

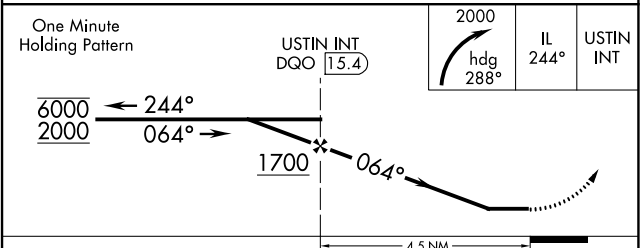
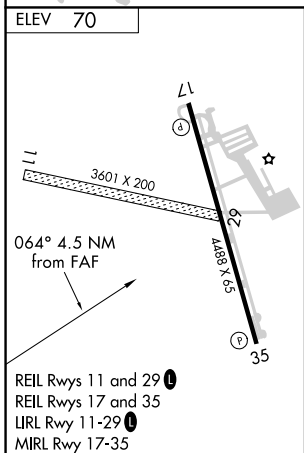
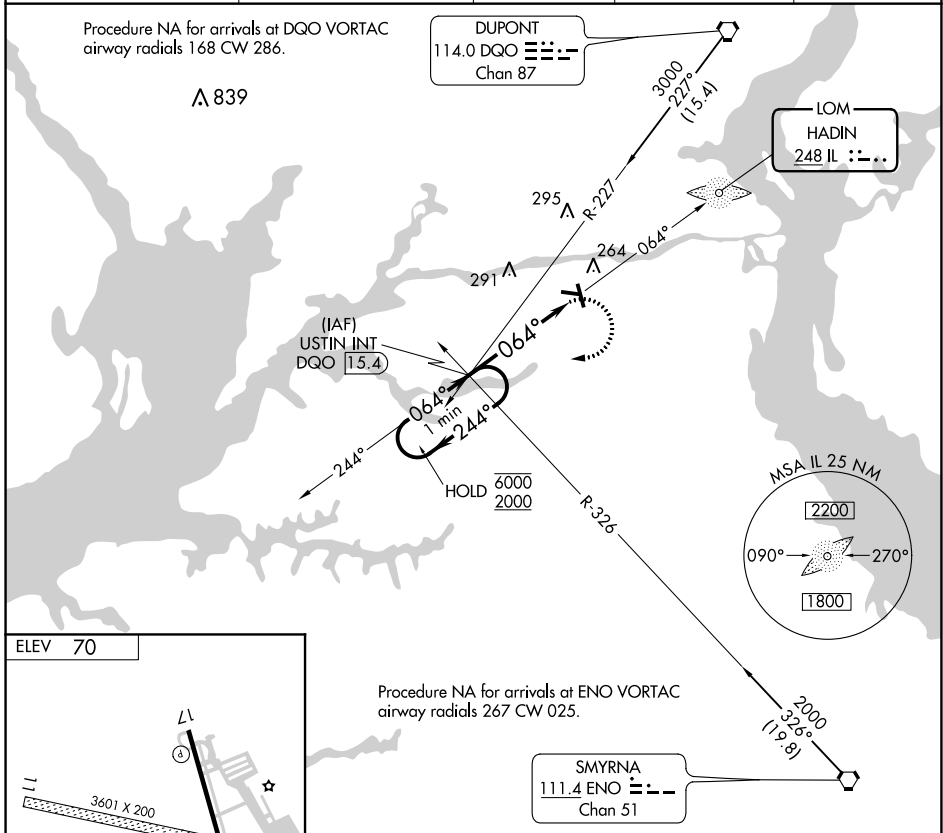
|                      |                        |                             |                                       |
|----------------------|------------------------|-----------------------------|---------------------------------------|
| LOM IL<br><b>248</b> | APP CRS<br><b>064°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>70</b> |
|----------------------|------------------------|-----------------------------|---------------------------------------|

**NDB-A**  
SUMMIT (EVY)

**⚠ NA** Circling NA to Rwy 11 and 29. Circling Rwy 17 NA at night. When local altimeter setting not received, use Wilmington altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2000 on heading 288° and 244° bearing from HADIN LOM to USTIN INT/DGO 15.4 DME and hold, continue climb-in-hold to 2000.

|                          |   |                          |                                 |                       |
|--------------------------|---|--------------------------|---------------------------------|-----------------------|
| AWOS-3<br><b>132.325</b> | PHILADELPHIA APP CON<br><b>118.35 323.1</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.725 (CTAF)</b> | <b>123.5</b> <b>⓪</b> |
|--------------------------|---|--------------------------|---------------------------------|-----------------------|



|                   |       |      |             |      |        |  |              |  |
|-------------------|-------|------|-------------|------|--------|--|--------------|--|
| FAF to MAP 4.5 NM |       |      |             |      |        |  |              |  |
| Knots             | 60    | 90   | 120         | 150  | 180    |  |              |  |
| Min:Sec           | 4:30  | 3:00 | 2:15        | 1:48 | 1:30   |  |              |  |
| CATEGORY          | A     |      | B           |      | C      |  | D            |  |
| CIRCLING          | 660-1 |      | 590 (600-1) |      | 660-1½ |  | 590 (600-1½) |  |
|                   |       |      |             |      | 660-2  |  | 590 (600-2)  |  |

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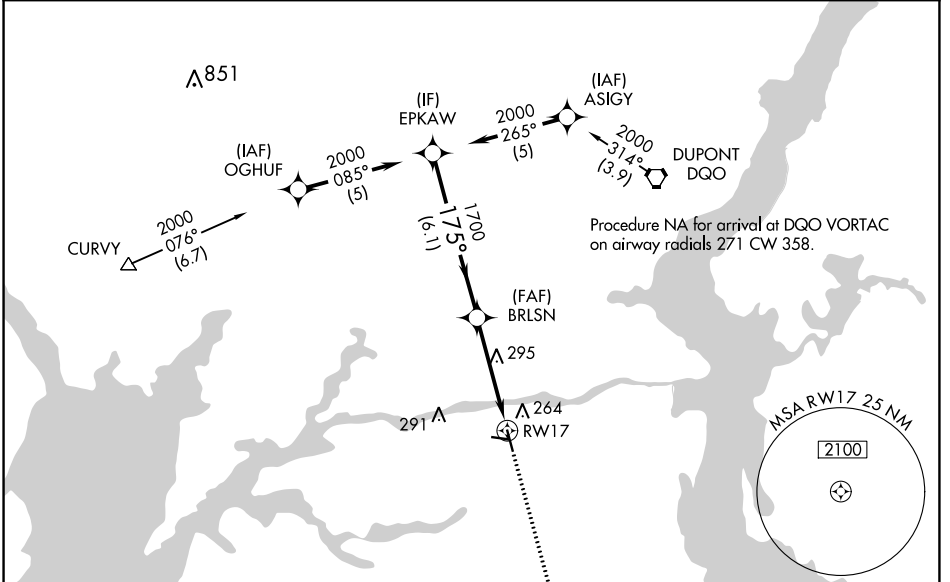
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>49002</b><br><b>W17A</b> | APP CRS<br><b>175°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>4488</b><br><b>70</b><br><b>70</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 17

SUMMIT (EVY)

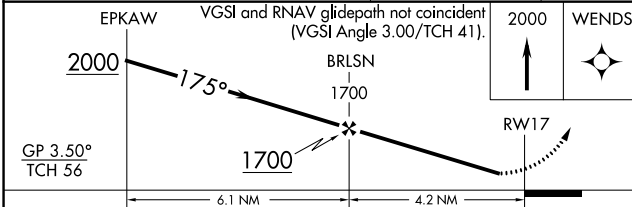
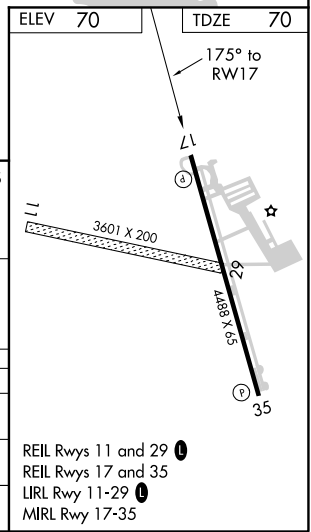
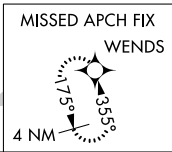
|   |  |   |
|---|--|---|
| RNP APCH.   |  | MISSED APPROACH: Climb to 2000 direct WENDS and hold. |
| <p>▼ Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.<br/>                 ▲ NA Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility 1/8 SM.</p> |  |   |

|                          |   |                          |                                 |              |
|--------------------------|---|--------------------------|---------------------------------|--------------|
| AWOS-3<br><b>132,325</b> | PHILADELPHIA APP CON<br><b>118.35 323.1</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.725</b> (CTAF) | <b>123.5</b> |
|--------------------------|---|--------------------------|---------------------------------|--------------|



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| CATEGORY     | A      | B            | C                      | D  |
|--------------|--------|--------------|------------------------|----|
| LPV DA       | 541-1½ | 471 (500-1½) |                        | NA |
| LNAV/VNAV DA | 619-1¾ | 549 (600-1¾) |                        | NA |
| LNAV MDA     | 560-1  | 490 (500-1)  | 560-1⅜<br>490 (500-1⅜) | NA |

REIL Rwy 11 and 29   
 REIL Rwy 17 and 35   
 LRL Rwy 11-29   
 MRL Rwy 17-35

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>40302</b><br><b>W35A</b> | APP CRS<br><b>355°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4488</b><br><b>70</b><br><b>70</b> |
|--|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) RWY 35

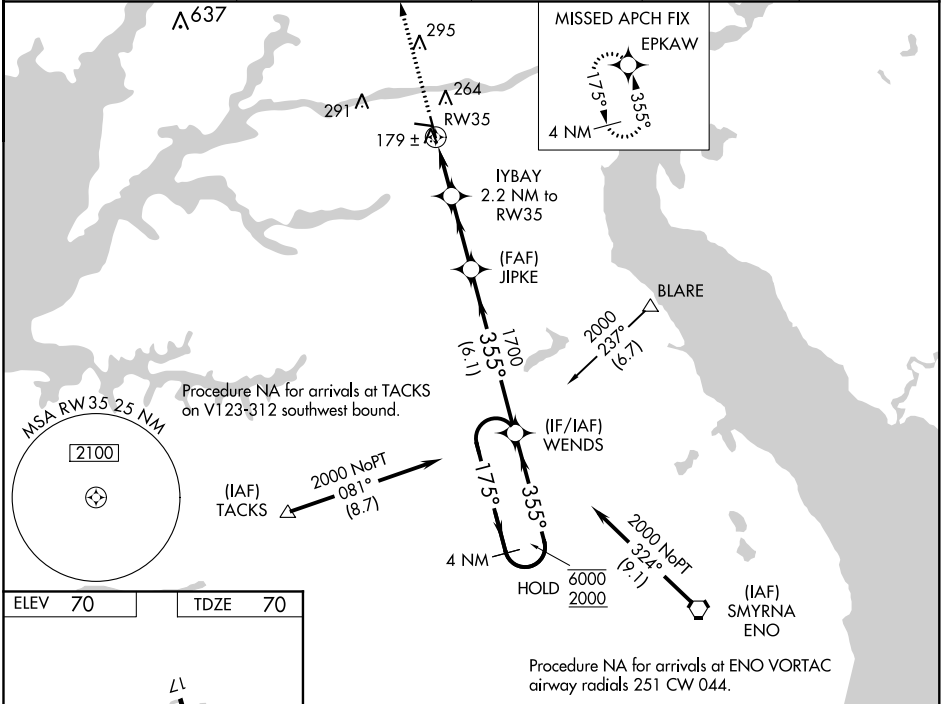
SUMMIT (EVY)

RNP APCH.

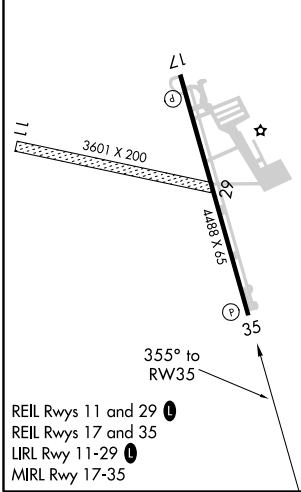
**NA** Baro-VNAV and VDP NA when using Wilmington altimeter setting. Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility  $\frac{1}{8}$  SM.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

|                          |   |                          |                                 |                       |
|--------------------------|---|--------------------------|---------------------------------|-----------------------|
| AWOS-3<br><b>132.325</b> | PHILADELPHIA APP CON<br><b>118.35 323.1</b> | CLNC DEL<br><b>125.3</b> | UNICOM<br><b>122.725</b> (CTAF) | <b>123.5</b> <b>0</b> |
|--------------------------|---|--------------------------|---------------------------------|-----------------------|



|         |         |
|---------|---------|
| ELEV 70 | TDZE 70 |
|---------|---------|



REIL Rwy 11 and 29 **0**  
 REIL Rwy 17 and 35  
 LIRL Rwy 11-29 **0**  
 MIRL Rwy 17-35

|                  |                     |  |            |                      |
|------------------|---------------------|--|------------|----------------------|
| 2000             | EPKAW               | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41). |            | 4 NM Holding Pattern |
| <b>↑</b>         | <b>✦</b>            | WENDS  |            |                      |
| * LNAV only.     |                     | YBAY 2.2 NM to RW35  | JIPKE 1700 | WENDS 6000/2000      |
| * 1.3 NM to RW35 |                     |  |            | 175° → 6000          |
|                  |                     |  |            | ← 355° 2000          |
|                  |                     |  |            | GP 3.00° TCH 50      |
|                  |                     |  |            |                      |
| 1.3 NM           | 0.9 NM              | 2.7 NM   | 6.1 NM     |                      |
| CATEGORY         | A                   | B  | C          | D                    |
| LPV DA           | 320-1 250 (300-1)   |  |            |                      |
| LNAV/VNAV DA     | 480-1½ 410 (500-1½) |  |            |                      |
| LNAV MDA         | 440-1 370 (400-1)   |  |            | 440-1¼ 370 (400-1¼)  |

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