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

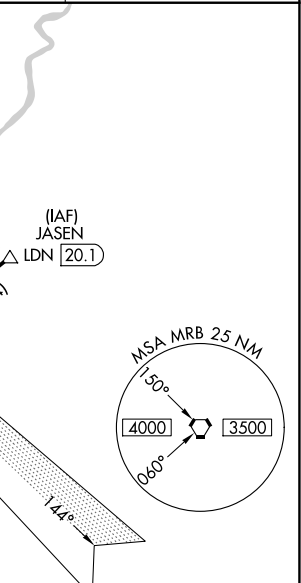
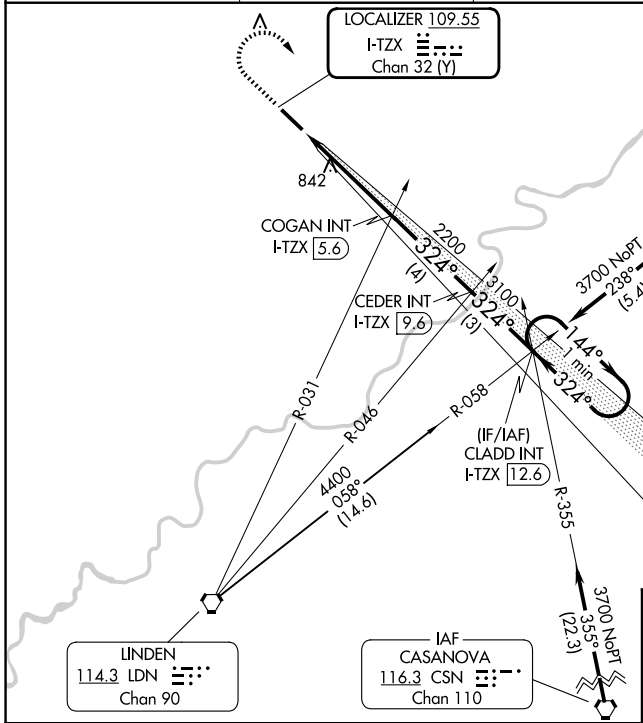
ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

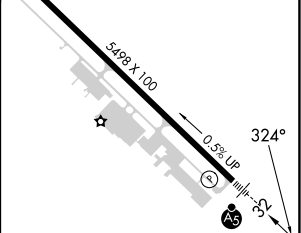
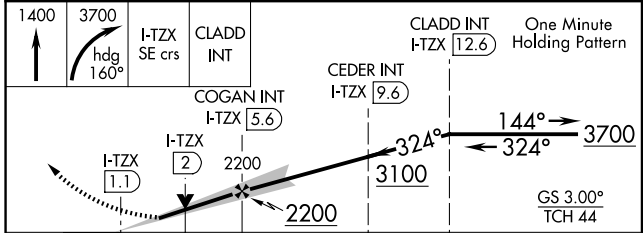
NA Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility $\frac{1}{4}$ mile. For inoperative MALSRS, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSRS when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility $\frac{1}{2}$ mile. VDP NA when using Martinsburg altimeter setting.

MALSRS
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-3 124.85 | POTOMAC APP CON 120.45 306.925 | CLNC DEL 126.15 | UNICOM 122.975 (CTAF) |
|-------------------------|--|---------------------------|---------------------------------|



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|----------|----------|
| ELEV 726 | TDZE 715 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|---|--|
| S-ILS 32 | | 915- $\frac{1}{2}$ | 200 (200- $\frac{1}{2}$) | |
| S-LOC 32 | | 1040- $\frac{1}{2}$ | 325 (400- $\frac{1}{2}$) | 1040- $\frac{3}{4}$ 325 (400- $\frac{3}{4}$) |
| CIRCLING | 1180-1 454 (500-1) | 1220-1 494 (500-1) | 1380-1 $\frac{3}{4}$ 654 (700- $\frac{3}{4}$) | 1480-2 $\frac{1}{2}$ 754 (800-2 $\frac{1}{2}$) |

| | | | | | |
|-------------|----------------|-------------------|------|------|------|
| REIL Rwy 14 | HIRL Rwy 14-32 | FAF to MAP 4.5 NM | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NE-3, 11 JUN 2026 to 09 JUL 2026

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