CHAMBERS THREE DEPARTURE (OBSTACLE) (NGU3.NGU)

Orig 22JAN26

NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0

RADAR required

Rwy	Knots	60	120	180	240	300	360
†10 ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
*28 ⓑ	V/V(fpm)	260	520	780	1040	1300	1560

* Minimum † ATC Climb Rate
ⓐ to 500
ⓑ to 600

HARCUM
108.8 HCM
Chan 25

FLAT ROCK
113.3 FAK
Chan 80

HOPEWELL
114.35 HPW
Chan 90(Y)

CHAMBERS
Chan 86(Y) NGU

KELLE

003° (21)

290°

R-183

R-178

R-290

WAIKS

17

43

79

245

① 215

② 108

ATLIC

R-095

48

NORFOLK
116.9 ORF
Chan 116

23

SWOPE

10

V139

R-216

R-211

201° (10)

R-310

R-201

ELIZABETH CITY
115.75 ECG
Chan 104(Y)

VISOW

130° (11)

J174

MSA NGU 25 NM
1800
095°
335°
2300

① 1.3 NM from Rwy 28
② 0.26 NM from Rwy 10

NOTE: chart not to scale

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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 (NGU3.ATLIC): Via vectors to ATLIC.

ELIZABETH CITY TRANSITION (NGU3.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU3.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU3.HCM): Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU3.HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU3.ORF): Via vectors to J174.

V139 TRANSITION (NGU3.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.

NE-3, 19 MAR 2026 to 16 APR 2026