

LOC/DME I-TZX 109.55 Chan 32 (Y)	APP CRS 324°	Rwy Idg 5498 TDZE 715 Apt Elev 726
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ILS or LOC RWY 32
WINCHESTER RGNL (OKV)

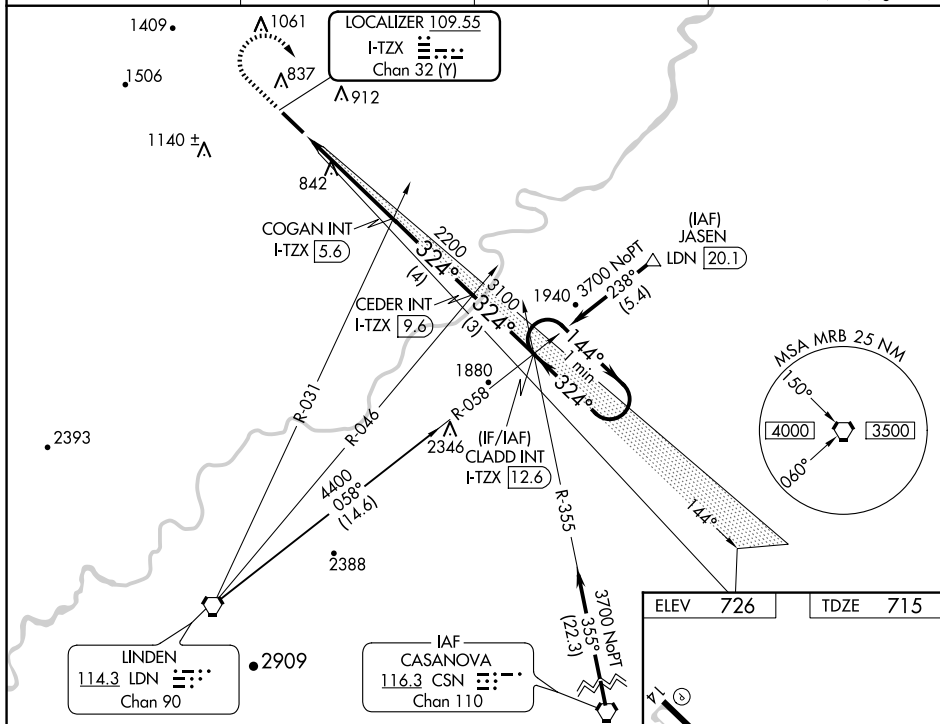
V Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility $\frac{1}{4}$ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 all Cats visibility $\frac{1}{2}$ mile. VDP NA when using Martinsburg altimeter setting.

MALSR

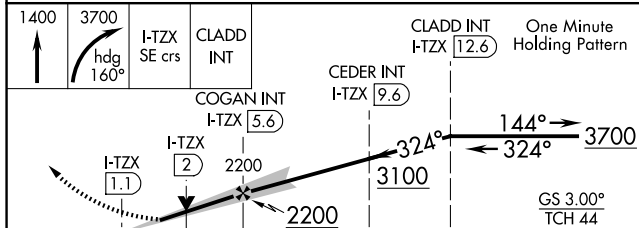


MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold

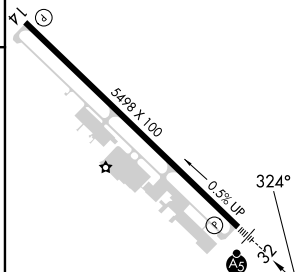
AWOS-3 124.85	POTOMAC APP CON 120.45 306.925	CLNC DEL 126.15	UNICOM 122.975 (CTAF)
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ELEV	726	TDZE	715
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	0.9 NM	3.6 NM	4 NM	3 NM	
CATEGORY	A	B	C	D	
S-ILS 32	915- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 32	1040- $\frac{1}{2}$ 325 (400- $\frac{1}{2}$)			1040- $\frac{3}{4}$ 325 (400- $\frac{3}{4}$)	
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380- $\frac{13}{4}$ 654 (700- $\frac{13}{4}$)	1480- $\frac{1}{2}$ 754 (800- $\frac{1}{2}$)	



REIL Rwy 14 **L**
HIRL Rwy 14-32 **L**

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30