

UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
JAX	HI-ILS Z OR LOC Z RWY 14	3C	JACKSONVILLE	FL
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>
30	27	HI-ILS Z OR LOC Z RWY 14	08/10/2023	6W
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>
I-CZH			ROUTINE	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BIGGS/CRG 42.00 DME	IAF	ZIDSO/CRG 30.00 DME					135.86	12.00 (CRG R-316)	6000
ZIDSO/CRG 30.00 DME		HAMOC/CRG 23.00 DME					135.86	7.00 (CRG R-316)	1900
HAMOC/CRG 23.00 DME	IF	SONIA OM/CRG 18.29 DME/RADAR					136.53	4.72 (I-CZH)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.79 NM AFTER SONIA OM/CRG 18.29 DME/RADAR OR AT CRG 13.50 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 4000 ON CRG VORTAC R-316 TO HAMOC/CRG 23.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 315. EXPECT RADAR VECTORS (RADAR REQUIRED).

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
1. PT
2. PROFILE STARTS AT BIGGS/CRG 42.00 DME
3. FAC: 136.53 FAF: SONIA OM/CRG 18.29 DME/RADAR DIST FAF TO MAP: 4.79 DIST FAF TO THLD: 4.79
4. MIN ALT: BIGGS/CRG 42.00 DME 16000, ZIDSO/CRG 30.00 DME 6000, HAMOC/CRG 23.00 DME 1900, SONIA OM/CRG 18.29 DME/RADAR 1700, KUYER/CRG 14.70 DME 480
5. DIST TO THLD FROM OM: 4.79 MM: IM: 150 HAT: GS ANT: 1048
6. MIN GS INCPT: 1700 GS ALT AT PFAF: GP INTCP OM: 1628 MM: IM:
7. GS ANGLE: 3.00 34:1: 20:1: TCH: 53.9
8. MSA FROM: CRG VORTAC 2100, ESA W/IN 100 NM 2800



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: DME FROM CRG VORTAC. SIMULTANEOUS RECEPTION OF I-CZH AND CRG DME REQUIRED.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 750.
CHART NOTE: * FOR INOPERATIVE ALS, INCREASE S-ILS 14 CAT C/D/E VISIBILITY TO 3/4 SM.
CHART NOTE: ** FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT C/D/E VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 135.86 INBOUND.
CHART ARRIVAL HOLDING AT BIGGS/CRG 42.00 DME: HOLD NW, RT, 135.86 INBOUND, 16000.
CHART FAS OBST: 130 TREE 303013N/0814244W.
CHART MAYPORT HIGH/LOW MOA.
CHART VDP AT 14.38 DME.
DISTANCE VDP TO THLD 0.88 NM.
CHART MANDATORY 1900 AT HAMOC.
CHART MANDATORY 1700 AT SONIA OM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT E 800-2 1/2

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
S-ILS 14*		NA			NA		306	3/4	279	306	3/4	279	306	3/4	279
S-LOC 14**		NA			NA		380	3/4	353	380	3/4	353	380	3/4	353
CIRCLING		NA			NA		580	1 1/2	550	580	2	550	760	2 1/2	730

CHANGES - REASONS

-CHANGED S-ILS 14* MINIMUMS FROM DA 227/HAT 200 TO DA 306/HAT 279 - NEW CONTROLLING OBSTACLE, CANCELS T NOTAM 3/7663
-CIRCLING CAT D CHANGED FROM MDA 640/HAA 610 TO MDA 580/HAA 550 - UPDATED TO MATCH ALL CIRCLING CAT D MINIMUMS.

03/22/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/04/23.
1. FORM TITLE CHANGED FROM FEDERAL AVIATION ADMINISTRATION TO UNITED STATES AIR FORCE
2. MANAGER BLOCK ON PAGE 3 CHANGED FROM APPROVED TO RECOMMENDED



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZJX, JAX ATCT, JAX APP CON, JAX AMGR, ANG

FLIGHT CHECKED BY
JON DAVID HOLLAND

Digitally signed by
DAVID DANNER
Mar 27, 2024

OFFICE
FIOG
DATE
03/14/2024

DEVELOPED BY
TIMOTHY JOHNSON

Digitally signed by
Timothy Johnson
Mar 21, 2024

OFFICE
AJV-A421
DATE
12/04/2023

RECOMMENDED BY
DAVID DANNER

Digitally signed by
DAVID DANNER
Mar 27, 2024

OFFICE
AJV-A421
DATE
05/16/2024
TITLE
MANAGER

APPROVED BY

OFFICE
DATE
TITLE



**UNITED STATES AIR FORCE
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>
JAX	HI-ILS Z OR LOC Z RWY 14	3C	JACKSONVILLE	FL	30	I-CZH

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM BIGGS/CRG 42.00 DME **TO** ZIDSO/CRG 30.00 DME

<u>RNP</u>	<u>DISTANCE</u> 12.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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 (13-002179)	304723.00N/0820749.00W	461	500	50	5D	1000				AT4539	6000
TERRAIN	304642.00N/0820700.00W	194 (200)								AS1500	1700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM ZIDSO/CRG 30.00 DME **TO** HAMOC/CRG 23.00 DME

<u>RNP</u>	<u>DISTANCE</u> 7.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<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 (12-000840)	303631.00N/0814955.00W	492	500	50	5D	1000				AT408	1900
TERRAIN	304036.00N/0815557.00W	109 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

INTERMEDIATE

FROM

HAMOC/CRG 23.00 DME

TO

SONIA OM/CRG 18.29 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	4.72										
<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 (12-000840)	303631.00N/0814955.00W	492	500	50	5D	500				AT708	1700
TERRAIN	303242.00N/0815324.00W	89 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

GP INTCP

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	5.08		DA		279						
<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 (12-147510)	302948.18N/0814228.66W	106	20	3	1A		34.00:1			MA29	306

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

SONIA OM/CRG 18.29 DME/RADAR

TO

KUYER/CRG 14.70 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.99										
<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	303217.91N/0814627.75W	229	50	20	2C	250					480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

KUYER/CRG 14.70 DME

TO

4.79 NM AFTER SONIA OM/CRG 18.29 DME/RADAR OR AT CRG 13.50 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.80		4.79 NM AFTER SONIA OM/CRG 18.29 DME/RADAR OR AT CRG 13.50 DME				353				
<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	303013.00N/0814244.00W	130	50	20	2C	250					380

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

HAMOC/CRG 23.00 DME

<u>RNP</u> *	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 101				
<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 (12-147510)	302948.18N/0814228.66W	106	20	3	1A		ASC				4000
STACK (12-002017)	302552.00N/0813302.00W	660	500	50	5D	1000					1700
TERRAIN	302258.08N/0812909.59W	74 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

4.79 NM AFTER SONIA OM/CRG 18.29 DME/RADAR OR AT CRG 13.50 DME

TO

HAMOC/CRG 23.00 DME

<u>RNP</u> **	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u> 130					
<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				4000
STACK (12-002017)	302552.00N/0813302.00W	660	500	50	5D	1000					1700
TERRAIN	302258.08N/0812909.59W	74 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

4000 MSL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								101			
<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				4000
10. STACK (12-002017)	302552.00N/0813302.00W	660	500	50	5D	1000					1700
TERRAIN	302258.00N/0813302.00W	74 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

4.79 NM AFTER SONIA OM/CRG 18.29 DME/RADAR OR AT CRG 13.50 DME

TO

4000 MSL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								130			
<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				4000
10. STACK (12-002017)	302552.00N/0813302.00W	660	500	50	5D	1000					1700
TERRAIN	302258.00N/0813302.00W	74 (100)								AS1500	1600

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY C											
TOWER (12-003013)	302650.21N/0814303.70W	2.84	550	280	20	3	1A	300			580
CATEGORY D											
TOWER (12-003013)	302650.21N/0814303.70W	3.70	550	280	20	3	1A	300			580
CATEGORY E											
TOWER (12-002493)	303005.19N/0813513.62W	4.63	730	451	20	3	1A	300			760

CIRCLING REMARKS:

ESA

CENTER

RADIUS

CRG VORTAC

100

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (12-001568)	285618.00N/0811857.00W	176	84.4	1740	100	20	3C	1000			2800

ESA REMARKS:

MSA

CENTER

RADIUS

CRG VORTAC

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (12-001496)	301635.00N/0813350.69W	220	04.7	1090	20	3	1A	1000			2100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FPT NOTIFIED OF PENETRATION.

ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTRUCTION/HIGH TERRAIN.

INTERMEDIATE FIX DOES NOT MATCH ILS OR LOC RWY 14 OR RNAV (GPS) RWY 14 BECAUSE IT UTILIZES COMMON HI-PROCEDURE ARRIVAL ROUTE TO JAX WHICH IS NOT EXACTLY ON EXTENDED RUNWAY CENTERLINE. PROCEDURE FINAL MATCHES ILS OR LOC RWY 14 FROM SONIA OM INBOUND.

OBSTACLE 9 100' TREE FROM PRIOR PROCEDURE, VERIFIED ON QUAD CHART (2C ACCURACY CODE APPLIED).

ESA OBS: 1740' TOWER (12-001568).



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

JAX APP CON, JAX TOWER

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

WX REMARKS:

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-CZH	AOCC	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW08 - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW26 - MALSR, HIRL, TDZ, C/LINE, PAPI-4R	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW14 - MALSR, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	
RW32 - HIRL, C/LINE, REIL, PAPI-4L	PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	26.9	53.9	24.3	1048	3.00	70.0

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
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LOC FINAL ONLY
20:1	
NONE	
FINAL TYPE	LOC FINAL ONLY
34:1	
108 TREE (KJAX0056) 302954.99N/0814224.22W (0.72)	
PENETRATIONS REMARKS:	



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.

OBSTACLE 12-072564 (30 FEET MSL MALSR LIGHTING) PENETRATES STRAIGHT-IN AND CIRCLING RWY 14 20:1 SURFACE 2.90 FEET - THIS OBSTACLE HAS BEEN PREVIOUS IDENTIFIED ACCEPTABLE PER 8260.3E, PARA 3.3.2.C.(5).
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	2.89
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	130.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.68
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	130.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	302931.78N/0814203.01W
ARP COORDINATES	302938.56N/0814116.25W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 26 DISTANCE 1.15 NM
FAF COORDINATES	303238.88N/0814615.92W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIMOTHY JOHNSON	AJV-A421	12/04/2023	AERONAUTICAL INFORMATION SPECIALIST

