

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> HDE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> HOLDREGE	<u>STATE</u> NE
<u>AIRPORT ELEVATION</u> 2314	<u>TDZE</u> 2310	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>DATED</u> 05/20/2021	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
EAR VOR		KEVYE		TF	FB	1.00	229.90	9.72	4000
SPRIT		USOPE		TF	FB	1.00	019.55	13.05	4000
KEVYE	IAF	YETUP	NOPT	TF	FB	1.00	267.45	5.11	4000
USOPE	IAF	YETUP	NOPT	TF	FB	1.00	092.59	5.00	4000
YETUP	IF/IAF	LEGIC		TF	FB	1.00	182.66	6.10	4000
LEGIC	FAF	RW18	MAP	TF	FO	0.30	182.64	5.12	
RW18	MAP	2560 MSL		CA			182.64		
2560 MSL		BULIA		DF	FO	1.00			3900

MISSED APPROACH

MAP:

LPV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3900 DIRECT BULIA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|-----------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD N YETUP, RT, 182.66 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 182.64 | FAF: LEGIC | | DIST FAF TO MAP: 5.12 | DIST FAF TO THLD: 5.12 | |
| 4. MIN ALT: YETUP 4000, LEGIC 4000 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 250 HAT: 0.67 | GS ANT: |
| 6. MIN GP INCPT: 4000 | GP ALT AT PFAF: LEGIC | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 40.0 | | IM: |
| 8. MSA FROM: RW18 4600 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 11 AND 29.
CHART NOTE: VDP NA WHEN USING EAR ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EAR ALTIMETER SETTING AND INCREASE LPV DA TO 2637 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 002.60 INBOUND.
CHART FAS OBST: 2429 TREE 402754N/0992030W.
CHART VDP AT 1.05 NM TO RW18.
WAAS CHANNEL # 73002
REFERENCE PATH ID: W18A
LTP HAE: 678 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	2560	1	250	2560	1	250	2560	1	250	2560	1	250			
LNAV MDA	2680	1	370	2680	1	370	2680	1	370	2680	1	370			
CIRCLING	2840	1	526	2880	1	566	3020	2	706	3020	2 1/4	706			

CHANGES - REASONS

- AIRPORT ELEVATION: UPDATED FIELD ELEVATION FROM 2313 TO 2314 – UPDATED AIRNAV DATA.
- MINIMUMS: UPDATED LPV DA/HAT FROM 2559/250 HAT TO 2560/250 HAT, LNAV HAT FROM 371 HAT TO 370 HAT, AND INCREASED CIRCLING HAA VALUES BY 1 FT – UPDATED AIRPORT AND RUNWAY ELEVATION DATA.
- MINIMUMS: RAISED CIRCLING CAT B FROM CMDA/HAA 2840/527 HAA TO 2880/566 HAA – NEW SURVEYED CONTROLLING OBSTACLE.
- NOTES: BACK-UP ALTIMETERS NOTE: CHANGED LOCATION REFERENCE FROM KEARNEY TO EAR – NEW DOCUMENTATION STANDARDS.
- NOTES: REMOVED DME/DME RNP -0.3 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH-GPS – CURRENT DOCUMENTATION STANDARDS.
- TERMINAL ROUTES: ADDED MISSED APPROACH CA LEG – NOT PREVIOUSLY DOCUMENTED.
- FAS DATA: CRC REMAINDER CHANGED FROM DFE2A494 TO 7FD88C31 - LTP CHANGED FROM 402732.5725N/0992009.3090W TO 402732.5735N/0992009.3085W FPAP CHANGED FROM 402604.6600N/0992028.8300W TO 402604.6675N/0992028.8200W.
- PROFILE: REMOVED LNAV ONLY – NO LONGER DOCUMENTED.
- NOTES: ADDED CHART NOTE: CIRCLING NA TO RWYS 11 AND 29 – RWY 11/29 IS A TURF RWY.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZDV,AMGR

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

RAKE MCGRAW

OFFICE

Mar 24, 2025

AJF

DATE

03/20/2025

DEVELOPED BY

JANTZEN TAYLOR

Digitally signed by
JANTZEN L TAYLOR
Feb 18, 2025

OFFICE

AJV-A422

DATE

11/08/2024

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

OFFICE

AJV-A422

DATE

Mar 24, 2025

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD
OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA
0
0
KHDE
RW18
0
0
W18A
402732.5735N
0992009.3085W
+06780
402604.6675N
0992028.8200W
00040.0
F
03.00
106.75
1320
40.0
50.0

CRC REMAINDER

7FD88C31

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+07028
+07028



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HDE	RNAV (GPS) RWY 18	ORIG-B	HOLDREGE	NE	2314	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM EAR VOR **TO** KEVYE

RNP 1.00 DISTANCE 9.72 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (28-0950)	404238.00N/0990751.00W	2610	500	50	5D	1000				AT390	4000
TERRAIN	404233.00N/0991118.00W	2350 (2400)								AS1500	3900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM SPRIT **TO** USOPE

RNP 1.00 DISTANCE 13.05 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403348.00N/0993342.00W	2700	164	98	4E	1000					3700
TERRAIN	403348.00N/0993342.00W	2500 (2500)								AS1500	4000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

INITIAL

FROM

KEVYE

TO

YETUP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	5.11										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404212.00N/0991042.00W	2500	164	98	4E	1000				AT500	4000
TERRAIN	404212.00N/0991042.00W	2300 (2300)								AS1500	3800

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

USOPE

TO

YETUP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
1.00	5.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403624.00N/0992415.00W	2550	164	98	4E	1000				AT450	4000
TERRAIN	403624.00N/0992415.00W	2350 (2400)								AS1500	3900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

YETUP (IF/IAF)

TO

LEGIC

RNP

1.00

DISTANCE

6.10

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	403630.00N/0992130.00W	2513	164	98	4E	500				AC98 AT889	4000
TERRAIN	403630.00N/0992130.00W	2313 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

LEGIC

TO

RW18

RNP

0.30

DISTANCE

5.12

PAT

MAP

DA

HAT

250

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (31-025252)	402733.87N/0992003.25W	2334	20	3	1A		ASC			SA-9	2560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

LEGIC

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.12		RW18	370	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	402754.00N/0992029.66W	2429	215	8	4B	250					2680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

YETUP

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (28-0941)	404521.04N/0992311.64W	2724	20	3	1A	1000					3800
TERRAIN	404754.00N/0992121.00W	2458 (2500)								AS1500	4000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

BULIA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2371				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3900
AAO	402309.00N/0992257.00W	2602	215	8	4B	1000					3700
TERRAIN	402251.00N/0992257.00W	2401 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW18

TO

BULIA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2580				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3900
AAO	402309.00N/0992257.00W	2602	215	8	4B	1000					3700
TERRAIN	402251.00N/0992257.00W	2401 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

HDE

PROCEDURE NAME

RNAV (GPS) RWY 18

AMDT NO.

ORIG-B

CITY

HOLDREGE

STATE

NE

AIRPORT ELEVATION

2314

FACILITY

RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
BUILDING (31-048010)	402615.05N/0992152.99W	1.33	526	2512	20	10	1B	300		XP28	2840
CATEGORY B											
TOWER (31-001125)	402604.10N/0992226.50W	1.89	566	2514	250	50	4D	300		AC50	2880
CATEGORY C											
TOWER (31-000048)	402704.00N/0992354.00W	2.98	706	2656	250	50	4D	300		AC50	3020
CATEGORY D											
TOWER (31-000048)	402704.00N/0992354.00W	3.89	706	2656	250	50	4D	300		AC50	3020

CIRCLING REMARKS:
TO MAINTAIN PUBLISHED MINS.

MSA

CENTER
RW18

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER	404148.02N/0994719.17W	298	25.1	3519	250	50	4D	1000			4600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, OLU FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	HDE	24	HDE	0.13	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	EAR	24	EAR	22.33	Y	77

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KHDE: 2314
KEAR: 2132
RA = 76.9

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW29			
RW11			
RW18 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW36 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	2305.9	40.0			3.00	40.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

RWY 11/29 TURF. NO LIGHTS.
LNAV/VNAV NOT DEVELOPED PER FPT
ALL TREES ASSUMED TO BE 100'.

TARGETS INDICATED THAT THE PFAF SHOULD MOVE 461.5775 NORTH FOR TARGETS CALCULATED PFAF LOCATION BASED ON ANGLE/TCH. THIS WAS NOT COMPLETED DUE TO THIS AMENDMENT BEING AN ABBREVIATED AMENDMENT.

AIRPORT ALP DOES NOT SUPPORT VISIBILITY LOWER THAN 1 SM PER FPT.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	189.64
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2300
DISTANCE FROM	THLD	TO 1500FT POINT	4.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	189.64
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2300

THRESHOLD COORDINATES (IF STR-IN) 402732.57N/0992009.31W
ARP COORDINATES 402706.51N/0992009.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 18 DISTANCE 0.43 NM
FAF COORDINATES 403235.51N/0991901.93W
FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JANTZEN TAYLOR	AJV-A422	11/08/2024	AERONAUTICAL INFORMATION SPECIALIST

