

WASHINGTON, DC

BBONE TRANSITION (BBONE.TIKEE4):

KESSEL TRANSITION (ESL.TIKEE4):

SEALZ TRANSITION (SEALZ.TIKEE4):

All aircraft types landing HEF/NYG/RMN/HWY/CJR/EZF:
From TIKEE on track 090° to JETIS, then on heading 090° or as
assigned by ATC. Expect RADAR vectors to final approach course.

Props and Turboprop aircraft landing DAA/W00/VKX/ADW/
2W5/DCA: From TKEE on track 122° to GILFF, then on
track 090° to HIGPO, then on heading 090° or as assigned by
Expect RADAR vectors to final approach course.

NOTE: Procedure available to all type aircraft landing the following airports: CJR, HWY, HEF, RMN, EZF, NYC.

NOTE: Props or Turboprop aircraft only landing the following airports: DAA, 2W5, VKX, W00, DCA, ADW.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

POTOMAC APP CON
120.45 306.925
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
DAA ATIS ★
128.175
HEF ATIS
125.175
NYG ATIS ★
263.15

KESSEL
ESL
FL190

$$\begin{array}{r} 7000 \\ * 6300 \\ - 178^\circ \\ (37) \end{array}$$

Figure 1 is a schematic diagram of the proposed flight path for the MCAF mission. The path is shown as a series of connected line segments between various waypoints. The waypoints are labeled with their names and associated coordinates (e.g., 7000, 6300, 107°). The path starts at BONE (Birmingham) and proceeds through several waypoints: LURAY, JETIS, TIKEE, LLBEE, GILFF, and HIGPO, finally ending at SHANNON. The path is marked with distances and angles between waypoints. Key waypoints include BONE (7000, 6300, 107°), LURAY (7000, 6300, 107°), JETIS (5200, 5200, 090°), TIKEE (6300, 6300, 087°), LLBEE (9000, 9000, 086°), GILFF (3000, 3000, 090°), and HIGPO (3000, 3000, 090°). The path is labeled with (12), (7), (9), (42), (41), and (3) at various points. A note indicates 'QUANTICO MCAF (TURNER FID)' and 'STAFFORD RGNL'.

NOTE: Chart not to scale

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