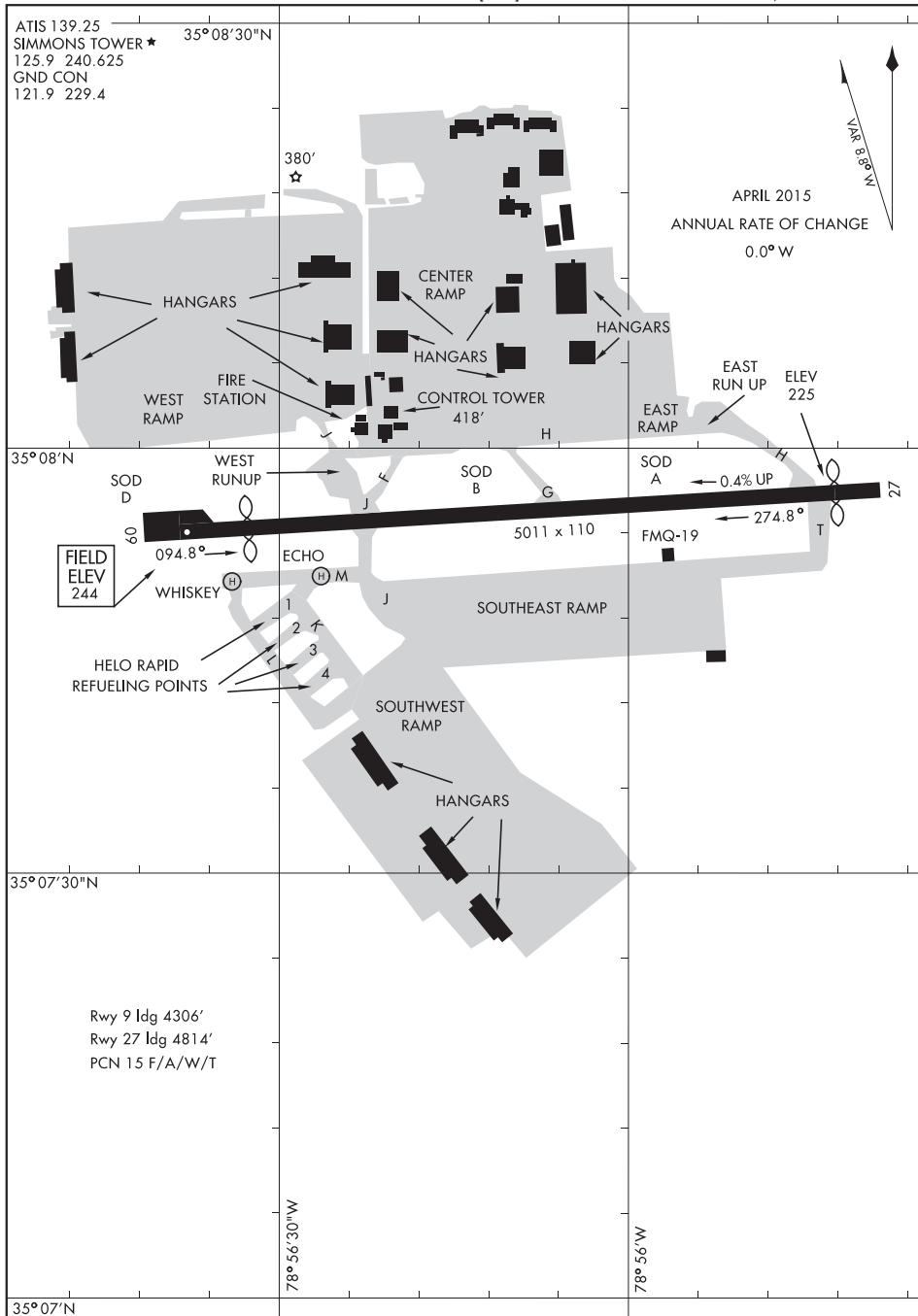
AIRPORT DIAGRAM

AFD-5069 [USA]

SIMMONS AAF (KFBG)
FORT BRAGG, NORTH CAROLINA

ATIS 139.25
 SIMMONS TOWER ★ 35°08'30"N
 125.9 240.625
 GND CON
 121.9 229.4

APRIL 2015
 ANNUAL RATE OF CHANGE
 0.0° W



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA
SIMMONS AAF (KFBG)

LOC/DME I-JNX 111.15 Chan 48 (Y)	APP CRS 032°	Rwy Idg 5500 TDZE 147 Apt Elev 164
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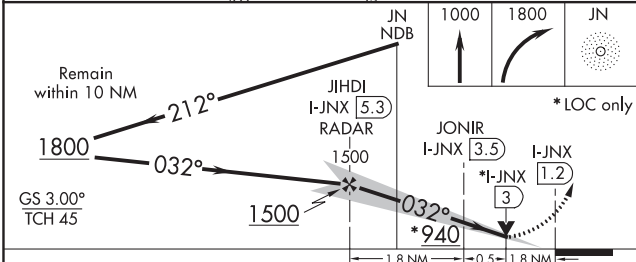
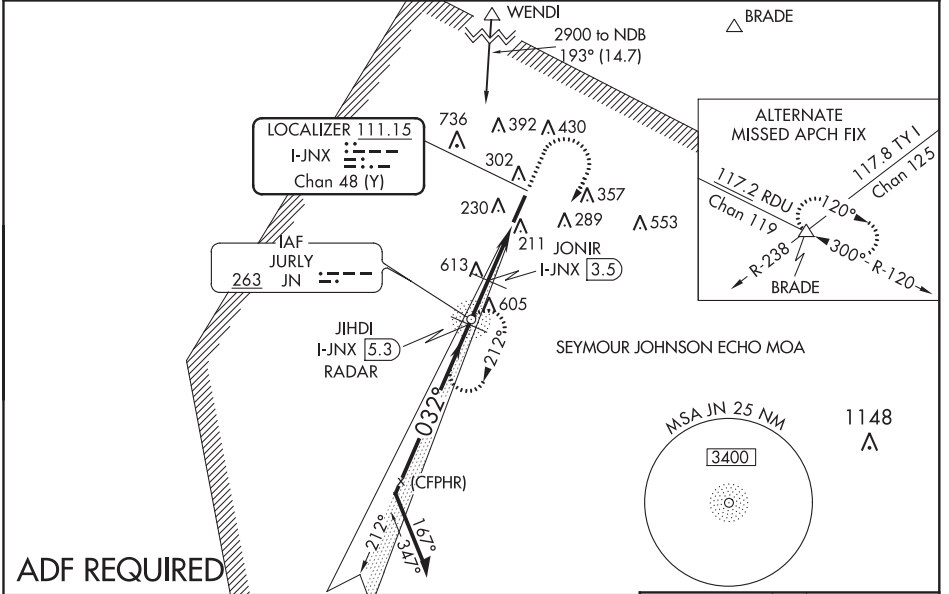
ILS or LOC Z RWY 3

JOHNSTON RGNL (JNX)

VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase S-LOC 3 Cats C/D and Circling Cat A visibility ¼ mile; increase JONIR DME fix minimums S-LOC 3 Cats C/D visibility ¼ mile and Circling Cat C visibility ¼ mile. For inop MALSRL, increase S-LOC 3 Cats C/D visibility to 2 ½ miles, increase JONIR DME fix minimums Cats C/D visibility to 1 ¾ mile. For inop MALSRL when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 mile. ADF required.

MALSRL
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct JN NDB and hold.

AWOS-3 120.225	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 164	TDZE 147
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
S-ILS 3	397-½ 250 (300-½)			
S-LOC 3	940-½ 793 (800-½)	940-¾ 793 (800-¾)	940-1¼ 776 (800-2½)	793 (800-1¾)
CIRCLING	940-1 776 (800-1)	940-1¼ 776 (800-1¼)	940-2½ 776 (800-2½)	1100-3 936 (1000-3)
JONIR DME FIX MINIMUMS				
S-LOC 3	780-½ 633 (700-½)	780-1¾ 633 (700-1¾)		
CIRCLING	780-1 616 (700-1)	920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SMITHFIELD, NORTH CAROLINA

AL-6502 (FAA)

16231

LOC/DME I-JNX 111.15 Chan 48 (Y)	APP CRS 032°	Rwy Idg TDZE Apt Elev	5500 147 164
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ILS Y or LOC Y RWY 3

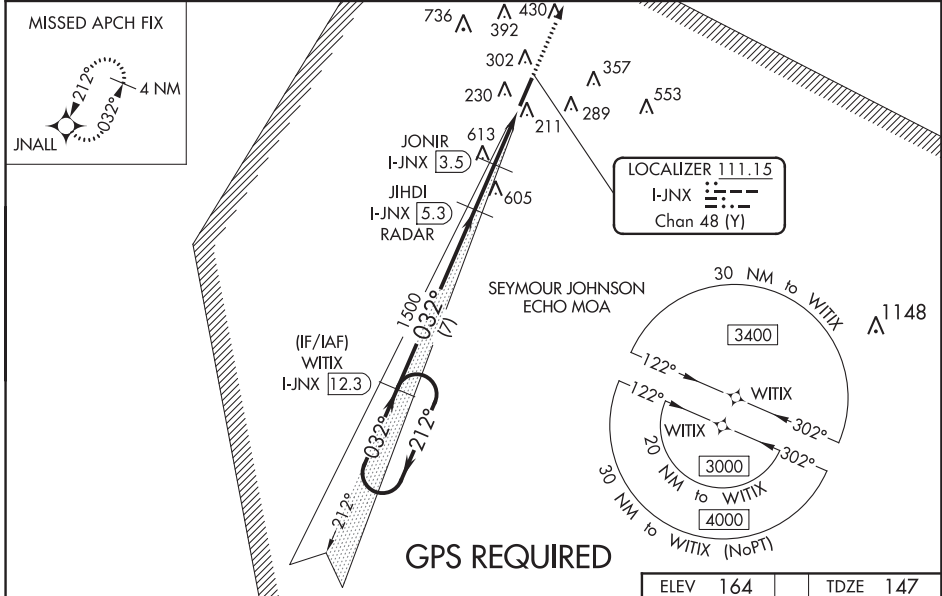
JOHNSTON RGNL (JNX)

NA GPS required. VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet, increase all MDA 60 feet and S-LOC 3 Cat C/D and Circling Cat A visibility ¼ mile, and JONIR fix minimums S-LOC 3 Cat C/D visibility ½ mile and Circling Cat C ¼ mile. For inop MALSRL, increase S-LOC 3 Cat C/D visibility to 2½ mile and JONIR fix minimums S-LOC 3 Cat C/D to 1¾ mile. For inop MALSRL when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 mile.

MALSRL

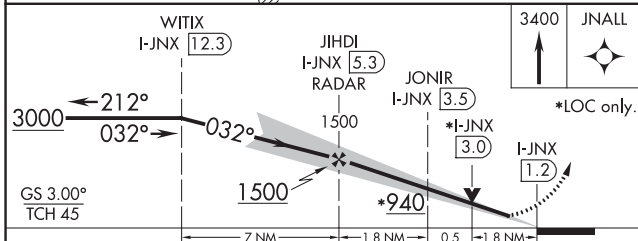
MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

AWOS-3 120.225	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 122.8 (CTAF)
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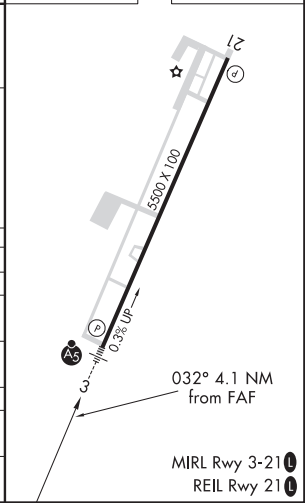


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 3	397-½ 250 (300-½)			
S-LOC 3	940-½ 793 (800-½)	940-¾ 793 (800-¾)	940-1¼ 776 (800-2½)	793 (800-1¾)
C CIRCLING	940-1 776 (800-1)	940-1¼ 776 (800-1¼)	940-2½ 776 (800-2½)	1100-3 936 (1000-3)
JONIR FIX MINIMUMS				
S-LOC 3	780-½	633 (700-½)	780-1¾	633 (700-1¾)
C CIRCLING	780-1	616 (700-1)	920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)



SMITHFIELD, NORTH CAROLINA
Amdt 1A 18AUG16

35°32'N-78°23'W

ILS Y or LOC Y RWY 3

JOHNSTON RGNL (JNX)

MIRL Rwy 3-21
REIL Rwy 21

WAAS CH 48819 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	5500 147 164
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RNAV (GPS) RWY 3

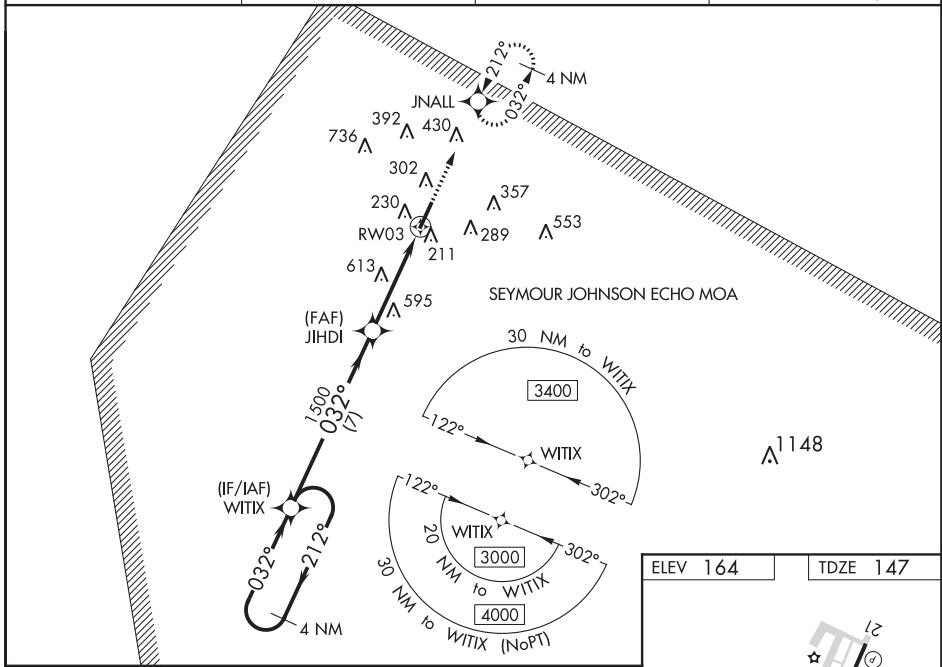
JOHNSTON RGNL (JNX)

⚠ 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. When local altimeter setting not received, use Erwin altimeter setting and increase LPV DA to 447 feet, LNAV/VNAV DA to 1020 feet, and all LNAV/VNAV visibilities ½ mile. Increase all MDA 60 feet; increase visibility Cat B, C, and D ¼ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Inop table does not apply to LNAV/VNAV when using Erwin altimeter setting. For inop MALS when using Erwin altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 2 ½ miles.



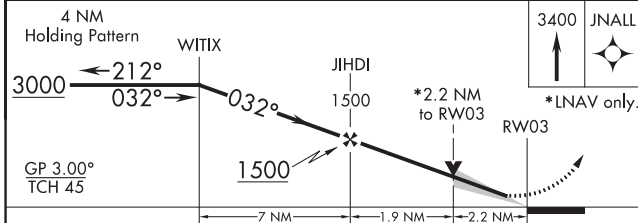
MISSED APPROACH:
Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

AWOS-3 120.225	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 122.8 (CTAF) 0
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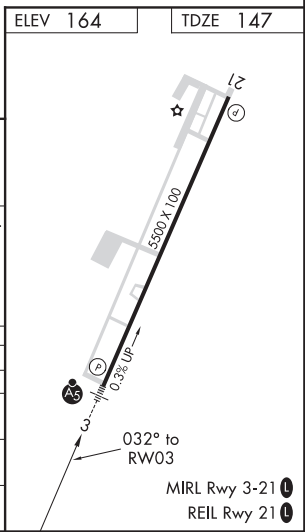


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		397-½	250 (300-½)	
LNAV/VNAV DA		970-2½	823 (900-2½)	
LNAV MDA	880-½	733 (800-½)	880-1⅝	733 (800-1⅝)
C CIRCLING	880-1	716 (800-1)	920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)



MIRL Rwy 3-21 **0**
REIL Rwy 21 **0**

SMITHFIELD, NORTH CAROLINA

AL-6502 (FAA)

15120

WAAS CH 65937 W21A	APP CRS 212°	Rwy Idg TDZE Apt Elev	5500 164 164
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RNAV (GPS) RWY 21

JOHNSTON RGNL (JNX)

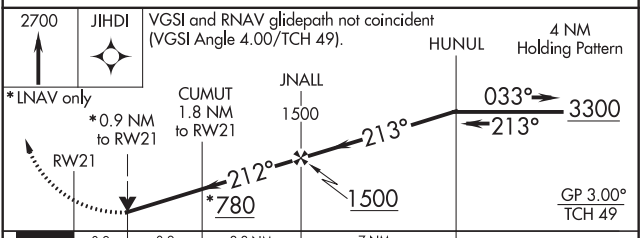
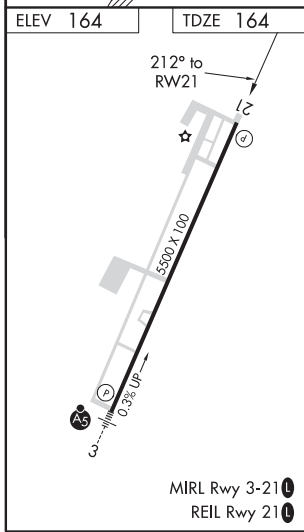
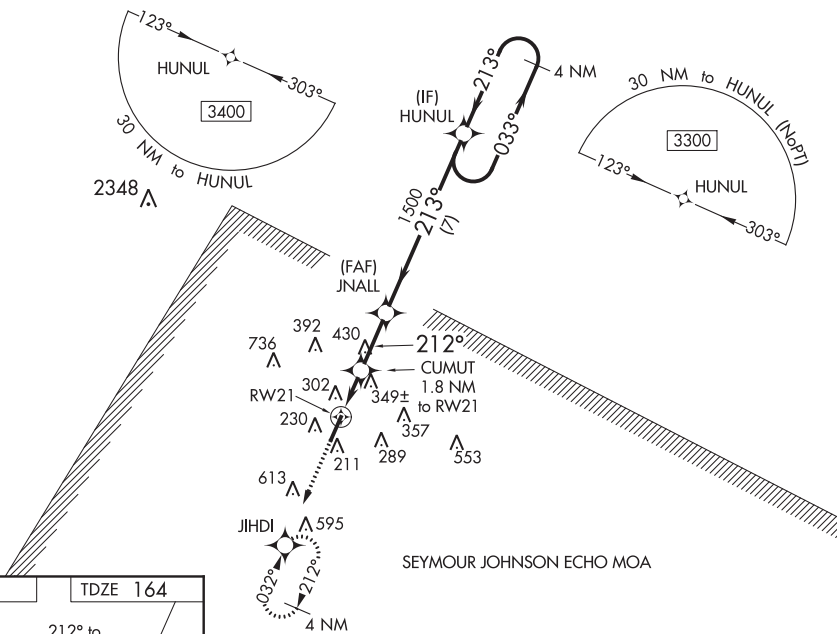
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

AWOS-3 120.225	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 122.8 (CTAF) ①
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		518-1 1/8	354 (400-1 1/8)	
LNAV/VNAV DA		666-1 3/4	502 (600-1 3/4)	
LNAV MDA	600-1	436 (500-1)	600-1 1/4	436 (500-1 1/4)
C CIRCLING	660-1	496 (500-1)	920-2 1/4 756 (800-2 1/4)	1100-3 936 (1000-3)

SMITHFIELD, NORTH CAROLINA
Amdt 1 30APR15

35°32'N-78°23'W

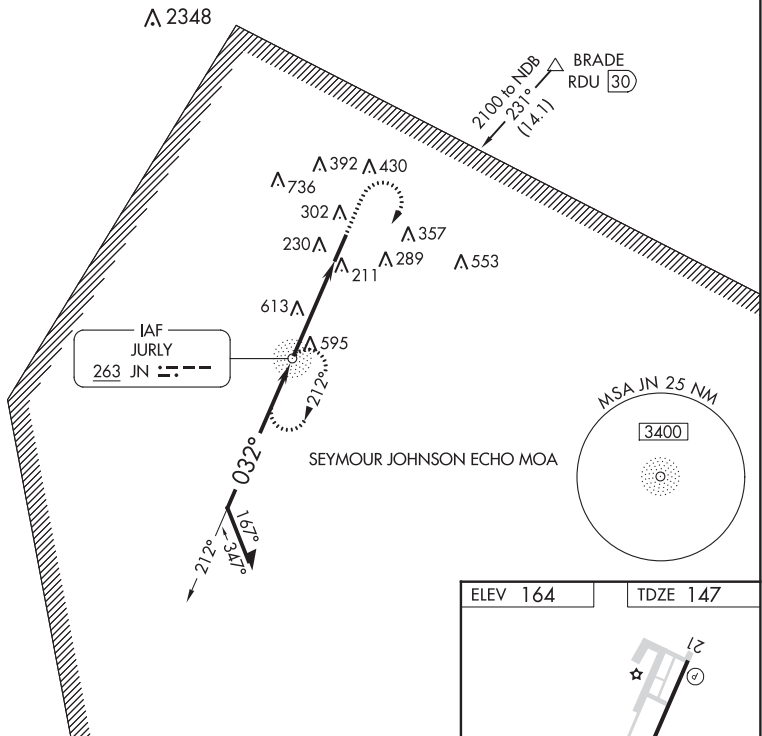
RNAV (GPS) RWY 21

JOHNSTON RGNL (JNX)

NDB JN 263	APP CRS 032°	Rwy Idg TDZE Apt Elev	5500 147 164
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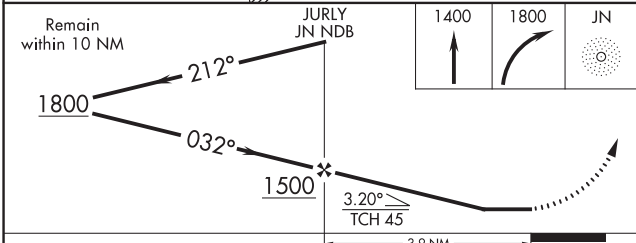
NDB RWY 3
JOHNSTON RGNL (JN X)

<p>▽ When local altimeter not received, use Erwin altimeter setting and increase all MDA 60 feet; increase S-3 Cats C/D visibility 1/8 mile and Circling Cat A visibility 1/4 mile. For inop MALSR increase S-3 Cat B visibility to 1/4 mile and Cats C/D visibility to 2 1/2 miles.</p> <p>△ NA</p>	<p>MALSRS</p>		<p>MISSED APPROACH: Climb to 1400 then climbing right turn to 1800 direct JN NDB and hold.</p>
	<p>AWOS-3 120.225</p>	<p>RALEIGH APP CON 125.3 353.675</p>	<p>GCO 135.075</p>



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 164	TDZE 147				
<p>FAF to MAP 3.9 NM</p>					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-3	920-3/4 773 (800-3/4)		920-1 3/4 773 (800-1 3/4)	
C CIRCLING	920-1 756 (800-1)	920-1 1/4 756 (800-1 1/4)	920-2 1/2 756 (800-2 1/2)	1100-3 936 (1000-3)

ILS or LOC RWY 5

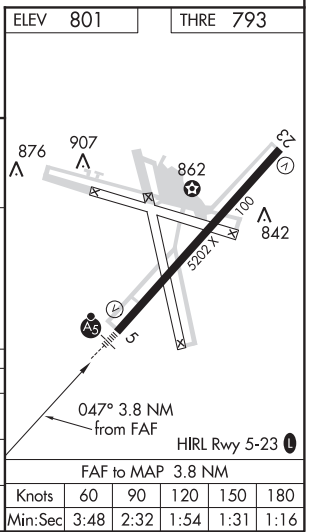
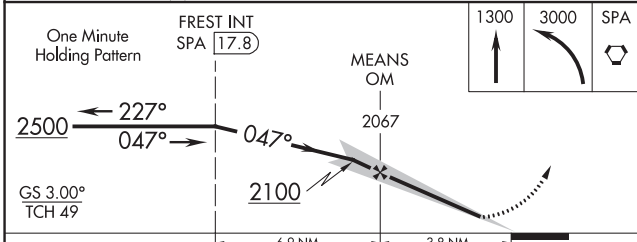
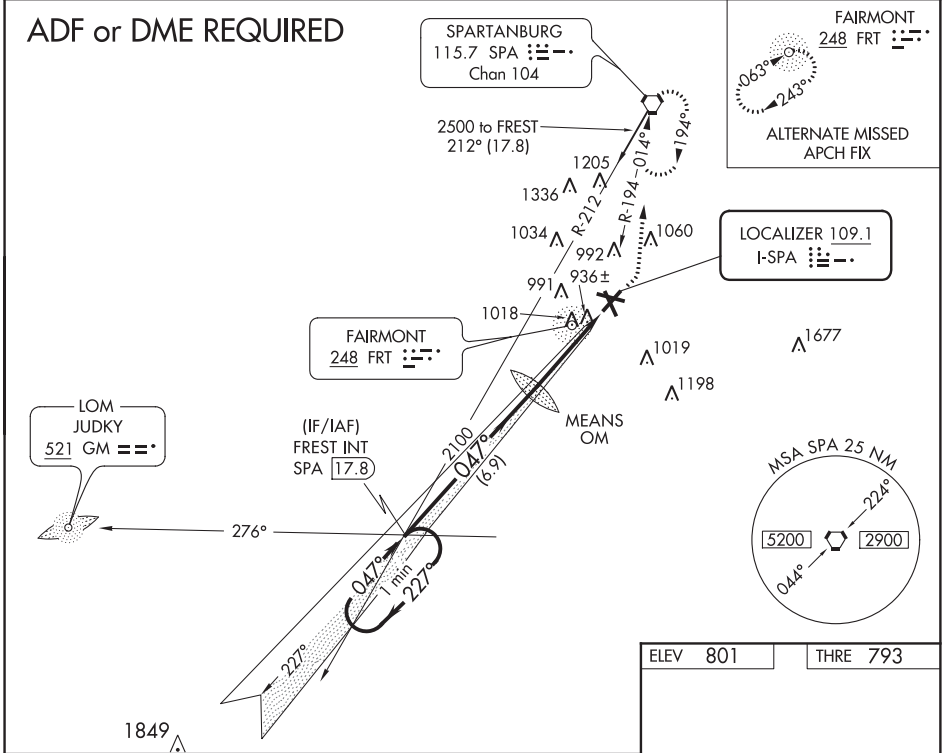
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

LOC I-SPA 109.1	APP CRS 047°	Rwy Idg THRE Apt Elev 5202 793 801
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<p>▽ When local altimeter setting not received, use Greer altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase S-LOC 5 Cat C and D visibility $\frac{1}{8}$ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SPA VORTAC and hold.</p>
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AWOS-3 133.925	GREER APP CON ★ 119.4 350.2	CLNC DEL 120.55	UNICOM 123.0 (CTAF) 0
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ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 5	993- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 5	1200- $\frac{1}{2}$	407 (400- $\frac{1}{2}$)	1200- $\frac{3}{4}$	407 (400- $\frac{3}{4}$)
CIRCLING	1320-1	519 (600-1)	1320- $\frac{1}{2}$	1380-2
			519 (600- $\frac{1}{2}$)	579 (600-2)

ILS or LOC RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61226 W05A	APP CRS 047°	Rwy Idg THRE Apt Elev 5202 793 801
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RNAV (GPS) RWY 5

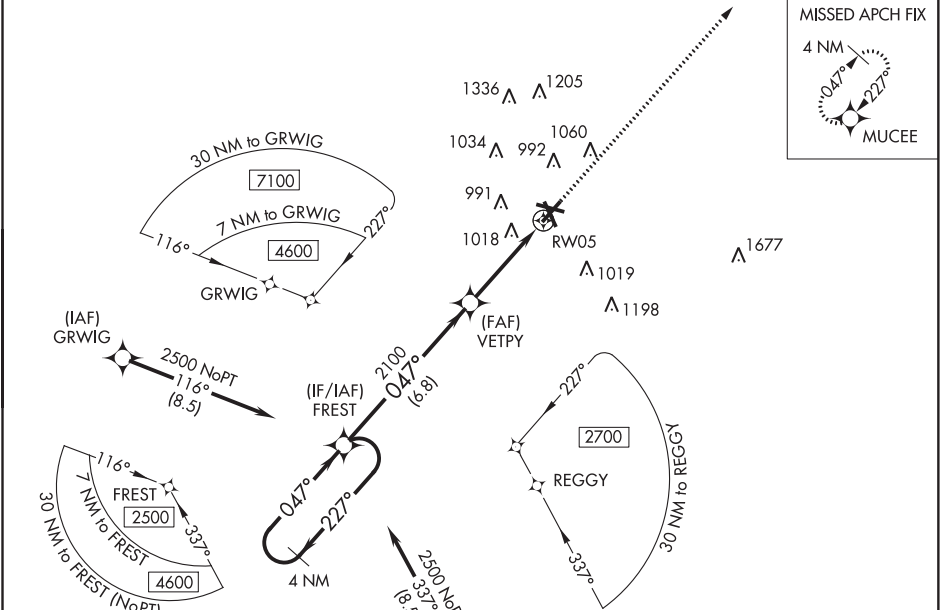
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C and D and Circling Cat C visibility 1/8 mile.



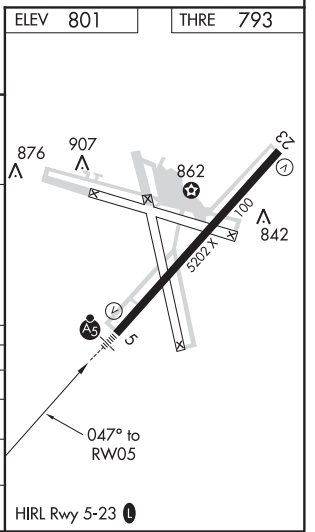
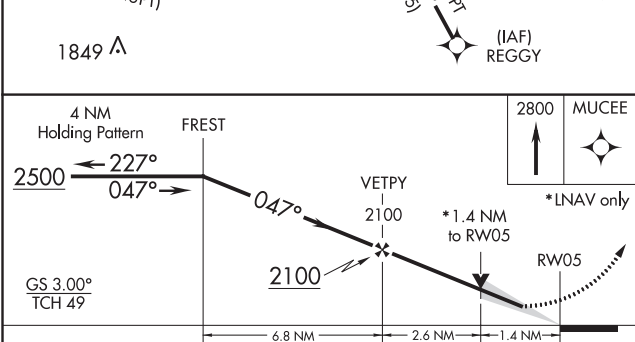
MISSED APPROACH:
Climb to 2800 direct
MUCEE and hold.

AWOS-3 133.925	GREER APP CON * 119.4 350.2	CLNC DEL 120.55	UNICOM 123.0 (CTAF) 📻
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		993-1/2	200 (200-1/2)	
LNAV/VNAV DA		1331-1 3/8	538 (600-1 3/8)	
LNAV MDA	1280-1/2	487 (500-1/2)	1280-1	487 (500-1)
CIRCLING	1320-1	519 (600-1)	1320-1 1/2	1380-2
			519 (600-1 1/2)	579 (600-2)

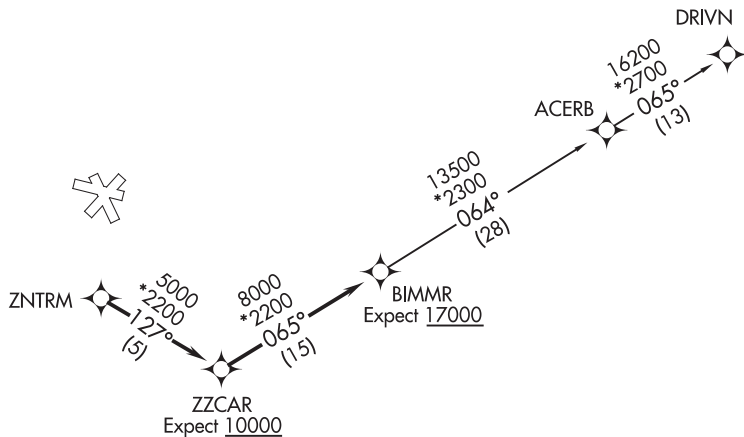
BIMMR ONE DEPARTURE (RNAV)

SPARTANBURG DOWNTOWN MEMORIAL (SPA)
SPARTANBURG, SOUTH CAROLINA

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2

NOTE: Do not exceed 250 KIAS until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Trees 189' from DER, 402' right of centerline, up to 31' AGL/832' MSL.
Trees 1260' from DER, 660' left of centerline, up to 70' AGL/837' MSL.
- Rwy 23: Terrain 10' from DER, on centerline, up to 793' MSL.
Trees 136' from DER, 451' left of centerline, up to 67' AGL/825' MSL.
Trees beginning 3390' from DER, 301' right of centerline, up to 93' AGL/901' MSL.
Trees 3476' from DER, 208' left of centerline, up to 87' AGL/884' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading, expect RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR1.ACERB)

DRIVN TRANSITION (BIMMR1.DRIVN)

BIMMR ONE DEPARTURE (RNAV)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61235 W03A	APP CRS 027°	Rwy Idg 4002 THRE 573 Apt Elev 632
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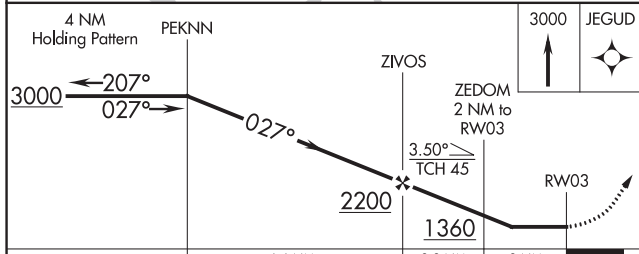
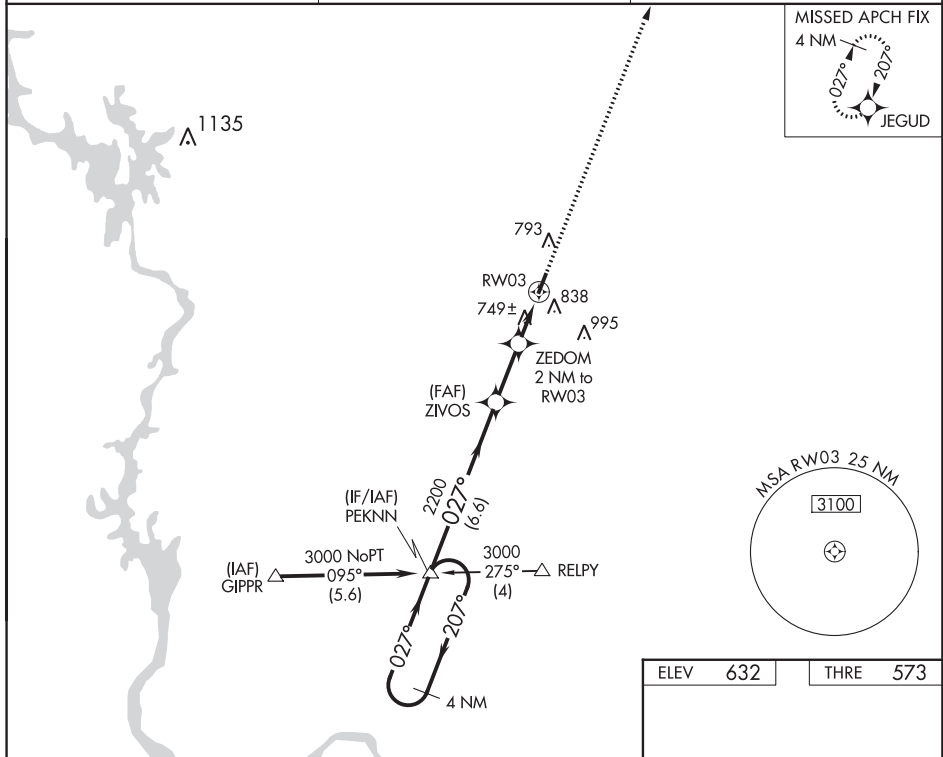
RNAV (GPS) RWY 3

MONTGOMERY COUNTY (43A)

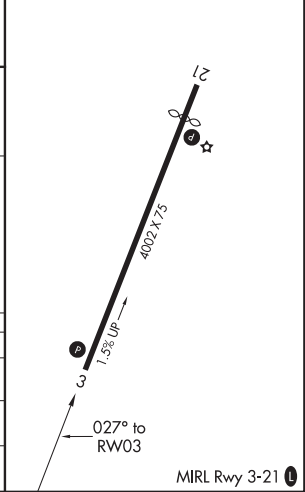
▼ Use Asheville altimeter setting; when not received, use Albemarle altimeter setting.
▲ NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct JEGUD and hold.

AWOS-3 119.275	FAYETTEVILLE APP CON 127.8 343.728	UNICOM 122.8 (CTAF) 0
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ELEV	632	THRE	573
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CATEGORY	A	B	C	D
LP MDA	1060-1	487 (500-1)		NA
LNAV MDA	1080-1	507 (500-1)		NA
C CIRCLING	1240-1 608 (700-1)	1340-1 708 (800-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72935 W21A	APP CRS 207°	Rwy Idg 3542 THRE 626 Apt Elev 632
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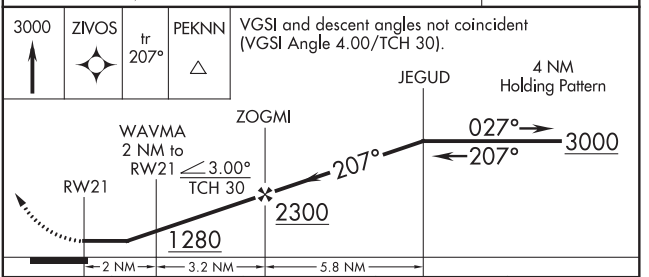
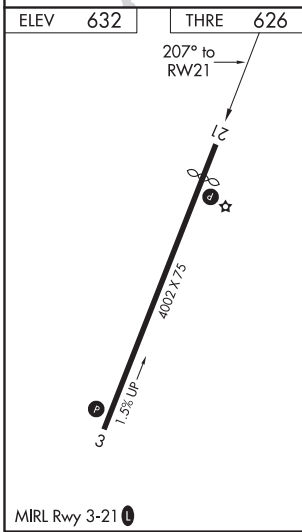
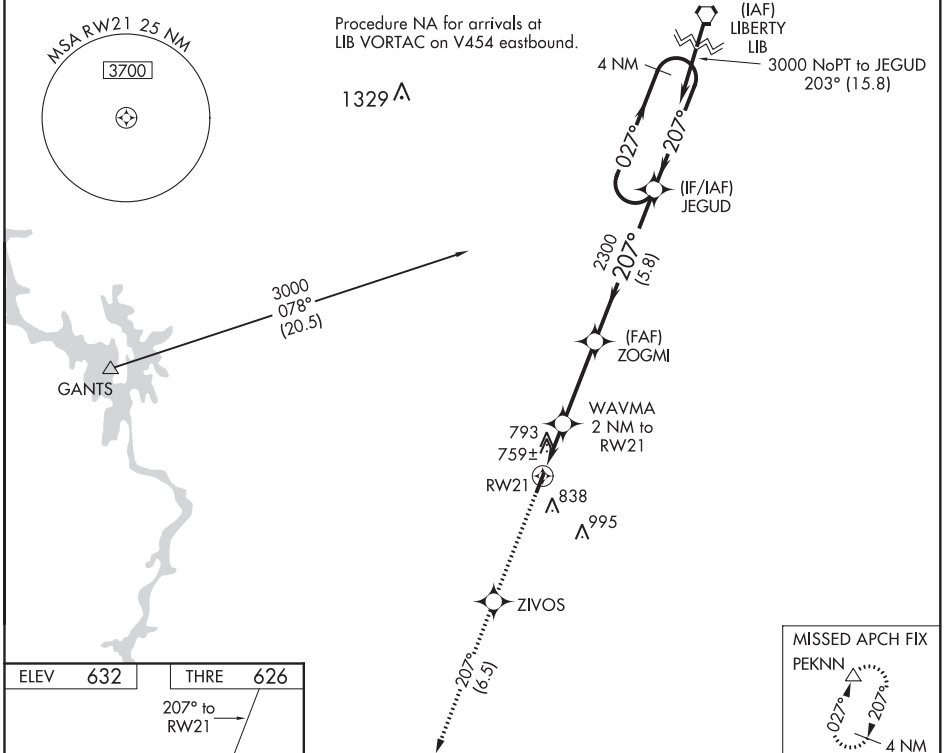
RNAV (GPS) RWY 21

MONTGOMERY COUNTY (43A)

NA DME/DME RNP-0.3 NA. Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZIVOS and on track 207° to PEKNN and hold.

AWOS-3 119.275	FAYETTEVILLE APP CON 127.8 343.728	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1060-1	434 (500-1)		NA
LNAV MDA	1100-1	474 (500-1)		NA
C CIRCLING	1240-1 608 (700-1)	1340-1 708 (800-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

STATESVILLE, NORTH CAROLINA

AL-5683 (FAA)


15344

LOC/DME I-SVH 111.75 Chan 54 (Y)	APP CRS 285°	Rwy Idg 5456 THRE 960 Apt Elev 968
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ILS or LOC/DME Y RWY 28

STATESVILLE RGNL (SVH)


⚠ When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. VDP NA when using Lincolnton altimeter setting. For inop MALSRS when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to 3/8 mile and S-LOC 28 Cats C/D visibility to 1 mile.


MALSRS 

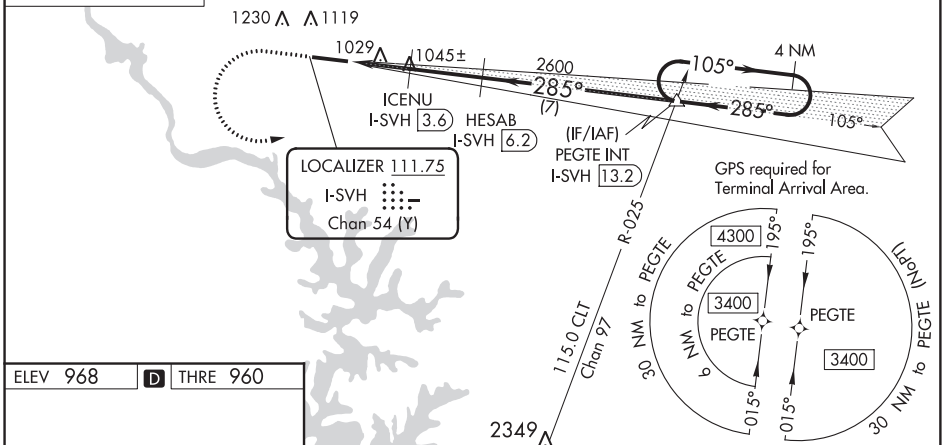
MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and on CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

AWOS-3 119.225	ATLANTA CENTER 125.15 263.0	UNICOM 123.075 (CTAF) 
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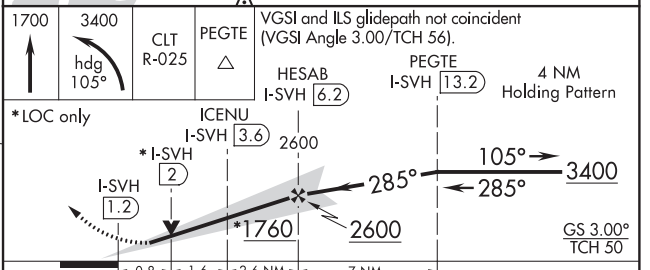
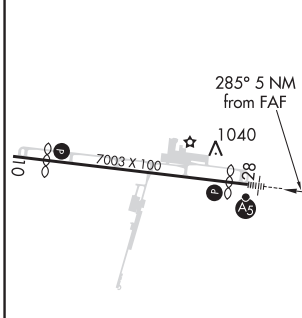
ALTERNATE MISSED APCH FIX



BARRETS MOUNTAIN
BZM 
110.8
Chan 45



ELEV 968	D	THRE 960
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CATEGORY	A	B	C	D
S-ILS 28		1160-1/2	200 (200-1/2)	
S-LOC 28		1280-1/2	320 (400-1/2)	
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1 1/2 572 (600-1 1/2)	1560-2 592 (600-2)

REIL Rwy 10 
HIRL Rwy 10-28 

STATESVILLE, NORTH CAROLINA
Orig 18SEP14

35°46'N-80°57'W

STATESVILLE RGNL (SVH) ILS or LOC/DME Y RWY 28

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SVH 111.75 Chan 54 (Y)	APP CRS 285°	Rwy Idg 5456 THRE 960 Apt Elev 968
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ILS or LOC/DME Z RWY 28

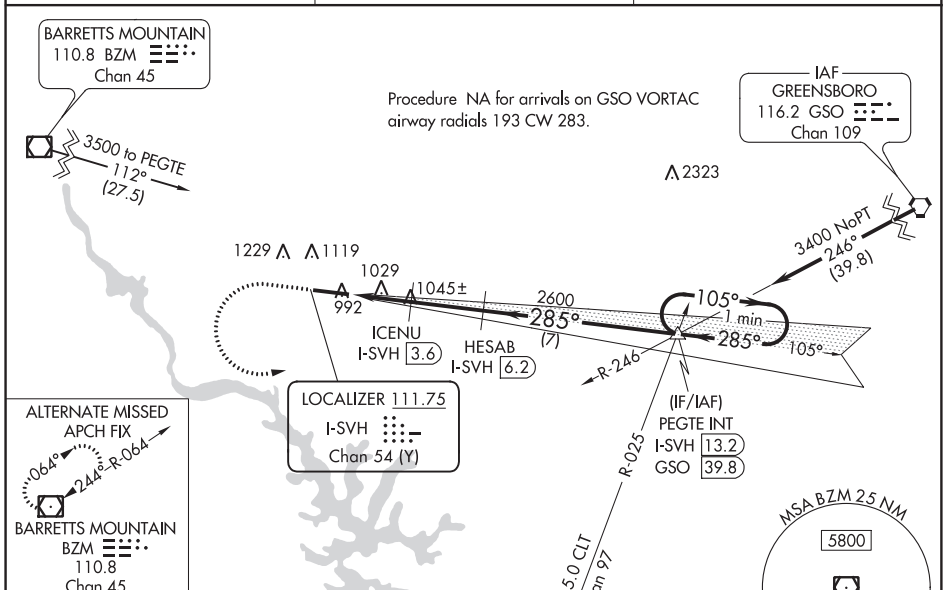
STATESVILLE RGNL (SVH)

⚠ When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to 1/8 mile and S-LOC 28 Cats C/D visibility to 1 mile.

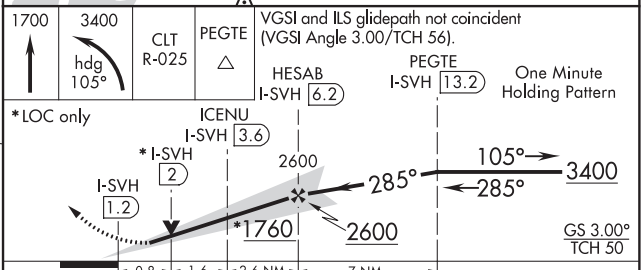
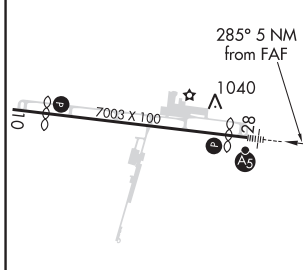
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

AWOS-3 119.225	ATLANTA CENTER 125.15 263.0	UNICOM 123.075 (CTAF)
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ELEV 968	D	THRE 960
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CATEGORY	A	B	C	D
S-ILS 28	1160-1/2 200 (200-1/2)			
S-LOC 28	1280-1/2 320 (400-1/2)			
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1 1/2 572 (600-1 1/2)	1560-2 592 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

STATESVILLE, NORTH CAROLINA

AL-5683 (FAA)

15344

WAAS CH 99435 W10A	APP CRS 105°	Rwy Idg THRE 955 Apt Elev 968	5456
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RNAV (GPS) RWY 10

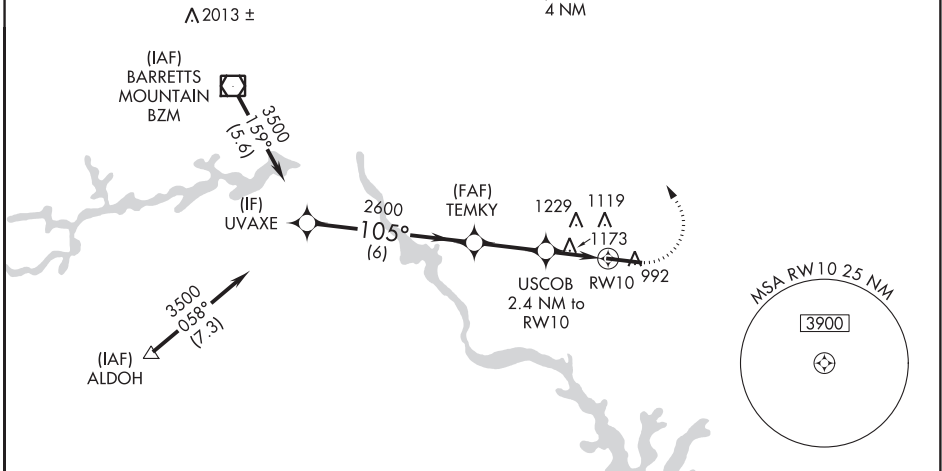
STATESVILLE RGNL (SVH)

⚠ Baro-VNAV NA when using Lincolnton altimeter setting. 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. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lincolnton altimeter setting and increase LPV DA to 1263, LNAV/VNAV DA to 1431, and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cat C visibility ¼ mile. Night landing: Rwy 10 operational VGSi required, remain on or above VGSi glidepath until threshold.

MISSED APPROACH:
Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

AWOS-3 119.225	ATLANTA CENTER 125.15 263.0	UNICOM 123.075 (CTAF) Ⓛ
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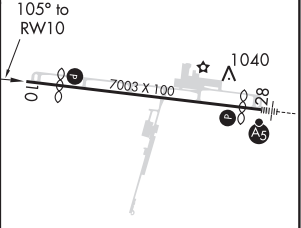
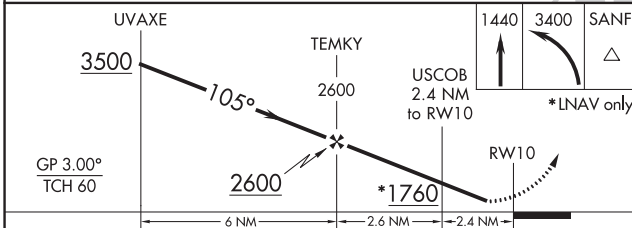
Procedure NA for arrivals on BZM VOR/DME airway radials 071 CW 203 and T203 northbound.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 968	D THRE 955
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CATEGORY	A	B	C	D
LPV DA		1205-1	250 (300-1)	
LNAV/VNAV DA		1373-1 ³ / ₈	418 (500-1 ³ / ₈)	
LNAV MDA	1440-1	485 (500-1)	1440-1 ³ / ₈	485 (500-1 ³ / ₈)
C CIRCLING	1440-1 472 (500-1)	1540-1 572 (600-1)	1540-1 ¹ / ₂ 572 (600-1 ¹ / ₂)	1560-2 592 (600-2)

REIL Rwy 10 **Ⓛ**
HIRL Rwy 10-28 **Ⓛ**

STATESVILLE, NORTH CAROLINA
Amdt 1 24JUL14

35°46'N-80°57'W

STATESVILLE RGNL (SVH) RNAV (GPS) RWY 10

WAAS CH 60903 W28A	APP CRS 285°	Rwy Idg TDZE 967 Apt Elev 968	5456 967 968
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RNAV (GPS) RWY 28

STATESVILLE RGNL (SVH)

⚠ 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 Lincolnton altimeter setting and increase LPV DA to 1218, LNAV/VNAV DA to 1269, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8, and Circling Cat C 1/4 mile. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inop MALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 7/8 mile. For inop MALS when using Lincolnton altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 mile.

MALS

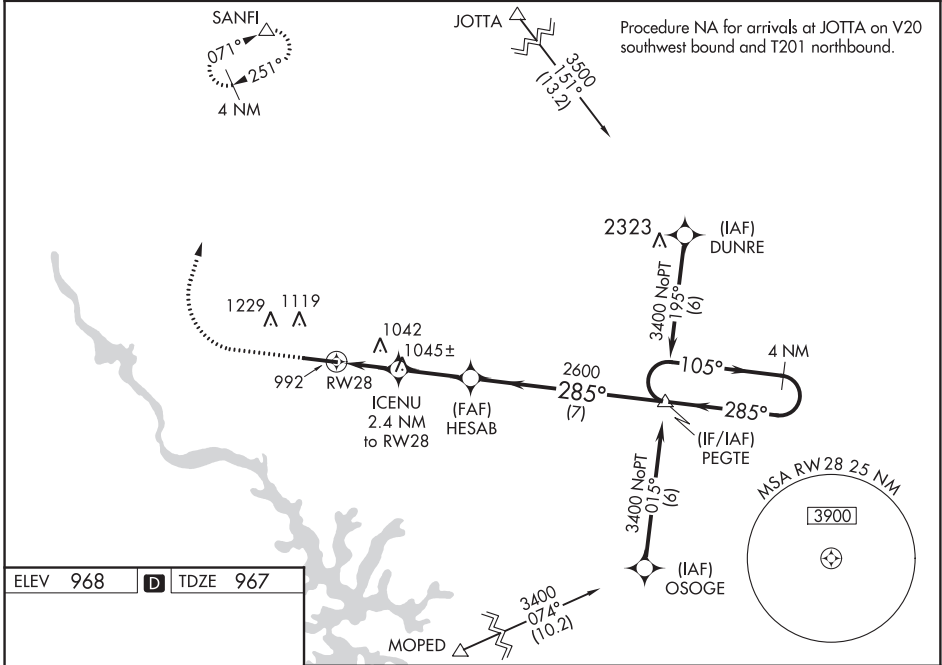


MISSED APPROACH:
Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

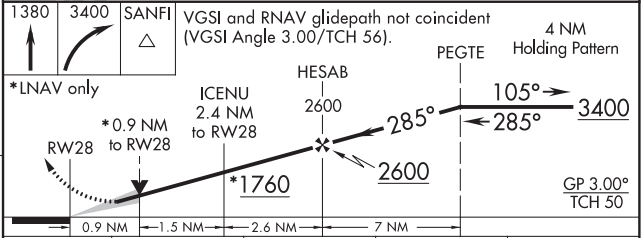
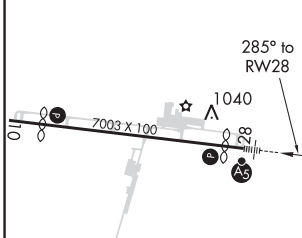
AWOS-3
119.225

ATLANTA CENTER
125.15 263.0

UNICOM
123.075 (CTAF) 0



ELEV 968	D	TDZE 967
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CATEGORY	A	B	C	D
LPV DA		1167-1/2	200 (200-1/2)	
LNAV/VNAV DA		1218-1/2	251 (300-1/2)	
LNAV MDA		1300-1/2	333 (400-1/2)	
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1 1/2 572 (600-1 1/2)	1560-2 592 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

STATESVILLE, NORTH CAROLINA

AL-5683 (FAA)

15344

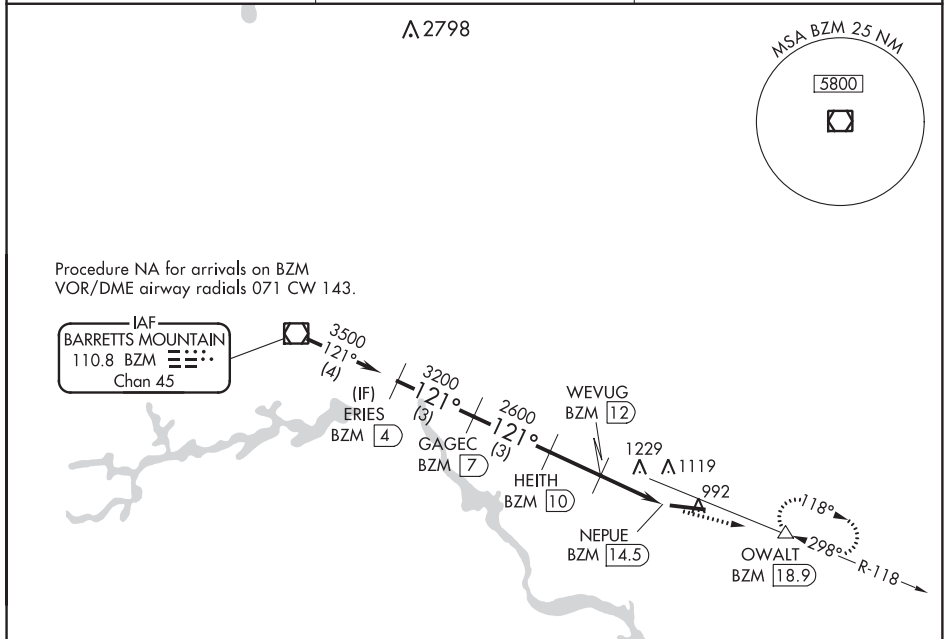
VOR/DME BZM 110.8 Chan 45	APP CRS 121°	Rwy Idg TDZE 968 Apt Elev 968	5456
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VOR/DME RWY 10

STATESVILLE RGNL (SVH)

<p>▼ When local altimeter setting not received, use Lincolnton altimeter setting and increase all MDA 60 feet; increase S-10 Cats C/D and Circling Cat C visibility ¼ mile.</p> <p>▲ Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 10 operational VGSI required, remain on or above VGSI glidepath until threshold.</p>	<p>MISSED APPROACH: Climb to 3500 on BZM VOR/DME R-118 to OWALT/BZM 18.9 DME and hold, continue climb-in-hold to 3500.</p>
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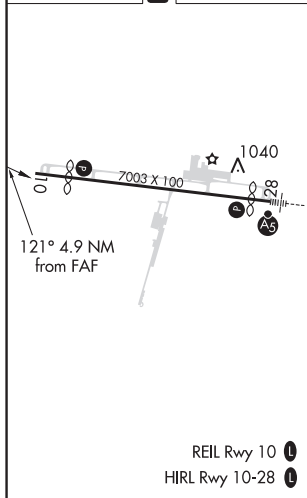
AWOS-3 119.225	ATLANTA CENTER 125.15 263.0	UNICOM 123.075 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 968	D	TDZE 968
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	ERIES BZM 4	GAGEC BZM 7	HEITH BZM 10	WEVUG BZM 12	NEPUE BZM 14.5	3500 ↑ OWALT BZM R-118
Procedure Turn NA	3500	3200	2600	1940	1940	1940
	3 NM	3 NM	2 NM	2.5 NM	0.4 NM	
CATEGORY	A	B	C	D		
S-10	1480-1	512 (600-1)	1480-1½	512 (600-1½)		
C CIRCLING	1480-1 512 (600-1)	1540-1 572 (600-1)	1540-1½ 572 (600-1½)	1560-2 592 (600-2)		

STATESVILLE, NORTH CAROLINA

Amdt 9A 18SEP14

35°46'N-80°57'W

STATESVILLE RGNL (SVH) VOR/DME RWY 10

WAAS CH 49018 W06A	APP CRS 056°	Rwy Idg TDZE Apt Elev	3700 56 56
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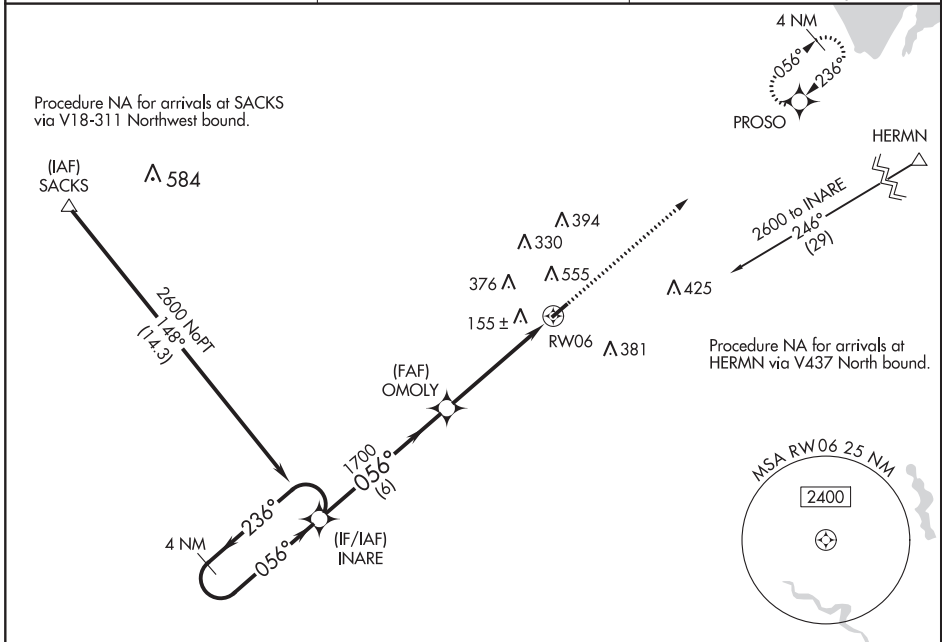
RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 38 feet and MDA 40 feet, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct PROSO and hold.

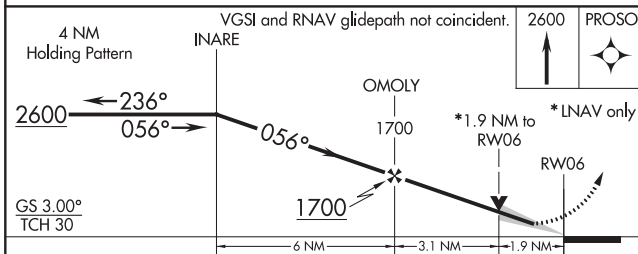
AWOS-3 119.575	CHARLESTON APP CON 120.7 306.925	UNICOM 123.0 (CTAF) 0
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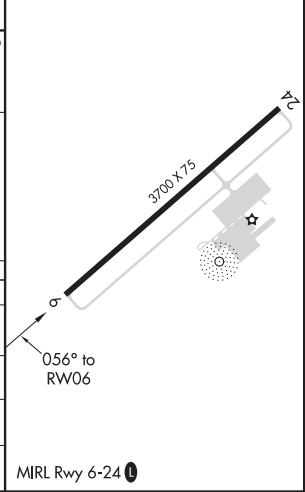
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 56	TDZE 56
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CATEGORY	A	B	C	D
LPV DA	256-1	200 (200-1)		NA
LNAV/VNAV DA	582-2	526 (600-2)		NA
LNAV MDA	740-1	684 (700-1)	740-2 684 (700-2)	NA
CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA



SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

16035

APP CRS	Rwy Idg	3700
236°	TDZE	56
	Apt Elev	56

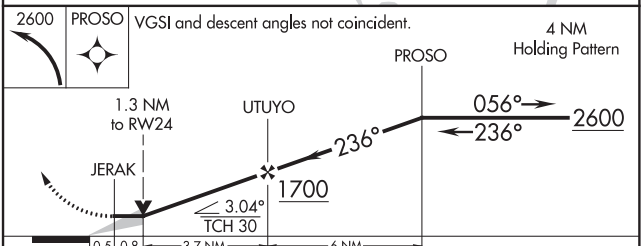
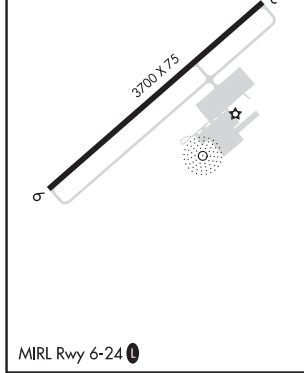
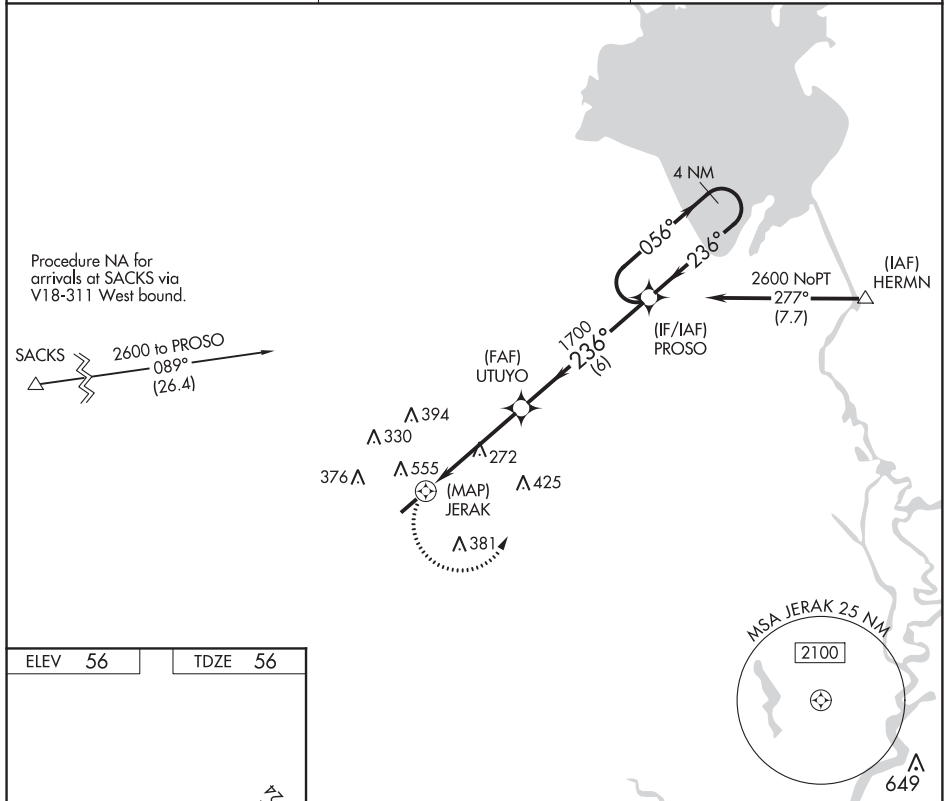
RNAV (GPS) RWY 24

SUMMERVILLE (DYB)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet and visibility LNAV Cat C and Circling Cat C ¼ mile.

⚠ MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3 119.575	CHARLESTON APP CON 120.7 306.925	UNICOM 123.0 (CTAF) ⓪
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CATEGORY	A	B	C	D
LNAV MDA	540-1	484 (500-1)	540-1¼ 484 (500-1¼)	NA
CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA

SUMMERVILLE, SOUTH CAROLINA
Orig-B 18NOV10

33°04'N-80°17'W

RNAV (GPS) RWY 24

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB DYB 365	APP CRS 067°	Rwy Idg TDZE Apt Elev	3700 56 56
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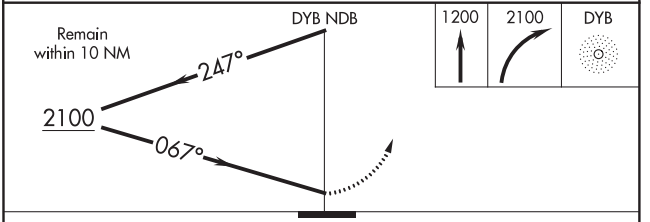
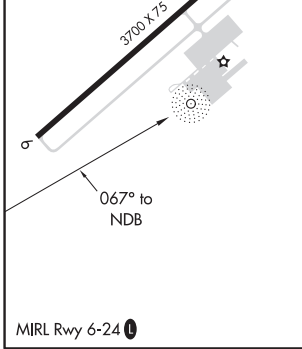
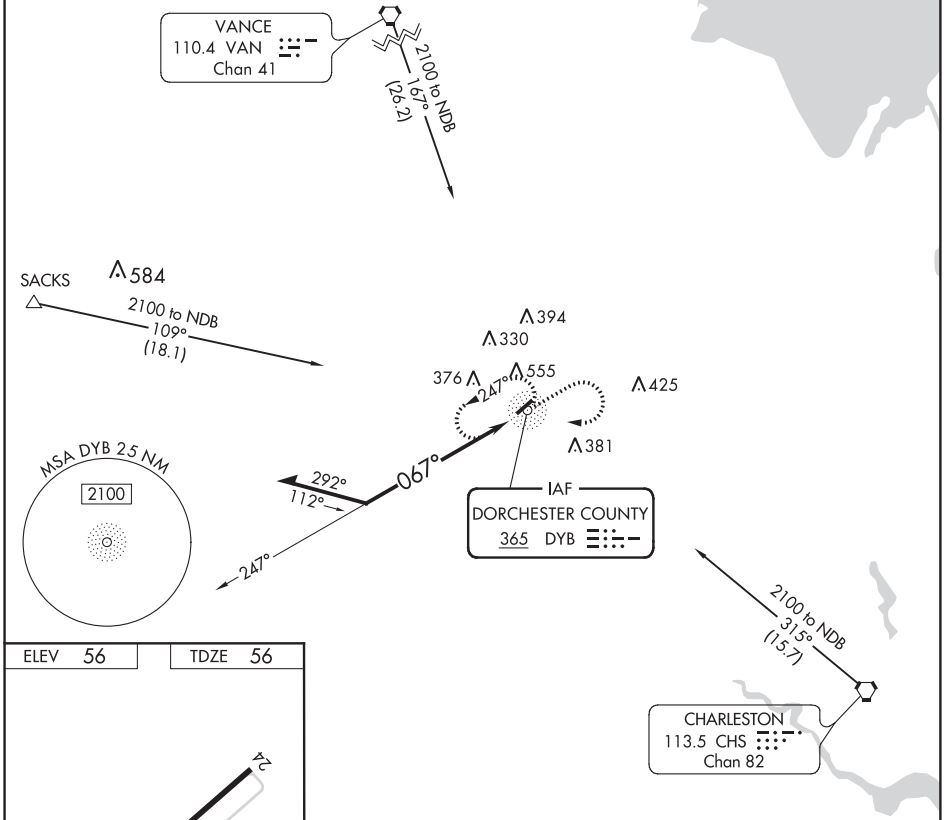
NDB RWY 6

SUMMERVILLE (DYB)

NA When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase call MDA 40 feet.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3 119.575	CHARLESTON APP CON 120.7 306.925	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-6	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA
CIRCLING	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

14037

LOC/DME I-SMS 109.35 Chan 30 (Y)	APP CRS 230°	Rwy Idg TDZE Apt Elev	5501 182 182
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ILS or LOC/DME RWY 23

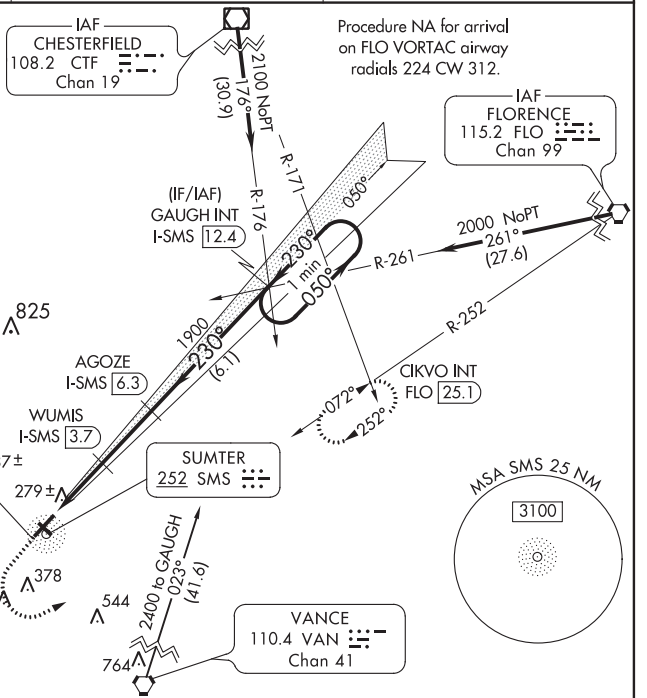
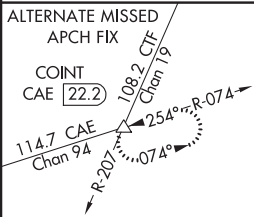
SUMTER (SMS)

▼ Circling NA to Rwy 14 and 32. Procedure NA when R-6002A is active.
 ▲ When local altimeter setting not received, use Camden altimeter setting and increase all DA 63 feet and all MDA 80 feet and S-ILS all Cats visibility ¼ mile. Inoperative table does not apply to S-LOC Cat C when using Camden altimeter setting. VDP NA when using Camden altimeter setting.

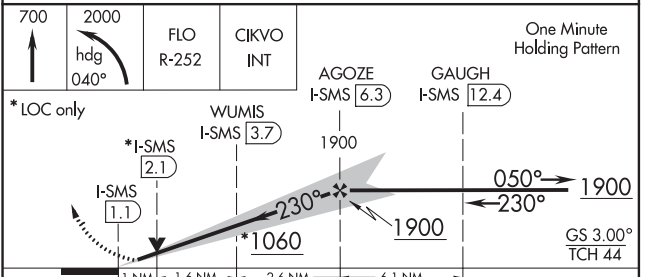
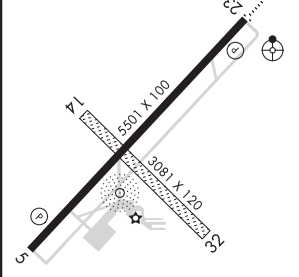


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 040° and FLO VORTAC R-252 to CIKVO INT/FLO 25.1 DME and hold.

AWOS-3 118.075	SHAW APP CON ★ 125.4	UNICOM 122.7 (CTAF) ①
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ELEV 182	TDZE 182
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CATEGORY	A	B	C	D
S-ILS 23		382-¾	200 (200-¾)	
S-LOC 23		540-¾	358 (400-¾)	540-1¼ 358 (400-1¼)
CIRCLING	640-1	458 (500-1)	640-1½ 458 (500-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 ①
 REIL Rwy 5 and 23 ①
 SUMTER, SOUTH CAROLINA
 Orig 13JAN10

34°00'N-80°22'W

ILS or LOC/DME RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 5

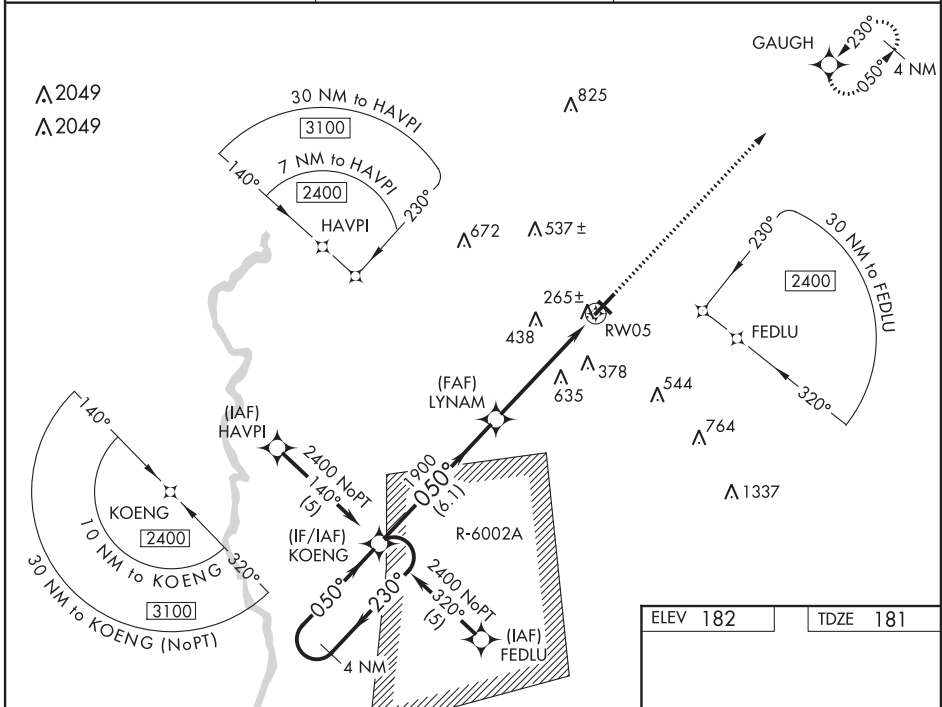
SUMTER (SMS)

WAAS CH 61215 W05A	APP CRS 050°	Rwy Idg 5501 TDZE 181 Apt Elev 182
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities 1/4 mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

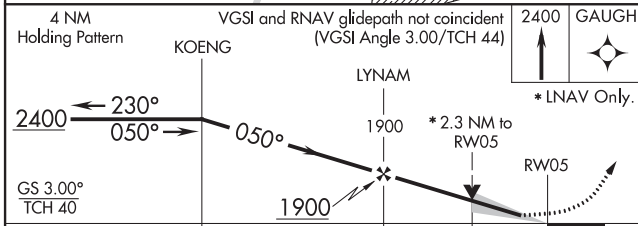
AWOS-3 118.075	SHAW APP CON* 125.4	UNICOM 122.7 (CTAF)
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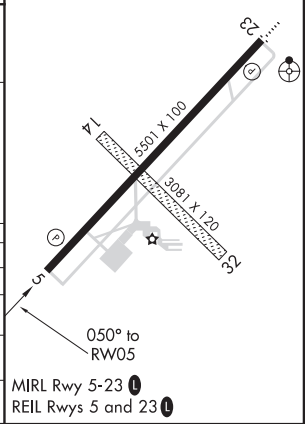
SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 182	TDZE 181
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CATEGORY	A	B	C	D
LPV DA		381-3/4	200 (200-3/4)	
LNAV/VNAV DA		535-1/4	354 (400-1/4)	
LNAV MDA	940-1 759 (800-1)	940-1 1/4 759 (800-1 1/4)	940-2 1/4 759 (800-2 1/4)	940-2 1/2 759 (800-2 1/2)
CIRCLING	940-1 758 (800-1)	940-1 1/4 758 (800-1 1/4)	940-2 1/4 758 (800-2 1/4)	940-2 1/2 758 (800-2 1/2)



SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

14037

RNAV (GPS) Y RWY 23

SUMTER (SMS)

APP CRS	Rwy Idg	5501
230°	TDZE	182
	Apt Elev	182

⚠ Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Camden altimeter setting.

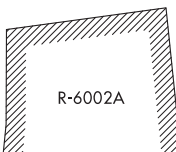
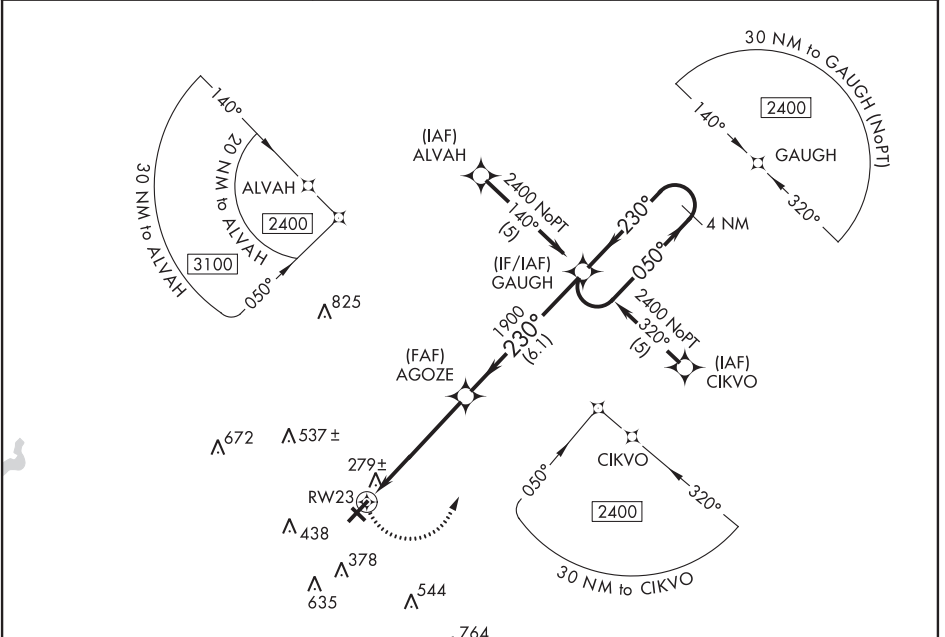
ODALS

MISSED APPROACH: Climbing left turn to 2400 direct GAUGH and hold.

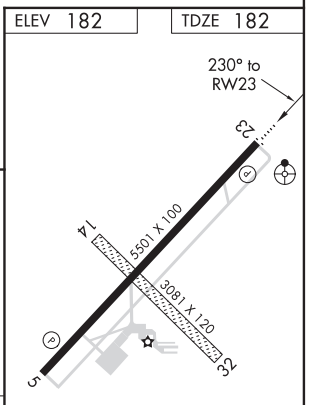
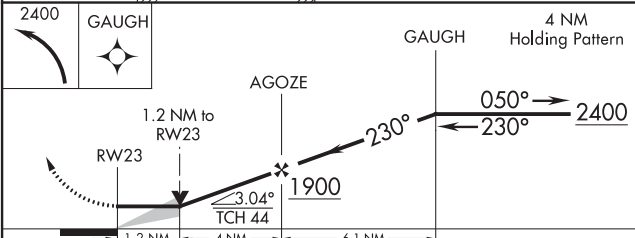
AWOS-3
118.075

SHAW APP CON★
125.4

UNICOM
122.7 (CTAF) 0



ELEV	182	TDZE	182
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CATEGORY	A	B	C	D
LNAV MDA	600-¾ 418 (500-¾)		600-1¼ 418 (500-1¼)	
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 0
 REIL Rwy 5 and 23 0

SUMTER, SOUTH CAROLINA
 Orig 22OCT09

34°00'N-80°22'W

RNAV (GPS) Y RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65915 W23A	APP CRS 230°	Rwy Idg TDZE Apr Elev	5501 182 182
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RNAV (GPS) Z RWY 23

SUMTER (SMS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14 and 32. Inoperative table does not apply to LNAV/VNAV all Cats. When local altimeter setting not received, use Camden altimeter setting and increase all DA 63 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

ODALS

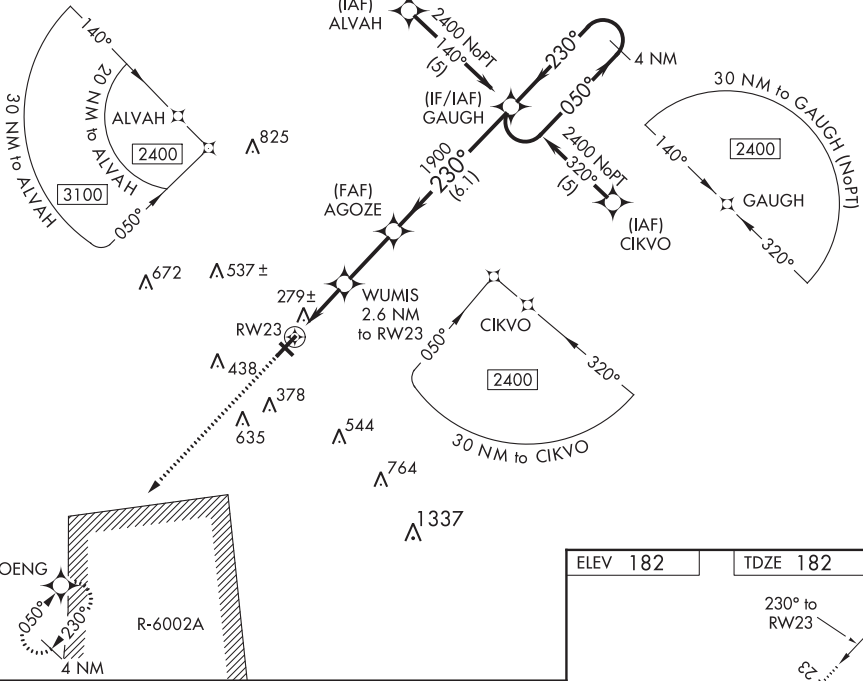


MISSED APPROACH: Climb to 2400 direct KOENG and hold.

AWOS-3
118.075

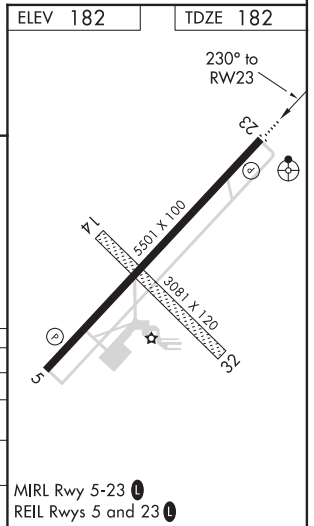
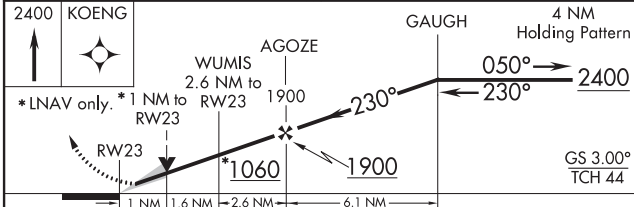
SHAW APP CON★
125.4

UNICOM
122.7 (CTAF)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		382-¾	200 (200-¾)	
LNAV/VNAV DA		576-1½	394 (400-1½)	
LNAV MDA		540-¾	358 (400-¾)	540-1¼ 358 (400-1¼)
CIRCLING	640-1	458 (500-1)	640-1½ 458 (500-1½)	760-2 578 (600-2)

MIRL Rwy 5-23
REIL Rwy 5 and 23

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)


14037

NDB	SMS	APP CRS	Rwy Idg	5501
252		217°	TDZE	182
			Apt Elev	182

NDB RWY 23

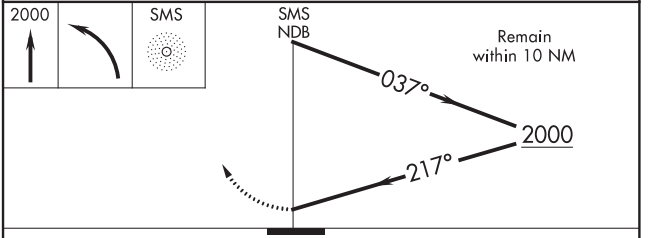
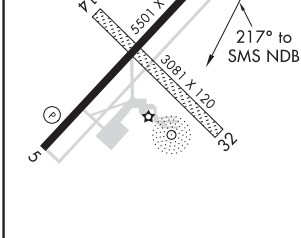
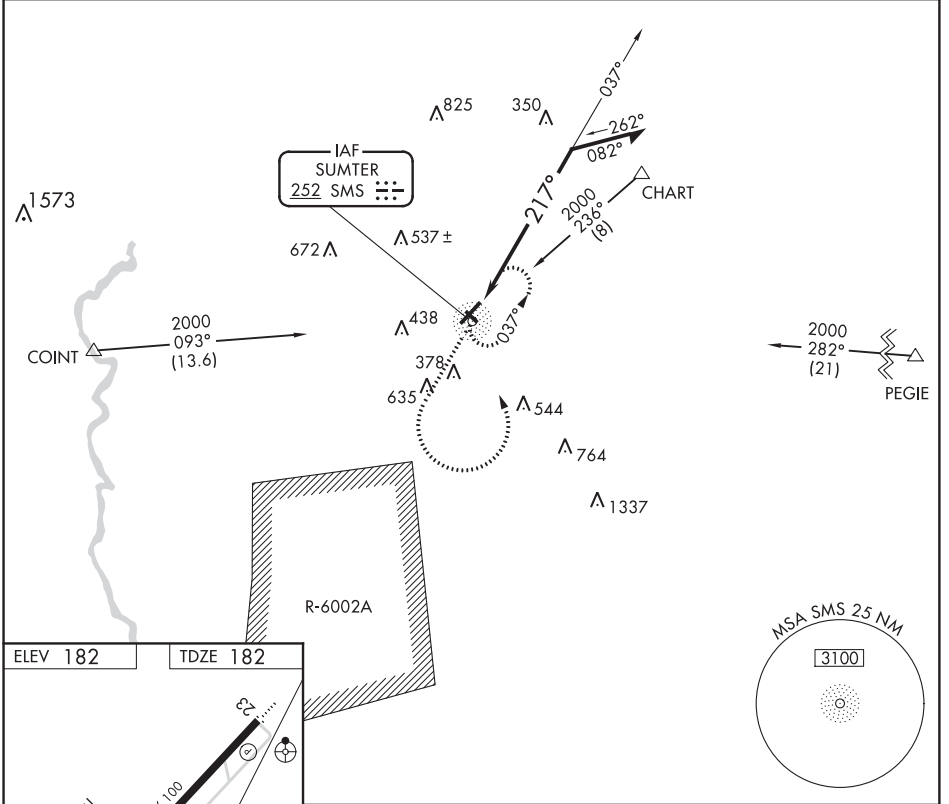
SUMTER (SMS)

⚠ Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

ODALS 

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3 118.075	SHAW APP CON ★ 125.4	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-23	700-3/4 518 (600-3/4)	700-1 518 (600-1)	700-1 1/2 518 (600-1 1/2)	700-1 3/4 518 (600-1 3/4)
CIRCLING	700-1 518 (600-1)	700-1 518 (600-1)	700-1 1/2 518 (600-1 1/2)	760-2 578 (600-2)

SUMTER, SOUTH CAROLINA
Amdt 3 22OCT09

34°00'N-80°22'W

SUMTER (SMS) NDB RWY 23

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 311°	Rwy Idg 3060
	TDZE 2807
	Apt Elev 2857

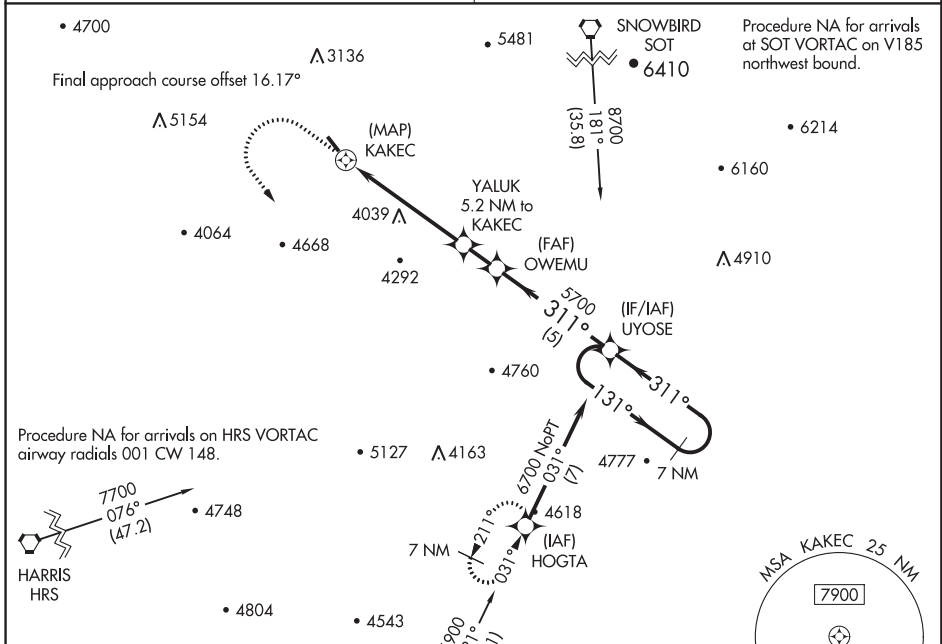
RNAV (GPS) RWY 33

JACKSON COUNTY (24A)

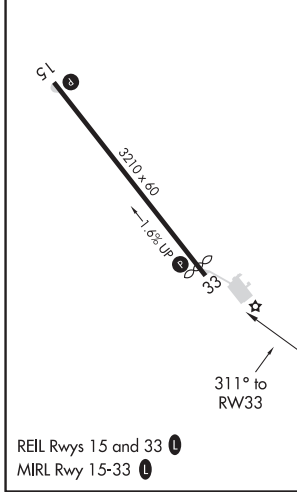
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Macon County altimeter setting, when not received, use Asheville altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4900 then climbing left turn to 8000 direct HOGTA and hold.

ATLANTA CENTER 134.8 379.95	UNICOM 123.0 (CTAF) 0
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ELEV 2857	TDZE 2807
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4900	8000	HOGTA		
↑	↶	✦		
Descent angle NA.				
KAKEC	YALUK 5.2 NM to KAKEC	OWEMU		
5100	5700	6700		
0.5	5.2 NM	1.5		
5 NM	7 NM Holding Pattern			
CATEGORY	A	B	C	D
LNAV MDA	4460-1¼ 1653 (1700-1¼)	4460-1½ 1653 (1700-1½)	NA	
CIRCLING	4460-1¼ 1603 (1700-1¼)	4620-1½ 1763 (1800-1½)	NA	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

TARBORO, NORTH CAROLINA

AL-9106 (FAA)

16259

VORTAC TYI 117.8 Chan 125	APP CRS 291°	Rwy Idg 3999 TDZE 50 Apt Elev 53
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VOR/DME or GPS RWY 27

TARBORO-EDGECOMBE (E/T/C)

▼ Use Rocky Mount altimeter setting; when not received
▲ NA use Raleigh-Durham altimeter setting minimums.

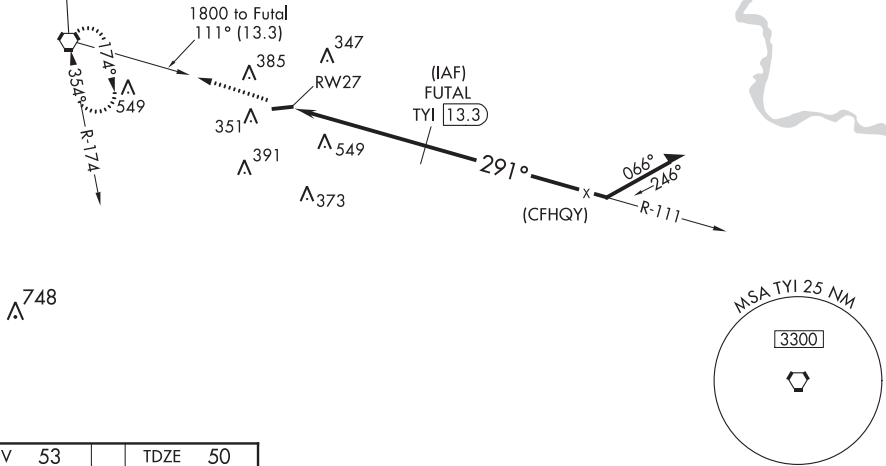
MISSED APPROACH: Climb to 2000
direct TYI VORTAC and hold.

AWOS-3P
119.575

WASHINGTON CENTER
118.475 279.65

CTAF
122.9

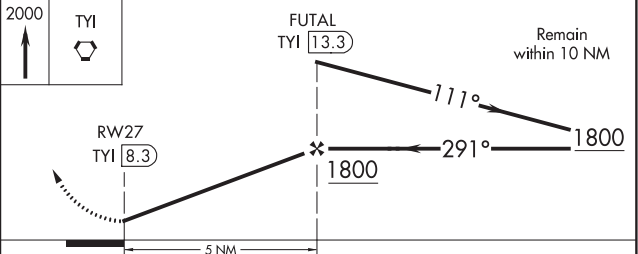
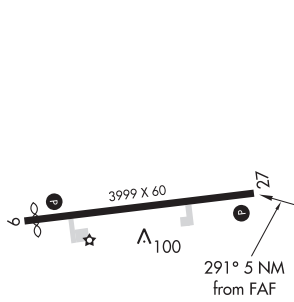
TAR RIVER
117.8 TYI ---
Chan 125



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 53	TDZE 50
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CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3	1140-3 1087 (1100-3)

REIL Rwy 27
MIRL Rwy 9-27

TARBORO, NORTH CAROLINA
Amdt 1 12152

35°56'N-77°33'W

TARBORO-EDGECOMBE (E/T/C)

VOR/DME or GPS RWY 27

WAAS CH 97335 W05A	APP CRS 053°	Rwy Idg THRE 573 Apt Elev 610	3508
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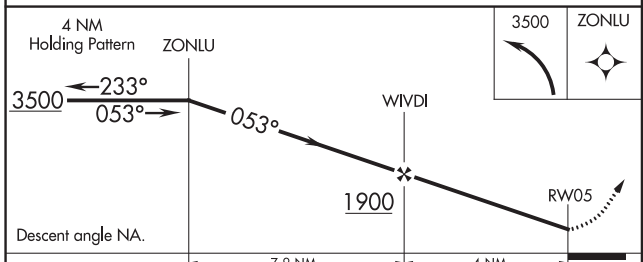
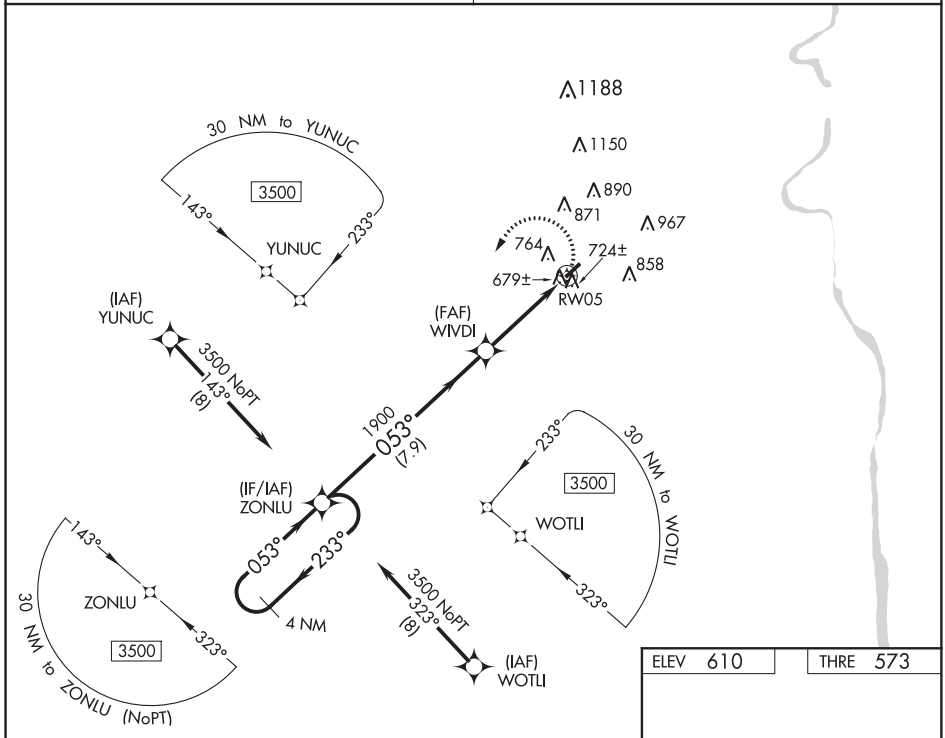
RNAV (GPS) RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

▼ Use Laurens altimeter setting; when not received, use Greer altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

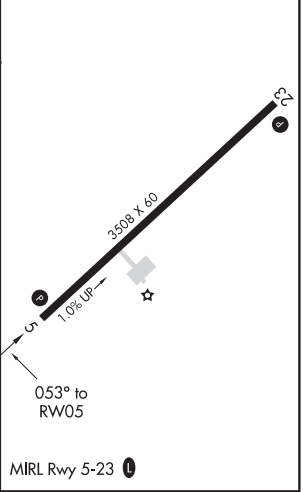
MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.

GREER APP CON ★ 119.4 350.2	UNICOM 122.7 (CTAF) 0
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ELEV 610	THRE 573
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CATEGORY	A	B	C	D
LP MDA	1000-1	427 (400-1)		NA
LNAV MDA	1040-1	467 (500-1)		NA
C CIRCLING	1180-1	570 (600-1)		NA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77535 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	3508 610 610
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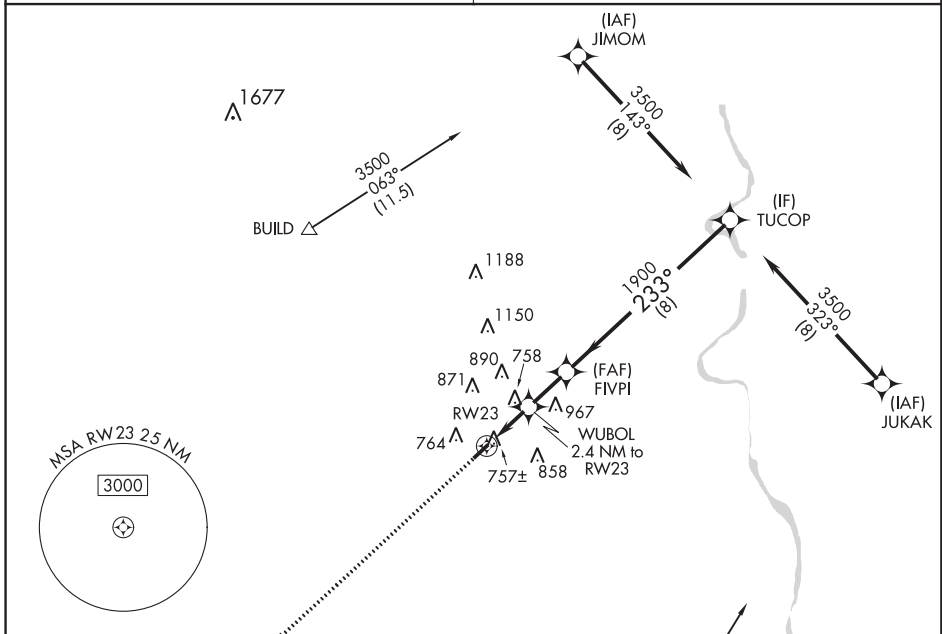
RNAV (GPS) RWY 23

UNION COUNTY-TROY SHELTON FIELD (35A)

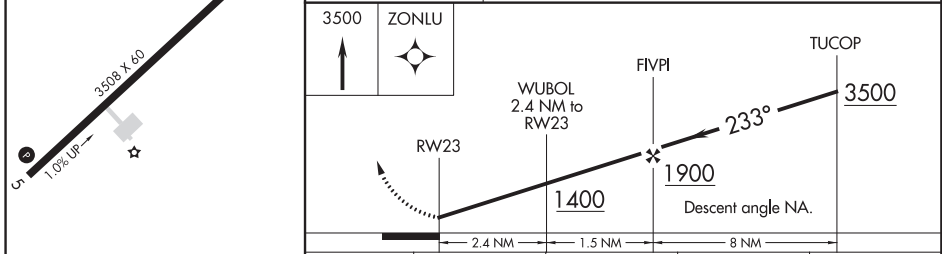
▼ Use Laurens altimeter setting; when not received, use Greer altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct ZONLU and hold.

GREER APP CON ★ 119.4 350.2	UNICOM 122.7 (CTAF) ①
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ELEV 610	TDZE 610	MISSED APCH FIX ZONLU
223° to RWY 23		053° 233° 4 NM



CATEGORY		A	B	C	D
LP	MDA	1080-1	470 (500-1)		NA
LNAV	MDA	1140-1	530 (600-1)		NA
C	CIRCLING	1180-1	570 (600-1)		NA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

NDB UOT	APP CRS	Rwy Idg	3508
326	061°	TDZE	604
		Apt Elev	610

NDB RWY 5

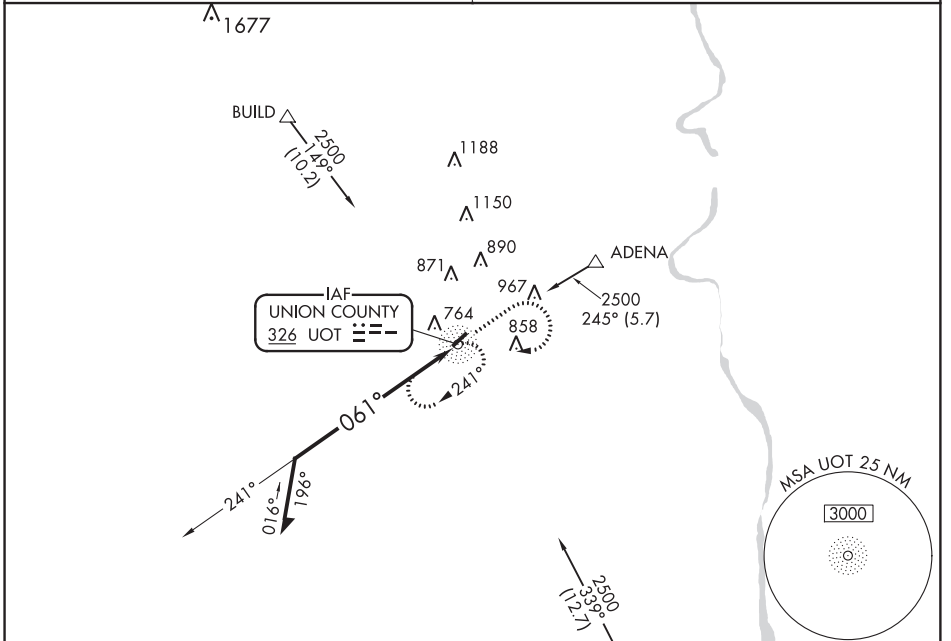
UNION COUNTY-TROY SHELTON FIELD (35A)

Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.
Use Greer altimeter setting.

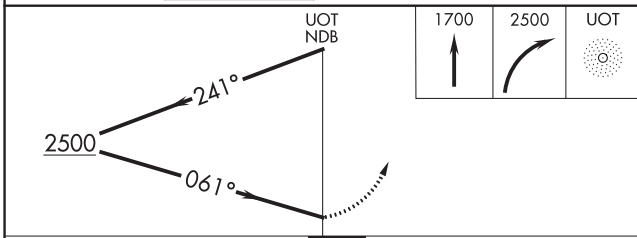
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★
119.4 350.2

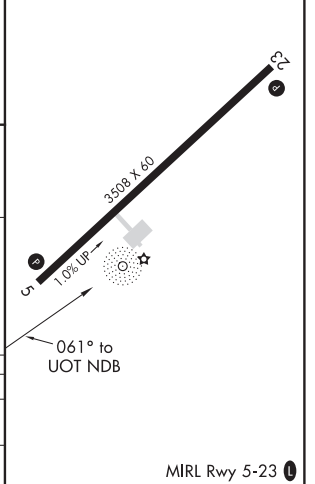
UNICOM
122.7 (CTAF) 0



ELEV 610	TDZE 604
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CATEGORY	A	B	C	D
S-5	1360-1 756 (800-1)	1360-1¼ 756 (800-1¼)		NA
CIRCLING	1360-1 750 (800-1)	1360-1¼ 750 (800-1¼)		NA



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-AFP 108.55 Chan 22(Y)	APP CRS 342°	Rwy Idg TDZE Apt Elev	5498 299 300
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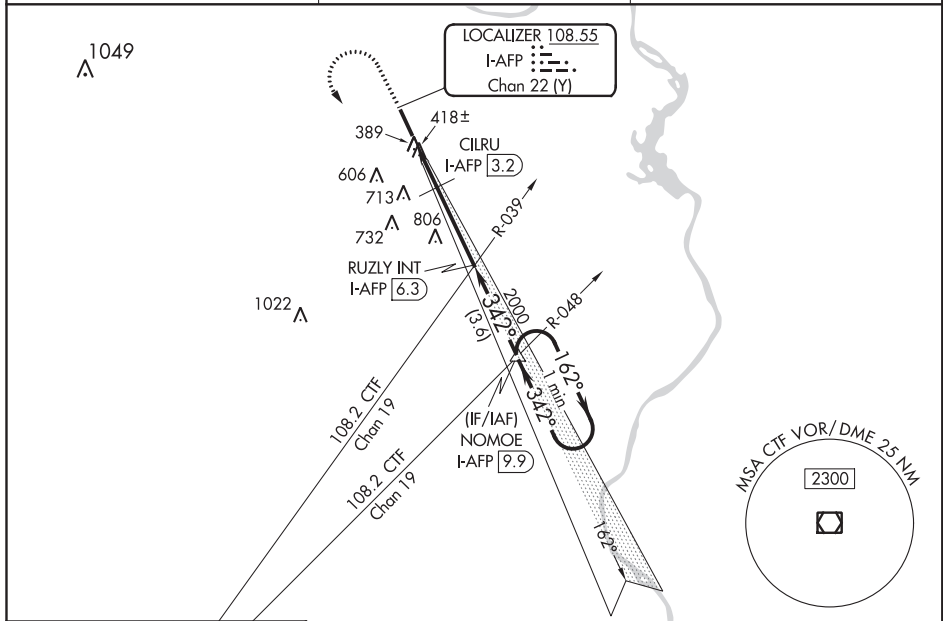
ILS or LOC RWY 34

ANSON COUNTY-JEFF CLOUD FIELD (AFP)

⚠ When VGSI inoperative, Circling Rwy 16 NA at night. VDP NA when using Rockingham altimeter setting. When local altimeter setting not received, use Rockingham altimeter setting: increase S-ILS 34 DA to 607 and S-ILS 34 all Cats visibility 1/8 mile; increase all MDA 60 feet and S-LOC 34 Cats C/D and Circling Cat C visibility 1/8 mile and CILRU Fix Minimums S-LOC 34 Cats C/D and Circling Cat C visibility 1/4 mile.

⚠ MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 120° and on I-AFP S course (162°) to NOMOE INT/I-AFP 9.9 DME and hold.

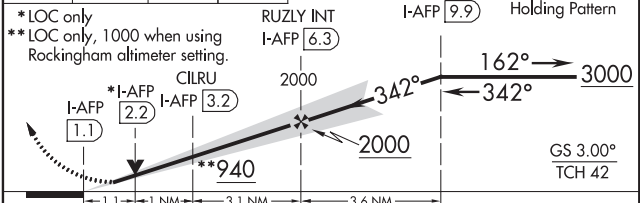
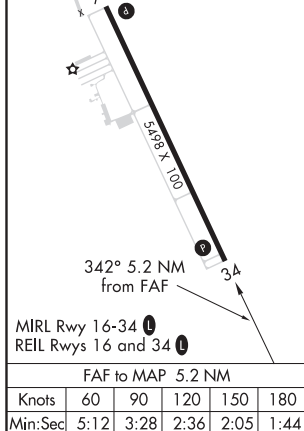
AWOS-3 119.325	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.8 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 300	TDZE 299	1000	3000	NOMOE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).
		↑	hdg 120°	I-AFP S crs	△



CATEGORY	A	B	C	D
S-ILS 34	558-7/8 259 (300-7/8)			
S-LOC 34	940-1	641 (700-1)	940-17/8 641 (700-17/8)	980-2 1/4 680 (700-2 1/4)
CIRCLING	940-1	640 (700-1)	940-17/8 640 (700-17/8)	980-2 1/4 680 (700-2 1/4)
CILRU FIX MINIMUMS				
S-LOC 34	680-1	381 (400-1)	680-1 1/8 381 (400-1 1/8)	
CIRCLING	820-1 520 (600-1)	860-1 560 (600-1)	880-1 1/2 580 (600-1 1/2)	980-2 1/4 680 (700-2 1/4)

WAAS CH 40221 W16A	APP CRS 162°	Rwy Idg TDZE Apt Elev	5498 300 300
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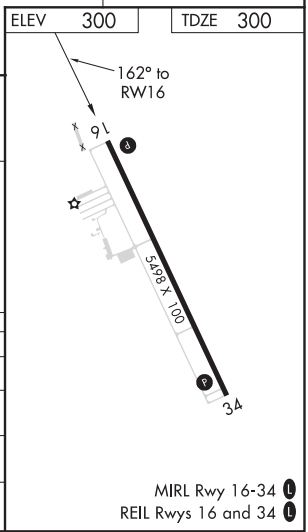
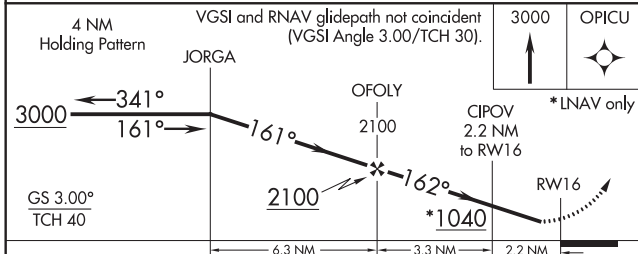
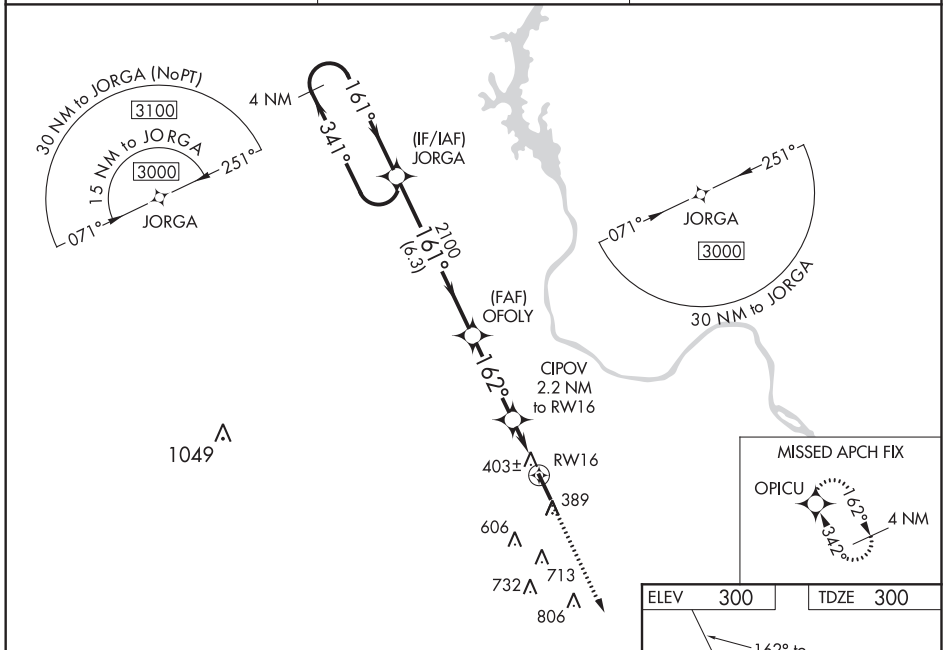
RNAV (GPS) RWY 16

ANSON COUNTY-JEFF CLOUD FIELD (A/F)

⚠ Baro-VNAV NA when using Rockingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rockingham altimeter setting: increase LPV DA to 655 and LPV all Cats visibility ¼ mile; increase LNAV/VNAV DA to 634 and LNAV/VNAV all Cats visibility ⅓ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct OPICU and hold.

AWOS-3 119.325	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		606-1	306 (400-1)	
LNAV/VNAV DA		585-1	285 (300-1)	
LNAV MDA		660-1	360 (400-1)	
CIRCLING	820-1 520 (600-1)	860-1 560 (600-1)	880-1½ 580 (600-1½)	980-2¼ 680 (700-2¼)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WADESBORO, NORTH CAROLINA

AL-6613 (FAA)

14205

WAAS CH 69408 W34A	APP CRS 342°	Rwy Idg TDZE Apt Elev	5498 299 300
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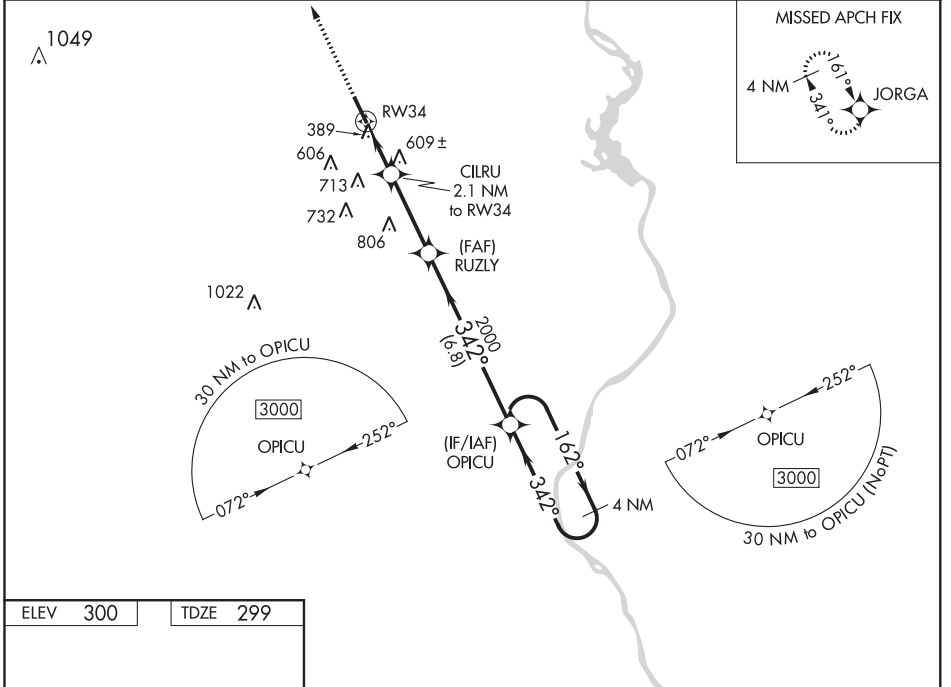
RNAV (GPS) RWY 34

ANSON COUNTY-JEFF CLOUD FIELD (A/F/P)

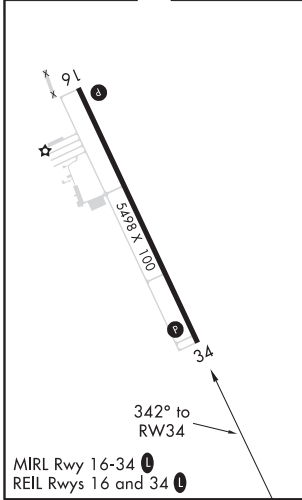
⚠ When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Rockingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rockingham altimeter setting: increase LPV DA to 598 and LPV all Cats visibility 1/8 mile; increase LNAV/VNAV DA to 1005 and LNAV/VNAV all Cats visibility 1/4 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 3000 direct JORGA and hold.

AWOS-3 119.325	CHARLOTTE APP CON 120.05 307.8	UNICOM 122.8 (CTAF) ①
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ELEV 300	TDZE 299
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3000	JORGA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	4 NM Holding Pattern	
*LNAV only	CILRU 2.1 NM to RW34	RUZLY 2000	OPICU 3000	
RW34	*1000	2000	GS 3.00° TCH 42	
2.1 NM	3.1 NM	6.8 NM		
CATEGORY	A	B	C	D
LPV DA	549-7/8		250 (300-7/8)	
LNAV/VNAV DA	956-2 1/4		657 (700-2 1/4)	
LNAV MDA	860-1	561 (600-1)	860-1 1/2	561 (600-1 1/2)
CIRCLING	860-1	560 (600-1)	880-1 1/2	980-2 1/4
			580 (600-1 1/2)	680 (700-2 1/4)

WADESBORO, NORTH CAROLINA
Amdt 2A 24JUL14

ANSON COUNTY-JEFF CLOUD FIELD (A/F/P)
35°01'N-80°05'W
RNAV (GPS) RWY 34

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93536 W09A	APP CRS 094°	Rwy Idg TDZE Apt Elev	4004 38 38
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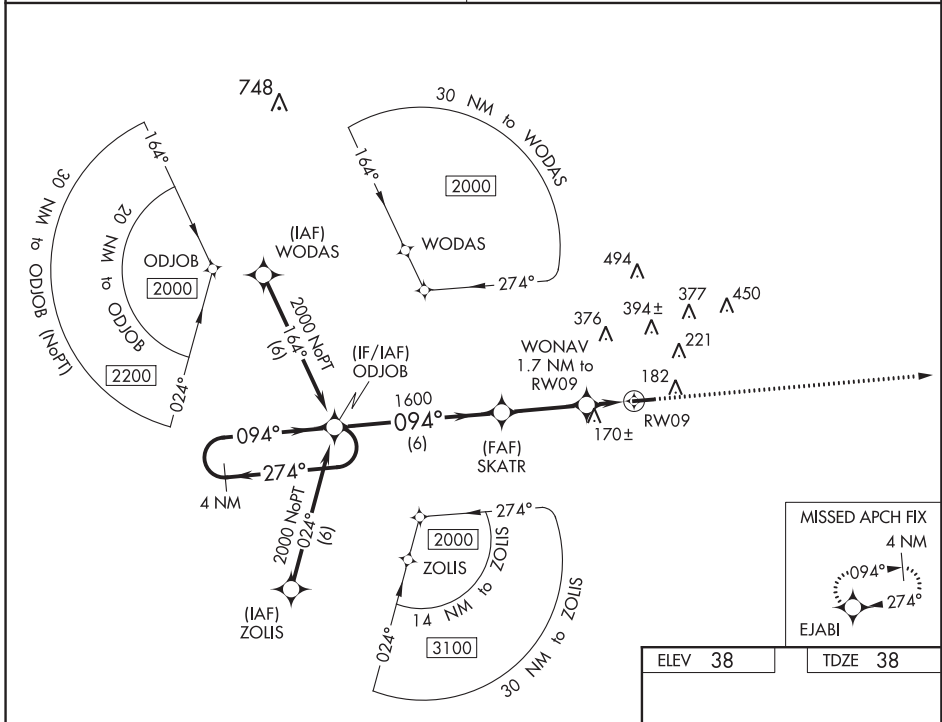
RNAV (GPS) RWY 9

HENDERSON FIELD (ACZ)

▼ Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
▲ NA Rwy 9 Straight-in and Circling minimums NA at night.

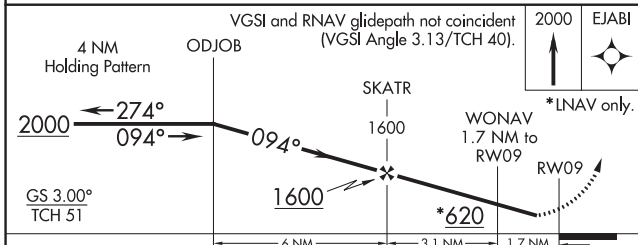
MISSED APPROACH: Climb to 2000 direct EJABI and hold.

WILMINGTON APP CON * 135.75 317.425 (344°-163°)	UNICOM 122.8 (CTAF)
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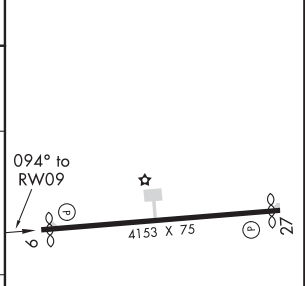


SE-2, 10 NOV 2016 to 05 JAN 2017

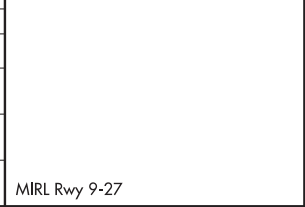
SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 38	TDZE 38
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CATEGORY	A	B	C	D
LPV DA		352-1	314 (400-1)	
LNAV/VNAV DA		538-1 5/8	500 (500-1 5/8)	
LNAV MDA	500-1	462 (500-1)	500-1 3/8	462 (500-1 3/8)
C CIRCLING	620-1	582 (600-1)	820-2 1/4 782 (800-2 1/4)	820-2 1/2 782 (800-2 1/2)



WALLACE, NORTH CAROLINA

AL-5587 (FAA)

15008

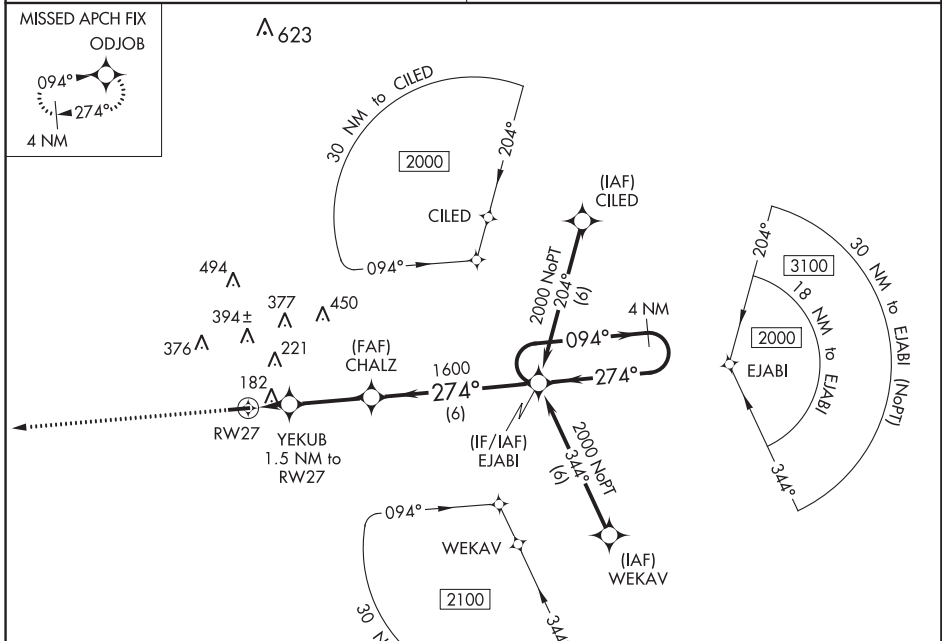
WAAS CH 53336 W27A	APP CRS 274°	Rwy Idg TDZE 36 Apt Elev 38	4002
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RNAV (GPS) RWY 27

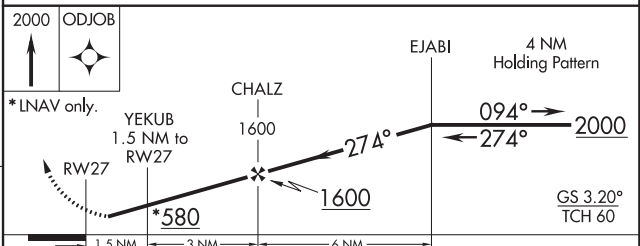
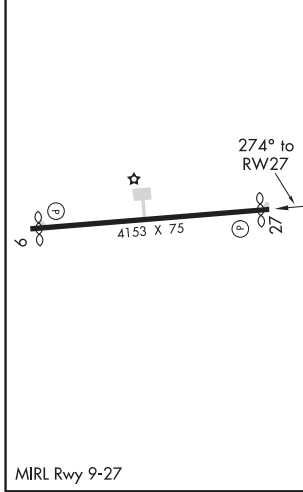
HENDERSON FIELD (ACZ)

▼ Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
▲ NA Night Landing: Rwy 27 NA. MISSED APPROACH: Climb to 2000 direct ODJOB and hold.

WILMINGTON APP CON ★ 135.75 317.425 (344°-163°)	UNICOM 122.8 (CTAF)
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ELEV 38	TDZE 36
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CATEGORY	A	B	C	D
LPV DA	367-1		331 (400-1)	NA
LNAV/VNAV DA	599-1¾		563 (600-1¾)	NA
LNAV MDA	560-1	524 (600-1)	560-1½	524 (600-1½)
C CIRCLING	620-1	582 (600-1)	820-2¼ 782 (800-2¼)	820-2½ 782 (800-2½)

WALLACE, NORTH CAROLINA
 Orig-A 08JAN15

34°43'N-78°00'W

RNAV (GPS) RWY 27

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WALNUT COVE, NORTH CAROLINA

AL-6882 (FAA)

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

VOR/DME or GPS RWY 34

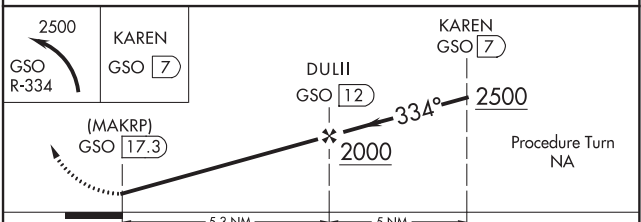
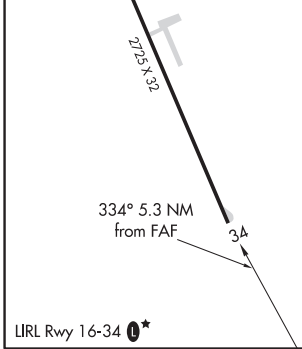
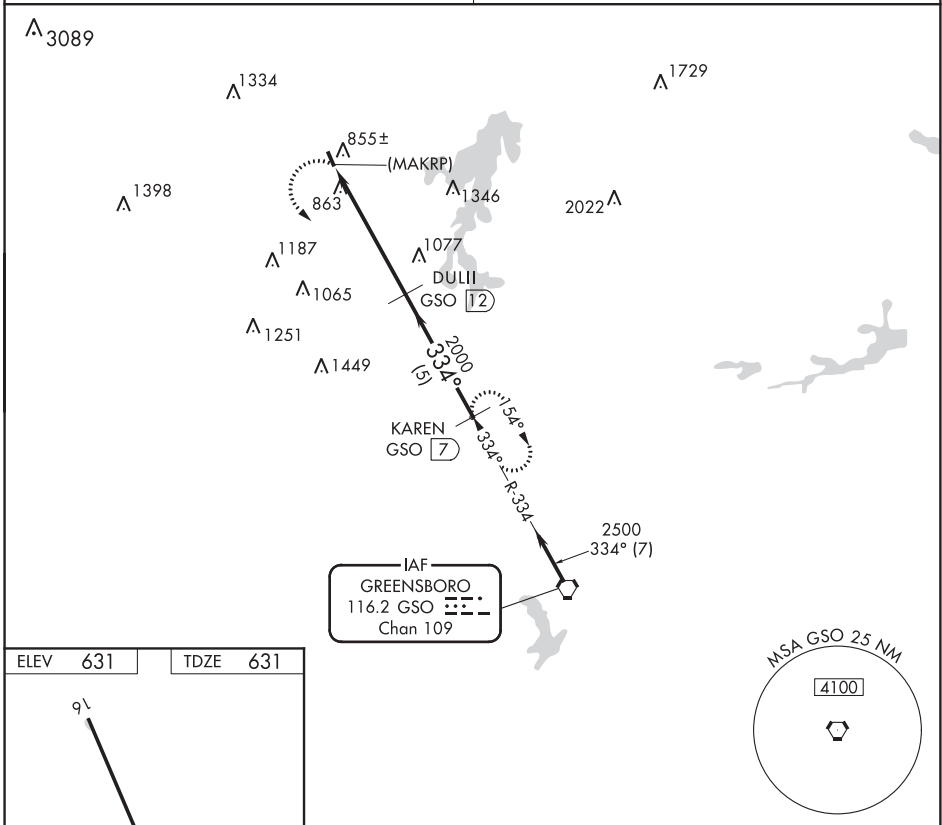
MEADOW BROOK FIELD (N63)

▼ Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet.
▲ NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

GREENSBORO APP CON
124.35 269.225

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)		NA
CIRCLING	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)		NA

WALNUT COVE, NORTH CAROLINA
 Orig 14037

36°18'N-80°09'W
 785

VOR/DME or GPS RWY 34

MEADOW BROOK FIELD (N63)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RBW 110.15 Chan 38 (Y)	APP CRS 229°	Rwy Idg 6002 TDZE 101 Apt Elev 101
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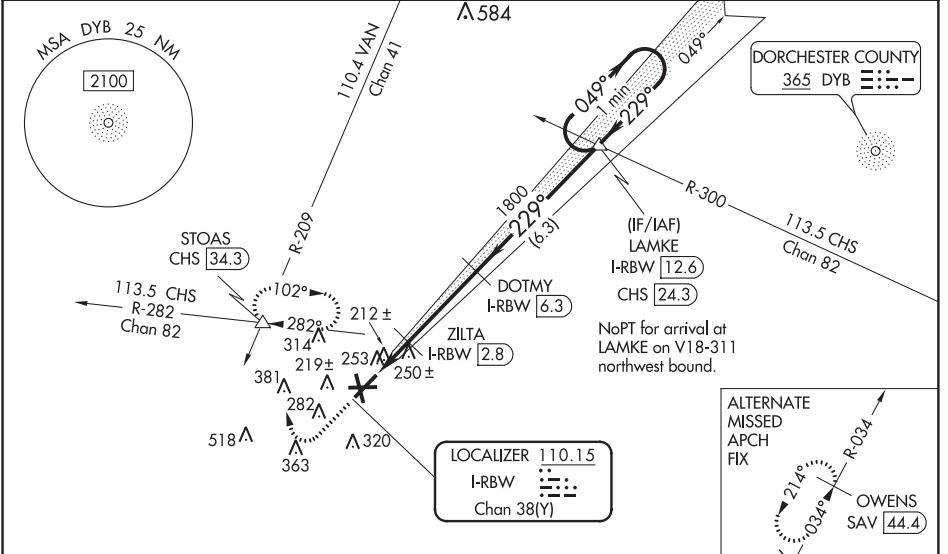
ILS Y or LOC Y RWY 23

LOWCOUNTRY RGNL (R,B,W)

⚠ Inop table does not apply to S-LOC 23 Cat C. DME required. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility 1/8 mile and Circling Cat C visibility 1/2 mile and Circling Cat D visibility 1/4 mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to 3/8 mile and S-LOC 23 Cat D visibility to 1 3/8 mile.

ODALS MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 360° and CHS VORTAC R-282 to STOAS/CHS VORTAC 34.3 DME and hold, continue climb-in-hold to 2000.

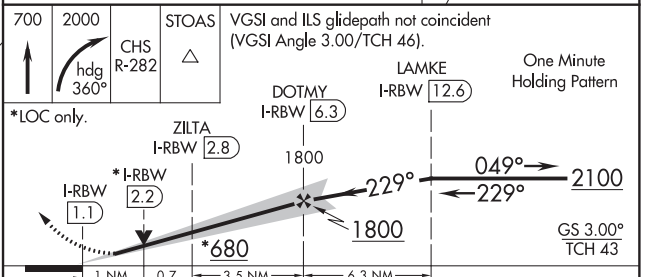
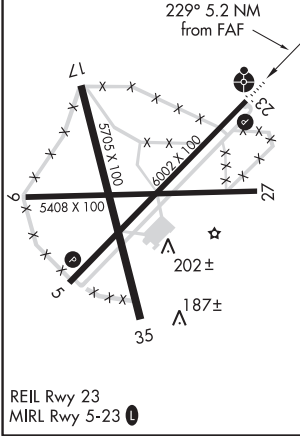
AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF)
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 101	TDZE 101
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CATEGORY	A	B	C	D
S-ILS 23	301-3/4 200 (200-3/4)			
S-LOC 23	480-3/4	379 (400-3/4)	480-1	379 (400-1)
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1 1/2 599 (600-1 1/2)	700-2 599 (600-2)

LOC/DME I-RBW 110.15 Chan 38 (Y)	APP CRS 229°	Rwy Idg 6002 TDZE 101 Apt Elev 101
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ILS Z or LOC Z RWY 23

LOWCOUNTRY RGNL (R.BW)

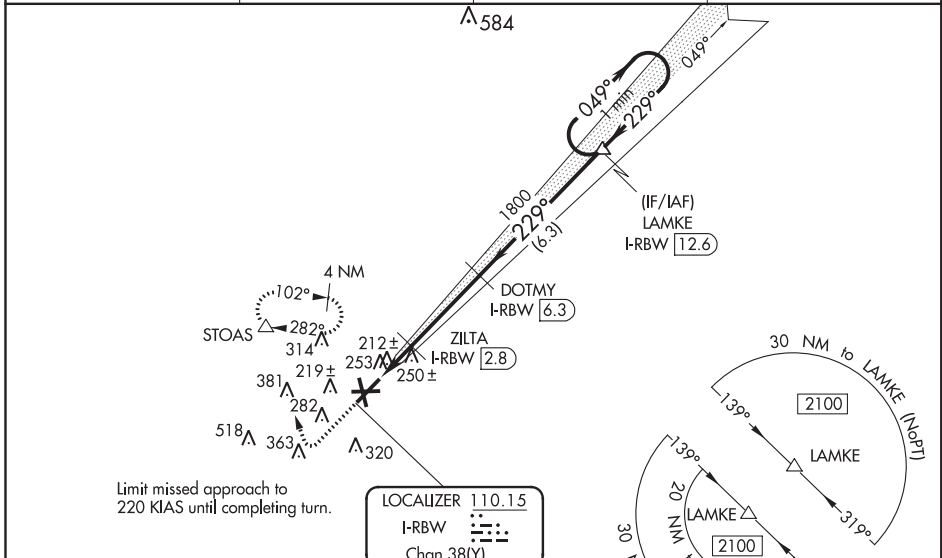
NA Inop table does not apply to S-LOC 23 Cat C. GPS and DME required. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to $\frac{1}{8}$ mile and S-LOC 23 Cat D visibility to $1\frac{1}{8}$ mile.

ODALS



MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct STOAS and hold.

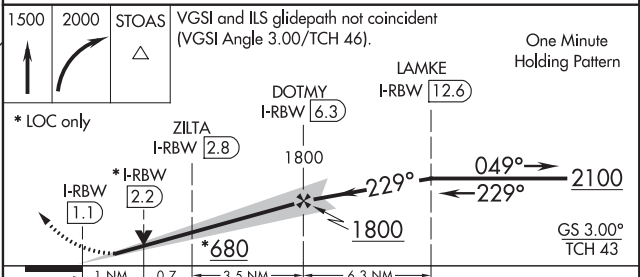
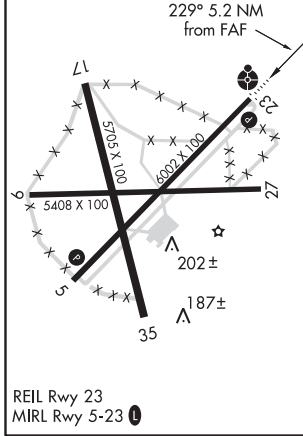
AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Limit missed approach to 220 KIAS until completing turn.

LOCALIZER 110.15
I-RBW [1.1] [2.2] [3.3] [4.4] [5.5] [6.6] [7.7] [8.8] [9.9] [10.0]
Chan 38(Y)

ELEV 101	TDZE 101
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CATEGORY	A	B	C	D
S-ILS 23	301- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 23	480- $\frac{3}{4}$ 379 (400- $\frac{3}{4}$)	480-1 379 (400-1)		
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$)	700-2 599 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82232 W05A	APP CRS 049°	Rwy Idg TDZE 96 Apt Elev 101	6002
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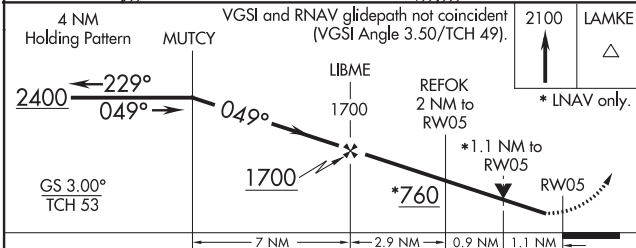
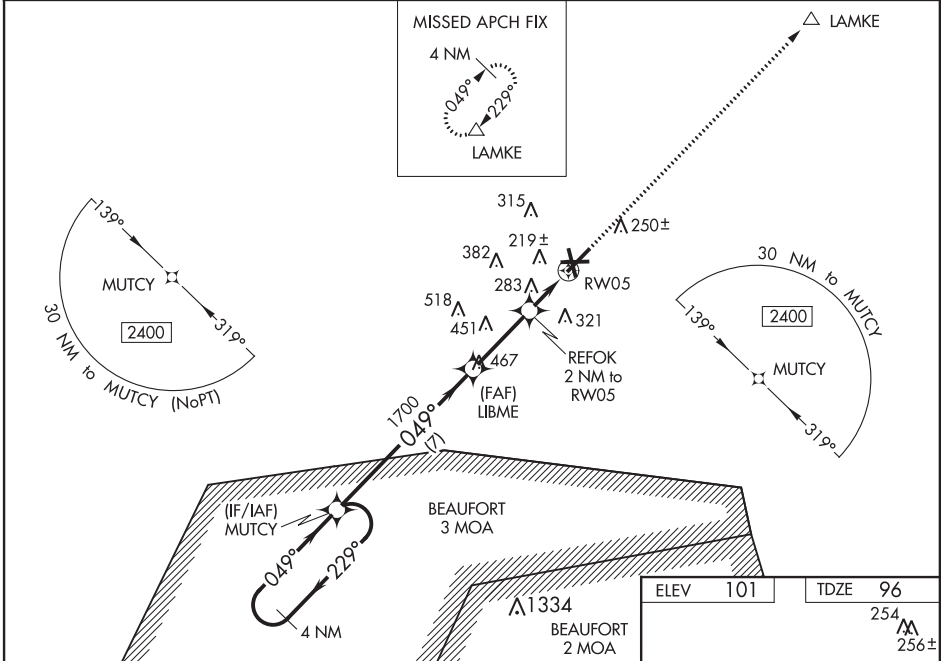
RNAV (GPS) RWY 5

LOWCOUNTRY RGNL (R.B.W)

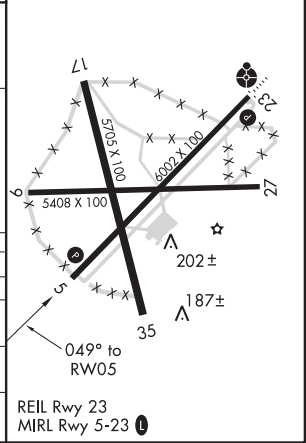
▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA.
 ▲ VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.
 Helicopter visibility reduction below ¾ SM NA.
 When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile, increase LNAV Cat C - D visibility ⅛ mile, increase Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 2100 direct LAMKE and hold.

AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 101	TDZE 96
254	256±



CATEGORY	A	B	C	D
LPV DA		431-1 1/8	335 (400-1 1/8)	
LNAV/VNAV DA		507-1 3/8	411 (500-1 3/8)	
LNAV MDA	540-1	444 (500-1)	540-1 3/8	444 (500-1 3/8)
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1 1/2 599 (600-1 1/2)	700-2 599 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93616 W17A	APP CRS 171°	Rwy Idg TDZE Apt Elev	5705 93 101
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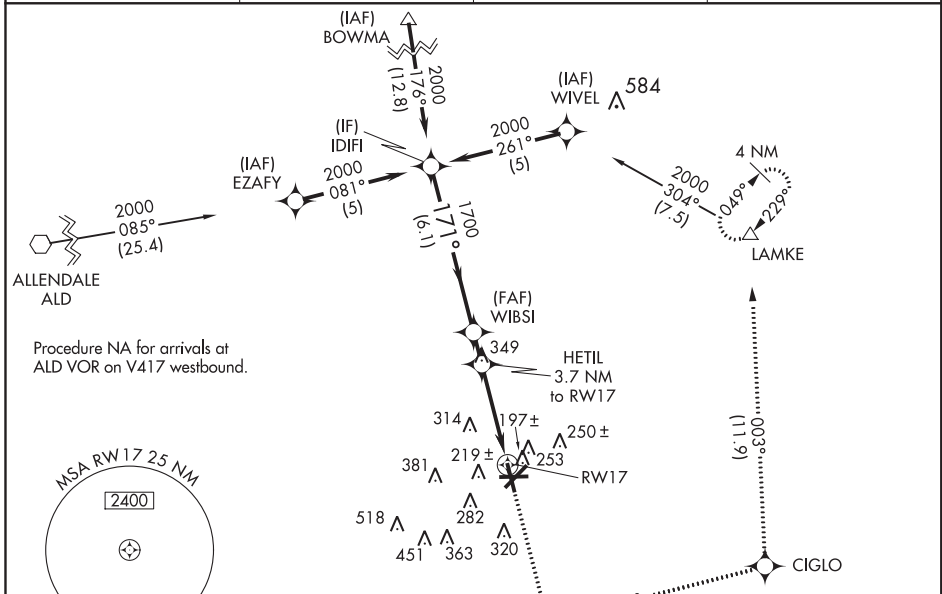
RNAV (GPS) RWY 17

LOWCOUNTRY RGNL (R.B.W)

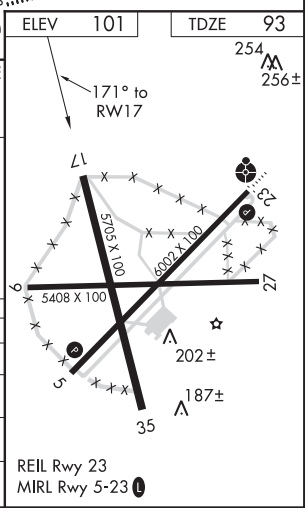
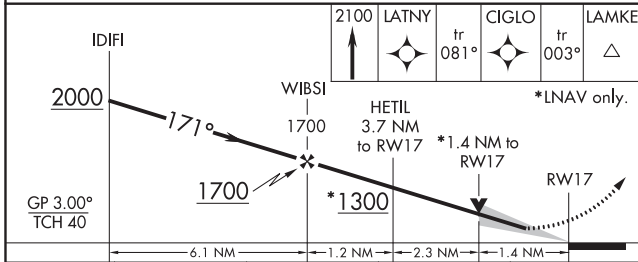
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston Intl/AFB altimeter setting.
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting; increase LPV DA to 421 feet and LNAV/VNAV DA to 587 feet and all MDA 80 feet; increase LPV visibility all Cats 1/8 mile; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D, and Circling Cat D visibility 1/4 mile; increase Circling Cat C visibility 1/2 mile.

MISSED APPROACH:
 Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV	101	TDZE	93
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CATEGORY	A	B	C	D
LPV DA	343-1 250 (300-1)			
LNAV/VNAV DA	508-1½		415 (500-1½)	
LNAV MDA	580-1	487 (500-1)	580-1⅔	487 (500-1⅔)
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017


SE-2, 10 NOV 2016 to 05 JAN 2017


WAAS CH 61016 W23A	APP CRS 229°	Rwy Idg TDZE Apt Elev	6002 101 101
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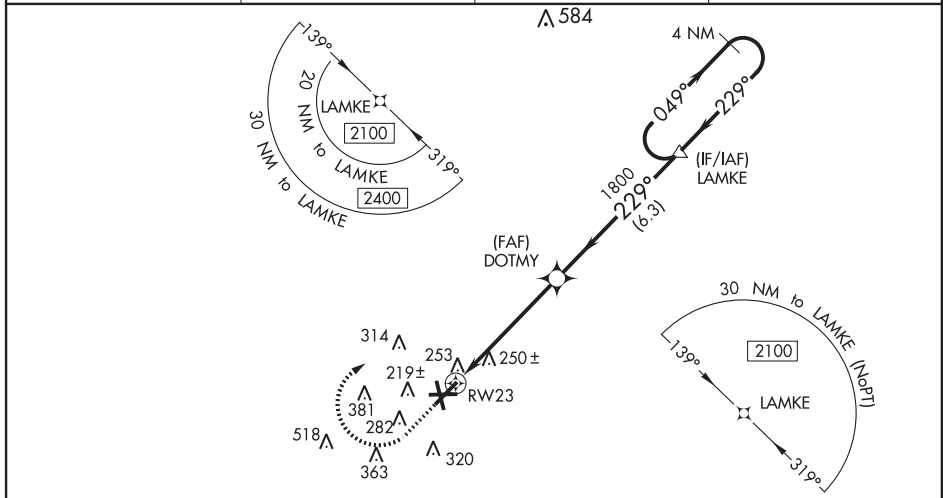
RNAV (GPS) RWY 23

LOWCOUNTRY RGNL (R.B.W)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1½ mile. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase LPV all Cats visibility to ¾ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

ODALS  MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

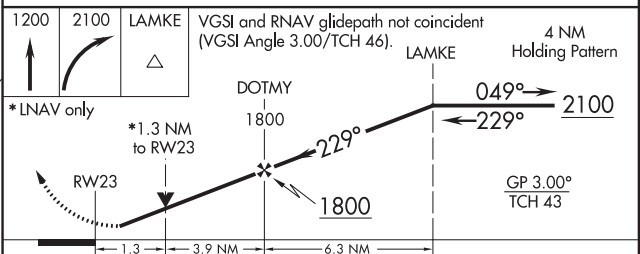
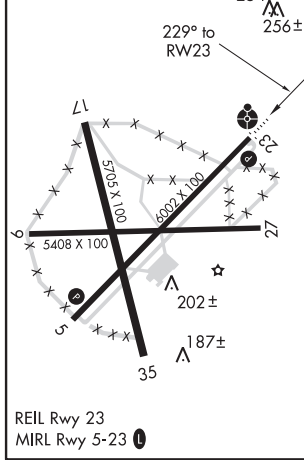
AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	101	TDZE	101
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CATEGORY	A	B	C	D
LPV DA		301-¾	200 (200-¾)	
LNAV/VNAV DA		464-1½	363 (400-1½)	
LNAV MDA	560-¾	459 (500-¾)	560-1½	459 (500-1½)
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

WAAS CH 48916 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5705 95 101
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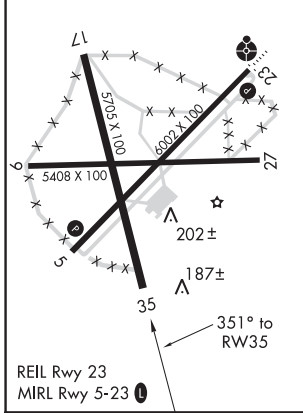
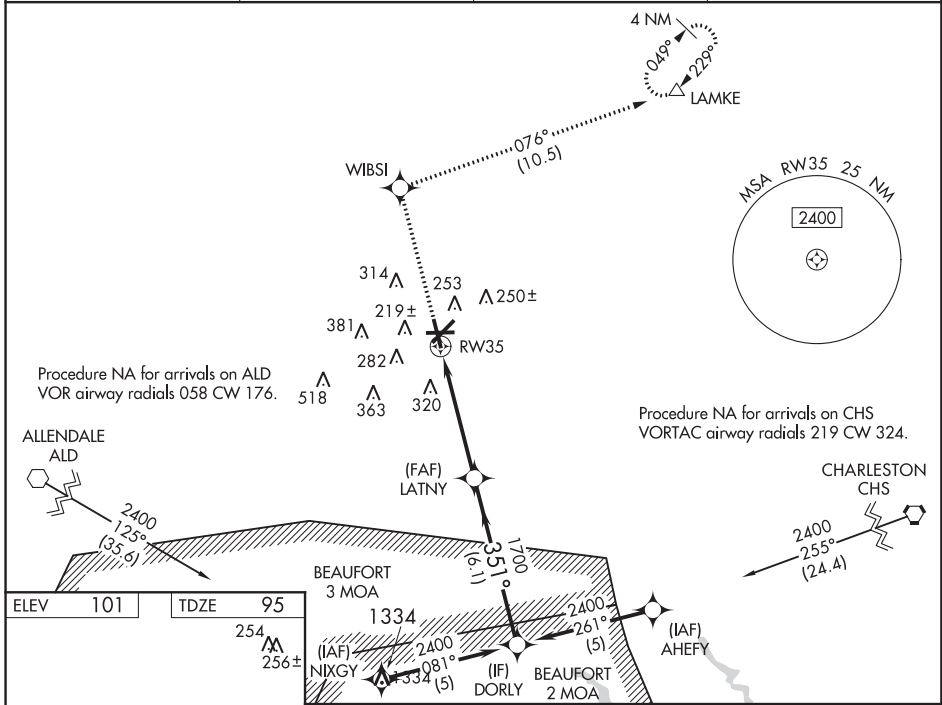
RNAV (GPS) RWY 35

LOWCOUNTRY RGNL (R.B.W)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

MISSED APPROACH:
 Climb to 2100 direct WIBSI and on track 076° to LAMKE and hold.

AWOS-3 118.725	CHARLESTON APP CON 120.7 306.925	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV	101	TDZE	95										
<table border="1"> <tr> <td>2100</td> <td>WIBSI</td> <td>tr 076°</td> <td>LAMKE</td> <td>DORLY</td> </tr> <tr> <td></td> <td></td> <td></td> <td>LATNY</td> <td>2400</td> </tr> </table>				2100	WIBSI	tr 076°	LAMKE	DORLY				LATNY	2400
2100	WIBSI	tr 076°	LAMKE	DORLY									
			LATNY	2400									
*LNAV only.													
GP 3.00° TCH 40													
CATEGORY	A	B	C	D									
LPV DA	398-1		303 (300-1)										
LNAV/VNAV DA	447-1¼ 352 (400-1¼)												
LNAV MDA	560-1	465 (500-1)	560-1¾	465 (500-1¾)									
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)									

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42810 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5000 35 37
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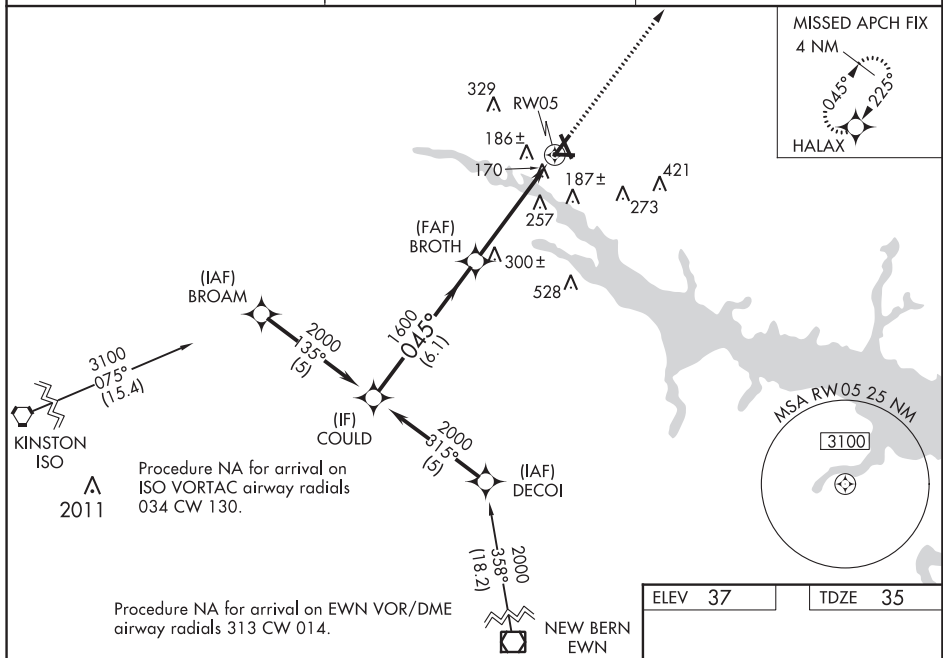
RNAV (GPS) RWY 5

WASHINGTON-WARREN (OCW)

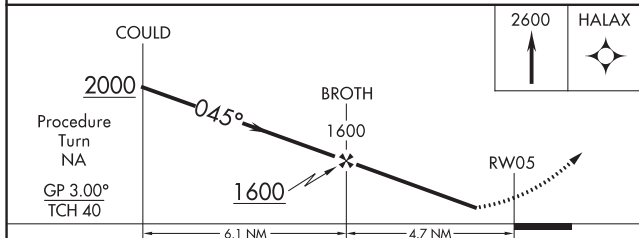
⚠ Night Landing: Rwy 17 NA. Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH:
Climb to 2600 direct HALAX and hold.

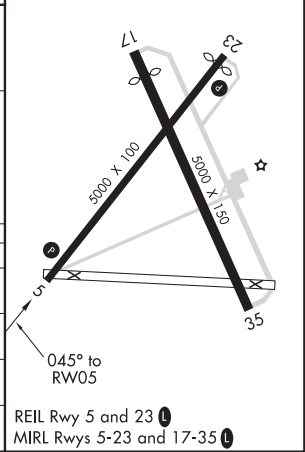
AWOS-3 120.175	CHERRY POINT 119.35 377.175	UNICOM 122.7 (CTAF) 0
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ELEV 37	TDZE 35
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CATEGORY	A	B	C	D
LPV DA		442-1½	407 (500-1½)	
LNAV/VNAV DA		477-1½	442 (500-1½)	
LNAV MDA	560-1	525 (600-1)	560-1½ 525 (600-1½)	560-1¾ 525 (600-1¾)
CIRCLING	560-1	523 (600-1)	560-1½ 523 (600-1½)	620-2 583 (600-2)



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4500
163°	TDZE	36
	Apt Elev	37

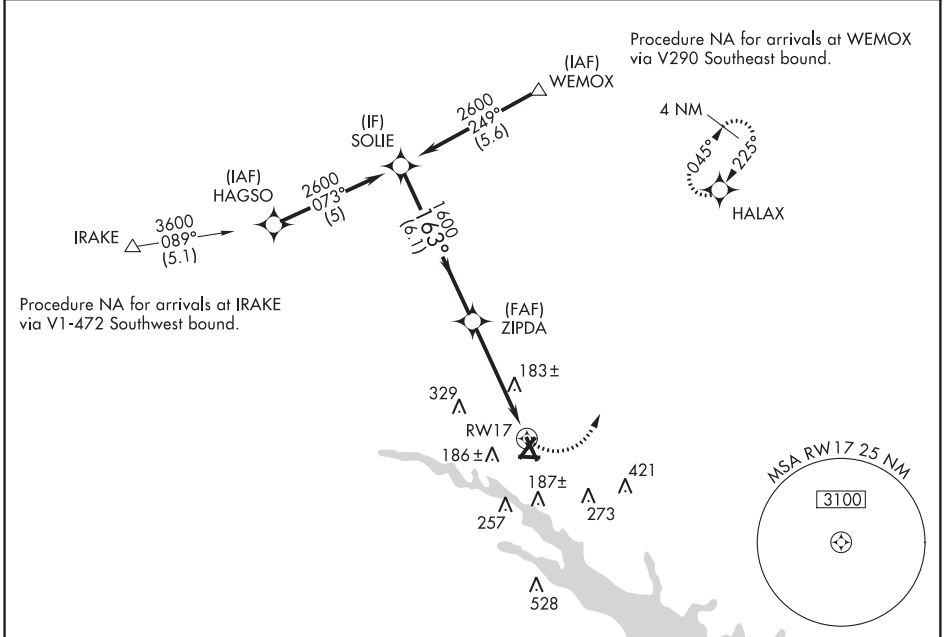
RNAV (GPS) RWY 17

WASHINGTON-WARREN (OCW)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet; increase LNAV Cat D visibility 1/4 mile.
 Night Landing: Rwy 17 NA.

MISSED APPROACH: Climbing left turn to 2600 direct HALAX and hold.

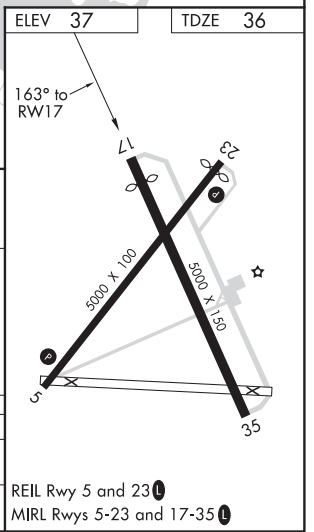
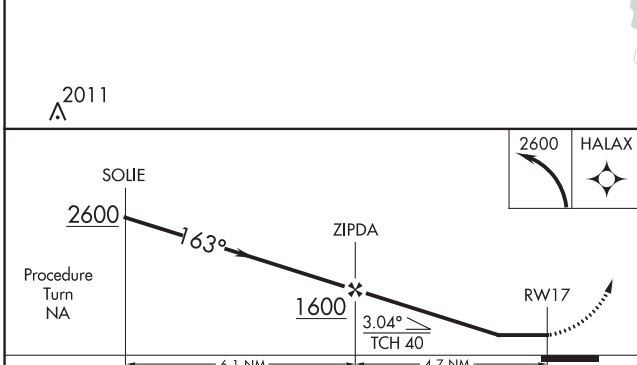
AWOS-3 120.175	CHERRY POINT 119.35 377.175	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	37	TDZE	36
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CATEGORY	A	B	C	D
LNAV MDA	440-1	404 (500-1)	440-1 1/4	404 (500-1 1/4)
CIRCLING	540-1	503 (600-1)	540-1 1/2	620-2
			503 (600-1 1/2)	583 (600-2)

WAAS CH 93810 W23A	APP CRS 225°	Rwy Idg TDZE Apt Elev	4800 37 37
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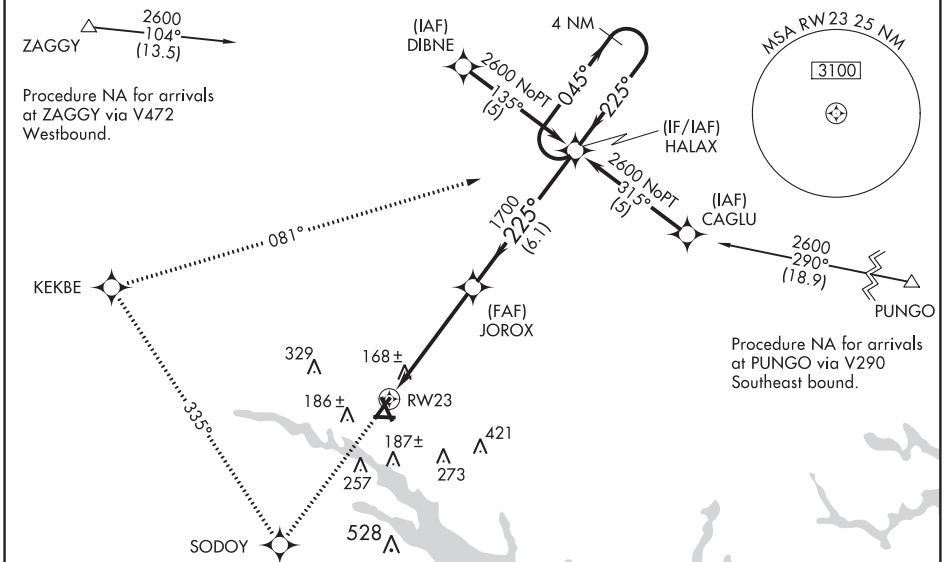
RNAV (GPS) RWY 23

WASHINGTON-WARREN (OCW)

⚠ Baro-VNAV NA when using Greenville 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 Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats C and D visibility ¼ mile. Night Landing: Rwy 17 NA.

MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

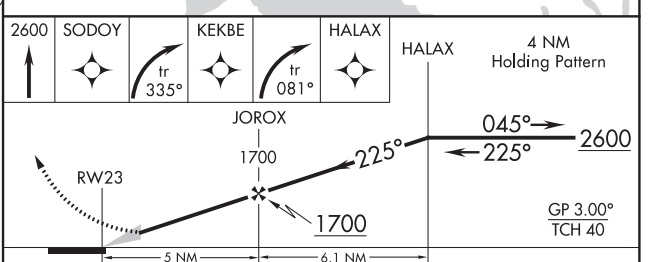
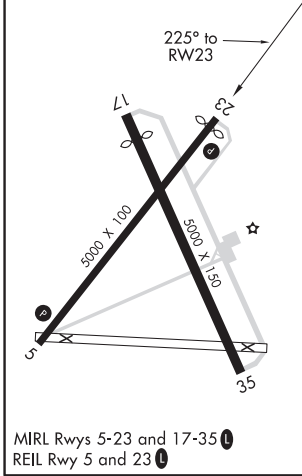
AWOS-3 120.175	CHERRY POINT 119.35 377.175	UNICOM 122.7 (CTAF) 0
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 37	TDZE 37
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CATEGORY	A	B	C	D
LPV DA	436-1½ 399 (400-1½)			
LNAV/VNAV DA	473-1½ 436 (500-1½)			
LNAV MDA	420-1 383 (400-1)			420-1¼ 383 (400-1¼)
CIRCLING	540-1	503 (600-1)	540-1½ 503 (600-1½)	620-2 583 (600-2)

WAAS CH 78310 W35A	APP CRS 343°	Rwy Idg TDZE Apt Elev	5000 35 37
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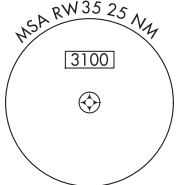
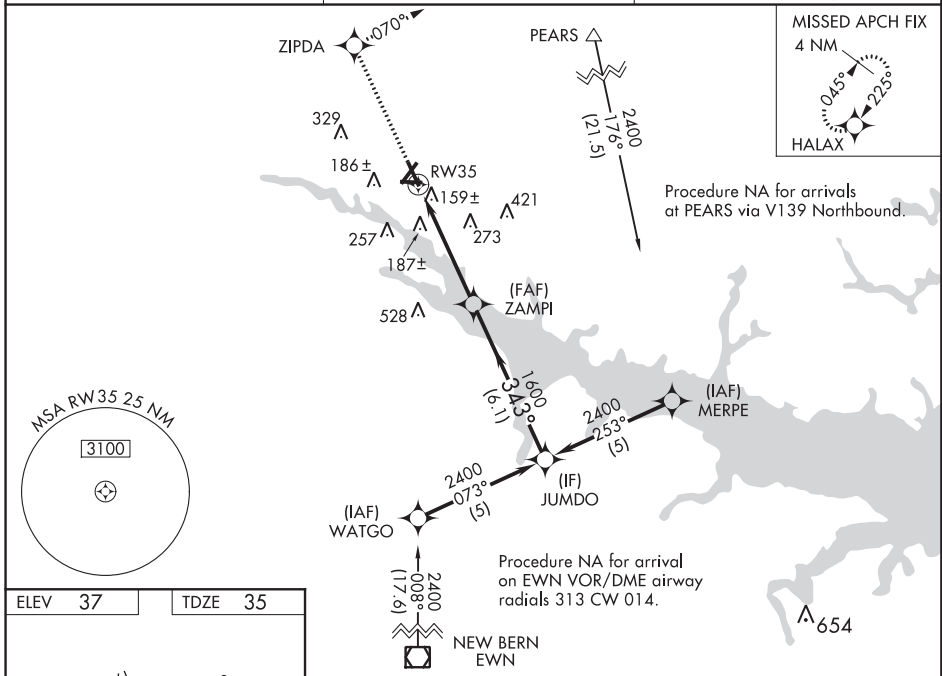
RNAV (GPS) RWY 35

WASHINGTON-WARREN (OCW)

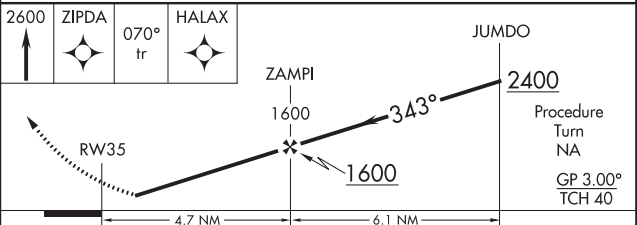
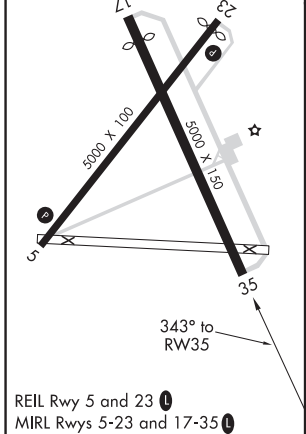
⚠ Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats C and D visibility ¼ mile. Night Landing: Rwy 17 NA.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3 120.175	CHERRY POINT 119.35 377.175	UNICOM 122.7 (CTAF) 0
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ELEV 37	TDZE 35
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CATEGORY	A	B	C	D
LPV DA	359-1¼		324 (400-1¼)	
LNAV/VNAV DA	493-1¾		458 (500-1¾)	
LNAV MDA	500-1	465 (500-1)	500-1¼	500-1½
			465 (500-1¼)	465 (500-1½)
CIRCLING	540-1	503 (600-1)	540-1½	620-2
			503 (600-1½)	583 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WASHINGTON, NORTH CAROLINA

AL-5916 (FAA)

15260

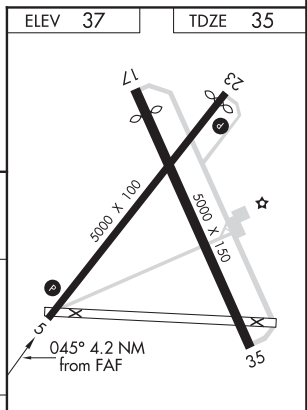
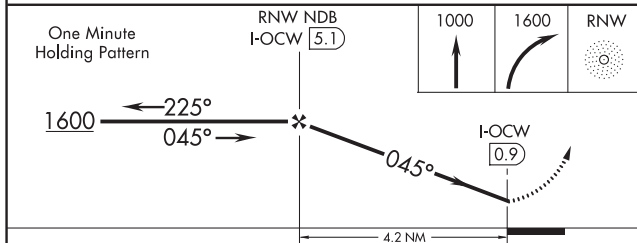
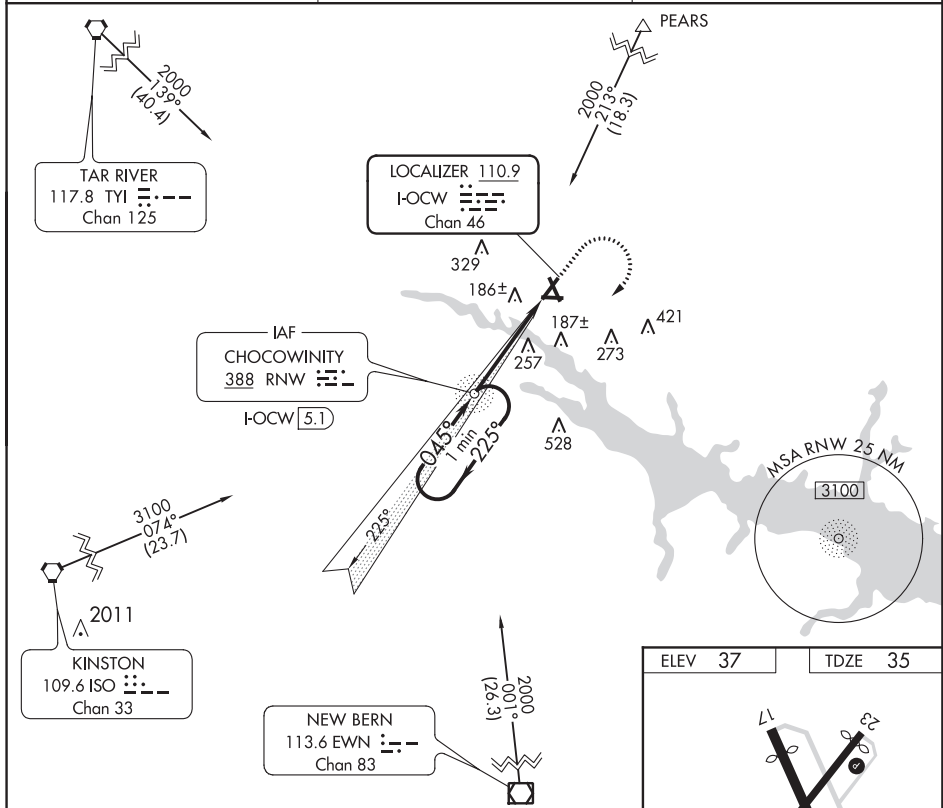
LOC/DME I-OCW 110.9 Chan 46	APP CRS 045°	Rwy Idg TDZE Apt Elev 5000 35 37
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LOC RWY 5
WASHINGTON-WARREN (OCW)

ADF Required. Night Landing: Rwy 17 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3 120.175	CHERRY POINT 119.35 377.175	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-5	480-1 445 (500-1)		480-1 3/8 445 (500-1 3/8)	
CIRCLING	540-1 503 (600-1)		540-1 1/2 503 (600-1 1/2)	620-2 583 (600-2)

REIL Rwy 5 and 23 1				
MIRL Rwys 5-23 and 17-35 1				
FAF to MAP 4.2 NM				
Knots	60	90	120	150 180
Min:Sec	4:12	2:48	2:06	1:41 1:24

WASHINGTON, NORTH CAROLINA
Amdt 1C 17SEP15

35°34'N-77°03'W

WASHINGTON-WARREN (OCW)
LOC RWY 5

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC ISO 109.6 Chan 33	APP CRS 069°	Rwy Idg THRE Apt Elev	5000 30 37
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VOR/DME RWY 5

WASHINGTON-WARREN (OCW)

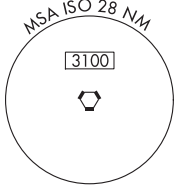
⚠ When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 40 feet.
Night Landing: Rwy 17 NA.

MISSED APPROACH: Climbing right turn to 1600 on ISO VORTAC R-069 to MIZEL/ISO 22 DME and hold.

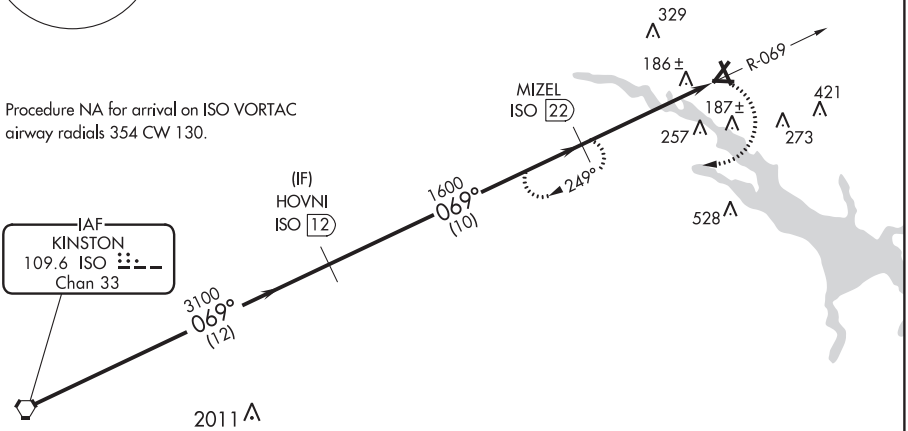
AWOS-3
120.175

CHERRY POINT
119.35 377.175

UNICOM
122.7(CTAF) ①

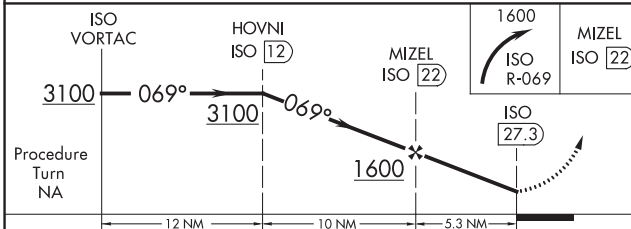
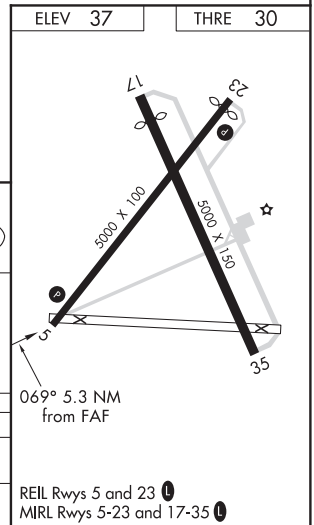


Procedure NA for arrival on ISO VORTAC
airway radials 354 CW 130.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-5	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½	770 (800-2½)
CIRCLING	800-1 763 (800-1)	800-1¼ 763 (800-1¼)	800-2½	763 (800-2½)

APP CRS 045°	Rwy Idg 3309
	TDZE 602
	Apt Elev 602

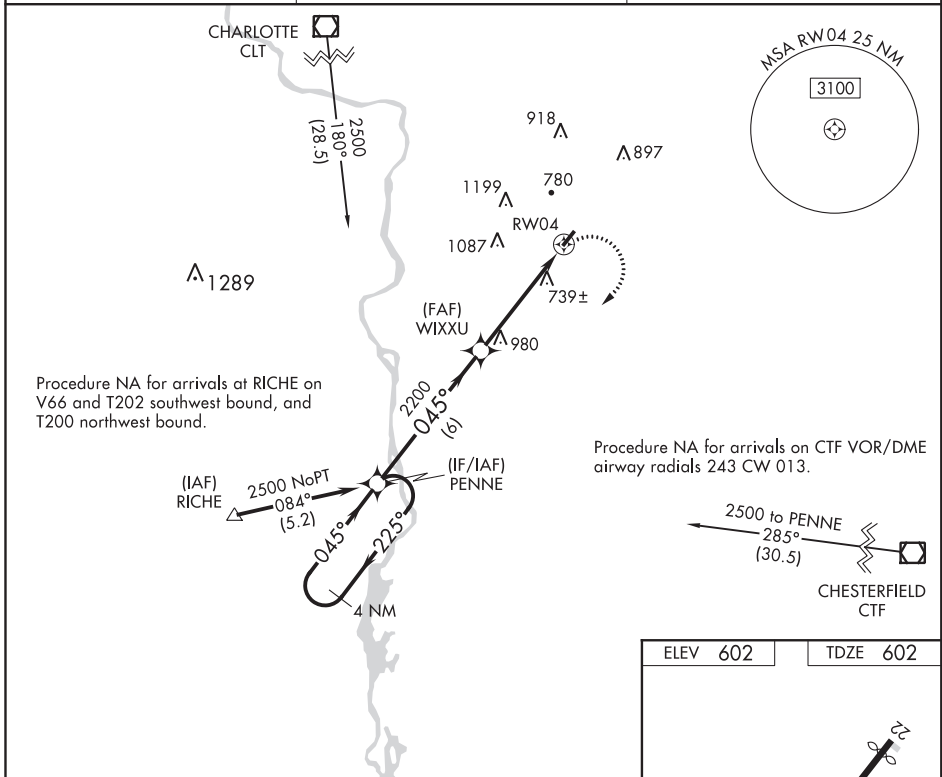
RNAV (GPS) RWY 4

JAARS-TOWNSEND (N52)

⚠ DME/DME RNP-0.3 NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet. Procedure NA at night.
⚠ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

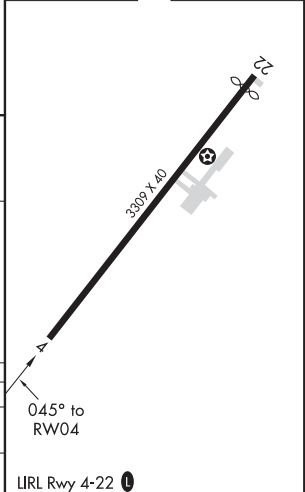
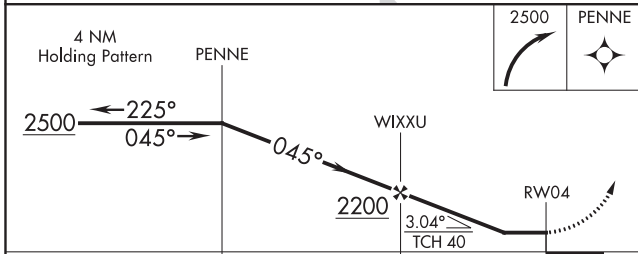
MONROE ASOS 135.775	CHARLOTTE APP CON 120.05 307.8	UNICOM 123.0 (CTAF) ①
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Procedure NA for arrivals at RICHE on V66 and T202 southwest bound, and T200 northwest bound.

Procedure NA for arrivals on CTF VOR/DME airway radials 243 CW 013.

ELEV 602	TDZE 602
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CATEGORY	A	B	C	D
LNVA MDA	1040-1	438 (500-1)	NA	
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA	

SE-2, 10 NOV 2016 to 05 JAN 2017

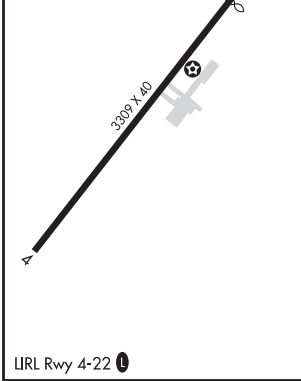
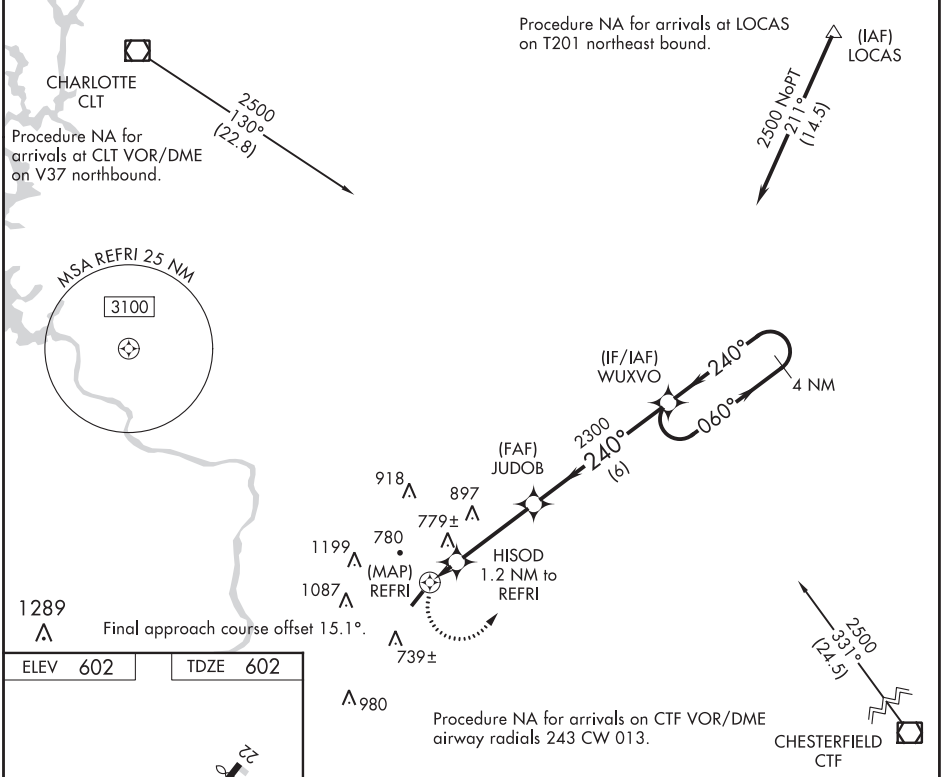
SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

RNAV (GPS) RWY 22

JAARS-TOWNSEND (N52)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.</p>	
<p>MONROE ASOS</p> <p>135.775</p>	<p>CHARLOTTE APP CON</p> <p>120.05 307.8</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>



CATEGORY	A	B	C	D
LNAV MDA	1080-1	478 (500-1)	NA	
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA	

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WHITEVILLE, NORTH CAROLINA

AL-6407 (FAA)

15288

RNAV (GPS) RWY 6

COLUMBUS COUNTY MUNI (CPC)

APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

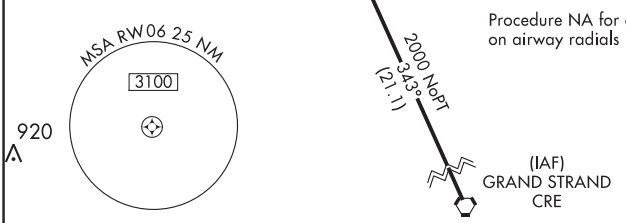
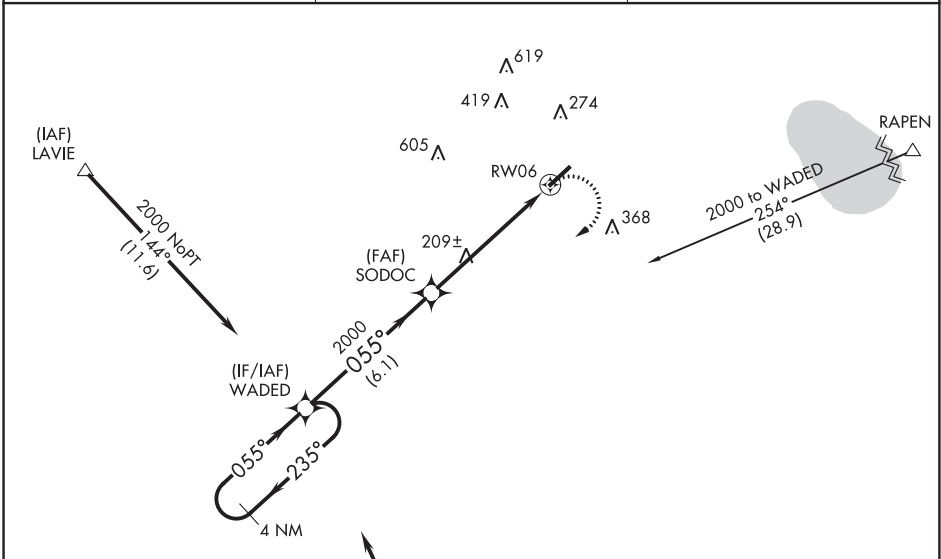
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, and LNAV Cat D visibility ¼ mile. Night landing: Rwy 6 Cat C/D NA.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

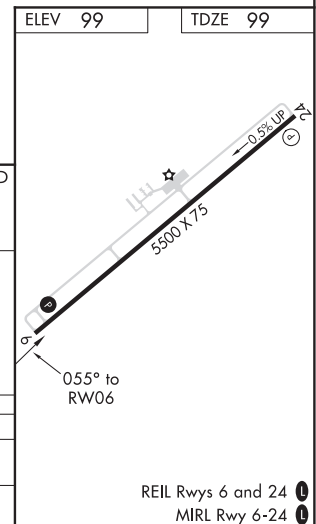
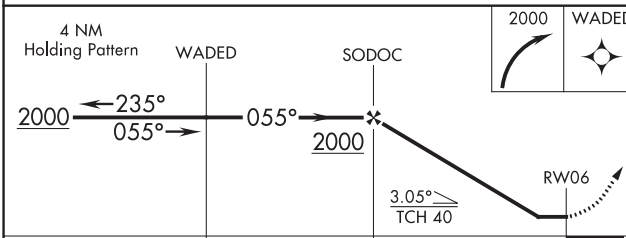
AWOS-3
118.375

MYRTLE BEACH APP CON ★
119.2 350.3

UNICOM
122.8 (CTAF) ①



Procedure NA for arrivals at CRE VORTAC on airway radials 302 CW 357.



CATEGORY	A	B	C	D
LNAV MDA	500-1	401 (500-1)	500-1¼	401 (500-1¼)
CIRCLING	560-1	461 (500-1)	560-1½	660-2 561 (600-2)

REIL Rws 6 and 24 ①
MIRL Rwy 6-24 ①

WHITEVILLE, NORTH CAROLINA
Orig-B 29MAY14

34°16'N-78°43'W

COLUMBUS COUNTY MUNI (CPC)
RNAV (GPS) RWY 6

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86638 W24A	APP CRS 235°	Rwy Idg 5500 TDZE 86 Apt Elev 99
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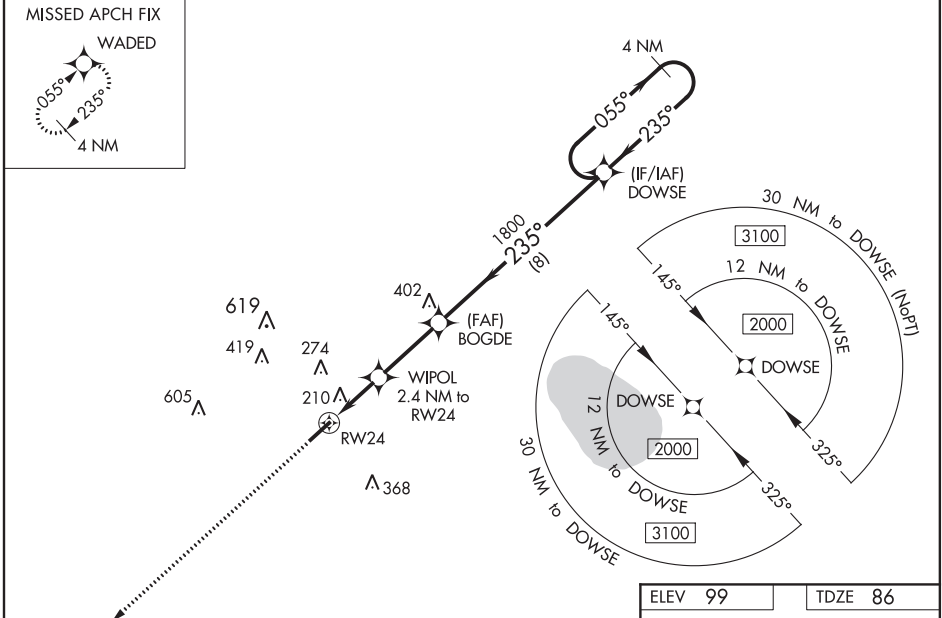
RNAV (GPS) RWY 24

COLUMBUS COUNTY MUNI (CPC)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Elizabethtown altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase LPV DA to 427 feet, LNAV/VNAV DA to 441 feet and all visibilities ¼ mile. Increase all MDA 60 feet and all Cat C and D visibilities ¼ mile.

MISSED APPROACH:
Climb to 2000 direct WADED and hold.

AWOS-3 118.375	MYRTLE BEACH APP CON ★ 119.2 350.3	UNICOM 122.8 (CTAF) ①
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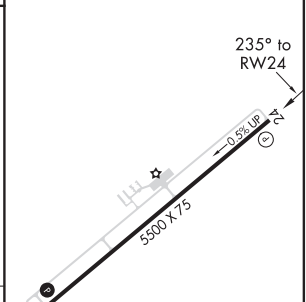
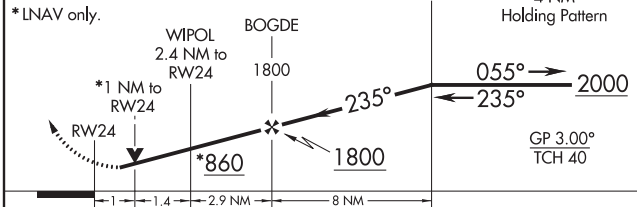


SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

2000	WADED	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 42).
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ELEV 99	TDZE 86
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CATEGORY	A	B	C	D
LPV DA		374-1	288 (300-1)	
LNAV/VNAV DA		388-1½	302 (300-1½)	
LNAV MDA		460-1	374 (400-1)	
C CIRCLING	520-1 421 (500-1)	560-1 461 (500-1)	680-1½ 581 (600-1½)	780-2¼ 681 (700-2¼)

REIL Rws 6 and 24 ①
MIRL Rwy 6-24 ①

WHITEVILLE, NORTH CAROLINA

AL-6407 (FAA)

15288

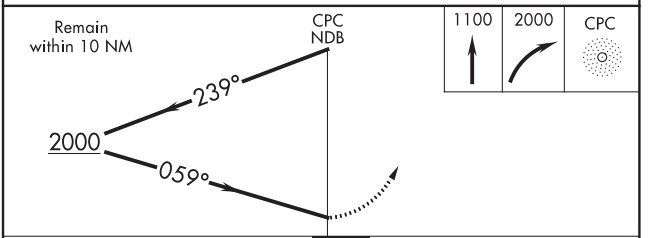
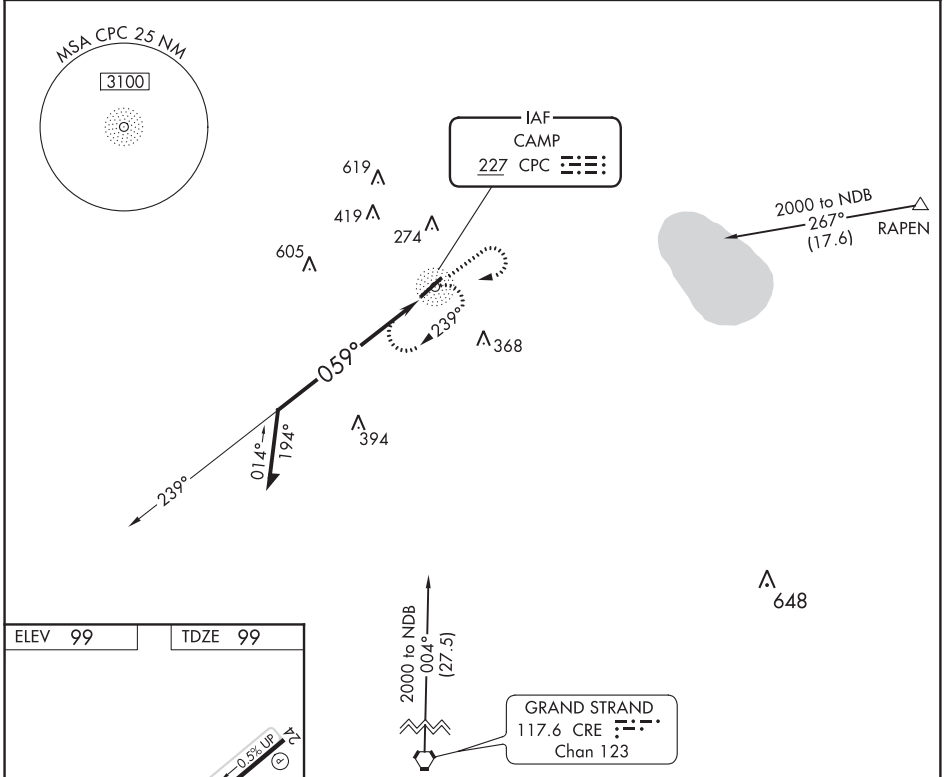
NDB CPC 227	APP CRS 059°	Rwy Idg TDZE Apt Elev	5500 99 99
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NDB RWY 6
COLUMBUS COUNTY MUNI (CPC)

⚠ Helicopter visibility reduction below 1SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, S-6 Cat. C and D and Circling Cat C visibility ¼ mile. Night landing: Rwy 6 Cat C/D NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3 118.375	MYRTLE BEACH APP CON * 119.2 350.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

WHITEVILLE, NORTH CAROLINA
Amdt 5B 29MAY14

34°16'N-78°43'W

COLUMBUS COUNTY MUNI (CPC)
NDB RWY 6

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40037 W03A	APP CRS 033°	Rwy Idg THRE 65 Apt Elev 75
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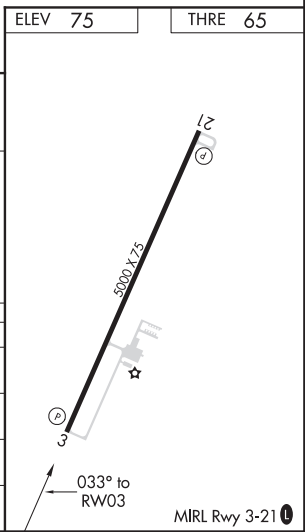
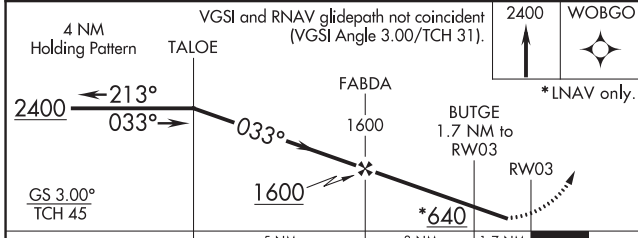
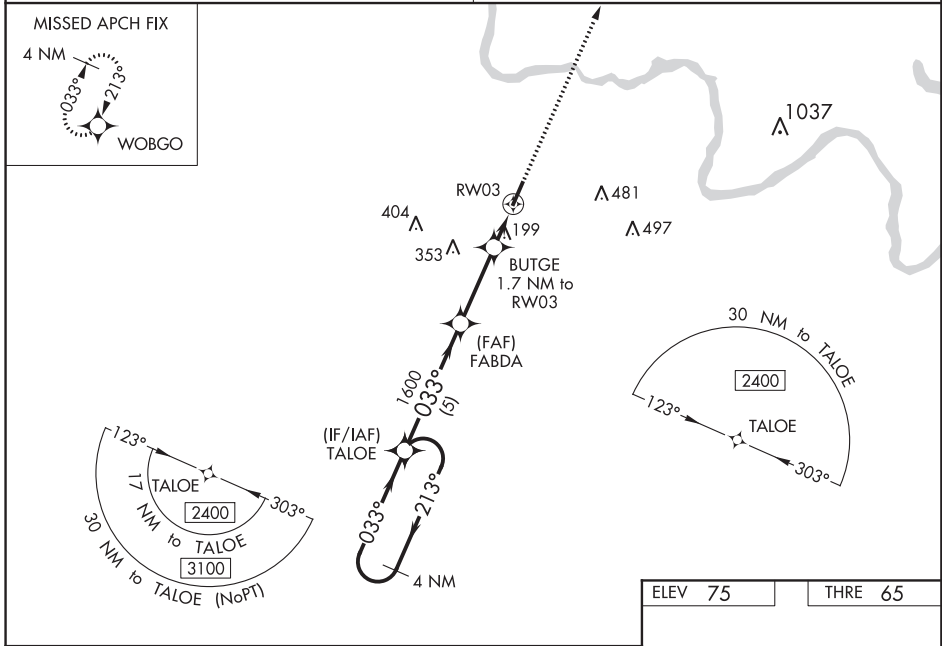
RNAV (GPS) RWY 3

MARTIN COUNTY (MCZ)

⚠ Baro-VNAV NA when using Rocky Mount 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. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cats C/D visibility 1/4 mile, and Circling Cat C visibility 1/2 mile and Cat D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Rwy 03 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2400 direct WOBGO and hold.

WASHINGTON CENTER 135.5 281.42	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	327-1		262 (300-1)	
LNAV/VNAV DA	467-1 3/8		402 (400-1 3/8)	
LNAV MDA	460-1	395 (400-1)	460-1 1/8	395 (400-1 1/8)
C CIRCLING	500-1 425 (500-1)	540-1 465 (500-1)	660-1 1/2 585 (600-1 1/2)	840-2 1/2 765 (800-2 1/2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WILLIAMSTON, NORTH CAROLINA

AL-5991 (FAA)

14317

WAAS CH 86237 W21A	APP CRS 213°	Rwy Idg THRE Apt Elev	5000 74 75
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RNAV (GPS) RWY 21

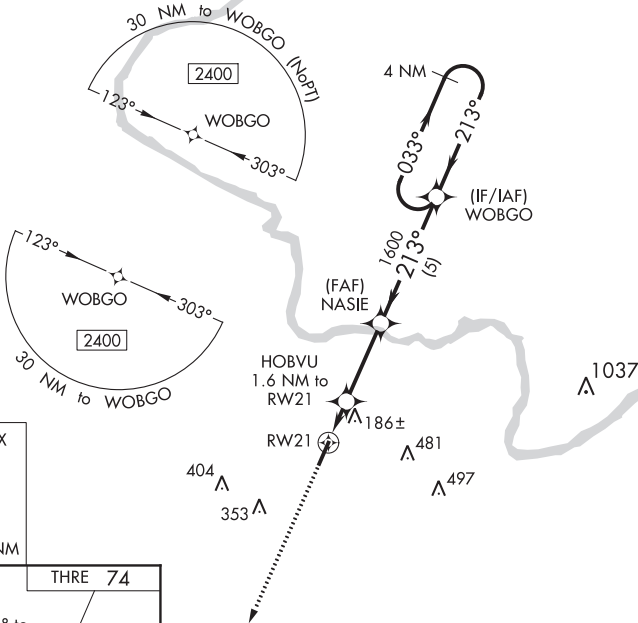
MARTIN COUNTY (MCZ)

⚠ Baro-VNAV NA when using Rocky Mount 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. Obtain local altimeter on CTAF; when not received, use Rocky Mount altimeter setting and increase all DA 92 feet and all MDA 100 feet: increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 3/8 mile, and Circling Cat C visibility 1/2 mile and Cat D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Rwy 21 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2400 direct TALOE and hold.

WASHINGTON CENTER
135.5 281.42

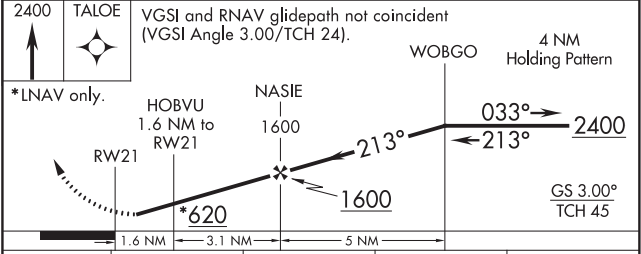
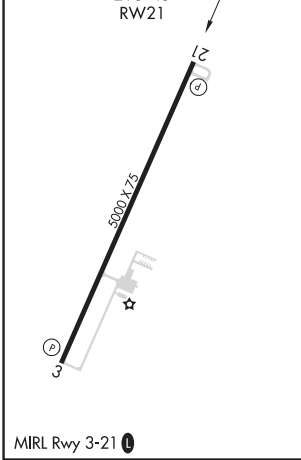
UNICOM
122.8 (CTAF) 0



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 75	THRE 74
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CATEGORY	A	B	C	D
LPV DA		379-1	305 (400-1)	
LNAV/VNAV DA		336-1	262 (300-1)	
LNAV MDA		440-1	366 (400-1)	
C CIRCLING	500-1 425 (500-1)	540-1 465 (500-1)	660-1½ 585 (600-1½)	840-2½ 765 (800-2½)

WILLIAMSTON, NORTH CAROLINA
Amdt 1 29MAY14

35°52' N-77°11' W

MARTIN COUNTY (MCZ) RNAV (GPS) RWY 21

LOC I-GMX 111.55	APP CRS 235°	Rwy Idg 8016 TDZE 26 Apt Elev 32
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ILS Y or LOC RWY 24

WILMINGTON INTL (ILM)

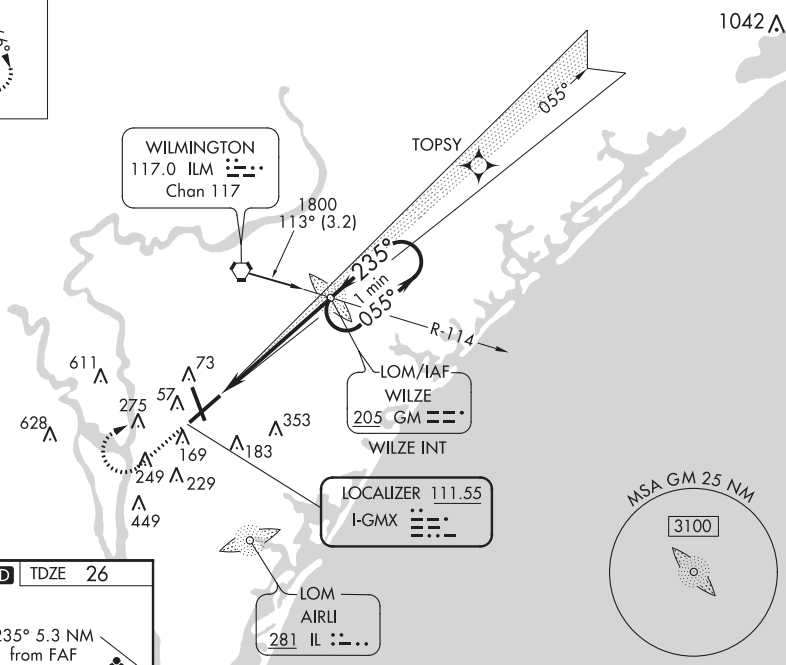
▽ ADF Required. For inop MALS, increase S-LOC 24 Cats C/D visibility to 1 3/8 mile. △ ASR * RVR 1800 authorized with use of FD or AP or HUD to DA.	MALS 	MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.		
		ATIS 124.975	WILMINGTON APP CON * 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER * 119.9 (CTAF) 0 239.3

ALTERNATE MISSED APCH FIX

AIRLI
IL : : : :
281

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 32	D	TDZE 26
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235° 5.3 NM from FAF

147, 122, 115, 87, 74±, 35, 100±

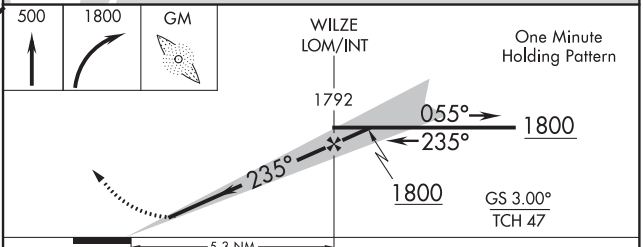
7754X150, 8016X150

TWR 136

HIRL Rwy 17-35
HIRL Rwy 6-24
REIL Rwy 17
REIL Rwy 6

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 24	* 226/24		200 (200-1/2)	
S-LOC 24	500/24	474 (500-1/2)	500/50	474 (500-1)
C CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)

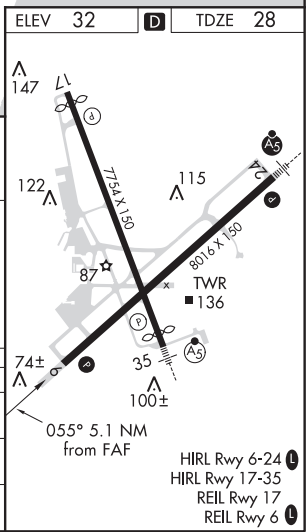
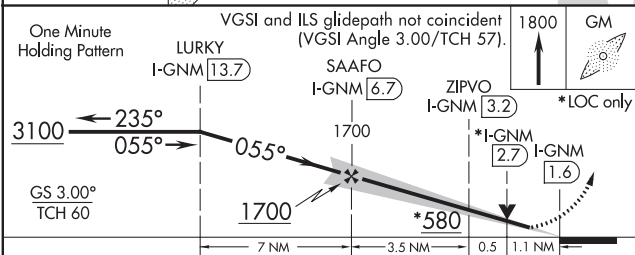
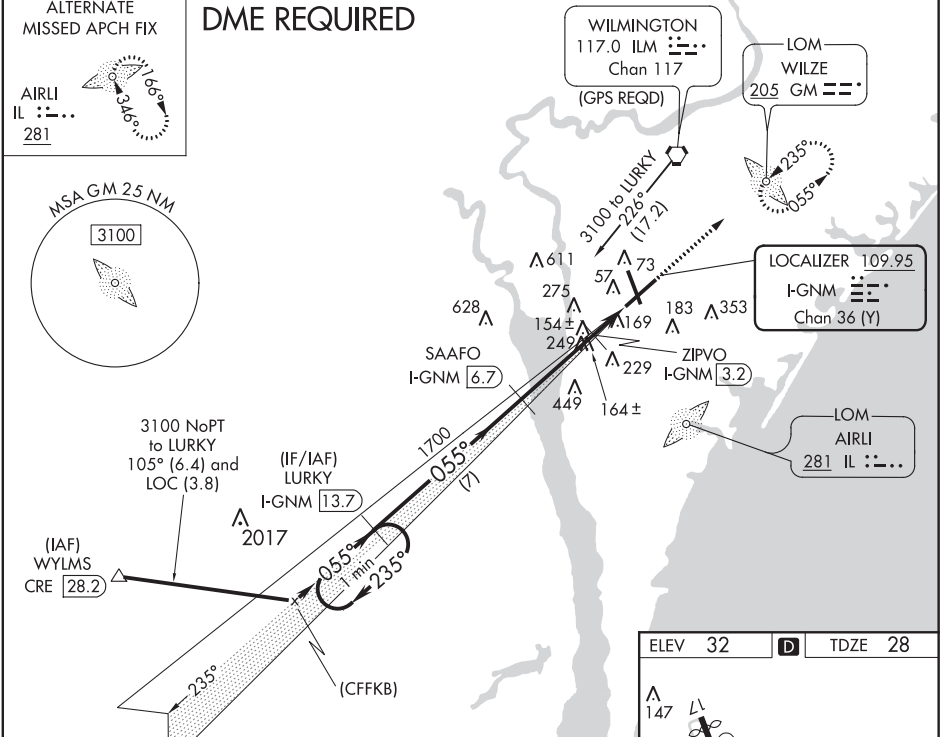
LOC/DME I-GNM 109.95 Chan 36 (Y)	APP CRS 055°	Rwy Idg 8016 TDZE 28 Apt Elev 32
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ILS Y or LOC/DME RWY 6

WILMINGTON INTL (ILM)

ADF Required.	MISSED APPROACH: Climb to 1800 direct WILZE LOM and hold.
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ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER★ 119.9(CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 6	228/40		200 (200-¾)	
S-LOC 6	420/55	392 (400-1¼)		420/60 392 (400-1¼)
CIRCLING	560-1	528 (600-1)		720-2 920-3 688 (700-2) 888 (900-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

16147

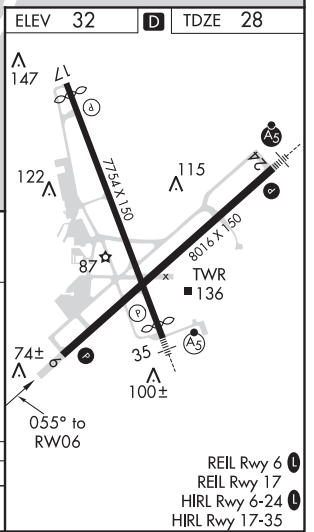
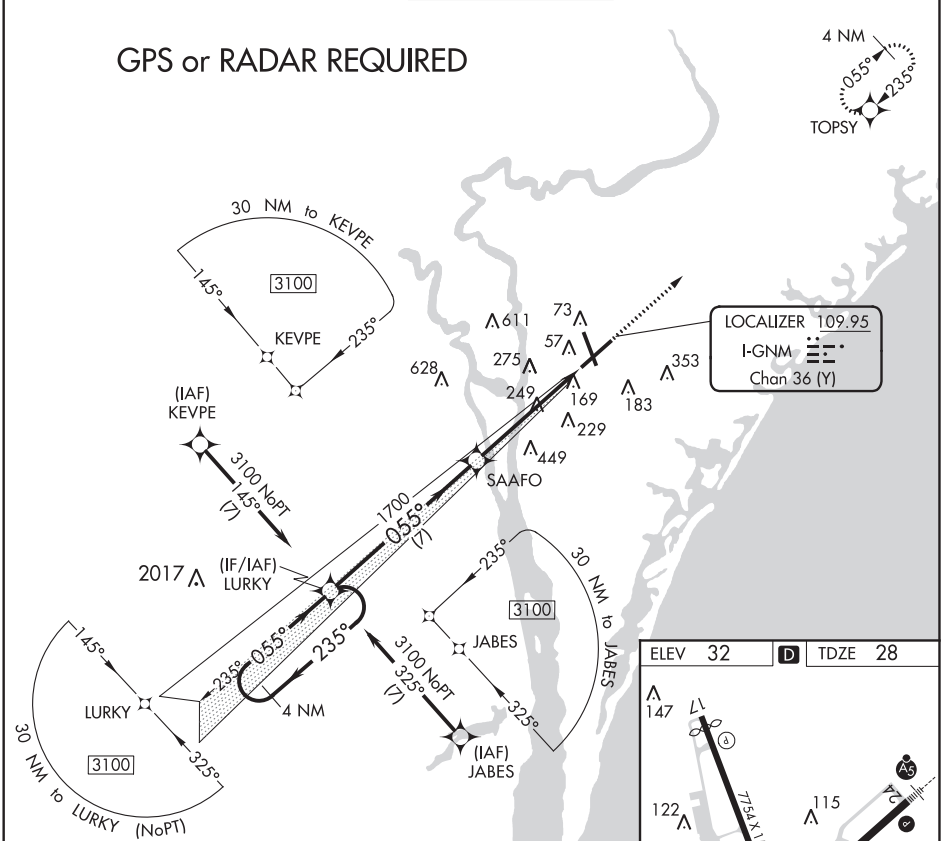
LOC/DME I-GNM 109.95 Chan 36 (Y)	APP CRS 055°	Rwy Idg TDZE Apt Elev	8016 28 32
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ILS Z RWY 6
WILMINGTON INTL (ILM)

NA ASR	GPS Required.	MISSED APPROACH: Climb to 2000 direct TOPSY and hold.
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ATIS 124.975	WILMINGTON APP CON * 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER * 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95
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GPS or RADAR REQUIRED



4 NM Holding Pattern	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).		2000	TOPY
LURKY	SAAFO			
3100 ← 235°	1700			
055° →	1700			
GS 3.00°				
TCH 60				
	7 NM	5.1 NM		
CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

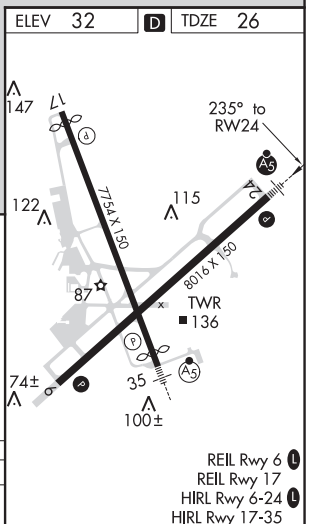
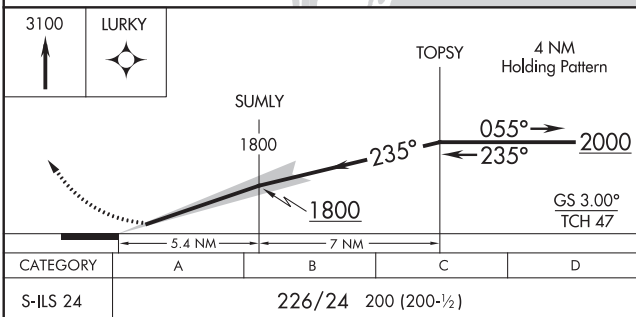
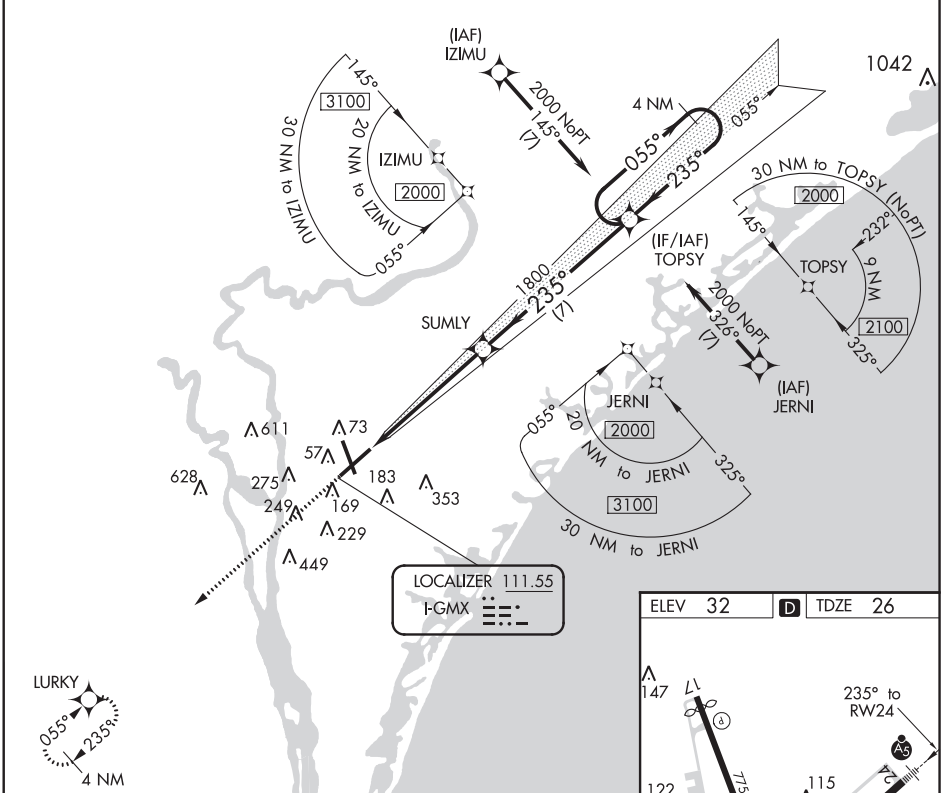
LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	235°	TDZE	26
		Apt Elev	32

ILS Z RWY 24

WILMINGTON INTL (ILM)

GPS Required. NA ASR RVR 1800 authorized with use of FD or AP or HUD to DA.	MALS MISSED APPROACH: Climb to 3100 direct LURKY and hold.			
		ATIS 124.975	WILMINGTON APP CON * 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER * 119.9 (CTAF) 239.3

GPS or RADAR REQUIRED



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

16147

WAAS CH 90499 W17A	APP CRS 166°	Rwy Idg TDZE Apt Elev	6604 32 32
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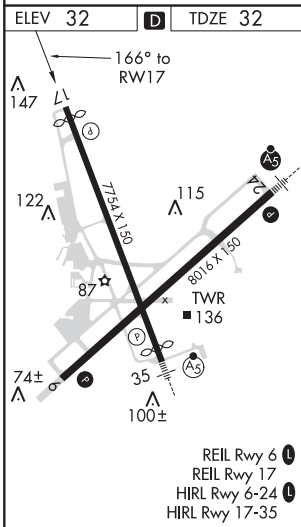
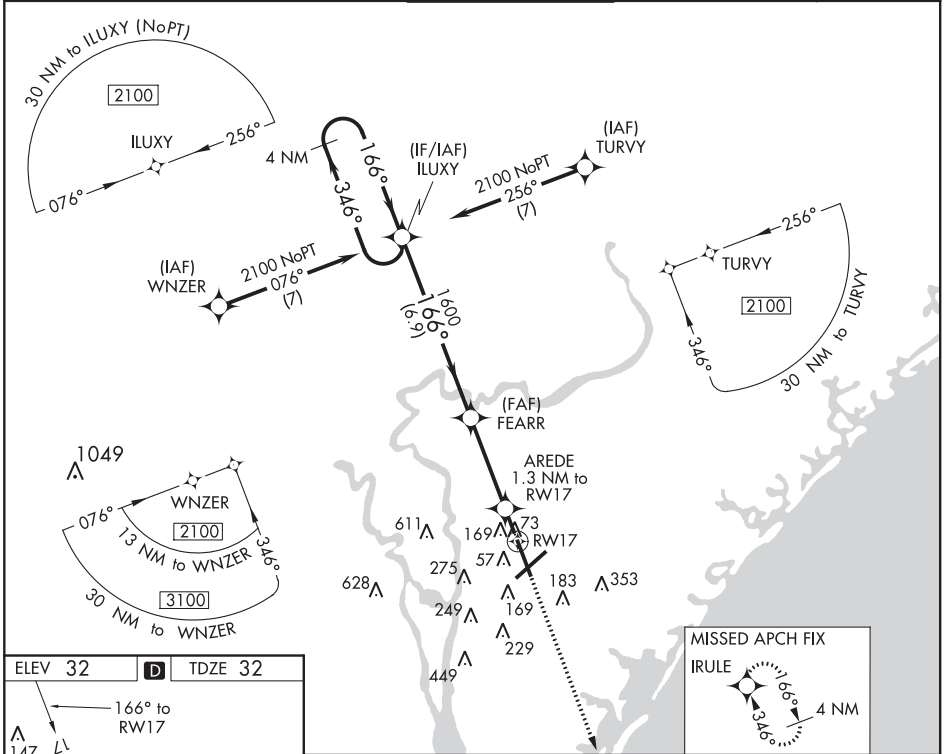
RNAV (GPS) RWY 17

WILMINGTON INTL (ILM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
ASR Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95
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4 NM Holding Pattern		ILUXY	FEARR	AREDE	IRULE
2100		← 346°	1600	1.3 NM to RWY 17	1700
GP 3.00°		166°	*480		*LNAV only.
TCH 50		6.9 NM	3.5 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	369-1⅛ 337 (400-1⅛)				
LNAV/VNAV DA	405-1¼ 373 (400-1¼)				
LNAV MDA	420-1	388 (400-1)	420-1⅛	388 (400-1⅛)	
C CIRCLING	560-1	528 (600-1)	720-2	920-3	688 (700-2) 888 (900-3)

WILMINGTON, NORTH CAROLINA
 Amdt 4 04FEB16

34°16'N-77°54'W

WILMINGTON INTL (ILM)

RNAV (GPS) RWY 17

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

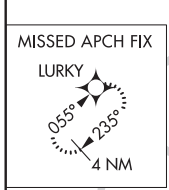
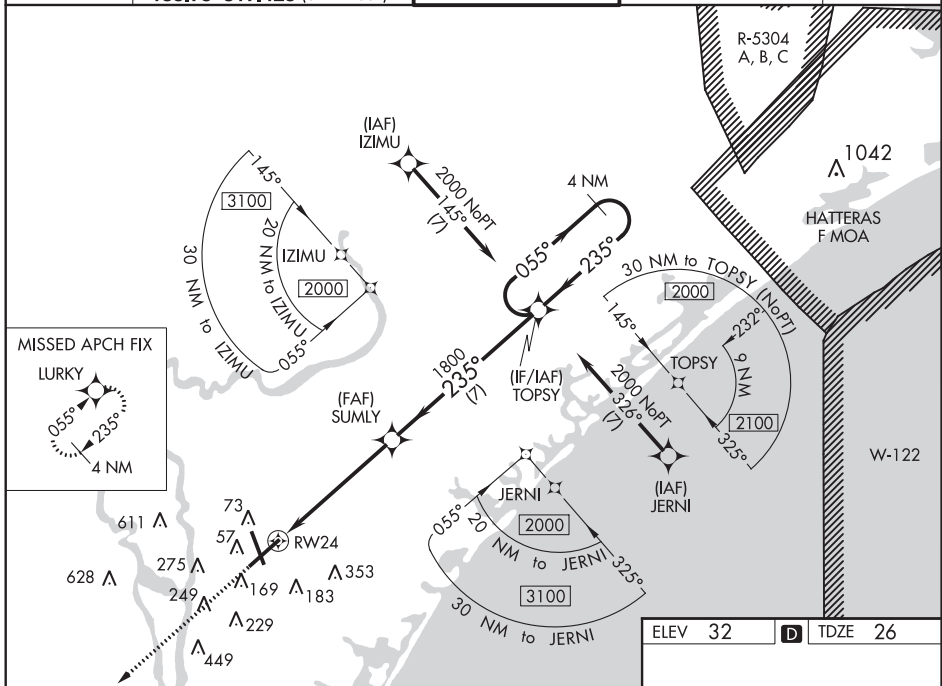
WAAS CH 45899 W24A	APP CRS 235°	Rwy Idg TDZE Apt Elev	8016 26 32
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RNAV (GPS) RWY 24

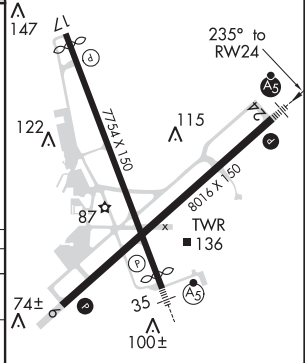
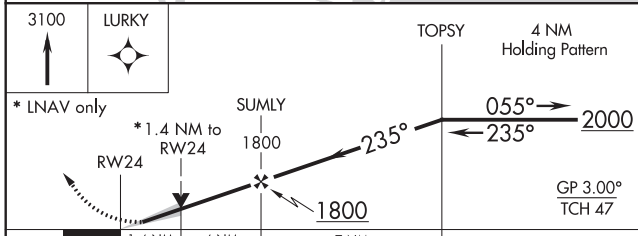
WILMINGTON INTL (ILM)

<p>ASR</p>	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LNAV Cat C/D visibility to 1½ mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 3100 direct LURKY and hold.</p>

<p>ATIS 124.975</p>	<p>WILMINGTON APP CON * 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)</p>	<p>WILMINGTON TOWER * 119.9(CTAF) 239.3</p>	<p>GND CON 121.9 348.6</p>	<p>UNICOM 122.95</p>
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ELEV 32	TDZE 26
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CATEGORY	A	B	C	D
LPV DA		226/24	200 (200-½)	
LNAV/VNAV DA		313/24	287 (300-½)	
LNAV MDA	500/24	474 (500-½)	500/50	474 (500-1)
C CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)

REIL Rwy 6
REIL Rwy 17
HIRL Rwy 6-24
HIRL Rwy 17-35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

16147

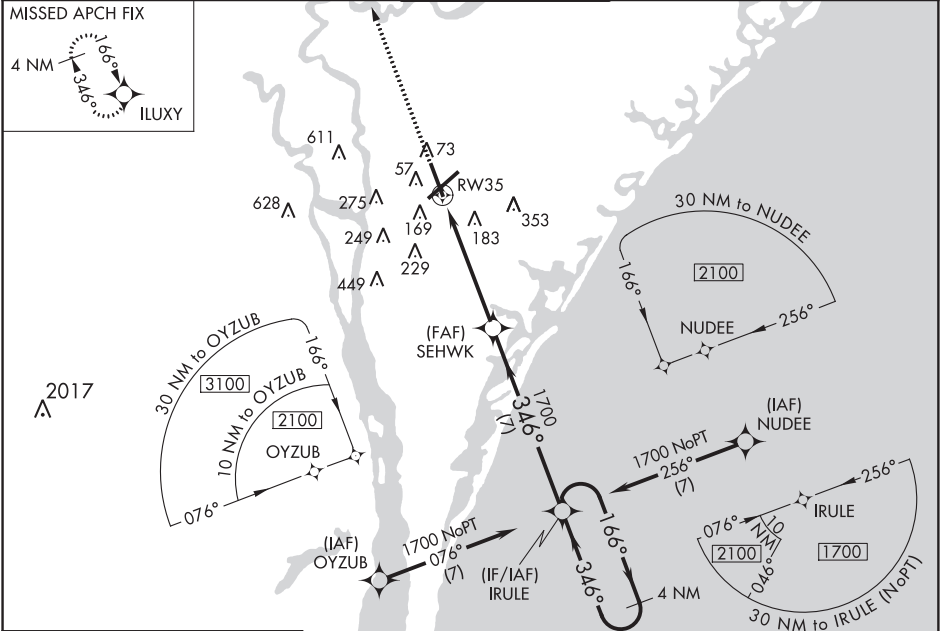
WAAS CH 50499 W35A	APP CRS 346°	Rwy Idg 7204 TDZE 31 Apt Elev 32
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RNAV (GPS) RWY 35

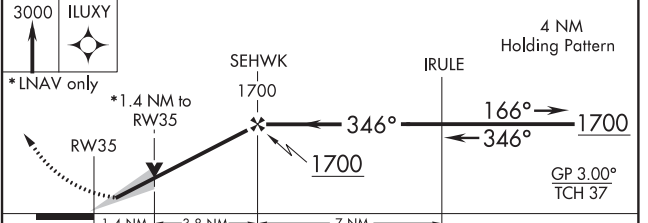
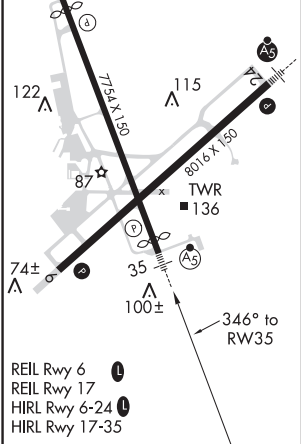
WILMINGTON INTL (ILM)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSRS, increase LNAV Cats C/D visibility to 1 3/8 mile.</p>	MALSRS	MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 32	D	TDZE 31
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CATEGORY	A	B	C	D
LPV DA		242/24	211 (300-1/2)	
LNAV/VNAV DA		426/45	395 (400-7/8)	
LNAV MDA	500/24	469 (500-1/2)	500/50	469 (500-1)
C CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)

WILMINGTON, NORTH CAROLINA
Amdt 3B 31MAR16

34°16'N-77°54'W

WILMINGTON INTL (ILM) RNAV (GPS) RWY 35

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

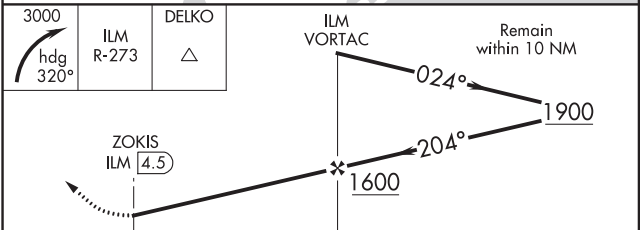
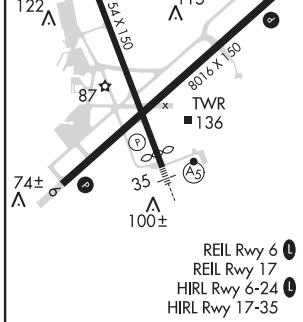
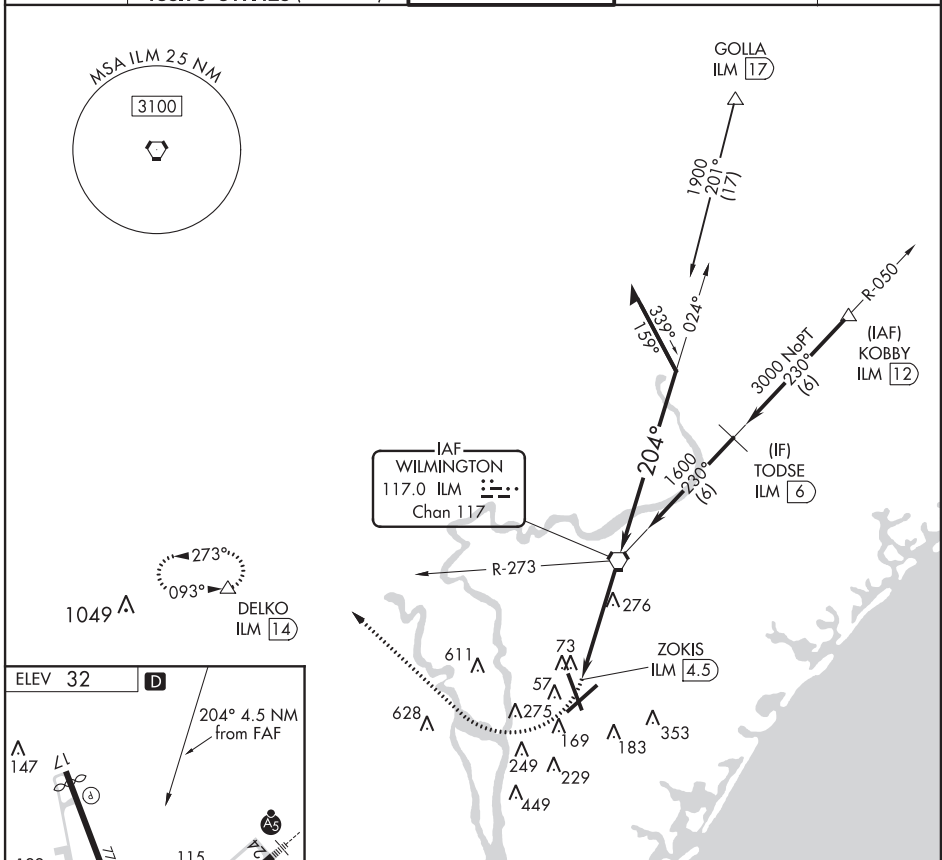
VORTAC ILM 117.0 Chan 117	APP CRS 204°	Rwy Idg TDZE Apt Elev	N/A N/A 32
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TACAN-A

WILMINGTON INTL (ILM)

ASR MISSED APPROACH: Climbing right turn to 3000 heading 320° and ILM R-273 to DELKO/ILM 14 DME and hold.

ATIS 124.975	WILMINGTON APP CON ★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)
WILMINGTON, NORTH CAROLINA

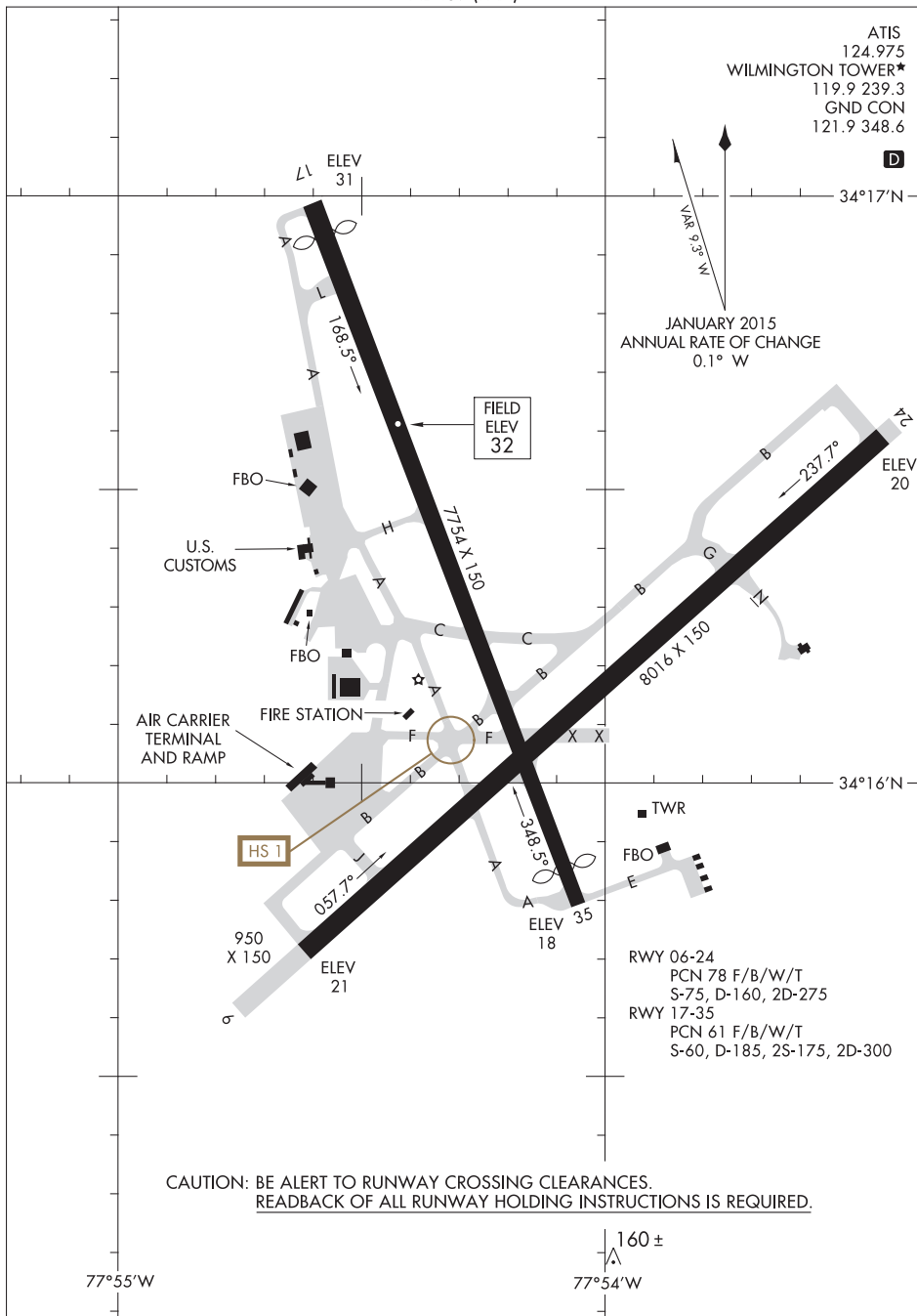
ATIS
124.975
WILMINGTON TOWER*
119.9 239.3
GND CON
121.9 348.6

D

VAR 9.3° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

16315

WILMINGTON, NORTH CAROLINA
WILMINGTON INTL (ILM)

APP CRS 038°	Rwy Idg 4500
	TDZE 156
	Apt Elev 161

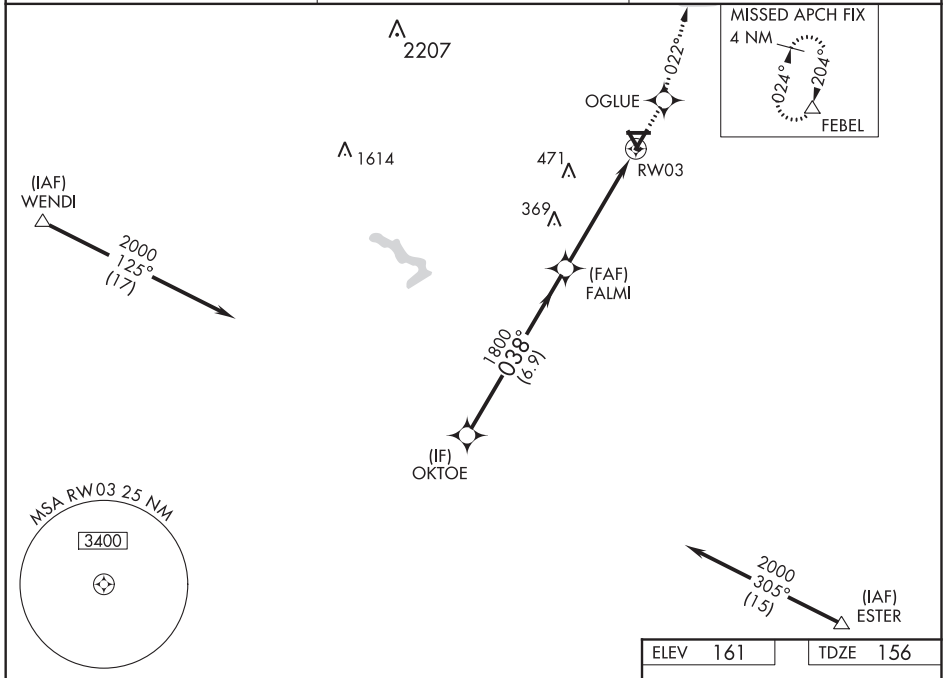
RNAV (GPS) RWY 3

WILSON INDUSTRIAL AIR CENTER (W03)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
▲ NA Obtain local altimeter setting on CTAF; When not received use Rocky Mount altimeter setting. Night landing: Rwy 9, 15, 27, 33 NA.

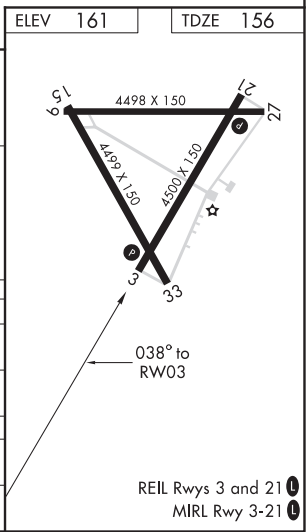
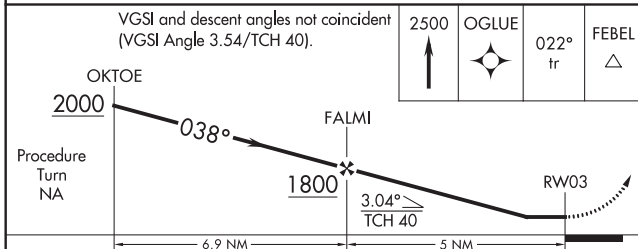
MISSED APPROACH: Climb to 2500 direct OGLUE then via 022° track to FEBEL and hold.

WASHINGTON CENTER 118.475 279.65	UNICOM 123.0 (CTAF) 0	GCO 121.725
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNAV MDA	560-1	404 (400-1)	560-1 1/4	404 (400-1 1/4)
CIRCLING	660-1	499 (500-1)	660-1 1/2 499 (500-1 1/2)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
RNAV MDA	580-1	424 (500-1)	580-1 1/4	424 (500-1 1/4)
CIRCLING	680-1	519 (600-1)	680-1 1/2 519 (600-1 1/2)	720-2 559 (600-2)

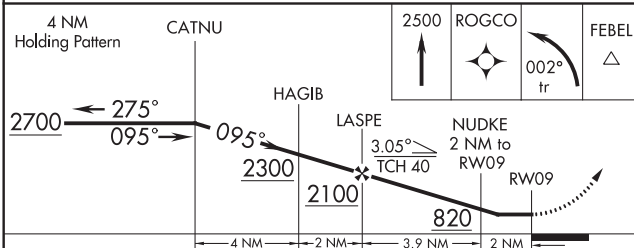
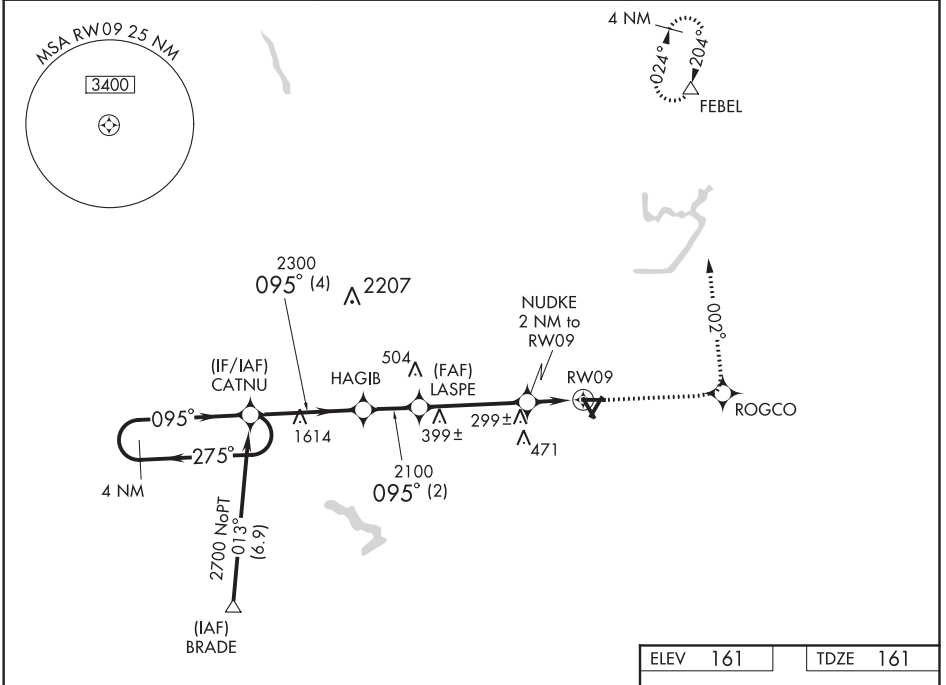
APP CRS	Rwy Idg	4498
095°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 9
WILSON INDUSTRIAL AIR CENTER (W03)

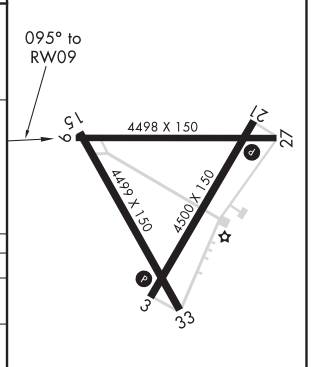
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

WASHINGTON CENTER 118.475 279.65	UNICOM 123.0 (CTAF)	GCO 121.725
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ELEV	161	TDZE	161
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CATEGORY	A	B	C	D
LNVA MDA	560-1	399 (400-1)		560-1¼ 399 (400-1¼)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNVA MDA	580-1	419 (500-1)	580-1¼	419 (500-1¼)
CIRCLING	680-1	519 (600-1)	680-1½	519 (600-1½)
			720-2	559 (600-2)

REIL Rwy 3 and 21
MIRL Rwy 3-21

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 15

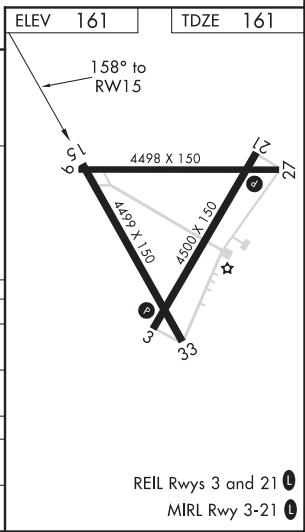
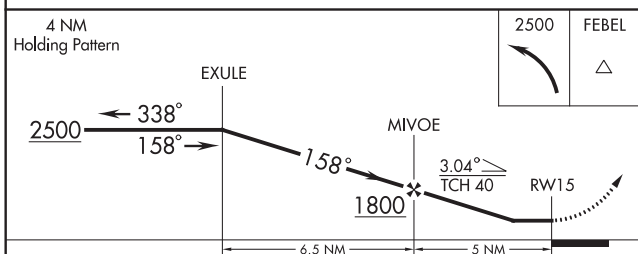
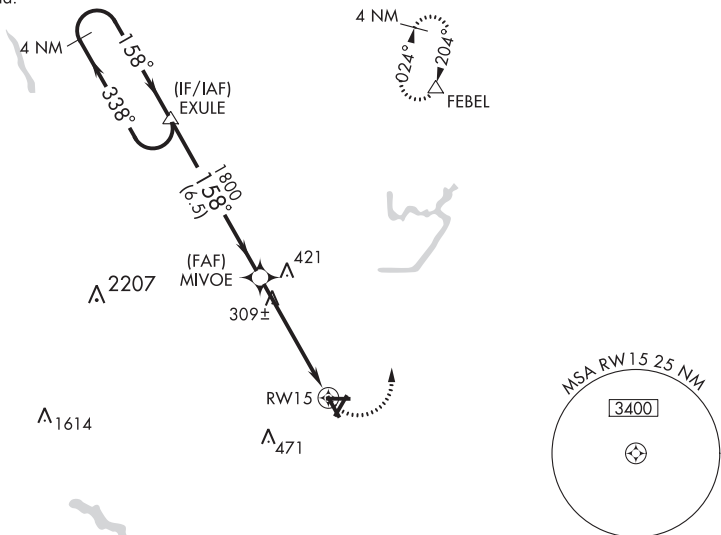
WILSON INDUSTRIAL AIR CENTER (W03)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER 118.475 279.65	UNICOM 123.0 (CTAF)	GCO 121.725
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NoPT for arrival at EXULE on V194-310 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

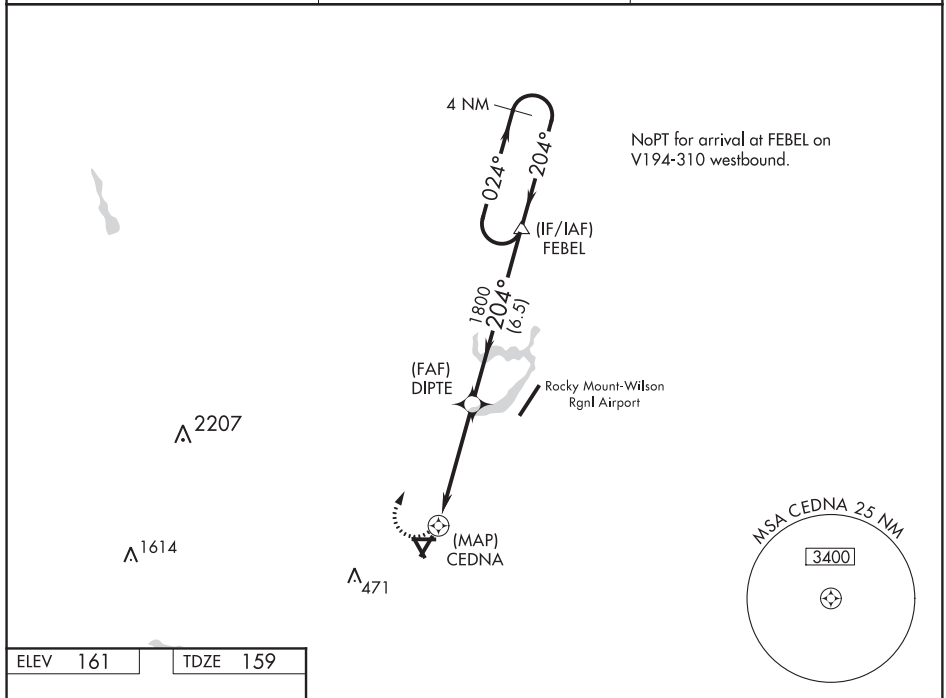
SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 204°	Rwy Idg 4500
	TDZE 159
	Apt Elev 161

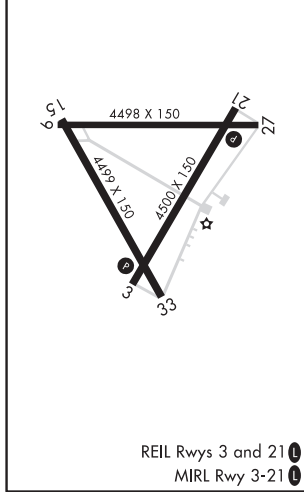
RNAV (GPS) RWY 21

WILSON INDUSTRIAL AIR CENTER (W03)

<p>▽ Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 9, 15, 27, 33 NA.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.</p>	
<p>WASHINGTON CENTER 118.475 279.65</p>	<p>UNICOM 123.0 (CTAF) 0</p>	<p>GCO 121.725</p>



ELEV 161	TDZE 159
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2500	FEBEL	VGSI and descent angles not coincident (VGSI Angle 3.81/TCH 40).	4 NM Holding Pattern	
CATEGORY	A	B	C	D
LNAV MDA	560-1	401 (400-1)	560-1 1/4	401 (400-1 1/4)
CIRCLING	660-1	499 (500-1)	660-1 1/2 499 (500-1 1/2)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1	421 (500-1)	580-1 1/4	421 (500-1 1/4)
CIRCLING	680-1	519 (600-1)	680-1 1/2 519 (600-1 1/2)	720-2 559 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 339°	Rwy Idg 4499
	TDZE 157
	Apt Elev 161

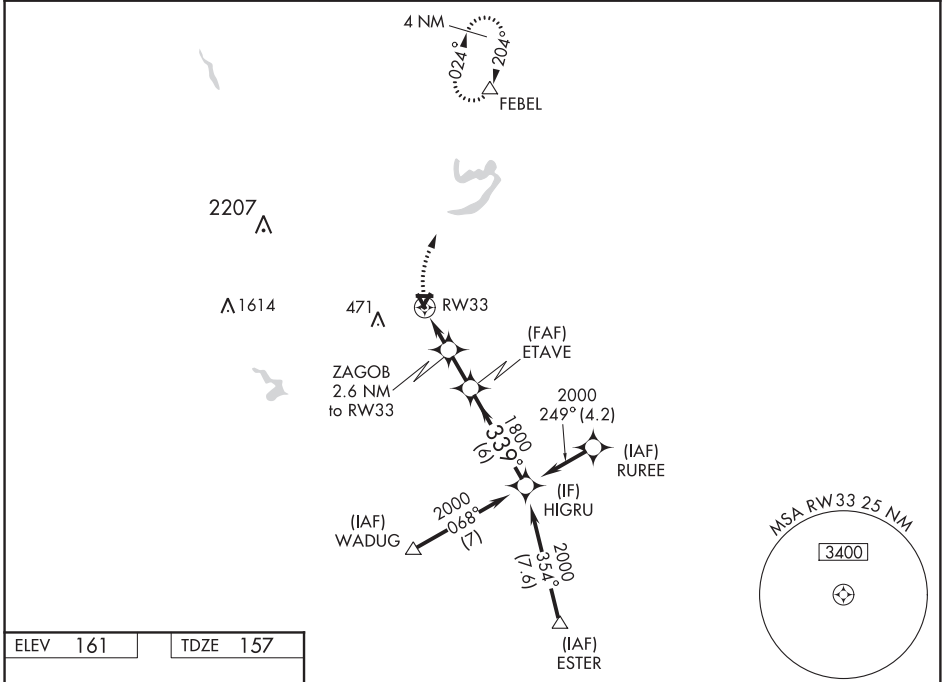
RNAV (GPS) RWY 33

WILSON INDUSTRIAL AIR CENTER (W03)

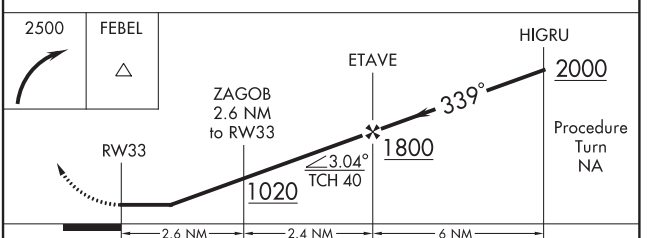
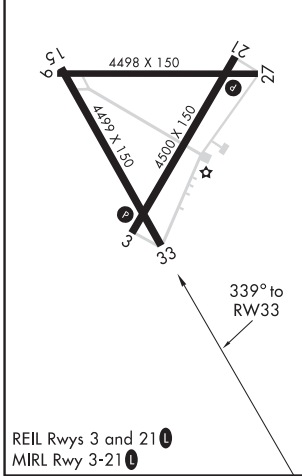
▽ Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA.
▲ NA Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER 118.475 279.65	UNICOM 123.0 (CTAF) 0	GCO 121.725
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ELEV 161	TDZE 157
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CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WINNSBORO, SOUTH CAROLINA

AL-6281 (FAA)

16259

WAAS CH 82329 W04A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5003 577 577
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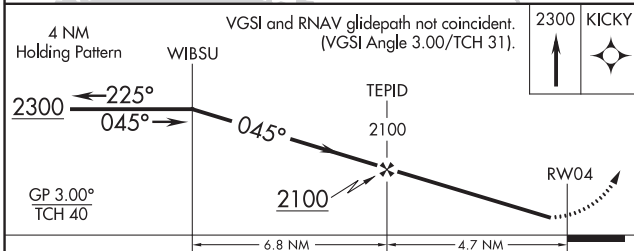
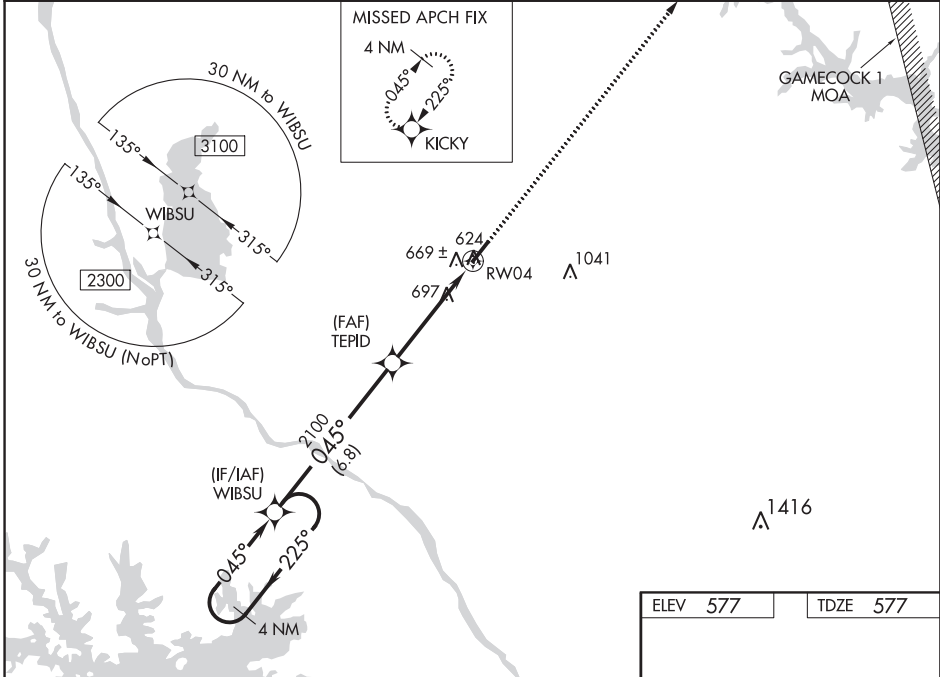
RNAV (GPS) RWY 4

FAIRFIELD COUNTY (F'DW)

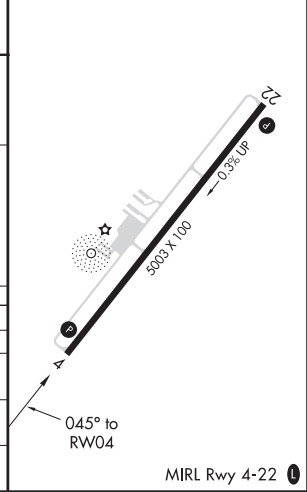
⚠ Baro-VNAV NA when using Columbia Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 40°C (104°F). Night landing: Rwy 4 NA.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
 When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all DA and MDA 100 feet and increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2300 direct KICKY and hold.

AWOS-3 119.075	COLUMBIA APP CON 133.4 285.6	UNICOM 123.05 (CTAF) 0
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ELEV 577	TDZE 577
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CATEGORY	A	B	C	D
LPV DA		827-1	250 (300-1)	
LNAV/VNAV DA		850-1	273 (300-1)	
LNAV MDA	960-1	383 (400-1)	960-1 1/8	383 (400-1 1/8)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 1/2 463 (500-1 1/2)	1140-2 563 (600-2)

WINNSBORO, SOUTH CAROLINA
Amdt 1B 20AUG15

34°19'N-81°07'W

FAIRFIELD COUNTY (F'DW) RNAV (GPS) RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97330 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	5003 573 577
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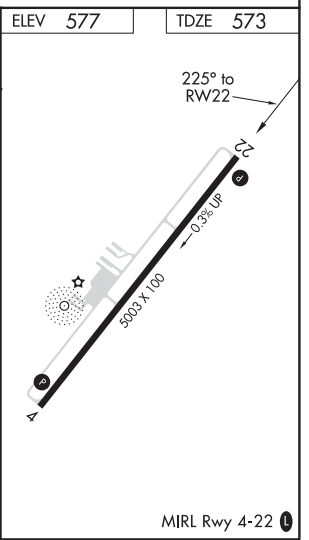
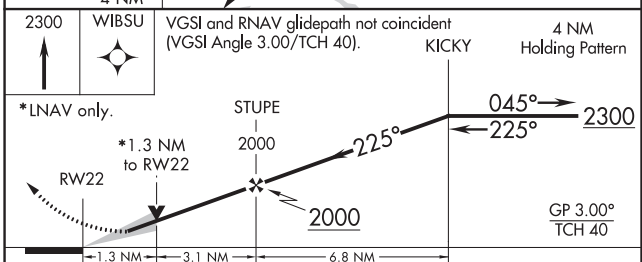
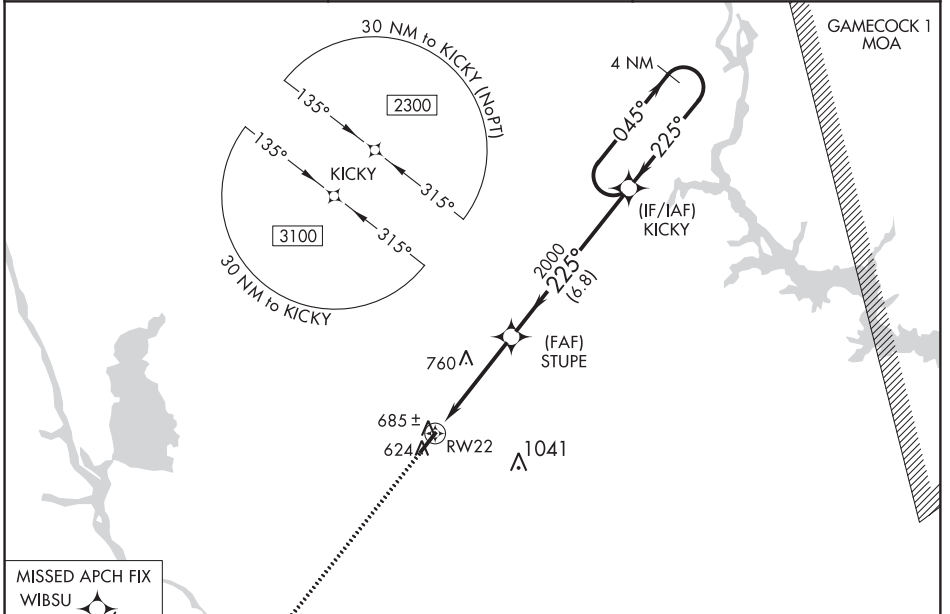
RNAV (GPS) RWY 22

FAIRFIELD COUNTY (FDW)

⚠ Night landing: Rwy 4 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all DA and MDA 100 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct WIBSU and hold.

AWOS-3 119.075	COLUMBIA APP CON 133.4 285.6	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		823-7/8	250 (300-7%)	
LNAV/VNAV DA		878-1	305 (300-1)	
LNAV MDA	1000-1	427 (500-1)	1000-1¼	427 (500-1¼)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1140-2 563 (600-2)

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

WINNSBORO, SOUTH CAROLINA

AL-6281 (FAA)

15232

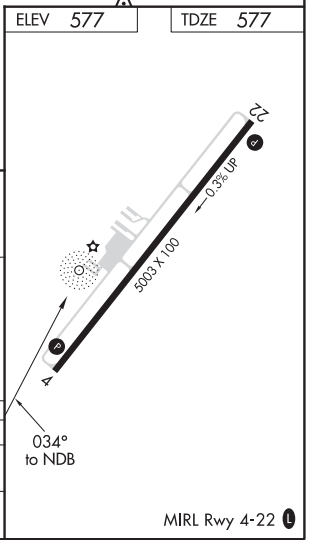
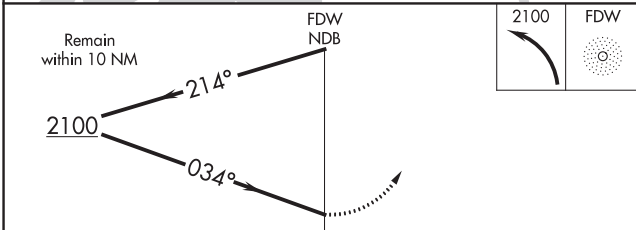
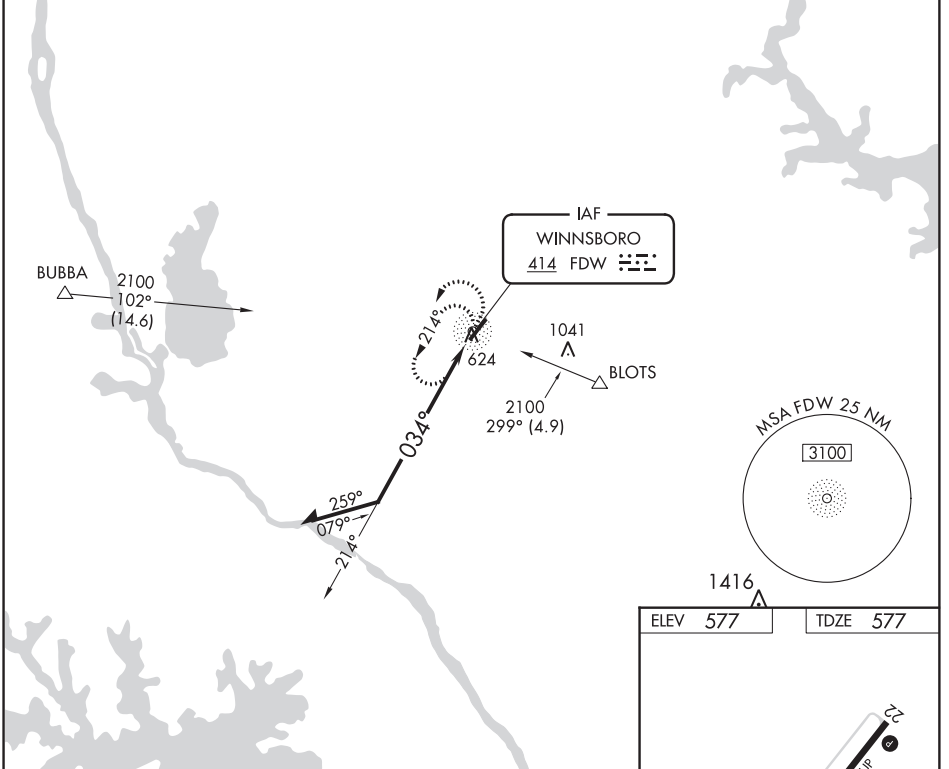
NDB FDW 414	APP CRS 034°	Rwy Idg TDZE Apt Elev	5003 577 577
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NDB RWY 4
FAIRFIELD COUNTY (FDW)

▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDA 100 feet and increase S-4 Cats C and D visibility $\frac{3}{8}$ mile and increase Circling Cat C visibility $\frac{1}{4}$ mile. Night Landing: Rwy 4 NA.

▲ MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3 119.075	COLUMBIA APP CON 133.4 285.6	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1080-1	503 (600-1)	1080-1 $\frac{3}{8}$	503 (600-1 $\frac{3}{8}$)
CIRCLING	1080-1	503 (600-1)	1080-1 $\frac{1}{2}$	1140-2 563 (600-2)

WINNSBORO, SOUTH CAROLINA
Amdt 4B 20AUG15

34°19'N-81°07'W

FAIRFIELD COUNTY (FDW)
NDB RWY 4

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017


MIRL Rwy 4-22 0

LOC I-INT 110.3	APP CRS 332°	Rwy ldg TDZE Apt Elev	6655 941 969
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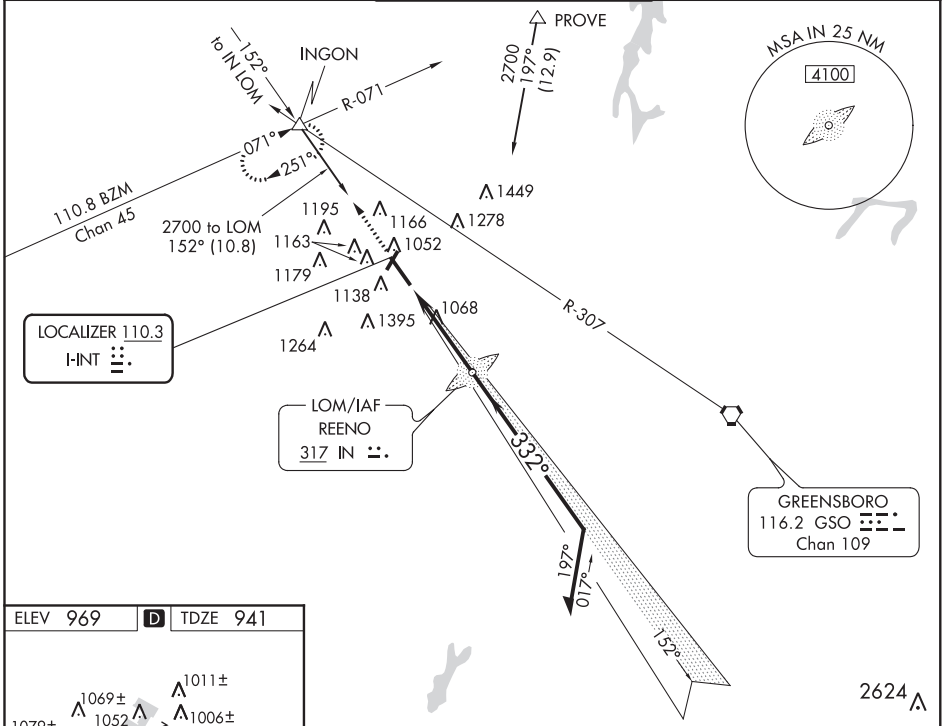
ILS or LOC RWY 33

SMITH REYNOLDS (INT)

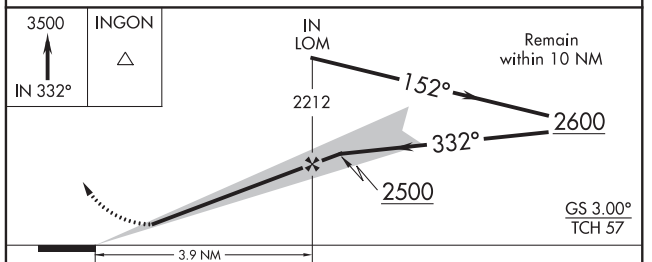
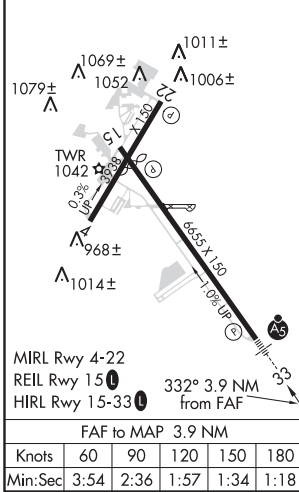
⚠ For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat C visibility to RVR 4000 and Circling Cat D ¼ mile. ADF Required. Night Landing Rwy 15 and 22 NA.

MALSR  **MISSED APPROACH:** Climb to 3500 via 332° bearing from REENO LOM to INGON INT and hold, continue climb-in-hold to 3500.

ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 0 257.8	GND CON 128.25	UNICOM 122.95
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ELEV 969	D	TDZE 941
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CATEGORY	A	B	C	D
S-ILS 33		1141/24	200 (200-½)	
S-LOC 33		1320/24	379 (400-½)	NA
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	NA

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APP CRS	Rwy Idg	6069
152°	TDZE	968
	Aprt Elev	969

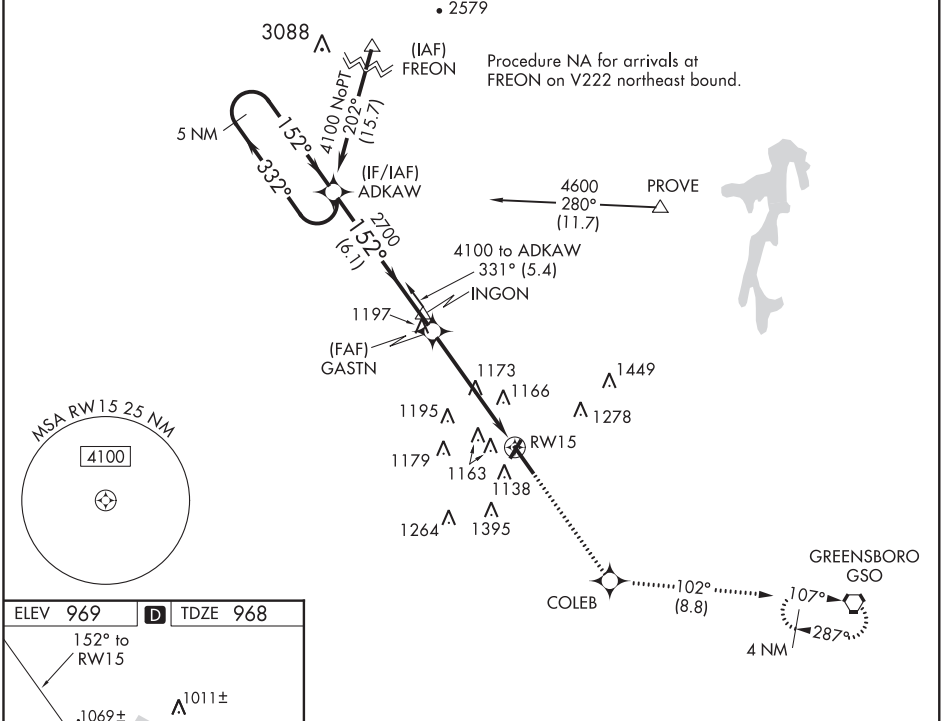
RNAV (GPS) RWY 15

SMITH REYNOLDS (INT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ Night Landing: Rwy 4, 15, 22 NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct COLEB and on track 102° to GSO VORTAC and hold.

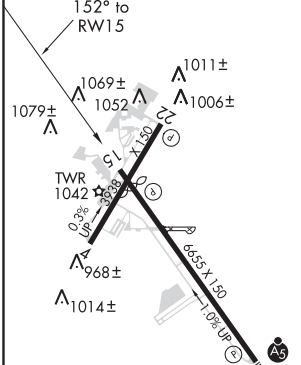
ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 0 257.8	GND CON 128.25	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

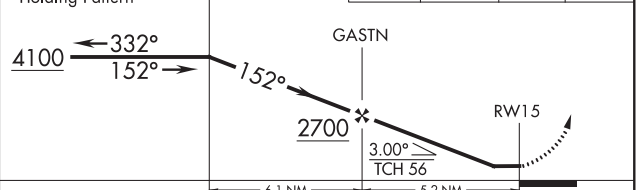
ELEV 969	D	TDZE 968
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).

3000	COLEB	tr 102°	GSO
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5 NM Holding Pattern ADKAW



CATEGORY	A	B	C	D
LNAV MDA	1440-1	472 (500-1)	1440-1⅓	472 (500-1⅓)
CIRCLING	1480-1	511 (600-1)	1520-1½ 551 (600-1½)	1700-2¼ 731 (800-2¼)

WAAS CH 82011 W33A	APP CRS 332°	Rwy Idg TDZE 941 Apt Elev 969
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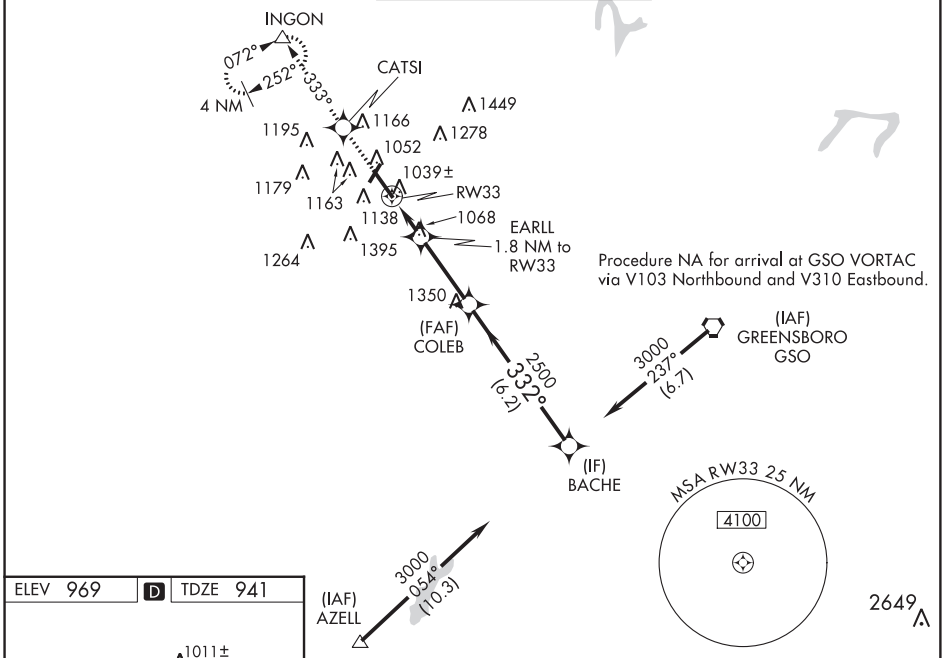
RNAV (GPS) RWY 33

SMITH REYNOLDS (INT)

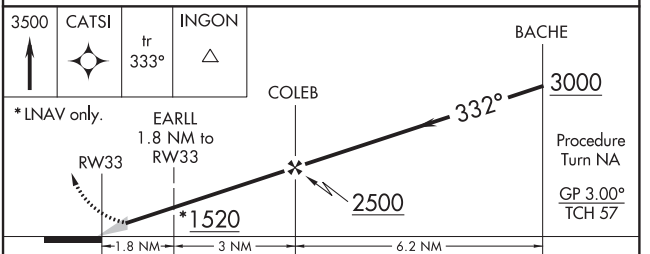
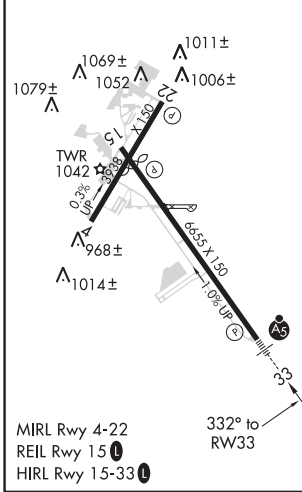
⚠ For inoperative MALS/R, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats and Circling Cat D visibility 1/4 mile. Night Landing Rwy 15 and 22 NA. Helicopter visibility reduction below 1 SM NA.

MALS/R
MISSED APPROACH:
Climb to 3500 direct CATSI and via 333° track to INCON and hold, continue climb-in-hold to 3500.

ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 0 257.8	GND CON 128.25	UNICOM 122.95
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ELEV 969	D	TDZE 941
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CATEGORY	A	B	C	D
LPV DA		1141/24	200 (200-1/2)	
LNAV/VNAV DA		1407/60	466 (500-1/4)	
LNAV MDA	1380/24	439 (500-1/2)	1380/40 439 (500-3/4)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1 1/4 611 (700-1 1/4)	1740-2 1/2 771 (800-2 1/2)

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WINSTON-SALEM, NORTH CAROLINA

AL-463 (FAA)

16091

VORTAC GSO 116.2 Chan 109	APP CRS 118°	Rwy Idg TDZE Apt Elev 6069 968 970
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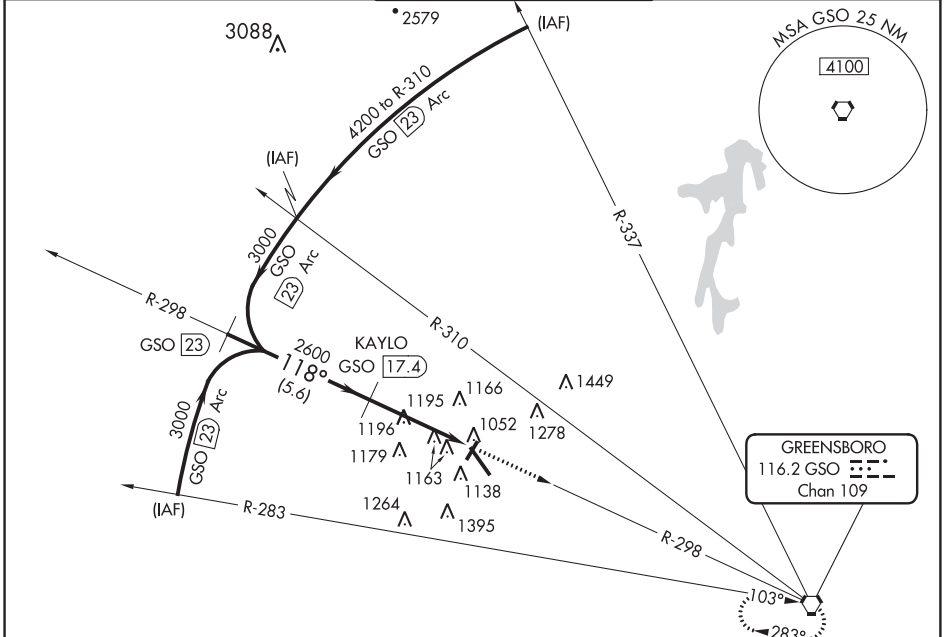
VOR/DME RWY 15

SMITH REYNOLDS (INT)

⚠ Night Landing Rwy 15, 22 NA.
⚠ Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct GSO VORTAC and hold.

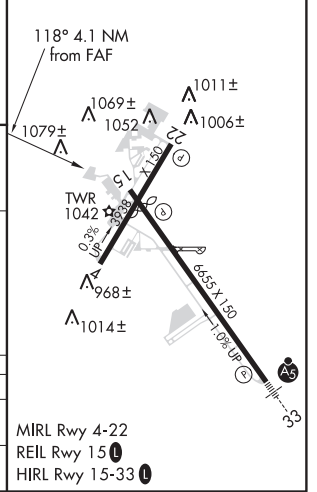
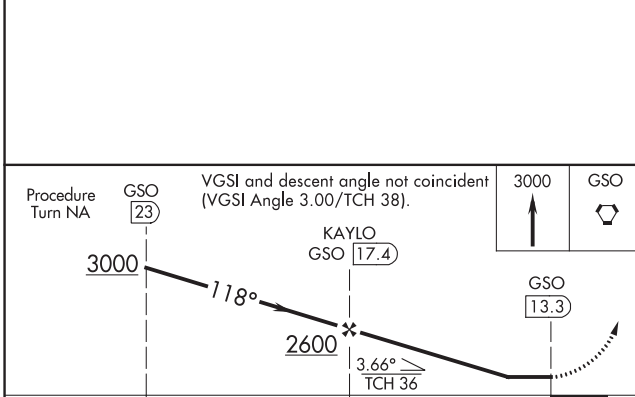
ATIS 121.3	GREENSBORO APP CON 124.35 269.225	WINSTON-SALEM TOWER ★ 123.75 (CTAF) 257.8	GND CON 128.25	UNICOM 122.95
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SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 970	TDZE 968
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CATEGORY	A	B	C	D
S-15	1500-1	532 (600-1)	1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1500-1 530 (600-1)	1580-1 610 (700-1)	1580-1¾ 610 (700-1¾)	1740-2½ 770 (800-2½)

WINSTON-SALEM, NORTH CAROLINA
 Amdt 1C 10DEC15

36°08'N-80°13'W

SMITH REYNOLDS (INT)

VOR/DME RWY 15

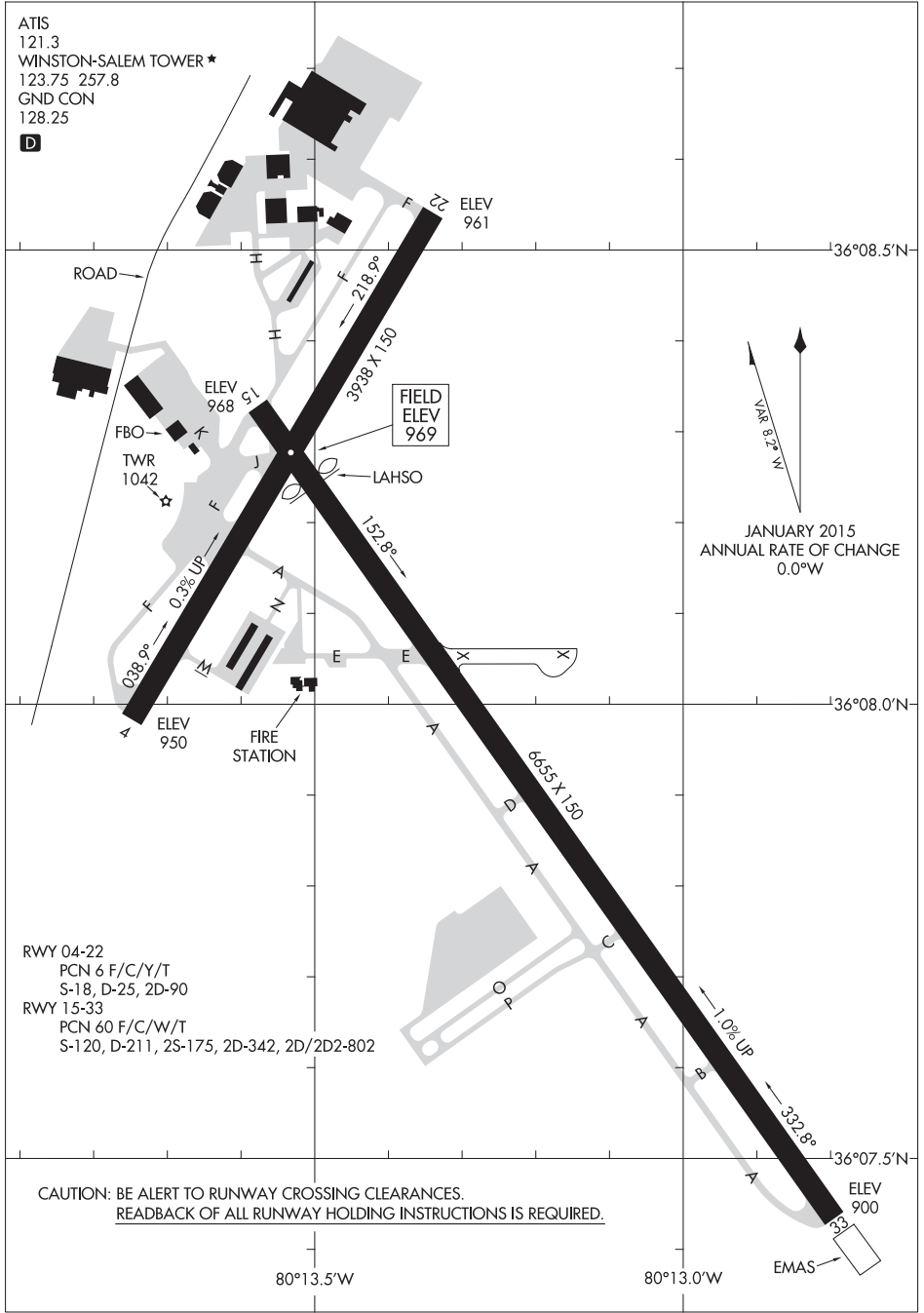
15288
AIRPORT DIAGRAM

AL-463 (FAA)

SMITH REYNOLDS (INT)
WINSTON SALEM, NORTH CAROLINA

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM
15288

WINSTON SALEM, NORTH CAROLINA
SMITH REYNOLDS (INT)

QUAKER FOUR DEPARTURE

ATIS 121.3
GND CON
128.25
WINSTON-SALEM TOWER*
123.75 257.8
GREENSBORO DEP CON
124.35 269.225

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27' - W79°14.18'
L-26-36, H-10-12

RICHMOND
114.1 RIC
Chan 88
L-34-36, H-10-12

SOUTH BOSTON
110.4 SBV
Chan 41
N36°40.50' - W79°00.87'
L-26-36, H-12

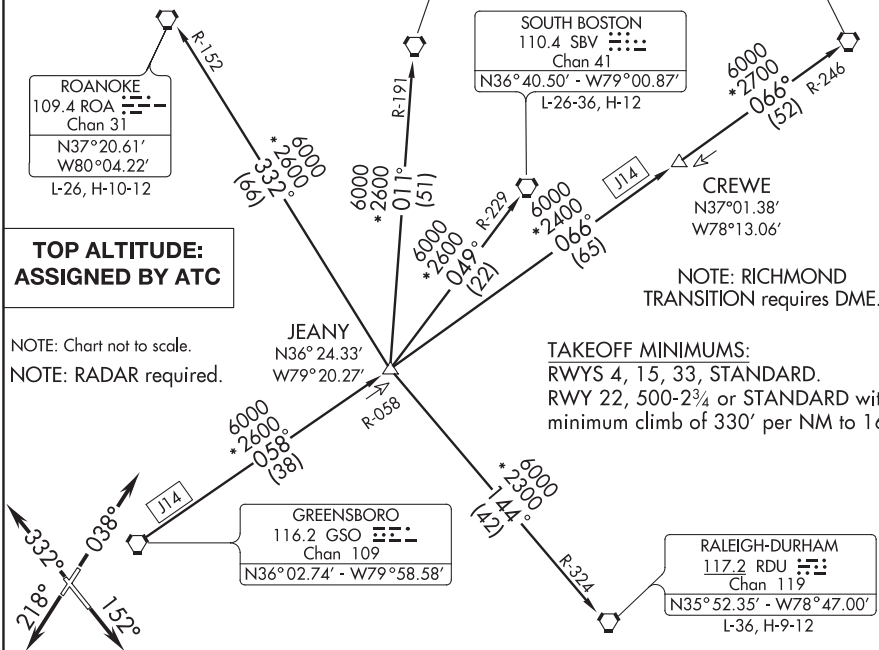
ROANOKE
109.4 ROA
Chan 31
N37°20.61' - W80°04.22'
L-26, H-10-12

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: Chart not to scale.
NOTE: RADAR required.

NOTE: RICHMOND
TRANSITION requires DME.

TAKEOFF MINIMUMS:
RWYS 4, 15, 33, STANDARD.
RWY 22, 500-2¾ or STANDARD with
minimum climb of 330' per NM to 1600.



SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 4: Climb heading 038°. Thence. . .
- TAKEOFF RWY 15: Climb heading 152°. Thence. . .
- TAKEOFF RWY 22: Climb heading 218°. Thence. . .
- TAKEOFF RWY 33: Climb heading 332°. Thence. . .

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

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK4.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK4.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK4.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK4.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK4.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1014' from DER, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from DER, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from DER, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from DER, 3230' left of centerline, 460' AGL/1376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1084' MSL.

SE-2, 10 NOV 2016 to 05 JAN 2017

SE-2, 10 NOV 2016 to 05 JAN 2017

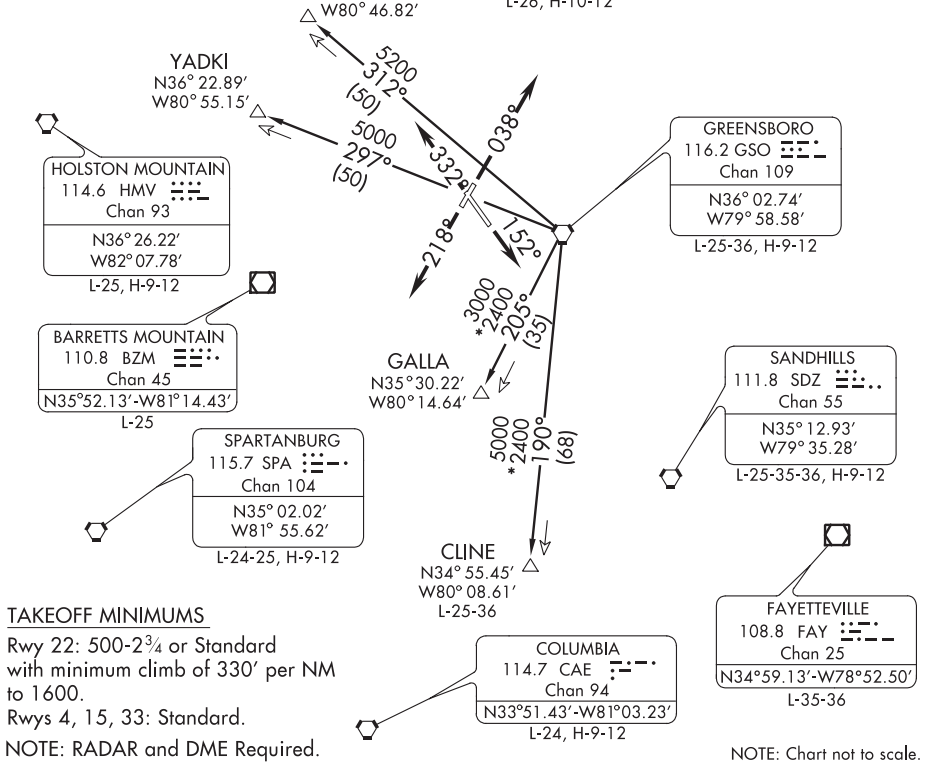
TRIAD EIGHT DEPARTURE

SL-463 (FAA)

SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA

ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER *
123.75 (CTAF) 257.8
GREENSBORO DEP CON
124.35 269.225

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwy 22: 500-2¾ or Standard with minimum climb of 330' per NM to 1600.

Rwys 4, 15, 33: Standard.

NOTE: RADAR and DME Required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 4: Climb heading 038°. Thence. . .
- TAKEOFF RUNWAY 15: Climb heading 152°. Thence. . .
- TAKEOFF RUNWAY 22: Climb heading 218°. Thence. . .
- TAKEOFF RUNWAY 33: Climb heading 332°. Thence. . .

. . . Maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

BOTTM TRANSITION (TRI8.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI8.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI8.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI8.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES

Rwy 4: Multiple trees beginning 1014' from DER, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1051' MSL.

Rwy 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

Rwy 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from DER, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from DER, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from DER, 3230' left of centerline, 460' AGL/1376' MSL.

Rwy 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1084' MSL.

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SE-2, 10 NOV 2016 to 05 JAN 2017

WINSTON ONE DEPARTURE

ATIS
121.3
GREENSBORO DEP CON
124.35 269.225

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'-W84°18.64'
L-26-27, H-10

BLUEFIELD
110.0 BLF
Chan 37
N37°18.39'
W81°11.66'
L-26

GLADE SPRING
110.2 GZG
Chan 39
N36°49.51'
W82°04.74'
L-26, H-12

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'
L-25, H-9-12

BARRETT'S MOUNTAIN
110.8 BZM
Chan 45
N35°52.13'-W81°14.43'
L-25

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'-W81°55.62'
L-24-25, H-9-12

ROANOKE
109.4 ROA
Chan 31
N37°20.61'-W80°04.22'
L-26, H-10-12

PULASKI
116.8 PSK
Chan 115
N37°05.26'
W80°42.77'
L-26, H-9-10-12

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'
W79°58.58'
L-25-36, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'-W80°57.11'
L-25-36, H-9-12

CHESTERFIELD
108.2 CTF
Chan 19
N34°39.03'
W80°16.49'
L-24-25-36

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.82'-W78°09.18'
L-34-36, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.27'
W79°14.18'
L-26-36, H-12

SOUTH BOSTON
110.4 SBV
Chan 41
N36°40.50'
W79°00.87'
L-26-36, H-9-12

NORFOLK
116.9 ORF
Chan 116
N36°53.51'
W76°12.02'
L-35-36, H-10-12

DANVILLE
113.1 DAN
Chan 113
N36°34.13'
W79°20.20'
L-26-36

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35'
W78°47.00'
L-36, H-9-12

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

FAYETTEVILLE
108.8 FAY
Chan 25
N34°59.13'
W78°52.50'
L-35-36

WILMINGTON
117.0 ILM
Chan 117
N34°21.10'
W77°52.46'
L-23-35, H-9-12

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJET: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence. . . .

PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence. . . .

. . . .Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.

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SE-2, 10 NOV 2016 to 05 JAN 2017

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

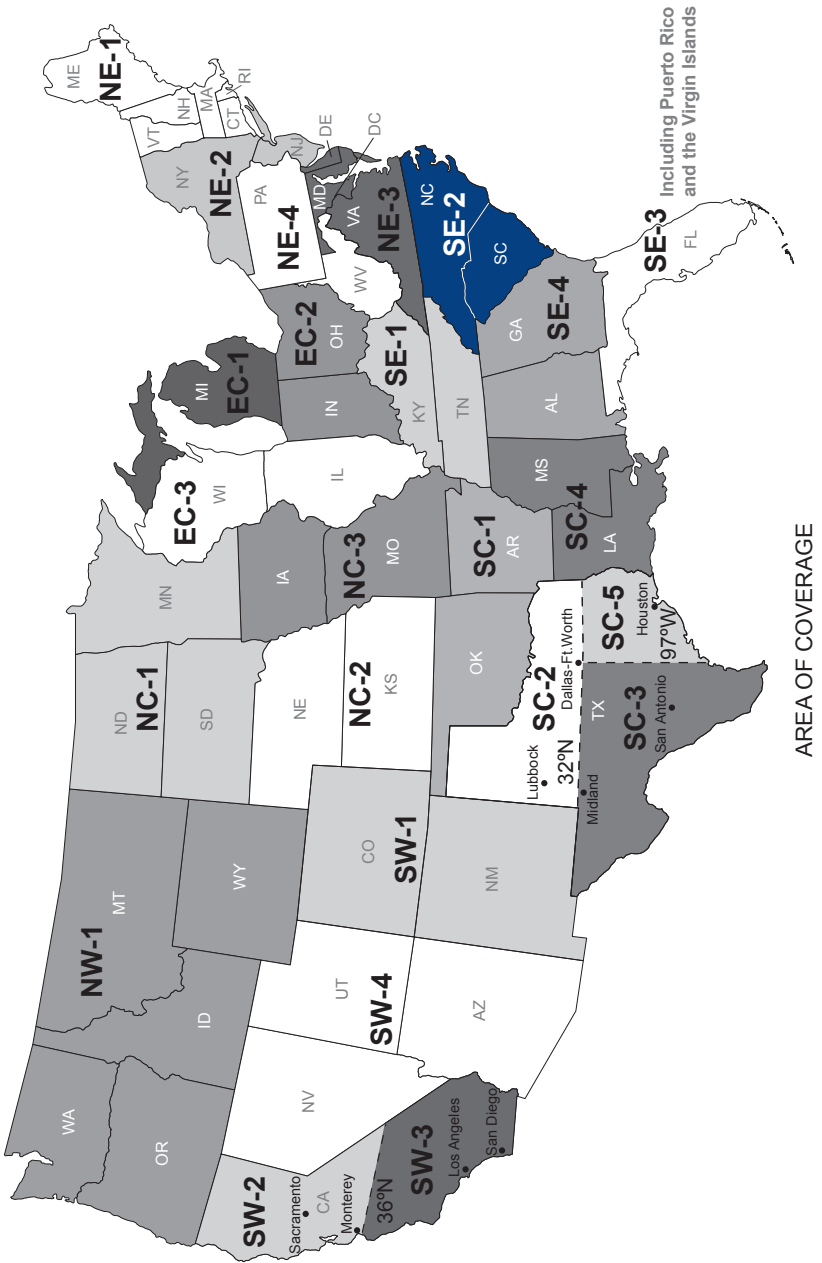
(ft. per min)

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/ DESCENT ANGLE (degrees and 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 PATH 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: BTPPSE2



NSN 7641015059593

NGA REF. NO. OK-10-2859 TERMXFAABTPPSE2



EFF. DATE 16315