

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
NDB STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.27

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
CJR	NDB RWY 4	ORIG-C	CULPEPER	VA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
316	316	NDB RWY 4	ORIG-B	02/20/2025	10W	2005
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	ROUTINE	
MSQ						

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
CSN VORTAC		MSQ NDB					195.50	11.36	2500

MISSED APPROACH

MAP:

4.36 NM AFTER MSQ NDB

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3000 DIRECT CSN VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	R	SIDE OF COURSE	216.65	OUTBOUND	2500	FT WITHIN	10	MILES OF	MSQ NDB (IAF)
2.									
3. FAC:	036.65	FAF:	MSQ NDB			DIST FAF TO MAP:	4.36	DIST FAF TO THLD:	4.36
4. MIN ALT:	MSQ NDB 2100								
8. MSA FROM:	MSQ NDB 090-180 2000, 180-360 5300, 360-090 3400								

NOTES:

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON.
CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA.
HOLD N, LT, 183.51 INBOUND.
CHART FAS OBST: 609 TREE 383137N/0775329W.
MSQ NDB TO RW04: 3.77/40.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-04	920	1	604	920	1	604	920	1 3/4	604		NA				
CIRCLING	920	1	604	960	1	644	960	1 3/4	644		NA				

CHANGES - REASONS
1. CHART NOTES: REMOVED STRAIGHT-IN RWY 4 AT NIGHT, CIRCLING RWY 4, 22 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.- 20:1 OBSTACLES NO LONGER EXIST
2. DELETED ALTERNATE MINIMUMS - MSQ NDB NOT MONITORED FULL-TIME.

COORDINATED WITH:
A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZDC, PCT TRACON, AMGR

FLIGHT CHECKED BY
Processed IAW Technical Support Group (AJF-17) Memo dated 07/07/2021,
Subject: Guidance for Procedural Changes Requiring Flight Inspection/Validation

Digitally signed by
DAVID DANNER
May 13, 2025

OFFICE
AJV-A421

DATE
05/06/2025

DEVELOPED BY
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May 13, 2025

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May 13, 2025

OFFICE
AJV-A421

DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CJR	NDB RWY 4	ORIG-C	CULPEPER	VA	316	MSQ

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM CSN VORTAC **TO** MSQ NDB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	11.36				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1. TOWER (47-2029)	382941.22N/0775533.96W	934	250	50	4D	2000				MT-500	2500
2. TERRAIN	383200.00N/0775627.00W	558 (600)								AS1500	2100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM 10 NM **TO** MSQ NDB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	10.00				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3. TOWER (47-0197)	381838.96N/0780012.32W	1457	20	3	1A	500					2000
4. TERRAIN	382439.00N/0780903.00W	1082 (1100)								AS1000	2100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

MSQ NDB

TO

4.36 NM AFTER MSQ NDB

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
	4.36		4.36 NM AFTER MSQ NDB				604				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5. TREE	383137.29N/0775328.87W	609	50	20	2C	300					920

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

MSQ NDB

TO

10 NM

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3. TOWER (47-0197)	381838.96N/0780012.32W	1457	20	3	1A	1000					2500
6. TERRAIN	382439.00N/0780903.00W	1152 (1200)								AS1000	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

4.36 NM AFTER MSQ NDB

TO

CSN VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							620				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
7. AAO	383606.00N/0775115.00W	729	50	20	2C	1000					1800
8. TERRAIN	383606.00N/0775115.00W	529 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE	383133.00N/0775324.00W	1.30	604	593	215	8	4B	300		XP27	920
CATEGORY B											
TREE	383157.00N/0775339.00W	1.82	644	639	215	8	4B	300		XP21	960
CATEGORY C											
TREE	383157.00N/0775339.00W	2.85	644	639	215	8	4B	300		XP21	960

CIRCLING REMARKS:

XP-TO MAINTIAIN MINS, XP-TO MAINTAIN MINS, TO MAINTAIN MINS

MSA

CENTER

MSQ NDB

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
090-180	AAO	382633.00N/0775748.00W	265	2.8	984	215	8	4B	1000		QUALITY 10 CHECKED	2000
180-360	AAO	383330.70N/0782333.10W	295	23.8	4250	1000	20	6C	1000			5300
360-090	AAO	385154.00N/0780239.00W	355	25.5	2326	215	8	4B	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT TRACON, DCA FSS, ZDC ARTCC

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> CJR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> CJR	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> IAD	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> IAD	<u>DISTANCE</u> 31.49	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 73

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KCJR 316, KIAD 313
RA = 72.8.

<u>PRIMARY NAVAID</u> MSQ NDB	<u>MONITOR POINT</u> CJR FBO	<u>HRS OPERATION</u> PART-TIME	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-F	
RW22 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 40.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

OBST. 4: 1000' AIRSPACE REQUIRED IN THE INTERMEDIATE AREA.

2C AC: TERRAIN/SPOT EVALUATION VERIFIED ON QUAD CHART, TREE HEIGHT SOURCE OBTAINED FROM A/P MGR.

ATC REQUEST 3000' FOR MISSED APPROACH HOLDING (DEB CABRAL, PCT TRACON).

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.69
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.78
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	026.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	

THRESHOLD COORDINATES (IF STR-IN)	383109.93N/0775149.53W
ARP COORDINATES	383131.70N/0775134.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 22 DISTANCE 0.58 NM
FAF COORDINATES	382715.57N/0775419.02W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
NICHOLAS HEIDERSTADT	AJV-A421	05/06/2025	AERONAUTICAL INFORMATION SPECIALIST

