

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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> CJR	<u>PROCEDURE NAME</u> LOC RWY 4	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CULPEPER	<u>STATE</u> VA
<u>AIRPORT ELEVATION</u> 316	<u>TDZE</u> 316	<u>SUPERSEDED</u> LOC RWY 4	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 02/20/2025
<u>FACILITY</u> I-DZH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 10W
				<u>EPOCH YEAR</u> 2005
				<u>CANCEL/SUSPEND</u>

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>
GVE VORTAC	IAF	NISAE/GVE 22.92 DME	NOPT				028.42	22.92	2600
NISAE/GVE 22.92 DME	IF/IAF	RACOP/I-DZH 5.23 DME					038.24 (I-DZH)	6.01	1800

MISSED APPROACH

MAP:

LOC: I-DZH 0.87 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2600 ON HEADING 180 AND GVE VORTAC R-028 TO NISAE/GVE 22.92 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------|--|----------|----------------------|------------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD SW NISAE/GVE 22.92 DME, RT, 028.42 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 4800. | | | | |
| 3. FAC: | 038.24 | FAF: | RACOP/I-DZH 5.23 DME | DIST FAF TO MAP: | DIST FAF TO THLD: 4.36 |
| 4. MIN ALT: | NISAE/GVE 22.92 DME 2600, RACOP/I-DZH 5.23 DME 1800, BERWA/I-DZH 2.82 DME 1000 | | | | |
| 8. MSA FROM: | MSQ NDB 090-180 2000, 180-360 5300, 360-090 3400 | | | | |

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 4 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON.
CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA.

ADDITIONAL FLIGHT DATA:

CHART I-DZH 11.24 DME AT NISAE
CHART FAS OBST: 416 TREE (51-023675) 383105N/0775206W.
CHART VDP AT 1.95 DME.
DISTANCE VDP TO THLD 1.08 NM.
RACOP TO RW4: 3.12/40.



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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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-LOC 04	700	1	384	700	1	384	700	1 1/8	384		NA				
CIRCLING	920	1	604	960	1	644	960	1 3/4	644		NA				

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED LEG CSN VORTAC - NISAE. - ATC REQUEST; VORTAC DECOMMISSIONING.
2. MISSED APPROACH: MAP CHANGED FROM 4.36 NM AFTER MSQ NDB TO I-DZH 0.87 DME. - FINAL NAVAID NOW HAS DME.
3. MISSED APPROACH: CHANGED MISSED APCH FROM CLIMB TO 800 THEN CLIMBING LEFT TURN TO 3000 DIRECT CSN VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. TO CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2600 ON HEADING 180 AND GVE VORTAC R-028 TO NISAE/GVE 22.92 DME AND HOLD. - ATC REQUEST FOR NAVAID DECOMMISSIONING.
4. NOTES: REMOVED CHART NOTE: 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 PENETRATIONS REMOVED
5. PROFILE LINE 8: MSA FROM HDG 360 TO 090 ALTITUDE CHANGED FROM 3300 TO 3400. - NEW CONTROLLING OBSTACLE
6. EQUIPMENT REQUIREMENTS NOTE: REMOVED ADF REQUIRED, ADDED DME REQUIRED. - LOC NOW SUPPORTS DME USE, IAW 8260.19J 8-6-11.
7. LINE 4: CHANGED FROM NISAE INT/GVE 22.92 DME 2600, MSQ NDB 1800 TO NISAE/GVE 22.92 DME 2600, RACOP/I-DZH 5.23 DME 1800, BERWA/I-DZH 2.82 DME 860. - PROCEDURE DESIGN
8. ADDITIONAL FLIGHT DATA: REMOVED OLD HOLDING INFO. - MATCHES HILPT PATTERN
9. ADDITIONAL FLIGHT DATA: ADDED CHART VDP 1.08 DME, VDP TO THLD 1.95 NM.-PROCEDURE DESIGN
10. ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM 449 TREE 382913N/0775303W TO 416 TREE (51-023675).-NEW OBSTACLE EVAL
11. LINE 2: CHANGED FROM HOLD SW NISAE INT/GVE 22.92 DME, RT, 038.25 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 4800. TO HOLD SW NISAE/GVE 22.92 DME, RT, 028.42 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 4800. - PROCEDURE DESIGN
12. ADDITIONAL FLIGHT DATA: ADDED I-DZH 11.24 DME AT NISAE.-DME NOW REQUIRED, EASE OF PILOT USE
13. LINE 3: FAC CHANGED FROM 38.25 TO 38.24, FAF CHANGED FROM MSQ NDB TO RACOP/I-DZH 5.23 DME- PROCEDURE DESIGN
14. LINE 3: DISTANCE FAF TO MAP REMOVED.- DME NOW REQUIRED
15. NOTES: ADDED RWY 4 HELICOPTER VISIBILITY BELOW 3/4 SM NOT AUTHORIZED.-34:1 OBSTACLES EXIST
16. MINIMUMS: S-LOC 04 CAT C VIS CHANGED FROM 1SM TO 1 1/8SM. - NEW OBSTACLE DATA

COORDINATED WITH:

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

FLIGHT CHECKED BY

OFFICE DATE

DEVELOPED BY
JOHN BORDY (NICHOLAS HEIDERSTADT)

OFFICE
AJV-A33 DATE

APPROVED BY
JOHN BORDY

OFFICE
AJV-A33 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	LOC RWY 4	1	CULPEPER	VA	316	I-DZH

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM GVE VORTAC **TO** NISAE/GVE 22.92 DME

<u>RNP</u>	<u>DISTANCE</u> 22.92	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<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>
TOWER (51-000197)	381838.96N/0780012.32W	1457	20	3	1A	1000					2500
TERRAIN	381842.00N/0780012.00W	1079 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM NISAE/GVE 22.92 DME (IF/IAF) **TO** RACOP/I-DZH 5.23 DME

<u>RNP</u>	<u>DISTANCE</u> 6.01	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>				<u>HMAS</u>	
<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>
AAO	382630.00N/0775745.00W	968	215	8	4B	500				SA-36 AT368	1800
TERRAIN	382627.00N/0775742.00W	708 (700)								AS1000	1700

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

FINAL

FROM

RACOP/I-DZH 5.23 DME

TO

BERWA/I-DZH 2.82 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.42										
<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>
AAO	382639.00N/0775403.00W	561	215	8	4B	250				RA80 DG109	1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

BERWA/I-DZH 2.82 DME

TO

I-DZH 0.87 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	1.95		I-DZH 0.87 DME		384						
<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>
TREE (51-023675)	383105.21N/0775205.53W	416	20	10	1B	250				SA-15 XP49	700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN CURRENT MINS



HOLD-IN-LIEU OF PT

FROM
NISAE/GVE 22.92 DME

TO
P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<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>
TOWER (51-000197)	381838.96N/0780012.32W	1457	20	3	1A	1000					2500
TERRAIN	381842.00N/0780012.00W	1079 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM
I-DZH 0.87 DME

TO
NISAE/GVE 22.92 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 450				
<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				2600
AAO	382633.00N/0775748.00W	985	215	8	4B	1000					2000
TERRAIN	382633.00N/0775748.00W	784 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID

CJR

PROCEDURE NAME

LOC RWY 4

AMDT NO.

1

CITY

CULPEPER

STATE

VA

AIRPORT ELEVATION

316

FACILITY

I-DZH

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
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 MAINTAIN MINS.

MSA

CENTER	RADIUS
MSQ NDB	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-180	AAO	382633.00N/0775748.00W	265	2.8	984	215	8	4B	1000			2000
180-360	VERTICAL_STRUCTURE (51-051815)	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>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	CJR	24	CJR	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	IAD	24	IAD	31.49	Y	72

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME KCJR 316, KIAD 305 RA= 71.7

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-DZH	CJR FBO	SEE A/FD FOR A/P HOURS OF OPERATION.	1
		SEE A/FD FOR A/P HOURS OF OPERATION.	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-F	
RW22 - MIRL (PCL), REIL (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>	<u>TCH</u>
					3.00	40.0

FINAL APPROACH COURSE AIMING

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

FINAL TYPE	S-LOC 4
34:1	
356 POLE (51-020898) 383056.7200N/0775157.5900W (3.04)	320 FENCE (51-020894) 383108.0900N/0775153.8200W (1.02)

PENETRATIONS REMARKS:

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HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED

100 FT VEGETATION HEIGHT PER FPT

BACKUP ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IAD ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET AND S-LOC 04 VISIBILITY CAT C 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.
VDP NA WITH IAD ALTIMETER SETTING.
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	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	028.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	9.57
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.84
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	028.24
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	383109.93N/0775149.53W
ARP COORDINATES	383131.70N/0775134.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 4 DISTANCE 0.58 NM
FAF COORDINATES	382719.03N/0775427.23W
FIX NAME COORDINATES	IF/IAF NISAE 382201.11N/0775804.01W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (NICHOLAS HEIDERSTADT)	AJV-A33		AERONAUTICAL INFORMATION SPECIALIST

