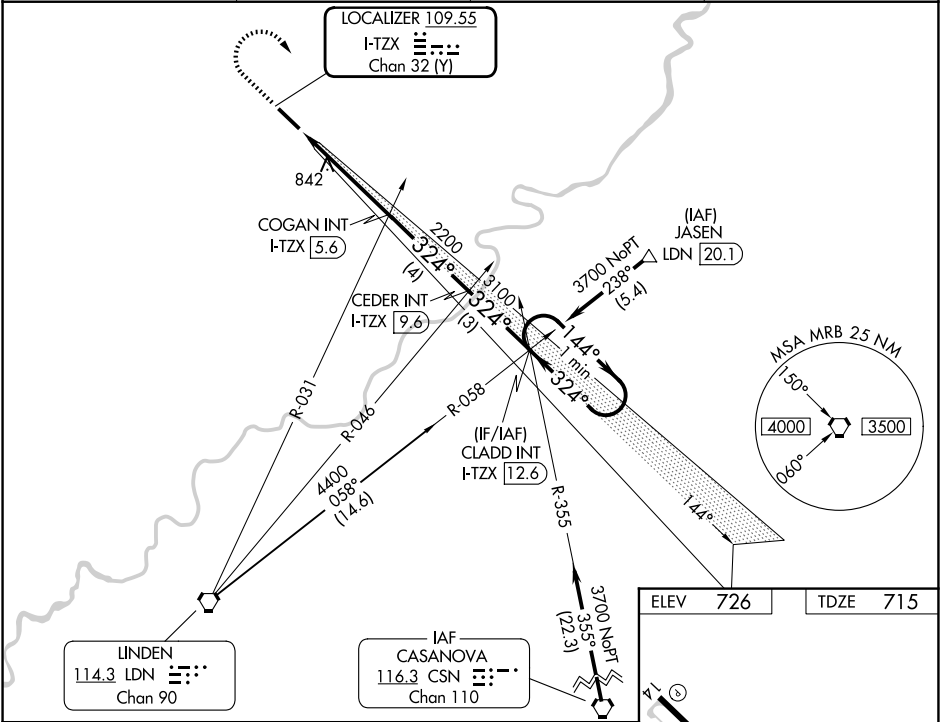


LOC/DME I-TZX	APP CRS	Rwy Ldg	5498
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

▼ NA Rwy 32 helicopter visibility reduction below ¾ 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 ¼ mile. For inoperative MALSRL, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSRL when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.			MALSRL A6	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-3PT	POTOMAC APP CON	CLNC DEL	UNICOM	
124.85	120.45 306.925	126.15	122.975 (CTAF) 0	



1400 ↑	3700 hdg 160°	I-TZX SE crs	CLADD INT	CLADD INT I-TZX 12.6	One Minute Holding Pattern
Diagram illustrating a flight path with various navigation points and distances: - Points: I-TZX 1.1, I-TZX 2, COGAN INT I-TZX 5.6, CEDER INT I-TZX 9.6, CLADD INT I-TZX 12.6. - Altitudes: 2200, 3100, 3700. - Distances: 0.9 NM, 3.6 NM, 4 NM, 3 NM. - Angles: 160°, 324°, 144°. - GS 3.00°, TCH 44.					
CATEGORY	A	B	C	D	
S-ILS 32	915-½ 200 (200-½)				
S-LOC 32	1040-½ 325 (400-½)				1040-¾ 325 (400-¾)
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)	

