NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

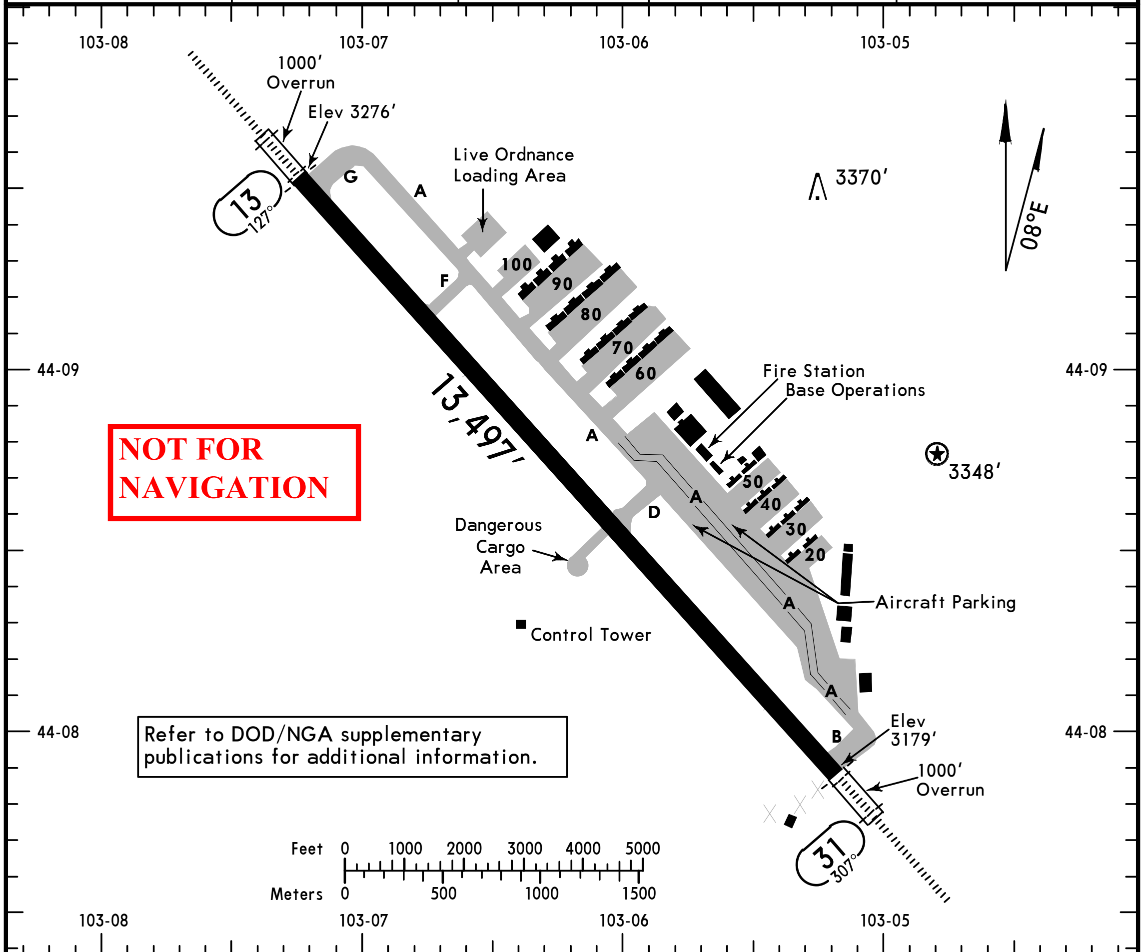
October 27, 2016

Attachment 8 – RCA Charts

OPERATIONAL FACTORS

DCA16IA200

*ATIS	*ELLSWORTH Ground	*Tower	*ELLSWORTH Departure (R)	DENVER Center
120.62	121.8	126.05	119.5	127.95 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13 ❶	HIRL ALSF-I REIL PAPI-L (angle 3.0°) RVR		12,069'		300'
31	HIRL ALSF-I REIL PAPI-L (angle 3.00°) RVR		12,476'		

❶ grooved.

TAKE-OFF

	All Rwys Adequate Vis Ref	All Rwys STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng	RVR 16 or 1/4	RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	800-2

TAKE-OFF OBSTACLES: Rwy 13: Terrain 1' from DER, 490' left of centerline, 3182' MSL. Terrain inward of DER, 500' left of centerline, 3182' MSL. Terrain 0' from DER, 500' left of centerline, 3182' MSL. Tree 2405' from DER, 1044' left of centerline, 140' AGL/3289' MSL. B1 Tail 64' inward of DER, 582' right of centerline, 34' AGL/3208' MSL.
Rwy 31: Building 1804' from DER, 762' left of centerline, 12' AGL/3311' MSL.

AMEND 1

CHANGES: Reindexed, lighting, mag var.

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KRCA/RCA
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22 MAY 15 (31-1) Eff 28 May

ELLSWORTH AFB
ILS or LOC Y Rwy 13

BRIEFING STRIP ™

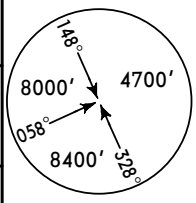
*ATIS	*ELLSWORTH Approach (R)	DENVER Center	*ELLSWORTH Tower	*Ground
120.62	119.5	127.95 when App inop.	126.05	121.8

LOC IELR	Final Apch Crs	GS BEFNO	ILS DA(H)	Apt Elev 3276′
111.5	130°	5200′ (1924′)	3476′ (200′)	THR 3276′

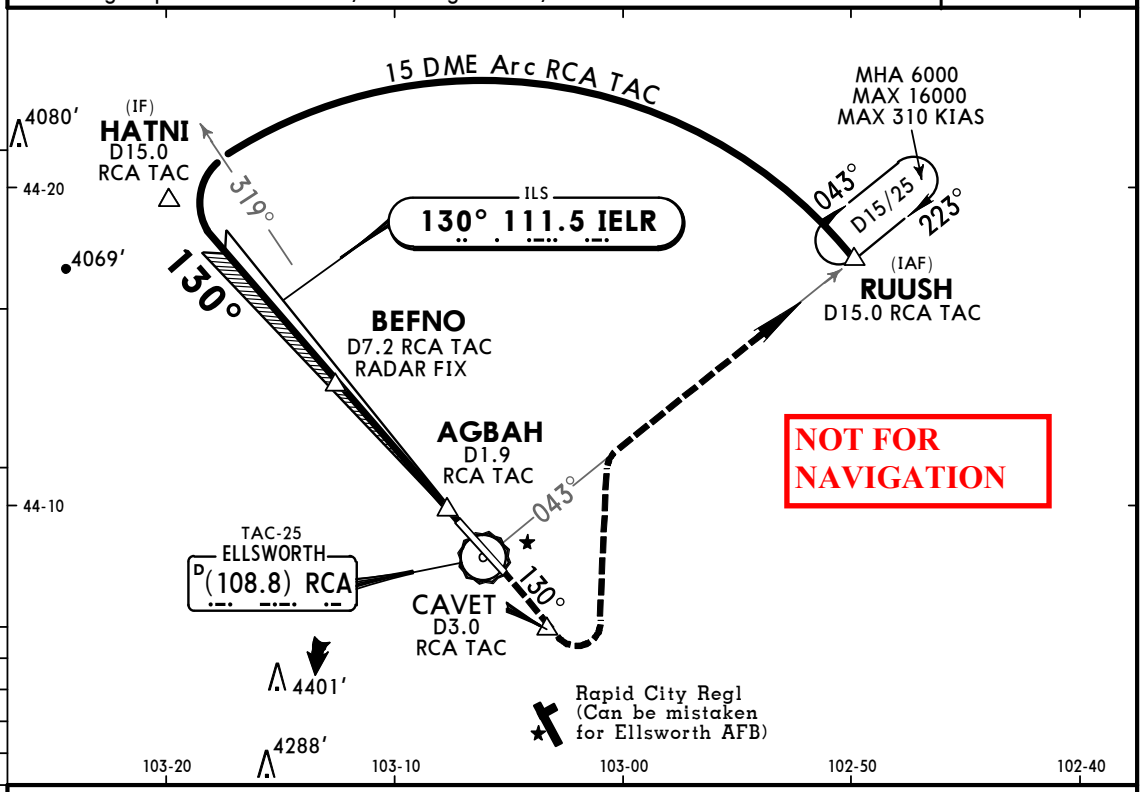
MISSED APCH: Track outbound on RCA R-130 to CAVET/D3.0, then turn LEFT to join RCA R-043 to RUUSH/D15.0 and hold. Maintain 6000′.

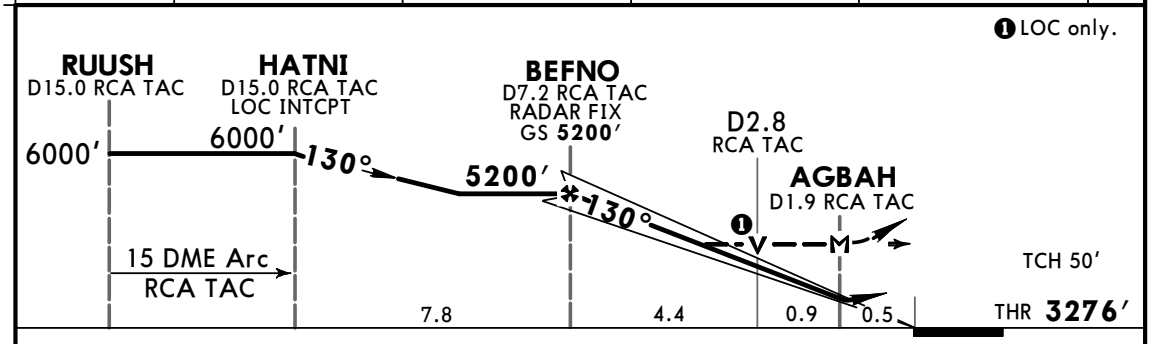
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar or DME required.** 2. EMERG SAFE ALT 100 NM 9800′. 3. Expect radar altimeter alert at D2.3 RCA due to rising terrain on final. 4. VGSI and ILS glidepath not coincident, VGSI angle 3.00°, TCH 62′.



MSA RCA TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at AGBAH or BEFNO to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I
REIL
PAPI

RCA TAC-25 (108.8) R-130	CAVET	LT	RCA TAC-25 (108.8) R-043

Military

STRAIGHT-IN LANDING RWY13

	ILS DA(H) 3476′(200′) FULL	ILS DA(H) 3476′(200′) ALS out	LOC (GS out) MDA(H) 3780′(504′)	LOC (GS out) MDA(H) 3780′(504′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B				
C			RVR 55 or 1	1 3/8
D				

AMEND TERPS

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3860′(584′) -1
120	3880′(604′) -1
140	3880′(604′) -1 3/4
165	3980′(704′) -2 1/4

CHANGES: Notes.

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22 MAY 15 (31-2) Eff 28 May

ELLSWORTH AFB
ILS or LOC Y Rwy 31

*ATIS	*ELLSWORTH Approach (R)	DENVER Center	*ELLSWORTH Tower	*Ground
120.62	119.5	127.95 when App inop.	126.05	121.8

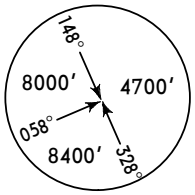
BRIEFING STRIP™

LOC IRCA	Final Apch Crs	GS CURPI	ILS DA(H)	Apt Elev 3276′
110.3	310°	5000′ (1821′)	3379′ (200′)	THR 3179′

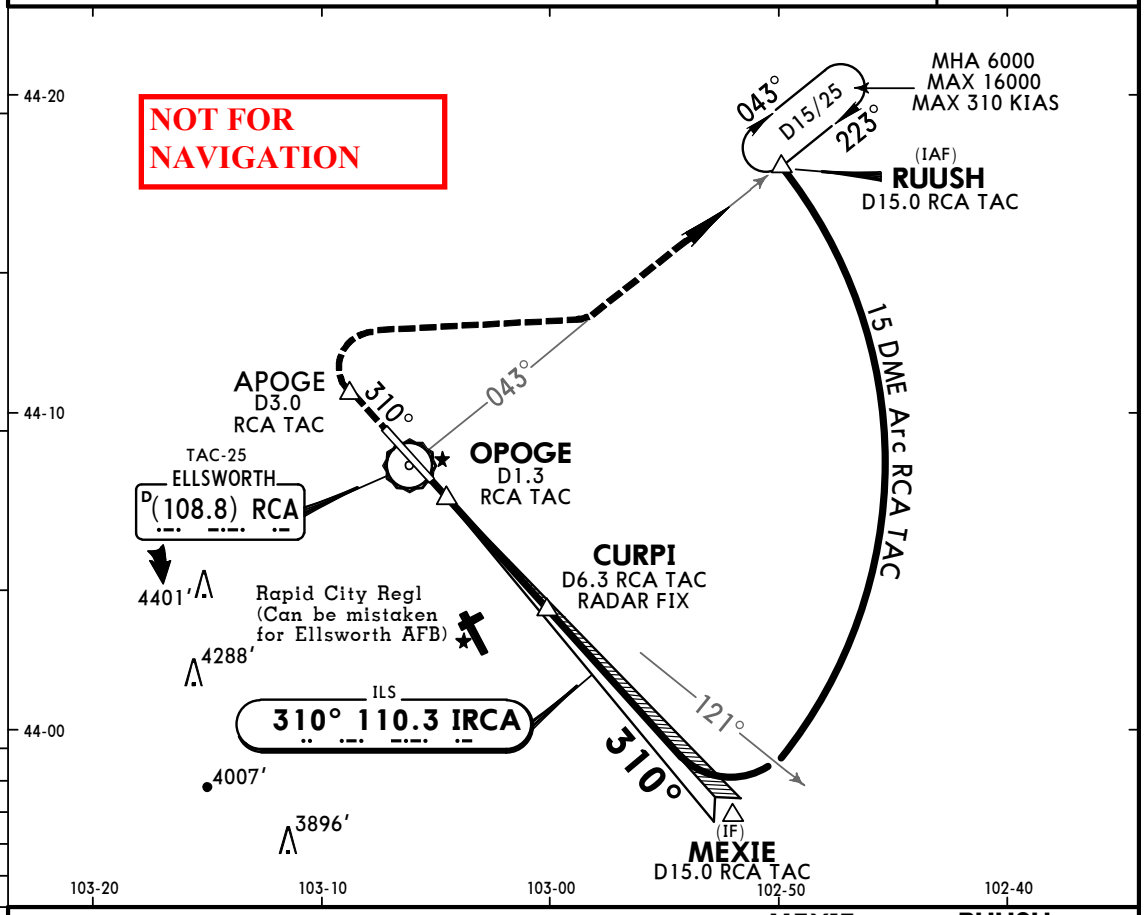
MISSED APCH: Track outbound on RCA R-310 to APOGE/D3.0, then turn RIGHT to join RCA R-043 to RUUSH/D15.0 and hold. Maintain 6000′.

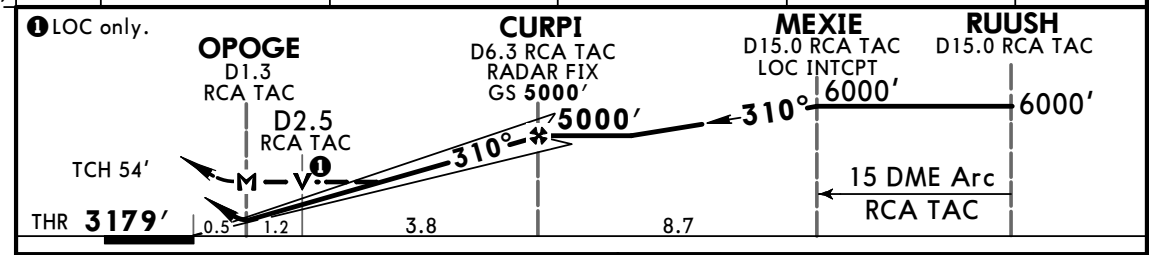
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar or DME required.** 2. EMERG SAFE ALT 100 NM 9800′.
3. VGSI and ILS glidepath not coincident, VGSI angle 3.00°, TCH 62′.



MSA RCA TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at OPOGE or CURPI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
REIL
PAPI

RCA TAC-25 (108.8) R-310 | APOGE | RT | RCA TAC-25 (108.8) R-043

Military STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 3379′(200′) FULL	ILS DA(H) 3379′(200′) ALS out	LOC (GS out) MDA(H) 3800′(621′)	LOC (GS out) MDA(H) 3800′(621′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			1⅜	1¾
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3860′(584′)-1
120	3880′(604′)-1
140	3880′(604′)-1¾
165	3980′(704′)-2¼

AMEND TERPS

CHANGES: Notes.

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