

RADAR required

Rwy	Knots	60	120	180	240	300	360
H1	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum Climb Rate to 500

COPTER PRIDE TWO DEPARTURE (NHU2.NHU)

NORFOLK, VIRGINIA
NORFOLK NS HELIPORT (KNHU)

GND CON
298.95
CHAMBERS TOWER
124.3 379.15
NAVY NORFOLK HEL TOWER
126.375 290.5

FLATROCK
113.3 FAK
Chan 80

HARCUM
108.8 HCM
Chan 25

KELLE
N37°10.77'
W77°48.31'

WAIKS
N37°03.03'
W77°04.13'

NORFOLK
116.9 ORF
Chan 116

CHAMBERS
Chan 86(Y) NGU

SWOPE
N36°31.11'
W76°18.94'

ATLIC
N36°55.06'
W75°12.79'

ELIZABETH CITY
115.75 ECG
Chan 104(Y)

VISOW
N36°21.44'
W76°21.90'

Do not exceed 140 KIAS
until established on
outbound radial.

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

26078
COPTER PRIDE TWO DEPARTURE (NHU2.NHU)

NORFOLK NS HELIPORT (KNHU)
NORFOLK, VIRGINIA

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF HELIPORT WESTBOUND: Climb heading 341° then climbing left turn to JEFFR, minimum climb rate 500 ft./NM to 500, thence...

TAKEOFF HELIPORT EASTBOUND: Climb heading 341° then climbing right turn to DOTTS, minimum climb rate 500 ft./NM to 500, thence...

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

ATLC TRANSITION (NHU2.ATLC): Via vectors to ATLC.

ELIZABETH CITY TRANSITION (NHU2.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 (NHU2.FAK): Via vectors to WAKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NHU2.HCM): Via vectors to HCM VORTAC.

V139 TRANSITION (NHU2.ORE): 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.