

LOC I-BNE <b>110.7</b>	APP CRS <b>337°</b>	Rwy Ldg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>168</b>
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# ILS RWY 34 (CAT II & III)

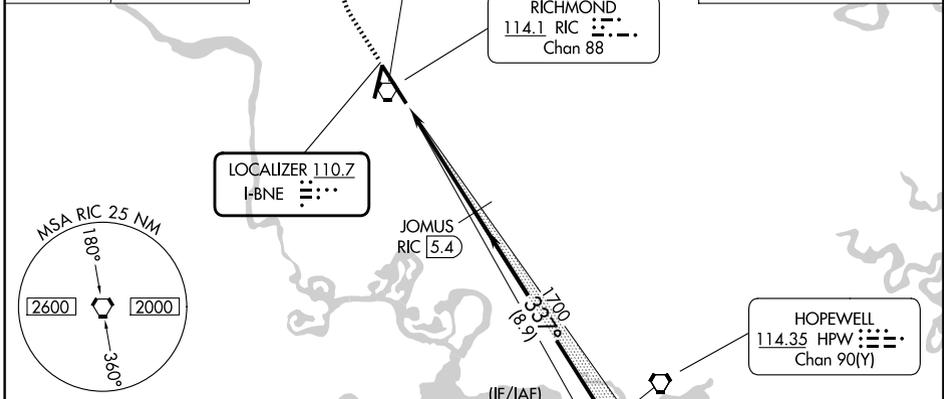
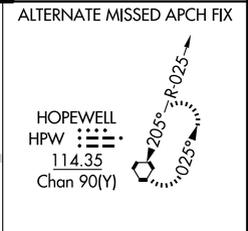
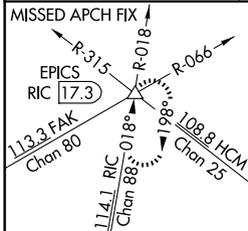
RICHMOND INTL (RIC)

**▼** DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/ RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>
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ELEV 168	<b>D</b>	TDZE 161
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TWR diagram showing tower location, frequencies (2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4), and distances (6607 X 150, 9003 X 150).
 

800	2000	EPICS	JOMUS RIC 5.4	JUVPO RIC 14.3
↑	↷ RIC R-018	△	1700	1700
		337°		1700
		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 79).		GS 3.00° TCH 54
		4.7 NM		8.9 NM

CATEGORY	A	B	C	D
S-ILS 34	CAT II RA 101/12 100 DA 261			
S-ILS 34	CAT III RVR 07			

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 34  
HIRL Rws 2-20 and 16-34  
REIL Rwy 20

NE-3, 19 MAR 2026 to 16 APR 2026

NE-3, 19 MAR 2026 to 16 APR 2026