



NATIONAL TRANSPORTATION SAFETY BOARD

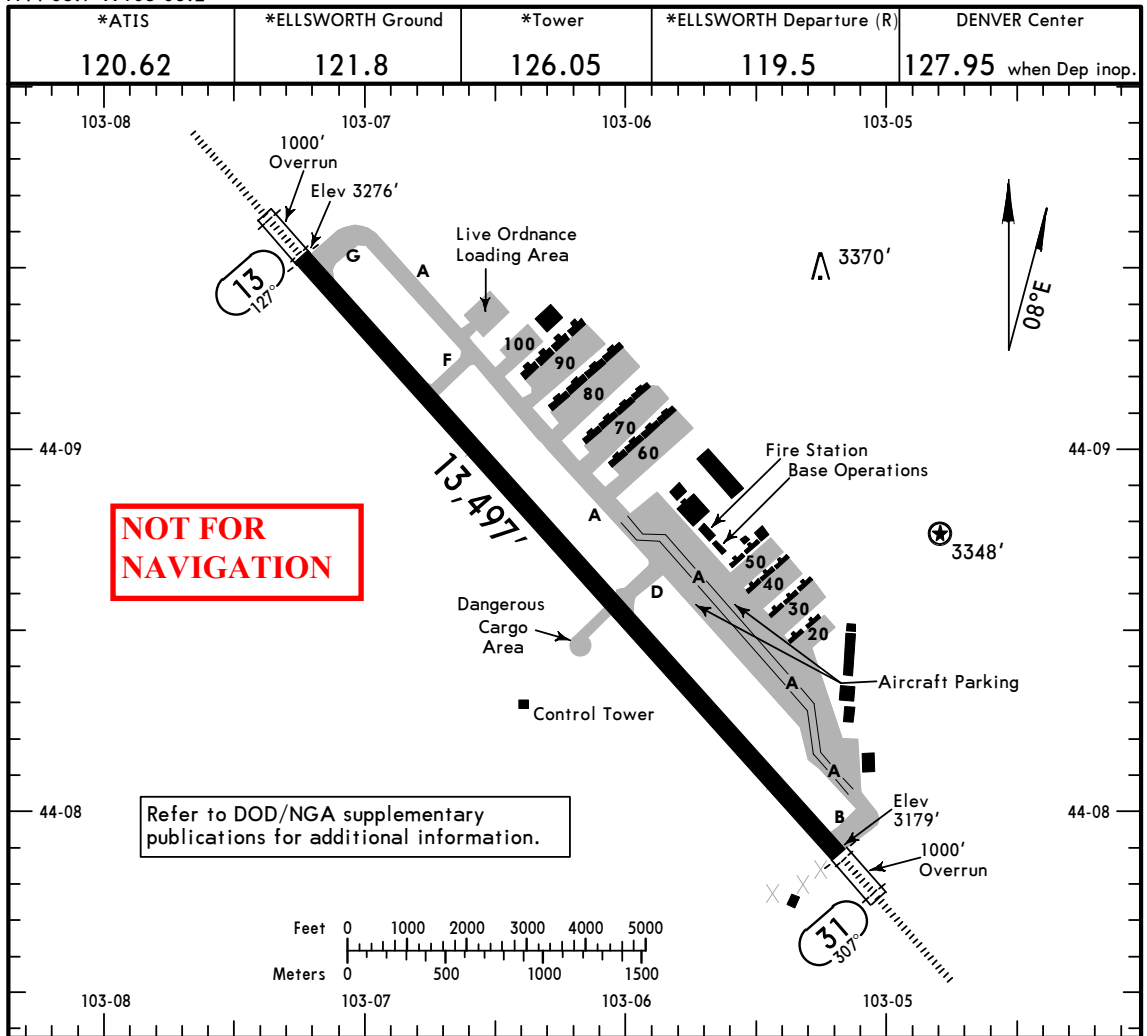
Office of Aviation Safety
Washington, D.C. 20594

October 27, 2016

Attachment 8 – RCA Charts

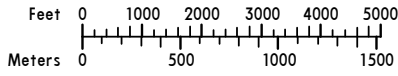
OPERATIONAL FACTORS

DCA16IA200



NOT FOR NAVIGATION

Refer to DOD/NGA supplementary publications for additional information.



ADDITIONAL RUNWAY INFORMATION

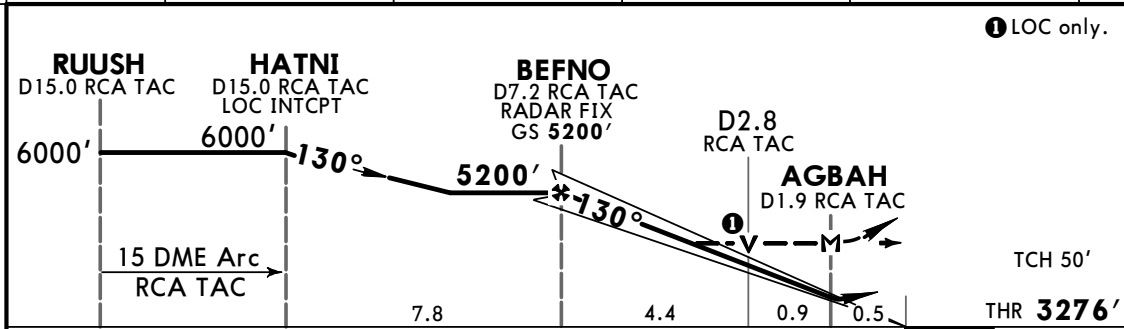
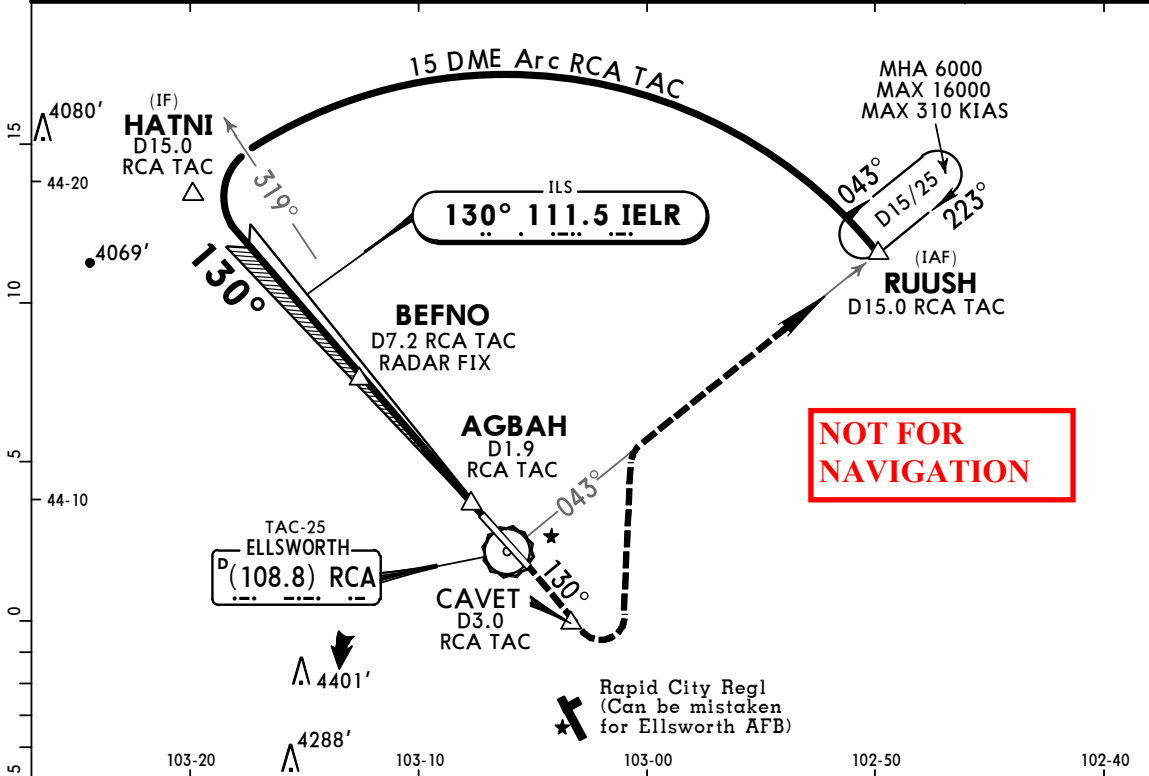
RWY						USABLE LENGTHS			WIDTH
						LANDING BEYOND		TAKE-OFF	
						Threshold	Glide Slope		
13 ① 31	HIRL	ALSF-I	REIL	PAPI-L (angle 3.0°)	RVR		12,069'		300'
	HIRL	ALSF-I	REIL	PAPI-L (angle 3.00°)	RVR		12,476'		

① grooved.

TAKE-OFF				FOR FILING AS ALTERNATE	
All Rwy's				Precision	Non-Precision
Adequate Vis Ref		STD		600-2	800-2
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1			
3 & 4 Eng		RVR 24 or 1/2		B	
				C	
				D	

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.

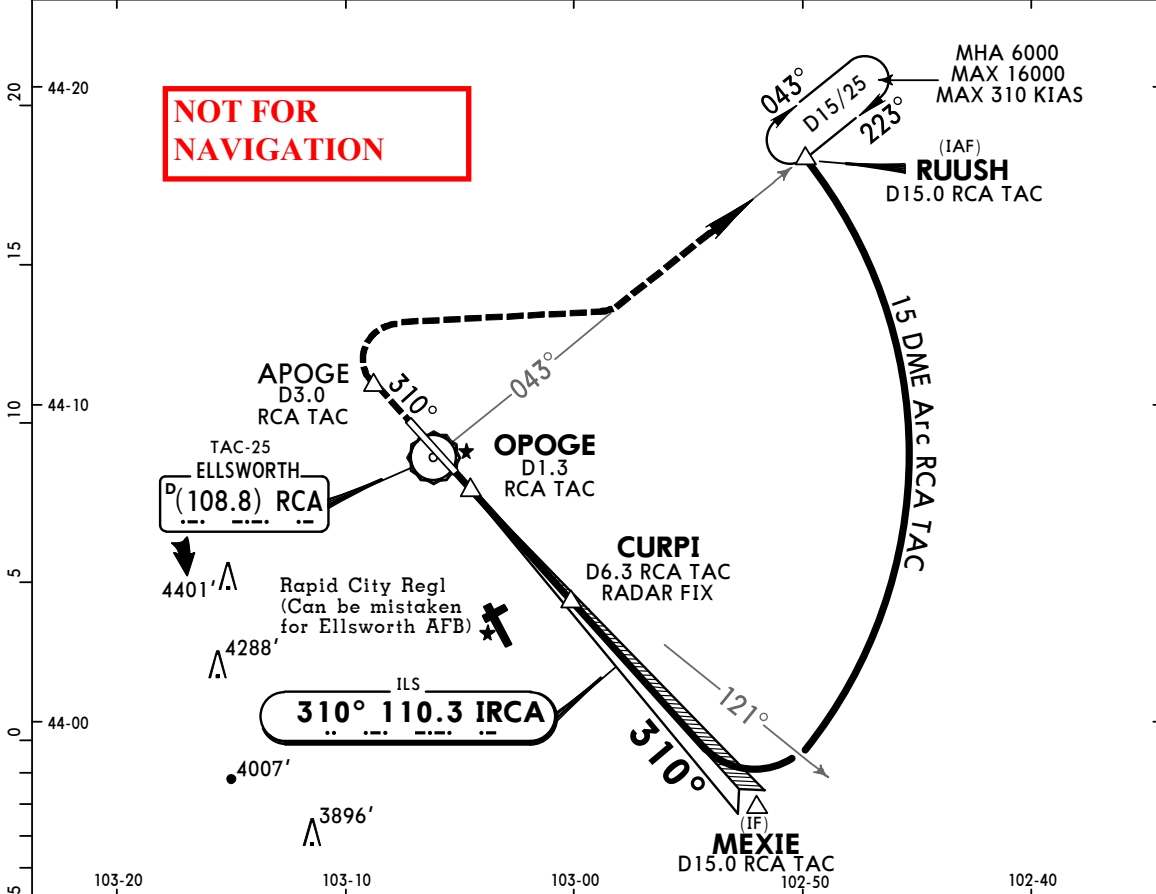
*ATIS 120.62	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*ELLSWORTH Tower 126.05	*Ground 121.8
LOC IELR 111.5	Final Apch Crs 130°	GS BEFNO 5200' (1924')	ILS DA(H) 3476' (200')	Apt Elev 3276' THR 3276'
MISSED APCH: Track outbound on RCA R-130 to CAVET/D3.0, then turn LEFT to join 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'.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	RCA TAC-25 (108.8) R-130	CAVET	RCA TAC-25 (108.8) R-043
GS	3.00°	372	478	531	637	849	REIL PAPI			
MAP at AGBAH or BEFNO to MAP	5.3	4:33	3:32	3:11	2:39	1:59				

Military				STRAIGHT-IN LANDING RWY13		CIRCLE-TO-LAND	
ILS DA(H) 3476' (200')		LOC (GS out) MDA(H) 3780' (504')					
FULL		ALS out		ALS out		Max Kts	
A						90	3860' (584') - 1
B						120	3880' (604') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1		140	3880' (604') - 1 3/4
D			RVR 55 or 1	1 3/8		165	3980' (704') - 2 1/4

*ATIS 120.62	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*ELLSWORTH Tower 126.05	*Ground 121.8	
LOC IRCA 110.3	Final Apch Crs 310°	GS CURPI 5000' (1821')	ILS DA(H) 3379' (200')	Apt Elev 3276' 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'.					



LOC only.	OPOGE D1.3 RCA TAC	CURPI D6.3 RCA TAC RADAR FIX GS 5000'	MEXIE D15.0 RCA TAC LOC INTCP	RUUSH D15.0 RCA TAC
TCH 54'	D2.5 RCA TAC	5000'	6000'	6000'
THR 3179'	0.5	1.2	3.8	8.7
			15 DME Arc RCA TAC	

Gnd speed-Kts	70	90	100	120	140	160	ALSF-1	RCA TAC-25 (108.8)	APOGE	RCA TAC-25 (108.8)
GS	3.00°	372	478	531	637	743	REIL PAPI	R-310	RT	R-043
MAP at OPOGE or CURPI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

TERPS	Military				STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)		
	DA(H) 3379' (200')		MDA(H) 3800' (621')			90	3860' (584') - 1	
	FULL		ALS out		120	3880' (604') - 1		
	A	RVR 24 or 1/2		RVR 40 or 3/4		140	3880' (604') - 1 3/4	
B					165	3980' (704') - 2 1/4		
C								
D								