

LOC/DME I-AFJ <b>110.3</b> Chan 40	APP CRS <b>273°</b>	Rwy Idg TDZE <b>1184</b> Apt Elev <b>1184</b>
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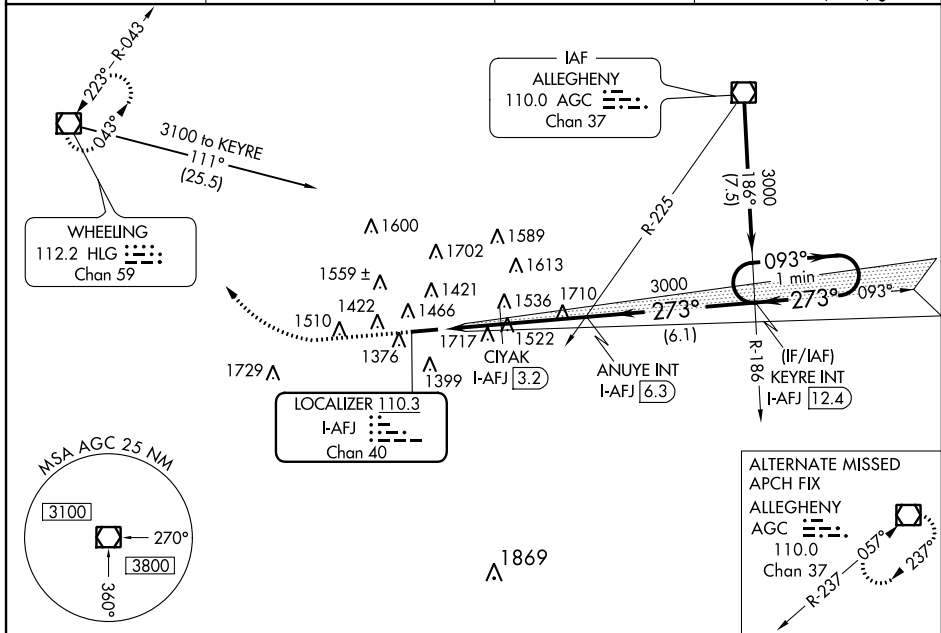
# ILS or LOC RWY 27

WASHINGTON COUNTY (A.FJ)

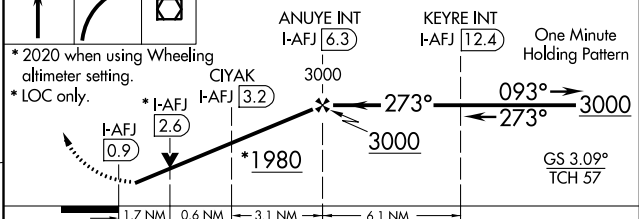
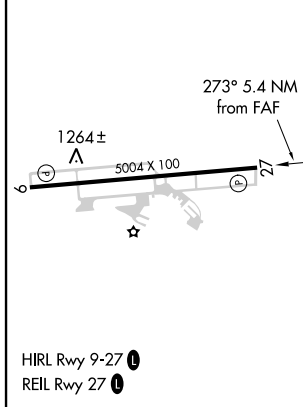
**⚠** Night Landing: Rwy 9 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting and increase all DA/MDA 40 feet, increase Circling visibility Cats A and D 1/2 mile; CIYAK fix minimums: increase visibility S-LOC 27 Cats C and D 1/2 mile, Circling Cat C 1/2 mile and Cat D 1/4 mile.

**⚠** MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3 <b>119.175</b>	PITTSBURGH APP CON <b>119.35 285.575</b>	CLNC DEL <b>127.3</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV 1184	TDZE 1184	1700	3300	HLG	VGSI and ILS glidepath not coincident. (VGSI Angle 3.09/TCH 62).
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CATEGORY	A	B	C	D
S-ILS 27	1384-3/4 200 (200-3/4)			
S-LOC 27	1980-1 796 (800-1)	1980-1 1/4 796 (800-1 1/4)	1980-2 1/2 796 (800-2 1/2)	796 (800-2 1/2)
CIRCLING	1980-1 796 (800-1)	1980-1 1/4 796 (800-1 1/4)	1980-2 1/2 796 (800-2 1/2)	2040-2 3/4 856 (900-2 3/4)
CIYAK FIX MINIMUMS				
S-LOC 27	1780-1 596 (600-1)	1780-1 3/4 596 (600-1 3/4)	1780-1 3/4 596 (600-1 3/4)	596 (600-1 3/4)
CIRCLING	1800-1 616 (700-1)	1800-1 3/4 616 (700-1 3/4)	1800-1 3/4 616 (700-1 3/4)	2040-2 3/4 856 (900-2 3/4)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min.Sec	5:24	3:36	2:42	2:10	1:48

NE-4, 14 SEP 2017 to 12 OCT 2017

NE-4, 14 SEP 2017 to 12 OCT 2017

WAAS CH <b>90107</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>1184</b> <b>1184</b>
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# RNAV (GPS) RWY 27

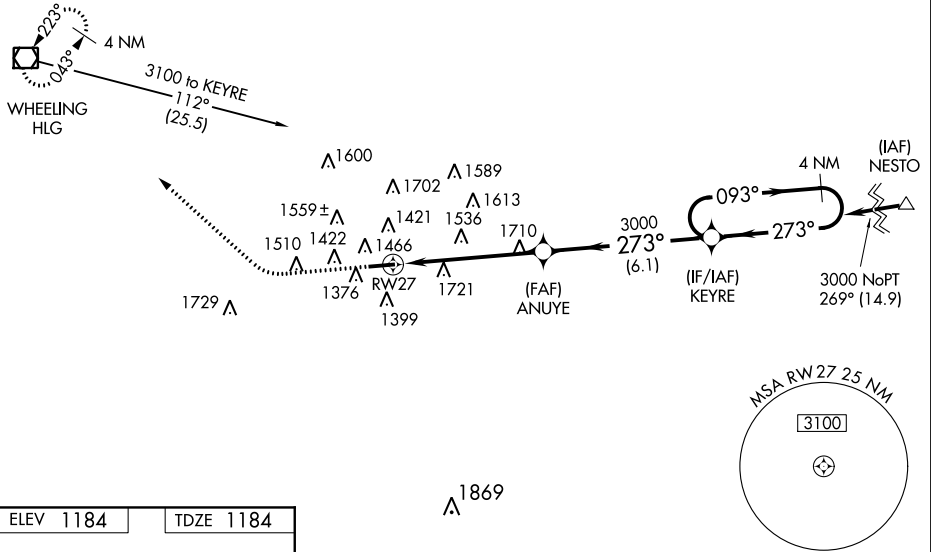
WASHINGTON COUNTY (AFJ)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 9 NA. VDP and Baro-VNAV NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting and increase all DA/MDA 40 feet, increase Circling Cat A and Cat D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

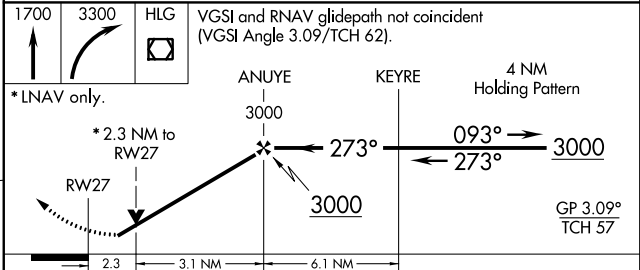
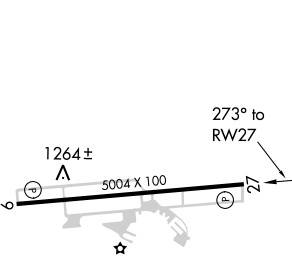
AWOS-3 <b>119.175</b>	PITTSBURGH APP CON <b>119.35 285.575</b>	CLNC DEL <b>127.3</b>	UNICOM <b>122.975 (CTAF)</b>
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NE-4, 14 SEP 2017 to 12 OCT 2017

NE-4, 14 SEP 2017 to 12 OCT 2017

ELEV 1184	TDZE 1184
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CATEGORY	A	B	C	D
LPV DA		1386-3/4	202 (300-3/4)	
LNAV/VNAV DA		2140-4	956 (1000-4)	
LNAV MDA	1980-1 796 (800-1)	1980-1 1/4 796 (800-1 1/4)	1980-2 1/2 796 (800-2 1/2)	796 (800-2 1/2)
CIRCLING	1980-1 796 (800-1)	1980-1 1/4 796 (800-1 1/4)	1980-2 1/2 796 (800-2 1/2)	2040-2 3/4 856 (900-2 3/4)

APP CRS <b>093°</b>	Rwy Idg <b>5004</b>
	TDZE <b>1184</b>
	Apt Elev <b>1184</b>

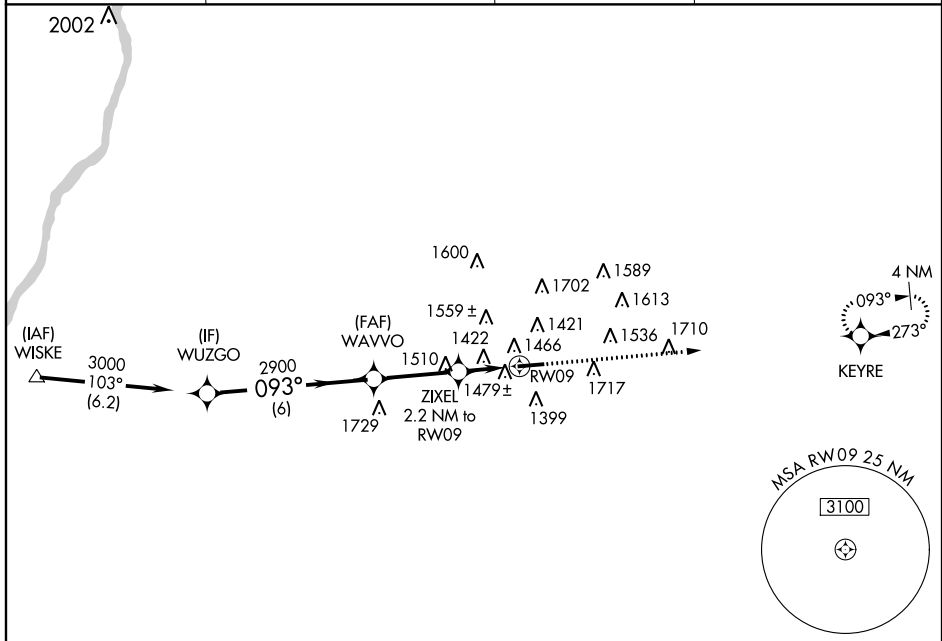
# RNAV (GPS) RWY 9

WASHINGTON COUNTY (A.F.J)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 40 feet, and all Cat C/D visibilities ¼ mile.  
**▲** Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct KEYRE and hold.

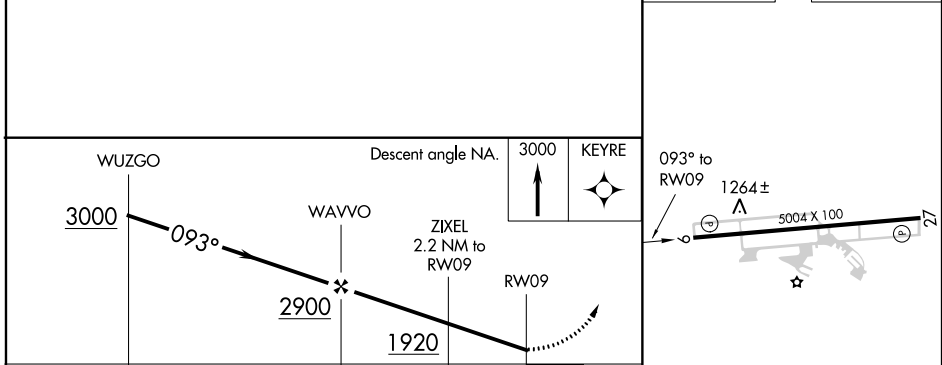
AWOS-3 <b>119.175</b>	PITTSBURGH APP CON <b>119.35 285.575</b>	CLNC DEL <b>127.3</b>	UNICOM <b>122.975 (CTAF) 0</b>
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NE-4, 14 SEP 2017 to 12 OCT 2017

NE-4, 14 SEP 2017 to 12 OCT 2017

ELEV 1184	TDZE 1184
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CATEGORY	A	B	C	D
LNVA MDA	1740-1	556 (600-1)	1740-1 $\frac{5}{8}$	556 (600-1 $\frac{5}{8}$ )
CIRCLING	1800-1	616 (700-1)	1800-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$ )	2040-2 $\frac{3}{4}$ 856 (900-2 $\frac{3}{4}$ )

HIRL Rwy 9-27 **0**  
REIL Rwy 27 **0**