

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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>		
MRB	ILS OR LOC RWY 26	9	MARTINSBURG	WV		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
565	548	ILS OR LOC RWY 26	8C	12/06/2018	8W	1980
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-EXW			ROUTINE			

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>
MRB VORTAC		BURGY INT					053.08	7.24	4000
MAPEL INT/MRB 13.77 DME	IAF	BURGY INT	NOPT				258.66 (I-EXW)	6.85	3400
BURGY INT	IF/IAF	HEVID INT					258.66 (I-EXW)	5.95	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.65 NM AFTER HEVID INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3300 DIRECT MRB VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3300.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 5000 DIRECT LDN VORTAC AND HOLD N, RT, 200.00 INBOUND.

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)					
2. HOLD E BURGY INT, LT, 258.66 INBOUND, 3400 FT. IN LIEU OF PT (IAF), MAX 6000.									
3. FAC: 258.66	FAF: HEVID INT	PFAF: HEVID INT		DIST FAF TO MAP: 5.65		DIST FAF TO THLD: 5.65			
4. MIN ALT: BURGY INT 3400, HEVID INT 2400									
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1052									
6. MIN GS INCPT: 2400 GS ALT AT PFAF: HEVID INT 2400				OM: MM: IM:					
7. GS ANGLE: 3.00 34:1: 20:1: TCH: 52.2									
8. MSA FROM: MRB VORTAC 240-330 4000, 330-240 3500									



NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MRB VORTAC AIRWAY RADIALS 006 CW 101.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MAPEL ON V39-143 NORTHEAST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 26 CAT E VISIBILITY TO 3/4 SM AND S-LOC 26 CAT E VISIBILITY TO 1 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, LT, 289.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N LDN VORTAC, RT, 200.00 INBOUND.
FAS OBST: 725 AAO 392530N/0775233W.
CHART 796 TOWER (54-000941) 392607N/0775200W.
CHART IN PLANVIEW: LDN VORTAC.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☒

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 26	748	1/2	200	748	1/2	200	748	1/2	200	748	1/2	200	748	1/2	200
S-LOC 26	980	1/2	432	980	1/2	432	980	3/4	432	980	3/4	432	980	3/4	432
CIRCLING	1100	1	535	1240	1	675	1240	2	675	1320	2 1/2	755	2180	3	1615

CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAMS FOR AMDT 8A/B/C INTO FORM - 8260.19J PARA 8-3-4.C (3).
2. TERMINAL ROUTES, INITIAL MAPEL TO BURGY: ADDED "MRB 13.77 DME" TO MAPEL FIX MAKE-UP AND CHANGED COURSE FROM 258.65 TO 258.66 - MRB DME IS PART OF MAPEL FIX MAKE-UP, AND AIRNAV DATA UPDATE TO I-EXW LOCALIZER FRONT COURSE.
3. TERMINAL ROUTES, INTERMEDIATE BURGY TO HEVID: CHANGED FAF FROM HEVEN OM/INT TO HEVID INT, COURSE FROM 258.65 TO 258.66, AND DISTANCE FROM 6.31 TO 5.95 - NEW FAF/PFAF HEVID DUE TO DECOMMISSIONING OF HEVEN OM, AND AIRNAV DATA UPDATE TO I-EXW LOCALIZER FRONT COURSE.
4. MISSED APPROACH, MAP: CHANGED LOC MAP FROM "5.29 MILES AFTER HEVEN OM/INT" TO "5.65 NM AFTER HEVID INT" - NEW FAF HEVID.
5. PROFILE LINE 2: CHANGED INBOUND COURSE FROM 258.65 TO 258.66 AND ADDED MAX HOLD ALTITUDE 6000 - AIRNAV DATA UPDATE TO I-EXW LOCALIZER FRONT COURSE, AND 8260.19J PARA 8-6-7.B.(2).
6. PROFILE LINE 3: CHANGED FAC FROM 258.65 TO 258.66 AND FAF FROM HEVEN OM/INT TO HEVID INT - AIRNAV DATA UPDATE TO I-EXW LOCALIZER FRONT COURSE, AND NEW FAF HEVID DUE TO DECOMMISSIONING OF HEVEN OM.
7. PROFILE LINE 4: CHANGED HEVEN OM/INT TO HEVID INT - NEW FAF HEVID DUE TO DECOMMISSIONING OF HEVEN OM.
8. PROFILE LINE 5: DELETED DIST TO THLD FROM OM 5.29 - DECOMMISSIONING OF HEVEN OM.
9. PROFILE LINE 6: CHANGED "GS ALT AT: GS INTCP" TO "GS ALT AT PFAF: HEVID INT: 2400" - NEW PFAF HEVID AND 8260.19J PARA 8-6-7.F.(4).
10. NOTES: ADDED PLANVIEW NOTES "PROCEDURE NA FOR ARRIVAL ON MRB VORTAC AIRWAY RADIALS 006 CW 101" AND "PROCEDURE NA FOR ARRIVALS AT MAPEL ON V39-143 NORTHEAST BOUND" - LIMIT ARRIVAL TURNS TO 120 DEGREES, 8260.3F PARA 2-3-1.A.(1) AND 2-4-1.A, AND 8260.19J PARA 8-2-5.E.(2).
11. NOTES: UPDATED AND MOVED BACKUP ALTIMETER NOTE TO THE FORM 8260-9, PART C, GENERAL REMARKS - FOR CONTINGENCY PURPOSES, 8260.19J PARA 8-6-10.F.(3).
12. NOTES: UPDATED AND MOVED INOPERATIVE ALS WITH BACKUP ALTIMETER NOTE TO THE FORM 8260-9, PART C, GENERAL REMARKS - FOR CONTINGENCY PURPOSES, 8260.19J PARA 8-6-10.F.(3).
13. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST: 665 TOWER 392507N/0775421W" TO "FAS OBST: 725 AAO 392530N/0775233W" - NEW LOC FINAL CONTROLLING OBSTACLE.
14. ADDITIONAL FLIGHT DATA: CHANGED "CHART 793 TOWER 392606N/0775202W" TO "CHART 796 TOWER (54-000941) 392607N/0775200W" - UPDATE TO 7:1 OBSTACLE AT FAF IN LOC FINAL.
15. ALTERNATE MINIMUMS: CHANGED FROM "STANDARD; EXCEPT CAT D 900-2 3/4, CAT E 1600-3. NA WHEN LOCAL WEATHER NOT AVAILABLE" TO NA - I-EXW ILS MONITORING STATUS 3 (INTERNAL ONLY), 8260.19J PARA 2-4-6.C.(1).
16. MINIMUMS: INCREASED S-LOC 26 ALL CATS MDA/HAT FROM 920/372 TO 980/432 - NEW LOC FINAL CONTROLLING OBSTACLE.
17. MINIMUMS: INCREASED S-LOC 26 CAT C VISIBILITY FROM 1/2 TO 3/4 SM - INCREASE IN S-LOC 26 MDA/HAT AND NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.
18. MINIMUMS: INCREASED CIRCLING CAT D MDA/HAA FROM 1260/695 TO 1320/755 - NEW CONTROLLING OBSTACLE.
19. MINIMUMS: INCREASE CIRCLING CAT D VISIBILITY FROM 2 1/4 TO 2 1/2 SM - INCREASE IN CIRCLING CAT D MDA/HAA AND NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-7.
20. MINIMUMS: INCREASED CIRCLING CAT E MDA/HAA FROM 2140/1575 TO 2180/1615 - NEW CONTROLLING OBSTACLE.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZDC, PCT APP CON, MRB ATCT, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
RICHARD BRUCE

Digitally signed by
RICHARD A BRUCE
Mar 20, 2025

OFFICE

DATE

AJV-A422

03/20/2025

APPROVED BY
BEV L BORDY

OFFICE

DATE

AJV-A420

TITLE

MANAGER



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

AIRPORT ID
MRB

PROCEDURE NAME
ILS OR LOC RWY 26

AMDT NO.
9

CITY
MARTINSBURG

STATE
WV

AIRPORT ELEVATION
565

FACILITY
I-EXW

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
MRB VORTAC

TO
BURGY INT

RNP

DISTANCE
7.24

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	392454.00N/0774106.00W	1283	215	8	4B	2000				AT717	4000
TERRAIN	392454.00N/0774106.00W	1082 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
MAPEL INT/MRB 13.77 DME

TO
BURGY INT

RNP

DISTANCE
6.85

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	393412.00N/0773542.00W	2051	215	8	4B	1000				AT349	3400
TERRAIN	392654.00N/0773736.00W	1755 (1800)								AS1500	3300

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

BURGY INT (IF/IAF)

TO

HEVID INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	5.95										
<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	392342.00N/0774109.00W	1697				500				SA-244	2000
TERRAIN	392427.00N/0774230.00W	895 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

HEVID INT

TO

RW26

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.65		DA				200				
<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				748

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

HEVID INT

TO

5.65 NM AFTER HEVID INT

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
	5.65		5.65 NM AFTER HEVID INT		432						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392530.00N/0775233.00W	725	215	8	4B	250					980

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

BURGY INT

TO

P-8

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
		P-8									
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000066)	393436.40N/0772917.00W	2231	50	20	2C	1000					3300
TERRAIN	393442.00N/0773045.00W	1883 (1900)								AS1500	3400

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

MRB VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
581											
<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				3300
AAO	392024.00N/0780509.00W	971	215	8	4B	1000					2000
TERRAIN	392024.00N/0780509.00W	770 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.65 NM AFTER HEVID INT

TO

MRB VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 730				
<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				3300
AAO	392024.00N/0780509.00W	971	215	8	4B	1000					2000
TERRAIN	392024.00N/0780509.00W	770 (800)								AS1500	2300

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

LDN VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u> 581					
<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				5000
AAO	385118.00N/0781221.00W	2635	215	8	4B	1000					3700
TERRAIN	385118.00N/0781221.00W	2434 (2400)								AS1500	3900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

5.65 NM AFTER HEVID INT

TO

LDN VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u> 730					
<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				5000
AAO	385118.00N/0781221.00W	2635	215	8	4B	1000					3700
TERRAIN	385118.00N/0781221.00W	2434 (2400)								AS1500	3900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF 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 A											
STACK (54-056589)	392407.59N/0780127.68W	1.30	535	786	20	3	1A	300			1100
CATEGORY B											
TANK (54-023267)	392604.29N/0775832.08W	1.82	675	937	20	10	1B	300			1240
CATEGORY C											
TANK (54-023267)	392604.29N/0775832.08W	2.87	675	937	20	10	1B	300			1240
CATEGORY D											
AAO	392615.00N/0780300.00W	3.75	755	1001	215	8	4B	300			1320
CATEGORY E											
AAO	392512.00N/0780521.00W	4.75	1615	1877	215	8	4B	300			2180

CIRCLING REMARKS:

MSA

CENTER

MRB VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
240-330	TWR (54-020004)	392639.32N/0782051.08W	286	23.5	2905	50	20	2C	1000			4000
330-240	AAO	385724.00N/0780127.00W	205	27.0	2401	215	8	4B	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, PCT TRACON, MRB TOWER, LEESBURG 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>
ASOS	MRB	24	MRB	0	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>
ASOS	HGR	24	HGR	21.88	Y	70

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME.
MRB 565, HGR 703.
RA = 69.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-EXW	INTERNAL ONLY	24	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - REIL (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-G	
RW26 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-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	547.5	52.2	541.4	1052	3.00	52.2

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1000
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

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - DME SOURCE NOT AVAILABLE.

THRESHOLD DISPLACED 1000 FEET.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ALTERNATE MINIMUMS NA DUE TO I-EXW ILS MONITORING CATEGORY 3 (INTERNAL ONLY).

VEGETATION HEIGHT: 100 FT, PER FPT.

CONTINGENCY BACKUP ALTIMETER NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HGR ALTIMETER SETTING: INCREASE S-ILS 26 DA TO 818 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 26 VISIBILITY CAT C/D/E 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
FOR INOPERATIVE ALS WHEN USING HGR ALTIMETER SETTING, INCREASE S-ILS 26 ALL CATS VISIBILITY TO 7/8 MILE AND S-LOC 26 CAT C/D/E VISIBILITY TO 1 3/8 MILE.

ORDER 8260.3 CHAPTER 2 APPLIED TO 796 TOWER (54-000941) 392607.05N/0775159.91W.

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	2.83
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.83
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	250.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	4.85
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.27
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	250.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN) 392419.65N/0775817.84W

ARP COORDINATES 392408.49N/0775858.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 26 DISTANCE 0.73 NM

FAF COORDINATES 392611.92N/0775124.67W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 1000FT, ACTUAL COORDINATES: 392422.92N/0775805.82W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD BRUCE	AJV-A422	03/20/2025	AERONAUTICAL INFORMATION SPECIALIST

