

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> KSPG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> ST PETERSBURG	<u>STATE</u> FL		
<u>AIRPORT ELEVATION</u> 7	<u>TDZE</u> 6	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 04/20/2023	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
PIE VORTAC	IF/IAF	RUTHV		TF	FB	1.00	157.35	5.17	1700
RUTHV	FAF	PICOL	MAP	TF	FO	0.30	171.95	3.38	
PICOL	MAP	800 MSL		CA			171.95		800
800 MSL		PIE VORTAC		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LP: PICOL
LNAV: PICOL

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 DIRECT PIE VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD NW PIE VORTAC, RT, 157.35 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 171.95 FAF: RUTHV DIST FAF TO MAP: 3.38 DIST FAF TO THLD: 3.87
- MIN ALT: PIE VORTAC 2000, RUTHV 1700
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT:
- MIN GP INCPT: GP ALT AT FAF : OM: MM: IM:
- GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
- MSA FROM: PICOL 2700



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA NW OF RWYS 7 AND 18.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL ON PIE VORTAC AIRWAY RADIALS R-336, R-355, R-016, R-045, AND R-067.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 491 BUILDING (12-103913) 274617N/0823803W, 219 CRANE (12-174434) 274627N/0823736W.
CHART 232 BUILDING 274920N/0823843W.
WAAS CHANNEL # 77746
REFERENCE PATH ID: W18A
FAC CROSSES RWY C/L EXTENDED 3002 FT FROM THLD.
CHART CIRCLING ICON.
RUTHV TO RW18: 4.00/48.
FICTITIOUS THRESHOLD POINT (CFFTG) DO NOT CHART.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 12.67 DEGREES.
FTP HAE: -22.8 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
LP MDA	480	1	474	480	1	474		NA			NA				
LNAV MDA	800	1	794	800	1 1/4	794		NA			NA				
CIRCLING	800	1	793	800	1 1/4	793		NA			NA				

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED CA LEG ALTITUDE FROM 407 TO 800 - MITIGATE 547' BUILDINGS FROM OEAAA.
2. MISSED APPROACH: ADDED LP MAP PICOL - LP LINE OF MINIMA ADDED TO PROCEDURE.
3. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING RIGHT TURN TO 2000 DIRECT PIE VORTAC AND HOLD" TO "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 DIRECT PIE VORTAC AND HOLD" - NEW MISSED APPROACH CLIMB-TO ALTITUDE.
4. ADDITIONAL FLIGHT DATA: ADDED FAS OBSTACLE FOR LP SEGMENT - NEW PROCEDURE/CONTROLLING OBSTACLE.
5. ADDITIONAL FLIGHT DATA: ADDED "CHART 232 BUILDING 274920N/0823843W" TO ADDITIONAL FLIGHT DATA - 7:1 APPLIED TO LP SEGMENT.
6. ADDITIONAL FLIGHT DATA: UPDATED "FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD." TO "FAC CROSSES RWY C/L EXTENDED 3002 FT FROM THLD." - NEW TARGETS CALCULATIONS.
7. ADDITIONAL FLIGHT DATA: CHANGED "KENVE TO RW18: 4.00/48.2." TO "RUTHV TO RW18: 4.00/48." - IAW 8260.19I 8-6-10 (O).
8. ADDITIONAL FLIGHT DATA: UPDATED FINAL APPROACH COURSE OFFSET FROM 12.68 TO 12.67 DEGREES - NEW TARGETS CALCULATIONS.
9. ADDITIONAL FLIGHT DATA: ADDED "FICTITIOUS THRESHOLD POINT (CFFTG) DO NOT CHART." - IAW 8260.19I 2-10-4A4.
10. MINIMUMS: ADDED LP MDA/HAT/VIS ALL CATS 480/474/1 - NEW LP MINIMA.
11. CHANGED FAF FIX NAME FROM KENVE TO RUTHV - ATC REQUEST.



AIRPORT ID
KSPG

PROCEDURE NAME
RNAV (GPS) RWY 18

ORIGINAL/AMENDMENT
2

CITY
ST PETERSBURG

STATE
FL

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: TPA APP CON, AMGR, SPG ATCT

FLIGHT CHECKED BY
WILLIAM M YINGLING

Digitally signed by
JOHN BORDY
Sep 24, 2024

OFFICE
FPO

DATE
09/19/2024

DEVELOPED BY
ERIC N SUSKI (DEVON KERCHER)

Digitally signed by
JOHN BORDY
Sep 24, 2024

OFFICE
AJV-A431

DATE
05/24/2023

APPROVED BY
JOHN BORDY

Digitally signed by
JOHN BORDY
Sep 24, 2024

OFFICE
AJV-A33

DATE
09/24/2024

TITLE
MANAGER

QUALITY
34
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSPG
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	274605.4885N
LTP/FTP LONGITUDE	0823722.0740W
LTP/FTP ELLIPSOIDAL HEIGHT	-00228
FPAP LATITUDE	274438.4485N
FPAP LONGITUDE	0823659.4115W
THRESHOLD CROSSING HEIGHT (TCH)	00048.2
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	04.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
 CRC REMAINDER	 065E3E9B

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00018
FPAP ORTHOMETRIC HEIGHT	+00018



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

<u>AIRPORT ID</u> KSPG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 2	<u>CITY</u> ST PETERSBURG	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 7	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
PIE VORTAC (IF/IAF)

TO
RUTHV

<u>RNP</u>	<u>DISTANCE</u> 5.17	<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 (12-002201)	275201.58N/0823725.87W		660	20	3	1A	500				AT540	1700
TERRAIN	275203.00N/0824039.00W		88 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LP

FROM
RUTHV

TO
PICOL

<u>RNP</u>	<u>DISTANCE</u> 3.38	<u>PAT</u>	<u>MAP</u> PICOL	<u>HAT</u> 474	<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>
CRANE (12-174434)	274626.64N/0823736.15W		219	20	3	1A	250					480

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV

FROM
RUTHV

TO
PICOL

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.38		PICOL		794							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
BUILDING (12-103913)	274616.86N/0823802.94W		491	20	3	1A	250				XP59	800

COMPUTATIONS

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

PER FPT, MAINTAIN PREVIOUS STRAIGHT-IN MINIMUMS.
HOLD-IN-LIEU OF PT

FROM
PIE VORTAC

TO
P-4

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
		P-4										
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (12-002427)	275646.00N/0824710.00W		378	500	50	5D	1000				AT622	2000
TERRAIN	275930.00N/0824348.00W		104 (100)								AS1500	1600

COMPUTATIONS

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



MISSED APPROACH : LP

FROM
PICOL

TO
PIE VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 380					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2000
TOWER (12-002201)	275201.58N/0823725.87W		660	20	3	1A	1000					1700
TERRAIN	274557.00N/0823933.00W		95 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CLIMB TO 800' ADDED TO MISSED APPROACH INSTRUCTIONS IN ORDER TO MITIGATE A BUILDING UNDER CONSTRUCTION THAT WILL BE 547' PER 2019-ASO-16884-OE.

MISSED APPROACH : LNAV

FROM
PICOL

TO
PIE VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 700					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2000
TOWER (12-002201)	275201.58N/0823725.87W		660	20	3	1A	1000					1700
TERRAIN	274557.00N/0823933.00W		95 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CLIMB TO 800' ADDED TO MISSED APPROACH INSTRUCTIONS IN ORDER TO MITIGATE A BUILDING UNDER CONSTRUCTION THAT WILL BE 547' PER 2019-ASO-16884-OE.



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											
SHIP	274533.96N/0823729.16W	1.30	793	180	50	20	2C	300		SI	800
CATEGORY B											
SHIP	274533.96N/0823729.16W	1.81	793	180	50	20	2C	300		SI	800

CIRCLING REMARKS:

MSA

CENTER
PICOL

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (12-004378)	274910.84N/0821538.00W	087	19.6	1667	20	3	1A	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FINAL IS OFFSET 12.67 DEGREES TO AVOID KTPS AND KTPF AIRSPACE AND TRAFFIC PATTERNS.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
TPA APP CON, SPG TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KSPG	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSPG	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KTPA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTPA	<u>DISTANCE</u> 13.54	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 37

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KSPG 7, KTPA 26
RA = 36.7.

<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>
RW25 - MIRL (PCL), REIL (PCL), PAPI-2L		BSC-G	
RW07 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-G	
RW18 - MIRL (PCL), REIL (PCL), PAPI-2R (PCL)		NPI-G	
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-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>
					4.00	48.2

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3002	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	190
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

Final Type	CIRCLING RWY 07		
20:1			
50 TREE (12-028711) 274545.5000N/0823803.1400W (12.67)		48 BUILDING (12-026160) 274546.3700N/0823805.0000W (5.34)	
39 TREE (12-139287) 274546.4700N/0823803.1100W (4.08)		38 TREE (12-139140) 274547.9100N/0823803.8500W (3.55)	
51 TREE (12-138690) 274543.5800N/0823805.0200W (1.67		39 TREE (12-138766) 274546.8500N/0823803.9900W (1.49)	
60 BUILDING (12-003236) 274545.5600N/0823808.5400W (1.38)		39 BUILDING (12-020241) 274548.6800N/0823805.1200W (1.33)	
46 BUILDING (12-140138) 274546.0400N/0823805.3400W (1.21)		39 TREE (12-140370) 274545.4600N/0823803.3900W (0.58)	
38 TREE (12-138858) 274545.5700N/0823803.2600W (0.36)			
Final Type	CIRCLING RWY 18		
20:1			
150 SHIP 274609.3400N/0823726.8800W (130.96)			
Final Type	CIRCLING RWY 25		
20:1			
150 SHIP 274602.7800N/0823723.3800W (139.29)		8 TERRAIN (12-174345) 274603.6200N/0823724.9300W (1.46)	
Final Type	CIRCLING RWY 36		
20:1			
180 SHIP 274534.0100N/0823731.5000W (158.04)			
Final Type	RWY 18 LP AND LNAV		
20:1			
150 SHIP 274609.3400N/0823726.8800W (130.96)		219 CRANE (12-174434) 274626.6400N/0823736.1500W (112.34)	
Final Type	RWY 18 LP AND LNAV		
34:1			
156 BUILDING (12-140741) 274641.8000N/0823741.5700W (45.75)		156 BUILDING (12-139431) 274641.9500N/0823740.0700W (45.33)	
155 BUILDING (12-139265) 274642.0500N/0823738.0200W (44.07)		155 BUILDING (12-139569) 274643.2700N/0823738.2700W (40.44)	
166 BUILDING (12-026183) 274650.6900N/0823744.2400W (29.30)		158 BUILDING (12-139547) 274650.3900N/0823744.2300W (22.19)	
165 BUILDING (12-004662) 274654.0000N/0823741.0000W (18.52)		164 BUILDING (12-026167) 274654.4500N/0823740.8700W (16.19)	



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - 20:1 PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES:

NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAMPA INTL ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND CIRCLING VISIBILITY CAT A 1/4 SM.

PER FPT: 100FT VEGETATION. RWY 18/25 APPROACH ENDS - 150FT SHIPS. RWY 36 APPROACH END - 180FT SHIPS WITHIN 290FT OF SHORELINE. RWY 7 APPROACH END (GULF SIDE) - 225FT SHIPS.

LPV AND LNAV/VNAV NOT DEVELOPED DUE TO VGS PENETRATIONS BY 150 FT SHIPS.

TAA NOT DEVELOPED PER ATC REQUEST.

ORDER 8260.3 CHAPTER 2 APPLIED TO 232 BUILDING 274920.00N/0823843.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KSPG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 2	<u>CITY</u> ST PETERSBURG	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 7	<u>FACILITY</u> RNAV
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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	1.54
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	166.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	3.47
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	166.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD
COORDINATES
(IF STR-IN)

274604.72N/0823729.40W

ARP COORDINATES

274554.41N/0823736.98W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 7 DISTANCE 0.37 NM

FAF
COORDINATES

274952.54N/0823821.24W

FIX NAME
COORDINATES

MAP PICOL: 274634.43N/0823729.61W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 190FT, ACTUAL COORDINATES: 274606.60N/0823729.41W.

QUALITY
34
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> ERIC N SUSKI (DEVON KERCHER)	<u>OFFICE</u> AJV-A431	<u>DATE</u> 05/24/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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