

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS 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>AIRPORT ID</u> 06FA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> JUPITER	<u>STATE</u> FL
<u>AIRPORT ELEVATION</u> 28	<u>TDZE</u> 28	<u>SUPERSEDED</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 06/12/2025
<u>FACILITY</u> I-SYK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 5W
				<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>
JUPEM		IGOOR/I-SYK 12.57 DME		TF	FO	1.00	230.21	6.69	1800
MODEE	IAF	IGOOR/I-SYK 12.57 DME	NOPT	TF	FB	1.00	114.27	7.57	1800
IGOOR/I-SYK 12.57 DME	IF/IAF	SIKOY/I-SYK 6.56 DME					094.98 (I-SYK)	6.01	1800

MISSED APPROACH

MAP:

ILS: DA
LOC: I-SYK 1.16 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 600 ON HEADING 094.98 THEN CLIMBING LEFT TURN TO 2000 AND ON PBI VORTAC R-343.23 TO MORGA/PBI 17.81 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------------------|---|-----------------|---------------------------|------------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD W | IGOOR/I-SYK 12.57 DME, RT, 094.98 INBOUND, 1800 IN LIEU OF PT (IAF), MAX 4500. | | | | |
| 3. FAC: | 094.98 | FAF: | SIKOY/I-SYK 6.56 DME | DIST FAF TO MAP: | DIST FAF TO THLD: 5.40 |
| 4. MIN ALT: | IGOOR/I-SYK 12.57 DME 1800, SIKOY/I-SYK 6.56 DME 1800, ORSIE/I-SYK 3.10 DME 700 | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | GS ANT: | 1020 |
| 6. MIN GS INCPT: | 1800 | GS ALT AT PFAF: | SIKOY/I-SYK 6.56 DME 1800 | OM: | MM: |
| 7. GS ANGLE: | 3.00 | 34:1: | 20:1: | TCH: | 53.6 |
| 8. MSA FROM: | PBI VORTAC 2600 | | | | IM: |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS. FROM MODOE OR JUPEM.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: USE OF 06FA REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 690.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DJT ALTIMETER SETTING AND INCREASE S-ILS 09 DA TO 408 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 09 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM.
CHART NOTE: WHEN CONTROL TOWER CLOSED, PROCEDURE NA.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 343.23 INBOUND.
FAS OBST: 127 TREE 265430N/0802021W.

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 10	364	1	336	364	1	336	364	1	336	364	1	336			
S-LOC 10	420	1	392	420	1	392	420	1 1/8	392	420	1 1/8	392			
CIRCLING	460	1	432	480	1	452	540	1 1/2	512	720	2 1/4	692			

CHANGES - REASONS

- ALL REFERENCES FOR RWY ID CHANGED FROM "ILS OR LOC RWY 9" TO "ILS OR LOC RWY 10" - RWY # CHANGED PER AIRNAV DATA.
- PBN REQUIREMENTS NOTE: CHANGED FROM "FROM MODOE AND JUPEM: RNAV 1-GPS REQUIRED" TO "RNP APCH - GPS. FROM MODOE OR JUPEM" - IAW 8260.19K IMPLEMENTATION MEMO.
- NOTES: CHANGED FROM "CHART NOTE: USE OF WILLIAM P GWINN AIRPORT REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS" TO "CHART NOTE: USE OF 0F6A REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS" - IAW 8260.19K.
- NOTES: CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PBI ALTIMETER SETTING AND INCREASE S-ILS 09 DA TO 408 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 09" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DJT ALTIMETER SETTING AND INCREASE S-ILS 09 DA TO 408 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 09" - NAME CHANGED PER AIRNAV DATA.
- ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM "CHART FAS OBST: 130 TREE 265427N/0802257W" TO "FAS OBST: 127 TREE 265430N/0802021W" - UPDATED OBSTACLE WITH NEWEST EVALUATION.
- NOTES: REMOVED "CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - ARE COINCIDENT.



<u>AIRPORT ID</u> 06FA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> JUPITER	<u>STATE</u> FL
<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> BRITNEY ARMENTROUT		<u>OFFICE</u> AJV-A422	<u>DATE</u> 05/14/2026	
<u>RECOMMENDED BY</u> RAKE MCGRAW		<u>OFFICE</u> AJV-A422	<u>DATE</u>	<u>TITLE</u> MANAGER
<u>APPROVED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>



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

AIRPORT ID
06FA

PROCEDURE NAME
ILS OR LOC RWY 10

AMDT NO.
1A

CITY
JUPITER

STATE
FL

AIRPORT ELEVATION
28

FACILITY
I-SYK

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM JUPEM **TO** IGOOR/I-SYK 12.57 DME

RNP
1.00

DISTANCE
6.69

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>
AAO	270024.00N/0802800.00W	237	215	8	4B	1000				AT536	1800
TERRAIN	270033.00N/0802924.00W	32 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM MODEE **TO** IGOOR/I-SYK 12.57 DME

RNP
1.00

DISTANCE
7.57

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	265700.00N/0803521.00W	246	215	8	4B	1000				AT554	1800
TERRAIN	265700.00N/0803521.00W	45 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

IGOOR/I-SYK 12.57 DME (IF/IAF)

TO

SIKOY/I-SYK 6.56 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.01										
<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	255612.00N/0803154.00W	230	215	8	4B	500				AT1070	1800
TERRAIN	265612.00N/0803154.00W	29 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

SIKOY/I-SYK 6.56 DME

TO

RW10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.40		DA				336				
<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	265430.00N/0802021.00W	127	215	8	4B		34:1			AC8 MAH18 MA64	364

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

SIKOY/I-SYK 6.56 DME

TO

ORSIE/I-SYK 3.10 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.45										
<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	265430.00N/0802412.00W	227	215	8	4B	250				RA60 DG163	700

COMPUTATIONS

ALT

KLAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

ORSIE/I-SYK 3.10 DME

TO

I-SYK 1.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	1.94		I-SYK 1.16 DME		392						
<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	265430.00N/0802021.00W	127	215	8	4B	250				MAH40	420

COMPUTATIONS

ALT

KLAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

IGOOR/I-SYK 12.57 DME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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 (12-000116)	265007.00N/0803900.00W	320	500	50	5D	1000				AT480	1800
TERRAIN	265700.00N/0803521.00W	45 (0)								AS1500	1500

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

MORGA/PBI 17.81 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 137			
<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	265427.00N/0802054.00W	123	215	8	4B		ASC				2000
AAO	265909.00N/0800906.00W	253	215	8	4B	1000					1300
TERRAIN	265409.00N/0801857.00W	55 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

I-SYK 1.16 DME

TO

MORGA/PBI 17.81 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							170				
<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				2000
AAO	265909.00N/0800906.00W	253	215	8	4B	1000					1300
TERRAIN	265409.00N/0801857.00W	55 (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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE	265409.00N/0801857.00W	1.30	432	156	215	8	4B	300			460
CATEGORY B											
TREE	265409.00N/0801857.00W	1.81	452	156	215	8	4B	300		XP24	480
CATEGORY C											
TOWER (12-003156)	265437.22N/0801623.49W	2.84	512	224	20	3	1A	300			540
CATEGORY D											
TOWER (12-026867)	265108.20N/0801735.60W	3.70	692	354	500	50	5D	300		AC50	720

CIRCLING REMARKS:

XP=24 FT TO RETAIN PUBLISHED MINIMUM.

MSA

CENTER

PBI VORTAC

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (12-001773)	263430.70N/0801431.10W	236	10.5	1552	100	3	3A	1000			2600

MSA REMARKS:

QUALITY
39
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PBI APP CON, 06FA TOWER, ZMA 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>
TWR	06FA	24	06FA		N	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	DJT	24	DJT	18.39	Y	44

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
06FA 28.0, DJT 12.0
RA = 44.0.
K06FA HAS CERTIFIED WEATHER OBSERVER WHEN TOWER IS OPEN.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-SYK	06FA ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW28 - REIL (PCL), HIRL (PCL), PAPI-4L	NPI-G	
RW10 - HIRL (PCL), REIL (PCL), PAPI-4L	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	27.8	53.6	28.0	1020	3.00	54.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	241
ON CENTERLINE	X	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

PENETRATIONS REMARKS:

20:1 penetrations assumed for both RWY 9/27 reference no survey to either RWY and no letter from the airport stating Visual surfaces clear.



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 - NO OBSTACLE SURVEY EXISTS, 20:1 PENETRATIONS ASSUMED.

VEGETATION HEIGHT USED: 100 FT PER FPT CHECKLIST.

NO OBSTACLE SURVEYS EXIST: PENETRATIONS OF VISUAL SURFACES ASSUMED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 130 TREE 265427.00N/0802257.00W.

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	2.88
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	089.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	089.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN) 265429.35N/0802018.31W

ARP COORDINATES 265429.35N/0801942.29W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 10 DISTANCE 0.58 NM

FAF COORDINATES 265429.16N/0802620.53W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

THLD DISPLACED 241FT, ACTUAL COORDINATES: 265429.34N/0802020.97W

PART E: PREPARED BY

NAME

BRITNEY ARMENTROUT

OFFICE

AJV-A422

DATE

05/14/2026

TITLE

AERONAUTICAL INFORMATION SPECIALIST

