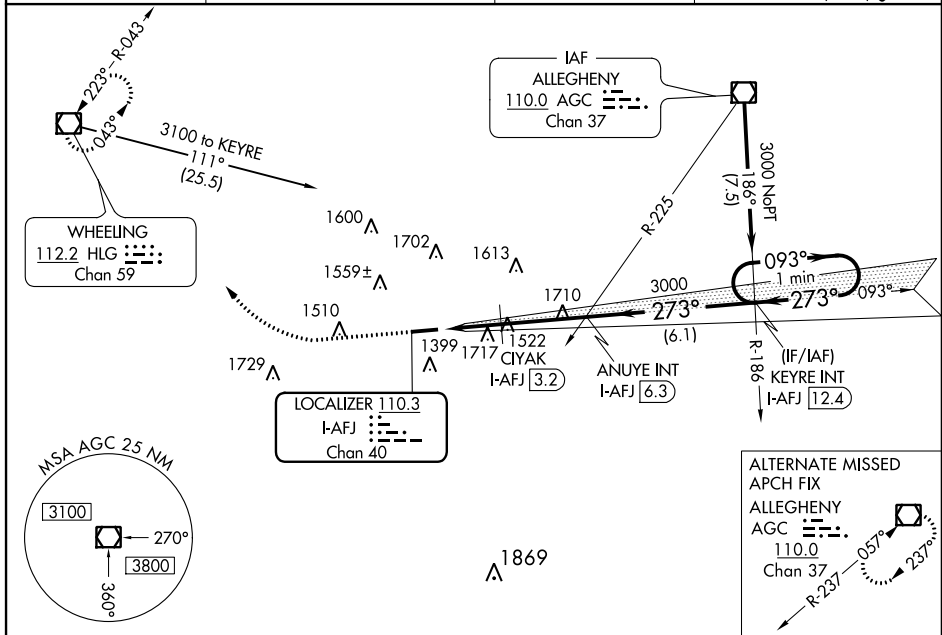


LOC/DME I-AFJ <b>110.3</b> Chan 40	APP CRS <b>273°</b>	Rwy Idg TDZE <b>1184</b> Apt Elev <b>1184</b>
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# ILS or LOC RWY 27

WASHINGTON COUNTY (AFJ)

<p><b>▼</b> Night Landing: Rwy 9 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting and increase all DA/MDA 40 feet, increase Circling visibility Cats A and D 1/2 mile; CIYAK fix minimums: increase visibility S-LOC 27 Cats C and D 1/2 mile, Circling Cat C 1/2 mile and Cat D 1/4 mile.</p>	<p><b>▲</b> MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.</p>		
AWOS-3PT <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>



NE-4, 08 OCT 2020 to 05 NOV 2020

NE-4, 08 OCT 2020 to 05 NOV 2020

ELEV 1184	TDZE 1184	1700	3300	HLG	VGSI and ILS glidepath not coincident. [VGSI Angle 3.09/TCH 62].	
<p>HIRL Rwy 9-27 0 REIL Rwy 27 0</p> <p>FAF to MAP 5.4 NM</p> <p>273° 5.4 NM from FAF</p> <p>1264±</p> <p>5004 X 100</p>		<p>* 2020 when using Wheeling altimeter setting. * LOC only.</p> <p>ANUYE INT I-AFJ [6.3] KEYRE INT I-AFJ [12.4] One Minute Holding Pattern</p> <p>CIYAK I-AFJ [3.2]</p> <p>3000 273° 093° 3000</p> <p>1980 3000</p> <p>1.7 NM 0.6 NM 3.1 NM 6.1 NM</p> <p>GS 3.09° TCH 57</p>				
		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)
Knots	60 90 120 150 180					
Min.Sec	5:24 3:36 2:42 2:10 1:48					