

Rwy	Knots	60	120	180	240	300	360
#10 (a)	V/V(fpm)	400	800	1200	1600	2000	2400
*#28 (b)	V/V(fpm)	240	480	720	960	1200	1440

\* Minimum † ATC Climb Rate

- (a) to 500
- (b) to 600

FLAT ROCK  
 113.3 FAK  
 Chan 80

HARCUM  
 108.8 HCM  
 Chan 25

SALISBURY  
 111.2 SBY  
 Chan 49

CAPE CHARLES  
 112.2 CCV  
 Chan 59

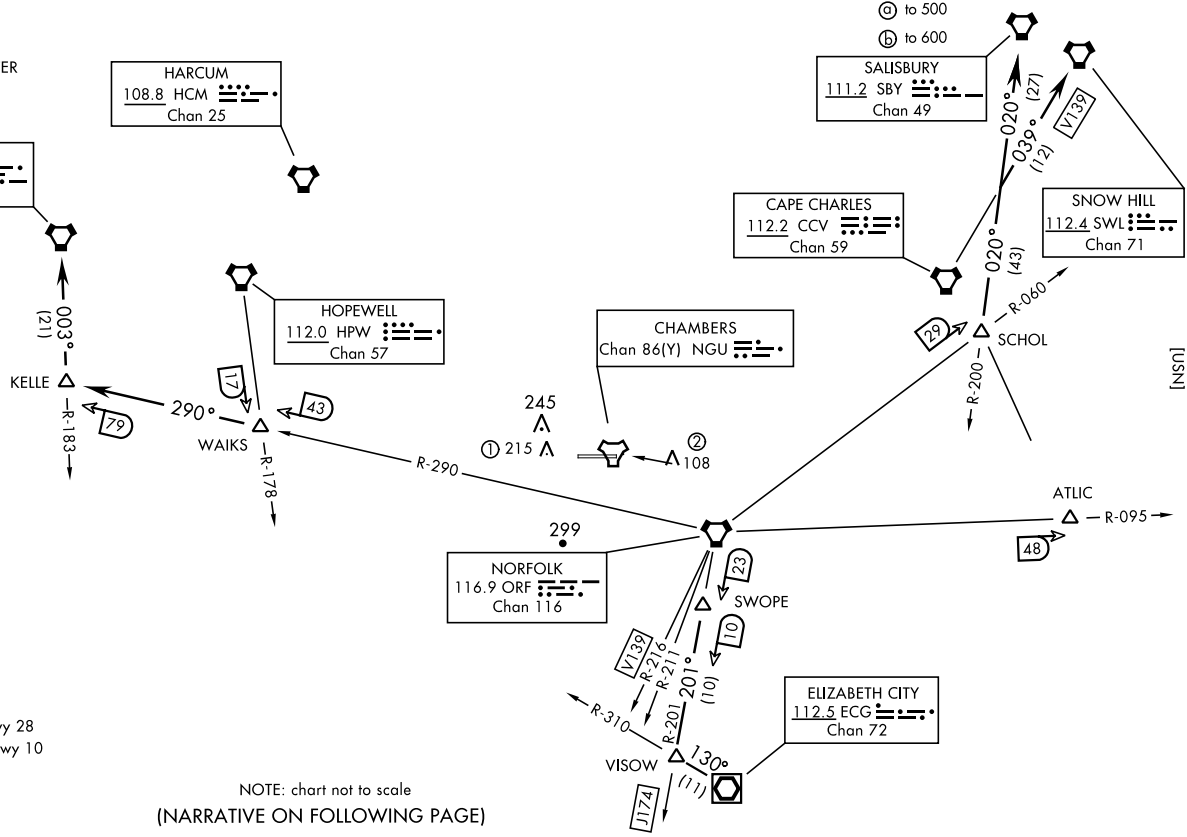
SNOW HILL  
 112.4 SWL  
 Chan 71

HOPEWELL  
 112.0 HPW  
 Chan 57

CHAMBERS  
 Chan 86(Y) NGU

NORFOLK  
 116.9 ORF  
 Chan 116

ELIZABETH CITY  
 112.5 ECG  
 Chan 72



NOTE: chart not to scale  
 (NARRATIVE ON FOLLOWING PAGE)

[USN]

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climbing left turn heading 050°. Thence...

TAKEOFF RWY 28: Climb heading 280°. Thence...

... via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201 / 33 DME), then direct ECG VOR/DME.

FIAT ROCK TRANSITION (NGU2.FAK): Via vectors to WAKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU2.HCM): Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU2.HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU2.ORF): Via vectors to J174.

SALSBURY TRANSITION (NGU2.SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU2.SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.