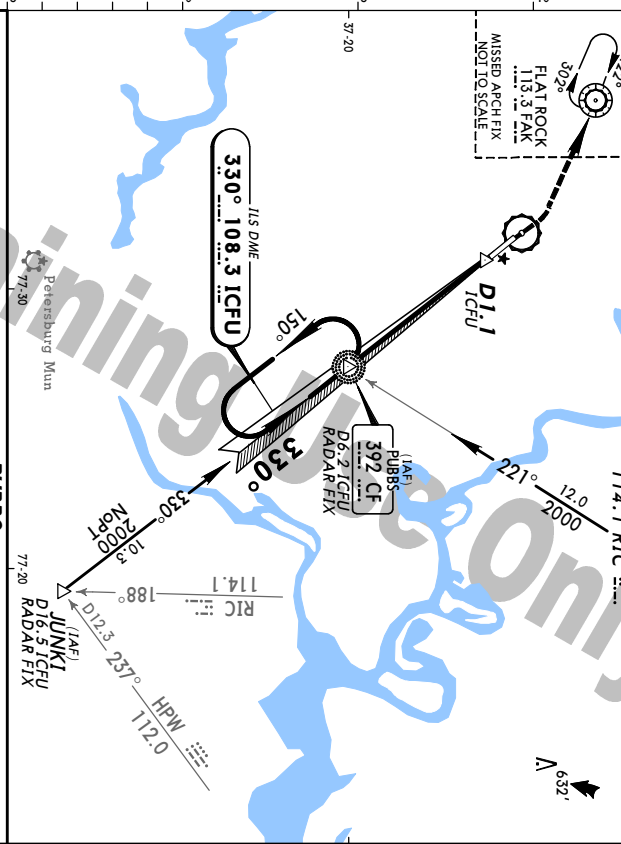


KFCI
CHESTERFIELD CO
 24 DEC 99 **(21-1)** **EFF 30 Dec**
RICHMOND, VA
IIS Rwy 33

LOC	Final	GS	IIS	Appr Elev	237'
ICFU	Apch Crs	PUBBS	DA(H)	TDZE	218'
108.3	330°	1897' (1679')	418' (200')	218'	

MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct FAK VOR and hold.

Pilot controlled lighting 123.05.



AWOS-3	RICHMOND Approach (R)	CHESTERFIELD CO UNICOM	CTAF	123.05	
LOC	Final	GS	IIS	Appr Elev	237'
ICFU	Apch Crs	PUBBS	DA(H)	TDZE	218'
108.3	330°	1897' (1679')	418' (200')	218'	

MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct FAK VOR and hold.

Pilot controlled lighting 123.05.

Grnd speed-Kts	70	90	100	120	140	160	MALS	800'	3000'	FAK	113.3
GS	3.00°	377	483	535	647	751	860				
MAP at D1.1 ICFU or PUBBS to MAP	5.1	4:22	3:24	3:04	2:53	2:11	1:55				

MAP at D1.1 ICFU or PUBBS to MAP 5.1 4:22 3:24 3:04 2:53 2:11 1:55

STRAIGHT-IN LANDING RWY 33

LOC (GS out) MDA(H) **520' (302')**

FULL	RAIL or ALS out	RAIL out	ALS out	MSL Kts	MDA(H)
A				90	720' (483') - 1
B		1/2	3/4	120	720' (483') - 1/2
C	1/2	3/4	1	140	800' (563') - 2
D		3/4	1	165	

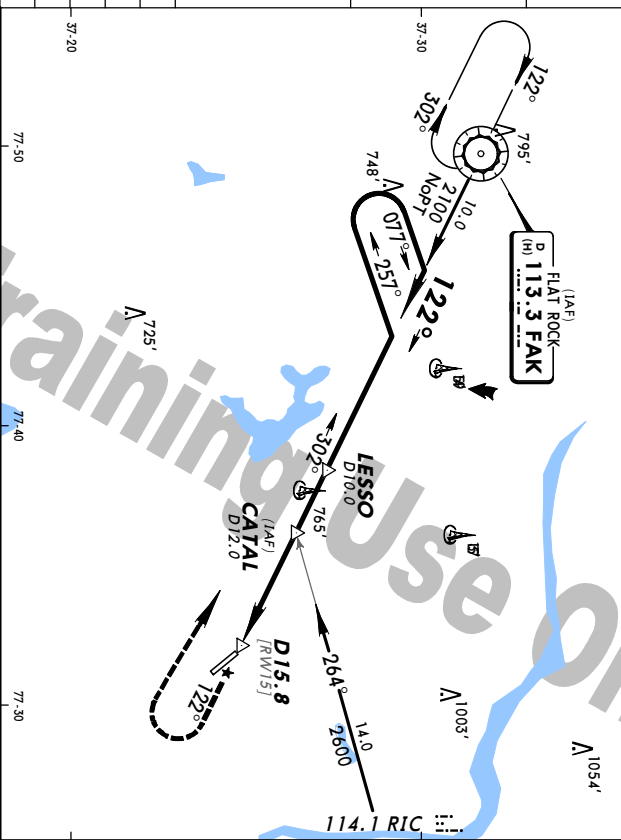
CHANGES: Notes, missed approach. © JEPPESEN SANDERSON, INC., 1999. ALL RIGHTS RESERVED.

KFCI
CHESTERFIELD CO
 9 JUN 00 **(23-1)** **EFF 13 Jun**
RICHMOND, VA
VOR DME or GPS Rwy 15

VOR	Final	Minimum Alt	MDA(H)	Appr Elev	237'
FAK	Apch Crs	CATAL	DA(H)	TDZE	237'
113.3	122°	1700' (1463')	720' (483')	237'	

MISSED APCH: Climb to 1200' outbound via FAK VOR R-122 then climbing RIGHT turn to 2600' direct FAK VOR and hold.

1. VOSI and descent angles not coincident. 2. Pilot controlled lighting 123.05.



AWOS-3	RICHMOND Approach (R)	CHESTERFIELD CO UNICOM	CTAF	123.05	
VOR	Final	Minimum Alt	MDA(H)	Appr Elev	237'
FAK	Apch Crs	CATAL	DA(H)	TDZE	237'
113.3	122°	1700' (1463')	720' (483')	237'	

MISSED APCH: Climb to 1200' outbound via FAK VOR R-122 then climbing RIGHT turn to 2600' direct FAK VOR and hold.

1. VOSI and descent angles not coincident. 2. Pilot controlled lighting 123.05.

Grnd speed-Kts	70	90	100	120	140	160	REL	1200'	FAK	2600'
Descent angle [3.50°]	484	557	619	743	867	991	PAPI	113.3	via	113.3
MAP at D15.8										

MAP at D15.8

STRAIGHT-IN LANDING RWY 15

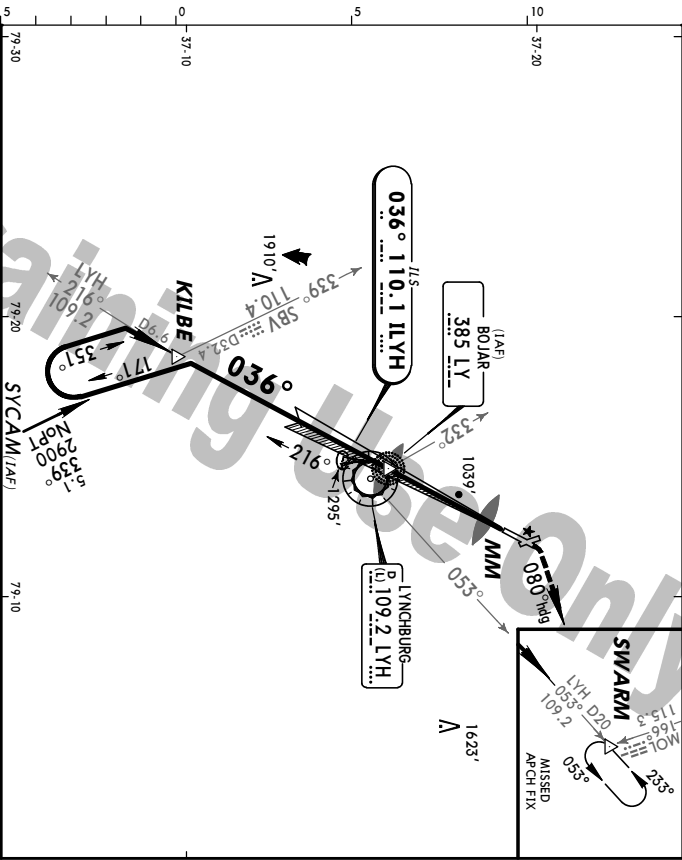
MDA(H) **720' (483')**

FULL	RAIL or ALS out	RAIL out	ALS out	MSL Kts	MDA(H)
A				90	720' (483') - 1
B		1/4	1/2	120	720' (483') - 1/2
C	1/4	1/2	3/4	140	800' (563') - 2
D		3/4	1	165	

CHANGES: VNAV added, VOSI note, new chart format. © JEPPESEN SANDERSON, INC., 2000. ALL RIGHTS RESERVED.

KLHY **JEPPESSEN** **LYNCHBURG, VA**
LYNCHBURG REGD-GLENN 13 OCT 00 **(11-1)** **IIS Rwy 4**

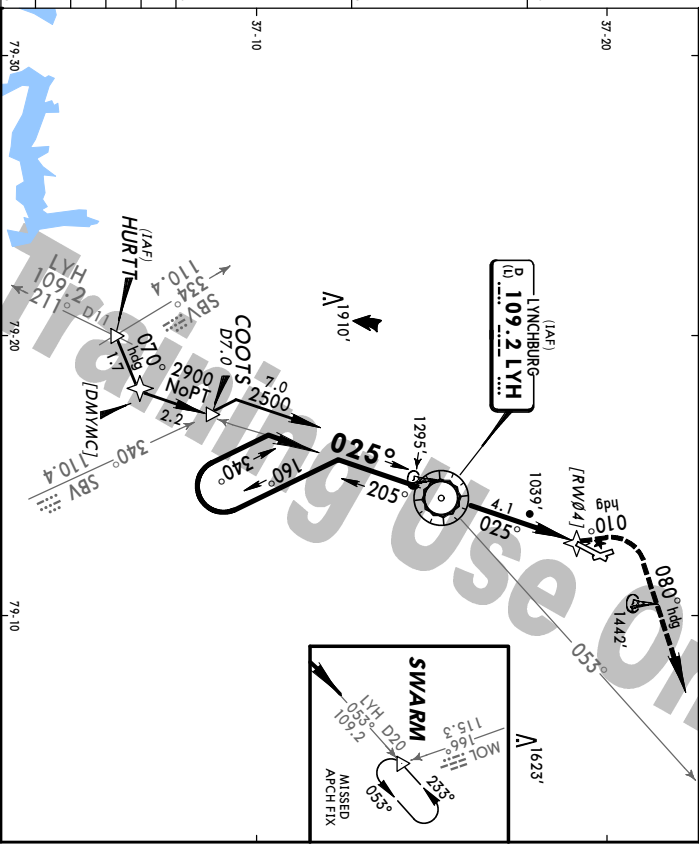
*A/TIS (ASOS O/T)	119.8	ROANOKE Approach (R)	135.0	*LYNCHBURG Tower	CTAF 127.65	*Ground	121.9				
LOC	110.1	Final	Apch Crs	036°	GS BOJAR	DA(H)	1118' (200')	Apt Elev	938'	TDZE	918'
MISSED APCh: Climb to 1800' then climbing RIGHT turn to 3500' via 080° heading and outbound on LVH VOR R-053 to SWARM INT and hold. Pilot controlled lighting 127.65.											



Grnd speed-Kts	70	90	100	120	140	160	MAISR	1800'	3500'	080°
GS	3:00°	3:16	4:53	5:37	6:44	7:52	8:59			
BOJAR to MAP 3.8 3:15 2:32 2:17 1:54 1:38 1:25 STRAIGHT-IN LANDING RWY 4 IIS (GS out) LOC (GS out) 1320' (402') DA(H) 1118' (200') FULL RAIL or ALS out MODA(H) 1320' (402') RAIL out ALS out Max Kts MDA(H)										
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	1640' (702')-1				
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120	1700' (762')-1 1/4				
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	140	1800' (862')-2 1/2				
D	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	165	1800' (862')-2 3/4				

KLHY **JEPPESSEN** **LYNCHBURG, VA**
LYNCHBURG REGD-GLENN 13 OCT 00 **(3-1)** **VOR or GPS Rwy 4**

*A/TIS (ASOS O/T)	119.8	ROANOKE Approach (R)	135.0	*LYNCHBURG Tower	CTAF 127.65	*Ground	121.9	
VOR	109.2	Final	Minimum Alt	MDA(H)	Apt Elev	938'	TDZE	918'
LH	025°	Apch Crs	2500' (1582')	1400' (482')				
MISSED APCh: Climb to 2000' via 010° heading then climbing RIGHT turn to 3500' via 080° heading and outbound on LVH VOR R-053 to SWARM INT and hold. 1. VGS1 and descent angles not coincident. 2. Pilot controlled lighting 127.65.								



Grnd speed-Kts	70	90	100	120	140	160	MAISR	2000'	010°	
Descrnt angle	3:57°	4:42	5:69	6:52	7:58	8:55	10:11			
VOR to MAP 4.1 3:31 2:44 2:28 2:03 1:45 1:32 STRAIGHT-IN LANDING RWY 4 MDA(H) 1400' (482') RAIL out ALS out Max Kts MDA(H)										
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	1640' (702')-1				
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120	1700' (762')-1 1/4				
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	140	1800' (862')-2 1/2				
D	RVR 50 or 1	RVR 50 or 1	1 1/2	1 1/2	165	1800' (862')-2 3/4				

KLJH **LYNCBURG, VA**
LYNCBURG REGD-GLENN 13 OCT 00 **(3-2)** **VOR DME Rwy 22**

*A/TIS (ASOS O/T)	ROANOKE Approach (R)	*LYNCBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9
VOR	Final	Minimum Alt	MDA(H)
LYH	207°	DOUGG	1740' (802')
	Apch Crs		Apt Elev 938'
			TDZE 938'

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

Pilot controlled lighting 127.65.

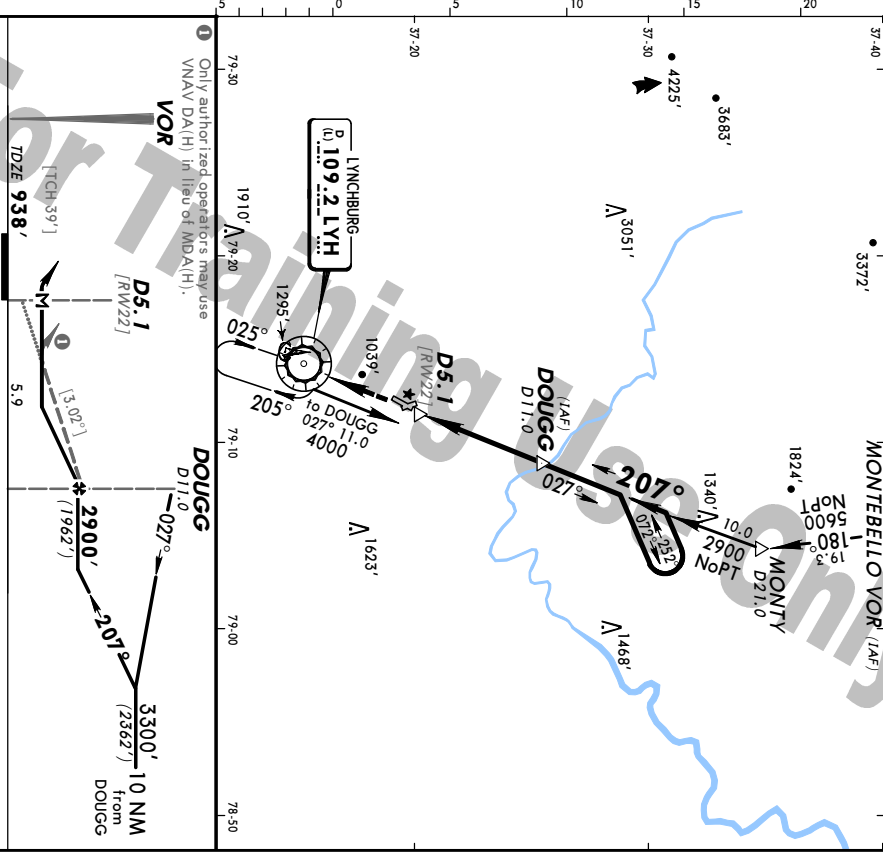
MONTEBELLO VOR (IAF) 3372'

MSA LYH VOR

5400'

090° 12700'

270° 3200'



GRD SPEED-KTS										
70	90	100	120	140	160					
DESCENT ANGLE [3.02°]										
374	481	534	641	748	855					
MAP at D5.1										
STRAIGHT-IN LANDING RWY 22										
MDA(H) 1740' (802')										
CIRCLE-TO-LAND										
Max Kts					MDA(H)					
A	1					1740' (802') -1				
B	1 1/4					1740' (802') -1 1/4				
C	2 1/4					1800' (862') -2 1/4				
D	2 1/2					1800' (862') -2 1/2				
REIL 2900'										
VASI-L D-109.2										

CHANGES: Procedure Ident.

KLJH **LYNCBURG, VA**
LYNCBURG REGD-GLENN 13 OCT 00 **(8-1)** **GPS Rwy 22**

*A/TIS (ASOS O/T)	ROANOKE Approach (R)	*LYNCBURG Tower	*Ground
119.8	135.0	CTAF 127.65	121.9
GPS	Final	Minimum Alt	MDA(H)
210°	DOUGG	3000' (2062')	1620' (682')
	Apch Crs		Apt Elev 938'
			TDZE 938'

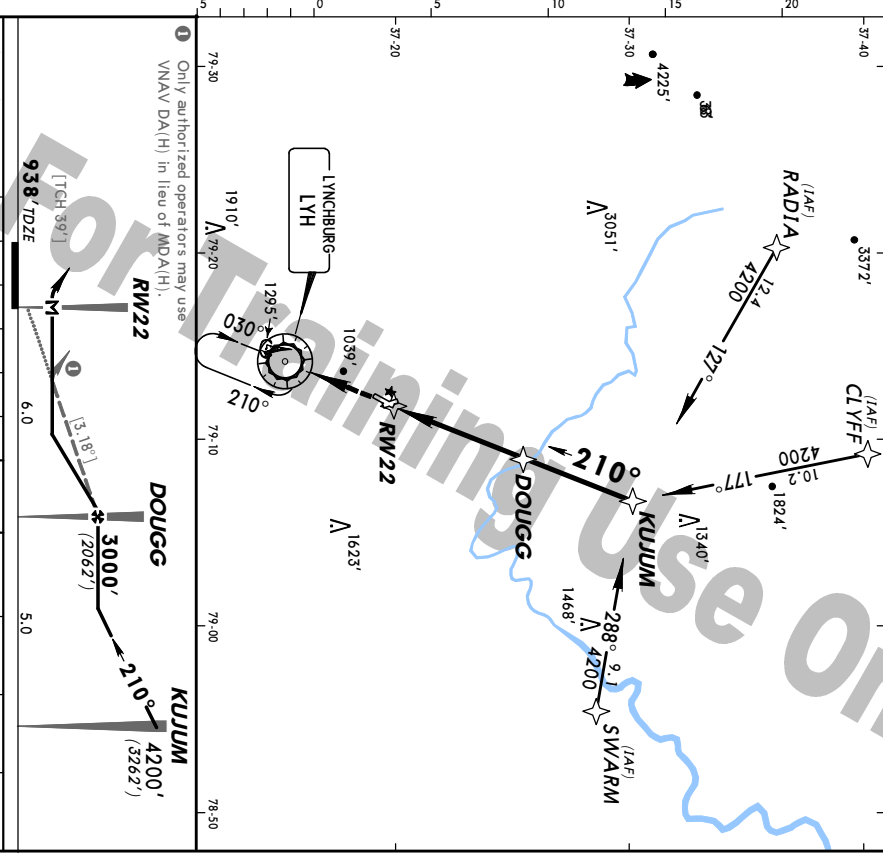
MISSED APCH: Climb to 2900' direct LYH VOR and hold.

Pilot controlled lighting 127.65.

CLYFF (IAF) 3372'

MSA RWY 22

5400'



GRD SPEED-KTS										
70	90	100	120	140	160					
DESCENT ANGLE [3.18°]										
394	506	563	675	788	900					
MAP at RWY 22										
STRAIGHT-IN LANDING RWY 22										
MDA(H) 1620' (682')										
CIRCLE-TO-LAND										
Max Kts					MDA(H)					
A	1					1640' (702') -1				
B	1 1/4					1700' (762') -1 1/4				
C	2					1800' (862') -2 1/2				
D	2 1/4					1800' (862') -2 1/4				
REIL 2900'										
VASI-L D-109.2										

CHANGES: Procedure Ident.

JEPPERSEN 9 OCT 98 (11-1)

***ATIS 119.15**
 RICHMOND Approach (R) **134.7**
 RICHMOND Tower **121.1**
 Ground **121.9**

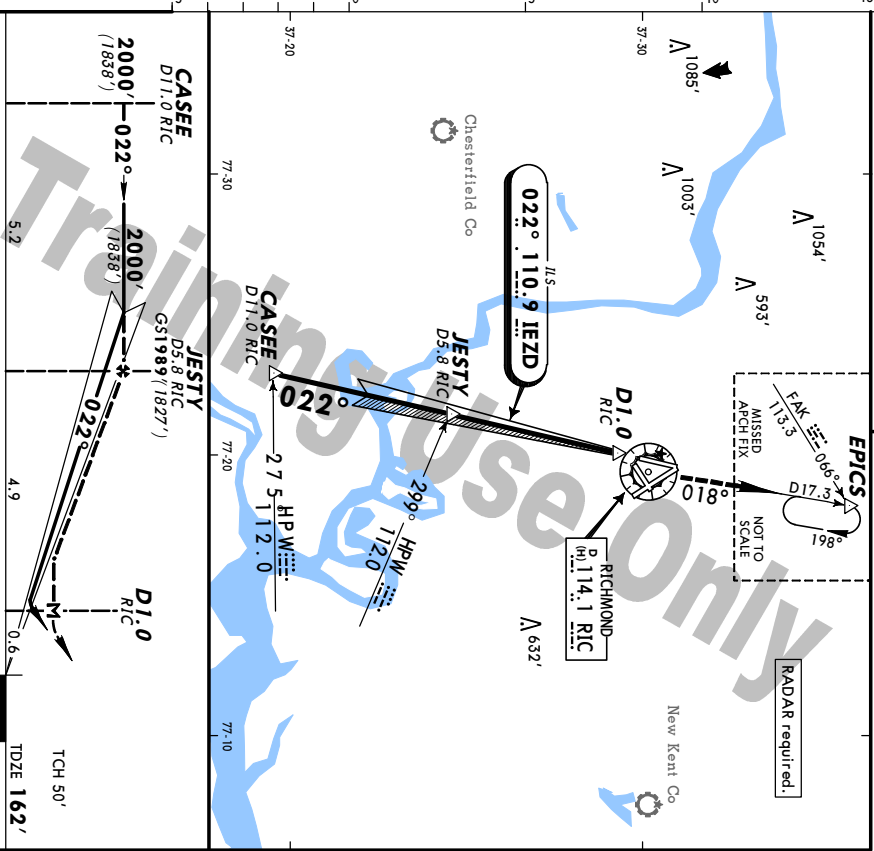
RICHMOND, VA
 RICHMOND INTL
 ILS Rwy 2
 LOC 110.9 IEZD
 Apx. Elev 168'

MSA
 RIC VOR
 RICHMOND
 P 114.1 RIC
 H 114.1 RIC

EPICS
 D17.3
 198
 NOT TO SCALE
 MISSED ARCH FIX
 13.5
 FAK 066°

2600'
 2000'
 1600'
 180°
 270°
 360°

RADAR required.



A	M	N	D	Gnd speed-Kts						Max Kts	MDA(H)	MVA(H)
				70	90	100	120	140	160			
GS	3.00°	377	485	539	647	755	862					
M	MAP at D1.0 RIC or JESTY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50					
CHANGES: Chart reindexed, approach freq.												

JEPPERSEN 9 OCT 98 (11-2)

***ATIS 119.15**
 RICHMOND Approach (R) **134.7**
 RICHMOND Tower **121.1**
 Ground **121.9**

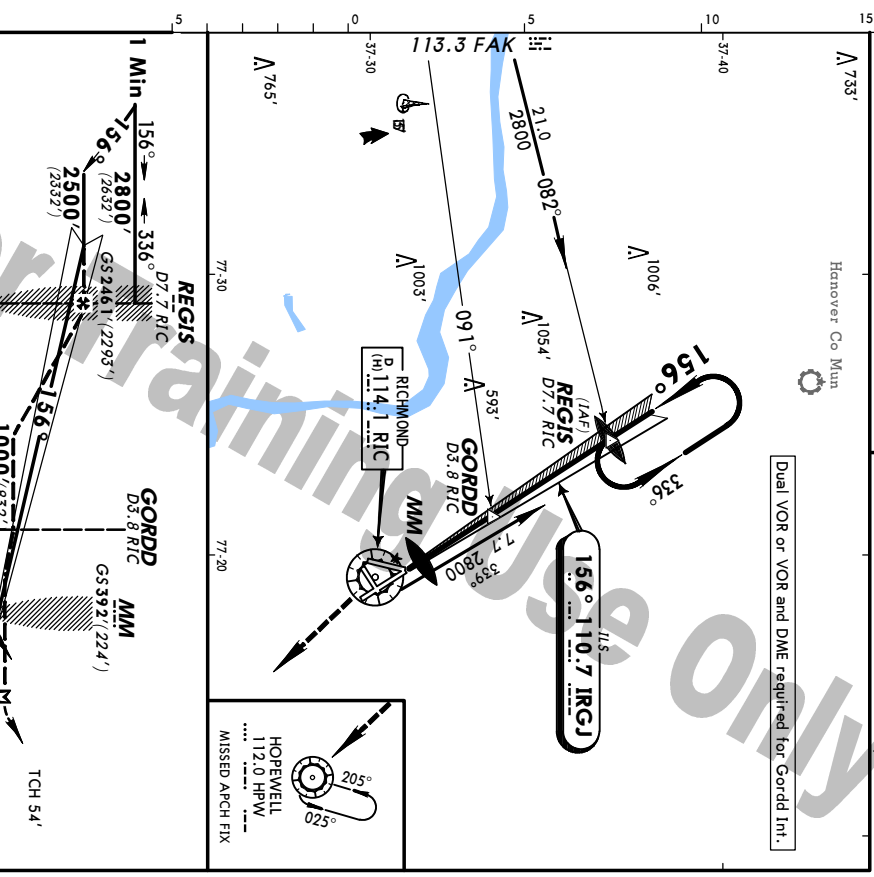
RICHMOND, VA
 RICHMOND INTL
 ILS Rwy 16
 LOC 110.7 IRGJ
 Apx. Elev 168'

MSA
 RIC VOR
 RICHMOND
 P 114.1 RIC
 H 114.1 RIC

156°
 110.7 IRGJ
 156°
 110.7 IRGJ

2600'
 2000'
 1600'
 180°
 270°
 360°

Dual VOR or VOR and DME required for Gordd Intl.



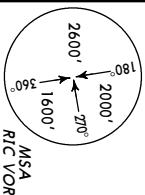
A	M	N	D	Gnd speed-Kts						Max Kts	MVA(H)	MVA(H)
				70	90	100	120	140	160			
GS	3.00°	380	498	542	651	759	868					
M	REGIS to MAP 6.9	5:53	4:36	4:08	3:27	2:57	2:35					
CHANGES: Chart reindexed, approach freq.												

JEPPESSEN

9 OCT 98 **(1-3)**

RICHMOND, VA
 RICHMOND INTL

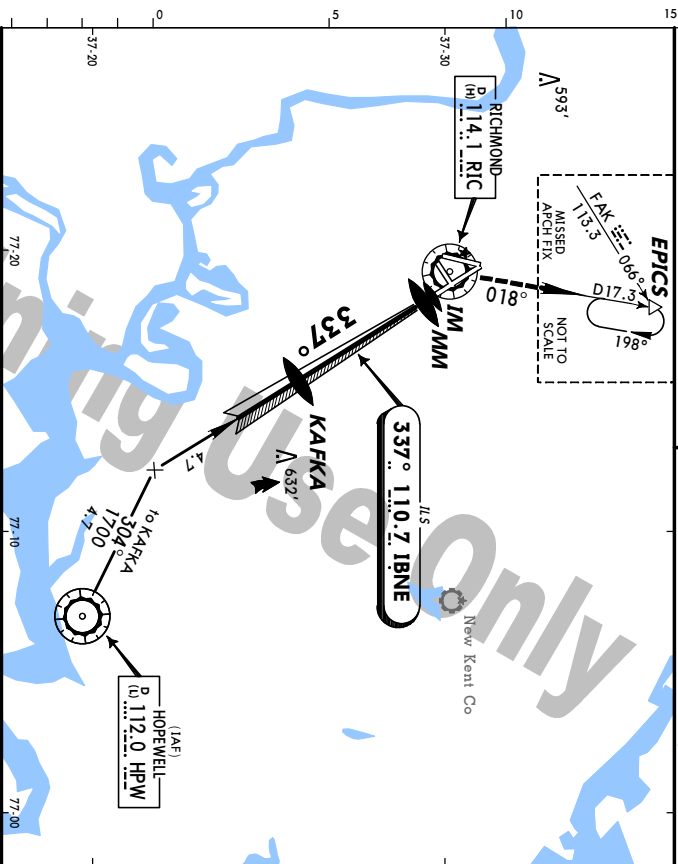
*ATIS **119.15**
 RICHMOND Approach (R) **134.7**
 RICHMOND Tower **121.1**



MSA
 RIC VOR

ILS Rwy 34
 LOC **110.7 IBNE**
 Apr. Elev **168'**

Ground **121.9**



MISSED APPROACH: Climb to **800'**, then climbing **RIGHT** turn to **2000'** outbound via **RIC VOR R-018** to **EPICS INT** and hold.

STRAIGHT-IN LANDING RWY34
 ILS
 DAI(H) **362' (200')**
 LOC (GS out)
 MDA(H) **520' (358')**
 CIRCLE-TO-LAND

FULL	TDZ or CL out	ALS out	Max Kts		MDA(H)
			90	120	
A			640' (472') - 1		
B	RVR 18 or 1/2	RVR 24 or 1/2	640' (472') - 1		
C	RVR 24 or 1/2	RVR 40 or 3/4	640' (472') - 1		
D	RVR 40 or 1/2	RVR 60 or 1/4	720' (552') - 2		
<p>Grnd speed-Kts 70 90 100 120 140 160</p> <p>GS 3.00° 3.77 4.85 5.38 6.46 7.54 8.61</p> <p>KAFKA to MAP 4.6 3:37 3:04 2:46 2:18 1:58 1:44</p>					