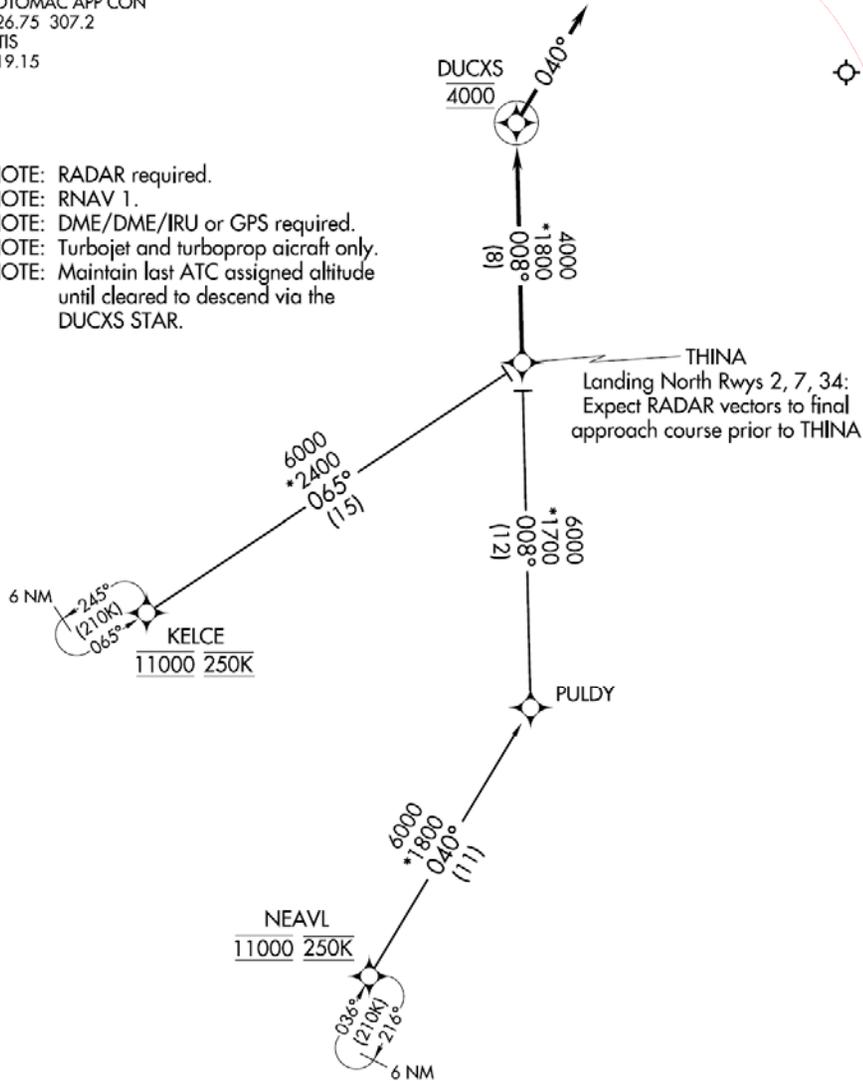


POTOMAC APP CON
126.75 307.2
ATIS
119.15

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Maintain last ATC assigned altitude until cleared to descend via the DUCXS STAR.



NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

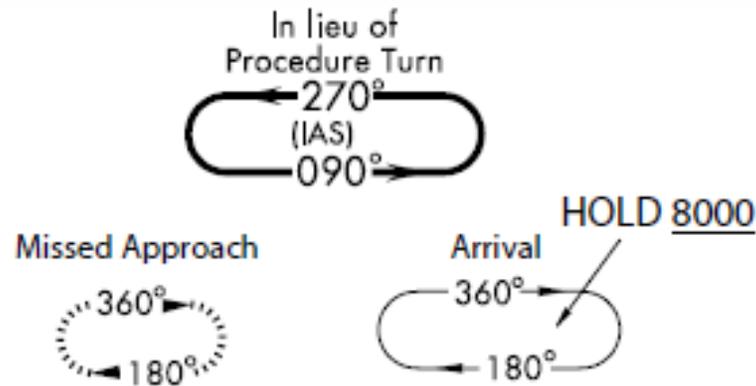
KELCE TRANSITION (KELCE.DUCXS3):
NEAVL TRANSITION (NEAVL.DUCXS3):

From THINA on track 008° to cross DUCXS at 4000, then on heading 040° or as assigned by ATC. Expect RADAR vectors to final approach course.

Air Wisconsin
AIRLINES CORPORATION

Depicting non-standard maximum holding speeds

Michael Stromberg
Air Wisconsin



Limits will only be specified when they deviate from the standard.

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.

(210K) applies to altitudes above 6000' to and including 14000'

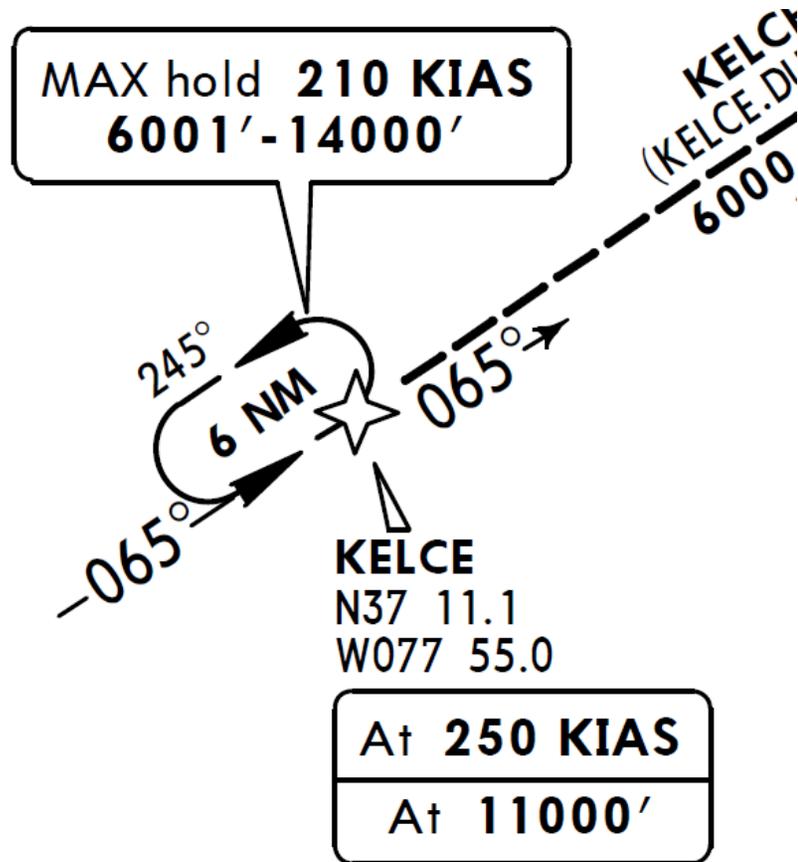
DME fixes may be shown.

Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

- Instructions do clearly state how altitudes apply but...
- Pilots could easily misinterpret speeds to apply to all altitudes.

Holding Speeds

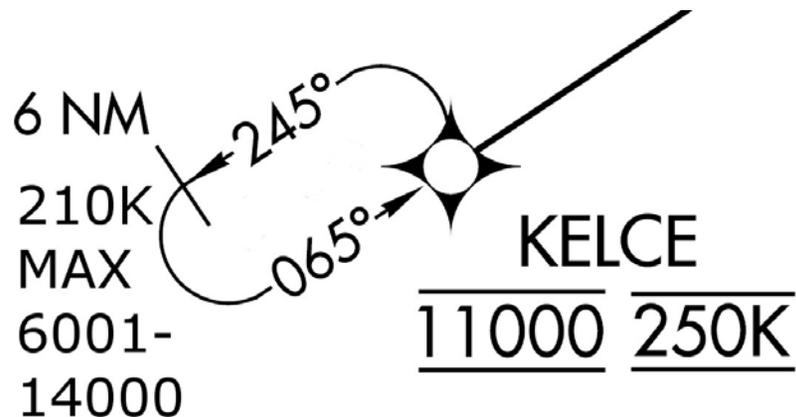
Jeppesen Depiction



- Jeppesen show altitudes that apply

Holding Speeds

Recommendation



- Include the associated altitude with the holding speed on the approach plate.*

*Speed depiction with attitude done by pilot with no graphic skills. Placement of text and exact wording open to discussion.