

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
COPTER RNAV (GPS) SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>HELIPORT ID</u> 5OH1	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 022	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ASHLAND	<u>STATE</u> OH
<u>SURFACE ELEVATION</u> 1253	<u>TDZE</u>	<u>SUPERSEDED</u> COPTER RNAV (GPS) 022	<u>DATED</u> 04/23/2003	<u>MAG VAR</u> 7W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> ORIG	<u>REQUIRED EFFECTIVE DATE</u>	<u>EPOCH YEAR</u> 2000
				<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>
GID XO	IAF	LEJYU		TF	FB	1.00	111.96	3.00	2900
COKWE	IAF	LEJYU		TF	FB	1.00	292.04	3.00	2900
LEJYU	IF	OSIWO		TF	FB	1.00	021.99	3.00	2400
OSIWO	FAF	HLLRD/0.67 NM TO UNTIW		TF	FB	0.30	021.99	1.33	
HLLRD/0.67 NM TO UNTIW		UNTIW	MAP	TF	FO	0.30	021.99	0.67	
UNTIW	MAP	1720 MSL		CA			021.99		
1720 MSL		ZIGJO		DF	FO	1.00			2900

MISSED APPROACH

MAP:

LNAV: UNTIW

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 2900 DIRECT ZIGJO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT LEJYU
- FAC: 021.99 FAF: OSIWO DIST FAF TO MAP: 2.00 DIST FAF TO THLD:
- MIN ALT: LEJYU 2900, OSIWO 2400, HLLRD/0.67 NM TO UNTIW 2080
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
- MIN GP INCPT: GP ALT AT FAF: 34:1: 20:1: TCH:
- GP ANGLE:
- MSA FROM: UNTIW 3000



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: PROCEED VFR FROM UNTIW OR CONDUCT THE SPECIFIED MISSED APPROACH.
CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.
CHART NOTE: USE OF UNIVERSITY HOSPITALS SAMARITAN MEDICAL CENTER REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS.
CHART NOTE: USE MFD ALTIMETER SETTING.
CHART PLANVIEW NOTE: LIMIT COKWE INITIAL, GID XO INITIAL, LEJYU INTERMEDIATE TO 100 KIAS MAX.
CHART SPEED ICON IN PLANVIEW AT GID XO: MAX 100 KIAS.
CHART SPEED ICON IN PLANVIEW AT COKWE: MAX 100 KIAS.
CHART SPEED ICON IN PLANVIEW AT LEJYU: MAX 100 KIAS.
CHART SPEED ICON IN PLANVIEW AT OSIWO: MAX 70 KIAS.

ADDITIONAL FLIGHT DATA:

CHART CLEVELAND CENTER FREQUENCY.
CHART MFD ASOS.
CHART 5OH2.
HOLD W, RT, 099.70 INBOUND.
FAS OBST: 1428 AAO 405036N/0821948W.
CHART 1725 TOWER (39-000549) 405006N/0822103W.
5OH1, 1169.0, 031.53/0.64

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15B FOR THIS HELIPORT

ALTERNATE: NA ☒

CATEGORY:	COPTER														
FINAL TYPE	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS
LNAV MDA	1720	3/4	467		NA			NA			NA				



CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM COPTER RNAV (GPS) 022 TO COPTER RNAV (GPS) M 022. – PROCEDURE TITLE SUFFIX ADDED FOR NON-PART 97 PROCEDURE IAW FAAO 8260.3F PARA 1-6-5.
2. FAA FORM CHANGED FROM 8260-7 TO 8260-7A. – UPDATED FAA SPECIAL IAP FORM.
3. UPDATED 8260-7A BASIC INFORMATION DOCUMENTATION, REPLACED AIRPORT NAME WITH AIRPORT ID, MOVED HELIPORT MAGNETIC VARIATION/EPOCH YEAR FROM ADDITIONAL FLIGHT DATA TO BASIC INFORMATION, DELETED TDZE LANDING AREA ELEVATION AND ADDED SURFACE ELEVATION. – DOCUMENTATION IAW FAAO 8260.19J PARA 8-6-2, AND PROCEDURE CHANGED FROM A “PROCEED VISUAL” TO A “PROCEED VFR”.
4. DELETED “WP” FROM ALL FIX DOCUMENTATION. – IAW FAAO 8260.19J PARA 8-6-4.A.
5. TERMINAL ROUTES, ADDED RNP VALUES AS APPLICABLE. – REQUIRED IAW FAAO 8260.19J PARA 8-6-4.A.(6)(B).
6. TERMINAL ROUTES, ADDED FINAL SEGMENT WITH NEW STEPDOWN FIX HLLRD/0.67 NM TO UNTIW. – FINAL SEGMENT REQUIRED IAW 8260.19J PARA 8-6-4, STEPDOWN FIX MOVED DUE TO UPDATED OBSTACLE EVALATION WITH WIDER FINAL SEGMENT PRIMARY AREA IAW FAAO 8260.58C PARA 3-2-3, AND FIXES IN FINAL SEGMENT MUST BE NAMED IAW FAAO 8260.19J PARA 2-10-4.A.(3)(A).
7. TERMINAL ROUTES, MISSED APPROACH, ADDED COURSE-TO-ALTITUDE (CA) LEG FROM FIX UNTIW TO 1720 MSL WITH COURSE 021.99. – REQUIRED IAW FAAO 8260.58C PARA 3-5-2.A.(1) WHEN MISSED APPROACH TURN IS GREATER THAN 1 DEGREE OF THE FAC EXTENDED.
8. TERMINAL ROUTES, MISSED APPROACH, CHANGED START OF DF LEG FROM FIX UNTIW TO 1720 MSL. – ADDED CA LEG BEFORE DF LEG.
9. MISSED APPROACH INSTRUCTIONS, INCREASED ALTITUDE FROM 2800 TO 2900. – FORMS ERROR AND 2900 IS MIN AIRSPACE ALTITUDE; STI PRODUCED ORIGINAL CHART HAD 2900, BUT FAA CHARTED 2800 BASED ON FORMS.
10. PROFILE LINE 1, DELETED “NA” FROM PT. – LINE 1 BLANK IAW FAAO 8260.19J PARA 8-6-7.A.(3).
11. PROFILE LINE 3, ADDED DIST FAF TO MAP 2.00. – REQUIRED FOR RNAV IAW FAAO 8260.19J PARA 8-6-7.C.(3).
12. PROFILE LINE 4, STEPDOWN FIX LOCATION/ALTITUDE CHANGED FROM “0.80NM TO UNTIW WP 1700” TO “HLLRD/0.67 NM TO UNTIW 2080”. – STEPDOWN FIX MOVED AND ALTITUDE INCREASED DUE TO WIDER FINAL SEGMENT PRIMARY OBSTACLE EVALUATION AND SECONDARY RASS ADJUSTMENT, AND FIXES IN FINAL SEGMENT MUST BE NAMED IAW FAAO 8260.19J PARA 2-10-4.A.(3)(A).
13. PBN REQUIREMENTS NOTE, ADDED RNP APCH – GPS. – NEW NAVSPEC/SENSOR CRITERIA IAW FAAO 8620.58C AND DOCUMENTED IAW FAAO 8260.19J PARA 8-6-8.D.
14. NOTES, DELETED “SPECIFICATION ONLY – NOT FOR COCKPIT USE”. – NOT REQUIRED.
15. NOTES, CHANGED FROM “PROCEED VISUALLY FROM UNTIW WP OR CONDUCT THE SPECIFIED MISSED APPROACH” TO “CHART PLANVIEW NOTE: PROCEED VFR FROM UNTIW OR CONDUCT THE SPECIFIED MISSED APPROACH”. – PROCEDURE REDESIGN AND AFS PREVIOUSLY ISSUED 2023 FAA CHART WITH PROCEED VFR.
16. NOTES, ADDED “NIGHT VISIBILITY MINIMUM 1 SM”. – MINIMUM NIGHT VISIBILITY FOR PROCEED VFR IAW FAAO 8260.3F PARA 12-3-3.C.(1).
17. NOTES, ADDED CHART NOTE: USE OF UNIVERSITY HOSPITALS SAMARITAN MEDICAL CENTER REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS. – REQUIRED FOR PRIVATE FACILITIES IAW FAAO 8260.19J PARA 8-6-10.T.(1).
18. NOTES, SPEED RESTRICTIONS, DELETED “MISSED APPROACH AND HOLDING”, AND UPDATED FINAL SEGMENT FROM “LIMIT FINAL. AIRPSEED TO 70 KIAS” TO “CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS.” – MISSED APPROACH SPEED RESTRICTION IS NOW ONLY FOR OBSTACLES WITHOUT APPROVAL IAW FAAO 8260.58C TABLE 1-2-2, HELICOPTER HOLDING NOW UTILIZES HOLDING PAT 4 IAW FAAO 8260.3F PARA 16-11-2, AND FINAL SPEED RESTRICTION NOTE IAW FAAO 8260.19J PARA 8-6-10.L.
19. NOTES, PRIMARY REMOTE ALTIMETER SOURCE, ADDED “CHART NOTE:” AND REPLACED “MANSFIELD LAHM MUNI AIRPORT” WITH “MFD”. – LOCATION ID NOW UTILIZED AND DOCUMENTED IAW FAAO 8260.19J PARA 8-6-10.F.(6).
20. NOTES, ADDED CHART PLANVIEW NOTE: LIMIT COKWE INTIAL, GID XO INITIAL, LEYJU INTERMEDIATE, SPEED TO 100 KIAS MAX. – REQUIRED TO KEEP IAF GID XO IN SAME LOCATION DUE TO SUM OF DTAS.
21. NOTES, ADDED CHART SPEED ICONS IN PLANVIEW AT COKWE: MAX 100 KIAS; AT GID XO: MAX 100 KIAS; AT LEYJU: MAX 100 KIAS. – IAW FAAO 8260.19J PARA 4-6-10.G.
22. NOTES, ADDED CHART SPEED ICON IN PLANVIEW AT OSIWO: MAX 70 KIAS. – REQUIRED IAW FAAO 8260.19J PARA 4-6-10.G.
23. ADDITIONAL FLIGHT DATA, FAS OBST CHANGED FROM 1315’ TREE, 405003 / 0821951 TO 1428 AAO 405036N/0821948W. – UPDATED OBSTACLE EVALUATION WITH WIDER FINAL SEGMENT PRIMARY AREA IAW FAAO 8260.58C PARA 3-2-3.
24. ADDITIONAL FLIGHT DATA, UPDATED HELIPORT/LANDING AREA ELEVATION/COURSE AND DISTANCE FROM MAP FROM “MAP TO HELIPORT 032 / 0.65” TO “50H1, 1169.0, 031.53/0.64” AND. – DOCUMENTED IAW FAAO 8260.19J PARA 8-6-11.K.
25. ADDITIONAL FLIGHT DATA, DELETED VSDA “MAP TO HELIPORT 6.60 / 20’ HOVER”. - PROCEDURE NOW ANNOTATED “PROCEED VFR” AND VSDA REMOVED IAW FAAO 8260.19J PARA 8-6-11.P.(2).
26. ADDITIONAL FLIGHT DATA, DELETED “FINAL SEGMENT (TF)”. – FINAL SEGMENT IN TERMINAL ROUTES SECTION NOW.
27. ADDITIONAL FLIGHT DATA, ADDED CHART CLEVELAND CENTER FREQUENCY. – REQUIRED WHEN ARTCC PROVIDES APPROACH CONTROL THROUGH REMOTE SITE IAW FAAO 8260.19J PARA 8-2-4.B.(1).
28. ADDITIONAL FLIGHT DATA, ADDED CHART MFD ASOS. IAW FAAO 8260.19J PARA 8-2-4.B.(3),
29. ADDITIONAL FLIGHT DATA, ADDED CHART 50H2. – SECONDARY HELIPORT IN THE VICINITY OF THE FINAL APPROACH COURSE IAW FAAO 8260.19J PARA 8-6-11.F.
30. ADDITIONAL FLIGHT DATA, ADDED CHART 1725 TOWER (39-000549) 405006N/0822103W. – SIGNIFICANT OBSTACLE OTHER THAN AAO IAW FAAO 8260.19J PARA 8-6-11.D.
31. MINIMUMS, ADDED TAKEOFF: SEE FAA FORM 8260-15B FOR THIS HELIPORT. – IAW AFS-400 MEMO DATED 09/27/24, SUBJECT: WAIVER TO SPECIAL-USE INSTRUMENT APPROACH PROCEDURE DOCUMENTATION.
32. MINIMUMS, MDA INCREASED FROM 1640 TO 1720, AND CHANGED HAL 476 TO HAS 467. – UPDATED OBSTACLE EVALUATION WITH WIDER FINAL SEGMENT PRIMARY AREA IAW FAAO 8260.58C PARA 3-2-3, AND CHANGED HAL TO HAS DUE TO PROCEDURE CHANGE FROM PROCEED VISUAL TO PROCEED VFR.
33. MINIMUMS, UPDATED FINAL TYPE FROM H-022 TO LNAV. - RNAV (GPS) FINAL TYPE DOCUMENTED IAW FAAO 8260.19J PARA 8-6-12.I.(3).



<u>HELIPORT ID</u> 5OH1	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 022	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ASHLAND	<u>STATE</u> OH
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>DEVELOPED BY</u> MICHAEL MCCARTNEY	<i>Digitally signed by</i> MICHAEL A MCCARTNEY Feb 19, 2025	<u>OFFICE</u> AJV-A431	<u>DATE</u> 01/29/2025	
<u>RECOMMENDED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
<u>APPROVED BY</u> ERIC N SUSKI		<u>OFFICE</u> AJV-A431	<u>DATE</u>	<u>TITLE</u> MANAGER



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

HELIPORT ID
5OH1

PROCEDURE NAME
COPTER RNAV (GPS) M 022

AMDT NO.
1

CITY
ASHLAND

STATE
OH

AIRPORT ELEVATION
1253

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
GID XO

TO
LEJ YU

RNP
1.00

DISTANCE
3.00

PAT

MAP

HAS

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (39-003494)	404450.21N/0821853.58W	1820	250	50	4D	1000					2900
TERRAIN	404433.00N/0821924.00W	1351 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

100 KIAS SPEED RESTRICTION DUE TO LEG LENGTH AND SUM OF DTAS AT GID XO AND LEJ YU. A TAILWIND OVERRIDE OF 47.17 KTS WAS USED FOR GID XO AND A TAILWIND OVERRIDE OF 43.99 KTS WAS USED FOR LEJ YU.

INITIAL

FROM
COK WE

TO
LEJ YU

RNP
1.00

DISTANCE
3.00

PAT

MAP

HAS

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (39-003494)	404450.21N/0821853.58W	1820	250	50	4D	1000					2900
TERRAIN	404415.00N/0821906.00W	1404 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

100 KIAS SPEED RESTRICTION DUE TO LEG LENGTH AND SUM OF DTAS AT COK WE AND LEJ YU. A TAILWIND OVERRIDE OF 47.00 KTS WAS USED FOR COK WE AND A TAILWIND OVERRIDE OF 43.99 KTS WAS USED FOR LEJ YU.

QUALITY
21
CHECKED

INTERMEDIATE

FROM

LEJYU

TO

OSIWO

RNP

1.00

DISTANCE

3.00

PAT

MAP

HAS

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (39-003494)	404450.21N/0821853.58W	1820	250	50	4D	500					2400
TERRAIN	404433.00N/0821900.00W	1374 (1400)								AS1000	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

OSIWO

TO

HLLRD/0.67 NM TO UNTIW

RNP

0.30

DISTANCE

1.33

PAT

MAP

HAS

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (39-000549)	405006.00N/0822103.00W	1725	250	50	4D	250				AC50 RA60 SA-69 DG64	2080

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

HLLRD/0.67 NM TO UNTIW

TO

UNTIW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAS</u>	<u>HMAS</u>			
0.30	0.67		UNTIW				467				
<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	405036.00N/0821948.00W	1428	215	8	4B	250				RA40	1720

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

UNTIW

TO

ZIGJO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAS</u>	<u>HMAS</u>			
0.30-1.00											1580
<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				2900
AAO	405048.00N/0821042.00W	1444	215	8	4B	1000					2500
TERRAIN	405151.00N/0821057.00W	1240 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

UNTIW

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (39-138307)	403458.60N/0822824.80W	211	17.6	1961	250	50	4D	1000			3000

MSA REMARKS:

QUALITY
21
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION HEIGHT UTILIZED.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CLE APP CON, ZOB ARTCC

<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	MFD	24	MFD	9.74	Y	40
<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	BJJ	24	BJJ	19.14	Y	54

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
5OH1 1169, MFD 1297, DIST = 9.36 NM
RA = 39.5.
5OH1 1169, BJJ 1107, DIST = 19.44 NM
RA = 53.5.
DISTANCES ARE FROM WEATHER STATION TO FIX UNTIW.

HISTORICAL WINDS (2019-2023) UTILIZED.

<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>
01H		H-F	

<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>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	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.

VDP NOT ESTABLISHED - POINT-IN-SPACE PROCEDURE.

VFR TRANSITION SURFACE IS CLEAR.

CONTINGENCY CHART NOTE: WHEN MFD ALTIMETER SETTING NOT RECEIVED, USE BJJ ALTIMETER SETTING AND INCREASE MDA 20 FEET.

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	MAP	TO 1000FT POINT	1.67
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	3.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	014.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	MAP	TO 1500FT POINT	5.0
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.32
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	014.99
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD COORDINATES (IF STR-IN)

HRP COORDINATES	405133.16N/0821831.11W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	
FAF COORDINATES	404902.19N/0821933.05W
FIX NAME COORDINATES	MAP UNTIW 405058.17N/0821852.14W, IF LEJYU 404608.21N/0822034.36W

REMARKS

POINT-IN-SPACE PROCEDURE.

FINAL SEGMENT WIDTH ACCOUNTS FOR INSIDE OF TURN ARC BOUNDARIES FROM THE INTERMEDIATE SEGMENT.

INTERMEDIATE WIDTH ACCOUNTS FOR INSIDE OF TURN ARC BOUNDARIES FROM THE INTIAL SEGMENTS.

INTERMEDIATE SEGMENT IS CONTAINED WITHIN THE MANSFIELD CLASS E 700-FT EXTENSION AND ASHLAND CLASS E 700-FT EXTENSION.

MAP UNTIW: 405058.17N/0821852.14W, IF LEJYU: 404608.21N/0822034.36W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
MICHAEL MCCARTNEY	AJV-A431	01/29/2025	AERONAUTICAL INFORMATION SPECIALIST

