

**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-B	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SUPERSEDED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-A	05/20/2021	10W	2005
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
MSQ			ROUTINE			

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 3300

NOTES:

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

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 ☐ 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-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. CANCELS NOTAM 4/4442.
2. ADDED CHART NOTE: STRAIGHT-IN RWY 4 NA AT NIGHT, CIRCLING RWY 4, 22 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. - MISSING FROM PREVIOUS FORMS, UPDATED FORMAT, IAW 8260.19J 8-6-12 O(2)(H).
3. ADDED CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON. - PER AIS PORTAL REQUEST, MISSING FROM PREVIOUS FORMS.
4. ADDED CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA. - PER AIS PORTAL REQUEST, MISSING FROM PREVIOUS FORMS.
5. REMOVED NOTE: ALTERNATE MINS; NA WHEN FBO CLOSED; ADDED NA WHEN LOCAL WEATHER NOT AVAILABLE. - UPDATED FORMAT, 8260.19J.
6. INCORPORATED P-NOTAM 1/3061 CHANGES INTO AMDT ORIG-A.- P-NOTAM INFO MISSING FROM PREVIOUS FORM.
7. TERMINAL ROUTE CSN VORTAC TO MSQ NDB COURSE CHANGED FROM 195.51 TO 195.50.- UPDATED EVALUATION/CALCULATIONS.

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 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE
Digitally signed by
DAVID DANNER
Dec 06, 2024
DATE

DEVELOPED BY
TIA FERONTI
Digitally signed by
TIA L FERONTI
Nov 21, 2024

OFFICE
AJV-A421
DATE
10/25/2024

APPROVED BY
DAVID DANNER
Digitally signed by
DAVID DANNER
Dec 06, 2024

OFFICE
AJV-A421
DATE
01/16/2025
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-B	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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
9. TREE	383134.15N/0775323.78W	1.30	604	619	50	20	2C	300			920
CATEGORY B											
10. TREE	383157.98N/0775338.46W	1.82	644	659	50	10	2B	300			960
CATEGORY C											
10. TREE	383157.98N/0775338.46W	2.85	644	659	50	20	2C	300			960

CIRCLING REMARKS:

MSA

CENTER

MSQ NDB

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-180	AAO		264	2.7	991	50	3	2A	1000			2000
180-360	AAO		295	23.9	4250	50	3	2A	1000			5300
360-090	AAO		355	25.5	2300	250	125	4E	1000			3300

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	73

WX REMARKS:

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

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
MSQ NDB	CJR FBO		

<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 - 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	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
TIA FERONTI	AJV-A421	10/25/2024	AERONAUTICAL INFORMATION SPECIALIST

