

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

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

RADAR required

DEP CON
 125.7 363.125
 WASHINGTON CENTER
 123.85 323.0

FLAT ROCK
 113.3 FAK
 Chan 80

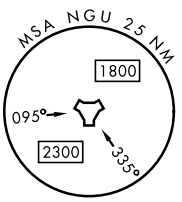
HARCUM
 108.8 HCM
 Chan 25

HOPEWELL
 114.35 HPW
 Chan 90(Y)

CHAMBERS
 Chan 86(Y) NGU

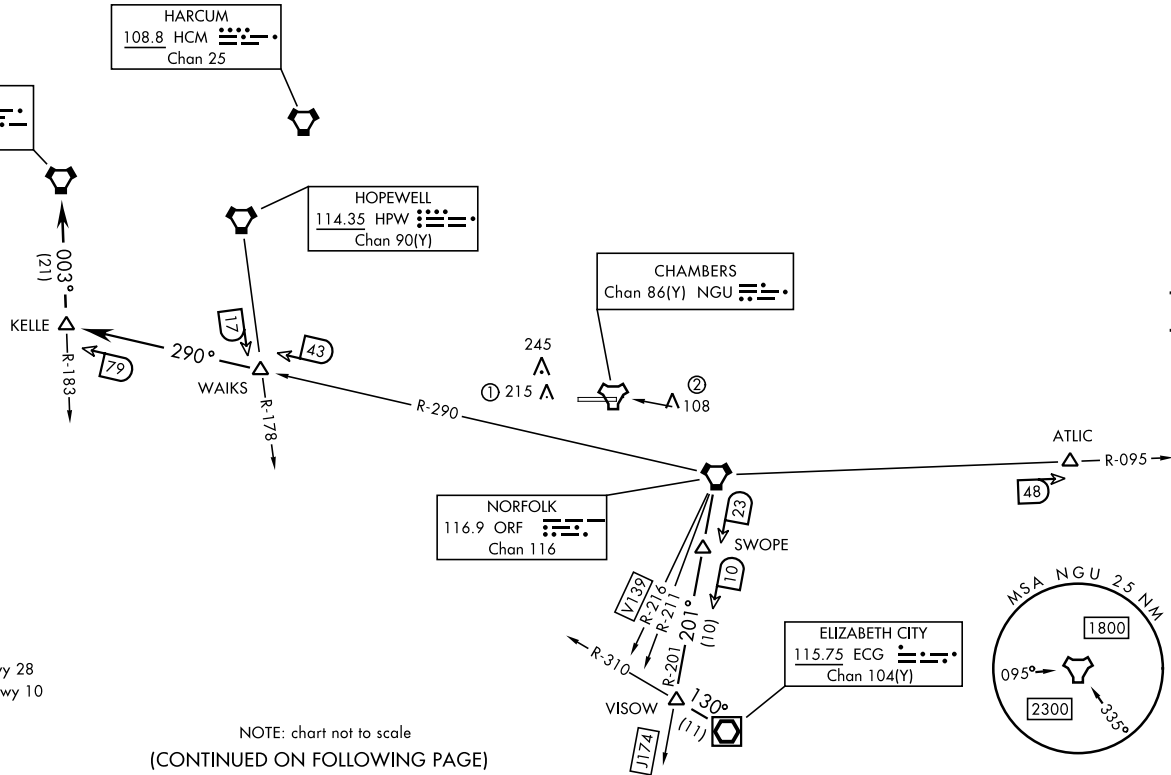
NORFOLK
 116.9 ORF
 Chan 116

ELIZABETH CITY
 115.75 ECG
 Chan 104(Y)



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

NOTE: chart not to scale
 (CONTINUED 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 (NGU3.ATLIC): Via vectors to ATLIC.

EIZABETH CITY TRANSITION (NGU3.ECG1): 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 WALKS, 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.ORE): Via vectors to J174.

V139 TRANSITION (NGU3.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.