

**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> SUZ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 2	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BENTON	<u>STATE</u> AR		
<u>AIRPORT ELEVATION</u> 389	<u>TDZE</u> 389	<u>SUPERSEDED</u> ILS OR LOC RWY 2	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 02/23/2023	<u>MAG VAR</u> 1E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-SUZ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LIT VORTAC		REMBE INT/I-SUZ 12.27 DME					220.23	31.17	2800
REMBE INT/I-SUZ 12.27 DME	IF/IAF	AXALE/I-SUZ 6.24 DME					018.98 (I-SUZ)	6.03	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.92 NM AFTER AXALE/I-SUZ 6.24 DME OR AT I-SUZ 1.32 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 275 AND LIT VORTAC R-247 TO BEGAN INT/LIT 28.72 DME AND HOLD, CONTINUE TO CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD S REMBE INT/I-SUZ 12.27 DME, RT, 018.98 INBOUND, 2800 IN LIEU OF PT (IAF), MAX 4800.
- FAC: 018.98 FAF: AXALE/I-SUZ 6.24 DME DIST FAF TO MAP: 4.92 DIST FAF TO THLD: 4.92
- MIN ALT: REMBE INT/I-SUZ 12.27 DME 2800, AXALE/I-SUZ 6.24 DME 2000, COXES/I-SUZ 3.35 DME 1060
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1001 OM: MM: IM:
- MIN GS INCPT: 2000 GS ALT AT PFAF: AXALE/I-SUZ 6.24 DME 2000
- GS ANGLE: 3.00 34:1: 20:1: TCH: 44.5
- MSA FROM: LIT VORTAC 3300



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LIT VORTAC AIRWAY RADIALS 160 CW 280.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 067.08 INBOUND.
CHART FAS OBST: 445 TREE (05-027748) 343446N/0922904W.
CHART 607 CRANE (05-079211) 343259N/0923019W.
CHART VDP AT 2.12 DME.
DISTANCE VDP TO THLD 0.80 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4, 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
S-ILS 02	639	3/4	250	639	3/4	250	639	3/4	250	639	3/4	250			
S-LOC 02	700	7/8	311	700	7/8	311	700	7/8	311	700	7/8	311			
CIRCLING	980	1	591	1080	1	691	1200	2 1/2	811	1200	2 3/4	811			



CHANGES - REASONS

1. TERMINAL ROUTES: ADDED HOT VOR/DME AS AN IAF - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
2. TERMINAL ROUTES: RENAMED IF/IAF FIX FROM "REMBE INT/12.27" TO "REMBE INT/I-SUZ 12.27 DME" - IAW 8260.19J, 8-2-6 (3).
3. TERMINAL ROUTES: LIT VORTAC (FEEDER) TO REMBE/I-SUZ 12.27 DME (IF/IAF) COURSE/DISTANCE CHANGED FROM 224.71/24.54 TO 220.23/31.17 - LIT VORTAC WAS RELOCATED 8.05 NM NNE FROM ITS ORIGINAL LOCATION.
4. MISSED APPROACH INSTRUCTION: UPDATED INSTRUCTIONS FROM "CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 2300 ON LIT VORTAC R-250 TO BEGAN INT/LIT 21.98 DME AND HOLD" TO "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 275 AND LIT VORTAC R-247 TO BEGAN INT/LIT 28.72 DME AND HOLD, CONTINUE TO CLIMB-IN-HOLD TO 3000" - IAW 8260.19J, 8-6-6 (D) (7); DUE TO LIT VORTAC RELOCATION AND MISSED APPROACH FIX MOVED 4.41 NM NW.
5. PROFILE: LINE 4: UPDATED STEP-DOWN FIX, CHANGED FROM "COXES/I-SUZ 3.29 DME 1060" TO COXES/I-SUZ 3.35 DME 1060 - FIX MOVED 0.06 NM (371.2 FT) SSW.
6. EQUIPMENT REQUIREMENTS NOTES: REPLACED "DME REQUIRED" WITH ""DME REQUIRED FOR LOC ONLY" - THIS IS MON SAFE LANDING PROCEDURE, DME IS NOT REQUIRED FOR ENTIRE PROCEDURE.
7. NOTES: UPDATED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVAL ON LIT VORTAC AIRWAY RADIALS 193 CW 273" TO "PROCEDURE NA FOR ARRIVAL ON LIT VORTAC AIRWAY RADIALS 160 CW 280" - RADIALS CHANGED BECAUSE LIT VORTAC WAS RELOCATED 8.05 NM NNE FROM ITS ORIGINAL LOCATION.
8. NOTES: ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HOT VOR/DME ON V124 SOUTHWEST BOUND" - IAW 8260.19J, 8-2-5 (G) (2).
9. NOTES: DELETED "CHART PLANVIEW NOTE: USE OF LIT R-225 AND PBF R-284 MAY BE NECESSARY TO LOCATE REMBE INTERSECTION" – NOT REQUIRED, PBF REMOVED FROM THE PROCEDURE.
10. ADDITIONAL FLIGHT DATA: UPDATED HOLD DIRECTION AND INBOUND COURSE FROM W AND 070.44 TO SW AND 067.08 - LIT VORTAC WAS RELOCATED 8.05 NM NNE FROM ITS ORIGINAL LOCATION AND MISSED APPROACH FIX, BEGAN, MOVED 4.41 NM NW.
11. ADDITIONAL FLIGHT DATA: UPDATED 7:1 OBSTACLE FROM "CHART 607 CRANE 343259N/0923019W" TO "CHART 607 CRANE (05-079211) 343259N/0923019W" - TARGETS DESIGNATED OAS NUMBER.
12. MINIMUMS: CHANGED RUNWAY DESIGNATION FROM "2" TO "02" - NEW SIAP FORMAT.
13. MINIMUMS: RAISED CIRCLING CAT A MDA/HAA FROM 940/571 TO 980/591 - DUE TO NEW CONTROLLING OBSTACLE.

07/23/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/03/2024.

1. TERMINAL ROUTES: DELETED INITIAL SEGMENT HOT VOR/DME TO REMBE.

2. NOTES: DELETED "PROCEDURE NA FOR ARRIVALS AT HOT VOR/DME ON V124 SOUTHWEST BOUND."

10/03/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/25/2025.

1. REMOVED "CHART CIRCLING ICON" FROM ADDITIONAL FLIGHT DATA.

2. CHANGED S-LOC 02 CAT A/B VISIBILITY FROM 1 SM TO 7/8 SM.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZME, LIT APP CON, AMGR

FLIGHT CHECKED BY

COLTON MAX CROWDER

Digitally signed by

CASEY D HILL

Oct 09, 2025

OFFICE

FIOG

DATE

07/08/2025

DEVELOPED BY

PARNELL PRASSADA

Digitally signed by

CASEY D HILL

Oct 09, 2025

OFFICE

AJV-A431

DATE

05/03/2024

APPROVED BY

BEV L BORDY

Digitally signed by

CASEY D HILL

Oct 09, 2025

OFFICE

AJV-A430

DATE

10/23/2025

TITLE

MANAGER

**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>
SUZ	ILS OR LOC RWY 2	2	BENTON	AR	389	I-SUZ

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM LIT VORTAC **TO** REMBE INT/I-SUZ 12.27 DME

<u>RNP</u>	<u>DISTANCE</u> 31.17	<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 (05-000972)	343708.06N/0922615.54W	886	20	3	1A	1000				AT914	2800
TERRAIN	343718.00N/0922621.00W	574 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM REMBE INT/I-SUZ 12.27 DME (IF/IAF) **TO** AXALE/I-SUZ 6.24 DME

<u>RNP</u>	<u>DISTANCE</u> 6.03	<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 (05-000989)	342814.88N/0923358.68W	704	250	50	4D	500				AT796	2000
TERRAIN	342854.00N/0923318.00W	406 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

AXALE/I-SUZ 6.24 DME

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.92		DA				250				
<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 (05-027748)	343445.74N/0922904.33W	445	50	20	2C		34.00:1			AC20	639

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

AXALE/I-SUZ 6.24 DME

TO

COXES/I-SUZ 3.35 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.89										
<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	343145.00N/0922951.00W	755	215	8	4B	250				DG40	1060

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

COXES/I-SUZ 3.35 DME

TO

4.92 NM AFTER AXALE/I-SUZ 6.24 DME OR AT I-SUZ 1.32 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.03		4.92 NM AFTER AXALE/I-SUZ 6.24 DME OR AT I-SUZ 1.32 DME	311	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (05-027748)	343445.74N/0922904.33W	445	50	20	2C	250					700

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

REMBE INT/I-SUZ 12.27 DME

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 (05-000989)	342814.88N/0923358.68W	704	250	50	4D	1000				AT1096	2800
TERRAIN	342306.00N/0923139.00W	413 (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: ILS

FROM

DA

TO

BEGAN INT/LIT 28.72 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
1.00							452				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
AAO	344136.00N/0923230.00W	827	215	8	4B	1000					1900
TERRAIN	344136.00N/0923230.00W	626 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

4.92 NM AFTER AXALE/I-SUZ 6.24 DME OR AT I-SUZ 1.32 DME

TO

BEGAN INT/LIT 28.72 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
							450				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
AAO	344136.00N/0923230.00W	827	215	8	4B	1000					1900
TERRAIN	344136.00N/0923230.00W	626 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
SUZ

PROCEDURE NAME
ILS OR LOC RWY 2

AMDT NO.
2

CITY
BENTON

STATE
AR

AIRPORT ELEVATION
389

FACILITY
I-SUZ

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	343536.00N/0922721.00W	1.30	591	662	215	8	4B	300			980
CATEGORY B											
TOWER (05-000601)	343605.00N/0922657.00W	1.82	691	775	100	20	3C	300			1080
CATEGORY C											
TOWER (05-000972)	343708.06N/0922615.54W	2.86	811	886	20	3	1A	300			1200
CATEGORY D											
TOWER (05-000972)	343708.06N/0922615.54W	3.73	811	886	20	3	1A	300			1200

CIRCLING REMARKS:

MSA

CENTER
LIT VORTAC

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (05-000779)	342631.00N/0921304.00W	188	22.3	2237	250	50	4D	1000			3300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, JBR FSS, LIT APP CON

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> SUZ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SUZ	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> LIT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> LIT	<u>DISTANCE</u> 15.11	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 53

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSUZ 389, KLIT 254
RA = 52.6.

<u>PRIMARY NAVAID</u> I-SUZ	<u>MONITOR POINT</u> LIT TRACON	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - REIL (PCL), MIRL (PCL), PAPI-4L	NPI-G	
RW20 - MIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 389.4	<u>TCH</u> 44.5	<u>ELEV GS ANTENNA</u> 373.7	<u>DISTANCE FROM RWY</u> 1001	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 55.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
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

FINAL TYPE	ILS, LOC
34:1	
443 TREE (05-027753) 343448.4900N/0922905.3400W (13.5)	436 POLE (05-023932) 343449.2300N/0922902.0100W (11.37)
438 TREE (05-070102) 343449.5400N/0922905.4900W (11.31)	439 TREE (05-027751) 343448.0000N/0922903.6500W (9.56)
431 TREE (05-027755) 343450.4600N/0922903.2000W (8.81)	445 TREE (05-027748) 343445.7400N/0922904.3300W (8.67)
428 TREE (05-027756) 343450.6900N/0922900.6700W (8.58)	430 TREE (05-027754) 343450.0800N/0922901.3200W (8.33)
432 TREE (05-030287) 343450.2700N/0922904.9900W (7.77)	441 TREE (05-080063) 343446.6900N/0922903.9500W (7.64)



<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>
SUZ	ILS OR LOC RWY 2	2	BENTON	AR	389	I-SUZ
438 TREE (05-080140) 343446.4700N/0922903.2800W (4.59)			431 TREE (05-027750) 343447.6100N/0922902.1700W (1.71)			
427 TREE (05-027752) 343448.2800N/0922901.1700W (0.42)						
<u>PENETRATIONS REMARKS:</u>						
VGS (ILS) ALLOWABLE LIGHTING (05-079482 AND 05-080320) 1.24 AND 0.26 FT. PENETRATION RESPECTIVELY (FIXED BY FUNCTION).						

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.

100 FT VEGETATION USED PER FPT.

MIN ALT COXES/I-SUZ 3.35 DME 1080 WHEN USING LIT ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LIT ALTIMETER SETTING AND INCREASE S-ILS 02 DA TO 692 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 60 FEET AND S-LOC 02 VISIBILITY CAT C/D 1/8 SM. VDP NA WHEN USING LIT ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 607 CRANE (05-079211) 343258.78N/0923019.27W.

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	3.66
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.01
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	019.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	5.23
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.35
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	019.98
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	343502.19N/0922856.20W
ARP COORDINATES	343525.40N/0922846.00W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 20 DISTANCE 0.41 NM
FAF COORDINATES	343024.41N/0923058.24W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
PARNELL PRASSADA	AJV-A431	05/03/2024	AERONAUTICAL INFORMATION SPECIALIST

