LOC/DME I-CBE	APP CRS	Rwy Idg	5047
110.5	228°	TDZE	775
Chan 42		Apt Elev	775

LOC/DME RWY 23
GREATER CUMBERLAND RGNL (CBE)

When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 100 feet, increase S-23 Cat B visibility ¼ mile, Cats C and D ½ mile. Night landing: Rwy 5, 11, 29 NA. Circling NA northwest of Rwy 5/23. Helicopter visibility reduction below ¾ SM NA.

-15°C

MISSED APPROACH: Climbing left turn to 5000 on heading 175° and on ESL VOR/DME R-046 to KEYER/ESL 18.8 DME and hold, continue climb-in-hold to 5000.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L

DME REQUIRED

2936 3309 3151 2201 (IAF) 2243 3084 3227 2855 3284 3293 2240 2240 1955 2386 2386 1430 1886± 3194 1809 1520± 1117 3402 2491 1439 1950 2451 1723 913± 3171 1792 2861 1655 1980 1288 1870

JUKLA I-CBE 10.2
HOLOE I-CBE 7.9
JURUP I-CBE 5.2
WAKIB I-CBE 0.9
KEYER ESL 18.8

048° 273° 093° 228°

HAGERSTOWN 109.8 HGR
5000 279° (37.3)
5000 305° (42.5)
MARTINSBURG 112.1 MRB Chan 58

LOCALIZER 110.5 I-CBE Chan 42 LOC offset 1.57°
5000 to HOLOE 033° (33)
KESSEL 110.8 ESL Chan 45
R-046 046° 226°
112.1 MRB R-284 Chan 58
110.8 ESL Chan 45

MSA ESL 27 NM
140° 4600 320° 6100 2237 2905

ELEV 775 TDZE 775

228° 911 5047 X 150 1.1% UP 3000 X 150 23 29 5

5000 hdg 175° | ESL R-046 | KEYER

VGSI and descent angles not coincident (VGSI Angle 3.59/TCH 29).

HOLOE I-CBE 7.9 — Remain within 10 NM
048° 4300
JUKLA I-CBE 10.2
228° 3800
JURUP I-CBE 5.2 — 3.48° TCH 40 — 3400
WAKIB I-CBE 0.9 — 2420
Use I-CBE DME when on the localizer course.

4.3 NM — 2.7 NM — 2.3 NM

CATEGORY	A	B	C	D
S-23	1680-1¼	905 (1000-1¼)	1680-2½	905 (1000-2½)
C CIRCLING	1680-1¼ 905 (1000-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	2360-3 1585 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 26 DEC 2024 to 23 JAN 2025
NE-3, 26 DEC 2024 to 23 JAN 2025