

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> DEN	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 17L	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> DENVER	<u>STATE</u> CO
<u>AIRPORT ELEVATION</u> 5434	<u>TDZE</u> 5339	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 17L	<u>DATED</u> 02/01/2018	<u>MAG VAR</u> 8E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2015
				<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>
GOLFN	IAF	GWENS		TF	FB	0.90	172.54	2.14	9000
GWENS	IF	JAPET		TF	FB	0.90	172.54	10.69	7500
JAPET		IRINE		TF	FB	0.90	172.54	2.00	7000
IRINE	PFAF	RW17L	MAP	TF	FO	0.30	172.54	5.08	
RW17L	MAP	5900 MSL		CA			172.54		5900
5900 MSL		UYOZY		DF	FB	1.00			
UYOZY		YEBUV		TF	FB	1.00	128.07	6.38	
YEBUV		LIMEX		TF	FO	1.00	078.42	21.71	10000

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5900, THEN CLIMBING LEFT TURN TO 10000 DIRECT UYOZY AND TRACK 128.07 TO YEBUV AND TRACK 078.42 TO LIMEX AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT GWENS
- FAC: 172.54 FAF: IRINE
- MIN ALT: GWENS 9000, JAPET 7500, IRINE 7000
- DIST TO THLD FROM PFAF: 5.08 MM: IM: 150 HAT: 261 HAT: 0.68 GS ANT: IM:
- MIN GP INCPT: 7000 GP ALT AT PFAF: IRINE 7000 OM: MM:
- GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 54.9
- MSA FROM: RW17L 8900

QUALITY
34
CHECKED

PBN REQUIREMENTS NOTE:

RNP AR APCH – GPS, MIN RNP 0.90. AUTHORIZATION REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -26°C OR ABOVE 54°C.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.10 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 ALL CATS VISIBILITY TO RVR 5500
CHART PLANVIEW NOTE AT GOLFN: (RNP 0.90).
CHART SPEED ICON IN PLANVIEW AT GOLFN: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 081.12 INBOUND.
CHART AT OR ABOVE 9000 AT GOLFN.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.10 DA	5600	2400	261	5600	2400	261	5600	2400	261	5600	2400	261			
RNP 0.30 DA	5716	3500	377	5716	3500	377	5716	3500	377	5716	3500	377			



CHANGES - REASONS

1. TERMINAL ROUTES ADDED INITIAL GOLFN TO GWENS – PER ATC REQUEST TO MATCH ILS INITIAL
2. TERMINAL ROUTES INTERMEDIATE STEPDOWN JAPET TO IRINE DISTANCE CHANGED FROM 1.98 NM TO 2.00 NM – FAF IRINE RELOCATED TO ALIGN WITH THE ILS GPA/TCH
3. TERMINAL ROUTES FINAL IRINE FIX TYPE CHANGED FROM FAF TO PFAF – IAW 8260.19J 8-6-4
4. TERMINAL ROUTES FINAL IRINE TO RW17L DISTANCE CHANGED FROM 5.10 NM TO 5.08 NM – FAF IRINE RELOCATED TO ALIGN WITH THE ILS GPA/TCH
5. TERMINAL ROUTES FINAL IRINE TO RW17L FB/FO CHANGED FROM FB TO FO – IAW 8260.19J 8-6-4
6. TERMINAL ROUTES MISSED APPROACH RW17L TO 5900 MSL ADDED COURSE 172.54 – IAW 8260.19J 8-6-4
7. TERMINAL ROUTES MISSED APPROACH REMOVED 5900 MSL TO LIMEX – MISSED APPROACH REDESIGNED PER ATC REQUEST
8. TERMINAL ROUTES MISSED APPROACH ADDED 5900 MSL TO UYOZY – MISSED APPROACH REDESIGNED PER ATC REQUEST
9. TERMINAL ROUTES MISSED APPROACH ADDED UYOZY TO YEBUV – MISSED APPROACH REDESIGNED PER ATC REQUEST
10. TERMINAL ROUTES MISSED APPROACH ADDED YEBUV TO LIMEX – MISSED APPROACH REDESIGNED PER ATC REQUEST
11. MISSED APPROACH INSTRUCTIONS CHANGED FROM “CLIMB TO 5900 THEN CLIMBING LEFT TURN TO 10000 DIRECT LIMEX AND HOLD” TO “CLIMB TO 5900, THEN CLIMBING LEFT TURN TO 10000 DIRECT UYOZY AND TRACK 128.07 TO YEBUV AND TRACK 078.42 TO LIMEX AND HOLD” – MISSED APPROACH REDESIGNED PER ATC REQUEST
12. PROFILE LINE 2 CHANGED FROM “PROFILE STARTS AT IRINE” TO “PROFILE STARTS AT GWENS” – IAW 8260.19J 8-6-7
13. PROFILE LINE 4 CHANGED FROM “MIN ALT: IRINE 7000” TO “MIN ALT: GWENS 9000, JAPET 7500, IRINE 7000” – IAW 8260.19J 8-6-7 PER FPT & ATC REQUEST
14. PROFILE LINE 5 CHANGED FROM “DIST TO THLD FROM OM: 5.10” TO “DIST TO THLD FROM PFAF: 5.08” – IAW 8260.19J 8-6-7 PFAF IRINE RELOCATED TO ALIGN WITH ILS GPA/TCH
15. PROFILE LINE 5 ADDED “261 HAT: 0.68” – IAW 8260.19J 8-6-7
16. PROFILE LINE 7 CHANGED FROM 34:1 IS NOT CLEAR TO 34:1 IS CLEAR – NEW SURVEY AND EVALUATION IAW 8260.19J 8-6-7
17. PROFILE LINE 7 ADDED 20:1 IS CLEAR – IAW 8260.19J 8-6-7
18. PROFILE LINE 7 TCH CHANGED FROM 48.3 TO 54.9 – GPA/TCH REDESIGNED TO BE COINCIDENT WITH ILS
19. PROFILE LINE 8 CHANGED FROM “MSA FROM: RW17L 9200” TO “MSA FROM: GWENS 9000, JAPET 7500, IRINE 7000” – NEW SURVEY AND EVALUATION IAW 8260.19J 8-6-7
20. PBN REQUIREMENTS NOTE CHANGED FROM “GPS REQUIRED” TO “RNP AR APCH – GPS, MIN RNP 0.90. AUTHORIZATION REQUIRED” AND MOVED FROM NOTES TO PBN REQUIREMENTS NOTE – IAW 8260.19J 8-6-8
21. NOTES REMOVED “RADAR REQUIRED” – NO LONGER REQUIRED
22. NOTES CHANGED FROM “VGSi AND RNAV GLIDEPATH NOT COINCIDENT” TO “VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET})” – IAW 8260.19J 8-6-10
23. NOTES CHANGED FROM “FOR INOPERATIVE MALSR, INCREASE RNP 0.10 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 ALL CATS VISIBILITY TO RVR 6000” TO “FOR INOPERATIVE ALS, INCREASE RNP 0.10 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 ALL CATS VISIBILITY TO RVR 5500” – IAW 8260.3G TABLE 3-3-1
24. NOTES CHANGED FROM “OR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -25C (-13F) OR ABOVE 10C (50F)” TO “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -26°C OR ABOVE 54°C” – IAW 8260.19J 8-6-10 NEW 5 YEAR TEMPERATURE STUDY
25. NOTES ADDED “CHART SPEED ICON IN PLANVIEW AT GOLFN: MAX 210 KIAS” – PER ATC REQUEST TO HAVE IAP MATCH ILS
26. NOTES CHANGED FROM “CHART PLANVIEW NOTE AT GWENS: (RNP 0.90)” TO “CHART PLANVIEW NOTE AT GOLFN: (RNP 0.90)” – IAW 8260.19J 4-6-10
27. ADDITIONAL FLIGHT DATA REMOVED “ROUTE TYPE QUALIFIER 1: F” – NO LONGER REQUIRED
28. ADDITIONAL FLIGHT DATA REMOVED “ROUTE TYPE QUALIFIER 2: S” – NO LONGER REQUIRED
29. ADDITIONAL FLIGHT DATA REMOVED “ROUTE TYPE: A, H” – NO LONGER REQUIRED
30. ADDITIONAL FLIGHT DATA REMOVED “#TCH 5376.4 MSL (DO NOT CHART)” – NO LONGER REQUIRED
31. ADDITIONAL FLIGHT DATA ADDED “CHART AT OR ABOVE 9000 AT GOLFN” – PER ATC REQUEST NEW INITIAL AT GOLFN WITH ALTITUDE RESTRICTION THAT MIRRORS ILS OR LOC RWY 17L IAP
32. MINIMUMS RNP 0.30 VIS ALL CATS CHANGED FROM 4000 TO 3500 – IAW 8260.3G TABLE 3-3-1

10/31/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/14/25:

1. NOTES REMOVED "CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS." - NO LONGER REQUIRED

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZDV, DEN ATCT, DEN APP CON, CO AERO, AMGR

FLIGHT CHECKED BY

COLTON CROWDER

Digitally signed by

CASIMIR L TABAKA

Jan 14, 2026

OFFICE

AJF

DATE

01/06/2026

DEVELOPED BY

CHARLES HIRST

Digitally signed by

CASIMIR L TABAKA

Nov 18, 2025

OFFICE

AJV-A431

DATE

07/11/2025

APPROVED BY

CASEY HILL

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CASIMIR L TABAKA

Nov 18, 2025

OFFICE

AJV-A431

DATE

02/12/2026

TITLE

MANAGER



**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>
DEN	RNAV (RNP) Z RWY 17L	1	DENVER	CO	5434	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM GOLFN **TO** GWENS

RNP 0.90 **DISTANCE** 2.14 **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	400845.00N/1043554.00W	5148	215	8	4B	1000				AT2844 AC8	9000
TERRAIN	400942.00N/1043600.00W	4881 (4900)								AS1500	6400

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM GWENS **TO** JAPET

RNP 0.90 **DISTANCE** 10.69 **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 (08-000877)	400718.06N/1043617.87W	5469	20	10	1B	500				AC10 AT1521	7500
TERRAIN	395900.00N/1043857.00W	5229 (5200)								AS1500	6700

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

INTERMEDIATE: STEPDOWN

FROM

JAPET

TO

IRINE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
0.90	2.00										
<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	395718.00N/1043933.00W	5460	215	8	4B	500				AC8 AT1032	7000
TERRAIN	395712.00N/1043939.00W	5259 (5300)								AS1500	6800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

IRINE

TO

RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.10	5.08		DA				261				
<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			XP11	5600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP-SECTION 1A CONSIDERATIONS



FINAL

FROM

IRINE

TO

RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.08		DA	377	

<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>
SIGN (08-022252)	395237.58N/1043847.56W	5335	20	3	1A					XP100	5716

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RETAIN CURRENT MINIMA

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

LIMEX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.10-1.00					5439

<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				10000
AAO	394154.00N/1042921.00W	6008	215	8	4B	1000					7100
TERRAIN	394154.00N/1042921.00W	5807 (5800)								AS1500	7300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LEVEL SURFACE

FROM

DA

TO

LIMEX

RNP

0.30-1.00

DISTANCE

PAT

MAP

HAT

HMAS

5555

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	394154.00N/1042921.00W	6008	215	8	4B	1000					7100
TERRAIN	394154.00N/1042921.00W	5807 (5800)								AS1500	7300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW17L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (08-020215)	394350.60N/1051355.60W	246	28.5	7850	250	50	4D	1000			8900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DEN APP CON, ZDV ARTCC, DEN TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	DEN	24	DEN		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

BACKUP ALTIMETER NOT PUBLISHED. REDUNDANT REPORTING ON AIRPORT.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW07 - MALSR, C/LINE, TDZ, HIRL, PAPI-4R		PIR-null	APPROACH, ROLL OUT
RW08 - MALSR, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW16L - MALSR, C/LINE, TDZ, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - MALSR, C/LINE, TDZ, HIRL, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17L - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - MALSR, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW25 - MALSR, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW26 - MALSR, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	5328.1	54.9			3.00	66.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-26C	+54C	-26C	+4.24C

CRITICAL TEMPERATURE REMARKS:



AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1030 HIGH TEMP 1359.

"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.
50 FT VEGETATION HEIGHT USED PER WESTERN FPT

INITIAL, INTERMEDIATE AND INTERMEDIATE STEPDOWN FIX ALTITUDES AND LOCATIONS PER ATC REQUEST FOR SEPARATION AND AIRSPACE PURPOSES

WAIVER: ATC VECTOR LEG LENGTH ISSUES; VECTOR ANGLE RESTRICTED AT GOLFN TO 45 DEGREES.
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	3.19
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.54
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5400
DISTANCE FROM	THLD	TO 1500FT POINT	4.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.54
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5400

THRESHOLD COORDINATES (IF STR-IN)	395153.83N/1043828.70W
ARP COORDINATES	395142.00N/1044023.40W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 7 DISTANCE 2.77 NM
FAF COORDINATES	395658.64N/1043824.96W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CHARLES HIRST	AJV-A431	07/11/2025	AERONAUTICAL INFORMATION SPECIALIST

