FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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.

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD

AIRPORT ELEVATION	TDZE	SUPERSEDED	ORIGINAL/AMENDMENT	DATED	MAG VAR	EPOCH YEAR
16	12	RNAV (GPS) RWY 2	ORIG-D	06/17/2021	12W	2000

FACILITY	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE	CANCEL/SUSPEND
RNAV			ROUTINE	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LOWPO	IAF	CIRAN	NOPT	TF	FB	1.00	133.94	7.00	2000
CIRAN	IF/IAF	BECAP		TF	FB	1.00	044.30	6.01	1600
BECAP	FAF	FLNTF/2.22 NM TO PSOAI		TF	FB	0.30	032.12	2.40	
FLNTF/2.22 NM TO PSOAI		PSOAI	MAP	TF	FO	0.30	032.12	2.22	
PSOAI	MAP	380 MSL		CA			032.12		
380 MSL		CIRAN		DF	FO	1.00			2000

MISSED APPROACH

MAP:
LNAV: PSOAI

MISSED APPROACH INSTRUCTIONS:
CLIMBING LEFT TURN TO 2000 DIRECT CIRAN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD SW CIRAN, LT, 044.30 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. **FAC:** 032.12 **FAF:** BECAP **DIST FAF TO MAP:** 4.62 **DIST FAF TO THLD:** 4.87
4. **MIN ALT:** CIRAN 2000, BECAP 1600, FLNTF/2.22 NM TO PSOAI 820
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:**
6. **MIN GP INCPT:** **GP ALT AT FAF:** **OM:** **MM:** **IM:**
7. **GP ANGLE:** **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:**
8. **MSA FROM:** RW02 2100

QUALITY 19 CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING RWY 14, 20 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 120 TREE (24-034312) 381844N/0750806W.
CHART R-4006, W-386.
CHART VDP AT 0.79 NM TO PSOAI.
FAC CROSSES RWY C/L EXTENDED 1500 FT FROM THLD.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 10.00 DEGREES.
BECAP TO RW02: 3.00/40.

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
LNAV MDA	380	1	368	380	1	368	380	1	368		NA				
CIRCLING	480	1	464	660	1	644	660	1 3/4	644		NA				

CHANGES - REASONS

1. WHOLE PROCEDURE: FAC CHANGED FROM 032.00 TO 032.12, ADDED PSOAI AS MAP, AND ADDED SDF FLNTF. - MOVED FAF FOR OPTIMAL DESIGN, IAW 8260.3E, AND ACQUIRE LOWER MINS.
2. TERMINAL ROUTES: ADDED LOWPO IAF, CIRAN-BECAP CRS/DIST CHANGED FROM 044.00/6.00 TO 044.30/6.01, AND CA LEG ALTITUDE CHANGED FROM 411 TO 380. - PROVIDE PROCEDURE ENTRY DUE TO SBY VORTAC/SWL VORTAC DECOM AND MOVED FAF FOR OPTIMAL DESIGN AND MINS CHANGED.
3. MAP: CHANGED FROM RW02 TO PSOAI. - IAW 8260.3E/OFFSET FINAL.
4. PROFILE LINE 2: CHANGED COURSE FROM 044.00 TO 044.30 AND ADDED MAX 6000. - MOVED FAF FOR OPTIMAL DESIGN AND IAW 8260.19J.
5. PROFILE LINE 3: CHANGED DIST FAF TO MAP FROM 4.87 TO 4.62. - ADDED MAP PSOAI.
6. PROFILE LINE 7: CHANGED 20:1 FROM IS NOT CLEAR TO IS CLEAR. - 20:1 PENETRATIONS REMOVED.
7. PBN REQUIREMENTS NOTE: CHANGED FROM RNP APCH TO RNP APCH-GPS. - IAW 8260.19J.
8. NOTES: CHANGED FROM "STRAIGHT-IN RWY 2 NA AT NIGHT, CIRCLING RWY 2, 14, 20 NA AT NIGHT" TO "CIRCLING RWY 14, 20 NA AT NIGHT", AND CHANGED FROM "RWY 2 HELICOPTER VISIBILIY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "RWY 2 HELICOPTER VISIBILIY REDUCTION BELOW 3/4 SM NOT AUTHORIZED". - 20:1 PENETRATIONS REMOVED.
9. NOTES: REMOVED PROCEDURE NA FOR ARRIVALS AT SWL VORTAC ON V139 SOUTHWEST BOUND. - REMOVED SWL VORTAC IAF FOR DECOM.
10. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 95 TREE 381838N/0760747W TO 120 TREE (24-034312) 381844N/0750806. - NEW EVAL COMPLETED WITH ADDED SDF.
11. ADDITIONAL FLIGHT DATA: REMOVED ROUTE TYPE DESCRIPTION: A, P AND APPROACH ROUTE QUALIFIER 2: S, ADDED FAC CROSSES RWY C/L EXTENDED 1500 FT FROM THLD, ADDED FINAL APPROACH COURSE OFFSET 10.00 DEGREES, AND ADDED VDP. - IAW 8260.19J, ADDED MAP PSOAI, AND 20:1 PENETRATIONS REMOVED.
12. MINS: CHANGED LNAV MINS FROM 420/409 TO 380/369 AND CHANGED CAT C VIS FROM 1 1/4SM TO 1SM. - NEW EVAL COMPLETED WITH ADDED SDF.

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** NYC FPO, ZDC, NHK APP CON, AMGR.

FLIGHT CHECKED BY		OFFICE	DATE
JEREMY R VIRTS	*Digitally signed by* ***CASEY D HILL*** May 05, 2025	AJF	04/29/2025

DEVELOPED BY		OFFICE	DATE
ERIC N SUSKI (ANDRE TUCKER)	*Digitally signed by* ***CASEY D HILL*** May 05, 2025	AJV-A431	08/29/2024

APPROVED BY		OFFICE	DATE	TITLE
ERIC N SUSKI	*Digitally signed by* ***CASEY D HILL*** May 05, 2025	AJV-A430		MANAGER

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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD	16	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM	TO
LOWPO	CIRAN

RNP	DISTANCE	PAT	MAP	HAT	HMAS
1.00	7.00				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000896)	381257.55N/0751920.11W	535	500	50	5D	1000				AT465	2000
TERRAIN	381318.00N/0751909.00W	118 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM	TO
CIRAN (IF/IAF)	BECAP

RNP	DISTANCE	PAT	MAP	HAT	HMAS
1.00	6.01				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	381130.00N/0751554.00W	220	215	8	4B	500				AT880	1600
TERRAIN	381115.00N/0750933.00W	16 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD	16	RNAV

FINAL: LNAV

FROM	TO
BECAP	FLNTF/2.22 NM TO PSOAI

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30	2.40				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	381451.00N/0750948.00W	214	215	8	4B	250				RA60 DG296	820

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM	TO
FLNTF/2.22 NM TO PSOAI	PSOAI

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30	2.22		PSOAI	368	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (24-034312)	381844.28N/0750806.43W	120	20	3	1A	250					380

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD	16	RNAV

HOLD-IN-LIEU OF PT

FROM	TO
CIRAN	P-4

RNP	DISTANCE	PAT	MAP	HAT	HMAS
		P-4			

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	380715.00N/0752127.00W	246	215	8	4B	1000				AT754	2000
TERRAIN	380715.00N/0752127.00W	46 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM	TO
PSOAI	CIRAN

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30-1.00					280

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (24-000925)	381939.77N/0751148.16W	412	250	50	4D	1000					1500
TERRAIN	381951.00N/0751142.00W	72 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD	16	RNAV

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											
WATER_TOWER (24-033829)	381937.42N/0750702.61W	1.30	464	170	20	3	1A	300			480
CATEGORY B											
ANTENNA (24-035603)	382006.14N/0750902.75W	1.81	644	358	20	3	1A	300			660
CATEGORY C											
ANTENNA (24-035603)	382006.14N/0750902.75W	2.84	644	358	20	3	1A	300			660

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW02	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (10-020645)	383018.00N/0753836.00W	308	27.1	1048	250	50	4D	1000			2100

MSA REMARKS:

SAME OBSTACLE FROM PREVIOUS AMENDMENT. OBSTACLE OAS 08-0079 UPDATED WITH NO CHANGE TO ALTITUDE.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FINAL APPROACH COURSE OFFSET 10 DEGREES WEST TO DECREASE IMPACT ON ASSATEAGUE ISLAND NATIONAL SEASHORES.

TAA NOT DEVELOPED, DUE TO REGIONAL AIR TRAFFIC REQUEST.

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
OXB	RNAV (GPS) RWY 2	1	OCEAN CITY	MD	16	RNAV

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, NHK APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	OXB	24	OXB	0	Y	0
BACK-UP WX SERVICE	**LOCATION**	**HRS OPERATION**	**ALTIMETER SOURCE**	**DISTANCE**	**SERVICE-A**	**ADJUSTMENTS**
ASOS	SBY	24	SBY	18.29	Y	47

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KOXB 16, KSBY 47
RA = 46.9.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW02 - MIRL, REIL, PAPI-2L	NPI-G	
RW14 - MIRL, REIL (PCL), PAPI-2L	NPI-G	
RW20 - MIRL, REIL, PAPI-2L	NPI-G	
RW32 - MIRL, REIL (PCL), PAPI-4L	NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.00	40.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	1500 FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 14
20:1	
105 TREE (24-034196) 381902.6300N/0750750.6300W (19.29)	92 TREE (24-034279) 381900.5200N/0750749.6100W (16.55)
105 TREE (24-034208) 381900.5400N/0750754.5900W (15)	83 TREE (24-034183) 381900.9600N/0750746.7000W (14.49)
92 TREE (24-033729) 381901.9300N/0750749.0600W (13.28)	94 TREE (24-021251) 381902.5100N/0750750.8400W (8.09)

QUALITY 19 CHECKED

93 TREE (24-021250) 381901.7800N/0750751.3800W (8.05)	104 TREE (24-033937) 381902.3400N/0750754.7400W (7.34)
82 TREE (24-034274) 381859.5300N/0750750.6800W (6.86)	100 TREE (24-033795) 381902.8900N/0750753.0500W (6.35)
75 TREE (24-034081) 381858.2000N/0750750.2400W (5.74)	72 TREE (24-034074) 381859.3800N/0750747.9300W (5.38)
89 TREE (24-033777) 381858.5100N/0750754.9700W (4.91)	85 TREE (24-021404) 381858.0000N/0750754.5200W (3.98)
84 TREE (24-033724) 381859.3600N/0750752.5700W (3.95)	90 TREE (24-033884) 381901.4700N/0750752.2100W (3.7)
FINAL TYPE CIRCLING RWY 20	
20:1	
91 TREE (24-033723) 381907.5700N/0750725.3700W (19.1)	97 TREE (24-033946) 381910.6900N/0750733.9800W (15.61)
93 TREE (24-034305) 381909.6100N/0750724.3300W (10.22)	78 TREE (24-033874) 381908.0100N/0750734.2500W (10.14)
92 TREE (24-033844) 381911.4000N/0750731.3200W (5.21)	
FINAL TYPE LNAV	
34:1	
74 TREE (24-033940) 381809.4000N/0750749.2900W (26.72)	77 TREE (24-034341) 381804.3600N/0750744.1500W (17.08)
62 TREE (24-033786) 381810.0100N/0750748.3200W (16.91)	50 TREE (24-034190) 381812.7700N/0750745.0500W (14.34)
42 TREE (24-033749) 381814.5500N/0750744.7200W (11.69)	57 TREE (24-033791) 381809.2300N/0750747.1100W (10.12)
57 TREE (24-033790) 381808.9300N/0750746.1600W (9.64)	63 TREE (24-033939) 381806.0100N/0750740.5300W (9.41)
40 TREE (24-033755) 381814.3200N/0750744.8100W (8.98)	38 TREE (24-034075) 381814.2000N/0750745.2200W (6.46)
62 TREE (24-033955) 381805.5500N/0750744.3300W (5.49)	70 TREE (24-033625) 381802.6100N/0750746.4700W (4)
49 TREE (24-033775) 381808.3900N/0750738.3500W (3.28)	35 TREE (24-034185) 381813.5400N/0750745.3600W (1.47)
30 TREE (24-033746) 381814.8000N/0750744.7400W (0.42)	47 TREE (24-033879) 381808.1600N/0750739.4300W (0.16)
35 TREE (24-035622) 381813.0900N/0750745.3600W (0.15)	
PENETRATIONS REMARKS:	

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.

CONTINGENCY NOTES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SBY ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C 1/4 SM AND CIRCLING CAT C 1/4 SM.
VDP NA WHEN USING SBY ALTIMETER SETTING.

100 FT VEGETATION AND 20 FT SHIP HEIGHT USED PER FPT.

CAT D MINS NOT PUBLISHED AT THE REQUEST OF AIRPORT MANAGER.
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	MAP	**TO 1000FT POINT**	2.67
WIDTH OF	FINAL	**SEGMENT AT 1000FT POINT**	1.20
TRUE COURSE OF	FINAL	**SEGMENT CONTAINING 1000FT POINT**	020.12
HIGH TERRAIN IN	FINAL	**SEGMENT CONTAINING 1000FT POINT**	0
DISTANCE FROM	MAP	**TO 1500FT POINT**	4.47
WIDTH OF	FINAL	**SEGMENT AT 1500FT POINT**	1.95
TRUE COURSE OF	FINAL	**SEGMENT CONTAINING 1500FT POINT**	020.12
HIGH TERRAIN IN	FINAL	**SEGMENT CONTAINING 1500FT POINT**	0

THRESHOLD COORDINATES (IF STR-IN)	381823.21N/0750739.82W
ARP COORDINATES	381837.73N/0750726.49W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.42 NM
FAF COORDINATES	381347.83N/0750944.38W
FIX NAME COORDINATES	MAP PSOAI 381808.62N/0750743.14W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (ANDRE TUCKER)	AJV-A431	08/29/2024	AERONAUTICAL INFORMATION SPECIALIST