

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
HZR	RNAV (GPS) RWY 18	1A	NEW ROADS	LA	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
39	39	RNAV (GPS) RWY 18	09/13/2018	0E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 094/30 CW 274/30	NOPT	FENPU	IF/IAF	2300
2. 274/30 CW 094/30		FENPU	IF/IAF	2300

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>
FENPU	IF/IAF	CIDLA		TF	FB	1.00	184.32	6.20	1700
CIDLA	FAF	ZOLOD/2.86 NM TO RW18		TF	FB	0.30	184.31	2.20	
ZOLOD/2.86 NM TO RW18		RW18	MAP	TF	FO	0.30	184.31	2.86	
RW18	MAP	317 MSL		CA			184.31		
317 MSL		OVB AE		DF	FO	1.00			2100

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 DIRECT OVB AE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N FENPU, RT, 184.32 INBOUND, 2300 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	184.31	FAF:	CIDLA	DIST FAF TO MAP:	5.06	DIST FAF TO THLD:	5.06							
4.	MIN ALT:	FENPU 2300, CIDLA 1700, ZOLOD/2.86 NM TO RW18 1000													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		278 HAT:	0.72	GS ANT:				
6.	MIN GP INCPT:	1700	GP ALT AT PFAF:	CIDLA 1700					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	50.4							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BTR ALTIMETER SETTING.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BTR ALTIMETER SETTING: INCREASE LPV DA TO 398 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 368 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CATS C AND D, AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 004.30 INBOUND.
CHART FAS OBST: 169 TREE (22-038617) 304457N/0912828W.
CHART VDP AT 1.04 NM TO RW18.
WAAS CHANNEL # 86942
REFERENCE PATH ID: W18A
LTP HAE: -15.4 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LPV DA	347	7/8	308	347	7/8	308	347	7/8	308	347	7/8	308			
LNAV/VNAV DA	317	7/8	278	317	7/8	278	317	7/8	278	317	7/8	278			
LNAV MDA	420	1	381	420	1	381	420	1 1/8	381	420	1 1/8	381			
CIRCLING	480	1	441	520	1	481	600	1 1/2	561	600	2	561			



CHANGES - REASONS

1. CHANGED CA LEG ALTITUDE FROM "439" TO "317" IN TERMINAL ROUTES -- UPDATED IAW 8260.58D, 3-5-2.B.
2. DELETED ASTERISK AT ZOLOD IN PROFILE LINE 4 AND VDP IN ADDITIONAL FLIGHT DATA; DELETED "*LNAV ONLY" IN ADDITIONAL FLIGHT DATA -- UPDATED IAW 8260.19K, 8-6-7.D(2).
3. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS" -- UPDATED IAW 8260.19K, 8-6-8.D(5)(A)1 AND 8260.58C, TABLE 1-2-1.
4. CHANGED BARO-VNAV AND VDP CHART NOTE FROM "BATON ROUGE" TO "BTR" -- UPDATED IAW 8260.19K, 8-6-10.E(8) AND (9).
5. ADDED CHART PROFILE NOTE "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" -- FLIGHT CHECK RESULTS 11/1/2022.
6. CHANGED CHART NOTE FROM "...USE BATON ROUGE ALTIMETER SETTING AND INCREASE ALL DA 51 FEET AND ALL VISIBILITY 1/8 SM; INCREASE ALL MDA 60 FEET, AND LNAV CAT C/D AND CIRCLING CAT C VISIBILITY 1/4 SM" TO "...USE BTR ALTIMETER SETTING: INCREASE LPV DA TO 398 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 368 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CATS C AND D, AND CIRCLING VISIBILITY CAT C 1/8 SM" -- UPDATED IAW 8260.19K, 8-6-10.E(8) AND (9); 8260.19K, 8-6-12.N(1)(A).
7. DELETED "CHART CIRCLING ICON" IN ADDITIONAL FLIGHT DATA -- UPDATED IAW FAA MEMO, SUBJECT: REMOVAL OF CIRCLING ICONS, 5/15/2025.
8. ADDED ID TO CHART FAS OBST IN ADDITIONAL FLIGHT DATA -- UPDATED IAW 8260.19K, 8-6-11.C.
9. ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" TO ALTERNATE MINIMUMS -- UPDATED IAW 8260.19K, 8-6-12.B(4).
10. FAS DATA: CRC REMAINDER CHANGED FROM "9A18CF3A" TO "0038116B" -- FPAP COORDINATES CHANGED FROM "304201.5790N/0912848.7900W" TO "304201.5785N/0912848.7905W".

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZHU, BTR APP CON, AMGR

FLIGHT CHECKED BY

GABRIEL J PARKISON

Digitally signed by

APRIL T SARMENTO

May 06, 2026

OFFICE

AJF

DATE

05/02/2026

DEVELOPED BY

CASIMIR L. TABAKA (DANIEL C JOHNSEN)

Digitally signed by

APRIL T SARMENTO

May 06, 2026

OFFICE

AJV-A432

DATE

01/06/2026

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

APRIL T SARMENTO

May 06, 2026

OFFICE

AJV-A432

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KHZR
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	304330.6315N
LTP/FTP LONGITUDE	0912841.0265W
LTP/FTP ELLIPSOIDAL HEIGHT	-00154
FPAP LATITUDE	304201.5785N
FPAP LONGITUDE	0912848.7905W
THRESHOLD CROSSING HEIGHT (TCH)	00050.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	0038116B

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+00119
FPAP ORTHOMETRIC HEIGHT	+00119



**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>
HZR	RNAV (GPS) RWY 18	1A	NEW ROADS	LA	39	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 094/30 CW 274/30 **TO** FENPU

<u>RNP</u>	<u>DISTANCE</u>	<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 (22-002171)	305146.62N/0905532.85W	1244	250	50	4D	1000					2300
TERRAIN	311327.00N/0910200.00W	452 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 274/30 CW 094/30 **TO** FENPU

<u>RNP</u>	<u>DISTANCE</u>	<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 (22-002171)	305146.62N/0905532.85W	1244	250	50	4D	1000					2300
TERRAIN	305224.00N/0905612.00W	305 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

FENPU (IF/IAF)

TO

CIDLA

RNP

1.00

DISTANCE

6.20

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (22-020250)	305423.50N/0912558.30W	473	20	3	1A	500					1000
TERRAIN	305409.00N/0912715.00W	246 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

CIDLA

TO

RW18

RNP

0.30

DISTANCE

5.06

PAT

MAP

DA

HAT

308

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (22-023421)	304357.64N/0912832.73W	148	20	10	1B		34.00:1			AC10 SA-6 MA46	347

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

CIDLA

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.06		DA				278				
<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 (22-038871)	304341.14N/0912810.60W	156	20	3	1A	161					317

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CIDLA

TO

ZOLOD/2.86 NM TO RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.20										
<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	304721.00N/0912821.00W	253	215	8	4B	250				RA60 DG437	1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

ZOLOD/2.86 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.86		RW18				381				
<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 (22-038617)	304456.69N/0912828.14W	169	20	3	1A	250					420

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

FENPU

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 (28-020136)	310402.07N/0912910.51W	858	20	3	1A	1000				AT442	2300
TERRAIN	310439.00N/0913021.00W	442 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

OVBAE

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 134				
<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 (22-023421)	304357.64N/0912832.73W	148	20	10	1B		ASC			SA-6 AC10	2100
TOWER (22-000900)	303704.11N/0913050.97W	341	20	3	1A	1000					1400
TERRAIN	303257.00N/0912803.00W	85 (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: LNAV/VNAV

FROM

DA

TO

OVBAE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							156				
<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				2100
TOWER (22-000900)	303704.11N/0913050.97W	341	20	3	1A	1000					1400
TERRAIN	303257.00N/0912803.00W	85 (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: LNAV

FROM

RW18

TO

OVBAE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00							320				
<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				2100
TOWER (22-000900)	303704.11N/0913050.97W	341	20	3	1A	1000					1400
TERRAIN	303257.00N/0912803.00W	85 (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 A											
TREE (22-038812)	304353.37N/0912731.58W	1.30	441	169	20	10	1B	300			480
CATEGORY B											
TOWER (22-003224)	304113.92N/0912805.58W	1.81	481	220	20	3	1A	300			520
CATEGORY C											
ANTENNA (22-038884)	304245.23N/0913130.39W	2.84	561	289	20	10	1B	300			600
CATEGORY D											
ANTENNA (22-038884)	304245.23N/0913130.39W	3.70	561	289	20	10	1B	300			600

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BTR APP CON, ZHU ARTCC, DRI FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	HZR	24	HZR		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BTR	24	BTR	20.30	Y	51

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KHZR 39, KBTR 67
RA = 50.6.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE	
RW18 - REIL (PCL), MIRL (PCL), PAPI-2L	NPI-G		
RW36 - ODALS (PCL), MIRL (PCL), PAPI-2L	NPI-G		



<u>AIRPORT ID</u> HZR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1A	<u>CITY</u> NEW ROADS	<u>STATE</u> LA	<u>AIRPORT ELEVATION</u> 39	<u>FACILITY</u> RNAV
<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 38.9	<u>TCH</u> 50.4	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.4

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -15C (+5F)	<u>CRITICAL HIGH</u> +54C (+130F)	<u>ACT</u> -15C	<u>APT ISA</u> +14.92C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV	
34:1		
148 TREE (22-023421) 304357.6400N/0912832.7300W (33.35)	144 TREE (22-023423) 304359.0800N/0912845.0800W (27.47)	
122 TREE (22-038873) 304355.2800N/0912839.9200W (15.73)	120 TREE (22-038632) 304355.0500N/0912842.3600W (14.89)	
117 TREE (22-038801) 304354.7700N/0912843.3200W (12.9)	119 TREE (22-038669) 304355.5200N/0912844.4400W (12.89)	
118 TREE (22-038913) 304354.7700N/0912833.3900W (11.99)	121 TREE (22-038600) 304357.2700N/0912842.8200W (9.4)	
122 TREE (22-038603) 304357.2500N/0912836.5200W (9.24)	109 TREE (22-038895) 304353.5500N/0912842.3000W (8.32)	
103 TREE (22-038685) 304351.7800N/0912844.2600W (7.94)	122 TREE (22-038785) 304358.3300N/0912844.5800W (7.59)	
117 TREE (22-038609) 304356.6100N/0912838.4400W (6.51)	116 TREE (22-038707) 304356.7500N/0912843.7600W (6.12)	
111 TREE (22-038957) 304355.3900N/0912841.1400W (4.64)	109 TREE (22-038733) 304354.5100N/0912834.7500W (4.02)	
99 TREE (22-038889) 304352.0800N/0912842.2400W (2.66)	103 TREE (22-038814) 304353.5800N/0912844.3300W (2.62)	
117 TREE (22-038964) 304358.3700N/0912842.5800W (2.09)	119 TREE (22-038924) 304358.9200N/0912840.0300W (1.97)	
98 TREE (22-038595) 304351.9300N/0912840.6300W (1.8)	114 TREE (22-038725) 304357.0300N/0912833.5900W (1.33)	
110 TREE (22-038628) 304356.2300N/0912841.9600W (1.31)	101 TREE (22-038842) 304353.0300N/0912837.7500W (0.98)	
117 TREE (22-038954) 304358.5000N/0912838.0000W (0.82)	89 TREE (22-038652) 304349.4600N/0912842.4400W (0.47)	
118 TREE (22-038693) 304358.7700N/0912834.4700W (0.34)		
<u>PENETRATIONS REMARKS:</u>		



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.
VEGETATION HEIGHT 100 FEET PER FPT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 302 AAO 304845.00N/0912648.00W.
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	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	184.31
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM		TO 1500FT POINT	4.86
WIDTH OF		SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	184.31
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	304330.63N/0912841.03W
ARP COORDINATES	304306.00N/0912843.20W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.41 NM
FAF COORDINATES	304833.95N/0912814.56W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
TAA FENPU (IF/IAF) 30 54 45.74 N / 091 27 42.04 W RADIUS: 30 NM.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (DANIEL C JOHNSEN)	AJV-A432	01/06/2026	AERONAUTICAL INFORMATION SPECIALIST

