

**GENERAL****Operational Hours****ATS Hours:** H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7, FAA Index D/E / CAT 8-10 O/R**Fuel:** Jet A**PCN:** RWY 02/20: 70/F/C/W/T, RWY 07/25: 57/F/C/W/T, RWY 16/34: 92/F/B/W/T**Operation****Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

**Low Visibility Procedure**

During LVP conditions OPS are only permitted on RWY 16/34.

**TWY Restrictions**

TWY A between TWY C and TWY E MAX wingspan 52m / 171ft.

TWY J, K MAX wingspan 36m / 118ft and MAX wheel base 18m / 59ft.

TWY R between TWY A and FSDO Ramp MAX wingspan 36m / 118ft and MAX wheel base 18m / 59ft.

TWY R west of FSDO Ramp MAX wingspan 24m / 79ft

TWY T south of TWY J MAX wingspan 36m / 118ft and MAX wheel base 18m / 59ft.

TWY T north of TWY F MAX wingspan 36m / 118ft.

TWY V between TWY A and R MAX wingspan 30m / 99ft.

TWY M1, M2, M3 CLSD.

Taxiing is permitted on TWY C west of TWY U, R, V, F, G, E, L south of E, U and T.

Air carrier APN CLSD to unscheduled ACFT with MAX weight below 15.9t / 35000lbs.

Intersections requiring oversteering.

TWY M and north/south section of TWY V no edge lights, reflectors only.

**Warnings**

Non-radio equipped vehicles crossing midfields TWY C, E, H and driving on TWY L south of RWY 07/25.

Birds and deer in vicinity of AD and on AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR United States.**Arrival Procedure****Non-standard GP intercept position on RWY 16/34**

GP intercepts RWY 16/34 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2430m / 7973ft.

## DEPARTURE

## | Take-off Minima

RWY		34	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID COLIN, SID KALLI, SID READE: MNM climb gradient 8.3% up to 690
3+4ENG		0 - 2400R/0.5V	SID LUCYL: MNM climb gradient 8.3% up to 690, then 5.9% up to 5000
RWY		25	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID KALLI, SID READE: MNM climb gradient 8.3% up to 690
3+4ENG		0 - 2400R/0.5V	SID LUCYL: MNM climb gradient 8.3% up to 690, then 7.0% up to 5000
RWY		16	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID COLIN, SID KALLI, SID READE: MNM climb gradient 8.3% up to 690
3+4ENG		0 - 2400R/0.5V	SID LUCYL: MNM climb gradient 8.3% up to 690, then 7.9% up to 4000
RWY		07	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID KALLI, SID READE: MNM climb gradient 8.3% up to 690
3+4ENG		0 - 0.5V	SID LUCYL: MNM climb gradient 8.3% up to 690, then 6.1% up to 5000
RWY		20	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID COLIN, SID KALLI, SID READE: MNM climb gradient 8.3% up to 690
3+4ENG		0 - 0.5V	SID LUCYL: MNM climb gradient 8.3% up to 690, then 7.9% up to 4000

**DEPARTURE**

RWY		02
1+2 ENG	ft - ft/SM	0 - 1.0V MNM climb gradient 3.8% up to 400, or TKOF must occur not later than 1600ft / 488m prior to DER. SID COLIN, SID KALLI, SID READE: MNM climb gradient 8.3% up to 690 SID LUCYL: MNM climb gradient 8.3% up to 690, then 6.2% up to 5000
3+4 ENG		0 - 0.5V

**Speed**

MAX IAS 250KT below 10000ft.

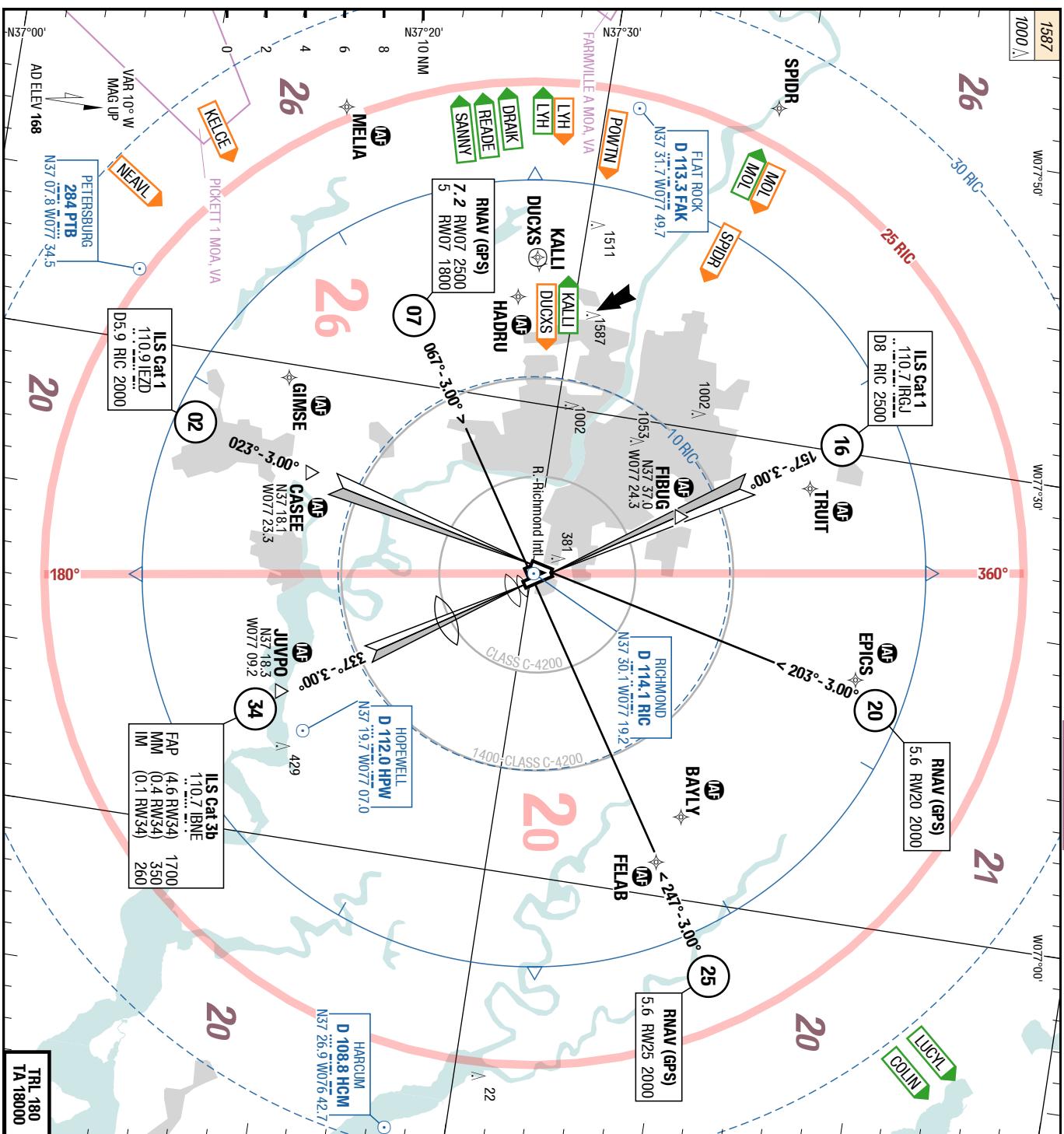
**Communication**

**COM Failure:** See CRAR United States.

**Departure Procedure****Push-back**

| ATC CLR required for push-backs from gate A6, A8, B5, B7, B9, B11, B13 onto TWY A.

ATC CLR required for push-back from hardstands C9, C10 and C12 onto TWY T.



<b>ATIS</b>	193.150	ASOS
<b>Potomac APP</b>	126.400	001°-185°
	126.750	186°-360°
<b>Potomac DEP</b>	118.200	
<b>TMR</b>	126.400	001°-185°
<b>Unicom</b>	126.750	186°-360°
<b>GND</b>	118.200	
<b>Leesburg RDO</b>	121.100	
	122.950	
	121.900	
	122.400	
	122.200	
<b>DLV</b>	127.550	

Changes: APL, FAT, OBST, VAR, APCH boxes

## Changes: VAR, QFU

W077° 20'

W077° 19'

## **GENERAL AVIATION**

16

20

ATIS  
TWR  
Unicom  
GND  
Leesburg RDO

119.150 ASOS  
121.100  
122.950  
121.900  
122.400  
122.200  
127.550

**Caution:**  
Be alert to RWY crossing clearances.  
Readback of all RWY holding instructions is required.

HS1: Wrong RWY DEP risk.  
Frequent RWY crossings due to  
aircraft exiting RWY 34.

3-20

AGC

A

AGC

The site plan illustrates the layout of the Main Terminal and Apron. The Main Terminal is a large, dark grey structure on the left, with the text 'MAIN TERMINAL' written vertically along its side. To its right is the Apron, a light grey area. The Apron is divided into several sections labeled with letters and numbers: A1, A3A, A3, A5, A5A, A7A, A7, A8, A8A, A6A, A6, A4A, A4, A2A, A2, B1, B3, B5, B6, B7, B9, B10, B12, B13, B14, and B15. A diagonal line labeled '02/20' runs across the bottom right. A large, thick grey line labeled 'U' runs diagonally across the middle. A small yellow dashed line labeled 'C' is located in the top right corner. A note at the bottom left states 'not to scale'.

United States Richmond Richmond Intl  LVC

3-30 Stand Coordinates

APC APC  LVC

Stand Coordinates

**Stand Coordinates**

A1	N37 30.5 W077 19.9
A1A	N37 30.5 W077 19.9
A2	N37 30.5 W077 19.9
A2A	N37 30.5 W077 19.9
A2B	N37 30.5 W077 19.9
A3	N37 30.5 W077 19.9
A3A	N37 30.5 W077 19.9
A4	N37 30.5 W077 19.9
A4A	N37 30.5 W077 19.9
A5	N37 30.5 W077 19.9
A5A	N37 30.5 W077 19.9
A6	N37 30.5 W077 19.9
A6A	N37 30.5 W077 19.9
A7	N37 30.5 W077 19.9
A7A	N37 30.5 W077 19.9
A8	N37 30.5 W077 19.9
A8A	N37 30.5 W077 19.9
B1	N37 30.4 W077 19.9
B2	N37 30.4 W077 19.9
B3	N37 30.4 W077 19.9
B4	N37 30.4 W077 19.9
B5	N37 30.4 W077 19.9
B6	N37 30.4 W077 19.9
B7	N37 30.4 W077 19.9
B9	N37 30.4 W077 19.9
B10	N37 30.4 W077 19.9
B11	N37 30.4 W077 19.9
B12	N37 30.4 W077 19.9
B13	N37 30.4 W077 19.9
B14	N37 30.4 W077 19.9
B15	N37 30.4 W077 19.9
C1-C15	Not published

### Changes: VAR, QFU

**RVR 1200ft to 600ft**

W077° 30'

W077° 10'

119.150 ASOS  
121.100  
122.950  
121.900  
122.400  
122.200  
127.550

ITIS  
VR  
nicom  
ND  
esburg RDO  
LV

**Caution:**  
Be alert to RWY crossing clearances.  
Readback of all RWY holding instructions is required.

3-40

16

L

VC

Caution:  
Be alert to RWY crossing clearances.  
Readback of all RWY holding instructions is required.

ATIS	119.150 ASOS
TWR	121.100
Unicom	122.950
GND	121.900
Leesburg RDO	122.400
	122.200
DLV	127.550

During low visibility conditions operations are only permitted on RWY 16/34

VAR 10° W  
MAG UP  
  
AD ELEV 168

Effective 19-JUL-2018

12-JUL-2018

## RIC-KRIC

United States **Richmond** Richmond Int'l

Richmond Intl **Richmond** United States

4-10

## LUCYL 5 RNAV

3

10

Richmond Intl **Richmond** United States

**KALLI 4 RNAV**   
**LUCYL 5 RNAV**

Changes: Track, VAR, OBST, PROC renumbered

Effective 19-JUL-2018

12-JUL-2018

RIC-KRIC

United States Richmond Richmond Intl

4-20

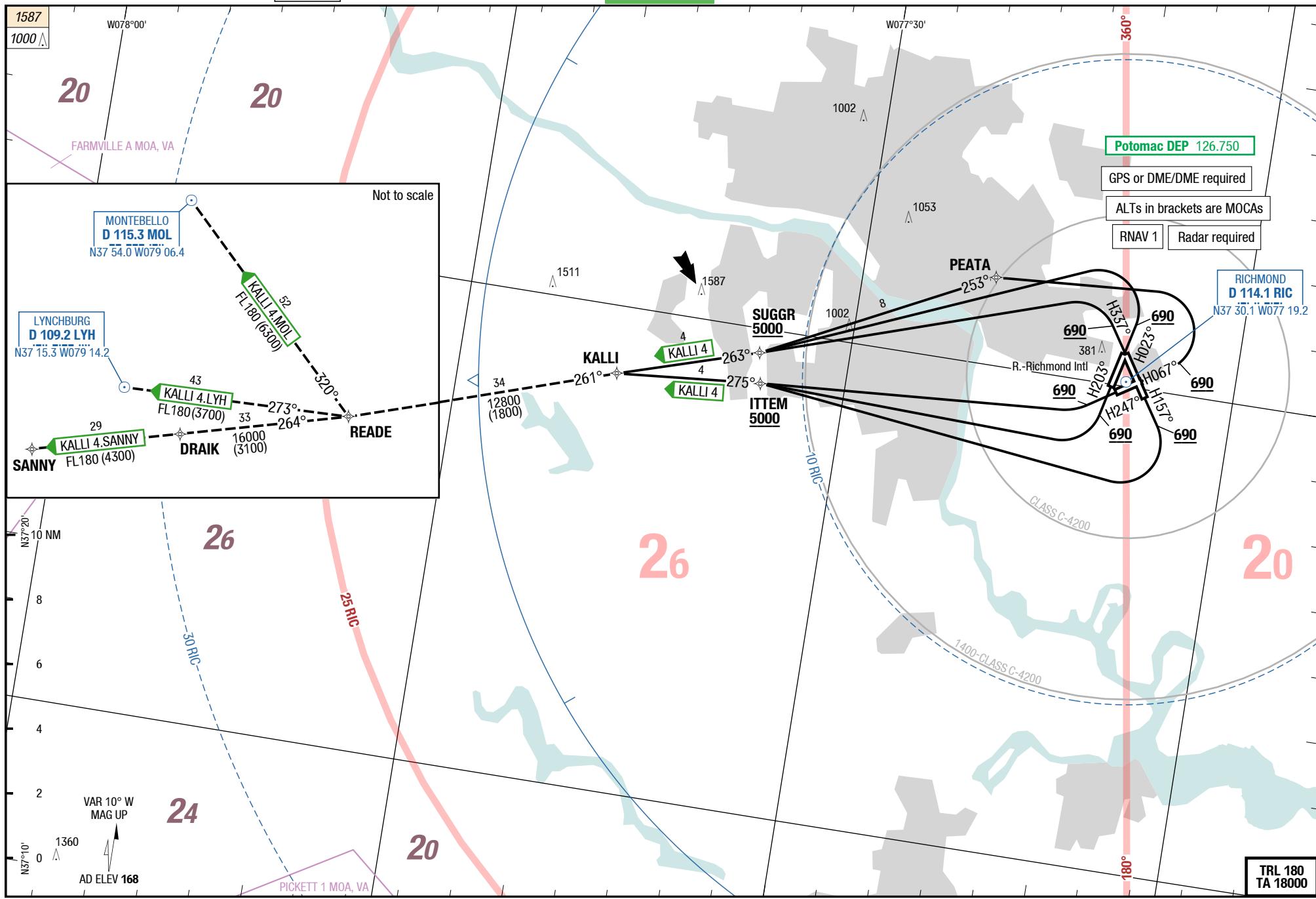
KALLI 4 RNAV

SID

SID

Richmond Intl Richmond United States

KALLI 4 RNAV



Changes: Track, VAR, OBST, PROC renumbered

Effective 19-JUL-2018

12-JUL-2018

**RIC-KRIC**

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READE 5  
**COLIN 8**

Richmond Intl **Richmond** United States

READE 5  
**COLIN 8**

-30

Changes: Track, VAR, PROC renumbered, OBST

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12-JUL-2018

RIC-KRIC

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4-40

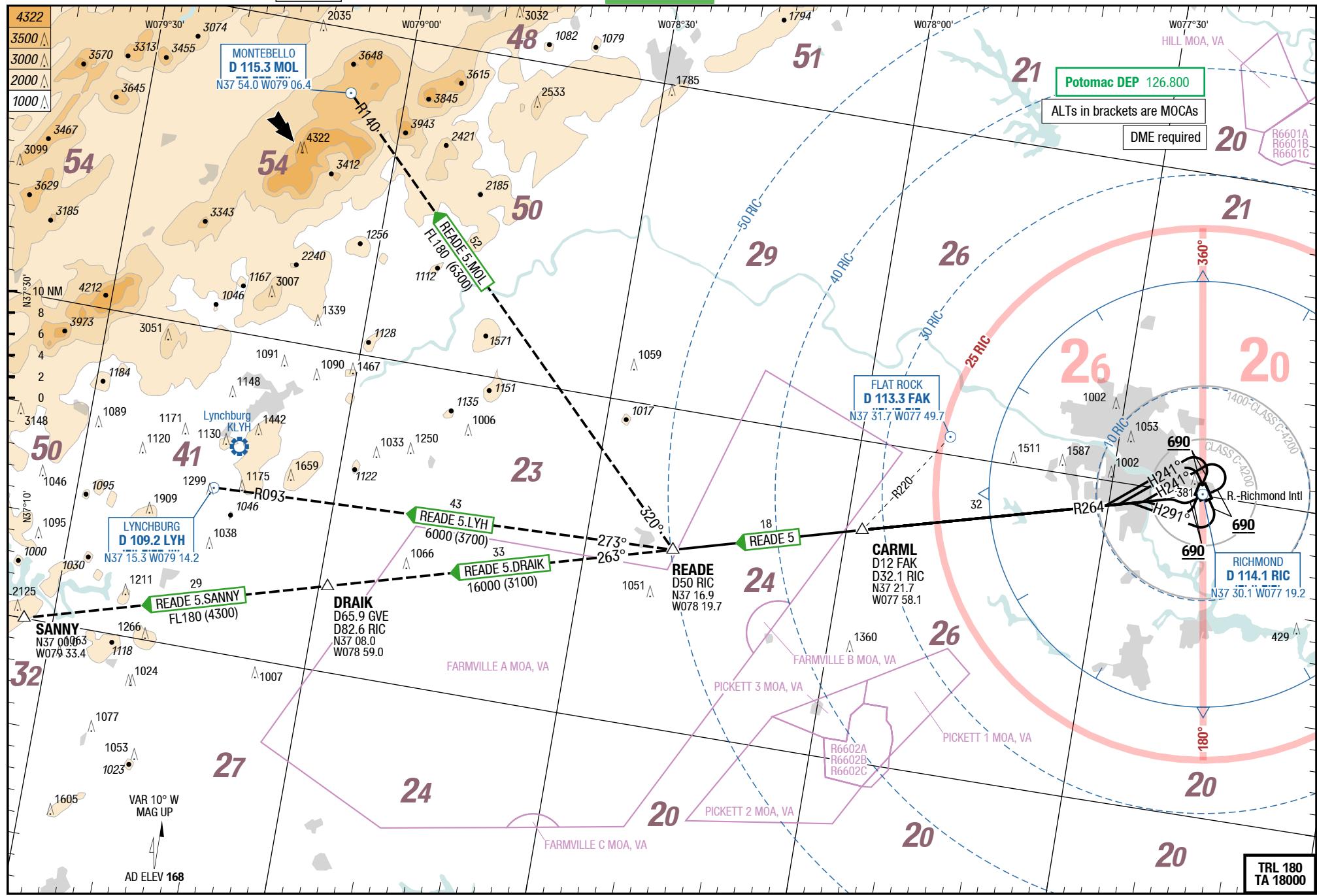
READE 5

SID

SID

Richmond Intl Richmond United States

READE 5



Changes: Track, VAR, OBST, PROC renumbered

RIC-KRIC

5-10

LUCYL 5 RNAV

SIDPT

## LUCYL 5

RWYs 02 (023°) / 07 (067°) / 16 (157°) / 20 (203°) / 25 (247°) / 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
<b>LUCYL 5</b> 126,400 ①		
<b>RWY 02</b>	HDG 023° - at MNM <b>690 RT</b> direct SJAYY - KAMMI -LUCYL	SJAYY MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 07</b>	HDG 067° - at MNM <b>690 LT</b> direct SJAYY - KAMMI - LUCYL	SJAYY MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 16</b>	HDG 157° - at MNM <b>690 LT</b> direct KEGME - BUNKK - HAYYU - LUCYL	KEGME MNM <b>4000</b> BUNKK MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 20</b>	HDG 203° - at MNM <b>690 LT</b> direct KEGME - BUNKK - HAYYU - LUCYL	KEGME MNM <b>4000</b> BUNKK MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 25</b>	HDG 247° - at MNM <b>690</b> direct GEEEK -WAGLE - BEAGL - HAYYU - LUCYL	WAGLE MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 34</b>	HDG 337° - at MNM <b>690 RT</b> direct SJAYY - KAMMI - LUCYL	SJAYY MNM <b>5000</b> <b>Initial climb 5000</b>

① Expect clearance to filed altitude within 10 min after departure.

RIC-KRIC

5-20

KALLI 4 RNAV

## KALLI 4

RWYs 02 (023°) / 07 (067°) / 16 (157°) / 20 (203°) / 25 (247°) / 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
<b>KALLI 4</b> 126.750 ①		
<b>RWY 02</b>	HDG 023° - at MNM <b>690 LT</b> direct SUGGR - KALLI	SUGGR MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 07</b>	HDG 067° - at MNM <b>690 LT</b> direct PEATA - SUGGR - KALLI	SUGGR MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 16</b>	HDG 157° - at MNM <b>690 RT</b> direct ITTEM - KALLI	ITTEM MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 20</b>	HDG 203° - at MNM <b>690 RT</b> direct ITTEM - KALLI	ITTEM MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 25</b>	HDG 247° - at MNM <b>690 RT</b> direct ITTEM - KALLI	ITTEM MNM <b>5000</b> <b>Initial climb 5000</b>
<b>RWY 34</b>	HDG 337° - at MNM <b>690 LT</b> direct SUGGR - KALLI	SUGGR MNM <b>5000</b> <b>Initial climb 5000</b>
<b>TRANSITION</b>		
<b>LYNCHBURG (LYH)</b> KALLI - READE - LYH		
<b>MONTEBELLO (MOL)</b> KALLI - READE - MOL		
<b>SANNY</b> KALLI - READE - DRAIK - SANNY		

① Expect clearance to filed altitude/flight level 10 minutes after departure.

RIC-KRIC

5-30

COLIN 8

## COLIN 8

RWYs 02 (023°) / 16 (157°) / 20 (203°) / 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
<b>COLIN 8</b> 126,400 ①		
<b>RWY 02</b>	HDG 023° - at MNM <b>690 RT</b> HDG 061° - <b>LT</b> intercept R050 <b>RIC</b> to COLIN	<b>Initial climb 5000</b>
<b>RWY 16</b>	HDG 157° - at MNM <b>690 LT</b> HDG 121° - at D7 <b>RIC LT</b> HDG 041° - <b>RT</b> intercept R074 <b>RIC</b> to MODEL - <b>LT</b> intercept R010 <b>HCM</b> to COLIN	D7 <b>RIC MNM 4000</b>
<b>RWY 20</b>	HDG 203° - at MNM <b>690 LT</b> HDG 121° - at D7 <b>RIC LT</b> HDG 041° - <b>RT</b> intercept R074 <b>RIC</b> to MODEL - <b>LT</b> intercept R010 <b>HCM</b> to COLIN	D7 <b>RIC MNM 4000</b>
<b>RWY 34</b>	HDG 337° - at MNM <b>690 RT</b> HDG 061° - <b>LT</b> intercept R050 <b>RIC</b> to COLIN	<b>Initial climb 5000</b>

① Expect clearance to filed altitude/flight level 10 minutes after departure.

Changes: Track, PROC renumbered, QFU

RIC-KRIC

5-40

READE 5

SIDPT

## READE 5

RWYs 02 (023°) / 07 (067°) / 16 (157°) / 20 (203°) / 25 (247°) / 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
<b>READE 5</b> 126,800 ①		initial climb 5000
<b>RWY 02</b>	HDG 023° - at MNM <b>690 LT</b> HDG 241° - intercept R264 <b>RIC</b> to CARML - READE	
<b>RWY 07</b>	HDG 067° - at MNM <b>690 LT</b> HDG 241° - intercept R264 <b>RIC</b> to CARML - READE	
<b>RWY 16</b>	HDG 157° - at MNM <b>690 RT</b> HDG 291° - intercept R264 <b>RIC</b> to CARML - READE	
<b>RWY 20</b>	HDG 203° - at MNM <b>690 RT</b> HDG 291° - intercept R264 <b>RIC</b> to CARML - READE	
<b>RWY 25</b>	HDG 247° - at MNM <b>690 RT</b> HDG 291° - intercept R264 <b>RIC</b> to CARML - READE	
<b>RWY 34</b>	HDG 337° - at MNM <b>690 LT</b> HDG 241° - intercept R264 <b>RIC</b> to CARML - READE	
<b>TRANSITION</b>		
<b>DRAIK</b> READE - DRAIK		
<b>LYNCHBURG (LYH)</b> READE - LYH		
<b>MONTEBELLO (MOL)</b> READE - MOL		
<b>SANNY</b> READE - DRAIK - SANNY		

① Expect clearance to filed altitude/flight level 10 minutes after departure.

## Obstacle Departure

RWY	Notes
02	Bushes 104ft from DER, 223ft left of centerline, up to 4ft AGL/169ft MSL. Trees beginning 2363ft from DER, 235ft left of centerline, up to 82ft AGL/251ft MSL. Trees beginning 2918ft from DER, 367ft right of centerline, up to 91ft AGL/260 MSL. Tower 5423ft from DER, 1709ft left of centerline, 157ft AGL/321ft MSL.
07	Trees beginning 1892ft from DER, 283ft left of centerline, up to 67ft AGL/226ft MSL. Trees 2346ft from DER, 190ft right of centerline, up to 69ft AGL/218ft MSL.
20	Building 817ft from DER, 665ft right of centerline, 53ft AGL/212ft MSL. Trees 2307ft from DER, 1065ft left of centerline, up to 76ft AGL/235ft MSL. Pole and trees beginning 2645ft from DER, 424ft right of centerline, up to 86ft AGL/255ft MSL.
25	Railroad and tower beginning 779ft from DER, 1ft left of centerline, up to 26ft AGL/187ft MSL. Trees beginning 2414ft from DER, 285ft right of centerline, up to 86ft AGL/255ft MSL. Pole and trees beginning 3056ft from DER, 357ft left of centerline, up to 90ft AGL/252ft MSL.
34	Pole 1262ft from DER, 732ft left of centerline, 41ft AGL/200ft MSL. Trees beginning 2202ft from DER, 1052ft right of centerline, up to 63ft AGL/232ft MSL. Trees beginning 2689ft from DER, 998ft left of centerline, up to 78ft AGL/237ft MSL.





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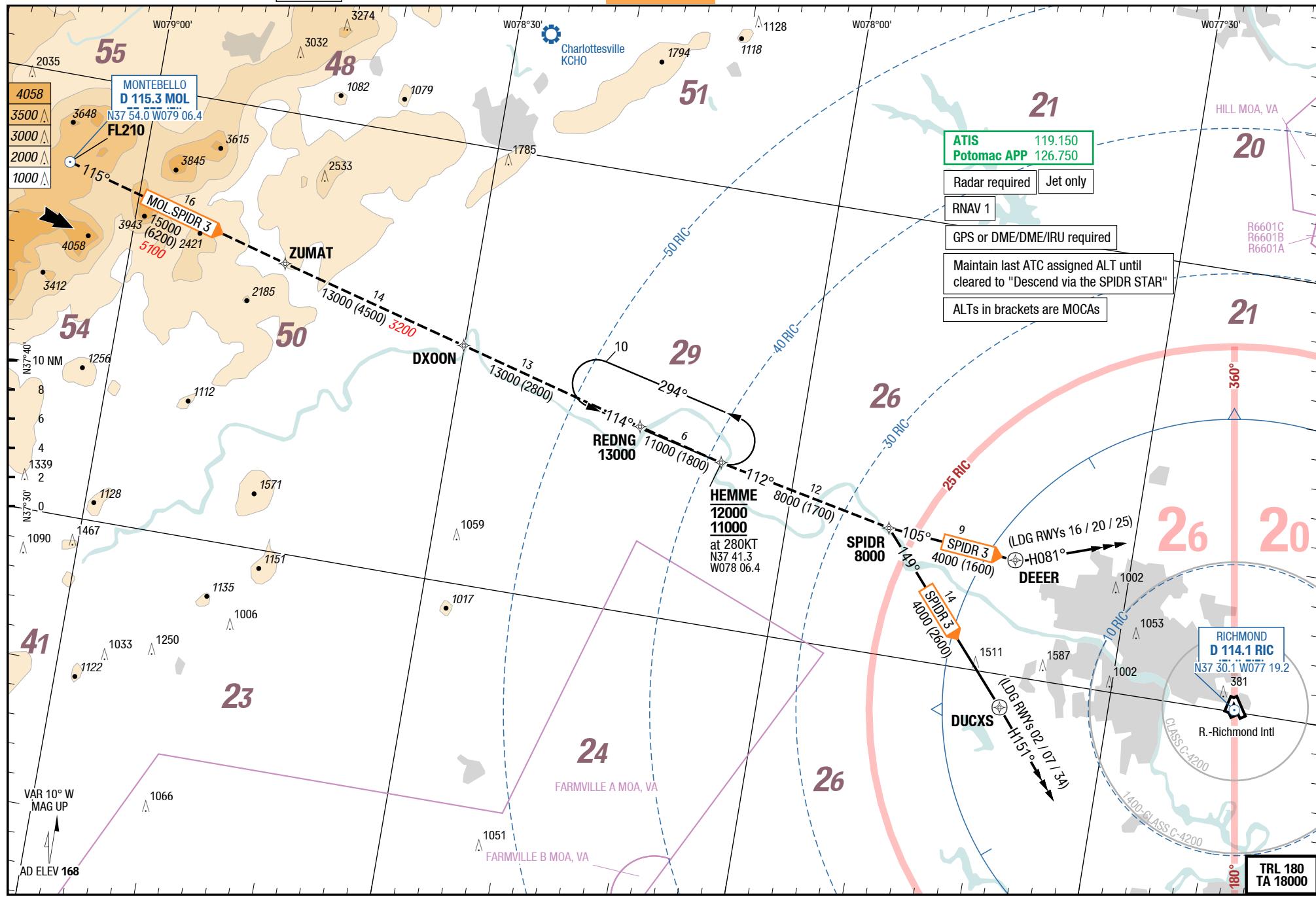
STAR

STAR

Richmond Intl Richmond United States

6-30

SPIDR 3 RNAV



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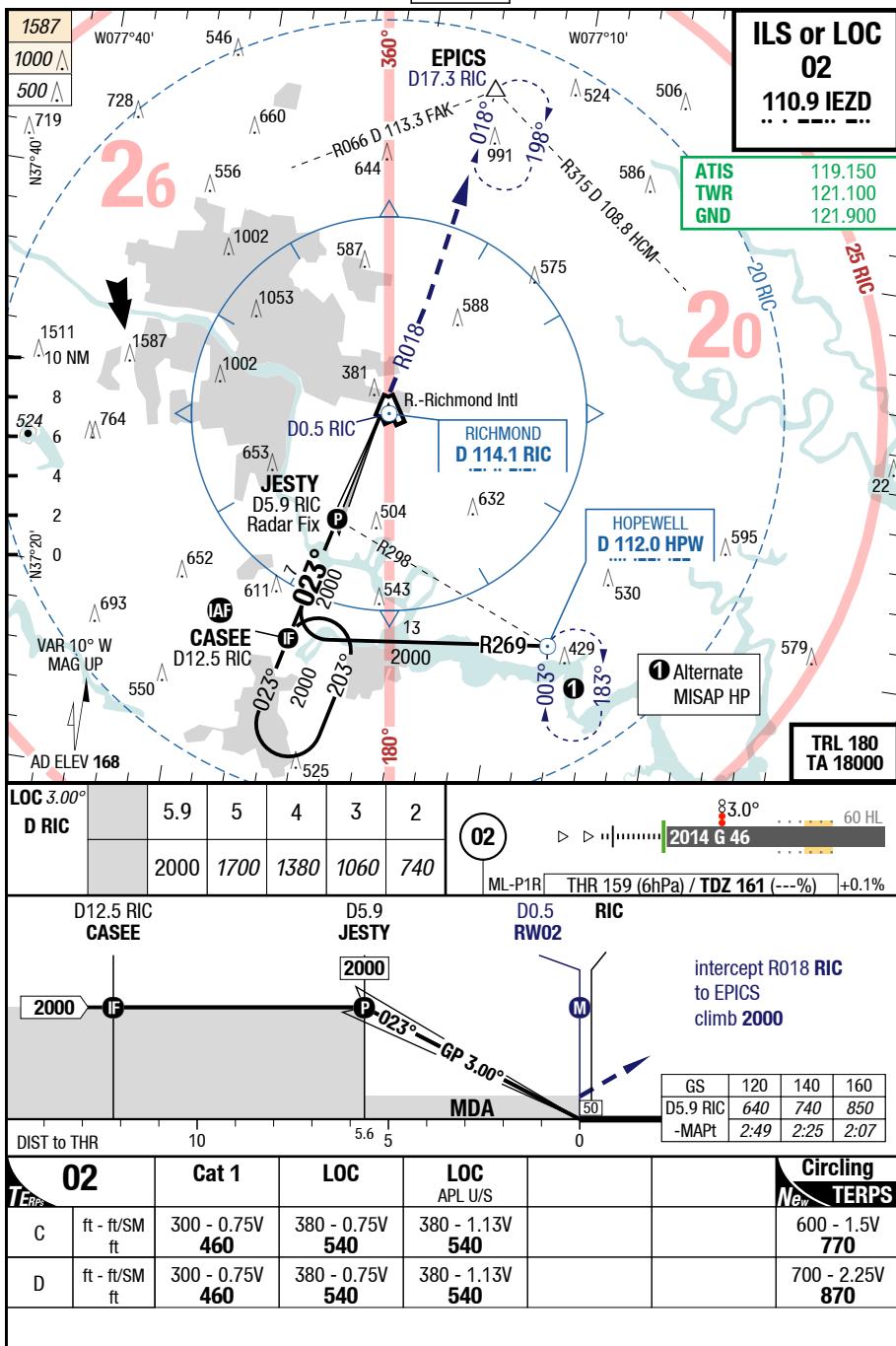
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RIC-KRIC

7-10

ILS or LOC 02

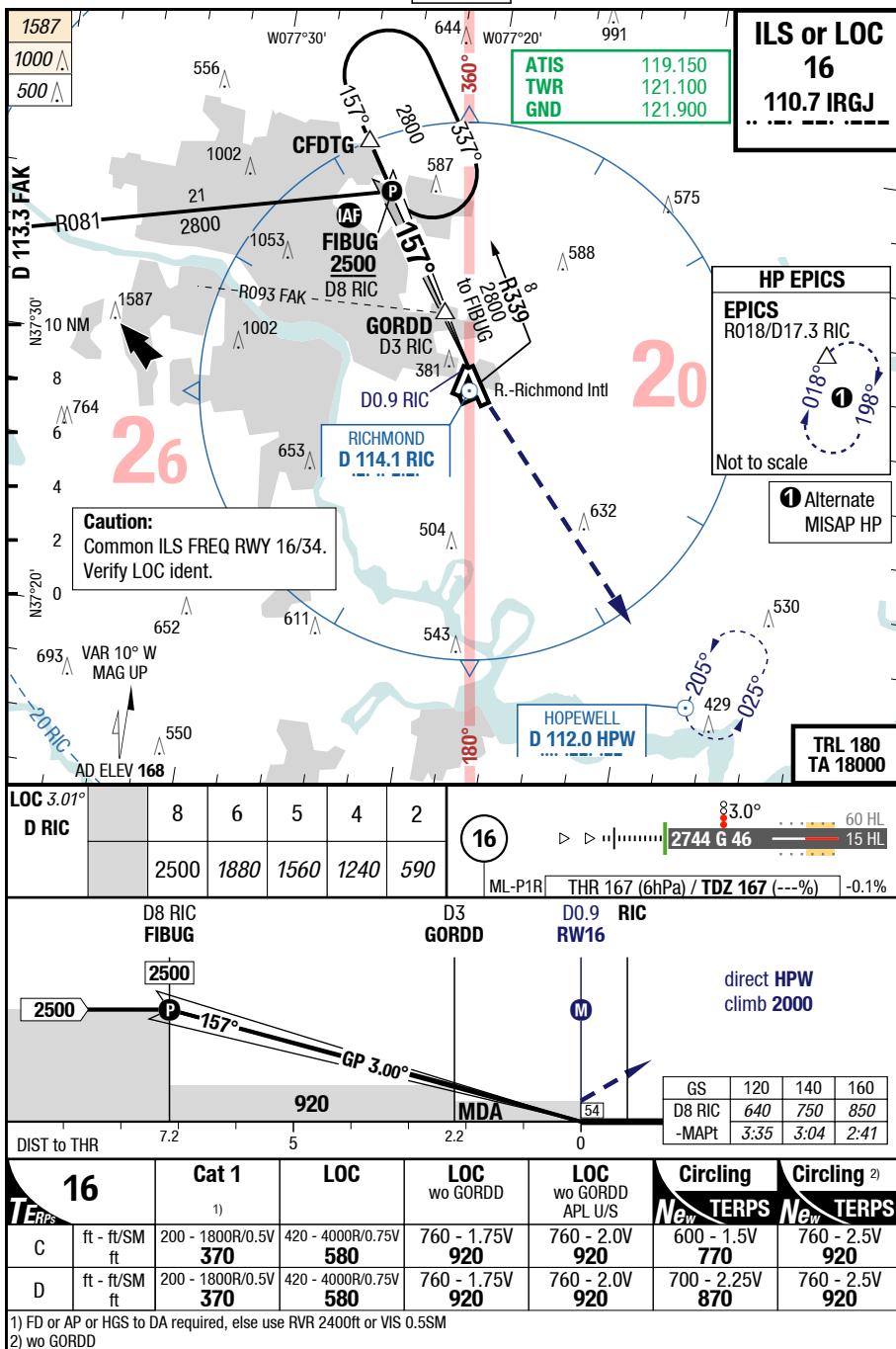
IAC



## RIC-KRIC

7-20

ILS or LOC 16



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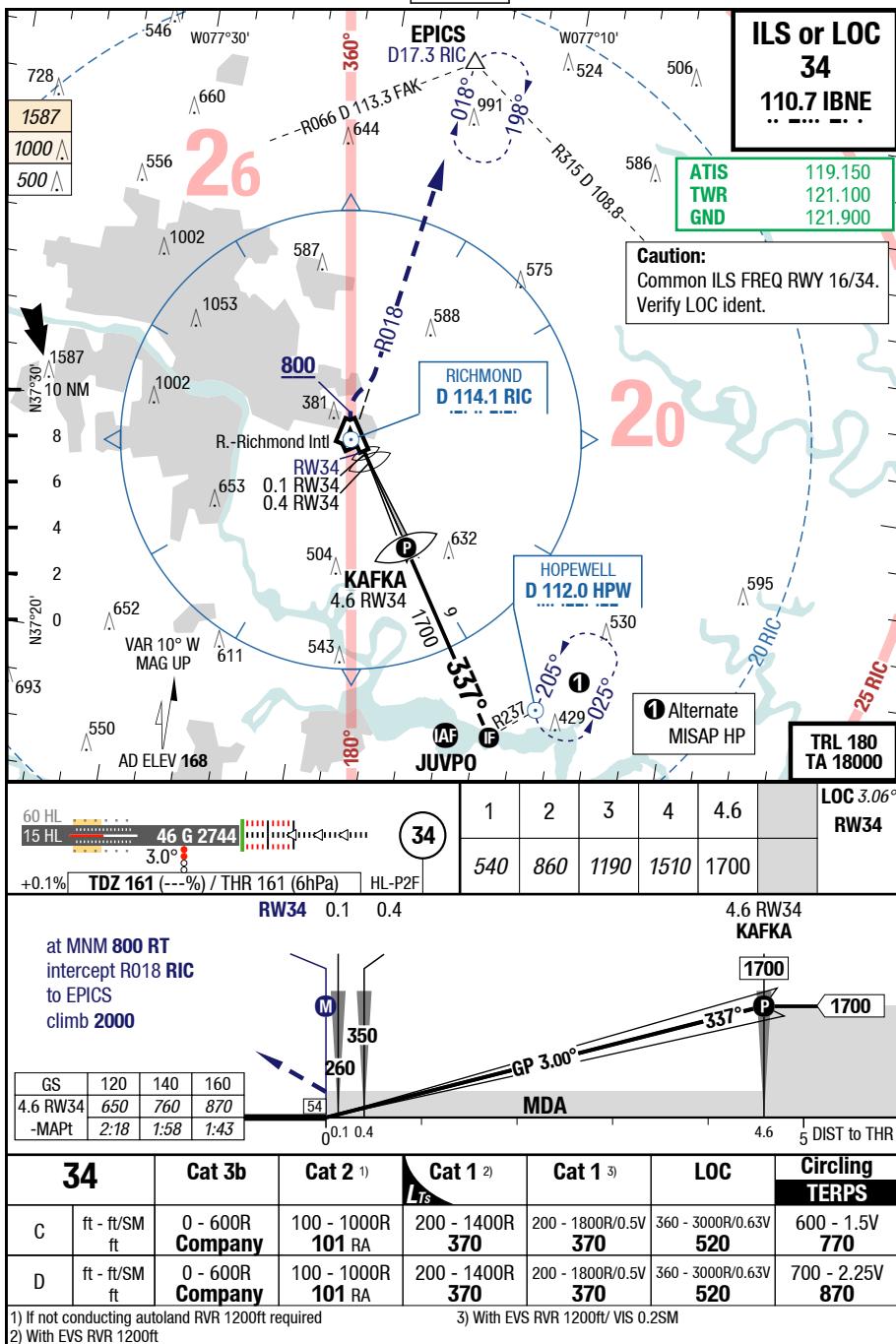
12-JUL-2018

## United States **Richmond** Richmond Intl

RIC-KRIC

7-30

ILS or LOC 34



1) If hot conducting autoland RVR 1200ft required  
 2) With F/V/S RVR 1300ft

3) With EVS RVR 1200ft/ VIS 0.2SM

2) With EVS RVR 1200ft

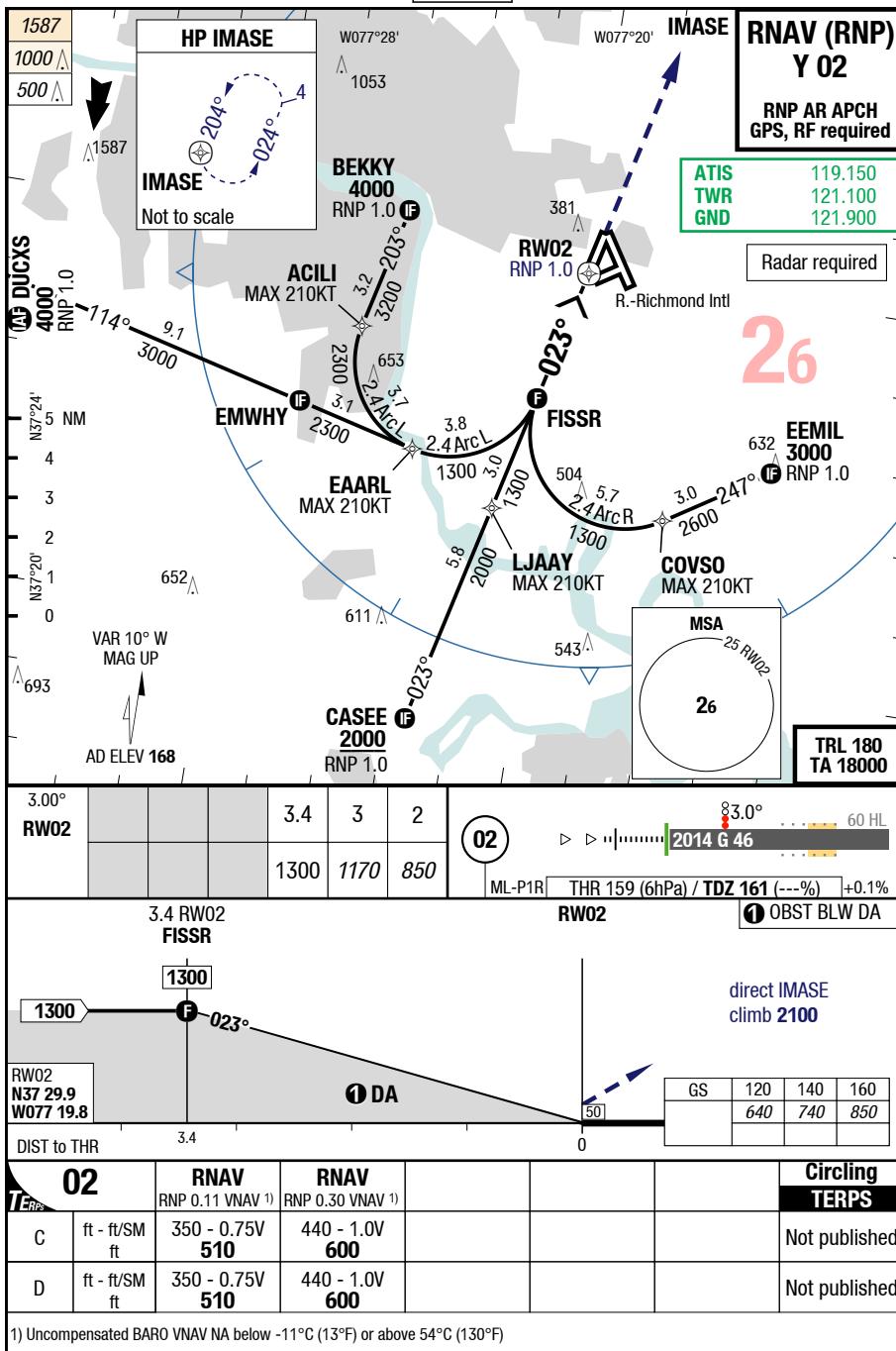
## Changes: VAR, OBST, Note

## AMDT 14A

**RIC-KRIC**

7-50

## RNAV (RNP) Y 02



Effective 19-JUL-2018

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## United States **Richmond** Richmond Intl

RIC-KRIC

7-60

## **RNAV (RNP) Y 16**

14

1) Uncompensated BARO VNAV NA below -11°C (13°F) or above 54°C (130°F)

### Changes: MIN, Track, VAR, OBST, Profile

Orig C

7-70

## **RNAV (RNP) Y 20**

1) Uncompensated BARO VNAV NA below -11°C (13°F) or above 54°C (130°F)

Effective 19-JUL-2018

12-JUL-2018

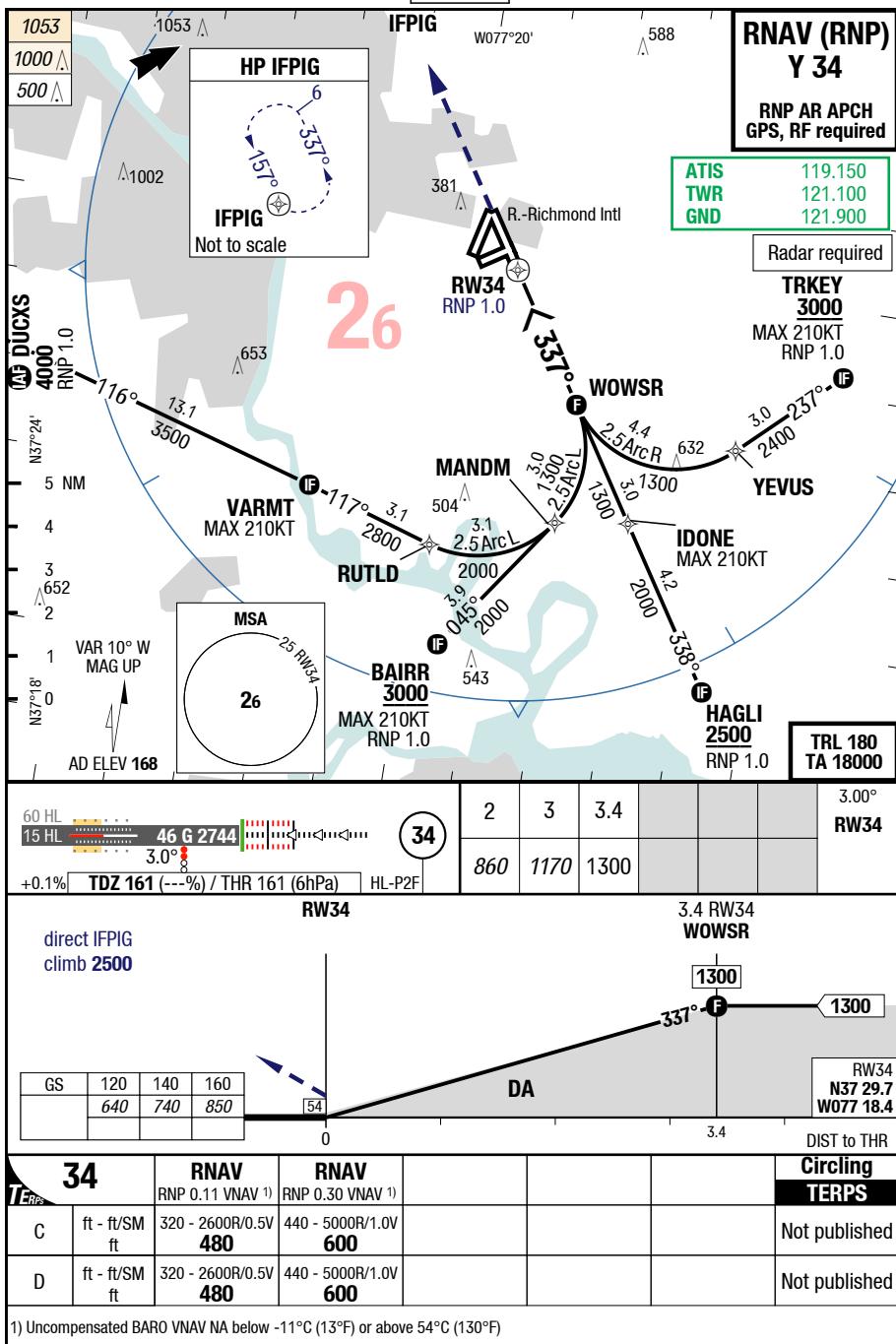
United States Richmond Richmond Intl

RIC-KRIC

7-80

RNAV (RNP) Y 34

IAC



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12-JUL-2018

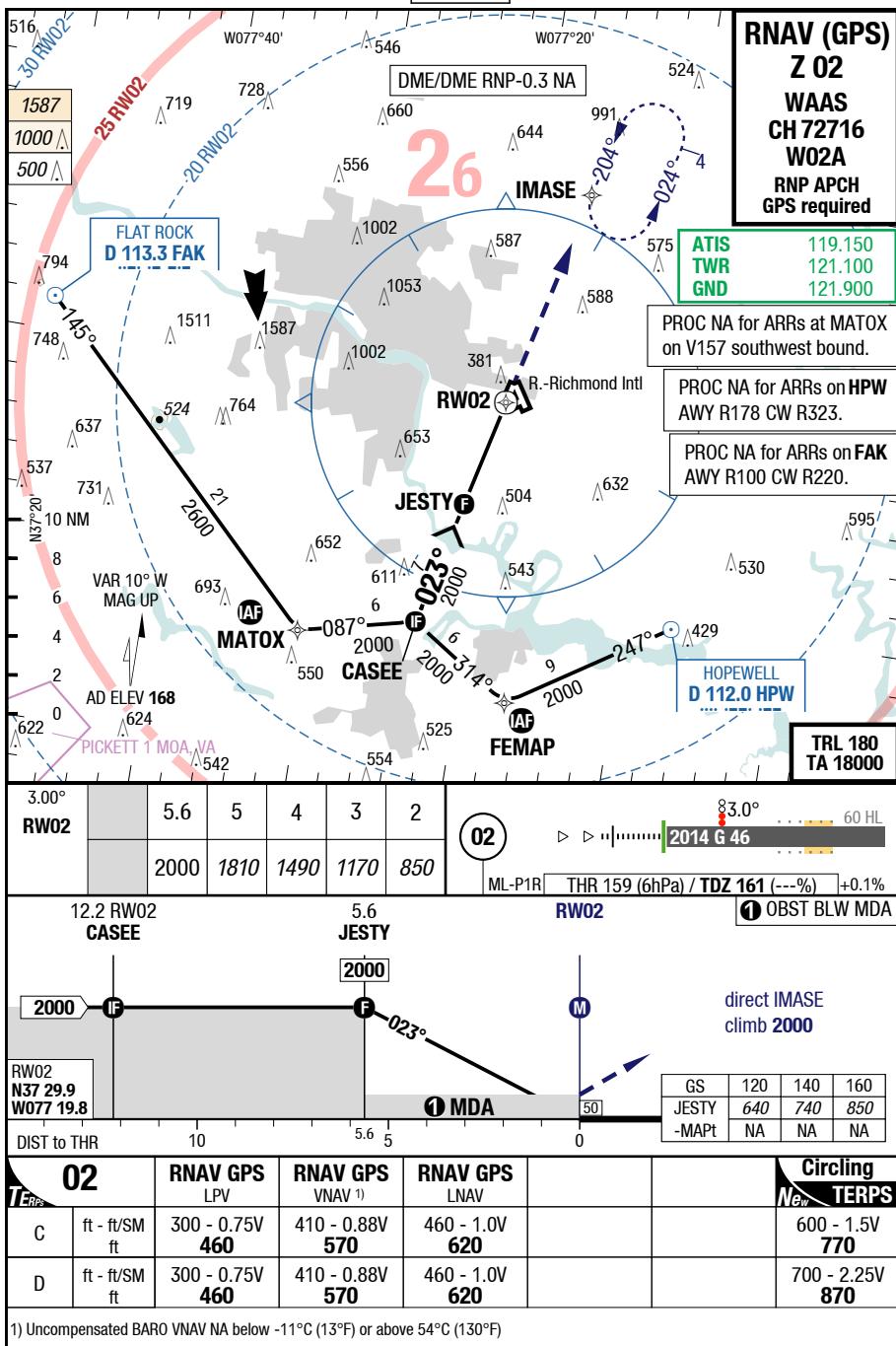
United States Richmond Richmond Intl

RIC-KRIC

7-90

RNAV (GPS) Z 02

IAC



Effective 19-JUL-2018

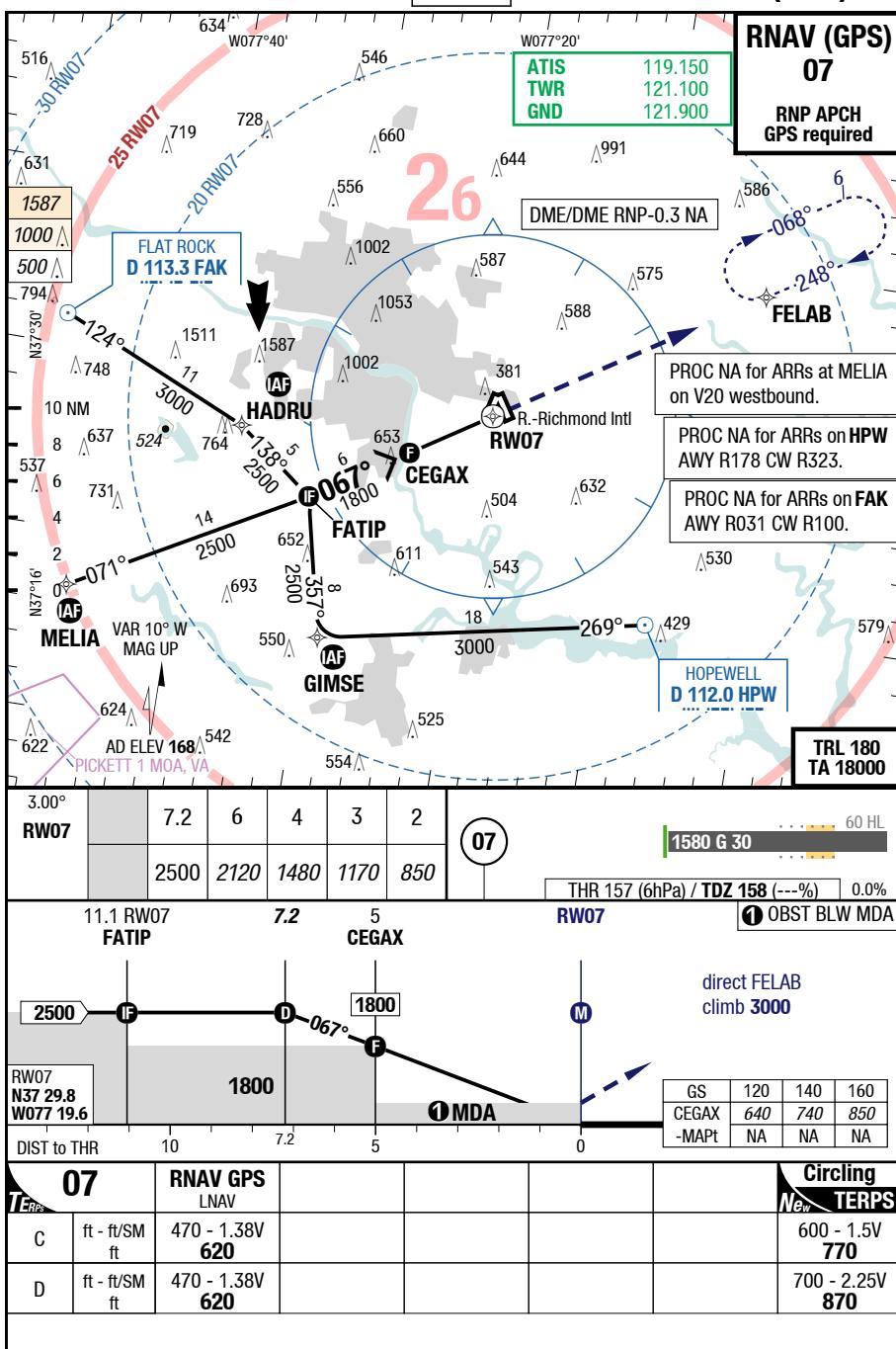
12-JUL-2018

United States Richmond Richmond Intl

RIC-KRIC

7-100

RNAV (GPS) 07

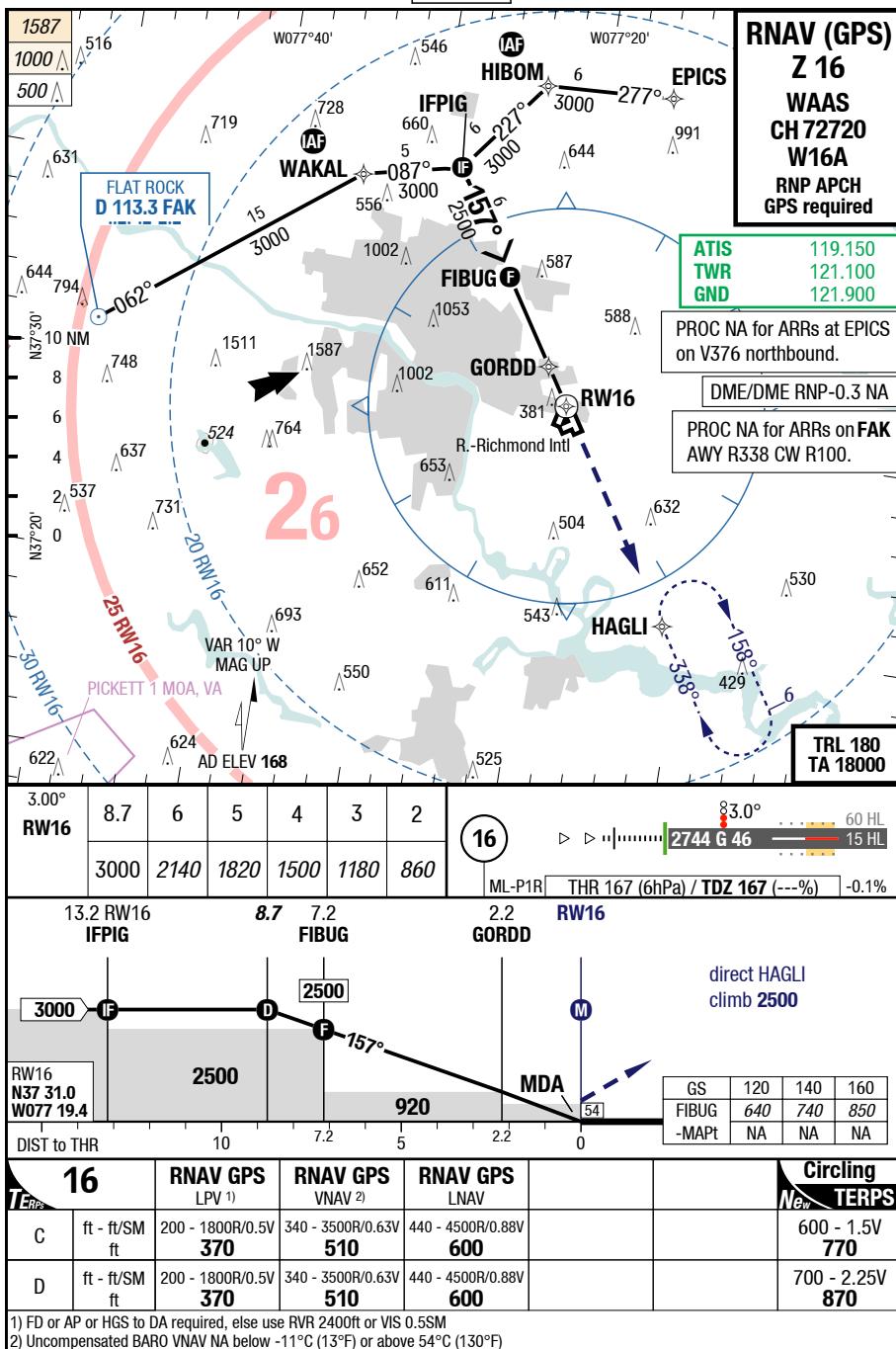


RIC-KRIC

7-110

RNAV (GPS) Z 16

IAC

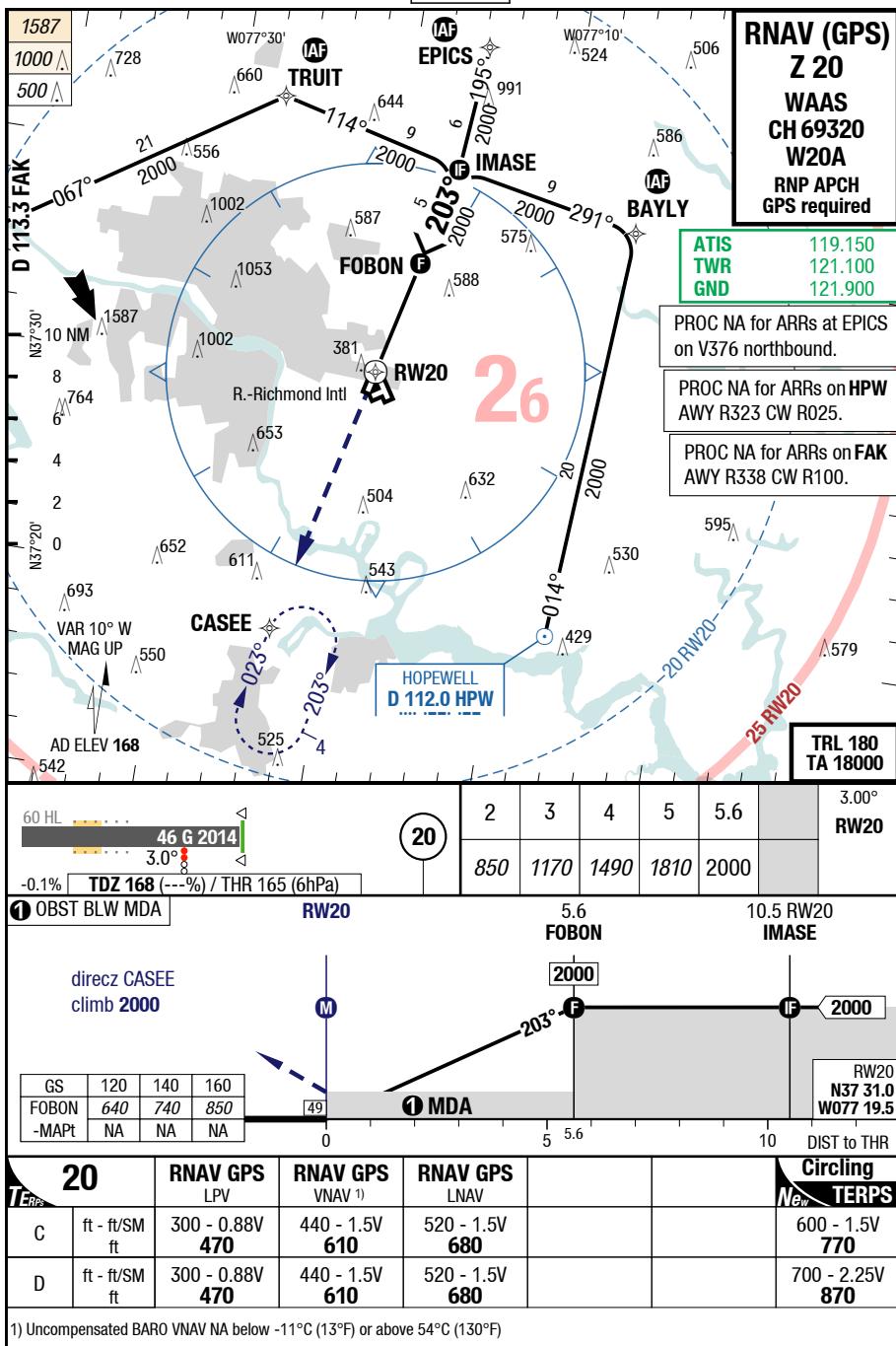


RIC-KRIC

7-120

RNAV (GPS) Z 20

IAC



7-130

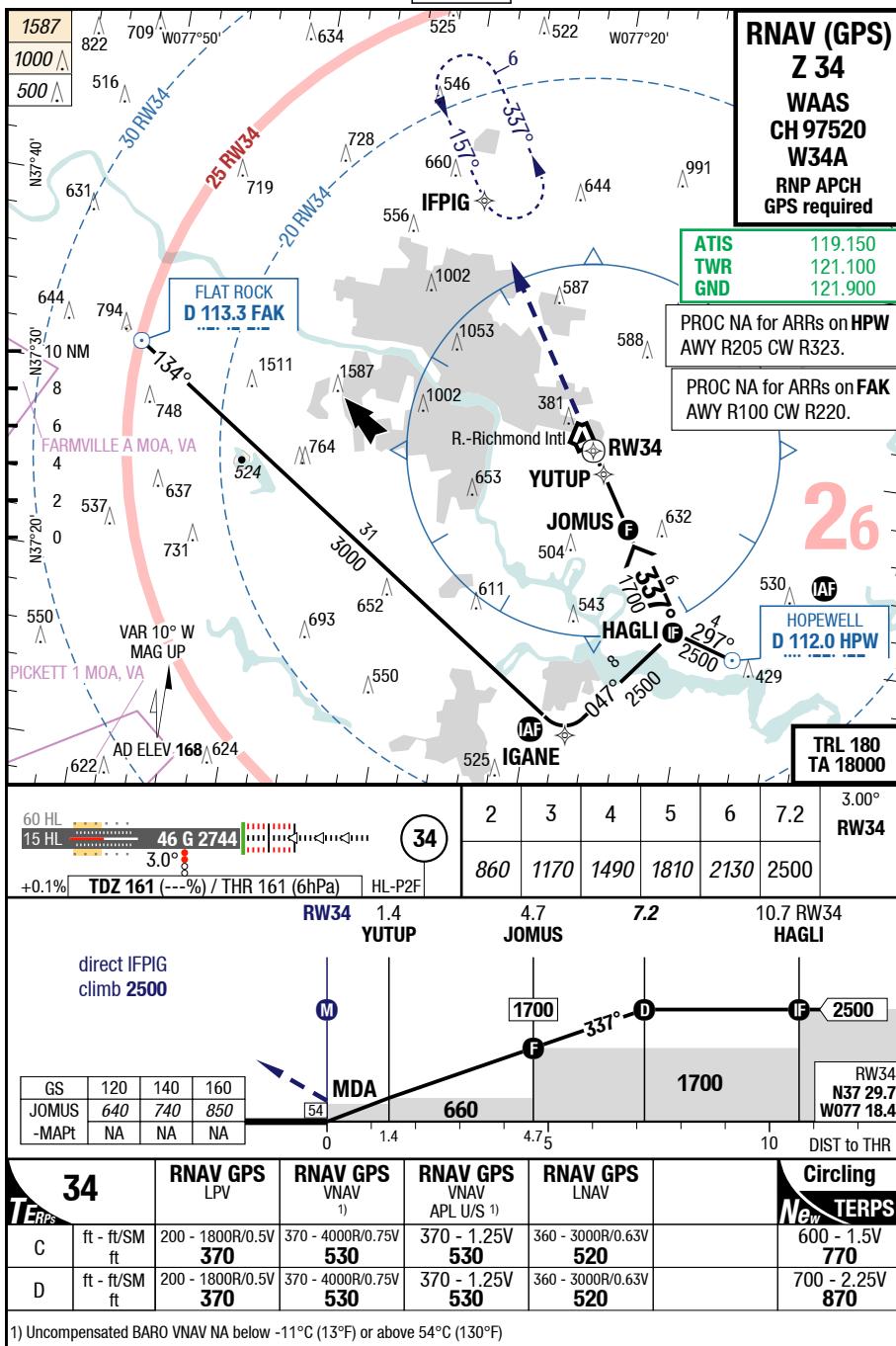
## RNAV (GPS) 25

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RIC-KRIC

7-140

RNAV (GPS) Z 34



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12-JUL-2018

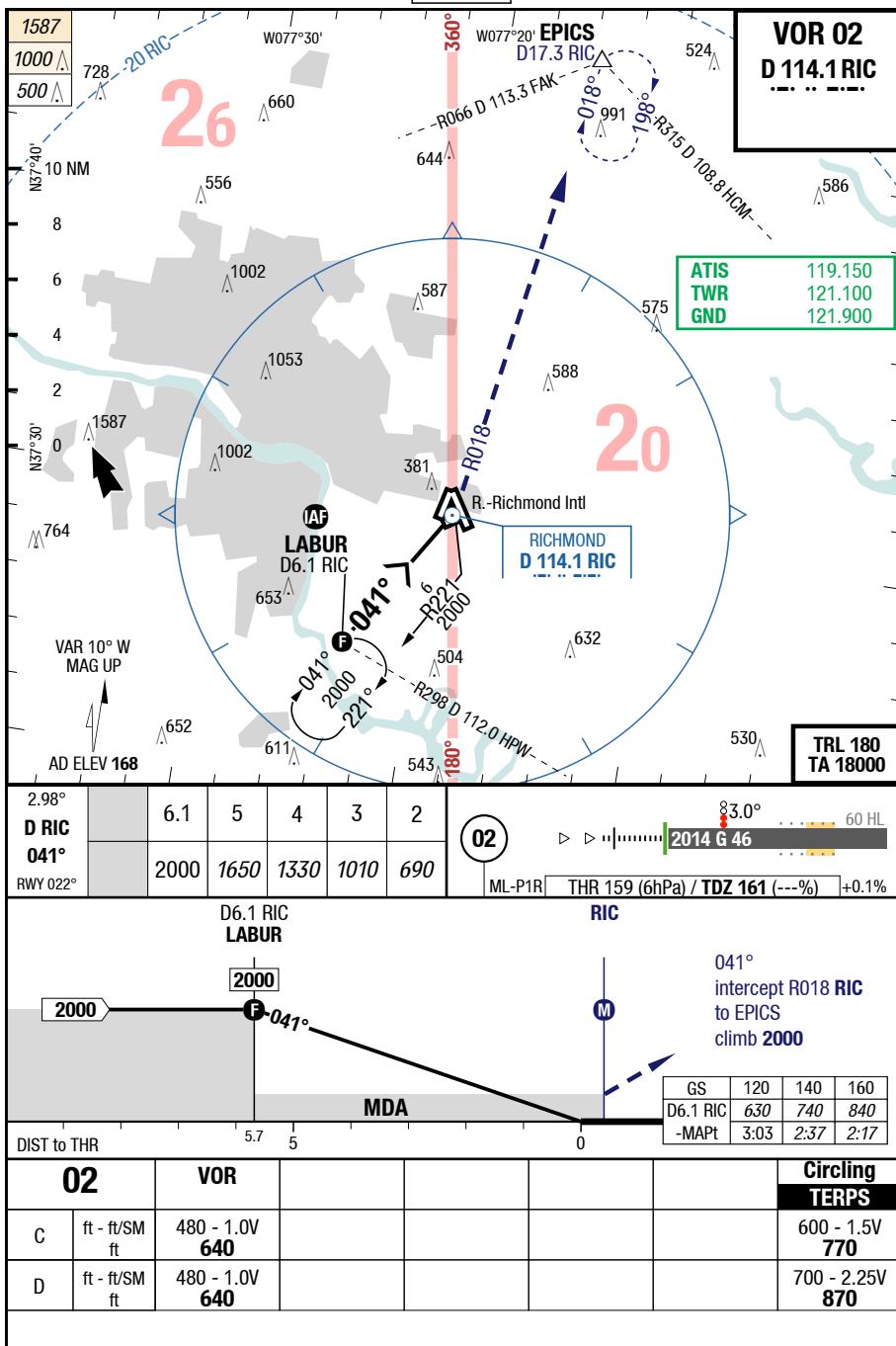
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RIC-KRIC

7-150

IAC

VOR 02



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12-JUL-2018

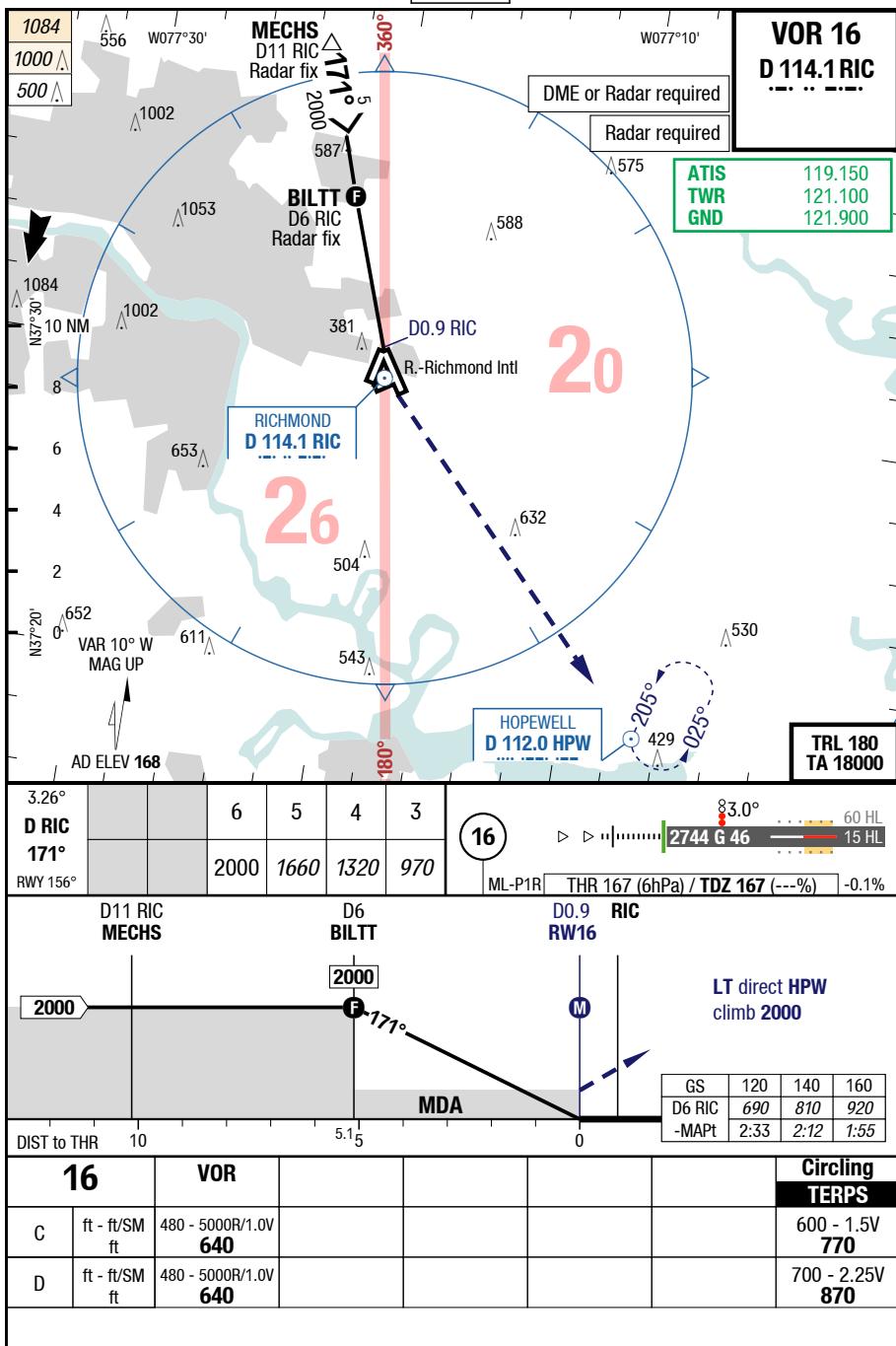
United States Richmond Richmond Intl

RIC-KRIC

7-160

IAC

VOR 16



Changes: OBST, VAR, AD ELEV

AMDT 27B

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12-JUL-2018

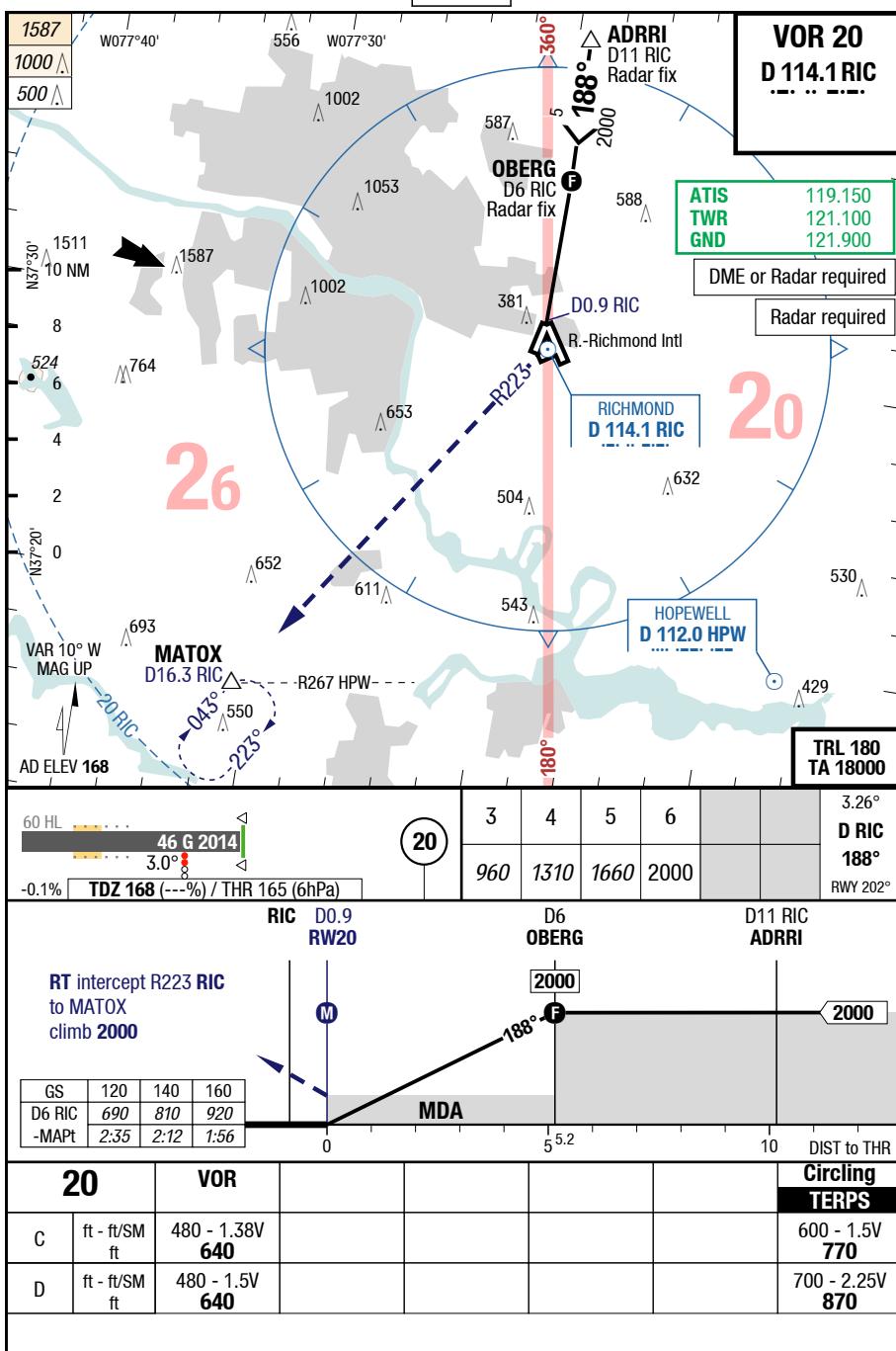
United States Richmond Richmond Intl

RIC-KRIC

7-170

VOR 20

IAC



Effective 19-JUL-2018

12-JUL-2018

## United States **Richmond** Richmond Intl

**RIC-KRIC**

7-180

# VOR 25

**VOR 25**  
**D 114.1 RIC**

**Radar required**  
**DME or Radar required**

**ATIS**  
**TWR**  
**GND** 119.150  
121.100  
121.900

**26** 20

**RICHMOND D 114.1 RIC**  
R.-Richmond Int'l

**GRATT D6 RIC Radar fix**

**JUNIT D11 RIC Radar fix**

**HOPEWELL D 112.0 HPW**

**MATOX D16.3 RIC**  
AD ELEV 168

**VAR 10° W MAG UP**  
R267 HPW

**254° 2000**  
254° 2000

**TRL 180 TA 18000**

**60 HL**  
**30 G 1580**

**TDZ 160 (---%) / THR 159 (6hPa)**

**25**

**2** **3** **4** **5** **6**

**710** **1030** **1360** **1680** **2000**

**3.05°**  
**D RIC**  
**254°**  
**RWY 246°**

**RIC D0.5 RW25**  
LT intercept R223 RIC to MATOX climb 2000

**D6 GRATT**  
2000

**D11 RIC JUNIT**  
2000

**MDA**

**GS** 120 140 160  
D6 RIC 650 760 860  
-Mapt 2:46 2:22 2:04

**25** **VOR**

**C** ft - ft/SM ft 440 - 1.25V  
**600**

**D** ft - ft/SM ft 440 - 1.5V  
**600**

**600 - 1.5V**  
**770**

**700 - 2.25V**  
**870**

**Circling TERPS**

Effective 19-JUL-2018

12-JUL-2018

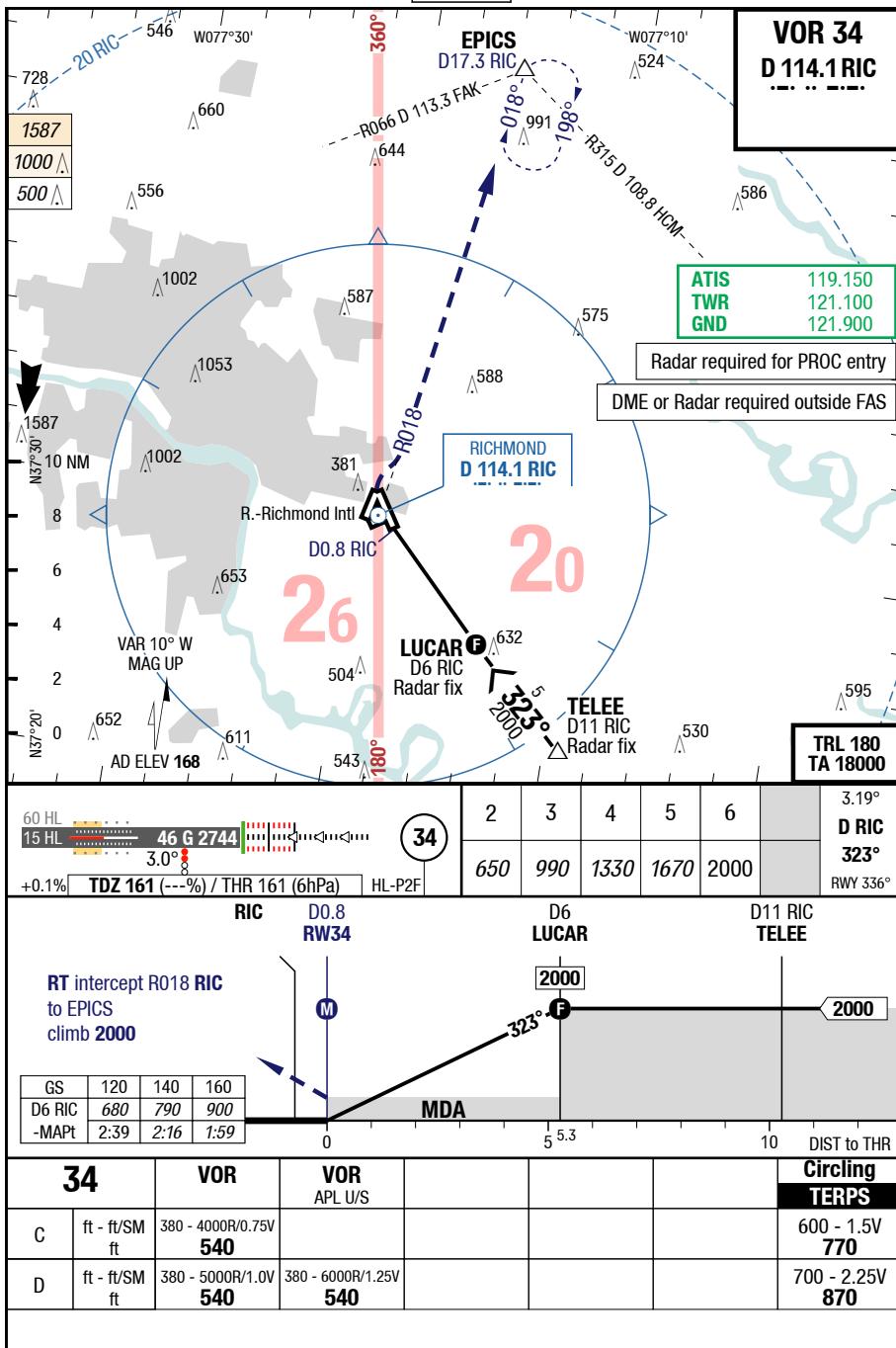
United States Richmond Richmond Intl

RIC-KRIC

7-190

VOR 34

IAC



Changes: OBST, VAR, AD ELEV

AMDT 23B