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Revision Letter For Cycle 08-2026
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Notebook

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General Information

Location: CAMP SPRINGS MD USA
ICAO/IATA: KADW / ADW
Lat/Long: N38° 48.65', W076° 52.02'
Elevation: 280 ft

Airport Use: Military
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 10.0° W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet 4, Jet 5
Oxygen Types: Low Pressure
Repair Types: Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1004 Z
Sunset: 0004 Z

Runway Information

Runway: 01R
Length x Width: 9756 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 265 ft
Lighting: Edge, ALS
Stopway: 960 ft

Runway: 19L
Length x Width: 9756 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 279 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 01L
Length x Width: 9318 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 261 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1392 ft

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Runway: 19R
Length x Width: 9318 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 274 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1393 ft

Communication Information

ATIS: 25.105 Military
ATIS: 133.675
Andrews Tower: 118.400
Andrews Tower: 34.900 Military
Andrews Ground: 121.800
Andrews Ground: 27.580 Military
Andrews Clearance Delivery: 28.547 Military
Andrews Clearance Delivery: 127.550
Potomac Approach: 33.550 Military
Potomac Approach: 128.000
Potomac Departure: 125.650
Potomac Departure: 25.720 Military
Potomac Departure: 118.950
Potomac Departure: 34.872 Military
Andrews Radar: 31.670 Military
Afrc Ops Operations: 35.120 Military
Andrews Airlift Command Post: 141.550
Andrews Airlift Command Post: 34.940 Military
Afrc Ops Operations: 143.800 Military
Andrews Radar: 25.720 Military
Andrews Radar: 28.660 Military
Andrews Radar: 30.150 Military
Andrews Radar: 125.350
Andrews Radar: 37.920 Military
Andrews Radar: 36.080 Military
201 Ops Operations: 31.425 Military
113 Wg Operations: 23.480 Military
Andrews Radar: 128.350
Andrews Radar: 33.550 Military

JEPPESEN

WASHINGTON, DC (VA)

❶ WASHINGTON TRI-AREA CLASS B AIRSPACE

❷ WASHINGTON D.C. FLIGHT RESTRICTED ZONE (DC FRZ)
❸ WASHINGTON D.C. SPECIAL FLIGHT RULES AREA

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

❶ CLASS B FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Washington Tri-Area Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

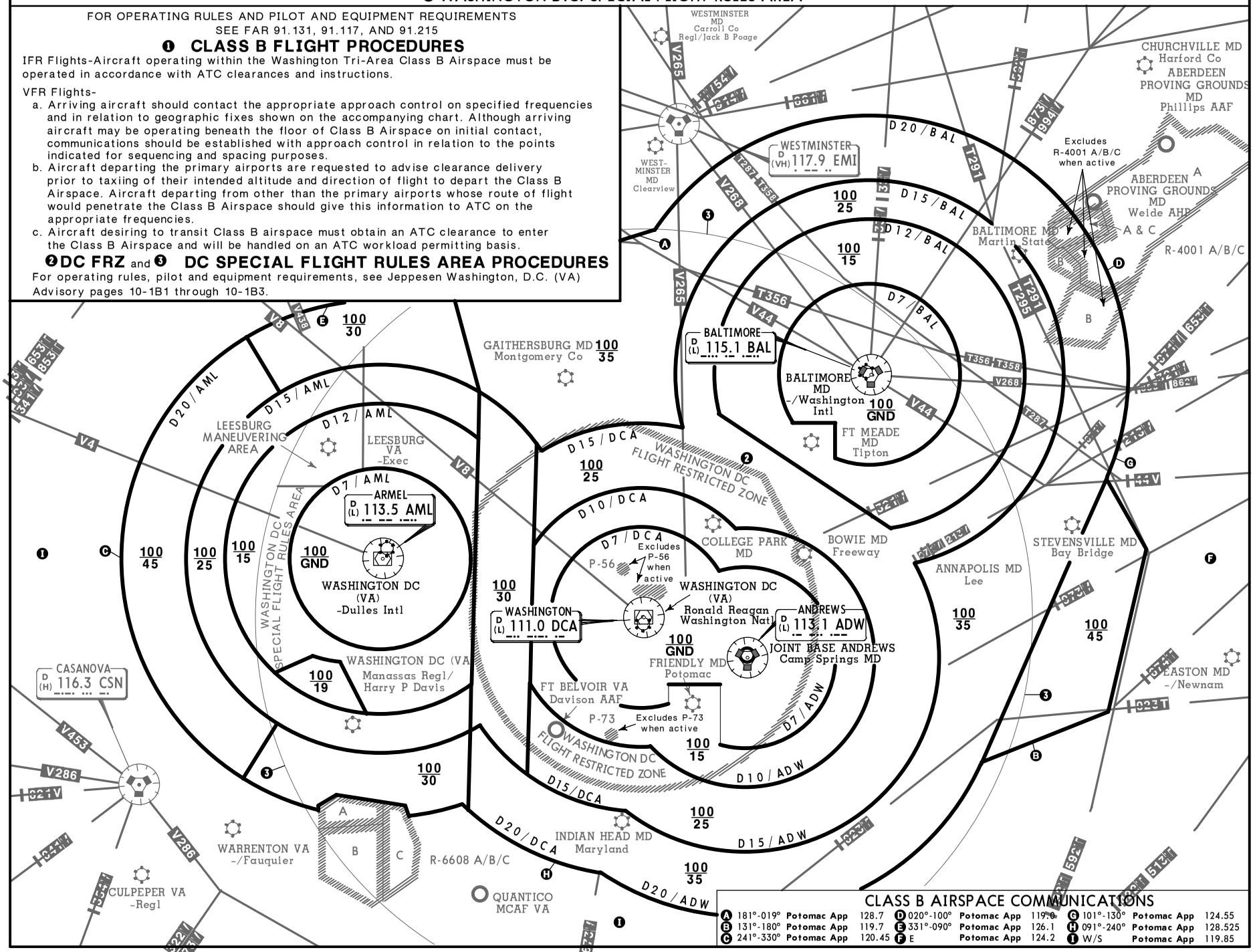
a. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

❷ DC FRZ and ❸ DC SPECIAL FLIGHT RULES AREA PROCEDURES

For operating rules, pilot and equipment requirements, see Jeppesen Washington, D.C. (VA) Advisory pages 10-1B1 through 10-1B3.



CLASS B AIRSPACE COMMUNICATIONS

A	181°-019°	Potomac App	128.7	D	020°-100°	Potomac App	119.0	G	101°-130°	Potomac App	124.55
B	131°-180°	Potomac App	119.7	E	331°-090°	Potomac App	126.1	H	091°-240°	Potomac App	128.525
C	241°-330°	Potomac App	120.45	F	E	Potomac App	124.2	I	W/S	Potomac App	119.85

CHANGES: New format. ATS system.

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ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

This document only contains an overview of the rules for the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review 14 CFR Parts 1 and 93 and published NOTAMS for exact procedures and other details.

Pursuant to 49 U.S.C 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This **training is mandatory** for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR Parts 61 and 91). This training is available in the Aviation Learning Center at http://www.faasafety.gov.

Because identification and control of aircraft is required for reasons of national security, the areas described here constitute National Defense Airspace. The purpose of establishing this area is to facilitate the tracking of, and communication with, aircraft to deter persons who would use an aircraft as a weapon, or as a means of delivering weapons, to conduct an attack on persons, property, or buildings in the area. This applies to pilots conducting any type of flight operations in the airspace designated as the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA), which includes the airspace designated as the Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ).

DEFINITIONS

Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) is an area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interest of national security. Specifically, the DC SFRA is that airspace, from the surface to, but not including, FL 180, within a 30-mile radius of Lat. 38°51′34″ N.,Long. 077°02′11″ W., or the DCA VOR/DME. The DC SFRA includes the DC FRZ.

DC SFRA flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ) is a special use airspace, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. This area, excluding the airspace within a one nautical mile radius of the Freeway Airport, W00, Mitchellville, MD from the surface up to but not including flight level (FL) 180. The DC FRZ is within and part of the Washington, D.C. Metropolitan Area SFRA.

DC FRZ flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC FRZ. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

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ADVISORY

FAILURE TO COMPLY

(a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, weather inadvertent or intentional, including inposition of civil penalties and suspension or revocation of airmans's certificates.

(b) *Knowing or willful violations:* The DC FRZ and DC SFRA were established for reasons of national security under the provisions of 49 U.S.C. 40103(b)(3). Areas established by the FAA under that authority constitute "National Defense Airspace" as that term is used in 49 U.S.C 46307. In addition to being subject to the provisions of paragraph (a) of this section, persons who knowingly or willfully violate national defense airspace established pursuant to 49 U.S.C. 40103(b)(3) may be subject to criminal prosecution.

REQUIREMENTS FOR OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ

(a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-

(1) The aircraft is equipped with an operable two-way radio capable of communicating with Air Traffic Control on appropriate radio frequencies;

(2) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot establishes two-way radio communications with the appropriate Air Traffic Control facility and maintains such communications while operating the aircraft in the DC SFRA, including the DC FRZ;

(3) The aircraft is equipped with an operating automatic altitude reporting transponder;

(4) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot obtains and transmits a discrete transponder code from Air Traffic Control, and the aircraft's transponder continues to transmit the assigned code while operating within the DC SFRA;

(5) For VFR operations, the pilot must file and activate a DC FRZ or DC SFRA flight plan by obtaining a discrete transponder code. The flight plan is closed upon landing at an airport within the DC SFRA or when the aircraft exits the DC SFRA;

(6) Before operating the aircraft into, out of, or through the Washington, D.C. Tri-Area Class B Airspace Area, the pilot receives a specific Air Traffic Control clearance to operate in the Class B Airspace Area; and

(7) Before operating the aircraft into, out of, or through Class D airspace area that is within the DC SFRA, the pilot complies with FAR 91.129.

(b) Paragraph (a)(5) of this section does not apply to operators of Department of Defense aircraft, law enforcement operations, or lifeguard or air ambulance operations under an FAA/TSA airspace authorization, if the flight crew is in contact with Air Traffic Control and is transmitting an Air Traffic Control - assigned discrete transponder code.

(c) Pilots must transmit the assigned transponder code. No pilot may use transponder code 1200 while in the DC SFRA.

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AIRCRAFT OPERATING IN THE DC FRZ

(a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.

(b) Department of Defense (DOD) operations, law enforcement operations, and lifeguard or air ambulance operations under an FAA/TSA airspace authorization are excepted from the prohibition in paragraph (a) of this section if the pilot is in contact with Air Traffic Control and operates the aircraft transponder on an Air Traffic Control-assigned beacon code.

(c) The following aircraft operations are permitted in the DC FRZ:

(1) Aircraft operations under the DCA Access Standard Security Program (DASSP) (49 CFR part 1562) with a Transportation Security Administration (TSA) flight authorization.

(2) Law enforcement and other U.S. Federal aircraft operations with prior FAA approval.

(3) Foreign-operated military and state aicraft operations with a State Department-authorized diplomatic clearance, with State Department notification to the FAA and TSA.

(4) Federal, State, Federal DOD contract, local government agency aircraft operations and part 121, 129 or 135 air carrier flights with TSA-approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the National Capital Regional Coordination Center (NCRCC). These flights may land and depart Andrews Air Force Base, MD, with prior permission, if required.

(5) Aircraft operations maintaining radio contact with Air Traffic Control and continuously transmitting an Air Traffic Control-assigned discrete transponder code. The pilot must monitor VHF frequency 121.5 or UHF frequency 243.0.

(d) Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all aircraft, except DOD, law enforcement, and lifeguard or air ambulance aircraft operating under an FAA/TSA airspace authorization must file and activate an IFR or a DC FRZ or a DC SFRA flight plan and transmit a discrete transponder code assigned by an Air Traffic Control Facility. Aircraft must transmit the discrete transponder code at all times while in the DC FRZ or DC SFRA.

RESOURCES

Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at http://www.tsa.gov/what _we_do/tsnm/general _aviation/airspace _waivers.shtm or by calling the TSA at 571-227-2071.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN 10 MAY 24 30-2 Eff 16 May

JOINT BASE ANDREWS
RNAV STAR

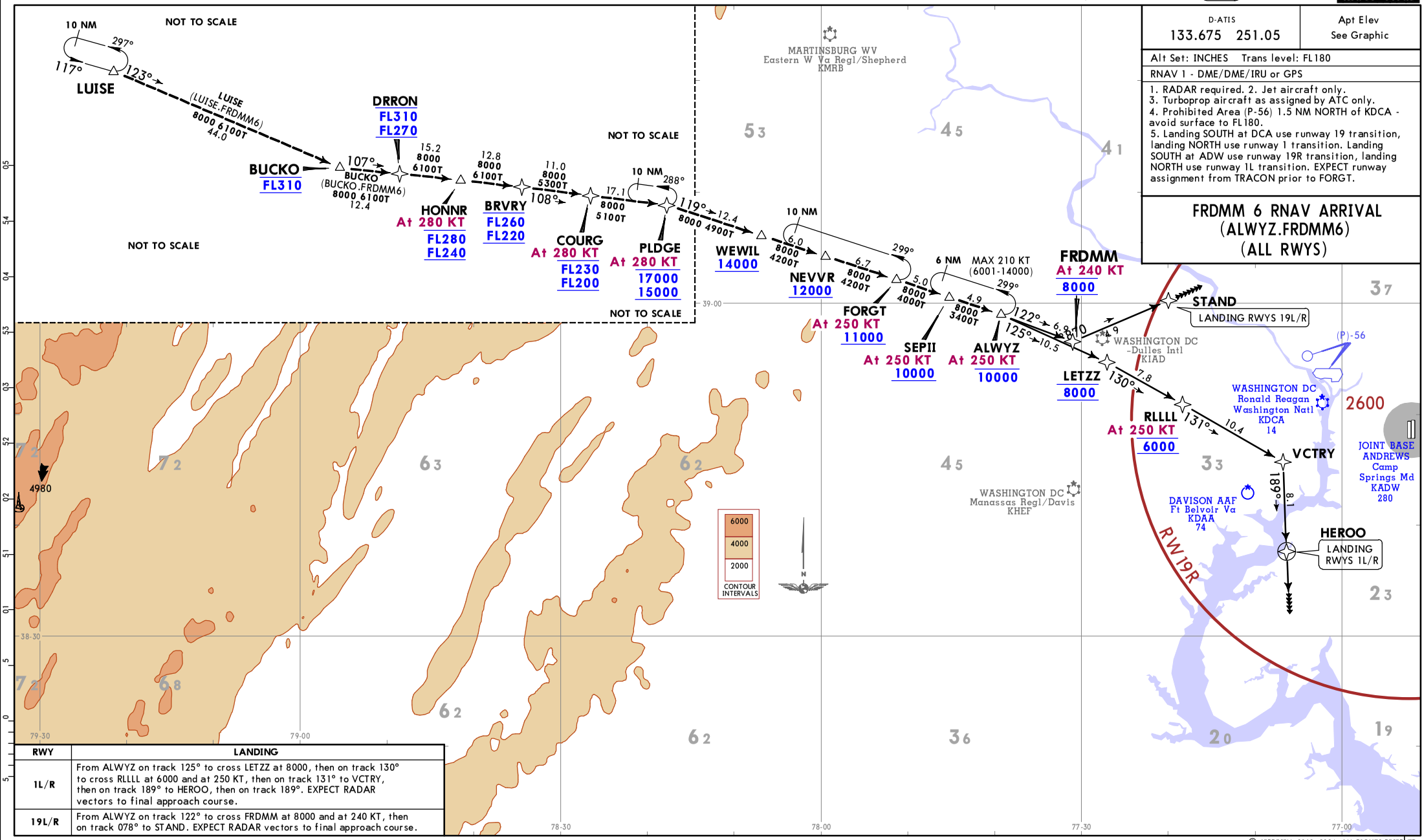
D-ATIS	Apt Elev
133.675 251.05	See Graphic

Alt Set: INCHES Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Jet aircraft only.
3. Turboprop aircraft as assigned by ATC only.
4. Prohibited Area (P-56) 1.5 NM NORTH of KDCA - avoid surface to FL180.
5. Landing SOUTH at DCA use runway 19 transition, landing NORTH use runway 1 transition. Landing SOUTH at ADW use runway 19R transition, landing NORTH use runway 1L transition. EXPECT runway assignment from TRACON prior to FORGT.

FRDMM 6 RNAV ARRIVAL (ALWYZ.FRDMM6) (ALL RWYS)



RWY	LANDING
1L/R	From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course.
19L/R	From ALWYZ on track 122° to cross FRDMM at 8000 and at 240 KT, then on track 078° to STAND. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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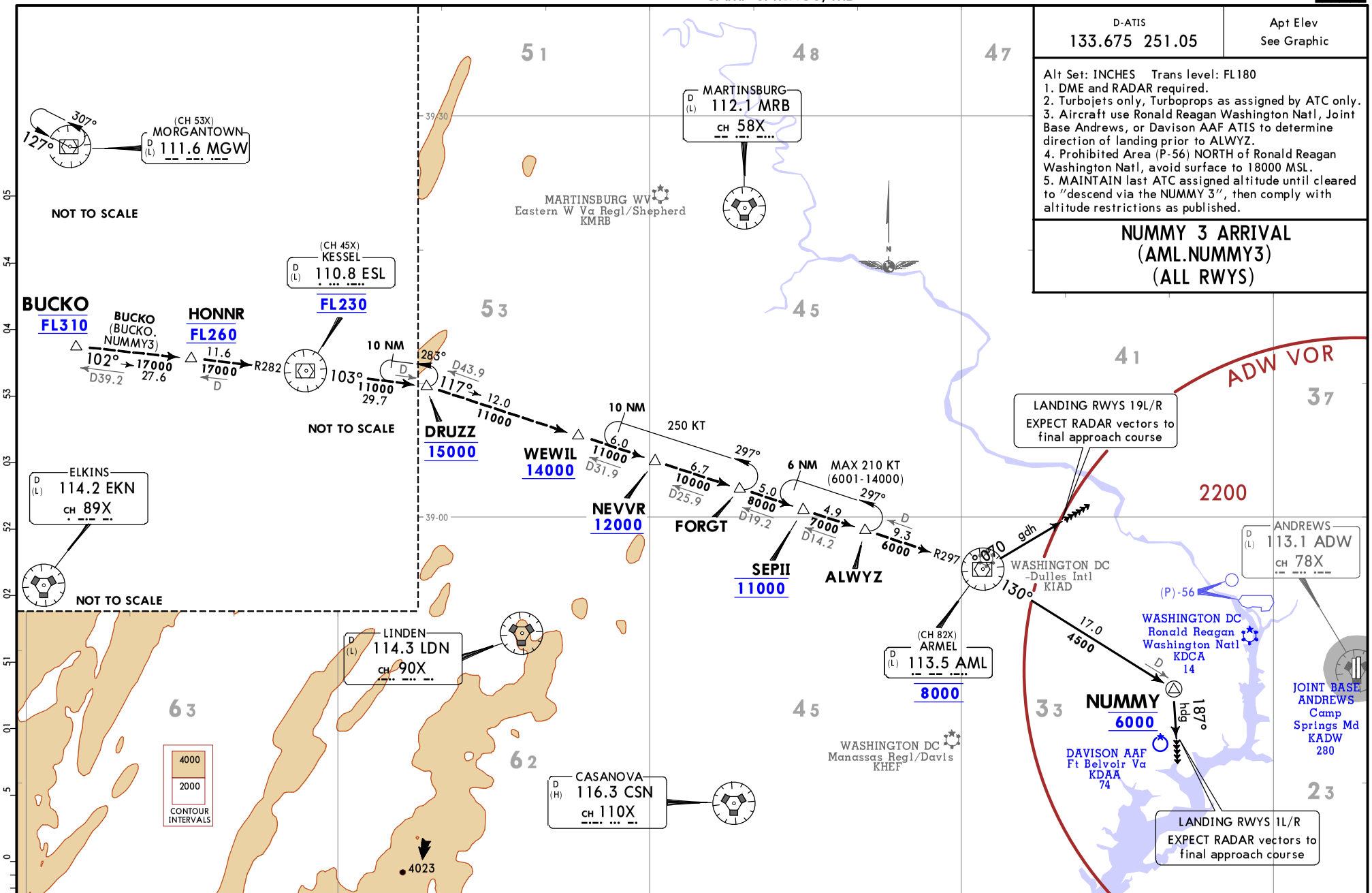
D-ATIS	Apt Elev
133.675 251.05	See Graphic

Alt Set: INCHES Trans level: FL180
1. DME and RADAR required.
2. Turbojets only, Turboprops as assigned by ATC only.
3. Aircraft use Ronald Reagan Washington Natl, Joint Base Andrews, or Davison AAF ATIS to determine direction of landing prior to ALWYZ.
4. Prohibited Area (P-56) NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.
5. MAINTAIN last ATC assigned altitude until cleared to "descend via the NUMMY 3", then comply with altitude restrictions as published.

NUMMY 3 ARRIVAL
(AML.NUMMY3)
(ALL RWYS)



RWY	LANDING
1L/R	From over AML VOR on AML R130 to NUMMY, then on heading 187°. EXPECT RADAR vectors to final approach course.
19L/R	Depart AML VOR on heading 070°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
1 SEP 23 (30-2B)

JOINT BASE ANDREWS
RNAV STAR

D-ATIS	Apt Elev
133.675 251.05	280

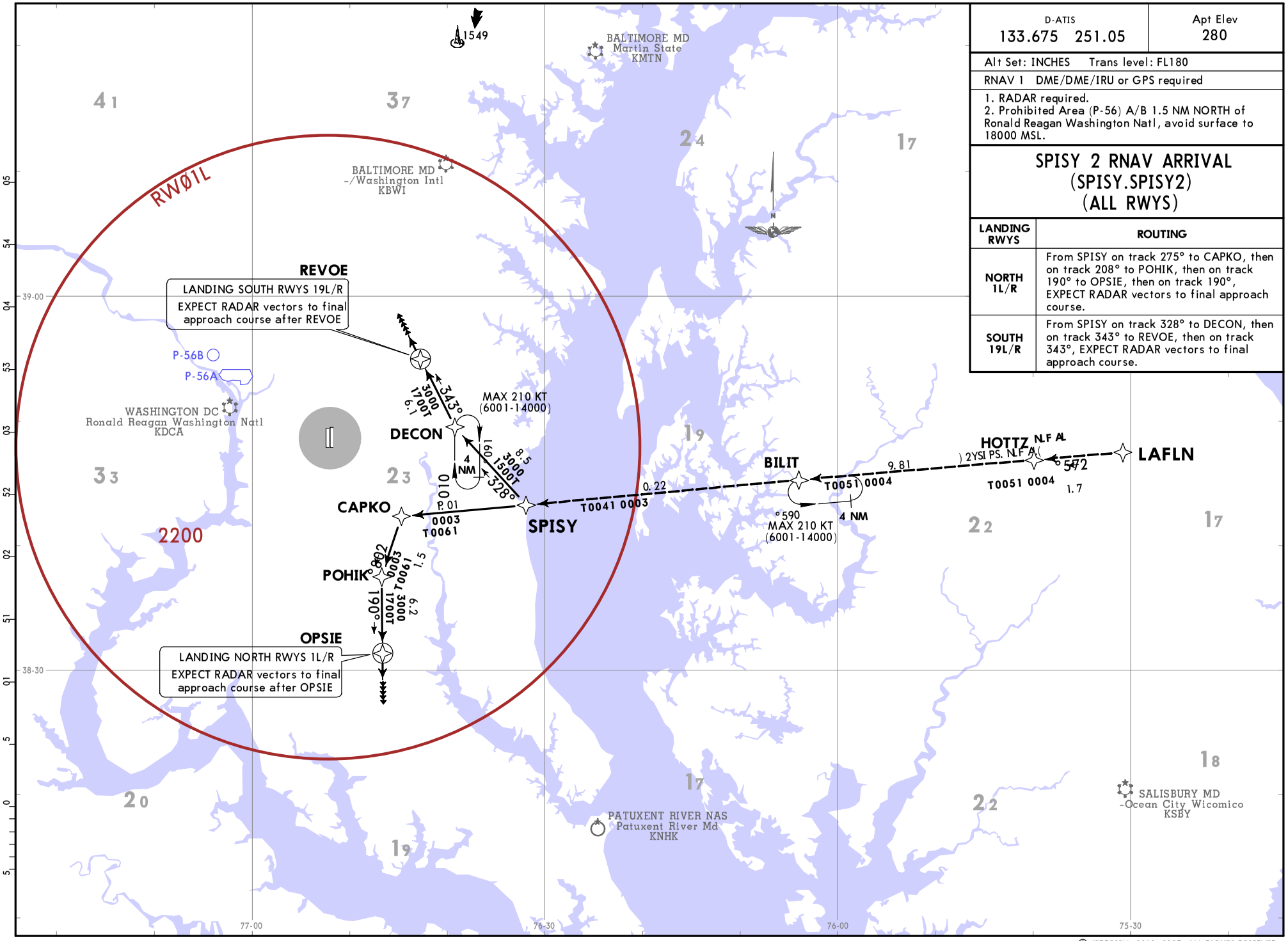
Alt Set: INCHES Trans level: FL180

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required.
2. Prohibited Area (P-56) A/B 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.

SPISY 2 RNAV ARRIVAL
(SPISY.SPISY2)
(ALL RWYS)

LANDING RWYS	ROUTING
NORTH 1L/R	From SPISY on track 275° to CAPKO, then on track 208° to POHIK, then on track 190° to OPSIE, then on track 190°, EXPECT RADAR vectors to final approach course.
SOUTH 19L/R	From SPISY on track 328° to DECON, then on track 343°, EXPECT RADAR vectors to final approach course.



CHANGES: Reissue.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN 10 MAY 24 (30-2C) Eff 16 May

JOINT BASE ANDREWS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES
133.675 251.05	See Graphic	Trans level: FL180

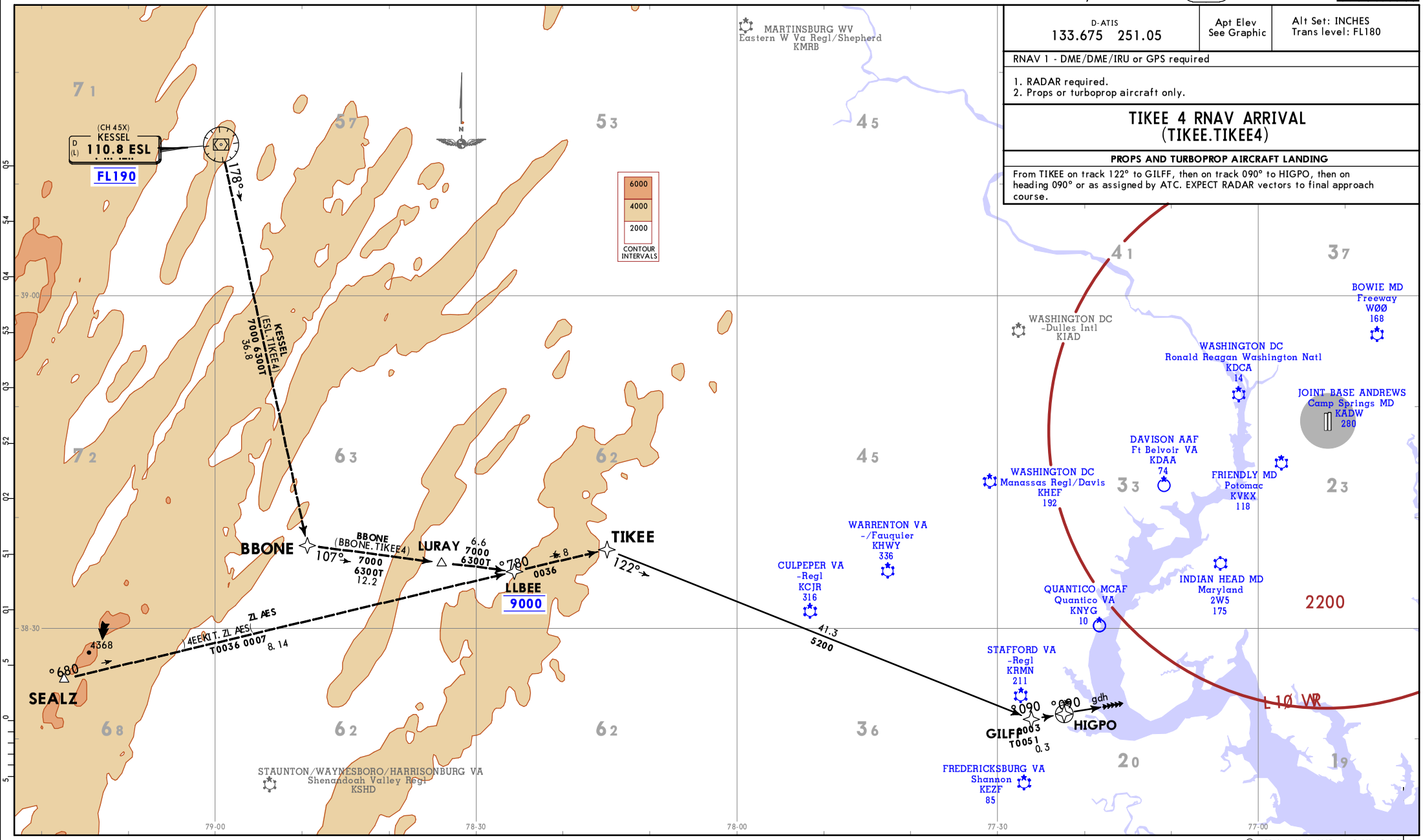
RNAV 1 - DME/DME/IRU or GPS required

1. RADAR required.
2. Props or turboprop aircraft only.

TIKEE 4 RNAV ARRIVAL
(TIKEE.TIKEE4)

PROPS AND TURBOPROP AIRCRAFT LANDING

From TIKEE on track 122° to GILFF, then on track 090° to HIGPO, then on heading 090° or as assigned by ATC. EXPECT RADAR vectors to final approach course.



CHANGES: None.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN 10 MAY 24 (30-2D) Eff 16 May

JOINT BASE ANDREWS
RNAV STAR

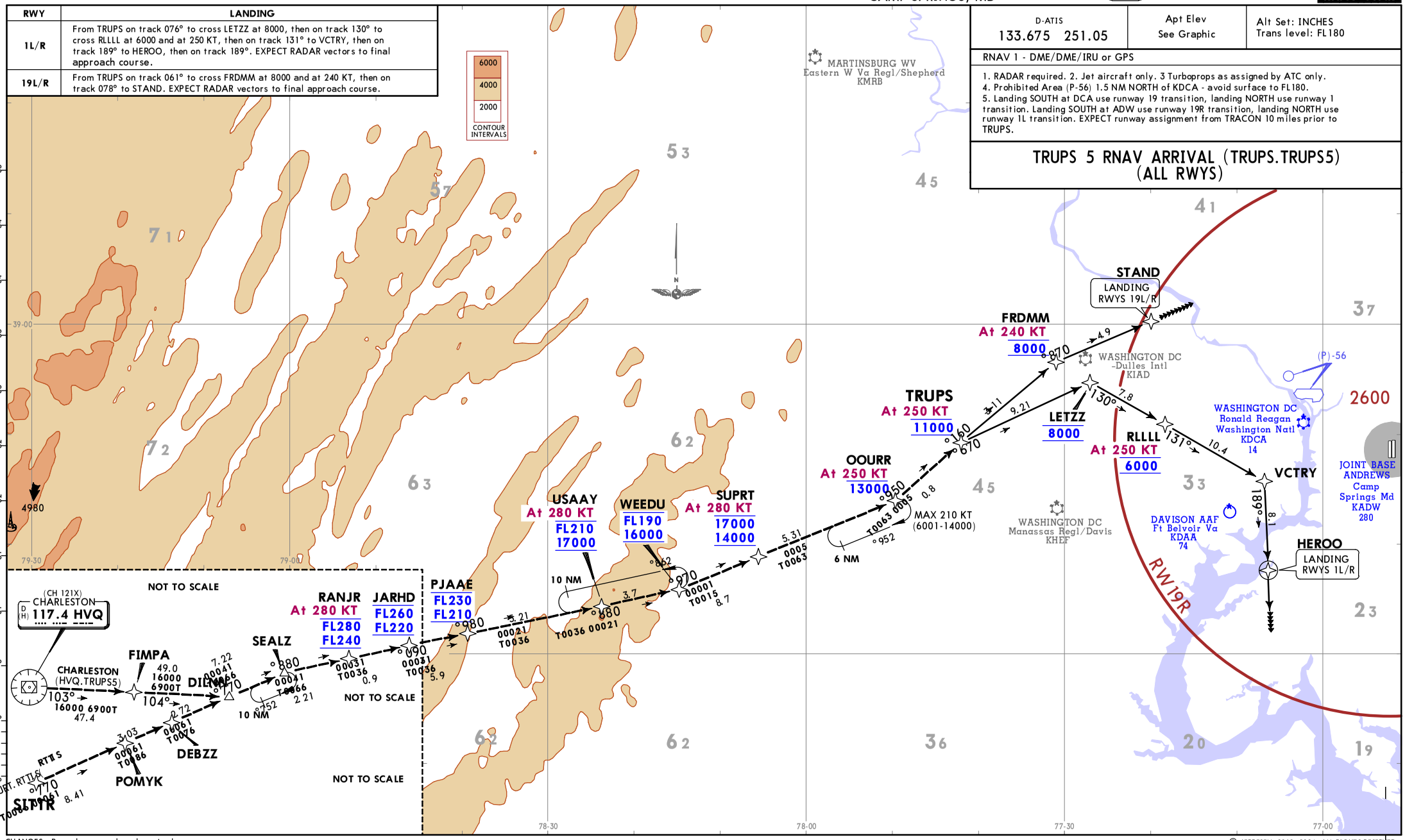
RWY	LANDING
1L/R	From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course.
19L/R	From TRUPS on track 061° to cross FRDMM at 8000 and at 240 KT, then on track 078° to STAND. EXPECT RADAR vectors to final approach course.

D-ATIS	Apt Elev	Alt Set: INCHES
133.675 251.05	See Graphic	Trans level: FL180

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Jet aircraft only. 3 Turboprops as assigned by ATC only.
4. Prohibited Area (P-56) 1.5 NM NORTH of KDCA - avoid surface to FL180.
5. Landing SOUTH at DCA use runway 19 transition, landing NORTH use runway 1 transition. Landing SOUTH at ADW use runway 19R transition, landing NORTH use runway 1L transition. EXPECT runway assignment from TRACON 10 miles prior to TRUPS.

TRUPS 5 RNAV ARRIVAL (TRUPS.TRUPS5) (ALL RWYS)



CHANGES: Procedure renumbered, revised.

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D-ATIS	Apt Elev
133.675 251.05	280

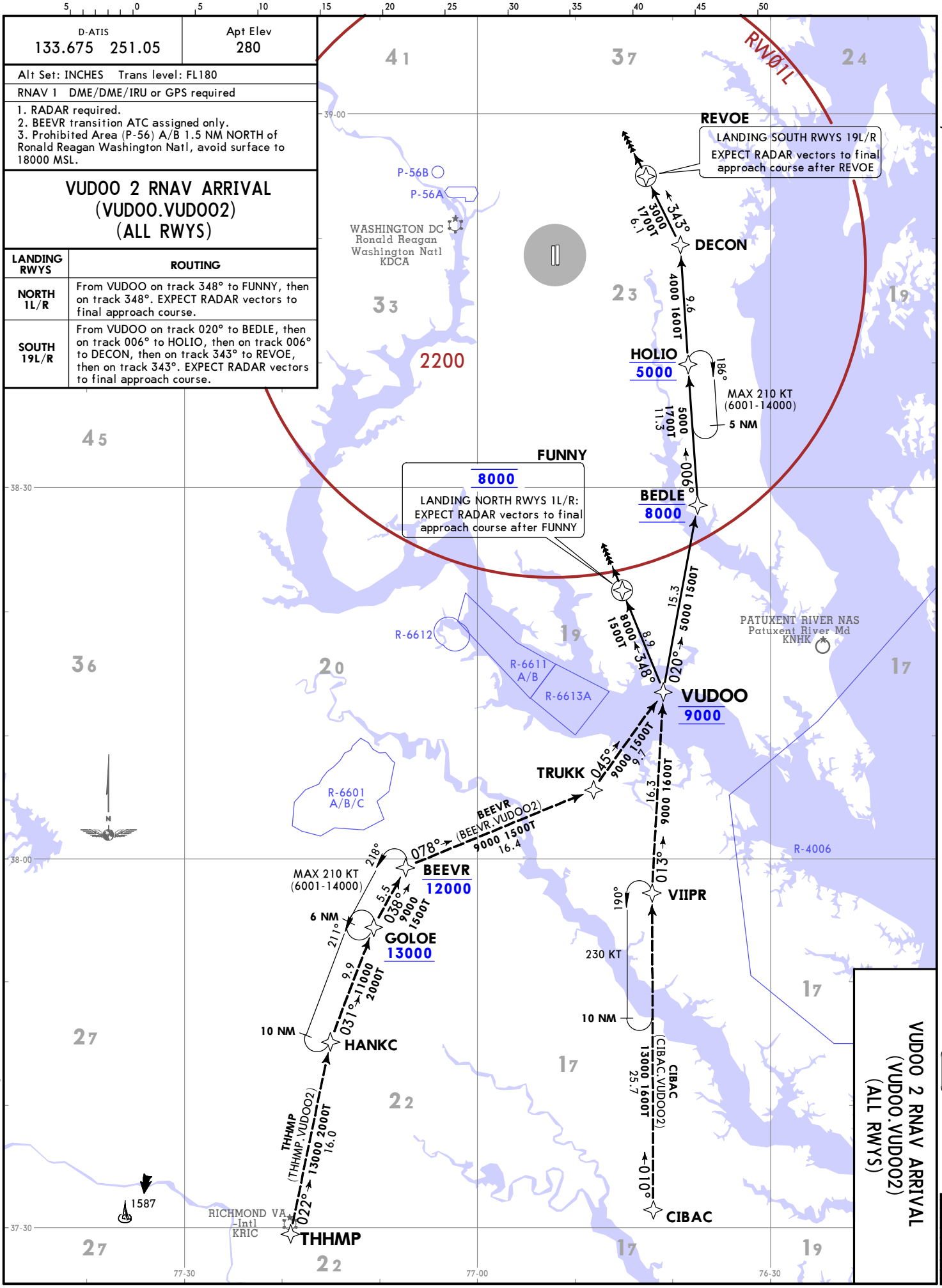
Alt Set: INCHES Trans level: FL180

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required.
2. BEEVR transition ATC assigned only.
3. Prohibited Area (P-56) A/B 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.

VUDOO 2 RNAV ARRIVAL (VUDOO.VUDOO2) (ALL RWYS)

LANDING RWYS	ROUTING
NORTH 1L/R	From VUDOO on track 348° to FUNNY, then on track 348°. EXPECT RADAR vectors to final approach course.
SOUTH 19L/R	From VUDOO on track 020° to BEDLE, then on track 006° to HOLIO, then on track 006° to DECON, then on track 343° to REVOE, then on track 343°. EXPECT RADAR vectors to final approach course.



KADW/ADW
CAMP SPRINGS, MD

JOINT BASE ANDREWS
RNAV STAR

JEPPESEN
1 SEP 23
30-2E

VUDOO 2 RNAV ARRIVAL
(VUDOO.VUDOO2)
(ALL RWYS)

CHANGES: Reissue.

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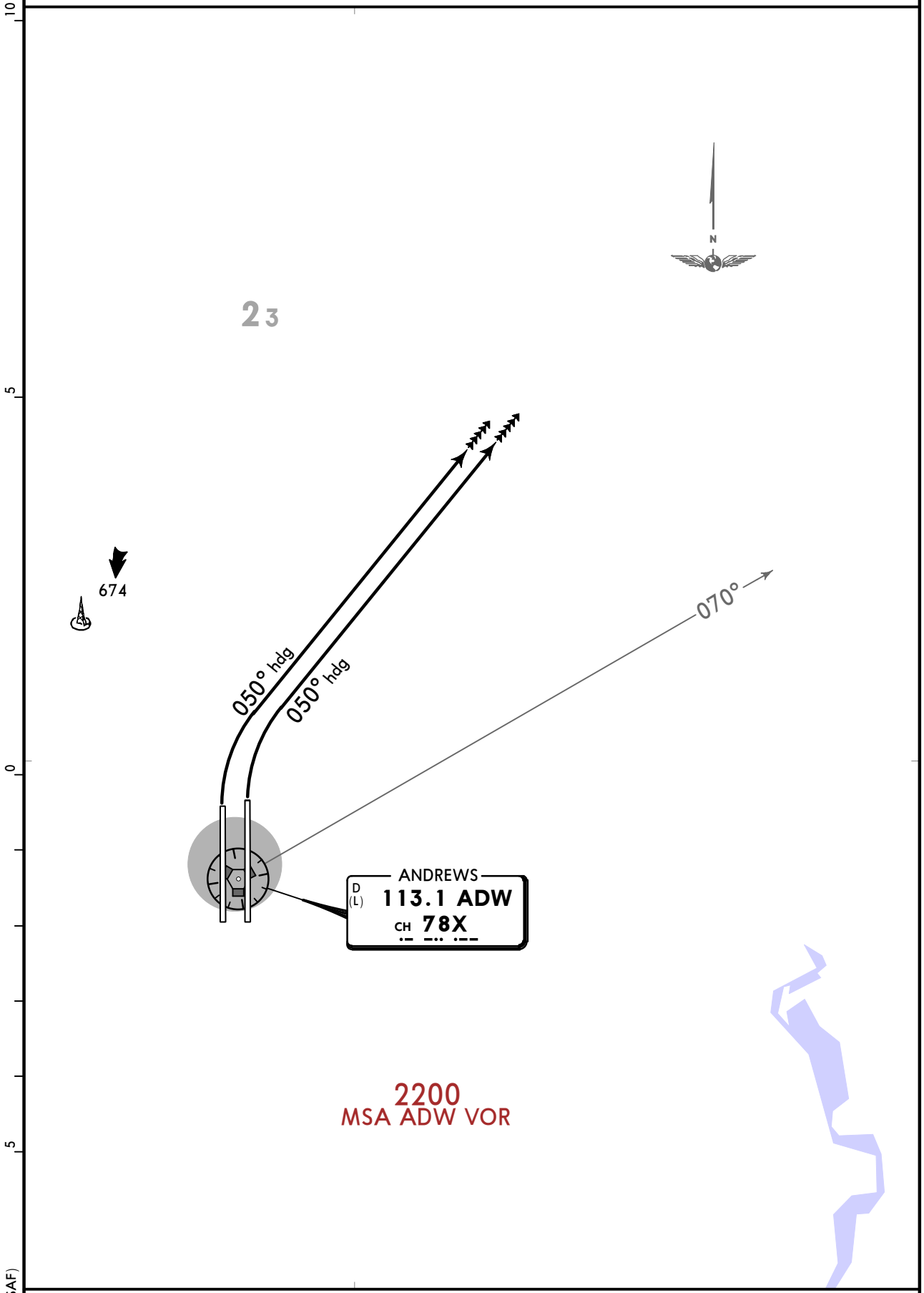
POTOMAC Departure (R) 125.65 348.725	Apt Elev 280	Trans alt: 18000 1. RADAR required. 2. RADAR vectors required within 10 NM from departure.

ANDREWS 1 DEPARTURE (ADW1.ADW) (RWYS 1L/R)



INITIAL CLIMB

Climbing RIGHT turn to 3000 heading 050°. EXPECT RADAR vectors to intercept ADW R070.

CHANGES: MSA.

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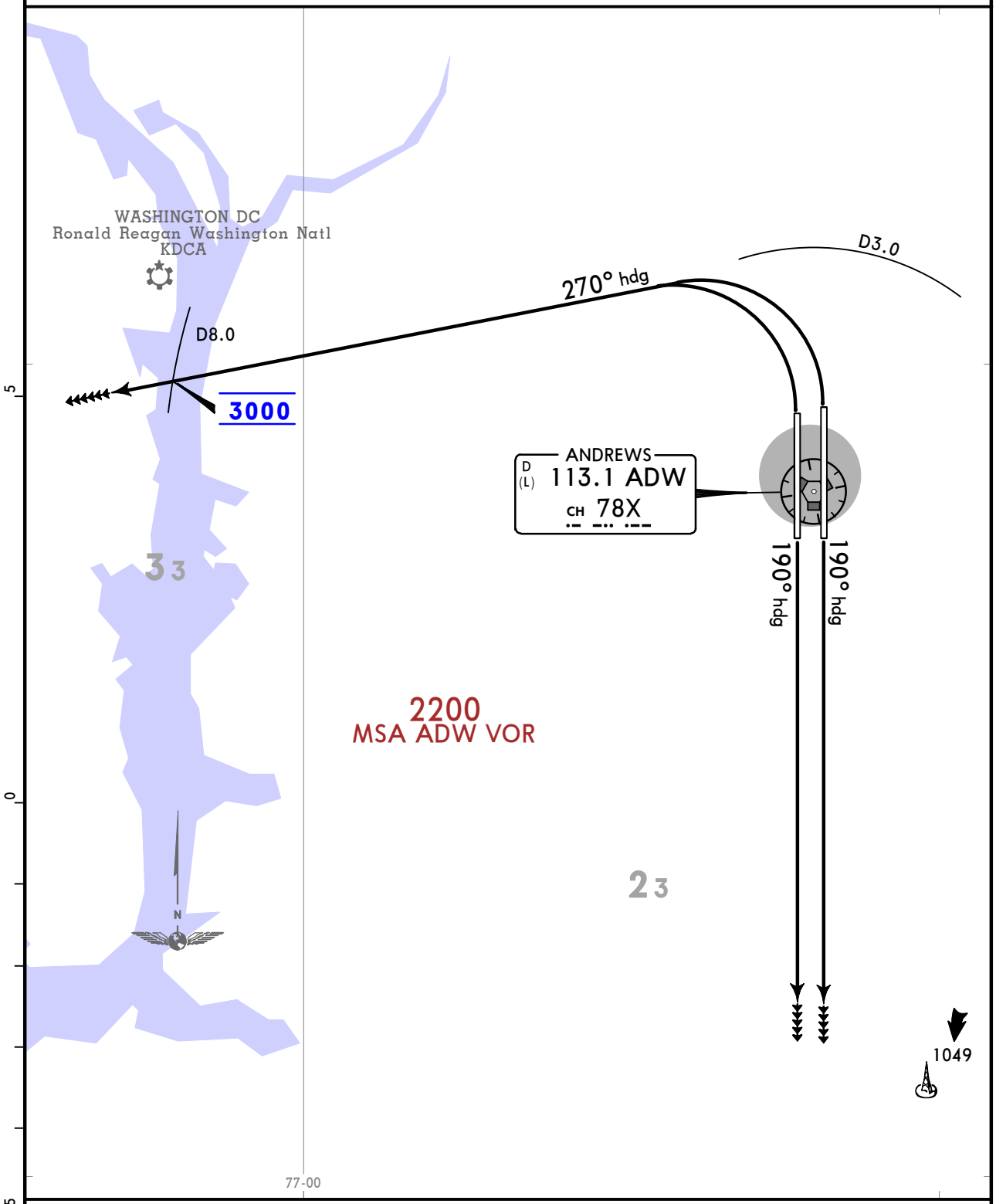
POTOMAC Departure (R) 118.95 257.2	Apt Elev 280	Trans alt: 18000 1. RADAR required. 2. RADAR vectors required within 10 NM from departure. 3. If unable to make published climb gradient advise ATC prior to departure.

CAMP SPRINGS 1 DEPARTURE (CAMP1.ADW) (ALL RWYS)



ATC Climb Rate to 3000

Rwy	Gnd speed-KT	75	100	150	200	250	300
1L/R	V/V(fpm)	475	633	950	1267	1583	1900

RWY	INITIAL CLIMB
1L/R	Turn LEFT climb on heading 270° within D3.0 ADW, cross D8.0 ADW at 3000. EXPECT RADAR vectors.
19L/R	Climb on heading 190° to 3000. EXPECT RADAR vectors to the WEST.

CHANGES: MSA.

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POTOMAC Departure (R)	Apt Elev	RNAV 1 GPS required	Trans alt: 18000
118.95 257.2	280	1. RADAR required. 2. Turbojets only. 3. Prohibited area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.	

JEFSN 2 RNAV DEPARTURE (JEFSN2.JEFSN) (ALL RWYS)

SPEED RESTRICTION
MAINTAIN 250 KT until JEFSN

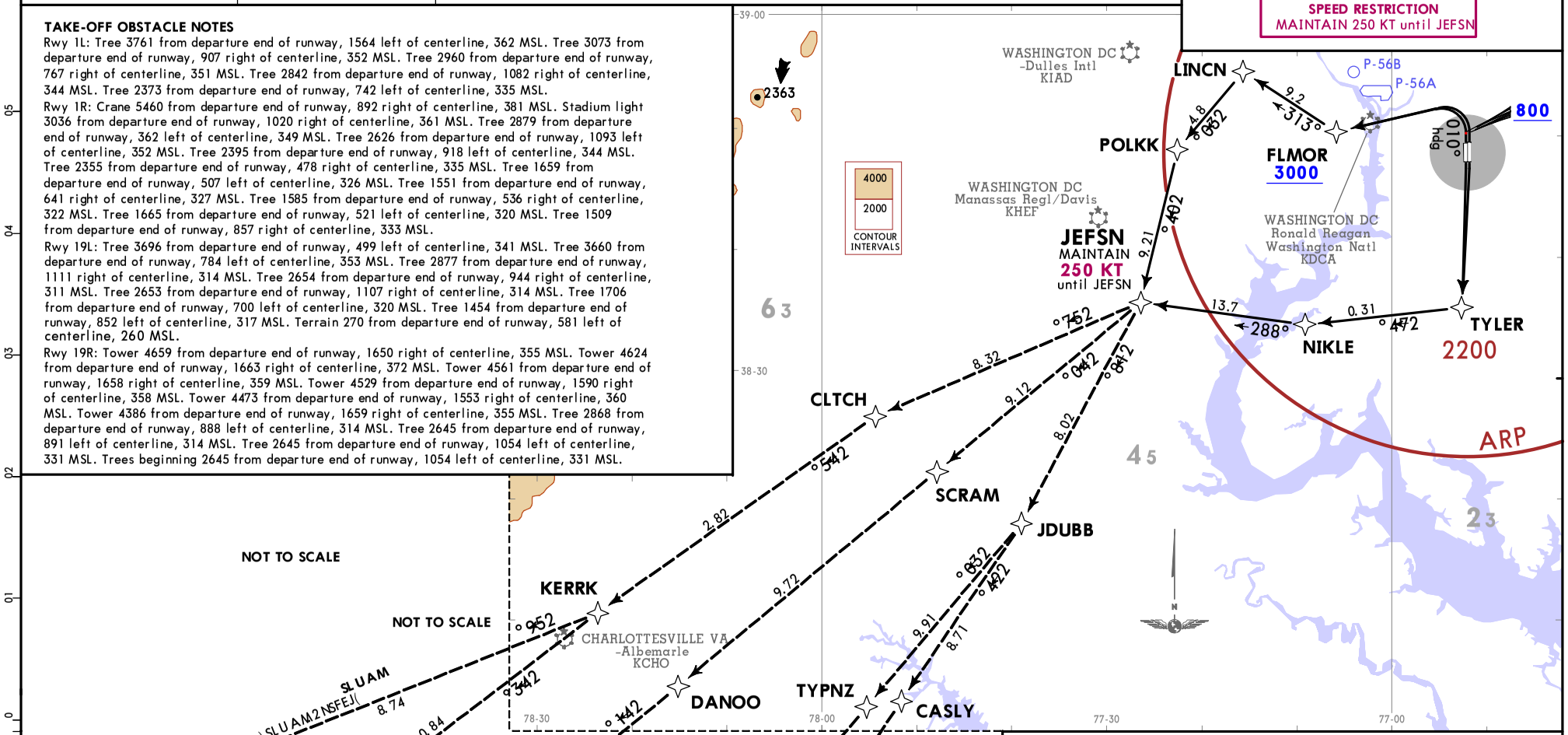
TAKE-OFF OBSTACLE NOTES

Rwy 1L: Tree 3761 from departure end of runway, 1564 left of centerline, 362 MSL. Tree 3073 from departure end of runway, 907 right of centerline, 352 MSL. Tree 2960 from departure end of runway, 767 right of centerline, 351 MSL. Tree 2842 from departure end of runway, 1082 right of centerline, 344 MSL. Tree 2373 from departure end of runway, 742 left of centerline, 335 MSL.

Rwy 1R: Crane 5460 from departure end of runway, 892 right of centerline, 381 MSL. Stadium light 3036 from departure end of runway, 1020 right of centerline, 361 MSL. Tree 2879 from departure end of runway, 362 left of centerline, 349 MSL. Tree 2626 from departure end of runway, 1093 left of centerline, 352 MSL. Tree 2395 from departure end of runway, 918 left of centerline, 344 MSL. Tree 2355 from departure end of runway, 478 right of centerline, 335 MSL. Tree 1659 from departure end of runway, 507 left of centerline, 326 MSL. Tree 1551 from departure end of runway, 641 right of centerline, 327 MSL. Tree 1585 from departure end of runway, 536 right of centerline, 322 MSL. Tree 1665 from departure end of runway, 521 left of centerline, 320 MSL. Tree 1509 from departure end of runway, 857 right of centerline, 333 MSL.

Rwy 19L: Tree 3696 from departure end of runway, 499 left of centerline, 341 MSL. Tree 3660 from departure end of runway, 784 left of centerline, 353 MSL. Tree 2877 from departure end of runway, 1111 right of centerline, 314 MSL. Tree 2654 from departure end of runway, 944 right of centerline, 311 MSL. Tree 2653 from departure end of runway, 1107 right of centerline, 314 MSL. Tree 1706 from departure end of runway, 700 left of centerline, 320 MSL. Tree 1454 from departure end of runway, 852 left of centerline, 317 MSL. Terrain 270 from departure end of runway, 581 left of centerline, 260 MSL.

Rwy 19R: Tower 4659 from departure end of runway, 1650 right of centerline, 355 MSL. Tower 4624 from departure end of runway, 1663 right of centerline, 372 MSL. Tower 4561 from departure end of runway, 1658 right of centerline, 359 MSL. Tower 4529 from departure end of runway, 1590 right of centerline, 358 MSL. Tower 4473 from departure end of runway, 1553 right of centerline, 360 MSL. Tower 4386 from departure end of runway, 1659 right of centerline, 355 MSL. Tree 2868 from departure end of runway, 888 left of centerline, 314 MSL. Tree 2645 from departure end of runway, 891 left of centerline, 314 MSL. Tree 2645 from departure end of runway, 1054 left of centerline, 331 MSL. Trees beginning 2645 from departure end of runway, 1054 left of centerline, 331 MSL.



TAKE-OFF MINIMUMS:
Rwys 1L/R, 19L/R: Standard.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 010° to 800, then climbing LEFT turn to 3000 direct FLMOR. Then via depicted route to JEFSN.	3000
19L/R	Climb direct TYLER then via depicted route to JEFSN.	

ROUTING

At JEFSN on assigned transition. MAINTAIN 3000, EXPECT further clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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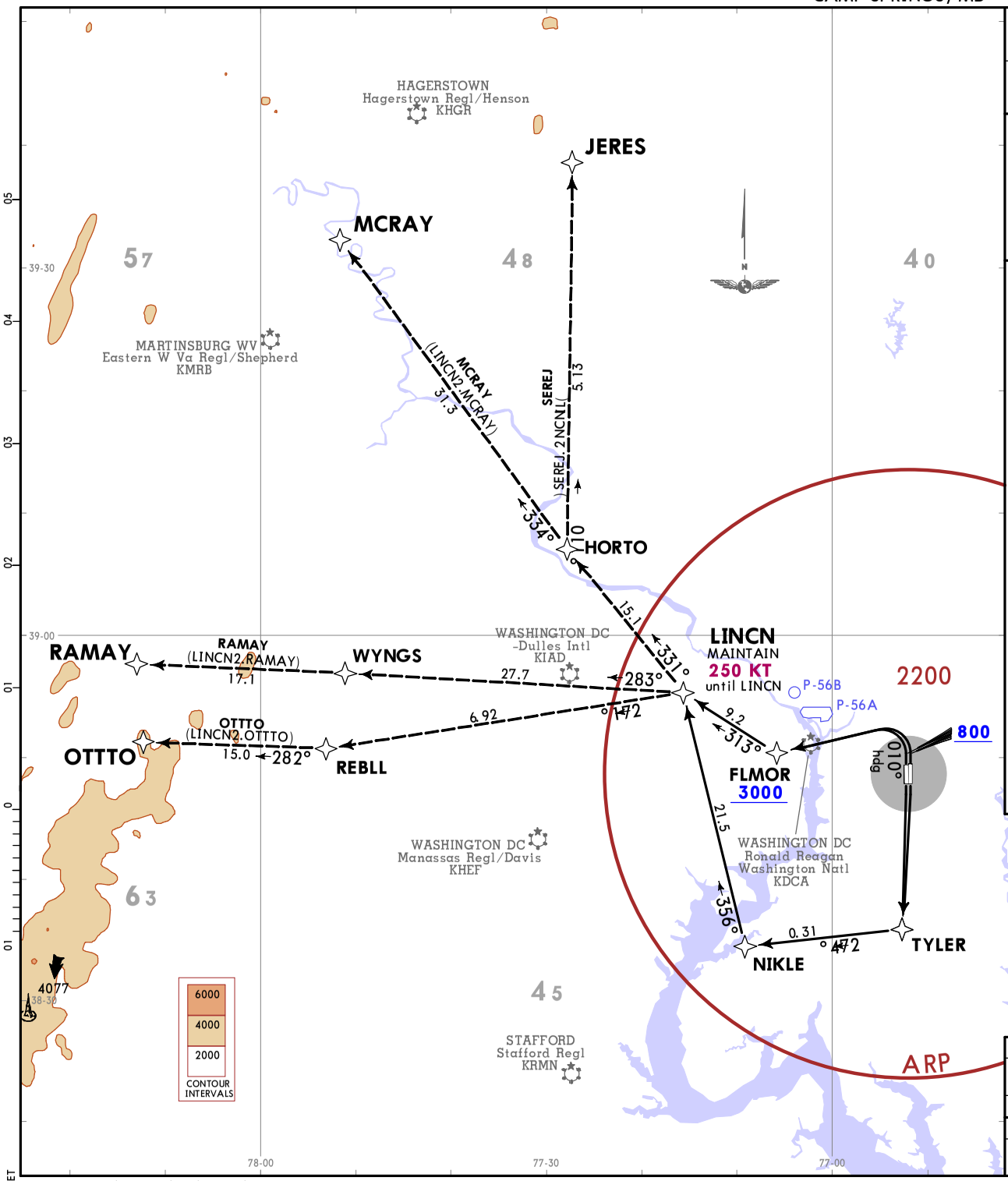

POTOMAC Departure (R) 118.95 257.2	Trans alt: 18000
	RNAV 1 GPS required
Apt Elev 280	1. RADAR required. 2. Turbojets only. 3. Prohibited area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.

LINCN 2 RNAV DEPARTURE
(LINCN2.LINCN)
(ALL RWYS)

SPEED RESTRICTION
MAINTAIN 250 KT until LINCN

TAKE-OFF OBSTACLE NOTES

Rwy 1L: Tree 3761 from departure end of runway, 1564 left of centerline, 362 MSL. Tree 3073 from departure end of runway, 907 right of centerline, 352 MSL. Tree 2960 from departure end of runway, 767 right of centerline, 351 MSL. Tree 2842 from departure end of runway, 1082 right of centerline, 344 MSL. Tree 2373 from departure end of runway, 742 left of centerline, 335 MSL.

Rwy 1R: Crane 5460 from departure end of runway, 892 right of centerline, 381 MSL. Stadium light 3036 from departure end of runway, 1020 right of centerline, 361 MSL. Tree 2879 from departure end of runway, 362 left of centerline, 349 MSL. Tree 2626 from departure end of runway, 1093 left of centerline, 352 MSL. Tree 2395 from departure end of runway, 918 left of centerline, 344 MSL. Tree 2355 from departure end of runway, 478 right of centerline, 335 MSL. Tree 1659 from departure end of runway, 507 left of centerline, 326 MSL. Tree 1551 from departure end of runway, 641 right of centerline, 327 MSL. Tree 1585 from departure end of runway, 536 right of centerline, 322 MSL. Tree 1665 from departure end of runway, 521 left of centerline, 320 MSL. Tree 1509 from departure end of runway, 857 right of centerline, 333 MSL.

Rwy 19L: Tree 3696 from departure end of runway, 499 left of centerline, 341 MSL. Tree 3660 from departure end of runway, 784 left of centerline, 353 MSL. Tree 2877 from departure end of runway, 1111 right of centerline, 314 MSL. Tree 2654 from departure end of runway, 944 right of centerline, 311 MSL. Tree 2653 from departure end of runway, 1107 right of centerline, 314 MSL. Tree 1706 from departure end of runway, 700 left of centerline, 320 MSL. Tree 1454 from departure end of runway, 852 left of centerline, 317 MSL. Terrain 270 from departure end of runway, 581 left of centerline, 260 MSL.

Rwy 19R: Tower 4659 from departure end of runway, 1650 right of centerline, 355 MSL. Tower 4624 from departure end of runway, 1663 right of centerline, 372 MSL. Tower 4561 from departure end of runway, 1658 right of centerline, 359 MSL. Tower 4529 from departure end of runway, 1590 right of centerline, 358 MSL. Tower 4473 from departure end of runway, 1553 right of centerline, 360 MSL. Tower 4386 from departure end of runway, 1659 right of centerline, 355 MSL. Tree 2868 from departure end of runway, 888 left of centerline, 314 MSL. Tree 2645 from departure end of runway, 891 left of centerline, 314 MSL. Tree 2645 from departure end of runway, 1054 left of centerline, 331 MSL. Trees beginning 2645 from departure end of runway, 1054 left of centerline, 331 MSL.

TAKE-OFF MINIMUMS:
Rwys 1L/R, 19L/R: Standard.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 010° to 800, then climbing LEFT turn to 3000 direct FLMOR. Then via depicted route to LINCN.	3000
19L/R	Climb direct TYLER then via depicted route to LINCN.	

ROUTING

At LINCN on assigned transition. MAINTAIN 3000, EXPECT further clearance to filed altitude within 10 minutes after departure.

PRET CHANGES: Procedure renumbered, revised.

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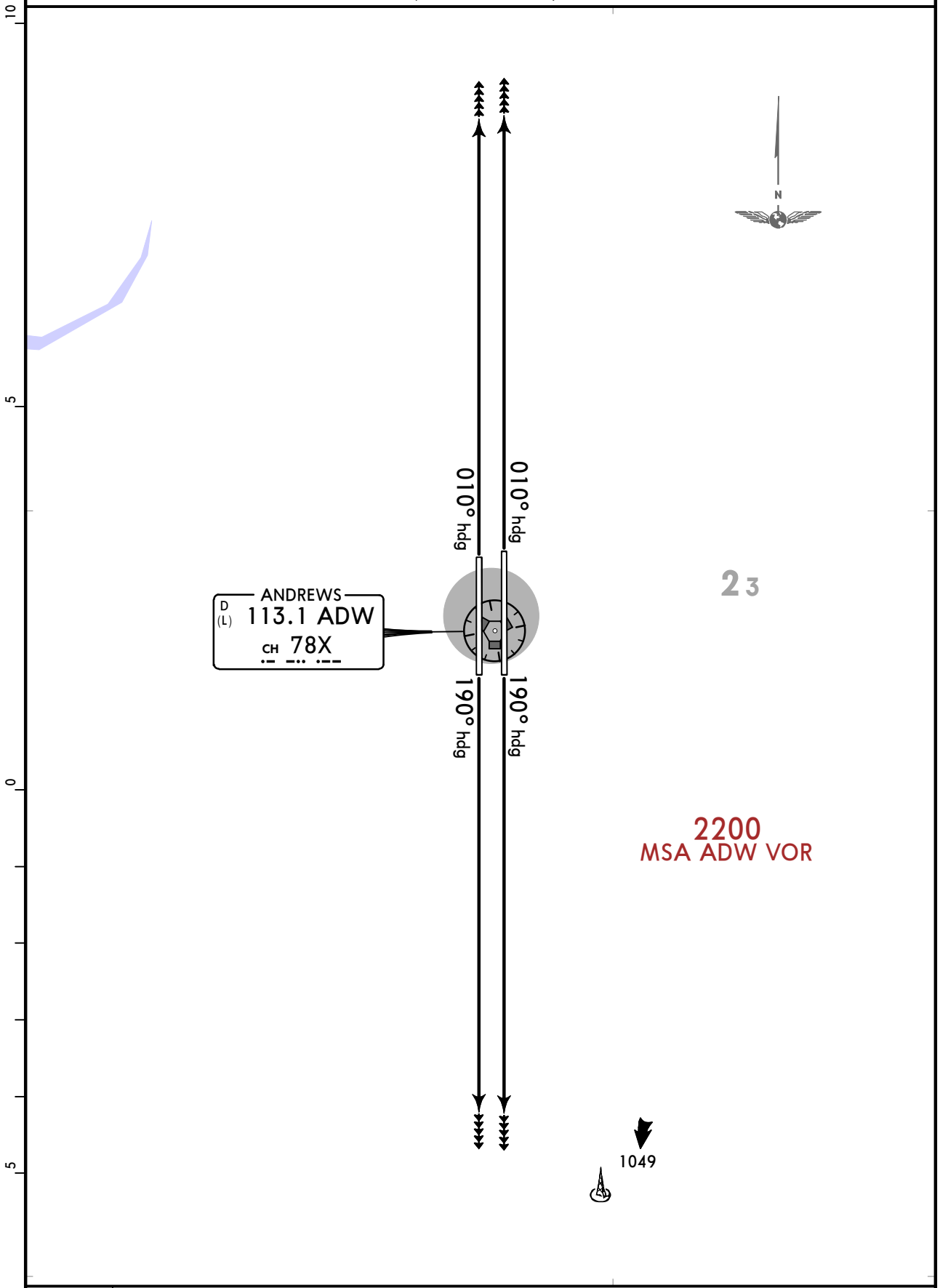
POTOMAC Departure (R) 125.65 348.725	Apt Elev 280	Trans alt: 18000 1. RADAR required. 2. RADAR vectors required within 10 NM from departure.

MORNINGSIDE 1 DEPARTURE (MRNG1.ADW) (ALL RWYS)



RWY	INITIAL CLIMB
1L/R	Climb on heading 010° to 3000. EXPECT RADAR vectors.
19L/R	Climb on heading 190° to 3000. EXPECT RADAR vectors to the SOUTH or EAST.

MIL (USAF)

CHANGES: MSA.

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KADW/ADW

Apt Elev **280'**

N38 48.7 W076 52.0

JEPPESEN

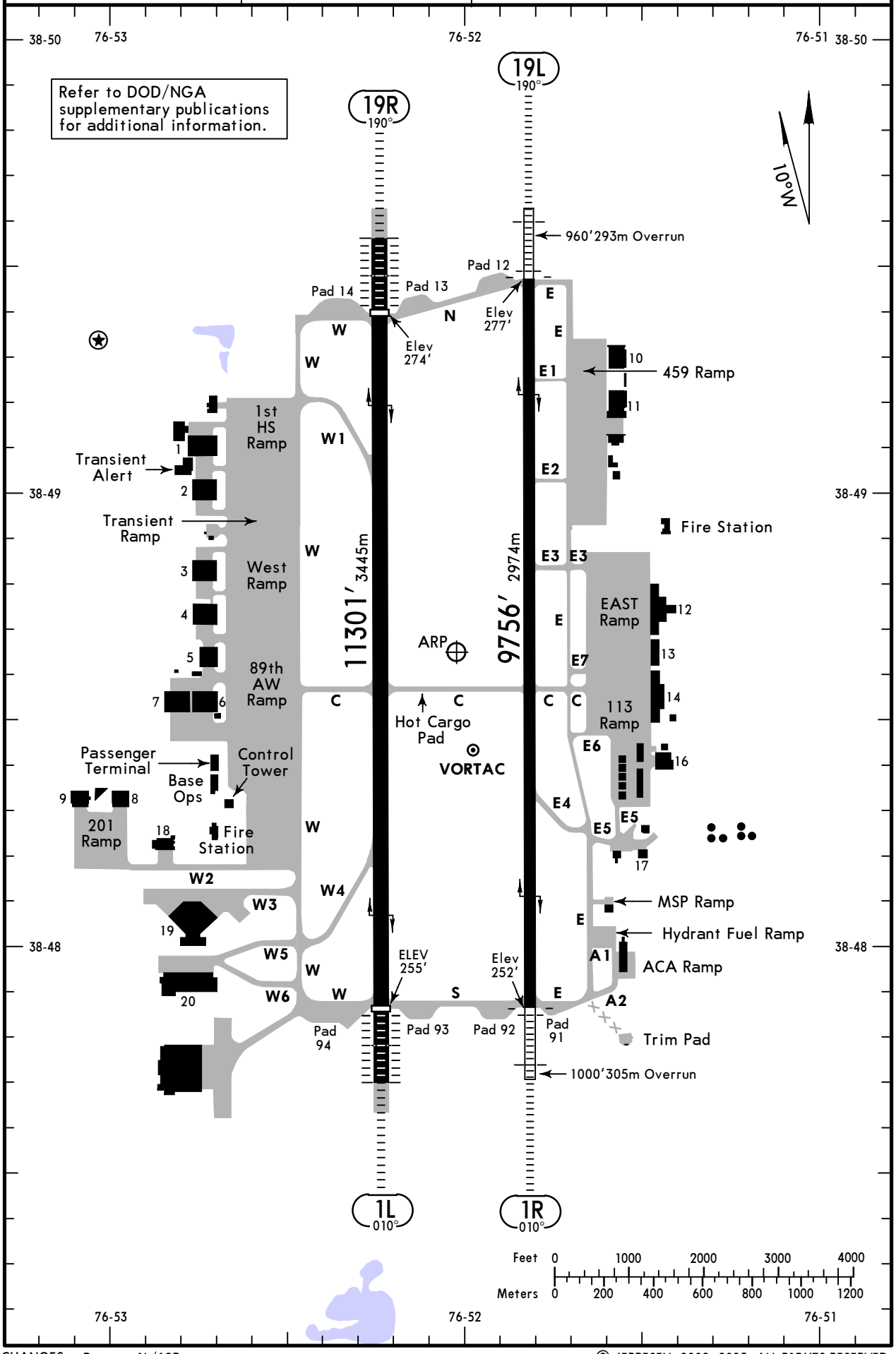
15 AUG 25 (30-9)

JOINT BASE ~~ANDREWS~~

CAMP SPRINGS, MD

D-ATIS		Data Comm		ANDREWS Clearance	
133.675	251.05	ACARS: D-ATIS PDC, TWIP	CPDLC: DCL	127.55	285.475

Ground		Tower		POTOMAC Departure (R)		West	East
121.8	275.8	118.4	349.0	118.95	125.65	257.2	348.725



CHANGES: Runway 1L/19R.

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GENERAL
Terminal Doppler Weather Radar.
Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1R ❶	HIRL ALSF-I grooved RVR PAPI-L (3.0°, TCH 61')		8788' 2679m		150' 46m
19L	HIRL ALSF-I grooved RVR PAPI-L (3.0°, TCH 56')		8690' 2649m		
1L	HIRL CL ALSF-II TDZ grooved RVR PAPI-L (3.0°, TCH 72')	❷	❷8299'2530m	❷	200' 61m
19R	HIRL CL ALSF-II TDZ grooved RVR PAPI-L (3.0°, TCH 71')	❷	❷8219'2505m	❷	

❶ B747/AN124 operations prohibited, except 89 AW aircraft, due to foreign object damage potential.

❷ CAUTION: Effective Rwy 1L/19R (between displaced thresholds) available for take-off and landing is 9,318' 2840m. Do not land prior to marked displaced threshold. Do not use opposite runway end for take-off computations or take-off roll. Rwy 1L/19R displaced threshold take-off use restricted to Presidential Airlift Group (PAG), 459 ARW, 1 ACCS aircraft, or with 89 OG/CC approval. OG/CC approval required for use of the displaced threshold for take-off or landing.

TAKE-OFF

All Rwys

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or CL or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

TAKE-OFF OBSTACLES

Rwy 1L: tree 3761' from departure end of runway, 1564' left of centerline, 362' MSL. Tree 3073' from departure end of runway, 907' right of centerline, 352' MSL. Tree 2960' from departure end of runway, 767' right of centerline, 351' MSL. Tree 2842' from departure end of runway, 1082' right of centerline, 344' MSL. Tree 2373' from departure end of runway, 742' left of centerline, 335' MSL.

Rwy 1R: crane 5460' from departure end of runway, 892' right of centerline, 381' MSL. Stadium light 3036' from departure end of runway, 1020' right of centerline, 361' MSL. Tree 2879' from departure end of runway, 362' left of centerline, 349' MSL. Tree 2626' from departure end of runway, 1093' left of centerline, 352' MSL. Tree 2395' from departure end of runway, 918' left of centerline, 344' MSL. Tree 2355' from departure end of runway, 478' right of centerline, 335' MSL. Tree 1659' from departure end of runway, 507' left of centerline, 326' MSL. Tree 1551' from departure end of runway, 641' right of centerline, 327' MSL. Tree 1585' from departure end of runway, 536' right of centerline, 322' MSL. Tree 1665' from departure end of runway, 521' left of centerline, 320' MSL. Tree 1509' from departure end of runway, 857' right of centerline, 333' MSL.

Rwy 19L: tree 3696' from departure end of runway, 499' left of centerline, 341' MSL. Tree 3660' from departure end of runway, 784' left of centerline, 353' MSL. Tree 2877' from departure end of runway, 1111' right of centerline, 314' MSL. Tree 2654' from departure end of runway, 944' right of centerline, 311' MSL. Tree 2653' from departure end of runway, 1107' right of centerline, 314' MSL. Tree 1706' from departure end of runway, 700' left of centerline, 320' MSL. Tree 1454' from departure end of runway, 852' left of centerline, 317' MSL. Terrain 270' from departure end of runway, 581' left of centerline, 260' MSL.

Rwy 19R: tower 4659' from departure end of runway, 1650' right of centerline, 355' MSL. Tower 4624' from departure end of runway, 1663' right of centerline, 372' MSL. Tower 4561' from departure end of runway, 1658' right of centerline, 359' MSL. Tower 4529' from departure end of runway, 1590' right of centerline, 358' MSL. Tower 4473' from departure end of runway, 1553' right of centerline, 360' MSL. Tower 4386' from departure end of runway, 1659' right of centerline, 355' MSL. Tree 2868' from departure end of runway, 888' left of centerline, 314' MSL. Tree 2645' from departure end of runway, 891' left of centerline, 314' MSL. Tree 2645' from departure end of runway, 1054' left of centerline, 331' MSL. Trees beginning 2645' from departure end of runway, 1054' left of centerline, 331' MSL.

CHANGES: Additional runway information.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
28 APR 23 (31-1)

JOINT BASE ANDREWS
ILS or LOC Rwy 1L

BRIEFING STRIP™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

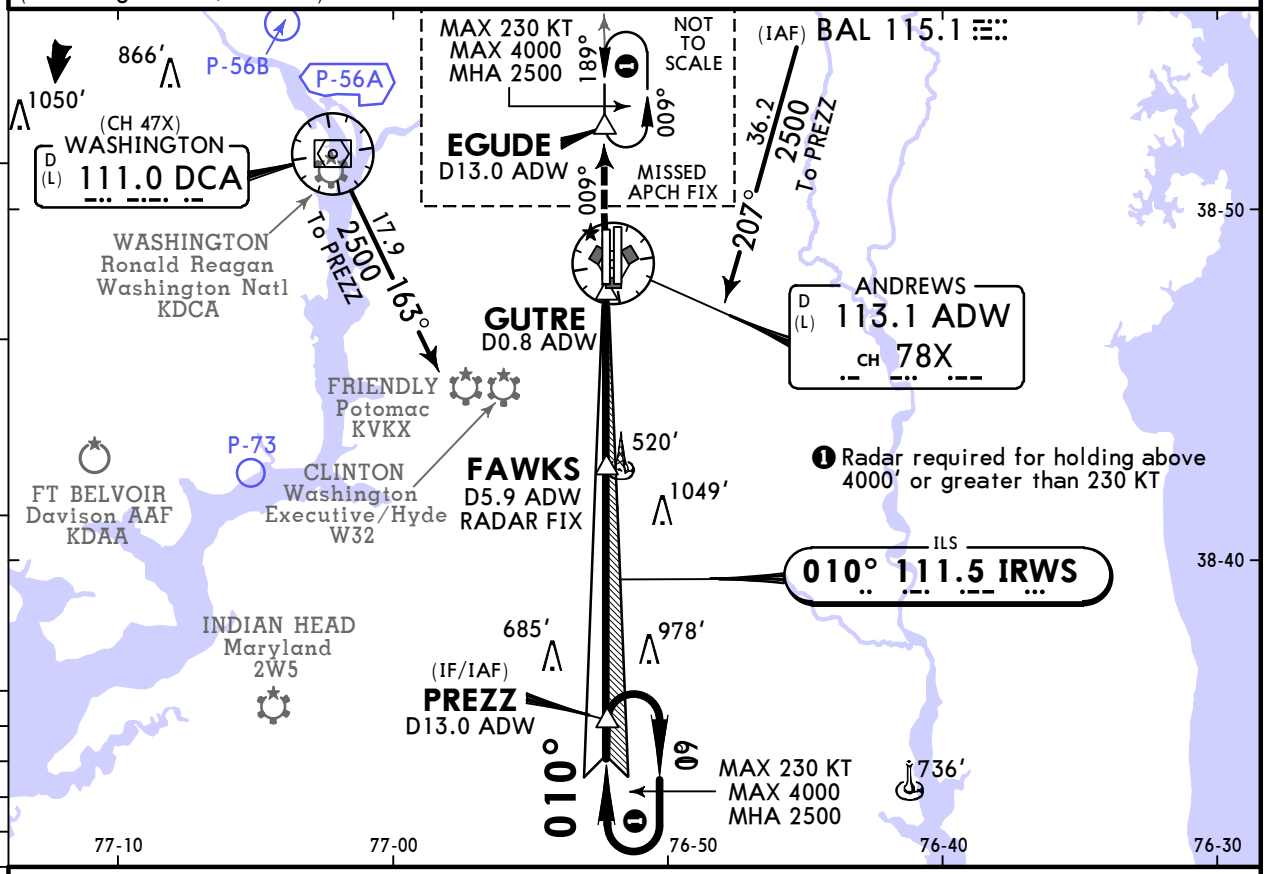
LOC IRWS	Final Apch Crs	FAWKS	ILS DA(H)	Apt Elev 280'
111.5	010°	2000' (1739')	461' (200')	TDZE 261'

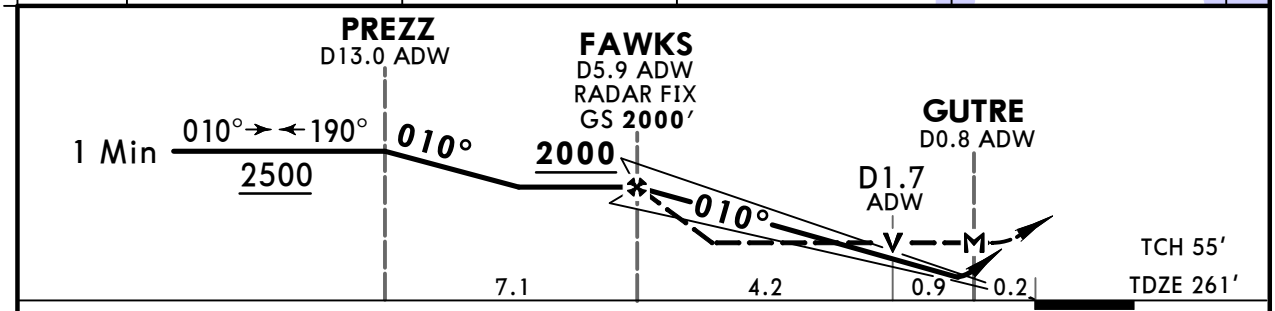
2200
MSA
ADW VORTAC

MISSED APCH: Climbing to 2500', intercept ADW VORTAC R-009 to EGUDE and hold. For aircraft not equipped with TACAN or suitable RNAV system with GPS: Climbing RIGHT turn to 2000' hdg 050°, expect Radar vectors.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 6200'. 3. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/TCH 72').





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at GUTRE							
FAWKS to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
PAPI

2500'

ADW
113.1
(CH 78X)
R-009

EGUDE

Military STRAIGHT-IN LANDING

	ILS DA(H) 461' (200')	TDZ/CL out	ALS out	LOC (GS out) MDA(H) 680' (419')	ALS out
A	200'-R18 or V1/2	200'-R24 or V1/2	200'-R40 or V3/4	400'-R24 or V1/2	400'-R55 or V1
B					
C				400'-R40 or V3/4	400'-R60 or V1 1/8
D					
E					

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)
90	780' (500') 500'-V1
120	
140	780' (500') 500'-V1 1/2
165	840' (560') 600'-V2
200	

TERPS MIL (USAF) AMEND 7

CHANGES: Chart format.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
28 APR 23 (31-1A)

JOINT BASE ANDREWS
ILS Rwy 1L CAT II & III

BRIEFING STRIP™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

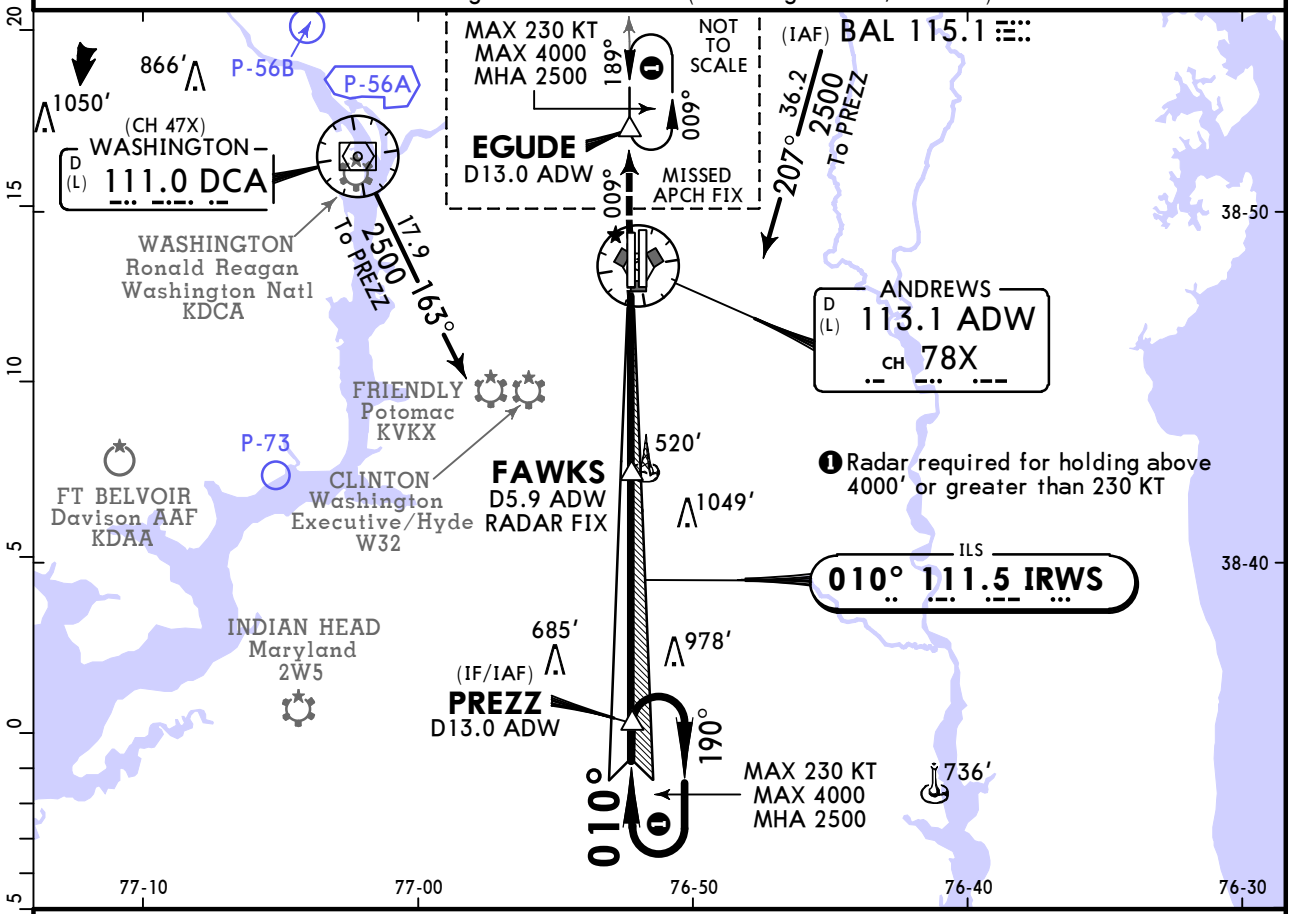
Ground		COMMAND POST	
121.8	275.8	141.55	349.4

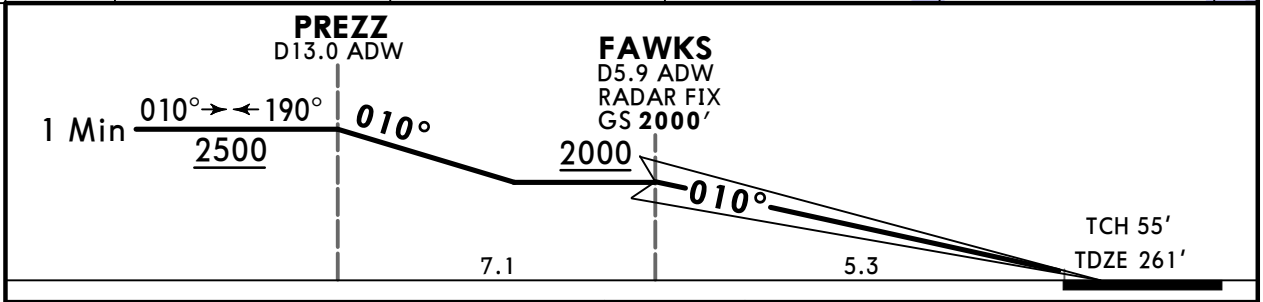
LOC IRWS	Final Apch Crs	FAWKS	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS		
111.5	010°	2000′ (1739′)	NA	Refer to minimums		RA 108′ DA(H) 361′(100′)	Apt Elev 280′ TDZE 261′	2200 MSA ADW VORTAC

MISSED APCH: Climbing to 2500′, intercept ADW VORTAC R-009 to EGUDE and hold.
For aircraft not equipped with TACAN or suitable RNAV system with GPS: Climbing RIGHT turn to 2000′ hdg 050°, expect Radar vectors. CAT III: Missed approach requires use of RNAV or ATC Radar monitoring.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. Radar or DME required. 3. EMERG SAFE ALT 100 NM 6200′. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 72′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

2500′

ADW 113.1 (CH 78X) R-009

EGUDE

Military STRAIGHT-IN LANDING

TERPS MIL (USAF) ORIG

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108′ DA(H) 361′ (100′)
NA	R6	R7	R12

CHANGES: Chart format.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (31-2) **Eff 18 May**

JOINT BASE ANDREWS
ILS or LOC Rwy 1R

BRIEFING STRIP ™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

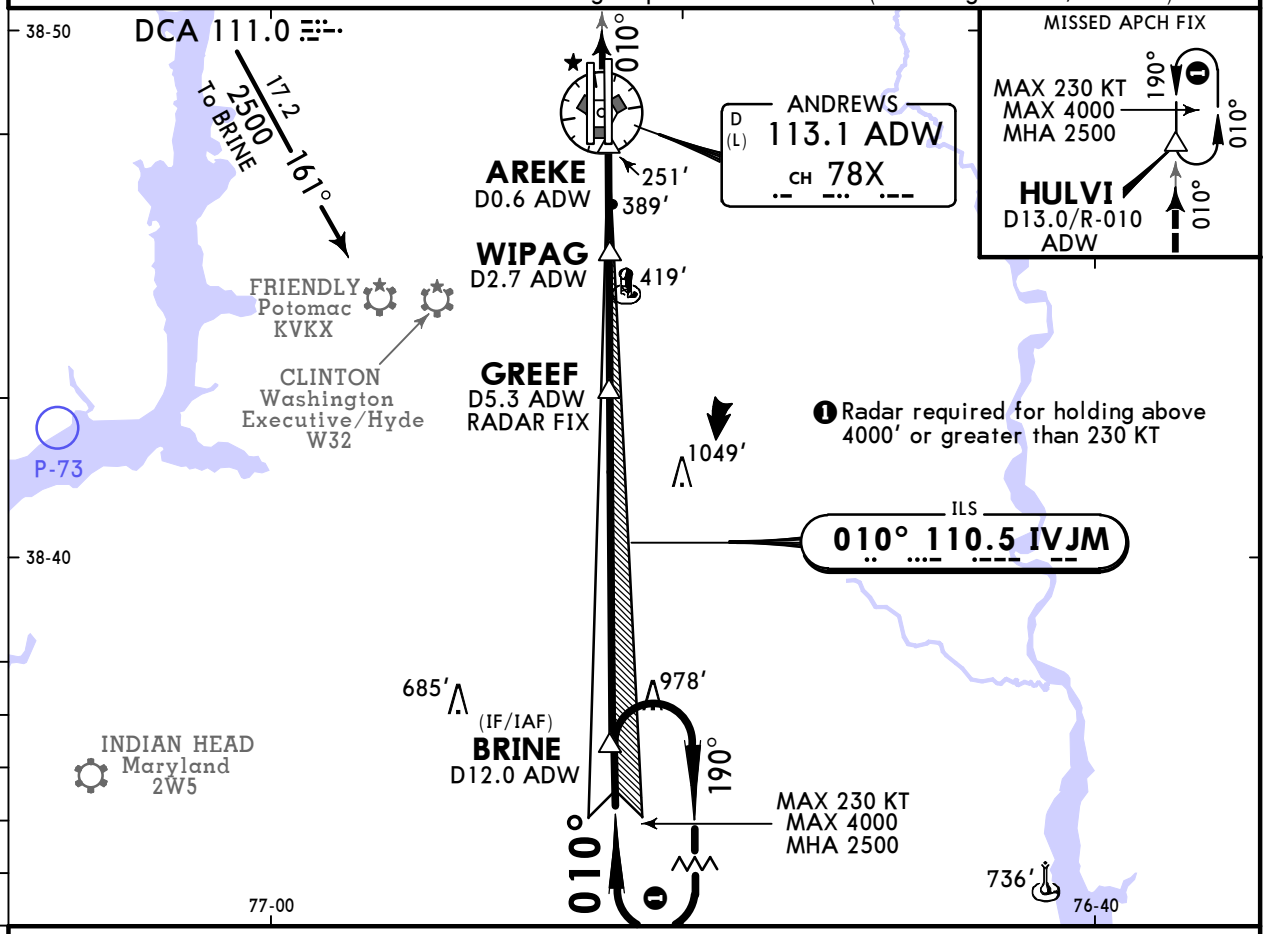
LOC IVJM	Final Apch Crs	GREEF	ILS DA(H)	Apt Elev 280′
110.5	**010°**	**1800′** (1535′)	**465′** (200′)	TDZE 265′

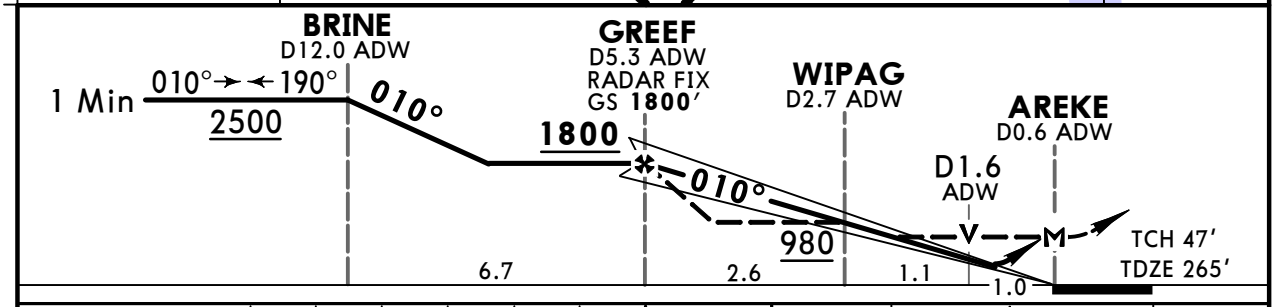
2200
MSA
ADW VORTAC

MISSED APCH: Climb to 2500′ via ADW VORTAC R-010 to HULVI/D13.0 ADW and hold.
For aircraft not equipped with TACAN or suitable RNAV system with GPS: Climbing RIGHT turn to 2000′ hdg 050°, expect Radar vectors.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6200′. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 61′).





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at AREKE							
GREEF to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-I
PAPI

2500′ via ADW **113.1** (CH 78X) **R-010**

HULVI

Military

TERPS MIL (USAF) AMEND 1

STRAIGHT-IN LANDING

	ILS DA(H) **465′** (200′)		LOC (GS out) MDA(H) **640′** (375′) With WIPAG		LOC (GS out) MDA(H) **720′** (455′) Without WIPAG	
		ALS out		ALS out		ALS out
A	[1] 200′-R24 or V1/2	200′-R40 or V3/4	400′-R24 or V1/2	400′-R55 or V1	500′-R24 or V1/2	500′-R55 or V1
B						
C			400′-R35 or V5/8		500′-R45 or V7/8	500′-V1 3/8
D						
E						

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)
90	780′ (500′) 500′-V1
120	
140	780′ (500′) 500′-V1 1/2
165	840′ (560′) 600′-V2
200	

[1] RVR 18 authorized with Flight Director or Autopilot or HUD to DA.

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (31-3) Eff 18 May

JOINT BASE ANDREWS
ILS or LOC Rwy 19L

BRIEFING STRIP ™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

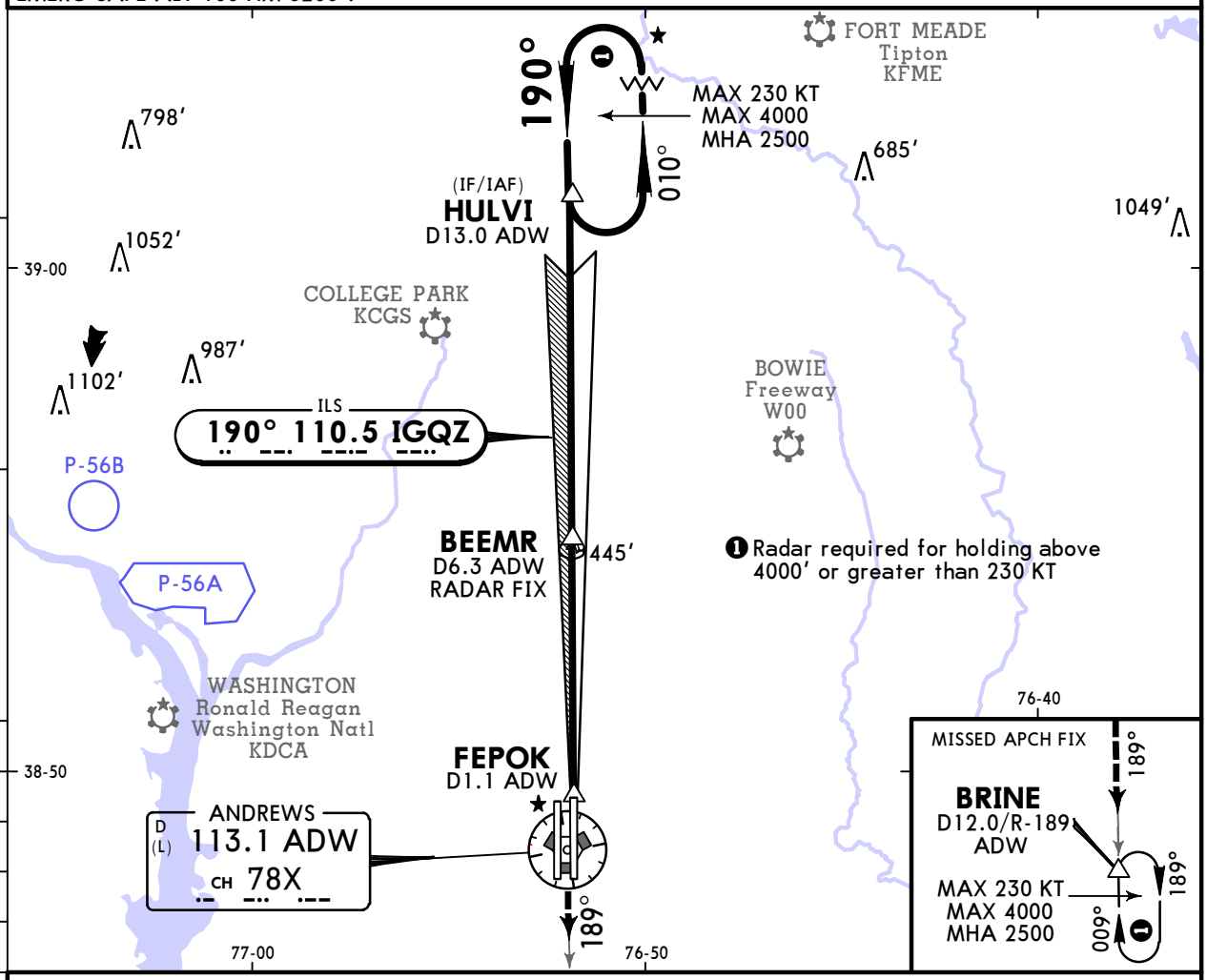
LOC IGQZ	Final Apch Crs	BEEMR	ILS DA(H)	Apt Elev 280′
110.5	190°	2000′(1721′)	479′(200′)	TDZE 279′

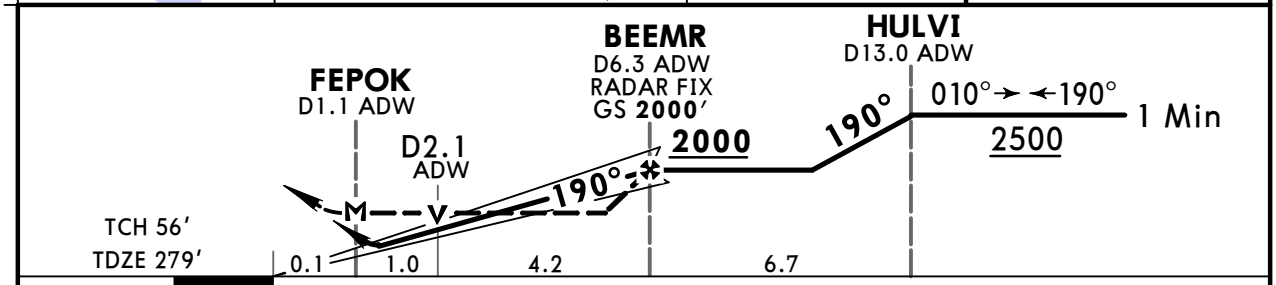
2200
MSA
ADW VORTAC

MISSED APCH: Climb to 2500′ via ADW VORTAC R-189 to BRINE/D12.0 ADW and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

EMERG SAFE ALT 100 NM 6200′.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at FEPOK							
BEEMR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-I
PAPI

2500′ via ADW 113.1 (CH 78X) R-189

BRINE

Military STRAIGHT-IN LANDING

	ILS DA(H) 479′ (200′)		LOC (GS out) MDA(H) 680′ (401′)	
		ALS out		ALS out
A	200′- R24 or V1/2	200′- R40 or V3/4	400′- R24 or V1/2	400′- R55 or V1
B				
C			400′- R40 or V3/4	400′- R60 or V1 1/8
D				
E				

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)
90	780′ (500′) 500′- V1
120	
140	780′ (500′) 500′- V1 1/2
165	840′ (560′) 600′- V2
200	

TERPS MIL (USAF) AMEND 1

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
28 APR 23 (31-4)

JOINT BASE ANDREWS
ILS or LOC Rwy 19R

BRIEFING STRIP™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0
Ground		COMMAND POST			
121.8	275.8	141.55	349.4		

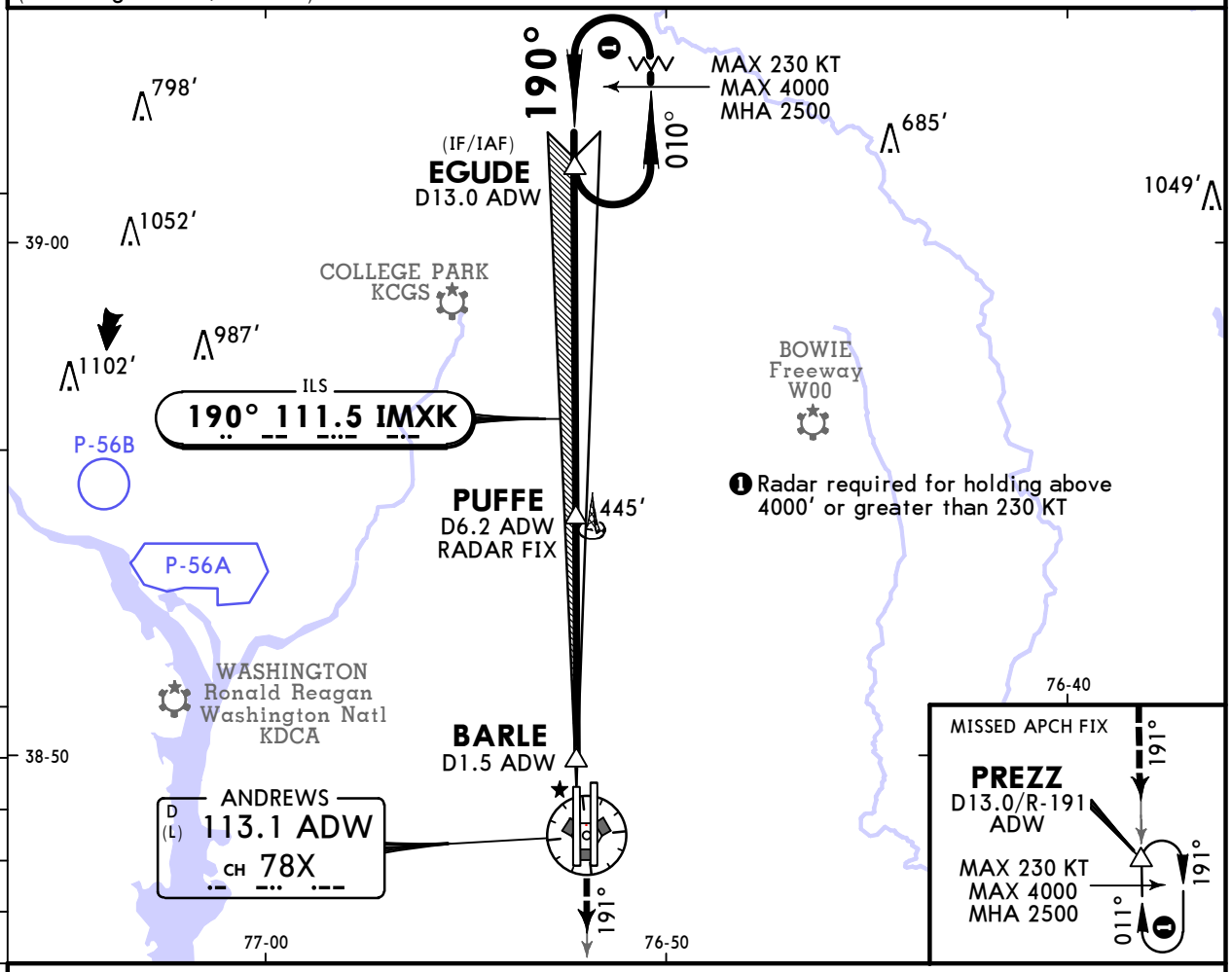
LOC IMXK	Final Apch Crs	PUFFE	ILS DA(H)	Apt Elev 280′
111.5	190°	2000′ (1726′)	474′ (200′)	TDZE 274′

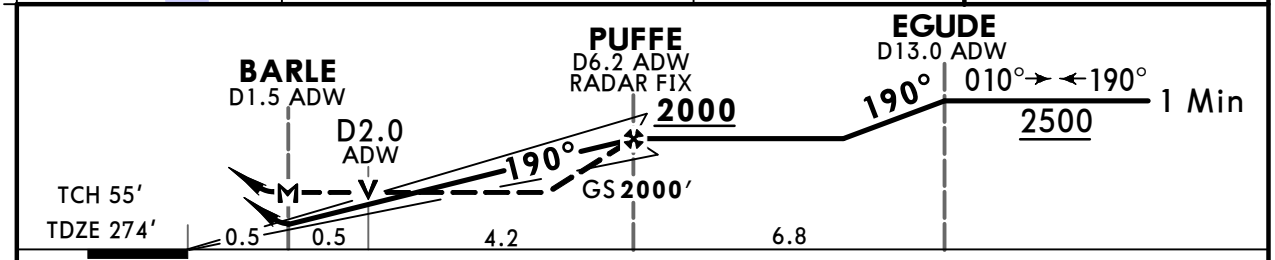
2200
MSA
ADW VORTAC

MISSED APCH: Climbing to 2500′, intercept ADW VORTAC R-191 to PREZZ and hold.
For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000′ expect Radar vectors. Missed approach requires use of RNAV or ATC Radar monitoring.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 6200′. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at BARLE							
PUFFE to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II
PAPI

2500′

ADW
113.1
(CH 78X)
R-191

PREZZ

Military STRAIGHT-IN LANDING

	ILS DA(H) 474′ (200′) TDZ/CL out	ILS DA(H) 474′ (200′) ALS out	LOC (GS out) MDA(H) 660′ (386′)	LOC (GS out) ALS out
A, B, C, D, E	200′- R18 or V1/2	200′- R24 or V1/2	200′- R40 or V3/4	400′- R24 or V1/2	400′- R55 or V1
				400′- R35 or V5/8	400′- R60 or V1 1/8

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)
90, 120	780′ (500′) 500′-V1
140	780′ (500′) 500′- V1 1/2
165, 200	840′ (560′) 600′-V2

TERPS MIL (USAF) AMEND 4

CHANGES: Chart format.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

28 APR 23 (31-4A)

JOINT BASE ANDREWS
ILS Rwy 19R CAT II & III

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

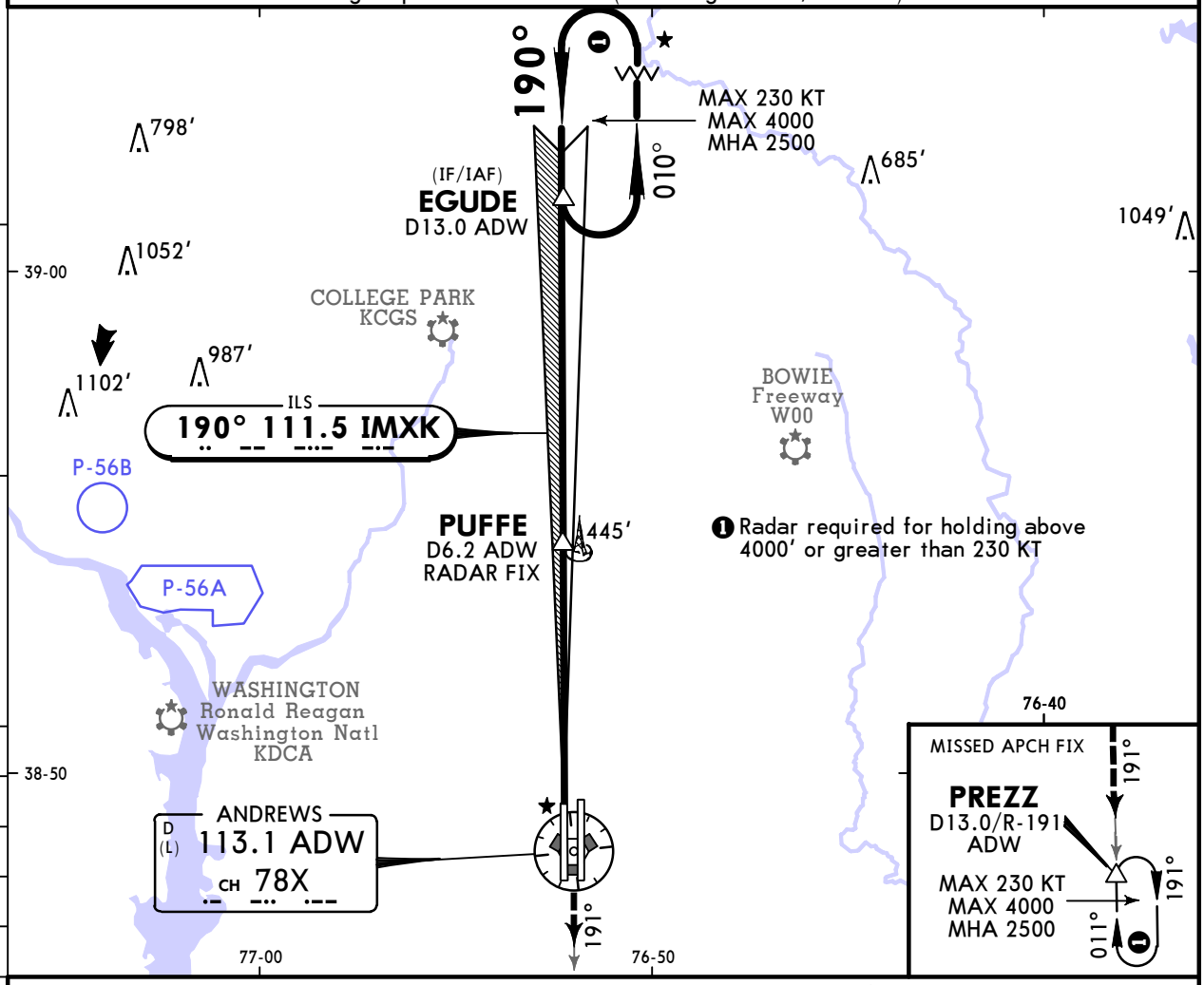
LOC IMXK	Final Apch Crs	PUFFE	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	Apt Elev 280'
111.5	190°	2000' (1726')	NA	Refer to Minimums		RA 99' DA(H) 374'(100')	TDZE 274'

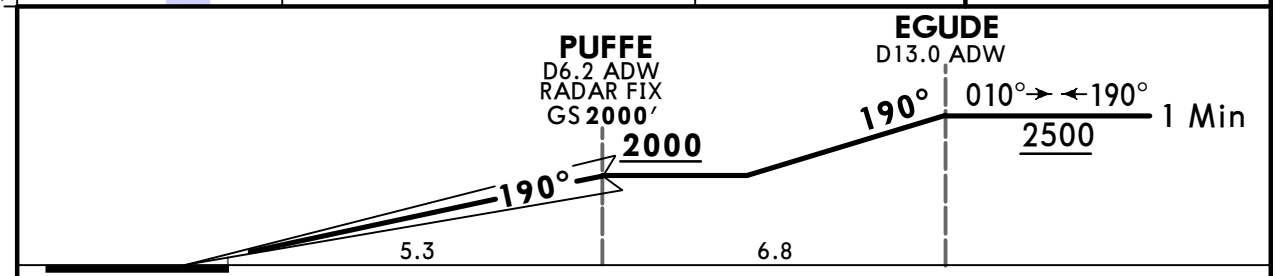
MSA ADW VORTAC: 2200

MISSED APCH: Climbing to 2500', intercept ADW VORTAC R-191 to PREZZ and hold.
For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000' expect Radar vectors. CAT III: Missed approach requires use of RNAV or ATC Radar monitoring.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. Radar or DME required. 3. EMERG SAFE ALT 100 NM 6200'. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 2500' | ADW 113.1 (CH 78X) R-191 | PREZZ

Military STRAIGHT-IN LANDING

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 99' DA(H) 374' (100')
NA	R6	R7	R12

TERPS MIL (USAF) ORIG

CHANGES: Chart format.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (32-1) Eff 18 May

JOINT BASE ANDREWS
RNAV (GPS) Z Rwy 1L

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

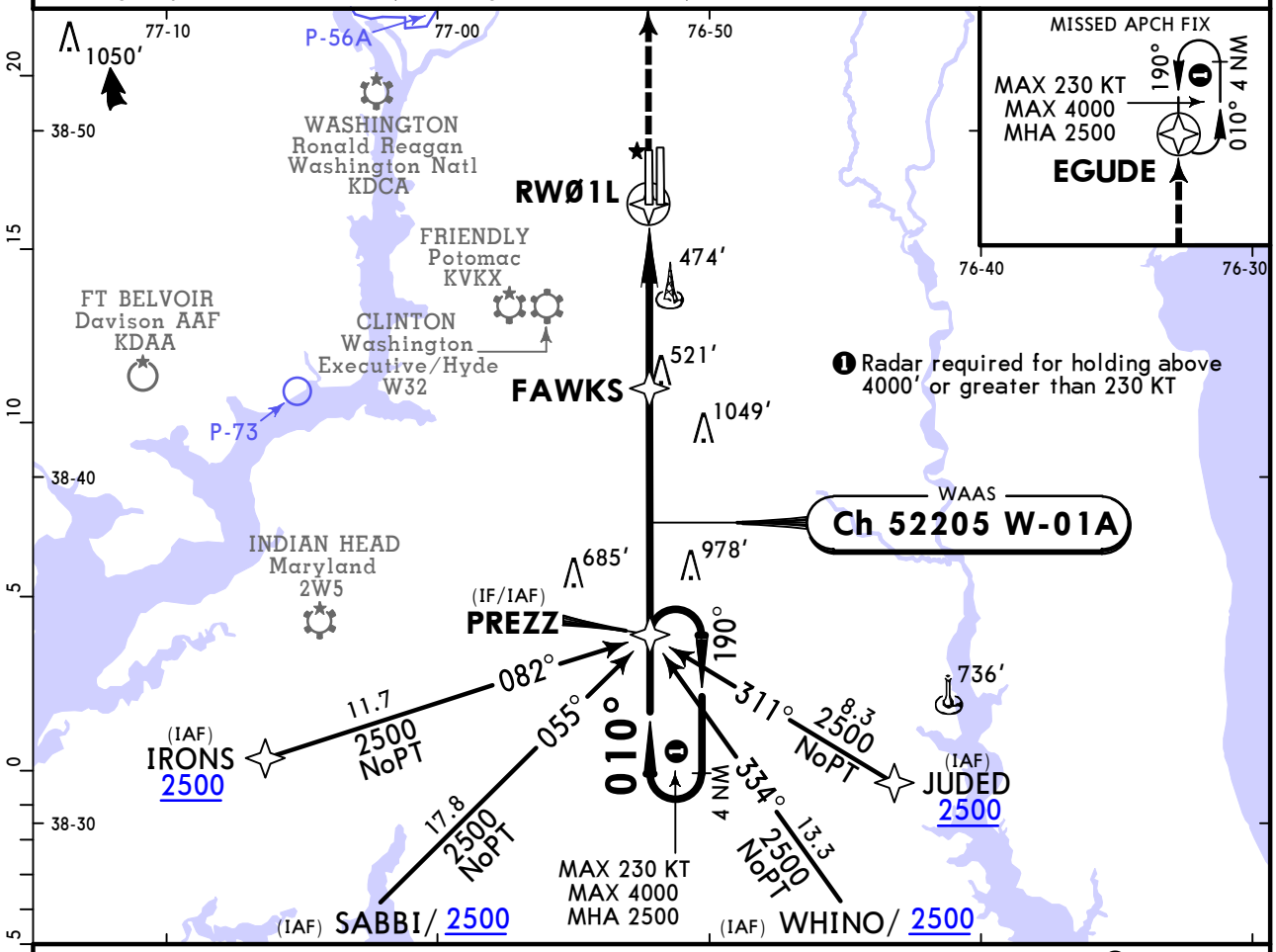
WAAS	Final Apch Crs	FAWKS	LPV DA(H)	Apt Elev 280′
Ch 52205 W-01A	010°	2000 (1739′)	461′ (200′)	TDZE 261′

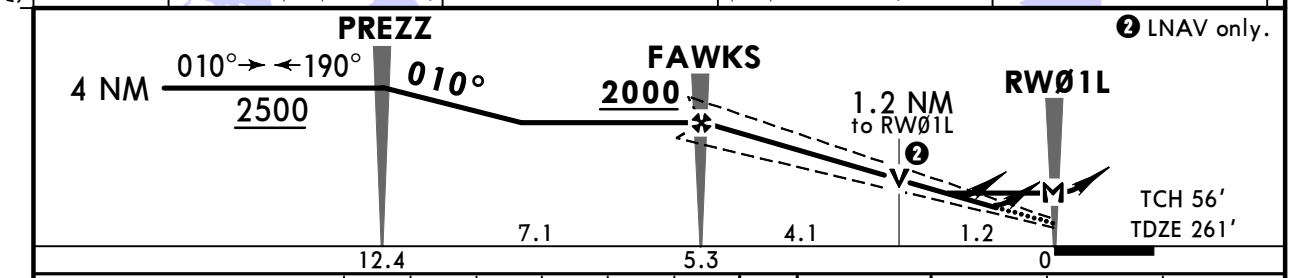
2200
MSA RWØ1L

MISSED APCH: Climb to 2500′ direct EGUDE and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1L							

ALSF-II
PAPI
2500′
EGUDE

Military

STRAIGHT-IN LANDING

TERPS MIL (USAF) AMEND 5	LPV DA(H) 461′ (200′)			LNAV/VNAV DA(H) 687′ (426′)		LNAV MDA(H) 700′ (439′)	
		TDZ/CL out	ALS out		ALS out		ALS out
A	200′- R18 or V1/2	200′- R24 or V1/2	200′- R40 or V3/4	500′- R40 or V3/4	500′- V1 1/4	500′- R24 or V1/2	500′- R55 or V1
B							
C						500′- R40 or V3/4	500′- V1 1/4
D							
E							

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)	
90	780′ (500′)	500′-V1
120		
140	780′ (500′)	500′- V1 1/2
165	840′ (560′)	600′-V2
200		

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (32-2) Eff 18 May

JOINT BASE ~~ANDREWS~~
RNAV (GPS) Rwy 1R

BRIEFING STRIP ™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

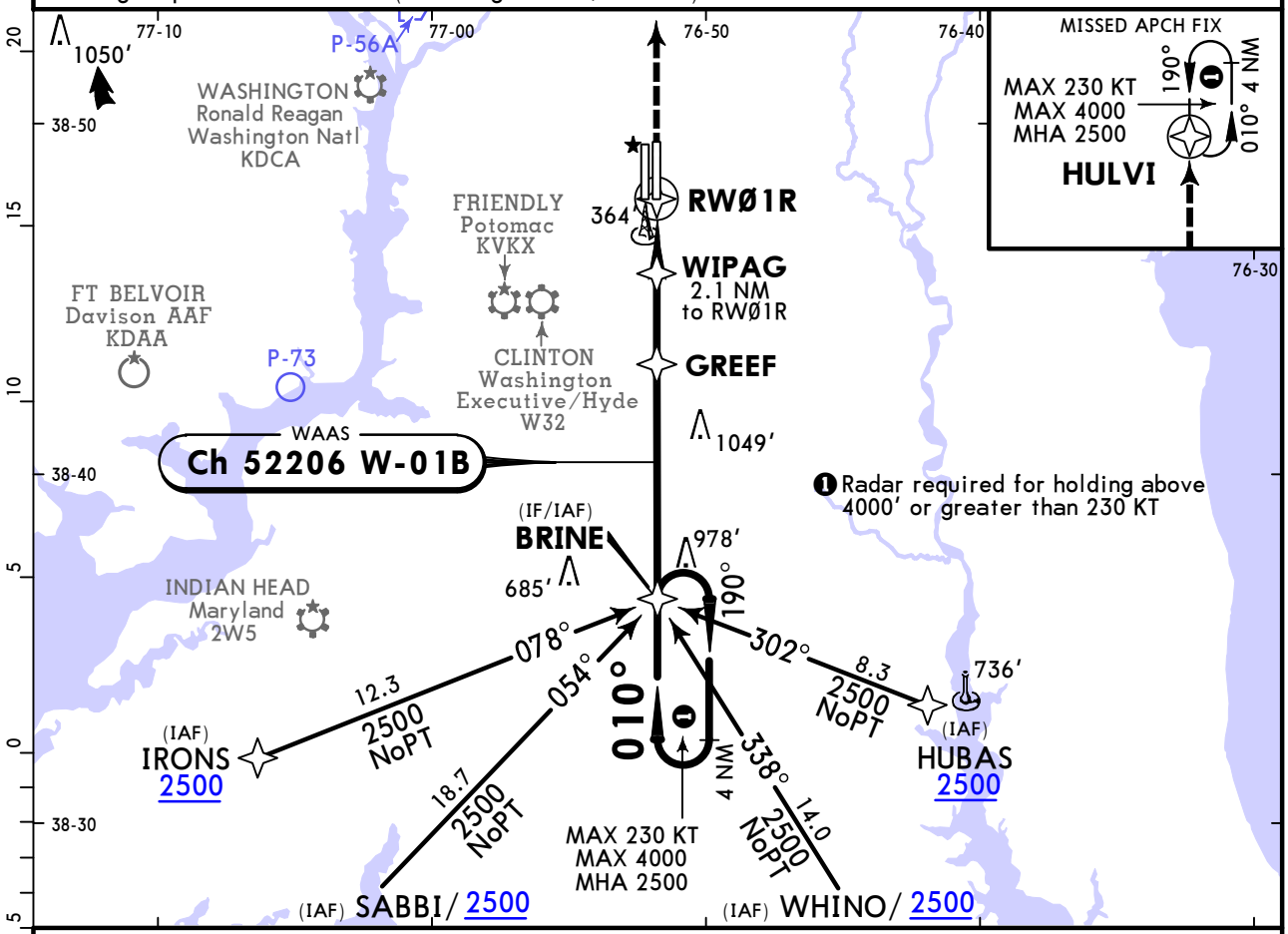
WAAS	Final Apch Crs	GREEF	LPV DA(H)	Apt Elev 280′
Ch 52206 W-01B	010°	1800 (1535′)	465′ (200′)	TDZE 265′

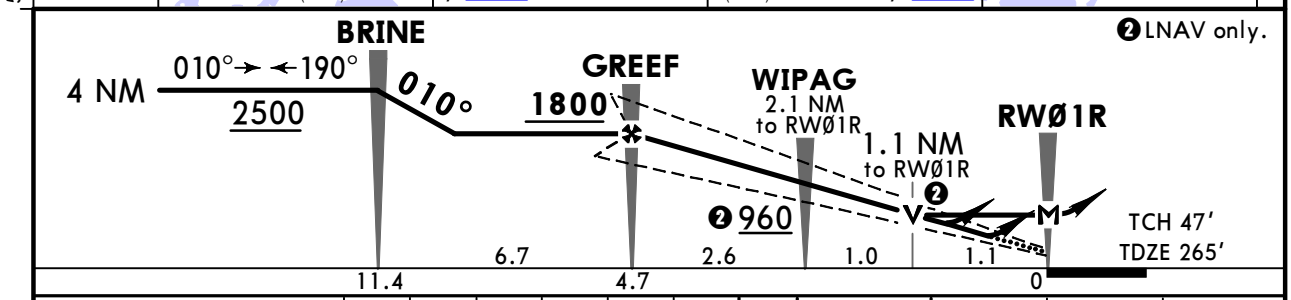
2200
MSA RWØ1R

MISSED APCH: Climb to 2500′ direct HULVI and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 61′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1R							

ALSF-I
PAPI
2500′
D
HULVI

Military STRAIGHT-IN LANDING

TERPS MIL (USAF) AMEND 3

	LPV DA(H) 465′ (200′)		LNAV/VNAV DA(H) 660′ (395′)		LNAV MDA(H) 660′ (395′)	
		ALS out		ALS out		ALS out
A	200′- R24 or V1/2	200′- R40 or V3/4	400′- R35 or V5/8	400′- R60 or V1 1/8	400′- R24 or V1/2	400′- R55 or V1
B						
C					400′- R35 or V5/8	400′- R60 or V1 1/8
D						
E						

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)	
90	780′ (500′)	500′- V1
120		
140	780′ (500′)	500′- V1 1/2
165	840′ (560′)	600′- V2
200		

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (32-3) Eff 18 May

JOINT BASE ~~ANDREWS~~
RNAV (GPS) Rwy 19L

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

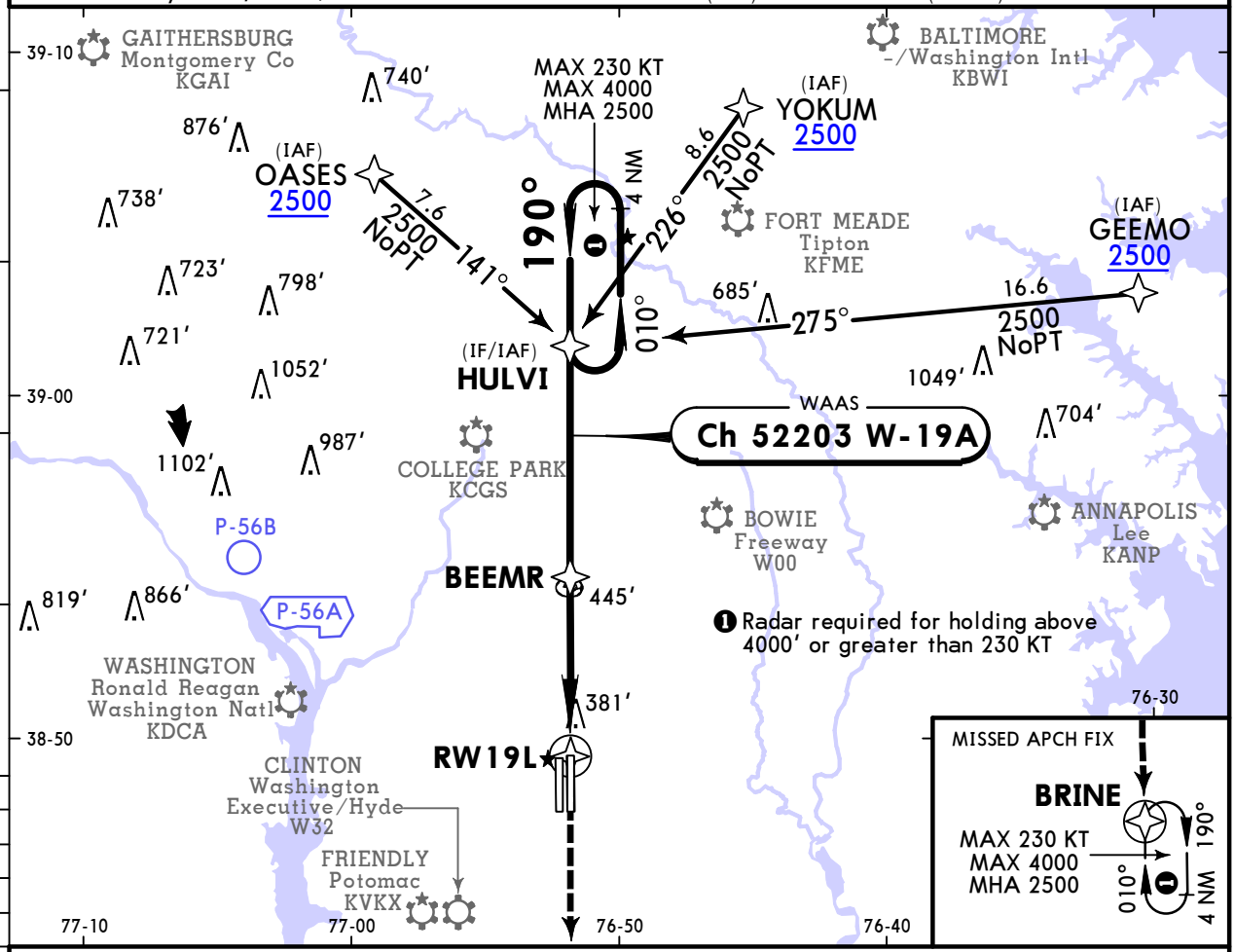
WAAS	Final Apch Crs	BEEMR	LPV DA(H)	Apt Elev 280′
Ch 52203 W-19A	190°	2000 (1721′)	479′ (200′)	TDZE 279′

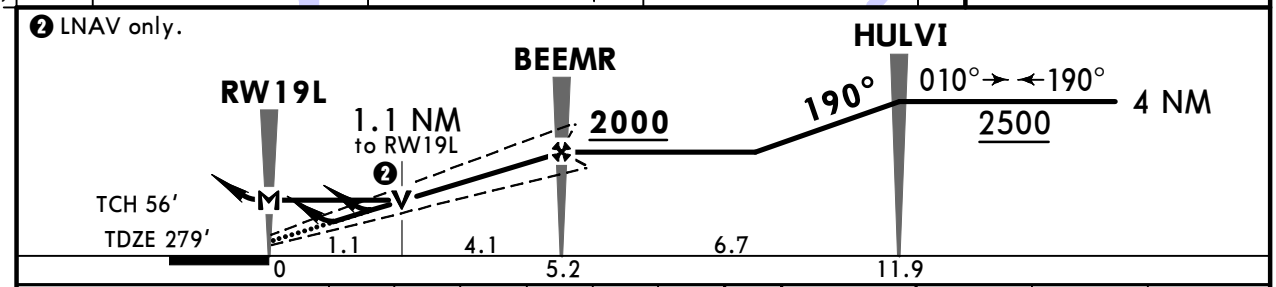
2600
MSA RW19L

MISSED APCH: Climb to 2500′ direct BRINE and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19L							

ALSF-I
PAPI

2500′ | D | BRINE

Military

STRAIGHT-IN LANDING

TERPS MIL (USAF) AMEND 1	LPV DA(H) 479′ (200′)	ALS out	LNAV/VNAV DA(H) 680′ (401′)	ALS out	LNAV MDA(H) 680′ (401′)	ALS out
A	200′-R24 or V1/2	200′-R40 or V3/4	400′-R40 or V3/4	400′-R60 or V1 1/8	400′-R24 or V1/2	400′-R55 or V1
B						
C					400′-R40 or V3/4	400′-R60 or V1 1/8
D						
E						

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Cat C Max Kts	MDA(H)
90	780′(500′) 500′-V1
120	
140	780′(500′) 500′-V1 1/2
165	840′(560′) 600′-V2
200	

CHANGES: Note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (32-4) Eff 18 May

JOINT BASE ~~ANDREWS~~
RNAV (GPS) Rwy 19R

BRIEFING STRIP ™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

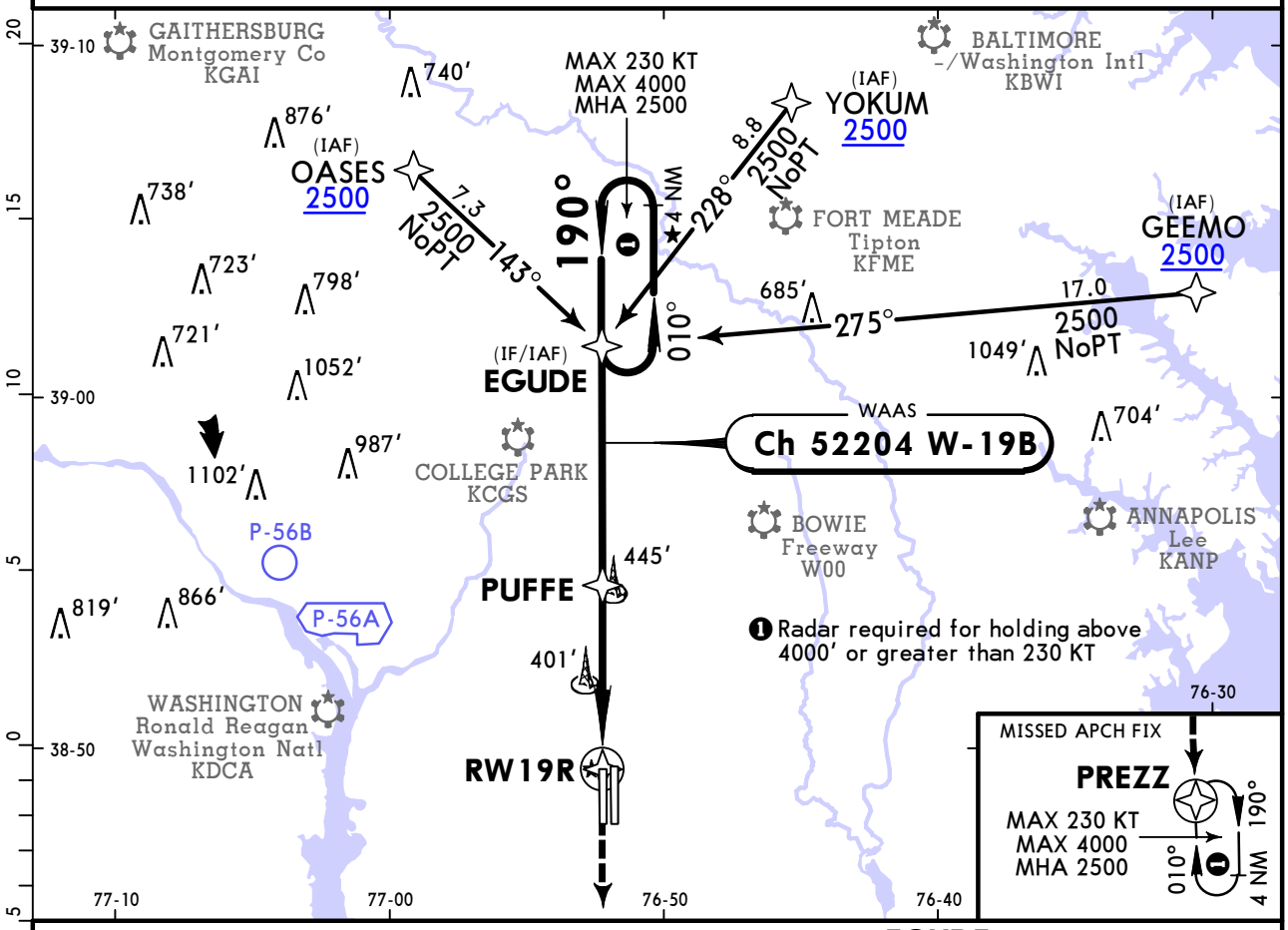
WAAS	Final Apch Crs	PUFFE	LPV DA(H)	Apt Elev 280′
Ch 52204 W-19B	190°	2000 (1726′)	474′ (200′)	TDZE 274′

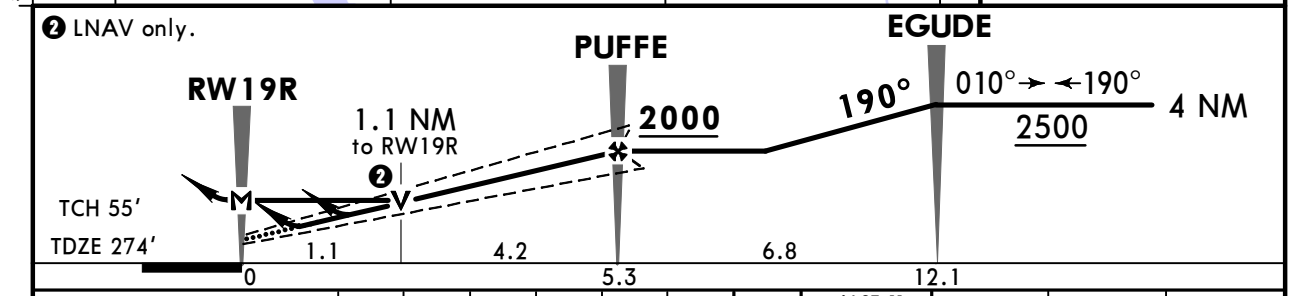
2600
MSA RW19R

MISSED APCH: Climb to 2500′ direct PREZZ and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5° F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19R							

ALSF-II
PAPI
2500′
PREZZ

Military

STRAIGHT-IN LANDING

	LPV DA(H) 474′ (200′)			LNAV/VNAV DA(H) 697′ (423′)		LNAV MDA(H) 700′ (426′)	
		TDZ/CL out	ALS out		ALS out		ALS out
A	200′- R18 or V1/2	200′- R24 or V1/2	200′- R40 or V3/4	500′- R40 or V3/4	500′- V1 1/4	500′- R24 or V1/2	500′- R55 or V1
B							
C						500′- R40 or V3/4	500′- V1 1/4
D							
E							

CIRCLE-TO-LAND
Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)	
90	780′ (500′)	500′-V1
120		
140	780′ (500′)	500′- V1 1/2
165	840′ (560′)	600′-V2
200		

AMEND 1
TERPS MIL (USAF)

CHANGES: Note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23 (32-5) Eff 18 May

JOINT BASE ANDREWS
RNAV (GPS)-A

BRIEFING STRIP™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

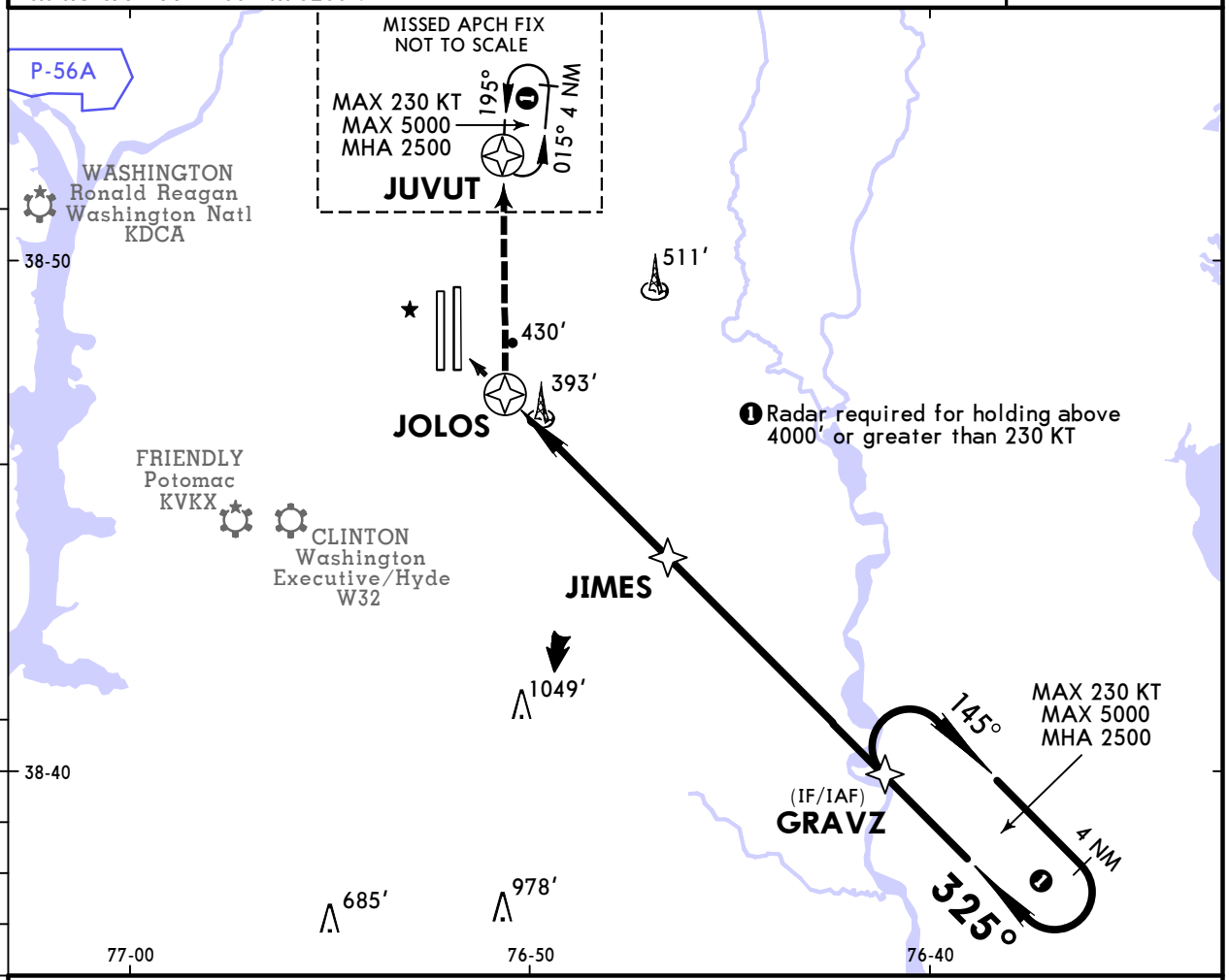
RNAV	Final Apch Crs 325°	JIMES 1500 (1220′)	MDA(H) Refer to Minimums	Apt Elev 280′

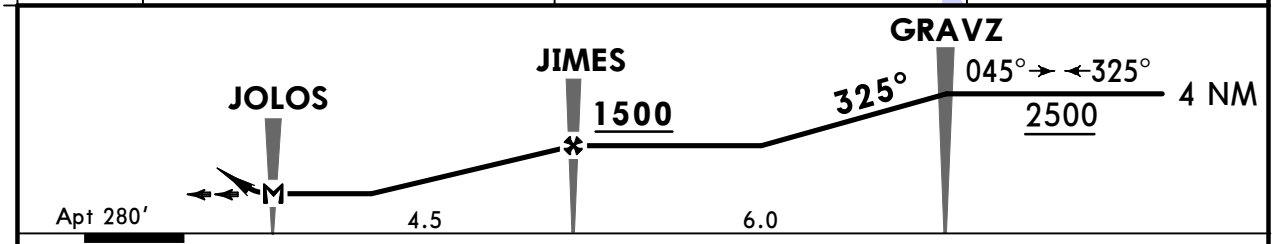
MISSED APCH: Climbing RIGHT turn to 2500′ direct JUVUT and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

EMERG SAFE ALT 100 NM 6200′.

2200
MSA ARP





MAP at JOLOS							Lighting - Refer to Airport Chart	2500′ RT	D	JUVUT

Military

CIRCLE-TO-LAND

Not Authorized West of Rwy 1L-19R

TERPS MIL (USAF) AMEND 1

	Max Kts	MDA(H)	
A	90	780′ (500′)	600′- V1 1/4
B	120	780′ (500′)	600′- V1 1/2
C	140	840′ (560′)	600′- V2
D	165		
E	200		

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN
12 MAY 23
Eff 18 May
32-20

JOINT BASE ANDREWS
RNAV (RNP) Y Rwy 1L

BRIEFING STRIP ™

D-ATIS		POTOMAC Approach (R)		ANDREWS Tower	
133.675	251.05	128.0	335.5	118.4	349.0

Ground		COMMAND POST	
121.8	275.8	141.55	349.4

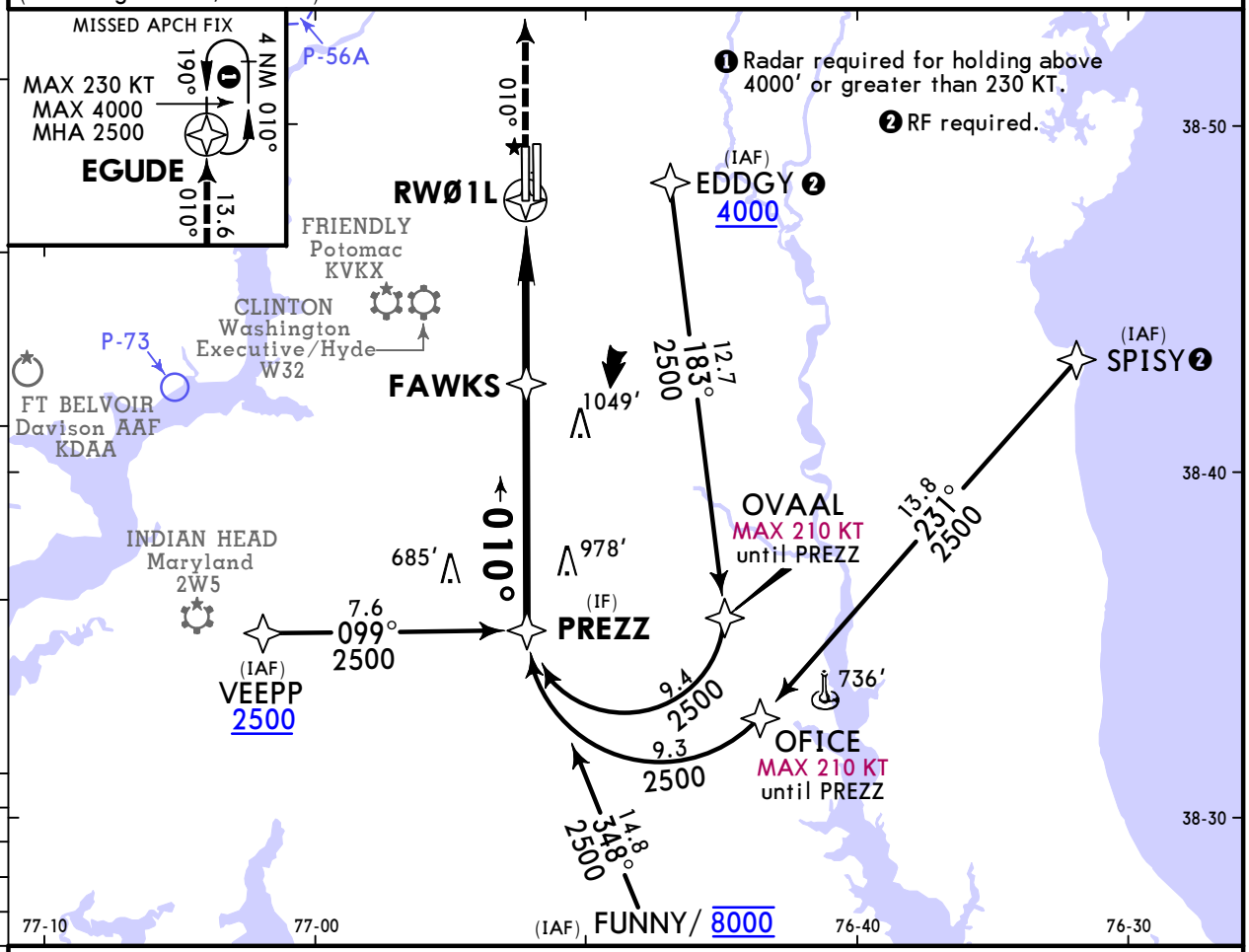
RNAV	Final Apch Crs	FAWKS	RNP 0.15 DA(H)	Apt Elev 280′
	010°	2000 (1739′)	641′ (380′)	TDZE 261′

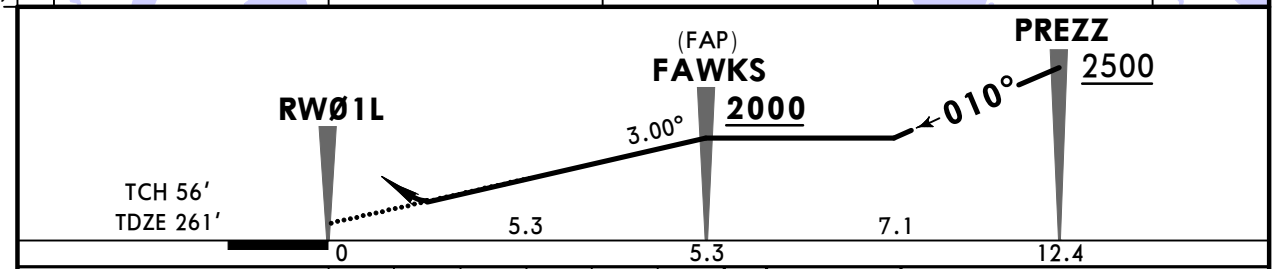
2200
MSA RWØ1L

MISSED APCH: Climb to 2500′ on track 010° to EGUDE and hold.

RNP AR Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. EMERG SAFE ALT 100 NM 6200′. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
PAPI

2500′ on track 010° to EGUDE

Military STRAIGHT-IN LANDING

TERPS MIL (USAF) AMEND 2

	RNP 0.15 DA(H) 641′ (380′)		RNP 0.30 DA(H) 717′ (456′)	
		ALS out		ALS out
A	400′- R35 or V5/8	400′- R55 or V1	500′- R45 or V7/8	500′- V1 3/8
B				
C				
D				

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (34-1) Eff 18 May

JOINT BASE ANDREWS
TACAN Rwy 1L

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	ANDREWS Tower	Ground	COMMAND POST
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	141.55 378.1

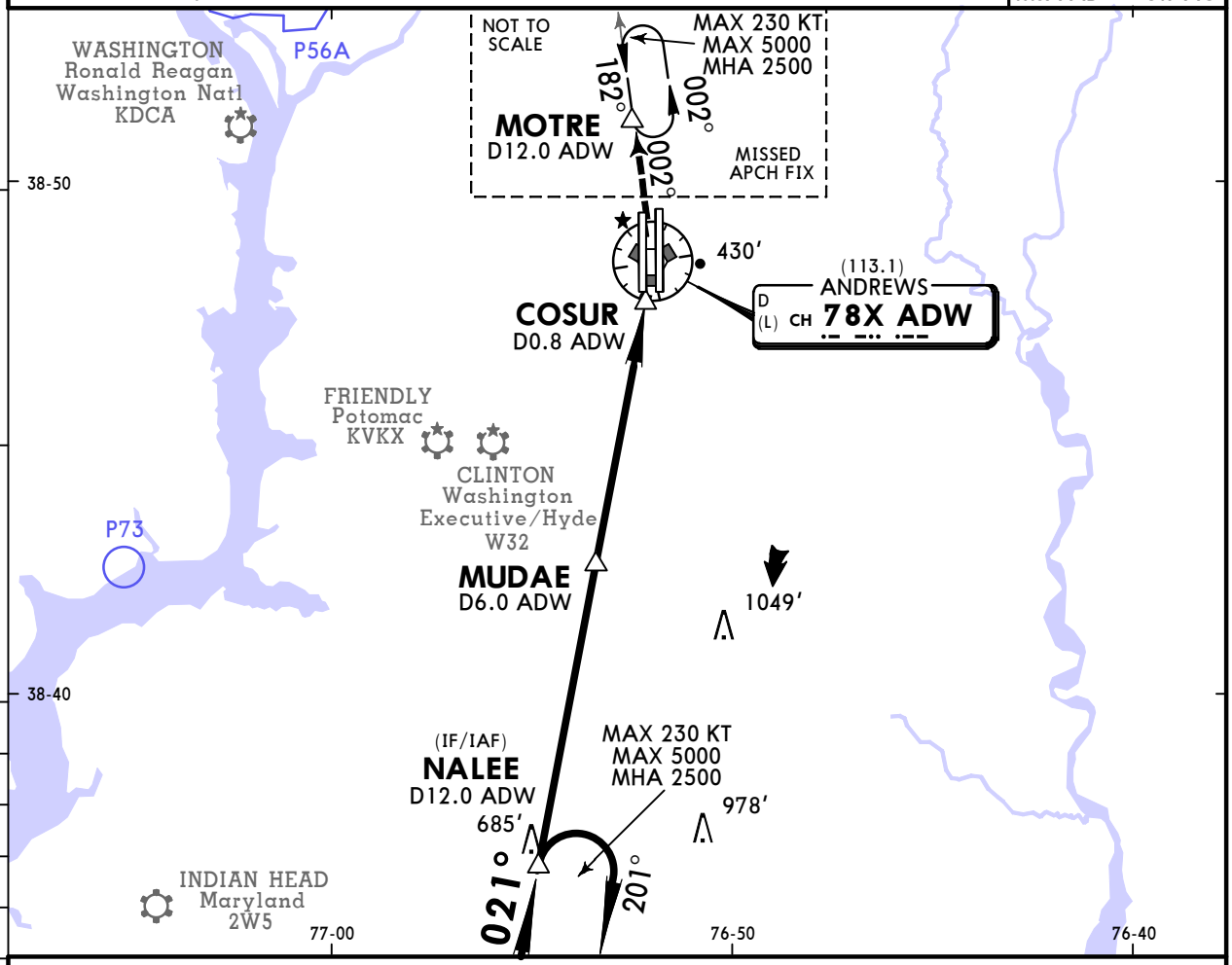
TACAN ADW	Final Apch Crs	MUDAE	MDA(H)	Apt Elev 280′
CH 78X (113.1)	021°	2000 (1739′)	720′ (459′)	TDZE 261′

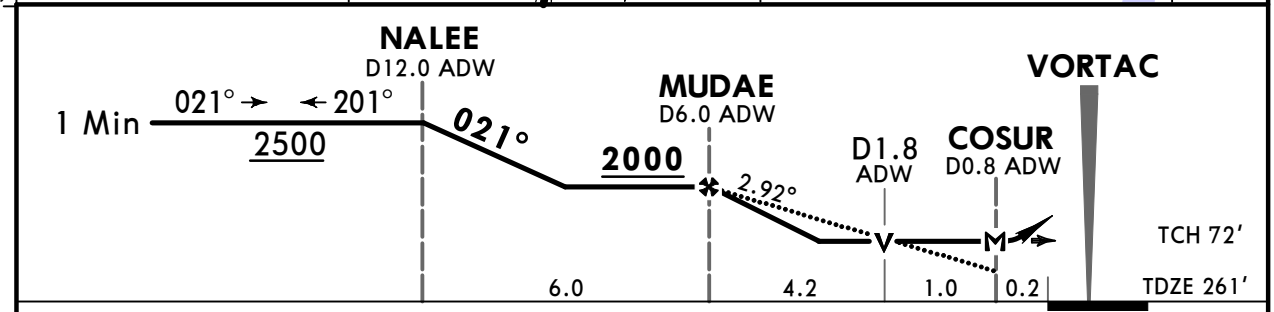
MISSED APCH: Climb to 2500′ via ADW VORTAC R-002 to MOTRE/ D12.0 ADW and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ATC radar required. 2. EMERG SAFE ALT 100 NM 6200′.

2200
MSA ADW VORTAC





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.92°	362	465	517	620	723	826
MAP at COSUR						

ALSF-II PAPI 2500′ ↑ via ADW CH 78X (113.1) R-002 MOTRE

Military

STRAIGHT-IN LANDING

MDA(H) 720′ (459′)

		ALS out
A	500′- R24 or V1/2	500′- R55 or V1
B		
C	500′- R45 or V7/8	500′- V1 3/8
D		
E		

CIRCLE-TO-LAND

Not Authorized
West of Rwy 1L-19R

Max Kts	MDA(H)	
90	780′ (501′)	600′-V1
120		
140	780′ (501′)	600′- V1 1/2
165	840′ (561′)	600′-V2
200		

TERPS MIL (USAF) AMEND 2

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (34-2) Eff 18 May

JOINT BASE ANDREWS
TACAN Rwy 1R

BRIEFING STRIP TM

D-ATIS	POTOMAC Approach (R)	ANDREWS Tower	Ground	COMMAND POST
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	141.55 378.1

TACAN ADW	Final Apch Crs	BAFIL	MDA(H)	Apt Elev 280′
CH 78X (113.1)	003°	1700 (1435′)	720′ (455′)	TDZE 265′

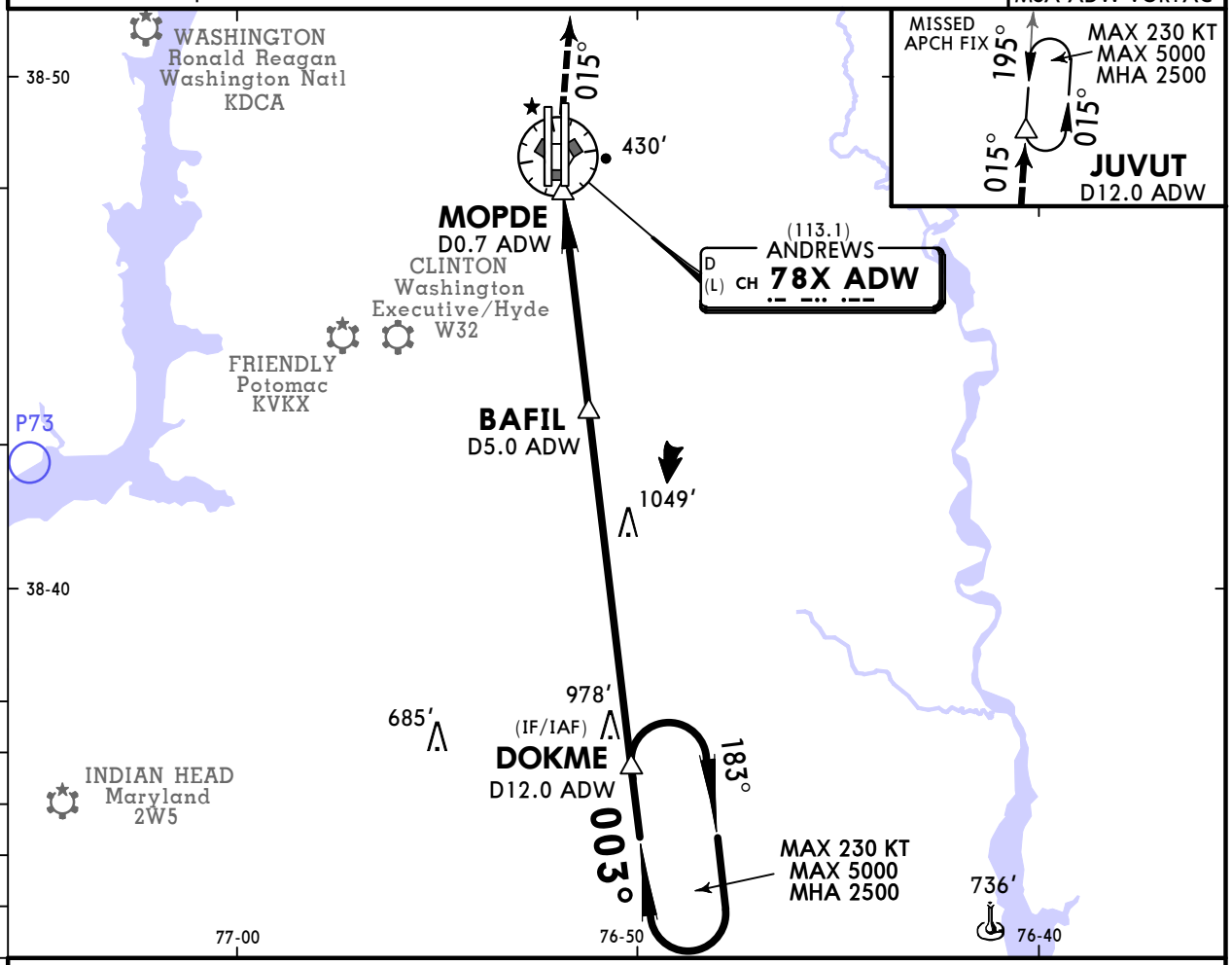
MISSED APCH: Climb to 2500′ via ADW VORTAC R-015 to JUVUT/ D12.0 ADW and hold.

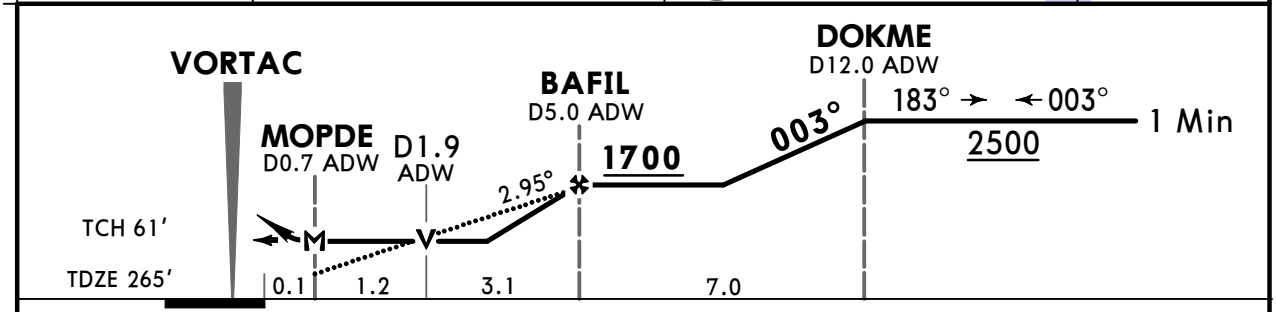
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ATC radar required. 2. EMERG SAFE ALT 100 NM 6200′.

2200

MSA ADW VORTAC





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.95°	365	470	522	626	731	835
MAP at MOPDE							

PAPI ALSF-I

2500′ via ADW CH 78X (113.1) R-015

JUVUT

TERPS MIL (USAF) AMEND 3

Military STRAIGHT-IN LANDING

MDA(H) 720′ (455′)

		ALS out
A	500′- R24 or V1/2	500′- R55 or V1
B		
C	500′- R45 or V7/8	500′- V1 3/8
D		
E		

CIRCLE-TO-LAND

Not Authorized
West of Rwy 1L-19R

Max Kts	MDA(H)	
90	780′ (501′)	600′-V1
120		
140	780′ (501′)	600′- V1 1/2
165	840′ (561′)	600′-V2
200		

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (34-3) Eff 18 May

JOINT BASE ANDREWS
TACAN Rwy 19L

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	ANDREWS Tower	Ground	COMMAND POST
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	141.55 378.1

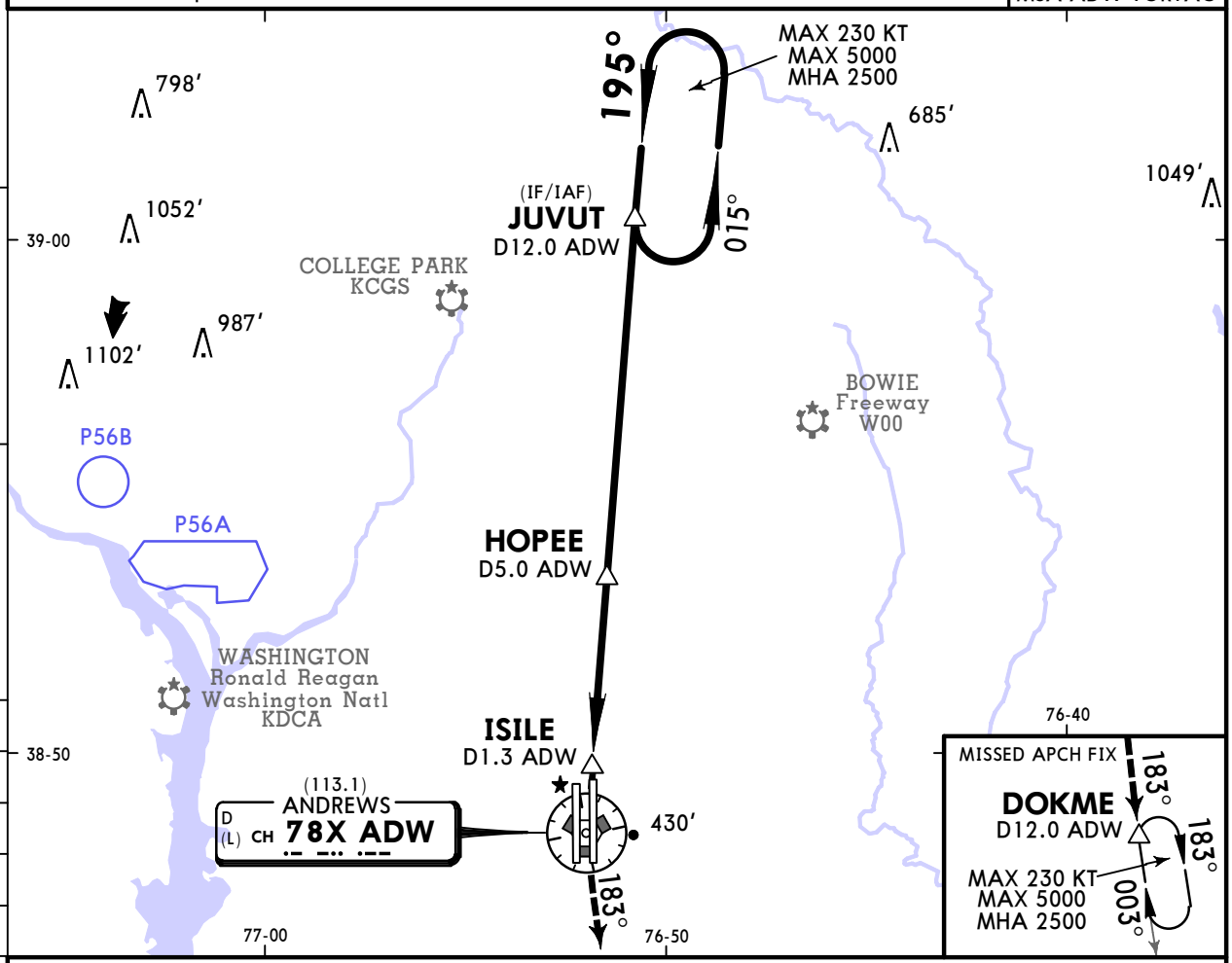
TACAN ADW CH 78X (113.1)	Final Apch Crs 195°	HOPEE 1600 (1321′)	MDA(H) 740′ (461′)	Apt Elev 280′ TDZE 279′

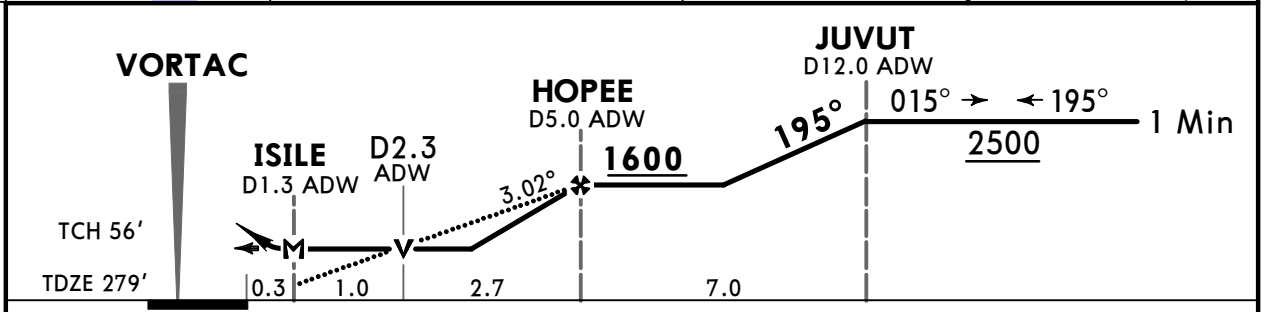
MISSED APCH: Climb to 2500′ via ADW VORTAC R-183 to DOKME/ D12.0 ADW and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. ATC radar required. 2. EMERG SAFE ALT 100 NM 6200′.

MSA ADW VORTAC: 2200





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at ISILE						

PAPI ALSF-I

2500′ via ADW CH 78X (113.1) R-183

DOKME

Military STRAIGHT-IN LANDING

MDA(H) 740′ (461′)

TERPS MIL (USAF) AMEND 3		ALS out
A, B	500′- R24 or V1/2	500′- R55 or V1
C, D, E	500′- R50 or V1	500′- V1 3/8

CIRCLE-TO-LAND

Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)	
90, 120	780′ (501′)	600′-V1
140	780′ (501′)	600′- V1 1/2
165, 200	840′ (561′)	600′-V2

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (34-4) Eff 18 May

JOINT BASE ANDREWS
TACAN Rwy 19R

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	ANDREWS Tower	Ground	COMMAND POST
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	141.55 378.1

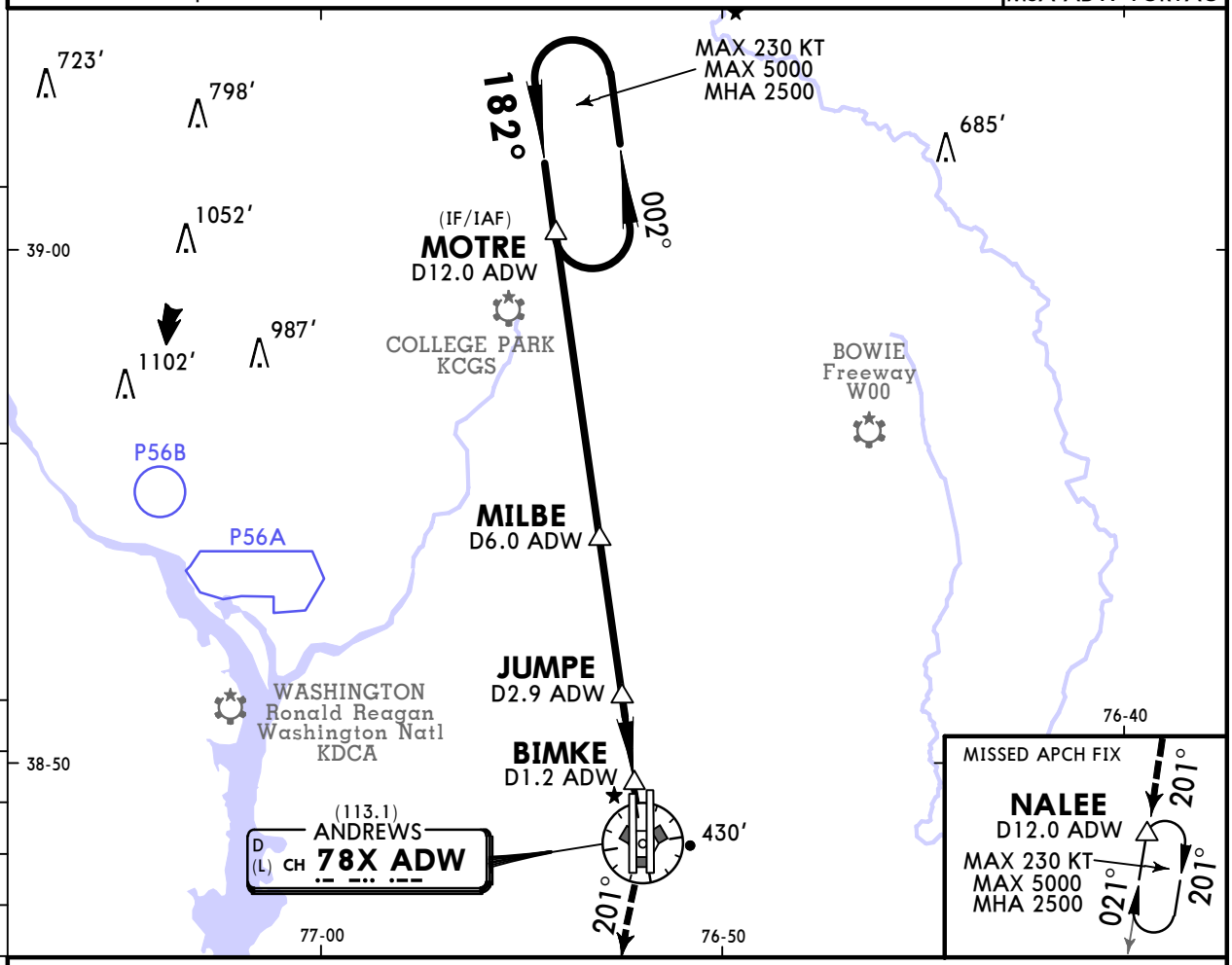
TACAN ADW CH 78X (113.1)	Final Apch Crs 182°	MILBE 2000 (1726′)	MDA(H) 740′ (466′)	Apt Elev 280′ TDZE 274′

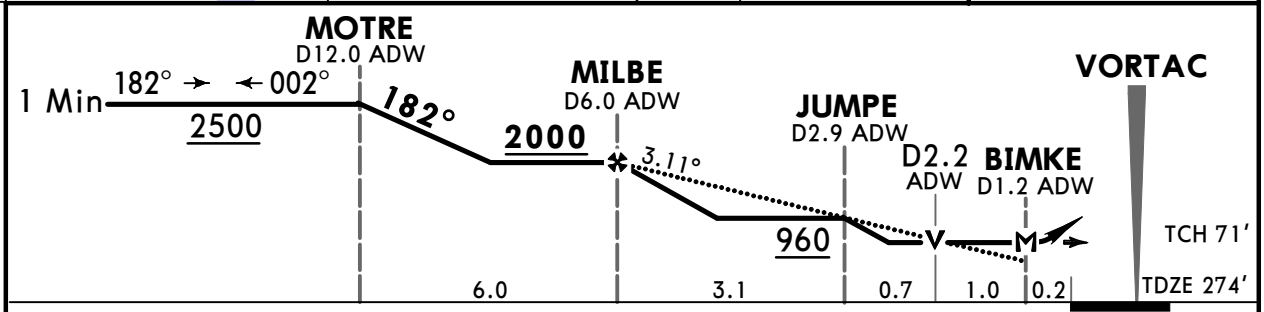
MISSED APCH: Climb to 2500′ via ADW VORTAC R-201 to NALEE/ D12.0 ADW and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. ATC radar required. 2. EMERG SAFE ALT 100 NM 6200′.

2200 MSA ADW VORTAC





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.11°	385	495	550	660	770	880
MAP at BIMKE						

ALSF-II PAPI 2500′ via ADW CH 78X (113.1) R-201 NALEE

Military STRAIGHT-IN LANDING

MDA(H) 740′ (466′)

	ALS out	
A, B	500′- R24 or V1/2	500′- R55 or V1
C, D, E	500′- R50 or V1	500′- V1 3/8

CIRCLE-TO-LAND

Not Authorized West of Rwy 1L-19R

Max Kts	MDA(H)	
90, 120	780′ (501′)	600′-V1
140	780′ (501′)	600′- V1 1/2
165, 200	840′ (561′)	600′-V2

TERPS MIL (USAF) AMEND 2

CHANGES: MSA, note.

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KADW/ADW
CAMP SPRINGS, MD

JEPPESEN

12 MAY 23 (34-5) Eff 18 May

JOINT BASE ~~ANDREWS~~
TACAN-B

BRIEFING STRIP ™

D-ATIS	POTOMAC Approach (R)	ANDREWS Tower	Ground	COMMAND POST
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	141.55 378.1

TACAN ADW	Final Apch Crs	JIMES	MDA(H)	Apt Elev 280′
CH **78X** (113.1)	**325°**	**1500** (1220′)	Refer to Minimums	

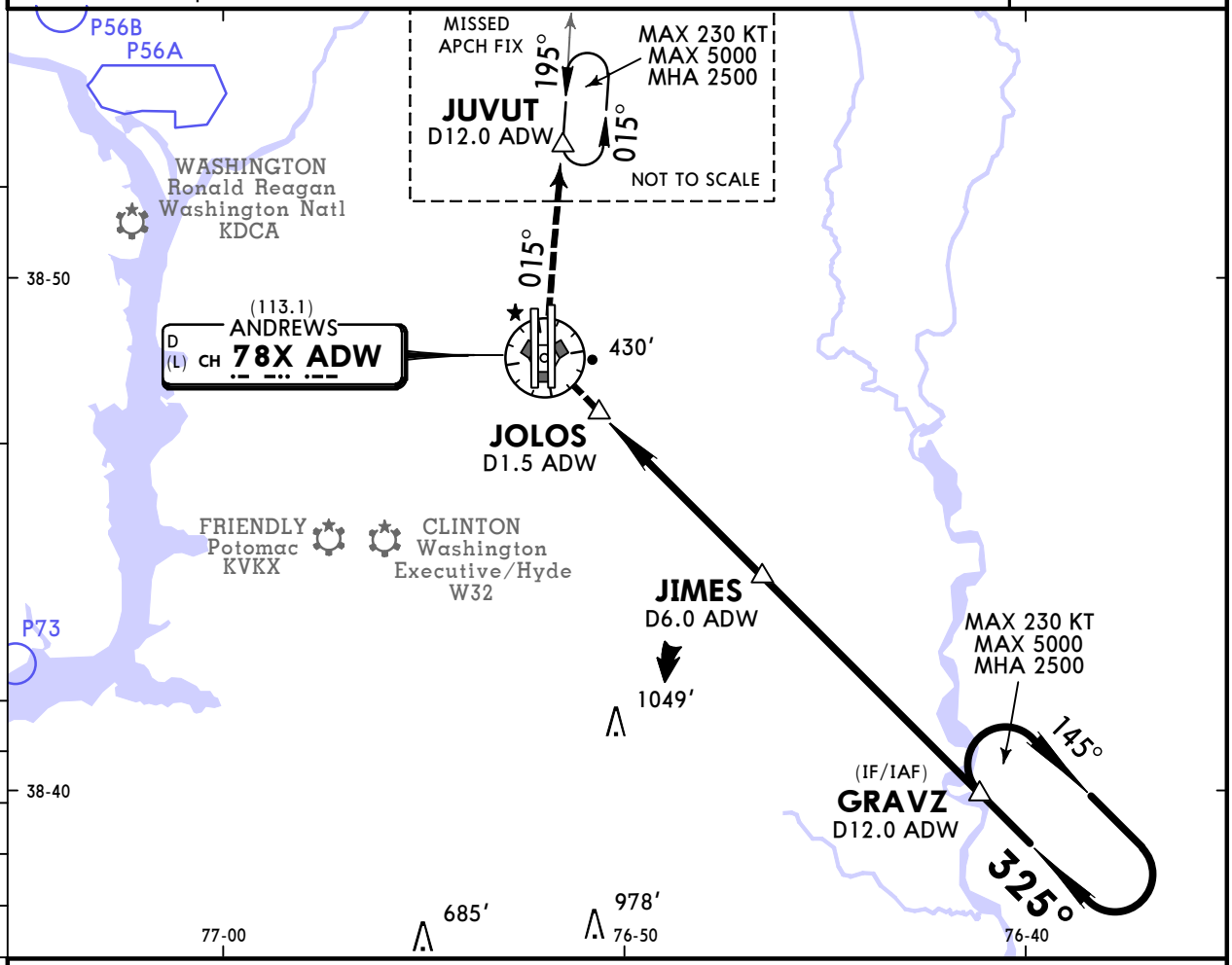
MISSED APCH: Climb to 2500′ via ADW VORTAC R-015 to JUVUT/ D12.0 ADW and hold.

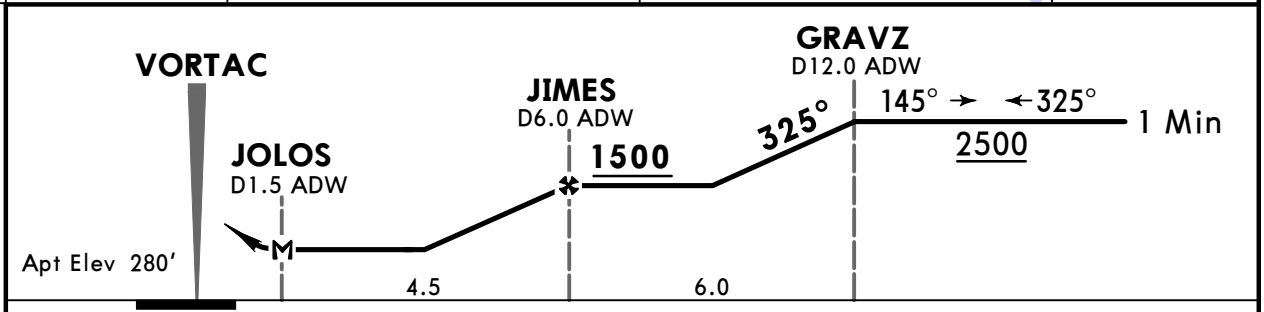
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ATC radar required. 2. EMERG SAFE ALT 100 NM 6200′.

2200

MSA ADW VORTAC





								Lighting - Refer to Airport Chart	2500′ RT via	ADW CH **78X** (113.1) **R-015**	**JUVUT**
MAP at JOLOS											

Military

CIRCLE-TO-LAND

Not Authorized
West of Rwy 1L-19R

TERPS MIL (USAF) AMEND 4

Max Kts	MDA(H)	
A 90	780′ (501′)	600′- V1 1/4
B 120	780′ (501′)	600′- V1 1/2
C 140	840′ (561′)	600′- V2
D 165		
E 200		

CHANGES: MSA, note.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CAMP SPRINGS, MD (JOINT BASE ANDREWS - KADW)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KADW

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.