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JEPPESEN
JeppView for Windows

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Revision Letter For Cycle 08-2026
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General Information

Location: VIRGINIA BEACH VA USA
ICAO/IATA: KNTU / NTU
Lat/Long: N36° 49.36', W076° 01.91'
Elevation: 22 ft

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

Fuel Types: Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1022 ft (1000 ft AGL)

Sunrise: 1145 Z
Sunset: 2153 Z

Runway Information

Runway: 05L
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 1002 ft

Runway: 05R
Length x Width: 12001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline
Stopway: 986 ft

Runway: 14L
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 999 ft

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Runway: 14R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, Centerline

Runway: 23L
Length x Width: 12001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline
Stopway: 150 ft

Runway: 23R
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 151 ft

Runway: 32L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline
Stopway: 50 ft

Runway: 32R
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge
Stopway: 50 ft

Communication Information

ATIS: 31.760 Military
Oceana Tower: 34.020 Secondary Military
Oceana Tower: 127.075
Oceana Tower: 36.020 Military
Oceana Ground: 33.640 Military
Oceana Ground: 119.600
Oceana Clearance Delivery: 25.440 Military
Oceana Approach: 36.310 Military
Oceana Approach: 123.900
Oceana Approach: 35.210 Military
Oceana Approach: 34.875 Military
Oceana Approach: 34.640 Military
Oceana Approach: 32.840 Military
Oceana Approach: 26.680 Military
Oceana Approach: 28.830 Military
Oceana Departure: 123.900
Oceana Radar: 124.825

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Oceana Operations: 28.490 Military
Oceana Operations: 28.940 Military
Oceana Radar: 31.080 Military
Oceana Radar: 32.840 Military
Oceana Radar: 34.640 Military
Oceana Radar: 34.875 Military
Oceana Radar: 35.210 Military
Oceana Radar: 36.310 Military

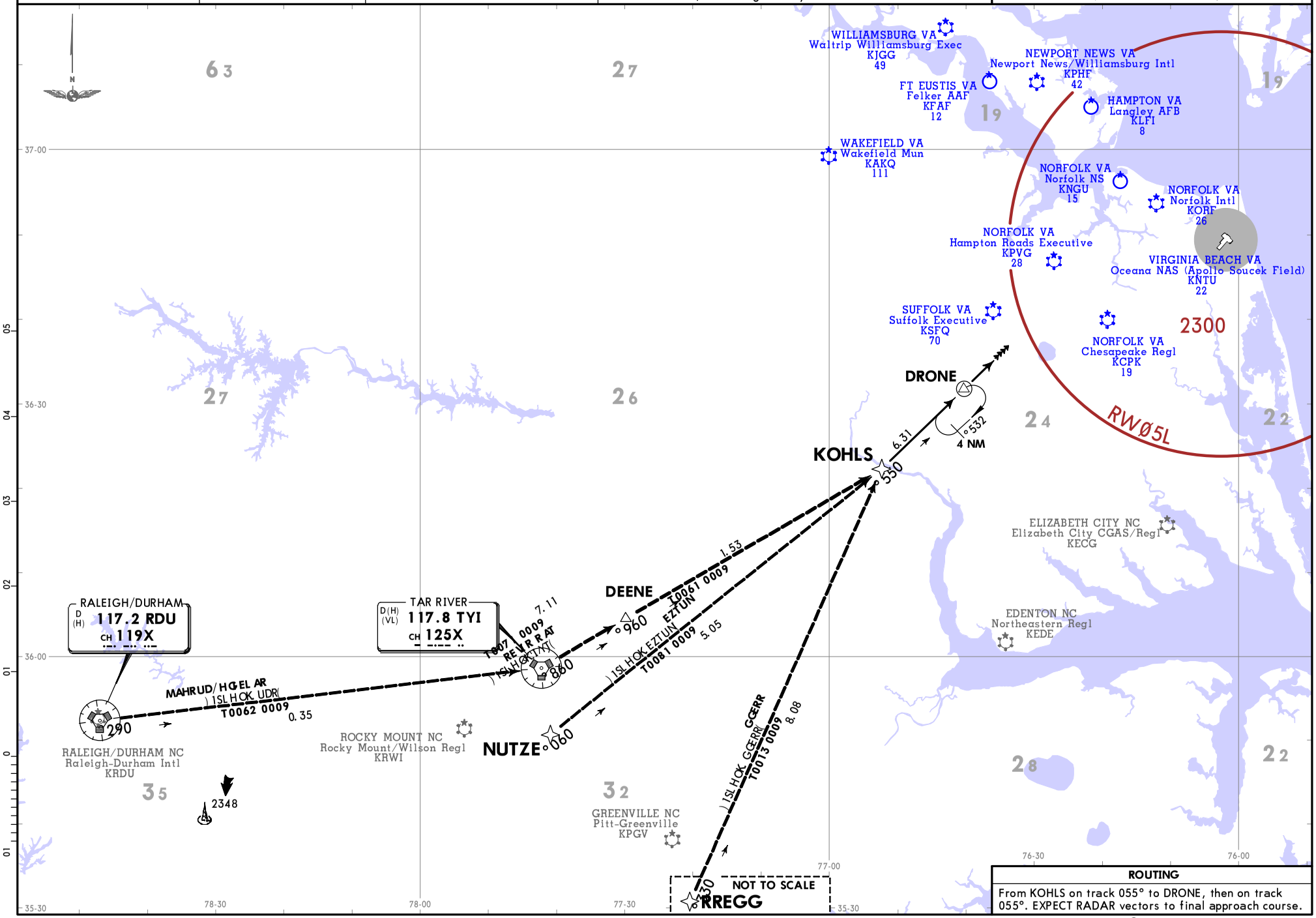
KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN
16 JAN 26 | 30-2 | Eff 22 Jan

OCEANA NAS (APOLLO SOUCEK FLD)
RNAV STAR

ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required.
317.6	See Graphic	RNAV 1 - DME/DME/IRU or GPS	2. RDU transition, ATC assigned only.
			3. TYI transition, ATC assigned only.

KOHLS 1 RNAV ARRIVAL (KOHLS.KOHLS1)



ROUTING

From KOHLS on track 055° to DRONE, then on track 055°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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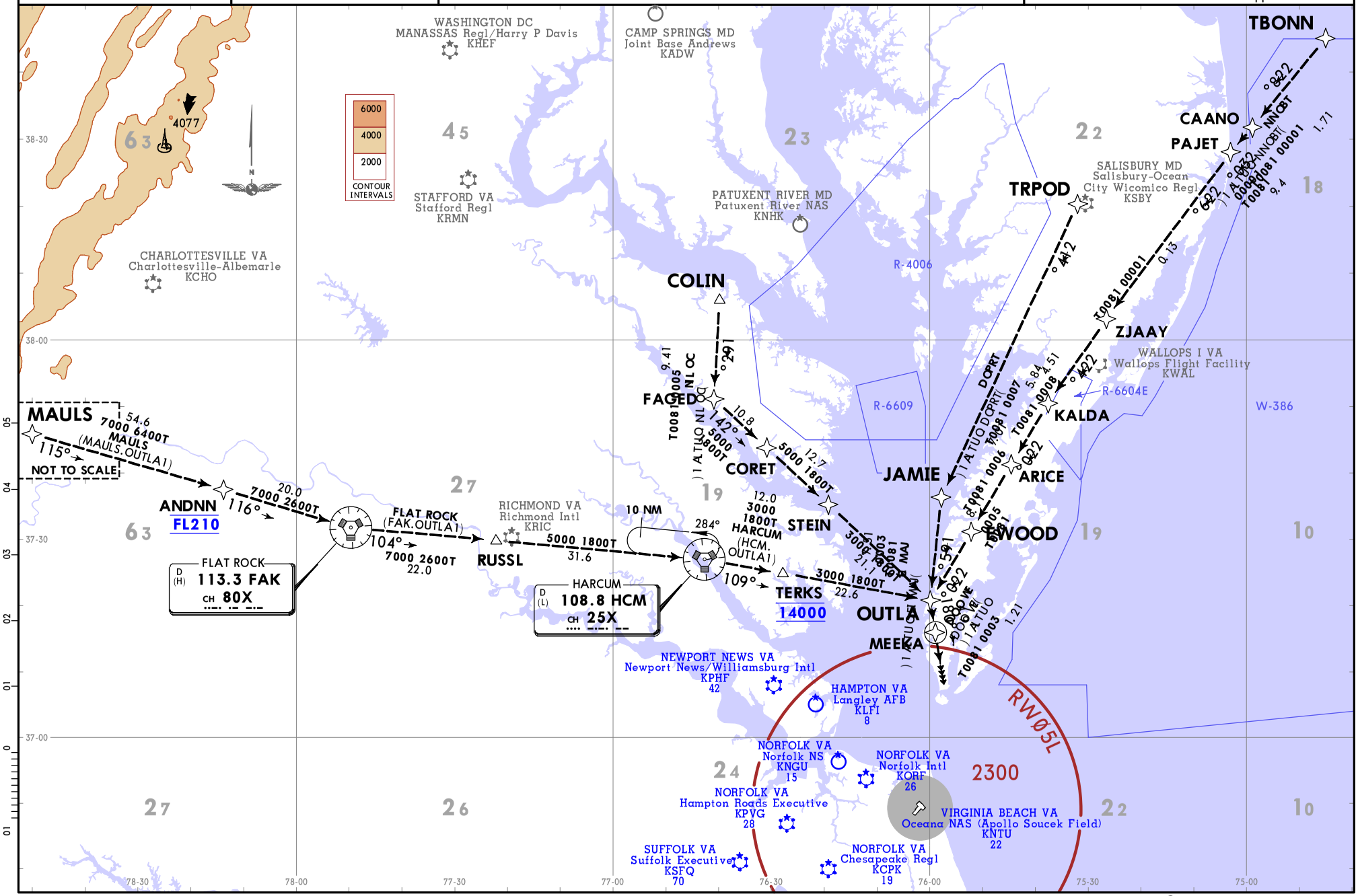
ATIS	Apt Elev	RNAV 1 - DME/DME/IRU or GPS	Alt Set: INCHES	Trans level: FL180
317.6	See Graphic	1. RADAR required. 2. FAK transition, ATC assigned only. 3. JAMIE transition, ATC assigned only. 4. HCM transition, ATC assigned only. 5. EWOOD transition, ATC assigned only. 6. MAULS transition only authorized for aircraft capable of operating at or above 14000.		

OUTLA 1 RNAV ARRIVAL (OUTLA.OUTLA1)

ROUTING

From OUTLA on track 180° to MEEKA, then on track 180°. EXPECT RADAR vectors to final approach course.



CHANGES: New procedure at this airport.

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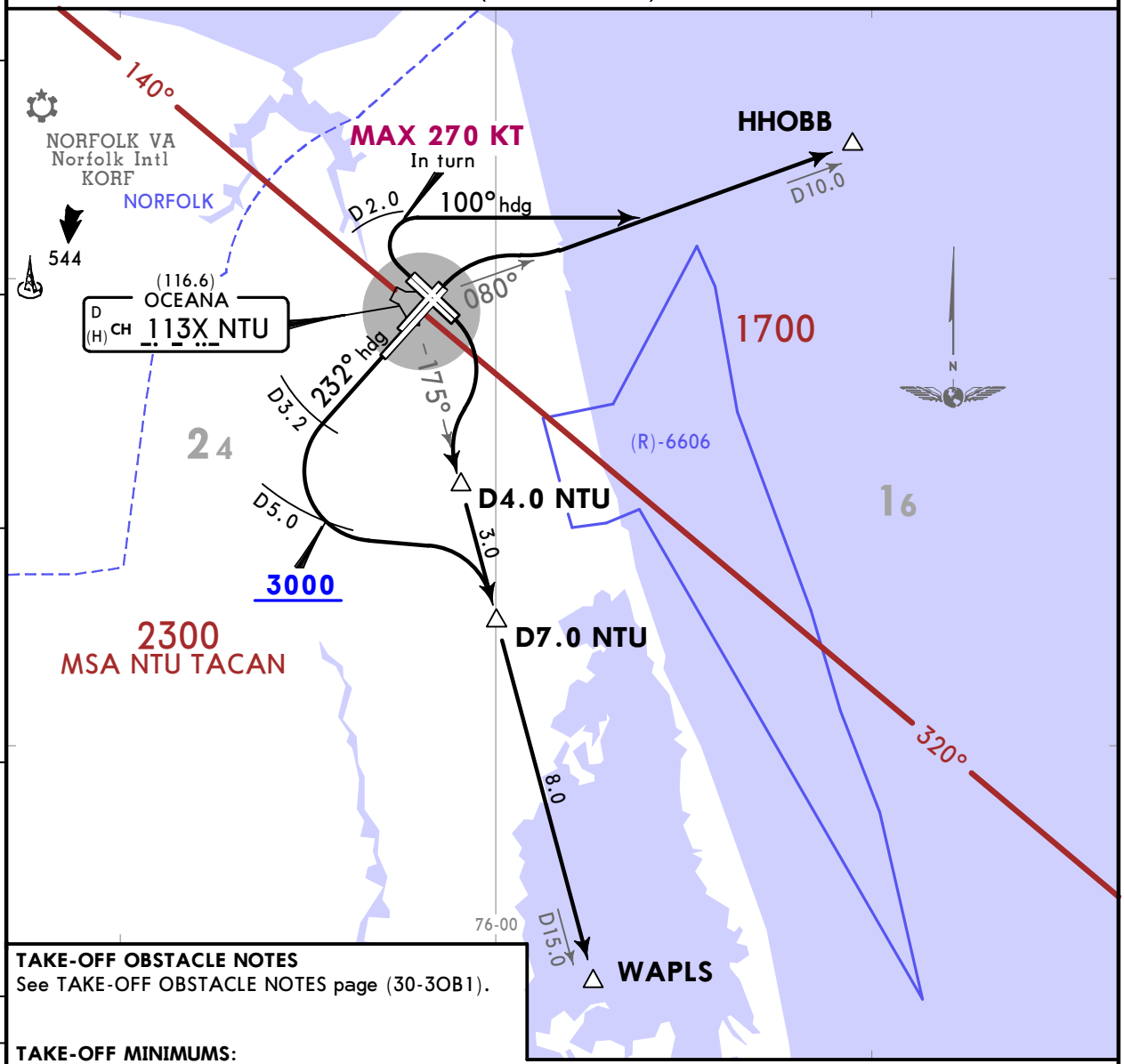
OCEANA Departure (R)		Apt Elev
123.9	266.8	22

Trans alt: 18000
1. Loose Leaf only. 2. For fighter jets only. 3. Local use only.
4. TACAN Azimuth Required.
5. CAUTION: Departures from RWY 32 must avoid Norfolk airspace 3.5 NM WEST.
6. CAUTION: Turns off RWY 14 must avoid R-6606 3.5 NM EAST.

APOLLO 4 DEPARTURE (NTU4.NTU) [APOLO4] (ALL RWYS)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (30-3OB1).

TAKE-OFF MINIMUMS:
Rwys 5L/R, 14L/R: Standard.
Rwy 23L: Standard with an ATC minimum climb of 805 per NM to 3000.
Rwy 23R: Standard with an ATC minimum climb of 683 per NM to 3000.
Rwys 32L/R: Standard with an ATC minimum climb of 280 per NM to 460.

ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
23L	V/V(fpm) to 3000	1006	1342	2013	2683	3354	4025
23R	V/V(fpm) to 3000	854	1138	1708	2277	2846	3415
32L/R	V/V(fpm) to 460	350	467	700	933	1167	1400

RWY	INITIAL CLIMB
5L/R	Climbing RIGHT turn to intercept NTU TACAN R080 to HHOBB.
14L/R	Climbing RIGHT turn to intercept NTU TACAN R175 no later than D4.0 NTU TACAN to WAPLS.
23L/R	Climb via heading 232°, crossing D3.2 NTU TACAN turn LEFT to intercept NTU TACAN R175 no later than D7.0 NTU TACAN to WAPLS. Cross D5.0 Arc NTU TACAN at or above 3000.
32L/R	Climbing RIGHT turn heading 100° within D2.0 NTU TACAN, intercept NTU TACAN R080 to HHOBB. Do not exceed 270 KT on initial turn.

ROUTING

MAINTAIN 4000 or ATC assigned altitude.

TERPS MIL (USN) ORIG

CHANGES: Procedure renumbered, MSA.

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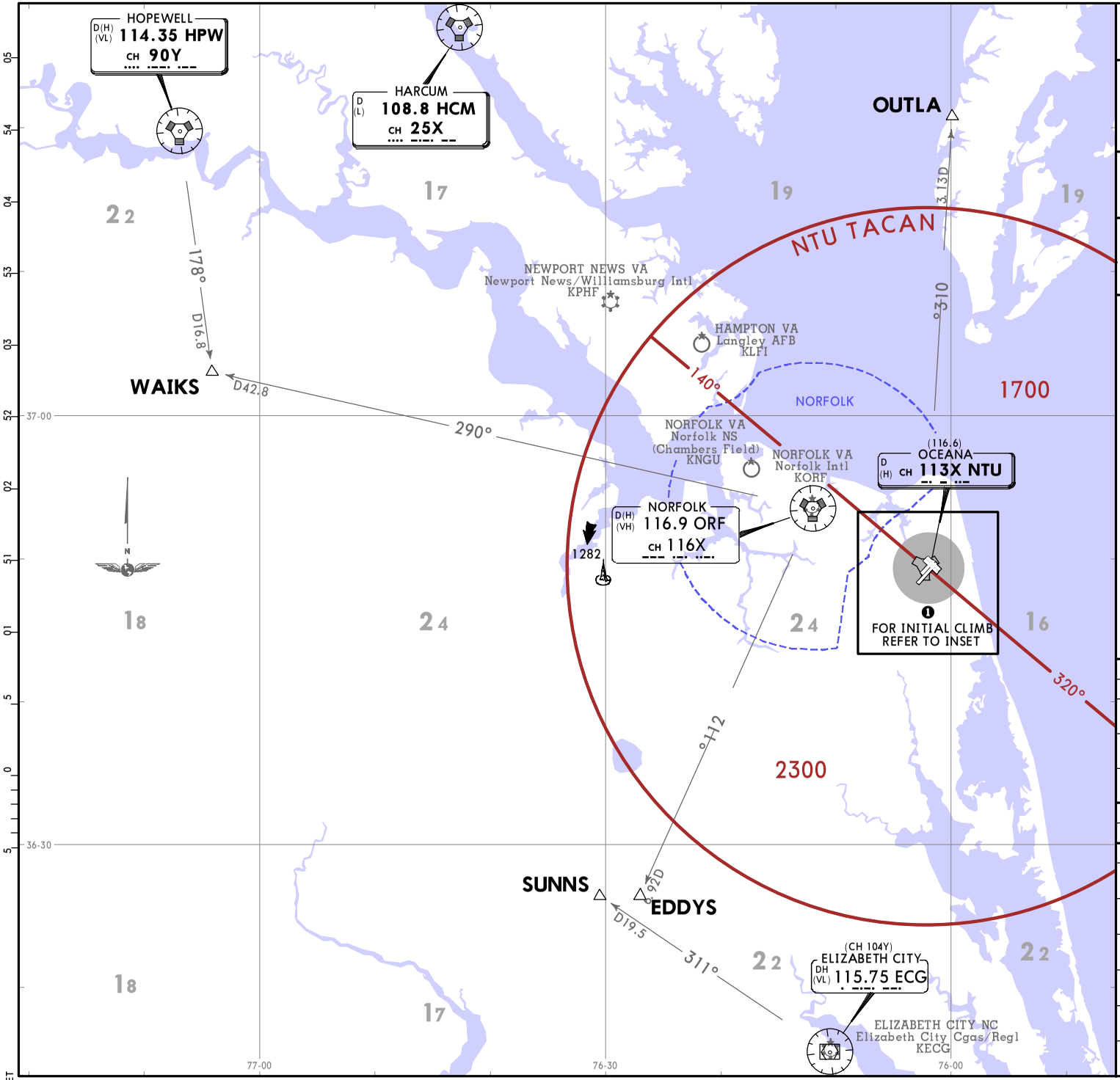
OCEANA NAS (APOLLO SOUCEK FLD)

JEPPESEN
13 FEB 26 (30-3A) Eff 19 Feb
SID



OCEANA Departure (R)	Apt Elev
123.9 266.8	22

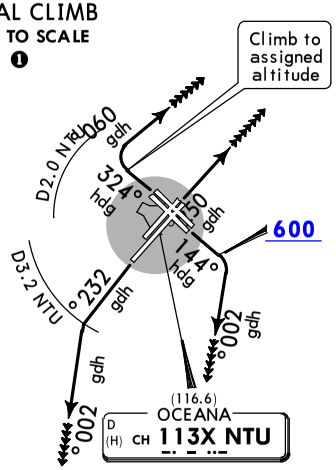
Trans alt: 18000
1. RADAR required.
2. NTU TACAN DME required for Rwy 23L/R and 32L/R departures.
3. Rwy 32 departures: KORF class C airspace begins D4 from NTU TACAN.

OCEANA 6 DEPARTURE (NTU6.NTU) (ALL RWYS)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (30-3OB1).

TAKE-OFF MINIMUMS:
All Rwys: Standard.

INITIAL CLIMB
NOT TO SCALE



RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14L/R	Climb heading 144° to 600 then climbing RIGHT turn to heading 200°.
23L/R	Climb heading 232°, crossing D3.2 NTU TACAN, turn LEFT heading 200°.
32L/R	Climb heading 324° to assigned altitude, turn RIGHT heading 060° within D2.0 NTU TACAN.

ROUTING

MAINTAIN 4000 or assigned lower altitude.

TRANSITIONS

EDDYS (NTU6.EDDYS)	Via RADAR vectors to EDDYS.
HARCUM (NTU6.HCM)	Via RADAR vectors to HCM VORTAC.
HOPEWELL (NTU6.HPW)	Via RADAR vectors to HPW VORTAC. (At or below 17000 only.)
OUTLA (NTU6.OUTLA)	Via RADAR vectors to OUTLA.
SUNNS (NTU6.SUNNS)	Via RADAR vectors to SUNNS. (At or below 17000 only.)
WAIKS (NTU6.WAIKS)	Via RADAR vectors to WAIKS.

PRET CHANGES: Procedure revised.

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KNTU/NTU
VIRGINIA BEACH, VA

OCEANA NAS (APOLLO SOUCEK FLD)

JEPPESEN

6 JUN 25 (30-3B) Eff 12 Jun

SID

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (30-3OB1).

TAKE-OFF MINIMUMS:
All Rwys: Standard.

ATC Climb Rate to FL230

Gnd speed-KT	75	100	150	200	250	300
V/V(fpm)	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
5L/R, 14L/R	Climbing RIGHT turn to intercept NTU TACAN R175 to CANOB.
23L/R	Climbing LEFT turn to intercept NTU TACAN R175 to CANOB.
32L/R	Climbing LEFT turn within D2.0 NTU TACAN to intercept NTU TACAN R175.

ROUTING

Fly NTU TACAN R175 to KITTE, arc SOUTH of NTU TACAN via the D49.0 Arc NTU TACAN to WYNNS. Cross RUDKE at or above 11000. Cross KITTE at FL230 or as assigned.

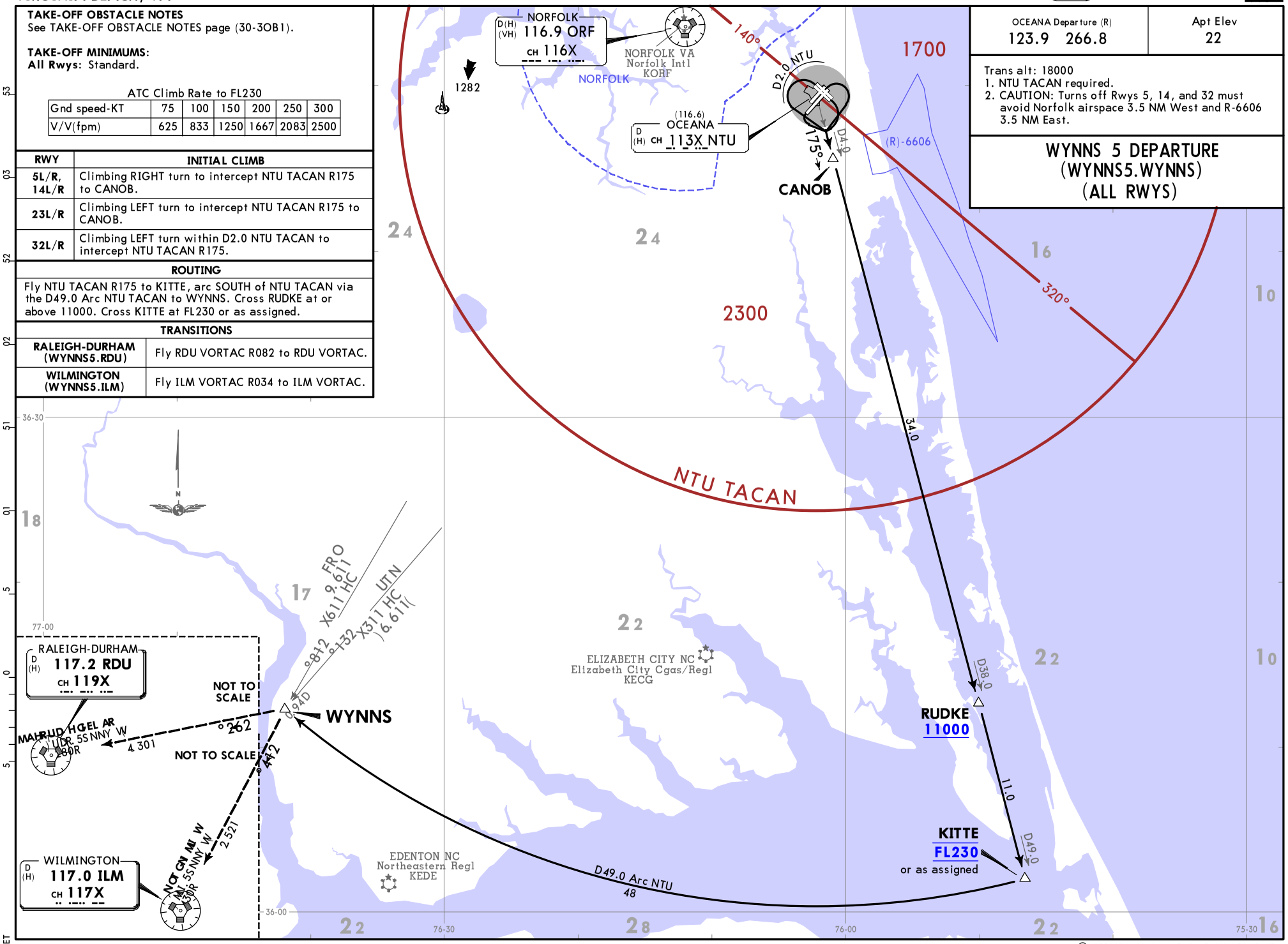
TRANSITIONS

RALEIGH-DURHAM (WYNNS5.RDU)	Fly RDU VORTAC R082 to RDU VORTAC.
WILMINGTON (WYNNS5.ILM)	Fly ILM VORTAC R034 to ILM VORTAC.

OCEANA Departure (R)	Apt Elev
123.9 266.8	22

Trans alt: 18000
1. NTU TACAN required.
2. CAUTION: Turns off Rwys 5, 14, and 32 must avoid Norfolk airspace 3.5 NM West and R-6606 3.5 NM East.

WYNNS 5 DEPARTURE (WYNNS5.WYNNS) (ALL RWYS)



CHANGES: MSA, altitude at KITTE, climb rate altitude, procedure renumbered.

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TAKE-OFF OBSTACLE NOTES - DEPs

- RWY 5L:
  Trees 3707 from DER, 98 right of centerline, 91 AGL/114 MSL.

- RWY 5R:
  Trees 3706 from DER, 602 left of centerline, 91 AGL/114 MSL. Trees 966 from DER, 598 right of centerline, 47 MSL.

- RWY 14R:
  Tree 286 from DER, 527 right of centerline, 45 MSL.

- RWY 32L:
  Terrain 0 from DER, 500 left of centerline, 20 MSL. Trees 2792 from DER, 6 left of centerline, 89 AGL/104 MSL.

- RWY 32R:
  Terrain 0 from DER, 484 right of centerline, 20 MSL. Trees 2791 from DER, 709 left of centerline, 89 AGL/104 MSL.

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KNTU/NTU

Apt Elev 22′

N36 49.4 W076 01.9

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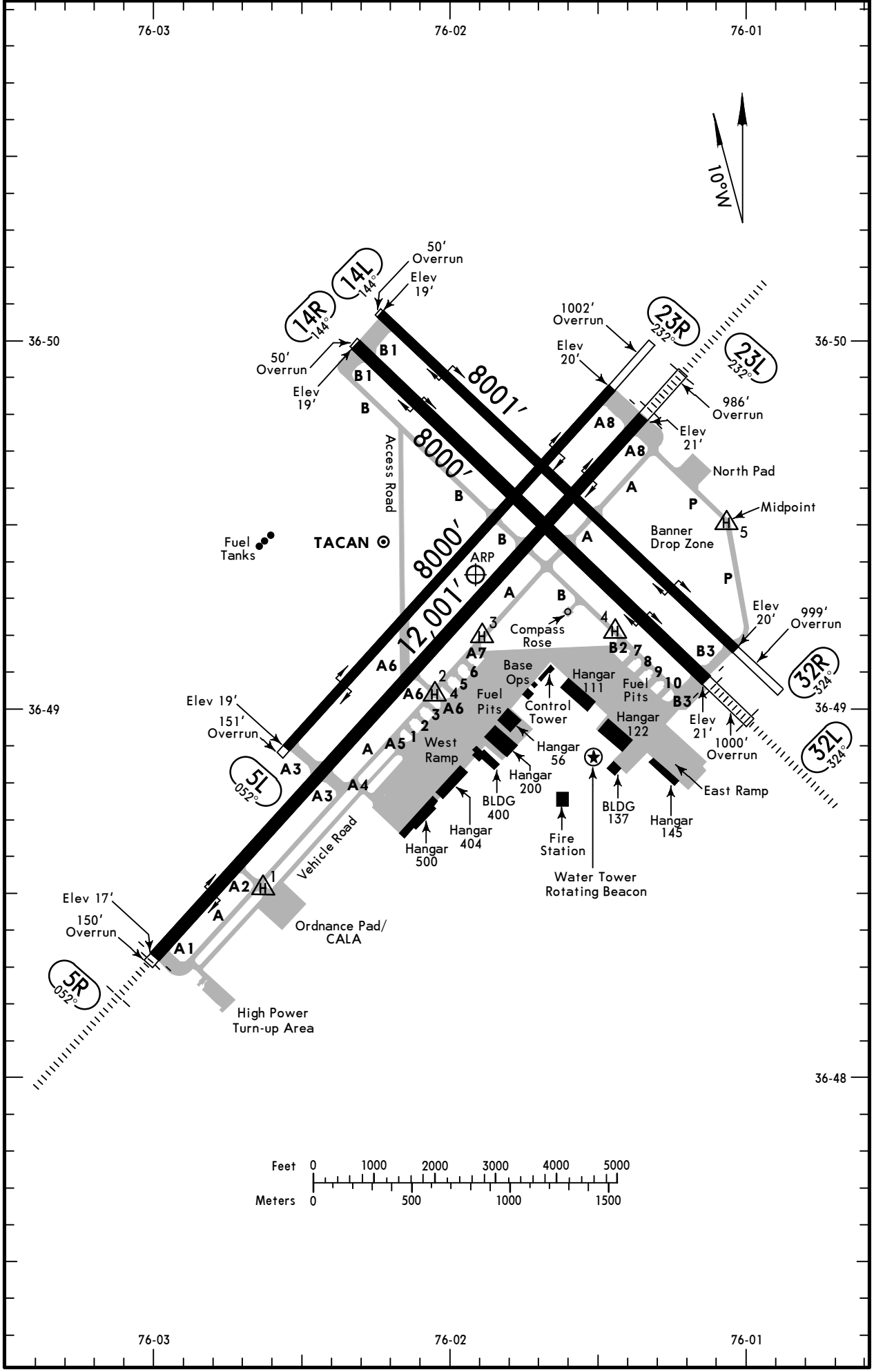
OCEANA NAS(APOLLO SOUCEK FLD)

6 JUN 25 (30-9) Eff 12 Jun

VIRGINIA BEACH, VA

ATIS	OCEANA Ground		Tower		OCEANA Departure (R)	
317.6	119.6	336.4	127.075	360.2	123.9	266.8



CHANGES: Airport name.

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Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5R 23L	HIRL ALSF-I CL (White) WAVE-OFF				200′
5L 23R	HIRL WAVE-OFF				150′
14R	HIRL CL WAVE-OFF				200′
32L	HIRL ALSF-I CL WAVE-OFF				
14L 32R	HIRL WAVE-OFF				150′

Radar reflectors on all runways except 14L/32R.

	TAKE-OFF
	All Rwys
	STD
1 & 2 Eng	V1
3 & 4 Eng	V1/2

TAKE-OFF OBSTACLE NOTES: Rwy 5L: Trees 3707′ from DER 98′ right of centerline, 91′ AGL/114′ MSL. Rwy 5R: Trees 3706′ from DER 602′ left of centerline, 91′ AGL/114′ MSL. Trees 966′ from DER 598′ right of centerline, 47′ MSL. Rwy 14R: Trees 286′ from DER 527′ right of centerline, 45′ MSL. Rwy 32L: Terrain 0′ from DER 500′ left of centerline, 20′ MSL. Trees 2792′ from DER 6′ left of centerline, 89′ AGL/104′ MSL. Rwy 32R: Terrain 0′ from DER 484′, right of centerline, 20′ MSL. Trees 2791′ from DER 709′ left of centerline, 89′ AGL/104′ MSL.

AMEND 4

CHANGES: Airport name, lighting, take-off obstacle notes.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

OCEANA NAS(APOLLO SOUCEK FLD)
6 JUN 25 (32-1) Eff 12 Jun

RNAV (GPS) Rwy 5L

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

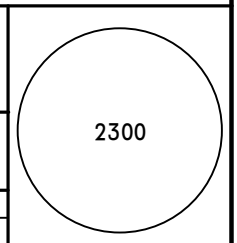
BRIEFING STRIP™

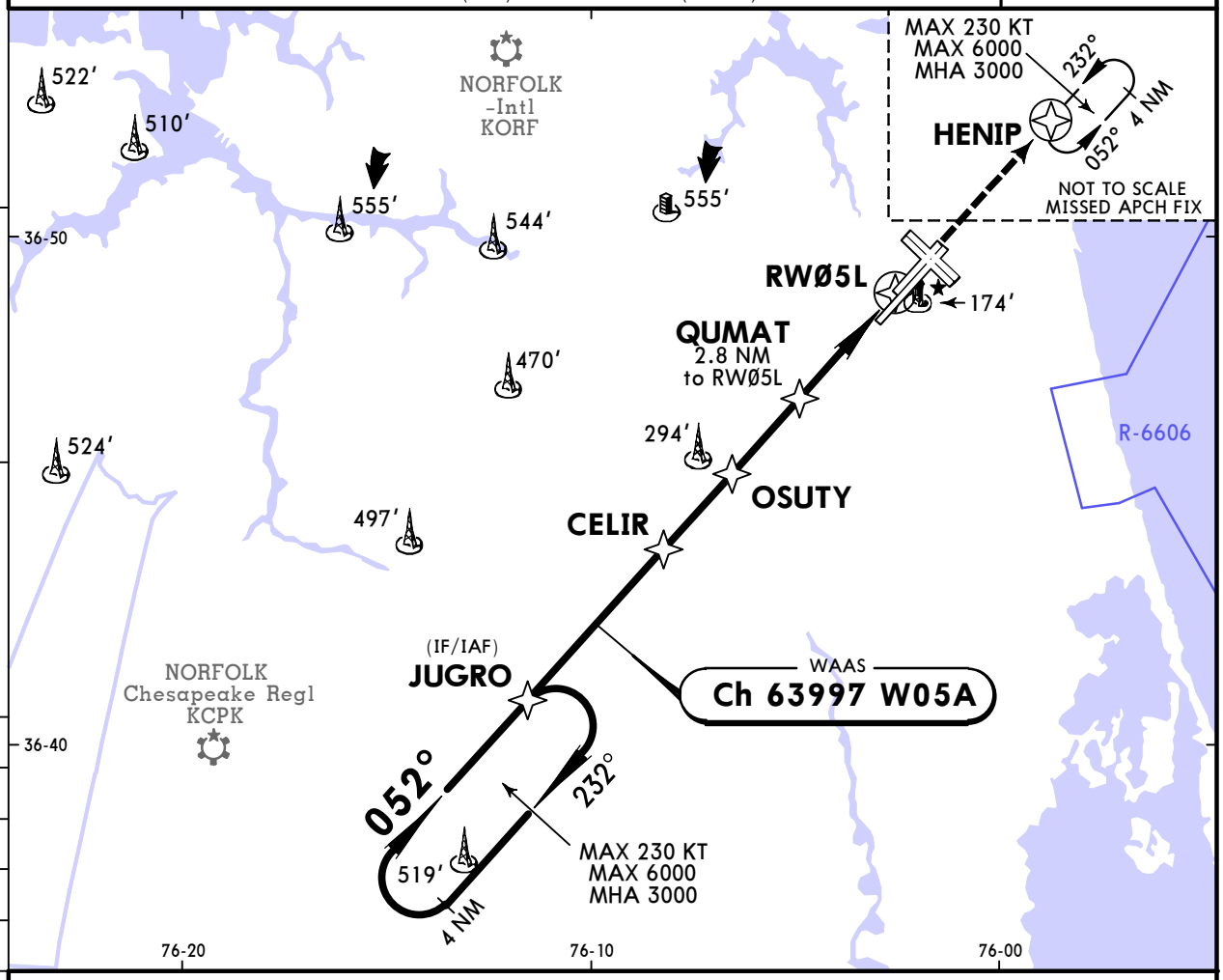
WAAS	Final Apch Crs	OSUTY	LPV DA(H)	Apt Elev 22′
Ch 63997 W05A	052°	1600 (1580′)	220′ (200′)	TDZE 20′

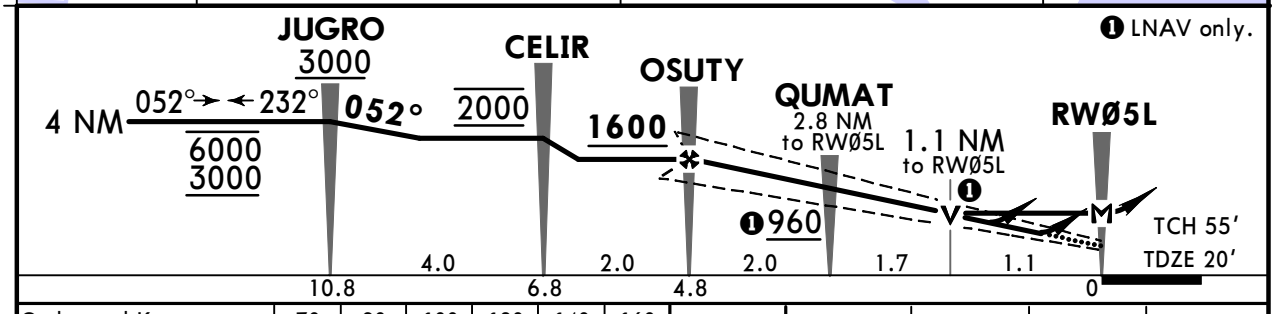
MISSED APCH: Climb to 3000′ direct HENIP and hold, continue climb-in-hold to 3000′.

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

1. EMERG SAFE ALT 100 NM 6100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (129°F).







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

WAVE -OFF | 3000′ | D | HENIP

Military

STRAIGHT-IN LANDING

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
	220′ (200′)	A: 305′ (285′) C: 324′ (304′) B: 316′ (296′) D: 335′ (315′)	440′ (420′)
A	200′ - V3/4	300′ - V7/8	500′ - V1
B			
C		400′ - V7/8	500′ - V1 1/2
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (478′) 500′ - V1
120	
140	600′ (578′) 600′ - V1 1/2
165	600′ (578′) 600′ - V2

TERPS MIL (USN) AMEND 5

CHANGES: Airport name, procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

6 JUN 25 (32-2) Eff 12 Jun

OCEANA NAS(APOLLO SOUCEK FLD) RNAV (GPS) Rwy 5R

BRIEFING STRIP ™

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

WAAS	Final Apch Crs	JAVLU	LPV DA(H)	Apt Elev 22′
Ch 69870 W05B	052°	1600 (1581′)	219′ (200′)	TDZE 19′

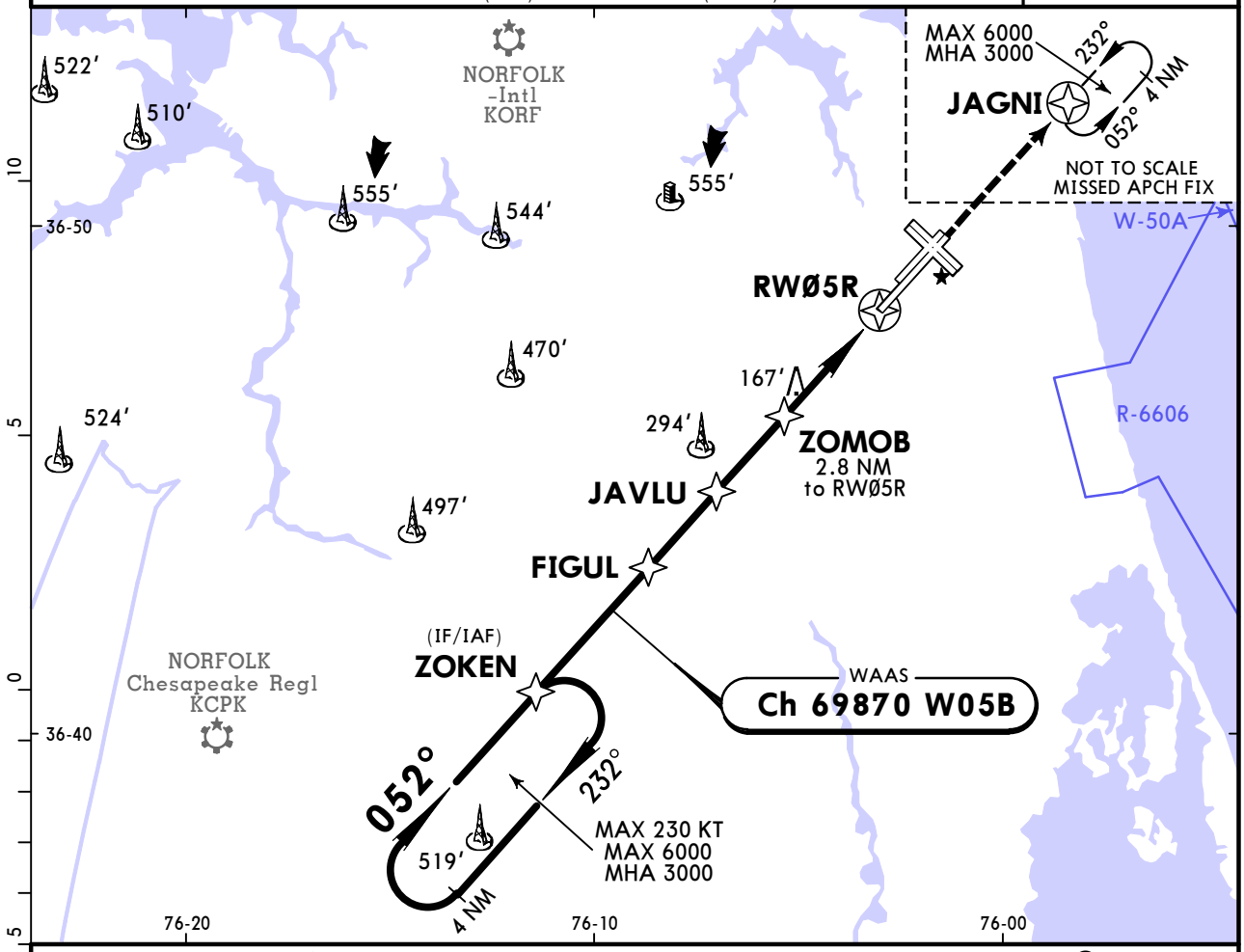
MISSED APCH: Climb to 3000′ direct JAGNI and hold. Continue climb-in-hold to 3000′.

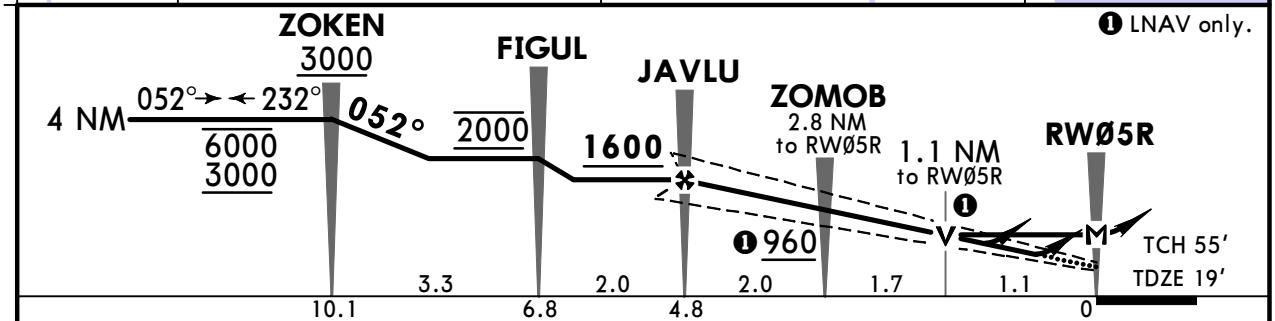
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (129°F).

2300

MSA RWØ5R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ5R							

ALSF-I

WAVE -OFF

3000′

JAGNI

Military

STRAIGHT-IN LANDING

	LPV DA(H) 219′ (200′)	ALS out	LNAV/VNAV DA(H) 333′ (314′)	ALS out	LNAV MDA(H) 420′ (401′)	ALS out
A	200′- V1/2	200′- V3/4	400′- V1/2	400′- V7/8	400′- V1/2	400′- V1
B						
C					400′- V3/4	400′- V1 1/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (478′) 500′- V1
120	
140	600′ (578′) 600′- V1 1/2
165	600′ (578′) 600′- V2

TERPS MIL (USN) AMEND 5

CHANGES: Airport name, procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN 6 JUN 25 (32-3) Eff 12 Jun

OCEANA NAS(APOLLO SOUCEK FLD) RNAV (GPS) Rwy 23L

BRIEFING STRIP ™

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

WAAS	Final Apch Crs	WAXUL	LPV DA(H)	Apt Elev 22′
Ch 67300 W23A	232°	1600 (1579′)	221′ (200′)	TDZE 21′

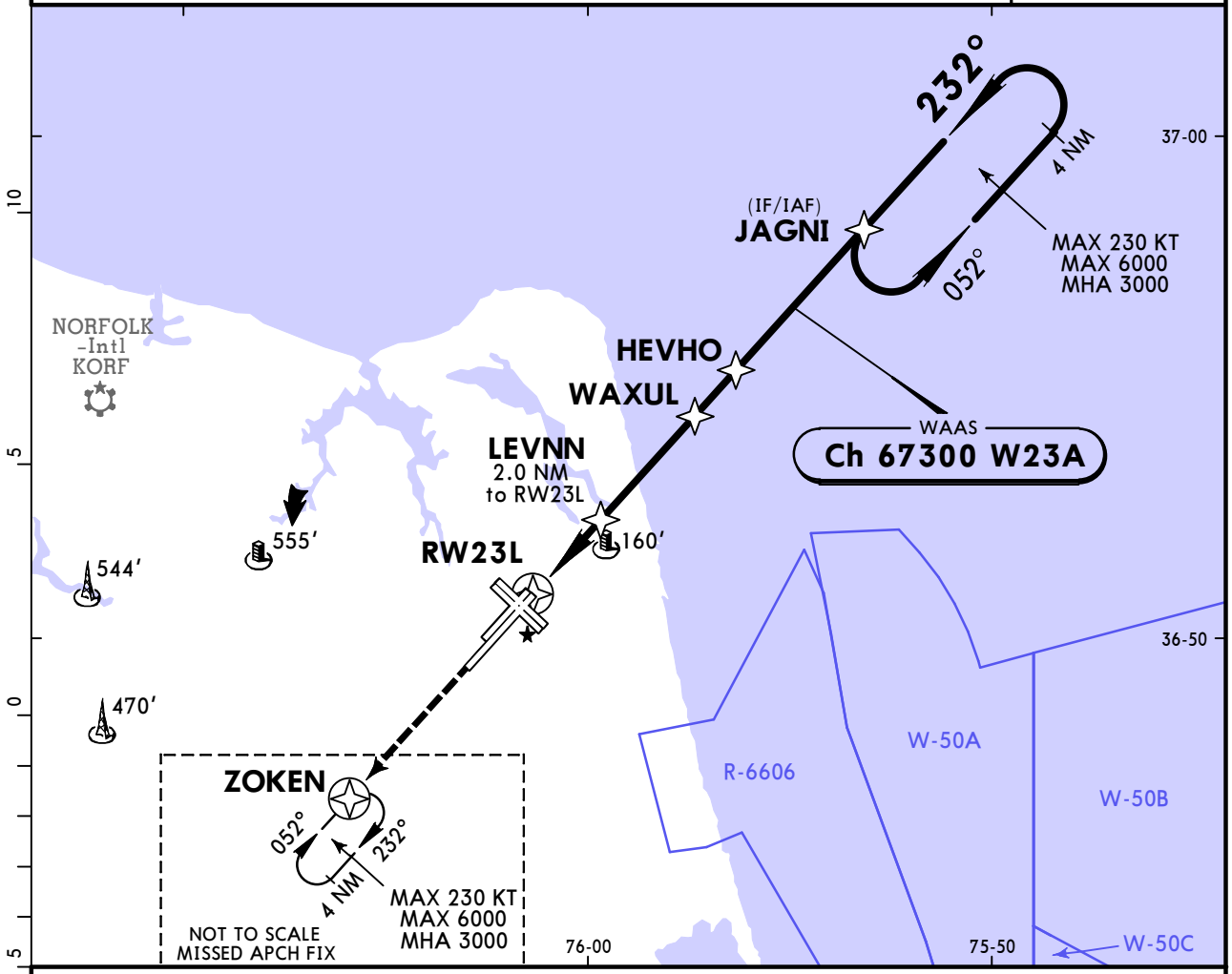
MISSED APCH: Climb to 3000′ direct ZOKEN and hold, continue climb-in-hold to 3000′.

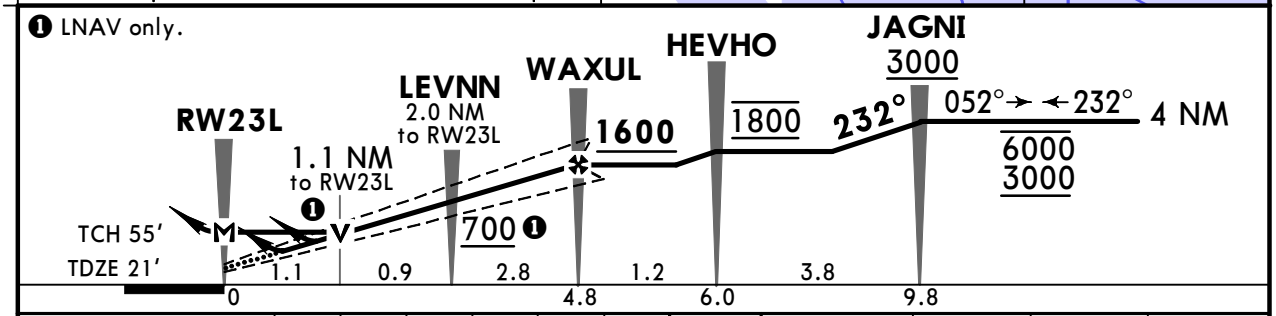
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (129°F).

2300

MSA RW23L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23L							

ALSF-I

WAVE -OFF

3000′

D

ZOKEN

Military

STRAIGHT-IN LANDING

	LPV DA(H) 221′ (200′)		LNAV/VNAV DA(H) 324′ (303′)		LNAV MDA(H) 420′ (399′)	
		ALS out		ALS out		ALS out
A	200′- V1/2	200′- V3/4	400′- V1/2	400′- V7/8	400′- V1/2	400′- V1
B						
C					400′- V5/8	400′- V1 1/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (478′) 500′-V1
120	
140	600′ (578′) 600′- V1 1/2
165	600′ (578′) 600′- V2

TERPS MIL (USN) AMEND 5

CHANGES: Airport name, procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

OCEANA NAS(APOLLO SOUCEK FLD)
6 JUN 25 (32-4) Eff 12 Jun

RNAV (GPS) Rwy 23R

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

BRIEFING STRIP™

WAAS	Final Apch Crs	COXOG	LPV DA(H)	Apt Elev 22′
Ch 71079 W23B	**232°**	**1600** (1580′)	**220′** (200′)	TDZE 20′

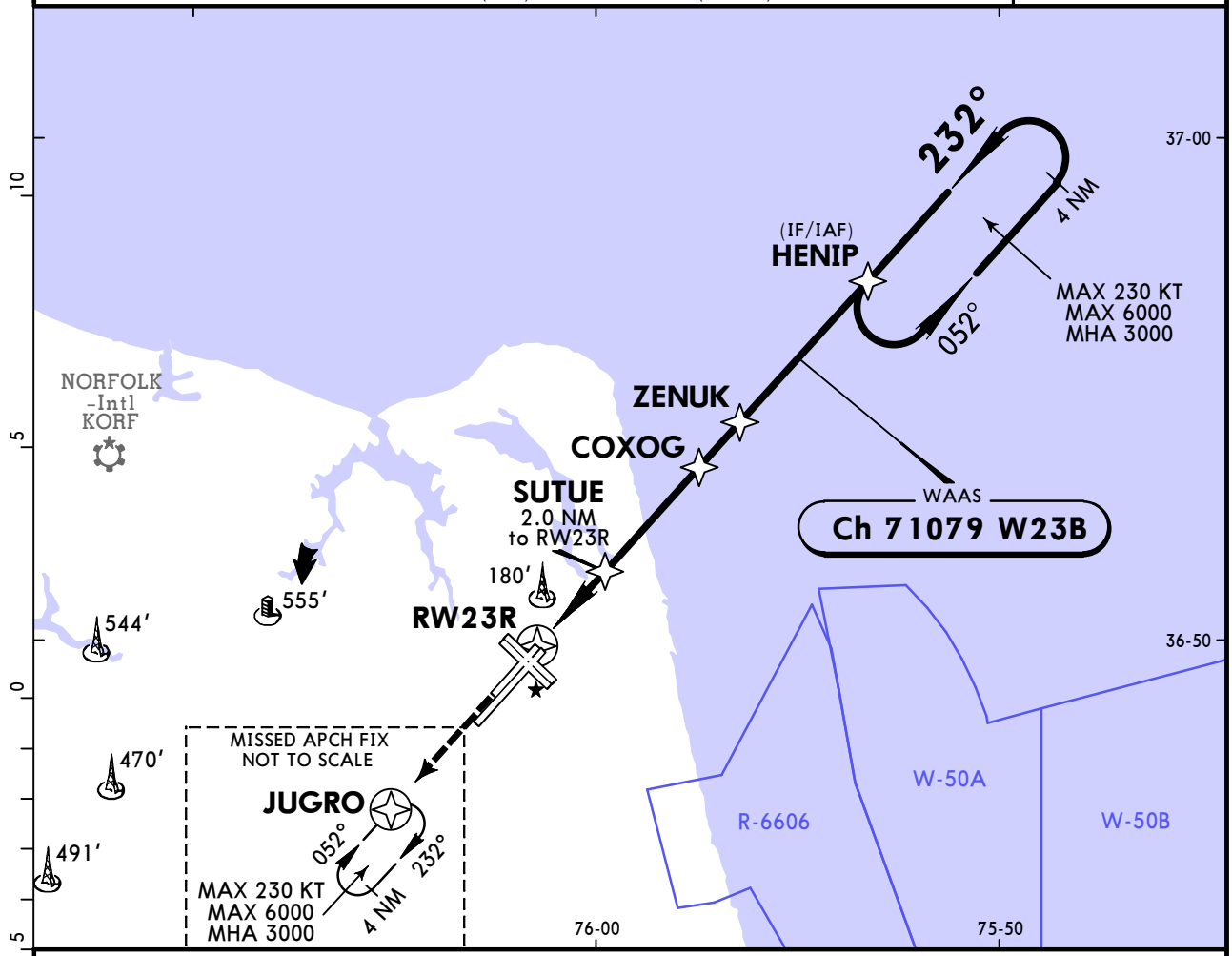
MISSED APCH: Climb to 3000′ direct JUGRO and hold.

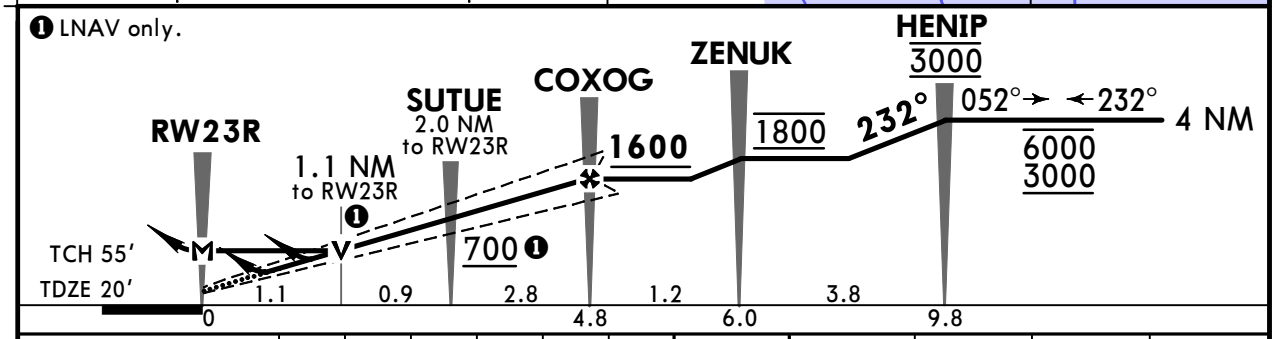
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 6100′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (129°F).

2300

MSA RW23R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

WAVE -OFF | 3000′ | D | JUGRO

Military

STRAIGHT-IN LANDING

	LPV DA(H) 220′ (200′)	LNAV/VNAV DA(H) 440′ (420′)	LNAV MDA(H) 440′ (420′)
A	200′ - V3/4	500′ - V1 1/8	500′ - V1
B			
C			500′ - V1 1/8
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (478′) 500′ - V1
120	
140	600′ (578′) 600′ - V1 1/2
165	600′ (578′) 600′ - V2

TERPS MIL (USN) AMEND 5

CHANGES: Airport name, procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN 6 JUN 25 Eff 12 Jun (32-5)

OCEANA NAS(APOLLO SOUCEK FLD)
RNAV (GPS) Rwy 32L/R

BRIEFING STRIP™

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

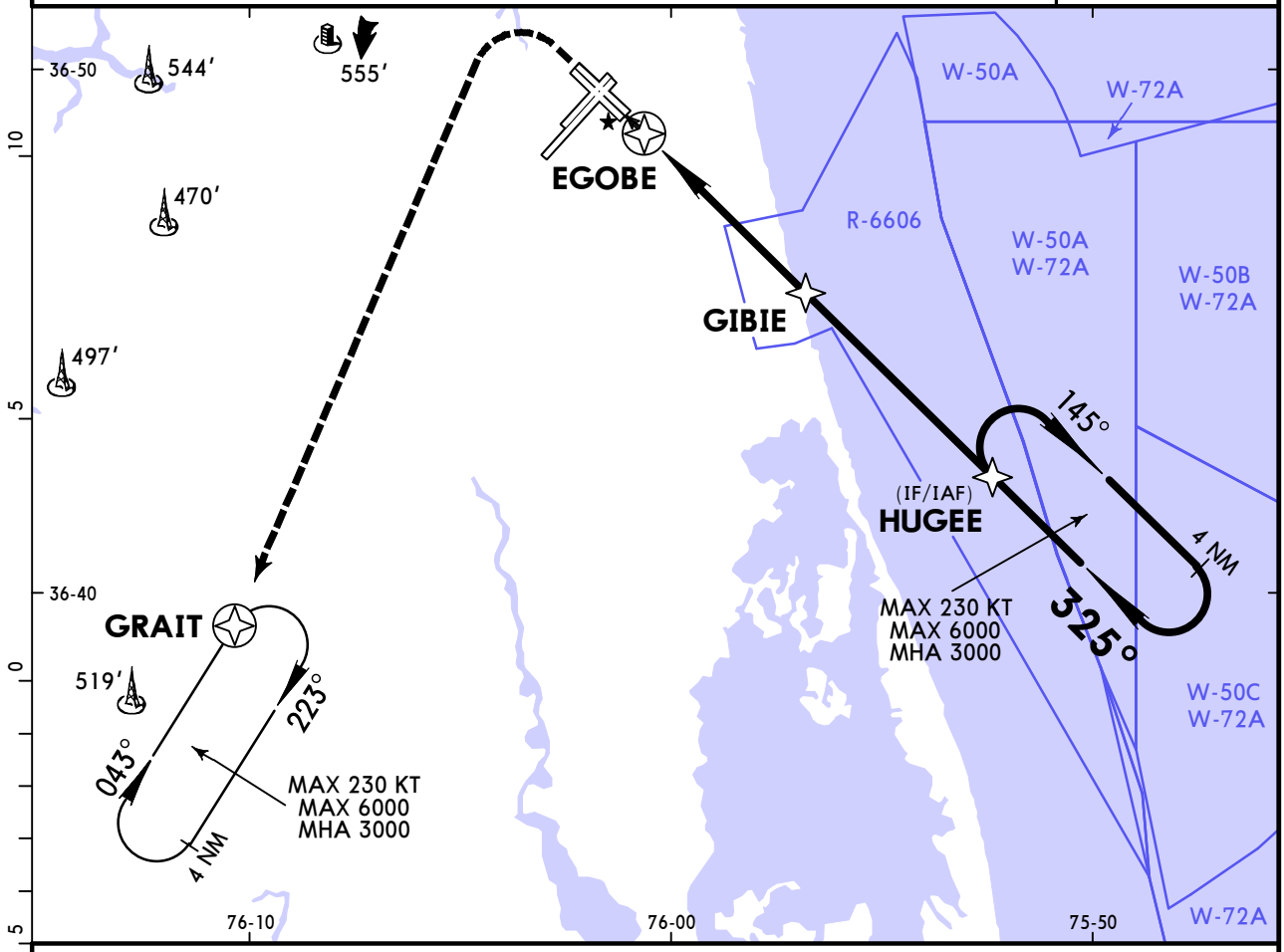
RNAV	Final Apch Crs 325°	GIBIE 1600 (1578') Rwy 32L 1600 (1580') Rwy 32R	MDA(H) Refer to Minimums	Apt Elev 22' TDZE 32L 22' TDZE 32R 20'

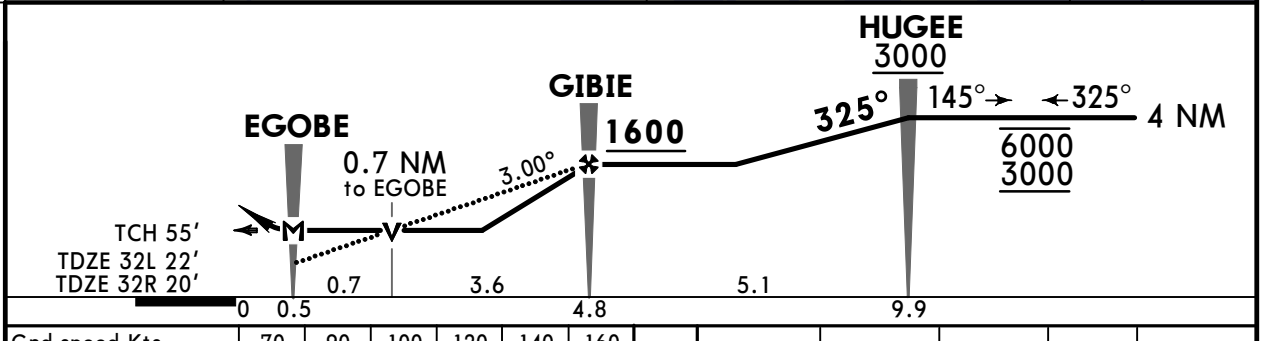
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct GRAIT and hold.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. EMERG SAFE ALT 100 NM 6100'. 2. CAUTION: RWY 32L: FAC 326' from runway centerline at 3000' from threshold. 3. CAUTION: RWY 32R: FAC 373' from runway centerline at 3000' from threshold.

2300
MSA EGOBE





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

Lighting - Refer to Airport Chart | 1100' | 3000' LT | D | GRAIT

Military

STRAIGHT-IN LANDING

	LNAV 32L MDA(H) 460' (438')	ALS out	LNAV 32R MDA(H) 460' (440')
A	500'- V1/2	500'- V1	500'- V1
B			
C	500'- V3/4	500'- V1 1/8	500'- V1 1/4
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500' (478') 500'- V1
120	
140	600' (578') 600'- V1 1/2
165	600' (578') 600'- V2

TERPS MIL (USN) AMEND 4

CHANGES: Airport name, procedure.

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KNTU/NTU OCEANA NAS (APOLLO SOUCEK FLD)

VIRGINIA BEACH, VA 6 JUN 25 (34-1) Eff 12 Jun TACAN Y Rwy 5L

JEPPESEN

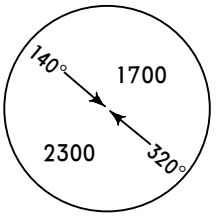
ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

BRIEFING STRIP™

TACAN NTU CH 113X (116.6)	Final Apch Crs 043°	RABIE 1600 (1580′)	MDA(H) 420′ (400′)	Apt Elev 22′ TDZE 20′

MISSED APCH: Climb to 3000′ via NTU TACAN R-223 to NTU TACAN then via NTU TACAN R-064 to SKOUT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.
CAUTION: Missed approach requires minimum climb of 210′/NM to 3000′.

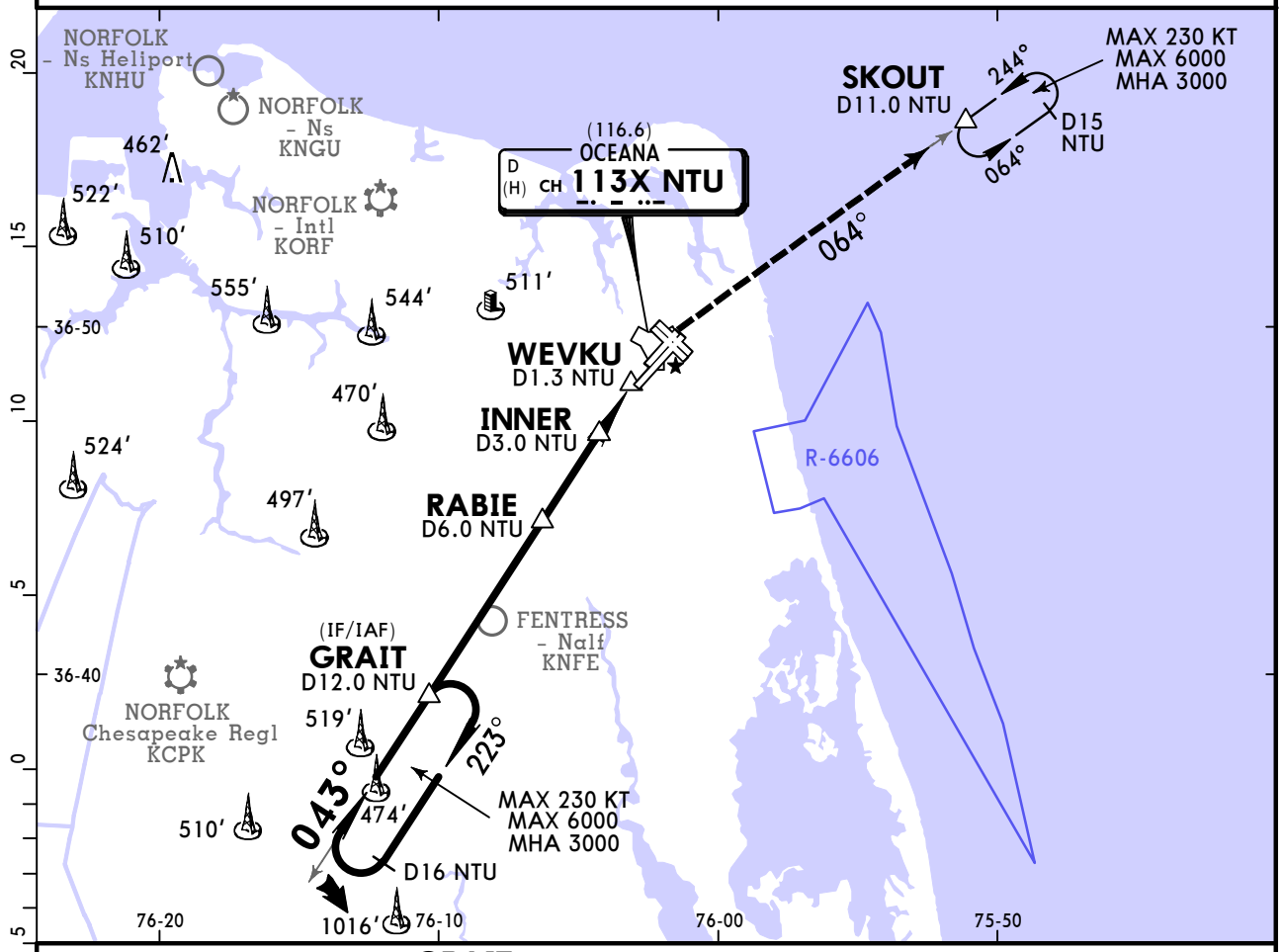
Gnd speed-KT	60	120	180	240	300	360
210′ per NM	210	420	630	840	1050	1260

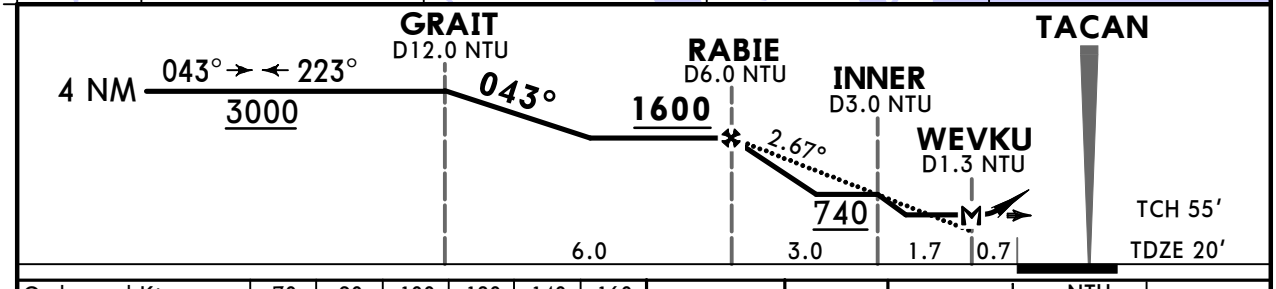


MSA NTU TACAN

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

EMERG SAFE ALT 100 NM 6100′.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at WEVKU						

WAVE -OFF

3000′ via NTU CH 113X (116.6) R-223

NTU CH 113X (116.6)

TERPS MIL (USN) AMEND 1

Military

	STRAIGHT-IN LANDING MDA(H) 420′ (400′)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	400′- V1	90	500′ (478′)	500′- V1
B		120		
C	400′- V1 1/8	140	600′ (578′)	600′- V1 1/2
D		165	600′ (578′)	600′- V2
E	NOT APPLICABLE	E	NOT APPLICABLE	

CHANGES: Procedure.

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KNTU/NTU OCEANA NAS (APOLLO SOUCEK FLD)

VIRGINIA BEACH, VA — JEPPESEN — 6 JUN 25 — Eff 12 Jun — 34-2 — CAT C, D & E — HI-TACAN Z Rwy 5L

BRIEFING STRIP™

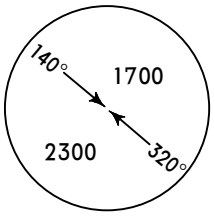
ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

TACAN	Final Apch Crs	RABIE	MDA(H)	Apt Elev 22′
NTU CH 113X (116.6)	043°	1600 (1580′)	420′ (400′)	TDZE 20′

MISSED APCH: Climb to 3000′ via NTU TACAN R-223 to NTU TACAN then via NTU TACAN R-064 to SKOUT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.

CAUTION: Missed approach requires minimum climb of 210′/NM to 3000′.

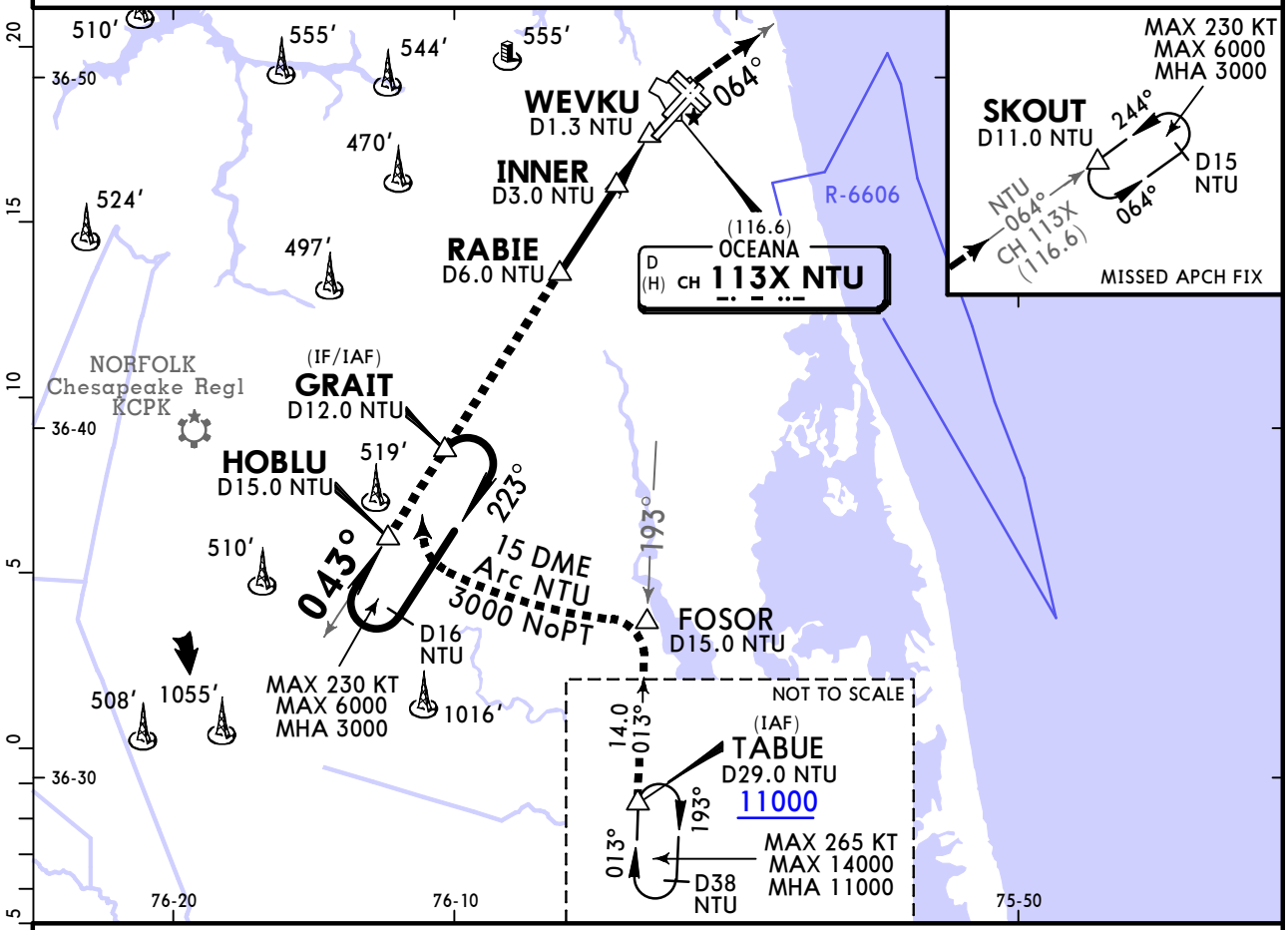
Gnd speed-KT	60	120	180	240	300	360
210′ per NM	210	420	630	840	1050	1260

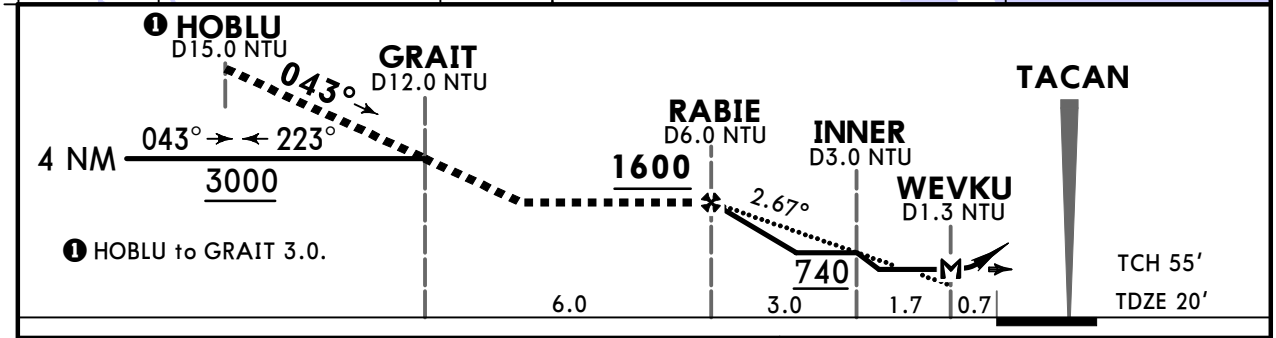


MSA NTU TACAN

Alt Set: INCHES — Trans level: FL180 — Trans alt: 18000′

EMERG SAFE ALT 100 NM 6100′.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at WEVKU						

WAVE -OFF

3000′ via NTU CH 113X (116.6) R-223

NTU CH 113X (116.6)

TERPS MIL (USN) AMEND 1

Military STRAIGHT-IN LANDING

MDA(H) 420′ (400′)

A/B	NOT APPLICABLE
C	400′- V1 1/8
D	
E	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
A/B	NOT APPLICABLE	
140	600′(578′)	600′- V1 1/2
165	600′(578′)	600′- V2
E	900′(878′)	900′- V3

CHANGES: Procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

OCEANA NAS (APOLLO SOUCEK FLD)
TACAN Y Rwy 5R

6 JUN 25 (34-3) Eff 12 Jun

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

BRIEFING STRIP™

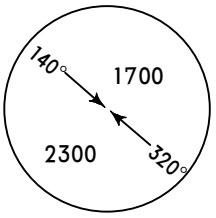
TACAN NTU CH 113X (116.6)	Final Apch Crs 043°	RABIE 1600 (1581′)	MDA(H) 420′ (401′)	Apt Elev 22′ TDZE 19′

MISSED APCH: Climb to 3000′ via NTU TACAN R-223 to NTU TACAN then via NTU TACAN R-064 to SKOUT and hold.

Missed approach requires use of RNAV or ATC radar monitoring.

CAUTION: Missed approach requires minimum climb of 210′/NM to 3000′.

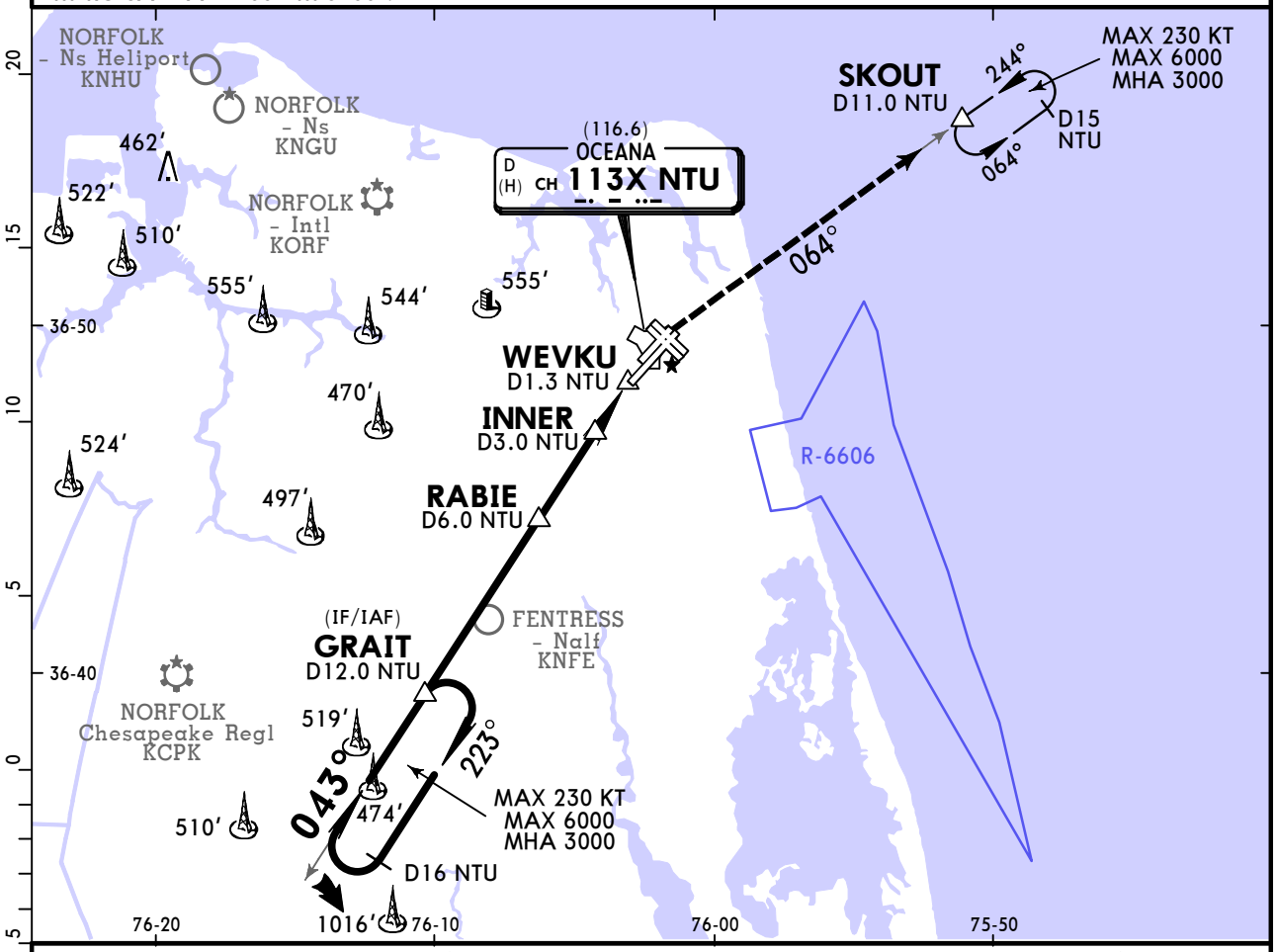
Gnd speed-KT	60	120	180	240	300	360
210′ per NM	210	420	630	840	1050	1260

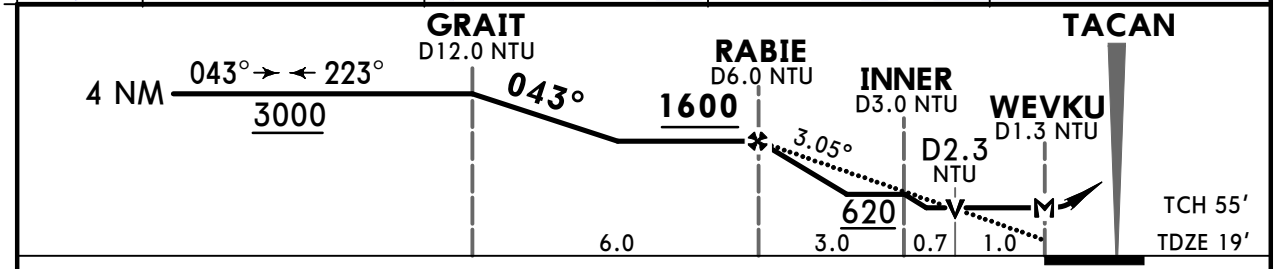


MSA NTU TACAN

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

EMERG SAFE ALT 100 NM 6100′.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	331	425	472	567	661	756
MAP at WEVKU						

ALSF-I
WAVE -OFF

3000′ via NTU CH 113X (116.6) R-223

NTU CH 113X (116.6)

Military

STRAIGHT-IN LANDING

MDA(H) 420′ (401′)

	ALS out
A B	400′- V1/2
C D	400′- V3/4
E	NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)	
90 120	500′ (478′)	500′- V1
140	600′ (578′)	600′- V1 1/2
165	600′ (578′)	600′- V2
E	NOT APPLICABLE	

TERPS MIL (USN) AMEND 1

CHANGES: Procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN 6 JUN 25 Eff 12 Jun (34-4)

OCEANA NAS (APOLLO SOUCEK FLD)
CAT C, D & E

HI-TACAN Z Rwy 5R

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

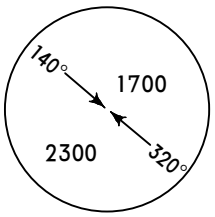
BRIEFING STRIP ™

TACAN	Final Apch Crs	RABIE	MDA(H)	Apt Elev 22′
NTU CH 113X (116.6)	043°	1600 (1581′)	420′ (401′)	TDZE 19′

MISSED APCH: Climb to 3000′ via NTU TACAN R-223 to NTU TACAN then via NTU TACAN R-064 to SKOUT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.

CAUTION: Missed approach requires minimum climb of 210′/NM to 3000′.

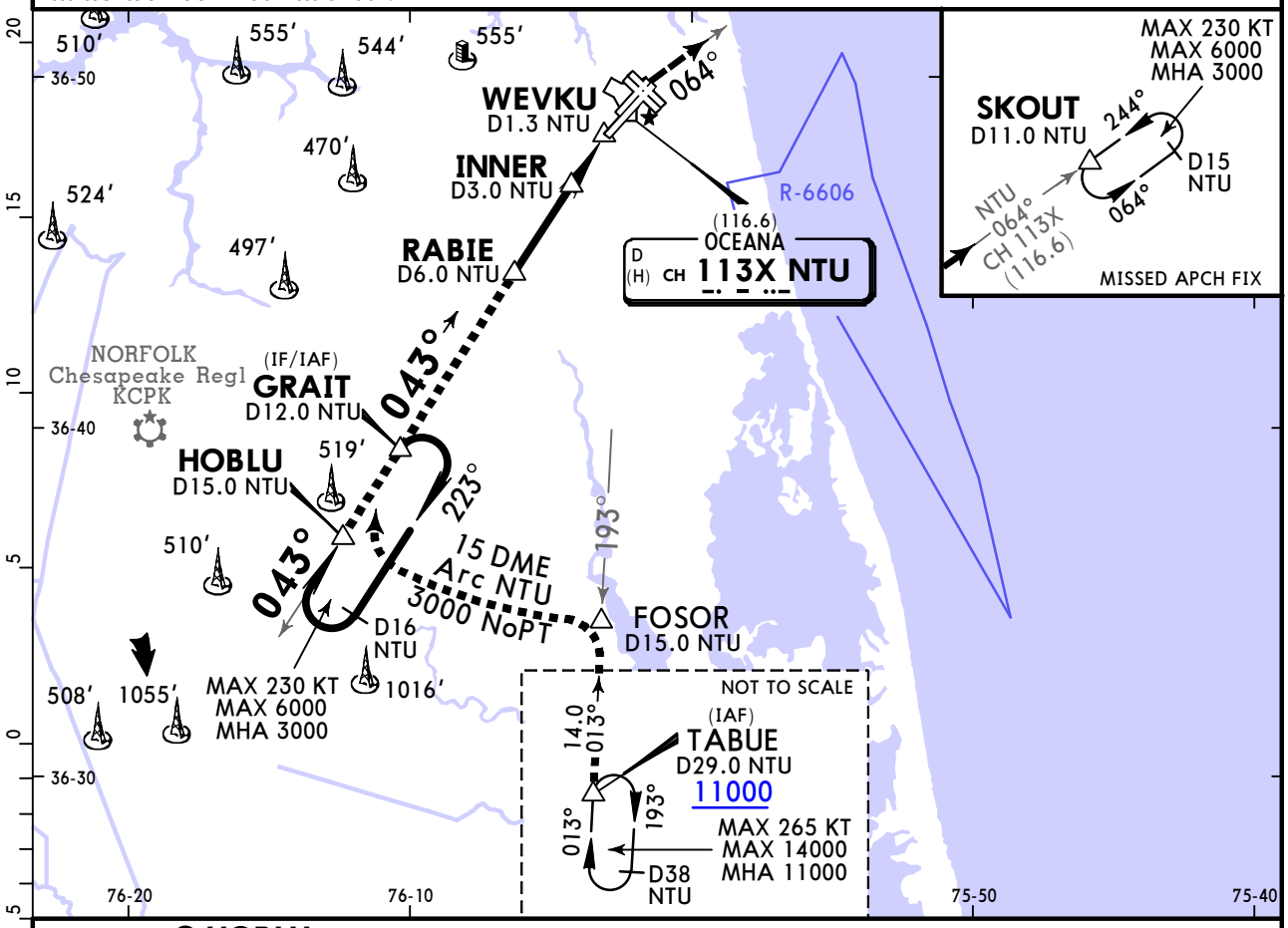
Gnd speed-KT	60	120	180	240	300	360
210′ per NM	210	420	630	840	1050	1260

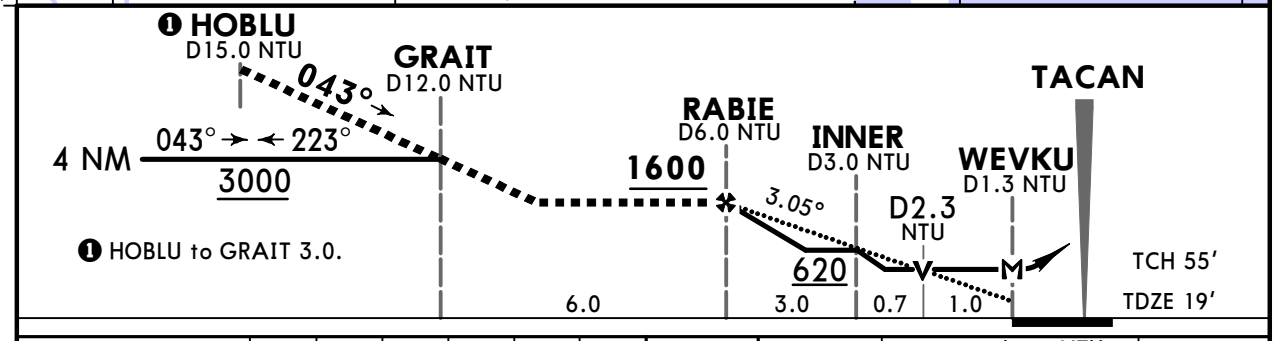


MSA NTU TACAN

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

EMERG SAFE ALT 100 NM 6100′.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	331	425	472	567	661	756
MAP at WEVKU							

ALSF-I
WAVE -OFF

3000′ via NTU CH 113X (116.6) R-223

NTU CH 113X (116.6)

Military

STRAIGHT-IN LANDING

MDA(H) 420′ (401′)

A/B	NOT APPLICABLE	NOT APPLICABLE
C	400′- V3/4	400′- V1 1/8
D		
E		

ALS out

CIRCLE-TO-LAND

Max Kts	MDA(H)	
A/B	NOT APPLICABLE	
140	600′ (578′)	600′- V1 1/2
165	600′ (578′)	600′- V2
E	900′ (878′)	900′- V3

TERPS MIL (USN) AMEND 1

CHANGES: Procedure.

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KNTU/NTU OCEANA NAS (APOLLO SOUCEK FLD)

VIRGINIA BEACH, VA 6 JUN 25 (34-5) Eff 12 Jun TACAN Y Rwy 23L/R

JEPPESEN

BRIEFING STRIP ™

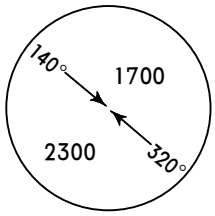
ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

TACAN	Final Apch Crs	IMORE	MDA(H)	Apt Elev 22′
NTU CH 113X (116.6)	244°	1600 (1579′) Rwy 23L 1600 (1580′) Rwy 23R	440′ (419′) Rwy 23L 440′ (420′) Rwy 23R	TDZE 23L 21′ TDZE 23R 20′

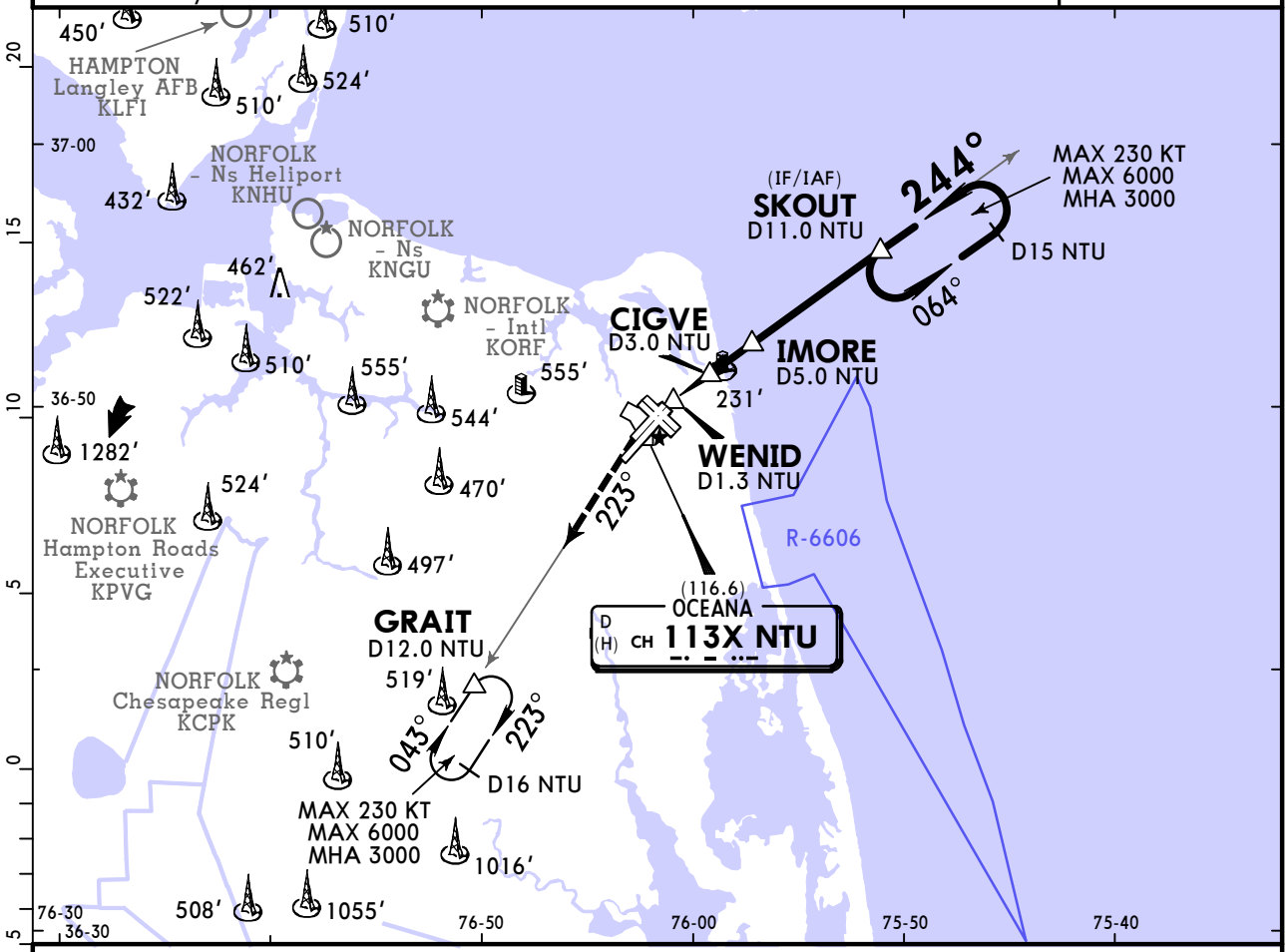
MISSED APCH: Climb to 3000′ via NTU TACAN R-064 to NTU TACAN then via NTU TACAN R-223 to GRAIT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.

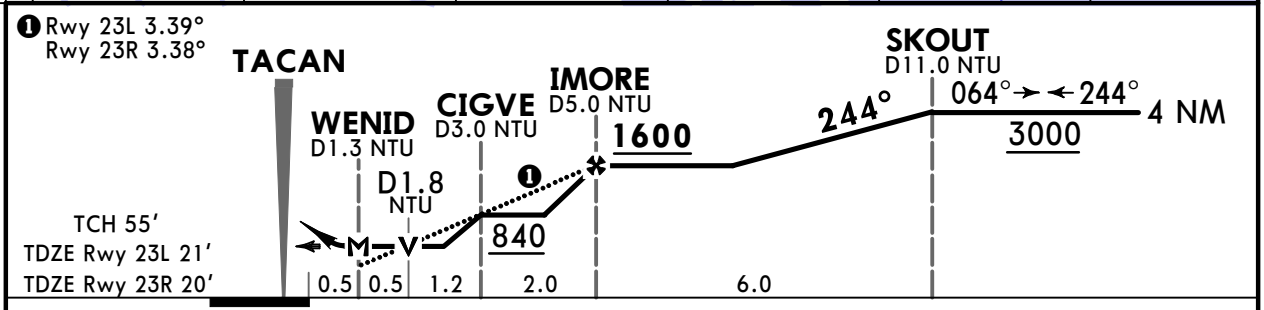
Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. CAUTION: Rwy 23L FAC 209′ from Rwy Centerline at 3000′ from Thr. Rwy 23R FAC 491′ from Rwy Centerline at 3000′ from Thr. 2. EMERG SAFE ALT 100 NM 6100′.



MSA NTU TACAN





Gnd speed-Kts		70	90	100	120	140	160
Rwy 23L Descent Angle	3.39°	420	540	600	720	840	960
Rwy 23R Descent Angle	3.38°	419	538	598	718	837	957
MAP at WENID							

Rwy 23L ALSF-I WAVE -OFF
Rwy 23R WAVE -OFF

3000′ via NTU CH 113X (116.6) R-064

NTU CH 113X (116.6)

TERPS MIL (USN) AMEND 1

Military STRAIGHT-IN LANDING

	RWY 23L MDA(H) 440′ (419′)		RWY 23R MDA(H) 440′ (420′)
		ALS out	
A	500′- V1/2	500′- V1	500′- V1
B			
C	500′- V3/4	500′- V1 1/8	500′- V1 1/8
D			
E	NOT APPLICABLE		NOT APPLICABLE

CIRCLE-TO-LAND

Max Kts	MDA(H)	
90	500′ (478′)	500′- V1
120		
140	600′ (578′)	600′- V1 1/2
165	600′ (578′)	600′- V2
E	NOT APPLICABLE	

CHANGES: Procedure.

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KNTU/NTU OCEANA NAS (APOLLO SOUCEK FLD)

VIRGINIA BEACH, VA — JEPPESEN — 6 JUN 25 — Eff 12 Jun — 34-6 — CAT C, D & E — HI-TACAN Z Rwy 23L/R

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

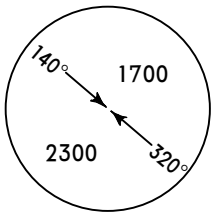
BRIEFING STRIP™

TACAN	Final Apch Crs	IMORE	MDA(H)	Apt Elev 22′
NTU CH 113X (116.6)	244°	1600 (1579′) Rwy 23L	440′ (419′) Rwy 23L	TDZE 23L 21′
		1600 (1580′) Rwy 23R	440′ (420′) Rwy 23R	TDZE 23R 20′

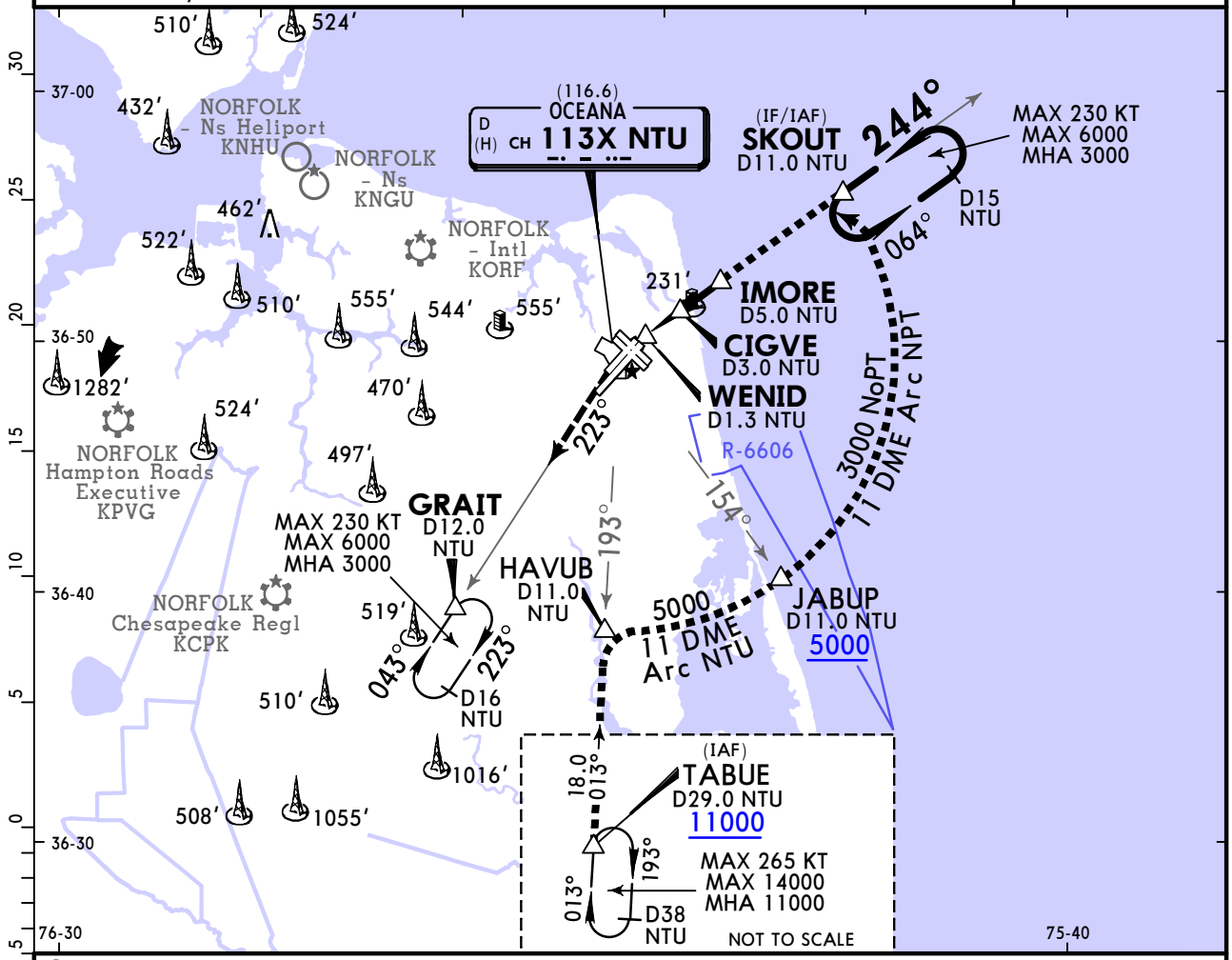
MISSED APCH: Climb to 3000′ via NTU TACAN R-064 to NTU TACAN then via NTU TACAN R-223 to GRAIT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.

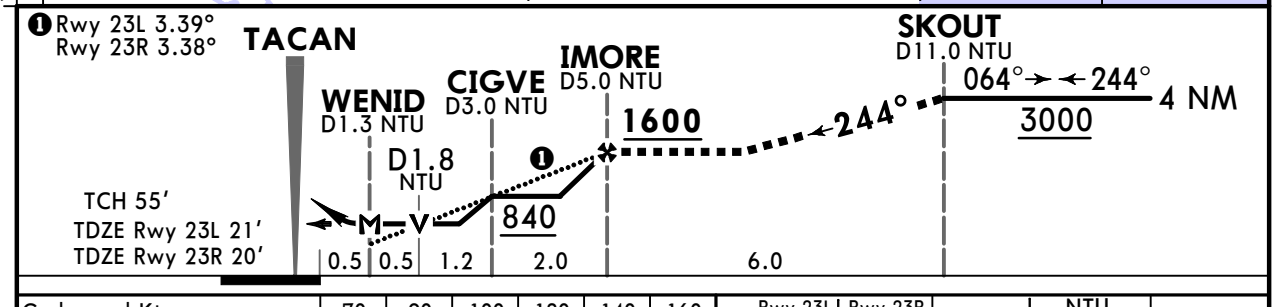
Alt Set: INCHES — Trans level: FL180 — Trans alt: 18000′

1. CAUTION: Rwy 23L FAC 209′ from Rwy Centerline at 3000′ from Thr. Rwy 23R FAC 491′ from Rwy Centerline at 3000′ from Thr. 2. EMERG SAFE ALT 100 NM 6100′.



MSA NTU TACAN





Gnd speed-Kts		70	90	100	120	140	160
Rwy 23L Descent Angle	3.39°	420	540	600	720	840	960
Rwy 23R Descent Angle	3.38°	419	538	598	718	837	957
MAP at WENID							

Rwy 23L ALSF-I — WAVE -OFF
Rwy 23R — WAVE -OFF

3000′ NTU CH 113X via (116.6) R-064

NTU CH 113X (116.6)

TERPS MIL (USN) AMEND 1

Military — STRAIGHT-IN LANDING

	RWY 23L MDA(H) 440′ (419′) ALS out	RWY 23R MDA(H) 440′ (420′)
A/B	NOT APPLICABLE	NOT APPLICABLE
C	500′-V3/4	500′-V1 1/8
D		
E		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
A/B	NOT APPLICABLE	
140	600′ (578′)	600′-V1 1/2
165	600′ (578′)	600′-V2
E	900′ (878′)	900′-V3

CHANGES: Procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN 6 JUN 25 (34-7) Eff 12 Jun

OCEANA NAS (APOLLO SOUCEK FLD)
TACAN Y Rwy 32L/R

BRIEFING STRIP™

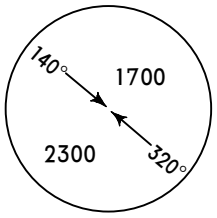
ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

TACAN	Final Apch Crs	LASIC	MDA(H)	Apt Elev 22′
NTU CH 113X (116.6)	309°	1500 (1478′) Rwy 32L 1500 (1480′) Rwy 32R	460′ (438′) Rwy 32L 460′ (440′) Rwy 32R	TDZE 32L 22′ TDZE 32R 20′

MISSED APCH: Climbing left turn to 3000′, intercept NTU TACAN R-223 to GRAIT and hold. Missed approach requires use of RNAV or ATC radar monitoring.

CAUTION: Missed approach requires minimum climb of 220′/NM to 3000′.

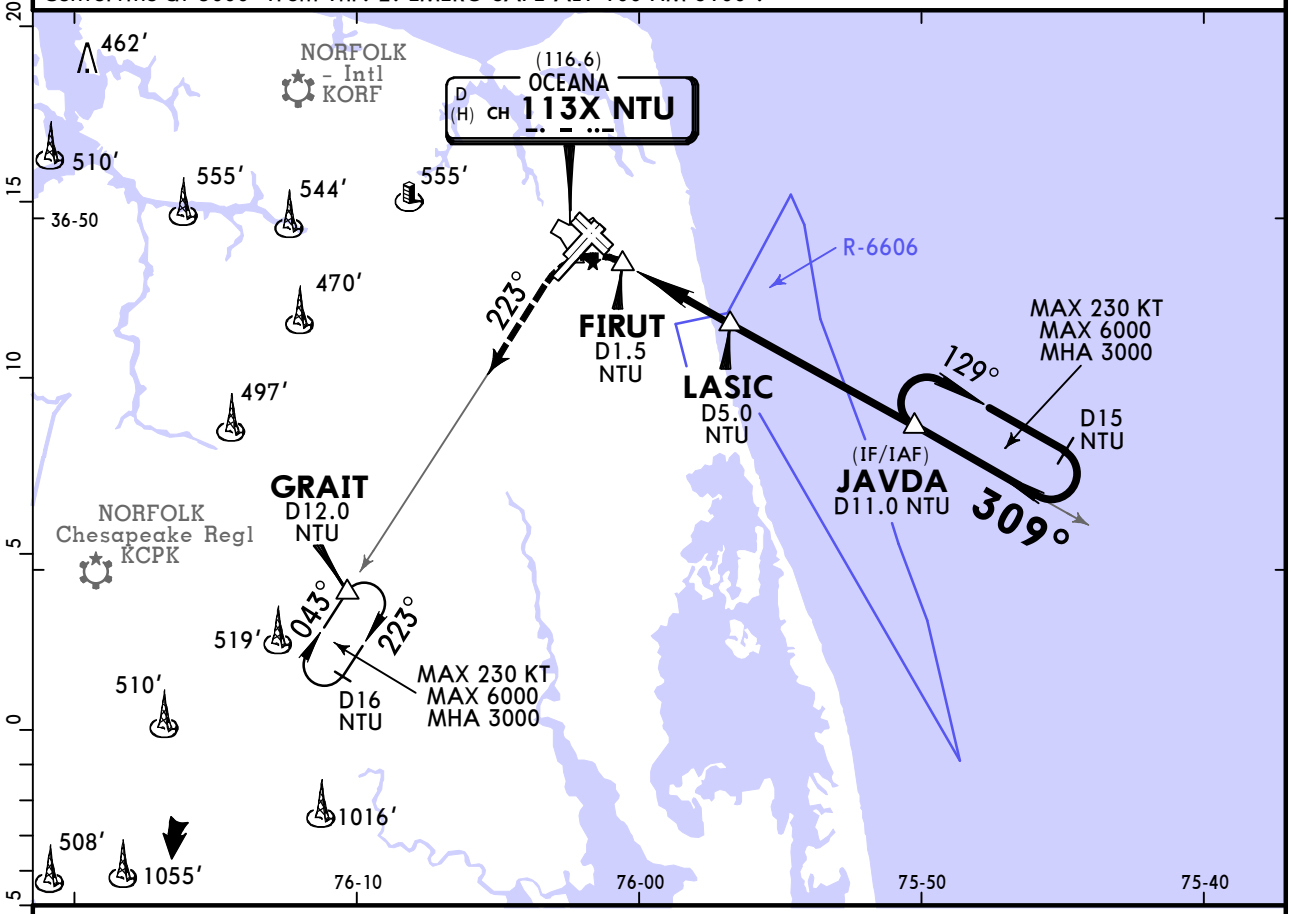
Gnd speed-KT	60	120	180	240	300	360
220′ per NM	220	440	660	880	1100	1320

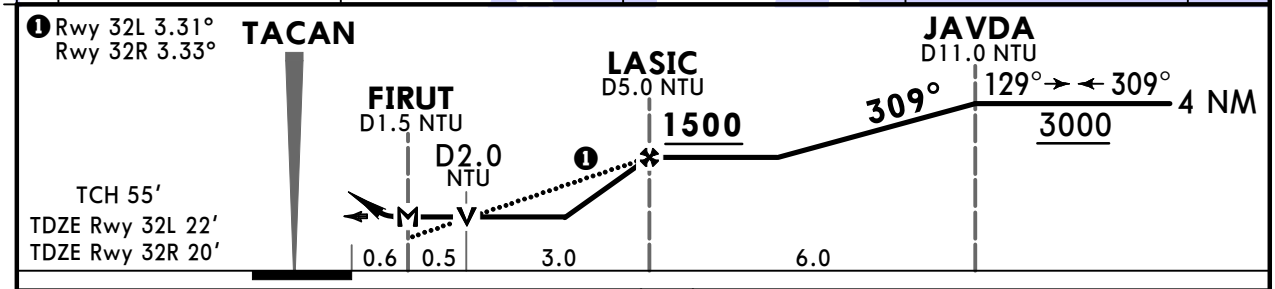


MSA NTU TACAN

Alt Set: INCHES | Trans level: FL180 | Trans alt: 18000′

1. CAUTION: Rwy 32L FAC 171′ from Rwy Centerline at 3000′ from Thr. Rwy 32R FAC 528′ from Rwy Centerline at 3000′ from Thr. 2. EMERG SAFE ALT 100 NM 6100′.





Gnd speed-Kts	70	90	100	120	140	160
Rwy 32L Descent Angle 3.31°	410	527	586	703	820	937
Rwy 32R Descent Angle 3.33°	412	530	589	707	825	943
MAP at FIRUT						

Rwy 32L	Rwy 32R			
ALSF-I WAVE -OFF	WAVE -OFF	3000′ LT	NTU CH 113X (116.6) R-223	GRAIT

Military

TERPS MIL (USN) AMEND 1

STRAIGHT-IN LANDING

	RWY 32L MDA(H) 460′ (438′)		RWY 32R MDA(H) 460′ (440′)
		ALS out	
A	500′- V1/2	500′- V1	500′- V1
B			
C	500′- V3/4	500′- V1 1/4	500′- V1 1/4
D			
E	NOT APPLICABLE		NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	90	500′ (478′)	500′- V1
B	120		
C	140	600′ (578′)	600′- V1 1/2
D	165	600′ (578′)	600′- V2
E		NOT APPLICABLE	

CHANGES: Procedure.

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KNTU/NTU OCEANA NAS (APOLLO SOUCEK FLD)

VIRGINIA BEACH, VA — JEPPESEN — 6 JUN 25 — Eff 12 Jun — 34-8 — CAT C, D & E — HI-TACAN Z Rwy 32L/R

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

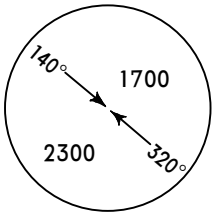
BRIEFING STRIP ™

TACAN	Final Apch Crs	LASIC	MDA(H)	Apt Elev 22'
NTU CH 113X (116.6)	309°	1500 (1478') Rwy 32L 1500 (1480') Rwy 32R	460' (438') Rwy 32L 460' (440') Rwy 32R	TDZE 32L 22' TDZE 32R 20'

MISSED APCH: Climbing left turn to 3000', intercept NTU TACAN R-223 to GRAIT and hold.
Missed approach requires use of RNAV or ATC radar monitoring.

CAUTION: Missed approach requires minimum climb of 220'/NM to 3000'.

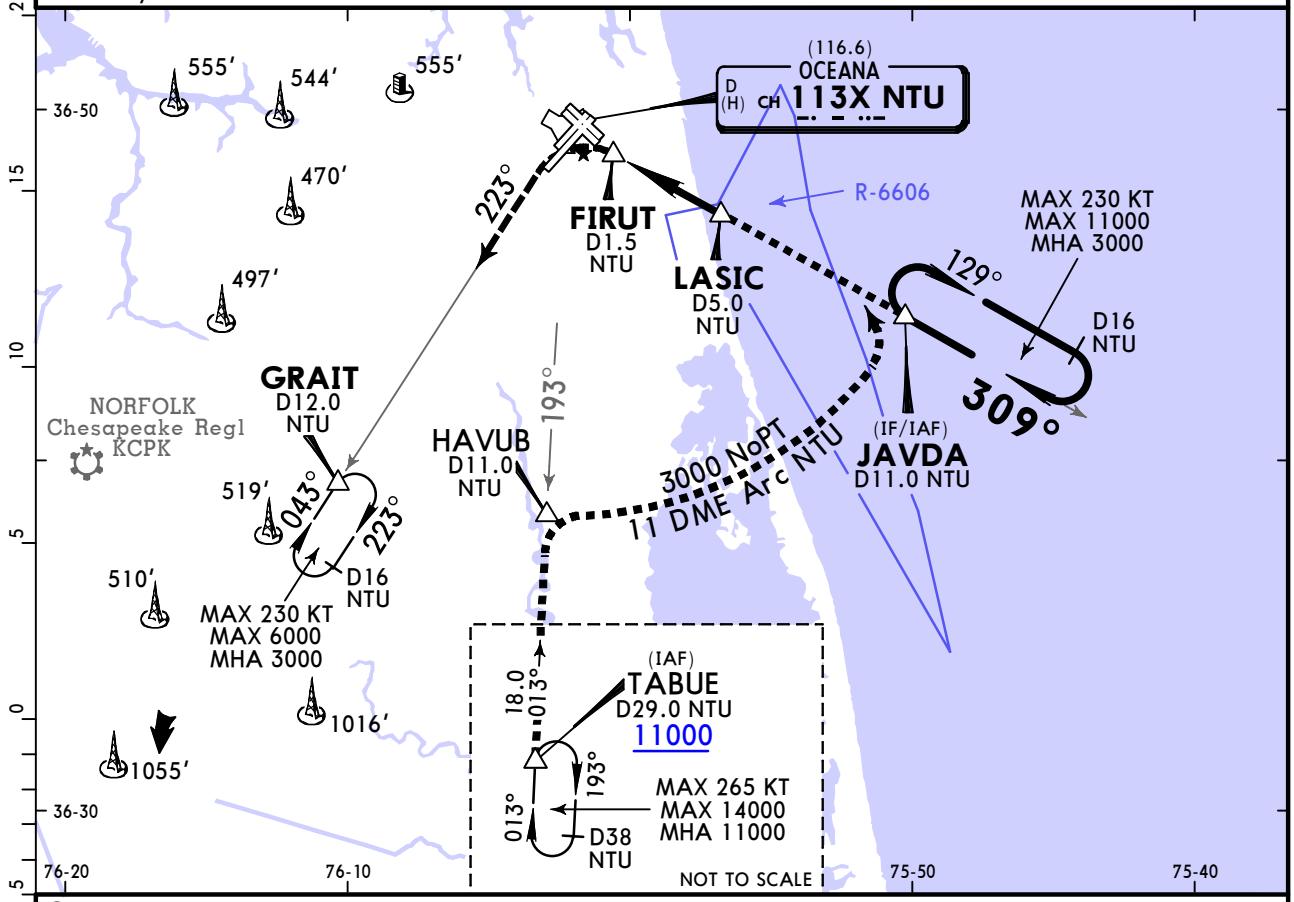
Gnd speed-KT	60	120	180	240	300	360
220' per NM	220	440	660	880	1100	1320

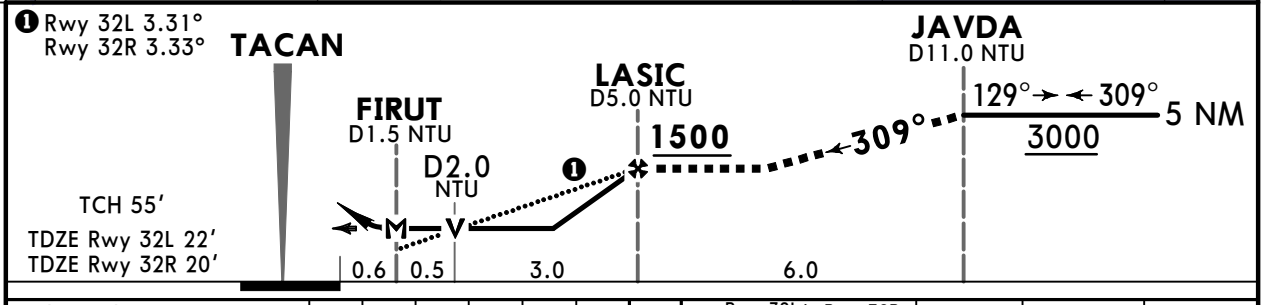


MSA NTU TACAN

Alt Set: INCHES — Trans level: FL180 — Trans alt: 18000'

1. CAUTION: Rwy 32L FAC 171' from Rwy Centerline at 3000' from Thr. Rwy 32R FAC 528' from Rwy Centerline at 3000' from Thr. 2. EMERGENCY SAFE ALT 100 NM 6100'.





Gnd speed-Kts		70	90	100	120	140	160
Rwy 32L Descent Angle	3.31°	410	527	586	703	820	937
Rwy 32R Descent Angle	3.33°	412	530	589	707	825	943
MAP at FIRUT							

Rwy 32L ALSF-I, WAVE-OFF — Rwy 32R WAVE-OFF — 3000' LT — NTU CH 113X (116.6) R-223 — GRAIT

TERPS MIL (USN) AMEND 1

Military — STRAIGHT-IN LANDING

	RWY 32L MDA(H) 460' (438') ALS out	RWY 32R MDA(H) 460' (440')
A/B	NOT APPLICABLE	NOT APPLICABLE
C	500'-V3/4	500'-V1 1/4
D		
E		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
A/B	NOT APPLICABLE	
140	600' (578')	600'-V1 1/2
165	600' (578')	600'-V2
E	900' (878')	900'-V3

CHANGES: Procedure.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN 6 JUN 25 Eff 12 Jun (38-1)

OCEANA NAS(APOLLO SOUCEK FLD)
*PAR Rwys 5L/R, 23L/R, 32L/R

BRIEFING STRIP™

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

OCEANA Radar: 124.825 310.8 328.4 346.4 348.75 352.1 363.1

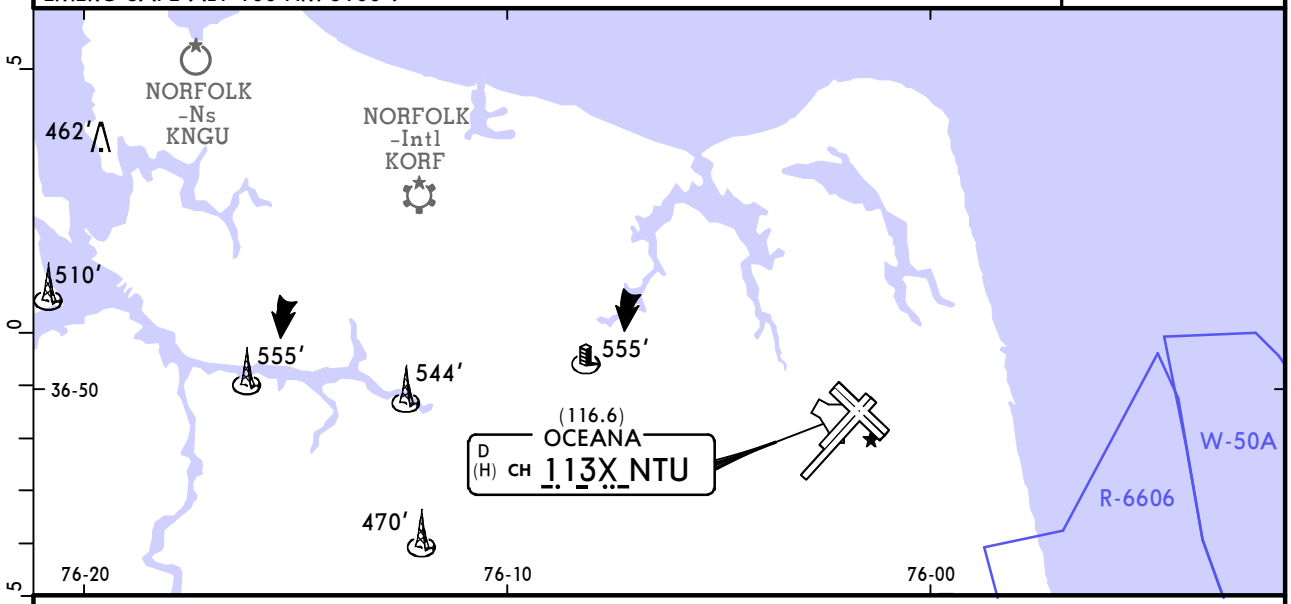
RNAV	Final Apch Crs By ATC	No FAF	DA(H)/MDA(H) Refer to Minimums	Apt Elev 22′ TDZE- See Below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

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

EMERG SAFE ALT 100 NM 6100′.



RWY 5L	RWY 5R	RWY 23L	RWY 23R	RWY 32L	RWY 32R
PAR TCH 50′ TDZE 20′	PAR TCH 50′ TDZE 19′	PAR TCH 50′ TDZE 21′	PAR TCH 50′ TDZE 20′	PAR TCH 50′ TDZE 22′	PAR TCH 50′ TDZE 20′

Gnd speed-Kts	70	90	100	120	140	160
Rwys 5L/R, 23L/R, 32L/R						
PAR GS 3.00°	372	478	531	637	743	849

Lighting - Refer to Airport Chart

Military

STRAIGHT-IN LANDING

	PAR 5L DA(H) 120′ (100′)	PAR 5R DA(H) 119′ (100′)	PAR 5R DA(H) 119′ (100′) ALS out	PAR 23L DA(H) 121′ (100′)	PAR 23L DA(H) 121′ (100′) ALS out	PAR 23R DA(H) 120′ (100′)
A/B C D E	100′- V1/2	100′- V1/4	100′- V1/2	100′- V1/4	100′- V1/2	100′- V1/2

STRAIGHT-IN LANDING

	PAR 32L DA(H) 122′ (100′)	PAR 32L DA(H) 122′ (100′) ALS out	PAR 32R DA(H) 120′ (100′)
A/B C D E	100′- V1/4	100′- V1/2	100′- V1/2

1 SIDESTEP LANDING

	PAR 5L MDA(H) 440′ (420′)	PAR 23L MDA(H) 440′ (419′)
A/B	500′- V1	500′- V1
C	500′- V1 1/2	500′- V1 1/2
D E	500′- V2	500′- V2

1 SIDESTEP LANDING

	PAR 23R MDA(H) 440′ (420′)	PAR 32R MDA(H) 440′ (420′)
A/B	500′- V1	500′- V1
C	500′- V1 1/2	500′- V1 1/2
D E	500′- V2	500′- V2

CIRCLE-TO-LAND

All Rwys	Max Kts	MDA(H)
A/B	90/120	500′ (478′) 500′- V1
C	140	600′ (578′) 600′- V1 1/2
D	165	600′ (578′) 600′- V2
E	E	900′ (878′) 900′- V3

1 Sidestep ASR only.

TERPS MIL (USN) AMEND 8

CHANGES: Airport name, topography, minimums.

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KNTU/NTU
VIRGINIA BEACH, VA

JEPPESEN

OCEANA NAS(APOLLO SOUCEK FLD)
6 JUN 25 (38-2) Eff 12 Jun

ASR All Rwys

BRIEFING STRIP™

ATIS	OCEANA Approach (R)		OCEANA Tower		Ground	
317.6	123.9	266.8	127.075	360.2	119.6	336.4

OCEANA Radar: 124.825 310.8 328.4 346.4 348.75 352.1 363.1

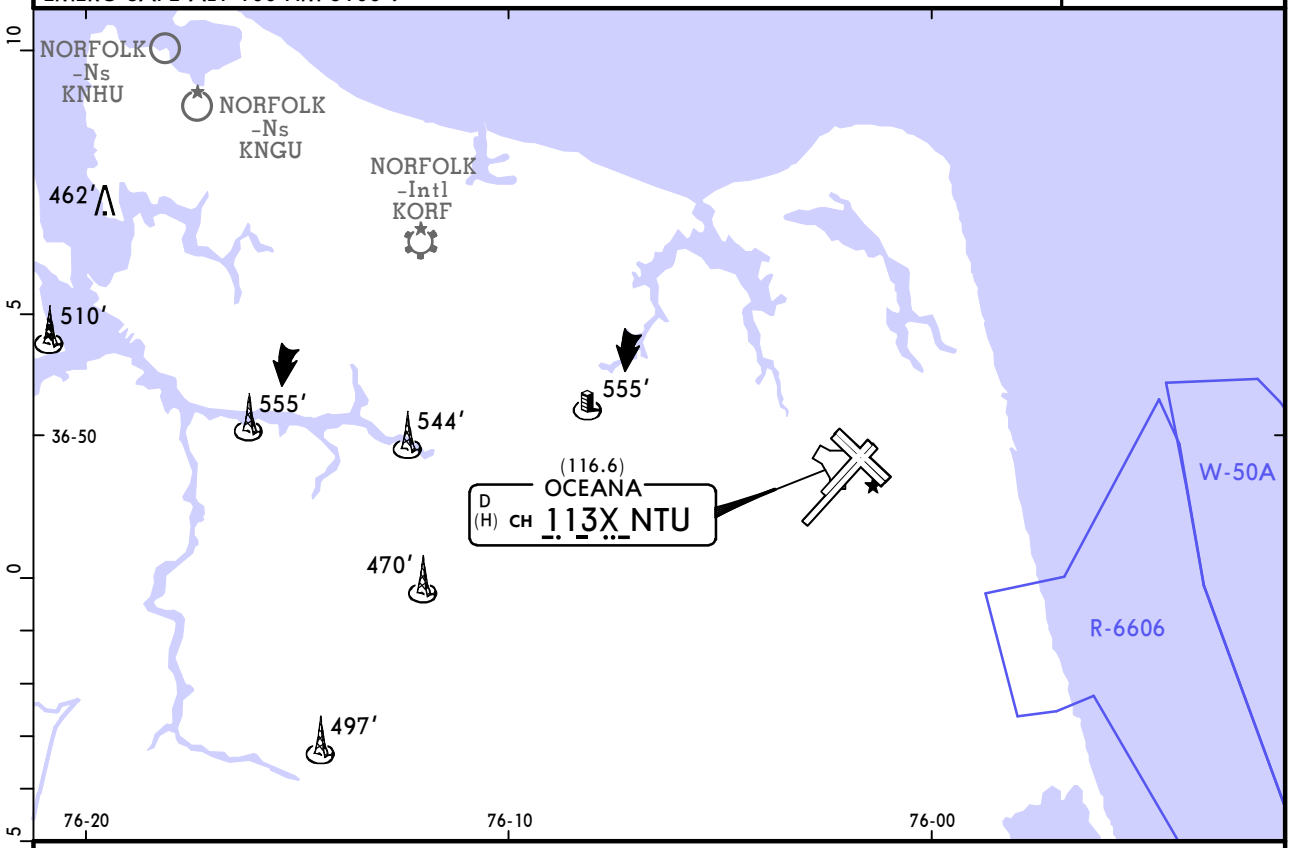
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 22′ TDZE- See Below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

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

EMERG SAFE ALT 100 NM 6100′.



RWY 5L	RWY 5R	RWY 14L	RWY 14R	RWY 23L	RWY 23R	RWY 32L	RWY 32R
TDZE 20′	TDZE 19′	TDZE 19′	TDZE 21′	TDZE 21′	TDZE 20′	TDZE 22′	TDZE 20′

Lighting - Refer to Airport Chart

Military

1 STRAIGHT-IN LANDING

	ASR 5L MDA(H) 440′ (420′)	ASR 5R MDA(H) 420′ (401′)	ASR 5R ALS out	ASR 14L MDA(H) 440′ (421′)	ASR 14R MDA(H) 440′ (419′)	ASR 23L MDA(H) 440′ (419′)	ASR 23L ALS out
A/B	500′- V1	400′- V1/2	400′- V1	500′- V1	500′- V1	500′- V1/2	500′- V1
C	500′- V1 1/8	400′- V3/4	400′- V1 1/8	500′- V1 1/4	500′- V1 1/8	500′- V3/4	500′- V1 1/8
D							
E							

1 STRAIGHT-IN LANDING

	ASR 23R MDA(H) 440′ (420′)	ASR 32L MDA(H) 440′ (418′)	ASR 32L ALS out	ASR 32R MDA(H) 440′ (420′)
A/B	500′- V1	500′- V1/2	500′- V1	500′- V1
C	500′- V1 1/8	500′- V3/4	500′- V1 1/8	500′- V1 1/8
D				
E				

CIRCLE-TO-LAND

All Rwys	Max Kts	MDA(H)
	90/120	500′ (478′) 500′- V1
	140	600′ (578′) 600′- V1 1/2
	165	600′ (578′) 600′- V2
	E	900′ (878′) 900′- V3

1 Step down fix at 3 NM from threshold, 1020′ min.

TERPS MIL (USN) AMEND 8

CHANGES: Airport name, topography, minimums.

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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

VIRGINIA BEACH, VA (OCEANA NAS - KNTU)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KNTU

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.