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22027 ROANOKE, VIRGINIA AL-349 (FAA) LOC/DME I-SZK Rwy Idg 6800 APP CRS LDA Y RWY 6 111.1 TDŻE 1175 072° ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA) Apt Elev 1175 Chan 48 Inop table does not apply to S-LDA 6 Cats C and D. Circling NA NW MISSED APPROACH: Climb to 1800 MALSR of Rwy 6-24. For inop MALSR, increase S-LDA/GS 6 all Cats visibility then climbing right turn to 5000 on Δ ODR VOR R-155 to PARTE INT/LYH (A_5) 28.6 DME and hold, continue **₩**-13° C climb-in-hold to 5000. ATIS ROANOKE APP CON **ROANOKE TOWER** GND CON CLNC DEL 132.375 126.9 339.8 118.3 257.8 121.9 257.8 119.7 ALT MISSED APCH FIX 2990 LOCALIZER 111.1 VINTON **3670** 3028 ı-szk <u>∷:-</u>.. VIT <u>∷</u> 4080 Chan 48 LOC/Azimuth offset 14.53° . 3797 ^ 2407 1584 2297 6200 to EXUNE ٨ SPODR 25 NA DME OR RADAR 252° (15.4) WOODRUM **REQUIRED** SKIRT OM 3307 I-SZK 4.9 114.9 ODR =: 5700 (IF/IAF) RADAR **RAMKE EXUNE** I-SZK 10 ۸₁₄₄₆ VINTON I-SZK 15.4 ∨IT :::: RADAR PSK 22.6 JOKNI I-SZK 1.4 4300 1979 012° 2688 IAF 3010 **PULASKI** 15.41 116.8 PSK ::: MISSED APCH FIX Chan 115 **PARTE** ۸⁴⁰⁴¹ .5300 NOPT LYH 28.6) 109.2 LYH 3351 .077° R-258 (22.6) Chan 29 Procedure NA for arrivals on PSK VORTAC airway LDA/GLIDE SLOPE radials 021 CW 100. VGSI and LDA glidepath not coincident 1800 TDZE 1175 One Minute PARTE **ELEV 1175** D (VGSI Angle 3.ŎO/TCH 58). Holding Pattern ODR Δ **RAMKE** R-1.55 I-SZK 15.4) I-SZK 10) SKIRT OM * LOC on y RADAR I-SZK 4.9 5300 RADAR 4300 **JOKNI** I-SZK 1.4 2671 GS 3.00° TWR *2680 TCH 55 4300 1365 5.4 NM 5 NM -- 3 5 CATEGORY Α C D S-LDA/GS 6 1615-11/8 440 (500-1%) LOC/DN 2680-3 S-LDA 6 2680-1 1505 (1600-1) 1505 (1600-3) 2680-1% 2680-11/2 2680-3 2800-3 C CIRCLING 1505 (1600-11/2) 1505 (1600-3) 1625 (1700-3) REIL Rwys 6 and 24 SKIRT OM/DME/RADAR HIRL Rwys 6-24 and 16-34 S-LDA 6 1720-1 545 (600-1) 1720-11/8 545 (600-11/8) FAF to MAP 8.5 NM 2420-3 60 90 120 | 150 2800-3 Knots 180

ROANOKE, VIRGINIA Amdt 12 20AUG15

1720-1%

545 (600-1%)

C CIRCLING

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

1625 (1700-3)

1245 (1300-3)

Min:Sed 8:30 5:40 4:15 3:24 2:50